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Every attempt has been made to include as many of the Boeing Company’s airplane configuration variables as possible.

Document Number: D6-7829
RevisionNumber: 29
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**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

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<td>Revised note about 2” wide band and moved arrow pointing at Pilot’s window to Co-pilot’s window.</td>
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FLAMMABLE MATERIAL LOCATIONS

PORTABLE OXYGEN BOTTLES 8 PLACES ON HATRACKS OR NEAR FLOOR LEVEL ON PARTITIONS

HYDRAULIC ACCUMULATORS (RIGHT WHEEL WELL AREA)

PASSENGER OXYGEN SYSTEM BOTTLES IN AFT CARGO COMPARTMENT

UTILITY AND AUXILIARY RESERVOIR IN LEFT FILLET AREA

FUEL TANK

CREW OXYGEN SYSTEM BOTTLES IN FWD LOWERED CEILING OR FWD CARGO

ENGINE OIL TANK - EACH ENGINE - RIGHT SIDE

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

1 AFT ENTRY DOOR

2 FORWARD GALLEY DOOR

3 OVERWING ESCAPE HATCHES

4 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

6 FT 1/2 IN. FLOOR LEVEL TO GROUND, WHEELS RETRACTED

9 FT 7 IN. FLOOR LEVEL TO GROUND, WHEELS EXTENDED

1 FLIGHT DECK WINDOWS OPEN FROM INSIDE

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BATTERY LOCATIONS

- MAIN BATTERY
- BATTERY
- NOSE WHEEL WELL
- Emergency Locator Transmitter (ELT) (as installed)
ENGINE FIRE T-HANDLES - PULL

BATTERY SWITCH - OFF

APU MASTER SWITCH - OFF

APU FIRE SWITCH - PULL

DC POWER

NOTE: OPTIONAL LOCATION FOR T-HANDLES IS ON THE PILOTS' LIGHT SHIELD

ENGINE START LEVERS - CUTOFF

THRUST LEVERS - RETARD

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES
**707-300 & 400 SERIES**

**FLAMMABLE MATERIAL LOCATIONS**

- **Portable Oxygen Bottles**: 8 places on hatracks or near floor level on partitions.
- **Portable Oxygen Bottles**: On forward side of bulkhead.
- **Fire Extinguisher Ports**: On engine right cowling (typical each engine).
- **Crew Oxygen System Bottles**: In fwd lowered ceiling or fwd cargo area.
- **Passenger Oxygen System Bottles**: In aft cargo compartment.
- **Utility and Auxiliary Reservoir**: In left fillet area.
- **Engine Oil Tank**: Each engine - right side.
- **Fuel Tank**: 2285 gal - 8650 L, 4036 gal - 15278 L, 10190 gal - 38573 L.
- **APU Fuel Line**: 434 gal - 1643 L.
- **Auxiliary Power Unit**: Fwd cargo compartment on 25000 series.

**Hot Brakes**
- Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
- Water mist: Can be deployed from turret or handline.
- Fans: Placing fans may place firefighters very close to the hazard zone.

**Wheel Fire**
- Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
- Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**CAUTION:** Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

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October 18, 2019

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1 PILOT’S SLIDING WINDOWS

2 ENTRY DOOR EXTERNAL HANDLE

3 GALLEY DOOR EXTERNAL HANDLE

4 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL

5 STATION 990 EMERGENCY EXIT

6 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.

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

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EMERGENCY RESCUE ACCESS-2

- 2" wide band of contrasting color indicating all passenger doors, hatches and windows externally operable.
- 3 aft galley door
- 2 aft entry door
- 5 cargo airplanes only
- 2 overwing escape hatches
- 6 cut-in areas (not marked on all airplanes)
- 3 forward galley door
- 2 forward entry door
- 6 ft 1/2 in. floor level to ground, wheels retracted
- 10 ft 1 in. floor level to ground, wheels extended

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CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE AFT.
3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS

TO OPEN DOOR:
1. PUSH HANDLE RELEASE.
2. PULL THE HANDLE AND, AT THE SAME TIME, PUSH IN TOP OF DOOR FORCIBLY.

3 TAIL CONE JETTISON LATCH

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
EMERGENCY RESCUE ACCESS-2

1 FORWARD SERVICE ENTRANCE DOOR
2 OVERWING EMERGENCY EXITS
3 TAIL CONE JETTISON LATCH
4 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

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

AVERAGE DISTANCE FLOOR LEVEL TO GROUND WHEELS RETRACTED: 4 FT. WHEELS EXTENDED: 8 FT.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
FLIGHT DECK CONTROL SWITCH LOCATIONS

APU SHUTDOWN AND FIRE PROCEDURE
1. APU “MASTER OFF” SWITCH TO “OFF” (UP)
2. IF “APU FIRE” ALERT ON EAD IS DISPLAYED...
3. FIRE CONT SW TO “OFF & AGENT ARM”
4. FIRE AGENT NO. 1 SWITCH TO “DISCH” (DOWN)
5. AFTER 30 SECONDS FIRE AGENT NO. 2 SWITCH TO “DISCH” (DOWN)

ENGINE SHUTDOWN AND FIRE PROCEDURE
A. FUEL CONTROL SWITCH FROM “ON” TO “OFF” (DOWN)
B. IF LIGHT(S) IN HANDLES ARE ILLUMINATED...
C. PULL HANDLES FULLY OUT
D. ROTATE HANDLES CLOCKWISE
E. AFTER 30 SECONDS, ROTATE HANDLES COUNTERCLOCKWISE

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APU SHUTDOWN AND FIRE PROCEDURE
1. “APU SHUT OFF” SWITCH TO “SHUT OFF” (UP)
2. IF “FIRE” LIGHT IS ILLUMINATED...
3. FIRE AGENT 1 SWITCH TO “DISCHARGE” (UP)
4. AFTER 30 SECONDS, FIRE AGENT NO 2 SWITCH TO "DISCHARGE" (UP)
**FLAMMABLE MATERIAL LOCATIONS**

**PORTABLE OXYGEN BOTTLES ON HATRACKS OR NEAR FLOOR LEVEL ON PARTITIONS**

**HYDRAULIC ACCUMULATORS (RIGHT WHEEL WELL AREA)**

**PASSENGER OXYGEN SYSTEM BOTTLES IN AFT CARGO COMPARTMENT**

**UTILITY AND AUXILIARY RESERVOIR IN LEFT FILLET AREA**

**CREW OXYGEN SYSTEM BOTTLES IN FWD LOWERED CEILING OR FWD CARGO AREA**

**ENGINE OIL TANK - EACH ENGINE - RIGHT SIDE**

**FUEL TANK**

**FUELL TANK**

**ENGINE OIL TANK - EACH ENGINE - RIGHT SIDE**

**PORTABLE OXYGEN BOTTLE ON FORWARD SIDE OF BULKHEAD**

---

**CAUTION:** Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

**HOT BRAKES**

Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.

Water mist: Can be deployed from turret or handline.

Fans: Placing fans may place firefighters very close to the hazard zone.

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
**WARNING:** PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

1 ENTRY DOOR EXTERNAL HANDLE

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

2 GALLEY DOOR EXTERNAL HANDLE

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

3 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL

TO OPEN HATCH:
1. PUSH IN PANEL.
2. PUSH HATCH INWARD.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING
COLOR INDICATING ALL PASSENGER
DOORS, HATCHES AND WINDOWS
EXTERNALLY OPERABLE.

1 AFT ENTRY DOOR

2 AFT GALLEY DOOR

3 OVERWING ESCAPE HATCHES

4 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

1 FORWARD ENTRY DOOR

2 FORWARD GALLEY DOOR

4 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

1 FLIGHT DECK WINDOWS OPEN FROM INSIDE

6 FT 1/2 IN. FLOOR LEVEL TO GROUND, WHEELS RETRACTED
9 FT 10 IN. FLOOR LEVEL TO GROUND, WHEELS EXTENDED

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BATTERY LOCATIONS

- MAIN BATTERY
- NOSE WHEEL WELL
- BATTERY
- Emergency Locator Transmitter (ELT) (as installed)
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

727 SERIES

FLAMMABLE MATERIAL LOCATIONS

AFT CARGO FUEL TANKS (OPTIONAL)
860 GAL (FWD) - 3255 L
1070 GAL (AFT) - 4050 L

AIRSTAIR HYDRAULIC RESERVOIR

OXYGEN BOTTLES (PORTABLE)

FUEL LINES

APU (WHEEL WELL)

HYDRAULIC ACCUMULATOR

VENT SURGE TANK

PORTABLE OXYGEN BOTTLE

OXYGEN BOTTLES (PASSENGERS AND CREW)

FUEL TANK

PORTABLE OXYGEN BOTTLE

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own. Water mist: Can be deployed from turret or handline. Fans: Placing fans may place firefighters very close to the hazard zone.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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October 18, 2019
1 PILOT'S SLIDING WINDOW
(RH AND LH) CARGO AIRPLANES
(RH ONLY) PASSENGER AIRPLANES

2 FWD ENTRY DOOR
EXTERNAL HANDLE

3 MID/FWD GALLEY DOOR
EXTERNAL HANDLE

4 EMERGENCY OVERWING
EXIT HATCHES PUSH PANEL

TO OPEN WINDOW FROM OUTSIDE:
1. PULL IN EXTERNAL ACCESS DOOR.
2. PULL EXTERNAL RELEASE HANDLE.
3. SLIDE WINDOW OPEN.

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

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

TO OPEN HATCH:
1. PUSH IN PANEL.
2. PUSH HATCH INWARD AND UPWARD.

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

5 AFT EXIT DOORS EXTERNAL HANDLE (200)L

TO OPEN DOOR:
1. PULL OUTWARD LOWER END OF HANDLE AND ROTATE FORWARD.
2. PULL DOOR OUTWARD.

6 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.

NEW INTERIOR HAS STOWAGE BIN
2" wide band of contrasting color indicating all passenger doors, hatches and windows externally operable.

Aft airstair exterior control panel operating instructions on access panel.

Aft entry door opens from inside of the aft stairs area (Airstair must first be lowered).

Aft exit doors (removed on 100 and 200F).

4 overwing escape hatches.

6 cut-in areas.

3 galley door (moved forward on 200 - removed on 200F).

2 forward entry door.

1 Pilots' sliding window.

5 ft 8 in. floor level to ground, wheels retracted.

9 ft 1 in. floor level to ground, wheels extended.

October 18, 2019
FLIGHT DECK CONTROL SWITCH LOCATIONS

ENGINE FIRE T-HANDLES - PULL

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

BATTERY SWITCH - LIFT GUARD - SWITCH OFF

NOTE: OPTIONAL LOCATION FOR T-HANDLES IS ON THE PILOTS' LIGHT SHIELD

APU FIRE SWITCH - PULL

ENGINE START LEVERS - CUTOFF

MASTER SWITCH - OFF

THRUST LEVERS - RETARD

BULKHEAD RIGHT OF FLIGHT ENGINEERS PANEL

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COMPOSITE MATERIALS LOCATIONS

- FIN TIP FAIRING
- RAIN GUTTER
- WING TO BODY FAIRING
- RADOME
- LEADING EDGE ACCESS PANELS
737-100/-200/-300/-400/-500 SERIES FLAMMABLE MATERIAL LOCATIONS

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

October 18, 2019
EMERGENCY RESCUE ACCESS-1

1 CO-PILOT’S SLIDING WINDOW
(Pilot’s Window - As Installed)

To open window from outside:
1. Push in external access door.
2. Pull external release handle.

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

To open door:
1. Pull handle outward.
2. Rotate clockwise.
3. Pull door outward.

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

To open door:
1. Pull handle outward.
2. Rotate counterclockwise.
3. Pull door outward.

4 EMERGENCY OVERWING ESCAPE HATCH

To open hatch from outside:
1. Push in panel.
2. Push hatch inward & lift up.

5 CARGO DOOR OPERATION

To open cargo door:
1. Unlock the ext. door handle.
2. Verify unlocked light is on.
3. Hold the up to canopy switch in position until door motion stops.

6 CUT-IN AREAS

Cut-in 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 the necessity for a cut-in.

WARNING: Passenger and service doors, slide may automatically deploy when doors are opened from outside.

CAUTION:
Make sure all persons and equipment are clear of the door. Airplane is pressurized. Remove class divider and all loose items within storage bins before opening cargo door. Cargo door movement can cause injury to persons and damage equipment. Loose items can fall and cause injury.

Do not open the door when the...
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS AND HATCHES EXTERNALLY OPERABLE

2 FWD ENTRY DOOR

3 FWD SERVICE DOOR

1 CO-PILOT'S SLIDING WINDOW

5 CARGO DOOR (AS INSTALLED)

CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR

4 EMERGENCY OVERWING ESCAPE HATCHES (ALL)

4 EMERGENCY OVERWING ESCAPE HATCHES (-400)

6 CUT-IN AREAS LOCATED BETWEEN WING FRONT SPAR AND ESCAPE HATCH (THREE BAYS) BELOW WINDOWS AND ABOVE FLOORS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 5 FT

WHEELS EXTENDED: 8 FT 6 IN.

CARGO DOOR (RIGHT SIDE)

6 CUT-IN AREAS

3 AFT SERVICE DOOR

2 AFT ENTRY DOOR
APU MASTER SWITCH - OFF

APU DELAY

OFF ON

START

APU FIRE SWITCH - PULL

ENGINE FIRE SWITCHES - PULL
(IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE.)

BATTERY SWITCH - LIFT GUARD - SWITCH - OFF

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
**FLAMMABLE MATERIAL LOCATIONS**

**CAUTION:** Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

**HOT BRAKES**
- Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
- Water mist: Can be deployed from turret or handline.
- Fans: Placing fans may place firefighters very close to the hazard zone.

**WHEEL FIRE**
- Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
- Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
EMERGENCY RESCUE ACCESS-1

1 CO-PILOT’S SLIDING WINDOW
(Pilot’s Window - As Installed)

TO OPEN WINDOW FROM OUTSIDE:
1. Push in external access door.
2. Pull external release handle.

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, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

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

TO OPEN DOOR:
1. Pull handle outward.
2. Rotate counterclockwise.
3. Pull door outward.

4 EMERGENCY OVERWING EXIT DOOR

WARNING: 737-600/700/800/900 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

TO OPEN DOOR FROM OUTSIDE:
1. Hold knee against lower portion of door.
2. Push in exterior overwing emergency exit push panel.
3. Door opens out and up automatically.

5 CARGO DOOR OPERATION

TO OPEN CARGO DOOR:
1. Unlock the ext. door handle.
2. Verify unlocked light is on.
3. Hold the up to canopy switch in position until door motion stops.

CAUTION:
Make sure all persons and equipment are clear of the door.
Airplane is pressurized. Remove class divider and all loose items within storage bins before opening cargo door.
Cargo door movement can cause injury to persons and damage equipment. Loose items can fall and cause injury. Do not open the door when the

6 CUT-IN AREAS

NOTE:
CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS AND HATCHES EXTERNALLY OPERABLE

WINGLETS (AS INSTALLED)

3 AFT SERVICE DOOR

CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR

4 EMERGENCY OVERWING EXIT DOORS (ALL)

4 EMERGENCY OVERWING EXIT DOORS (-800, -900)

6 CUT-IN AREAS

CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR

3 FWD SERVICE DOOR

5 CARGO DOOR (-737C)

1 CO-PILOT'S SLIDING WINDOW

2 FWD ENTRY DOOR

WINGLETS (AS INSTALLED)

2 AFT ENTRY DOOR

6 CUT-IN AREAS

6 CUT-IN AREAS LOCATED BETWEEN WING FRONT SPAR AND ESCAPE HATCH (THREE BAYS) BELOW WINDOWS AND ABOVE FLOORS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 5 FT
WHEELS EXTENDED: 8 FT 6 IN.

October 18, 2019

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Emergency Locator Transmitter (ELT) (as installed)

BATTERY (-600, -700, -800, -900, ER, BBJ, BBJ-2)
ACCESSIBLE FROM FORWARD CARGO COMPARTMENT
APU MASTER SWITCH - OFF

APU DELAY SET OFF START

DELAY OFF ON OFF START

START

APU OFF ON

START LEVERS - CUTOFF

THREAT LEVERS - RETARD

APU MASTER SWITCH - OFF

APU FIRE SWITCH - PULL

ENGINE FIRE SWITCHES - PULL

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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### AUX TANK CAPACITIES

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<tr>
<th>AUX FUEL CELLS</th>
<th>GALLONS</th>
<th>LITERS</th>
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<td>14,656</td>
<td>10,725</td>
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Passenger Seatbelt Airbags

NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

WARNING: DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.

Firing System is contained within seat assembly

Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.
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HOT BRakes
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 CO-PILOT’S SLIDING WINDOW
(PILOT’S WINDOW - AS INSTALLED)

TO OPEN WINDOW FROM OUTSIDE:
1. PUSH IN 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, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE

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

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

4 EMERGENCY OVERWING EXIT DOOR

TO OPEN DOOR FROM OUTSIDE:
1. HOLD KNEE AGAINST LOWER PORTION OF DOOR.
2. PUSH IN EXTERIOR OVERWING EMERGENCY EXIT PUSH PANEL.
3. DOOR OPENS OUT AND UP AUTOMATICALLY.

WARNING: MAX-7/-8/-9/-10 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

5 CARGO DOOR OPERATION

TO OPEN CARGO DOOR:
1. UNLOCK THE EXT. DOOR HANDLE.
2. VERIFY UNLOCKED LIGHT IS ON.
3. HOLD THE UP TO CANOPY SWITCH IN POSITION UNTIL DOOR MOTION STOPS.

NOTE:
CUT-IN 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 THE NECESSITY FOR A CUT-IN.

6 CUT-IN AREAS

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2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS AND HATCHES EXTERNALLY OPERABLE

3 AFT SERVICE DOOR

4 EMERGENCY OVERWING EXIT DOORS (ALL)

4 EMERGENCY OVERWING EXIT DOORS (-800, -900)

2 AFT ENTRY DOOR

6 CUT-IN AREAS

CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR

CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR

3 FWD SERVICE DOOR

6 CUT-IN AREAS LOCATED BETWEEN WING FRONT SPAR AND ESCAPE HATCH (THREE BAYS) BELOW WINDOWS AND ABOVE FLOORS

1 CO-PILOT’S SLIDING WINDOW

2 FWD ENTRY DOOR

AVERAGE DISTANCE FLOOR LEVEL TO GROUND WHEELS RETRACTED: 5 FT WHEELS EXTENDED: 8 FT 6 IN.

6 CUT-IN AREAS
BATTERY LOCATIONS

Emergency Locator Transmitter (ELT)

BATTERY ACCESSIBLE FROM FORWARD CARGO COMPARTMENT

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FLIGHT DECK CNTRL SWITCH LOCATIONS

APU
- APU MASTER SWITCH - OFF
- APU FIRE SWITCH - PULL

ENGINE FIRE SWITCHES - PULL
(If not illuminated, push and hold the button under the switch to release.)

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES
NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

WARNING: DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.

Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

747-100 & 200/-100 & 200 COMBI

FLAMMABLE MATERIAL LOCATIONS

PORTABLE OXYGEN BOTTLES
8 PLACES UNDER FIRST OUTBOARD SEAT FORWARD OF DOOR

PORTABLE OXYGEN BOTTLES
2 PLACES UNDER FLIGHT ATTENDANT SEAT AFT OF DOOR

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

FUEL TANKS

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

CREW OXYGEN SYSTEM
BOTTLE IN FWD CARGO COMPARTMENT

HYDRAULIC RESERVOIR
4 PLACES ON ENGINE STRUTS

ENGINE OIL TANK
-FORWARD RIGHT SIDE OR
REAR LEFT SIDE
OF EACH ENGINE

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

PORTABLE OXYGEN BOTTLE ON FWD CARGO COMPARTMENT CEILING

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

APU FUEL LINE

SIDE CARGO DOOR (COMBI)

FUEL TANKS

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

APU

SURGE TANK

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

PORTABLE OXYGEN BOTTLES
8 PLACES UNDER FIRST OUTBOARD SEAT FORWARD OF DOOR

PORTABLE OXYGEN BOTTLES
2 PLACES UNDER FLIGHT ATTENDANT SEAT AFT OF DOOR

CREW OXYGEN SYSTEM
BOTTLE IN FWD CARGO COMPARTMENT

HYDRAULIC RESERVOIR
4 PLACES ON ENGINE STRUTS

ENGINE OIL TANK
-FORWARD RIGHT SIDE OR
REAR LEFT SIDE
OF EACH ENGINE

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

PORTABLE OXYGEN BOTTLE ON FWD CARGO COMPARTMENT CEILING

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

PORTABLE OXYGEN BOTTLES
8 PLACES UNDER FIRST OUTBOARD SEAT FORWARD OF DOOR

PORTABLE OXYGEN BOTTLES
2 PLACES UNDER FLIGHT ATTENDANT SEAT AFT OF DOOR

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

FUEL TANKS

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

CREW OXYGEN SYSTEM
BOTTLE IN FWD CARGO COMPARTMENT

HYDRAULIC RESERVOIR
4 PLACES ON ENGINE STRUTS

ENGINE OIL TANK
-FORWARD RIGHT SIDE OR
REAR LEFT SIDE
OF EACH ENGINE

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

PORTABLE OXYGEN BOTTLE ON FWD CARGO COMPARTMENT CEILING

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

PORTABLE OXYGEN BOTTLES
8 PLACES UNDER FIRST OUTBOARD SEAT FORWARD OF DOOR

PORTABLE OXYGEN BOTTLES
2 PLACES UNDER FLIGHT ATTENDANT SEAT AFT OF DOOR

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

FUEL TANKS

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

CREW OXYGEN SYSTEM
BOTTLE IN FWD CARGO COMPARTMENT

HYDRAULIC RESERVOIR
4 PLACES ON ENGINE STRUTS

ENGINE OIL TANK
-FORWARD RIGHT SIDE OR
REAR LEFT SIDE
OF EACH ENGINE

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

PORTABLE OXYGEN BOTTLE ON FWD CARGO COMPARTMENT CEILING

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

PORTABLE OXYGEN BOTTLES
8 PLACES UNDER FIRST OUTBOARD SEAT FORWARD OF DOOR

PORTABLE OXYGEN BOTTLES
2 PLACES UNDER FLIGHT ATTENDANT SEAT AFT OF DOOR

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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October 18, 2019
EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS (10) EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DIENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

TO OPEN DOOR:
1. DISARM SLIDE (ONLY REQUIRED ON BUTTERFLY WITH SLIDE DISARM)
2. PULL HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. SLIDE DOOR AFT.

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE
3. PULL HATCH INWARD.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING
COLOR INDICATING PASSENGER
DOORS, HATCHES AND WINDOWS
EXTERNALLY OPERABLE.

3 CREW OVERHEAD
ESCAPE HATCH

2 ENTRY DOORS (10)
RH SIDE - STANDARD INSTALLATION
LH SIDE - AS INSTALLED

4 CUT-IN AREAS
(NOT MARKED ON ALL AIRPLANES)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.

B) UPPER DECK CREW DOOR HANDLE
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT

C) PASSENGER CABIN FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT

D) ENTRY DOOR HANDLE
WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.

E) CREW OVERHEAD ESCAPE HATCH
WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**747-200 SPECIAL FREIGHTER FLAMMABLE MATERIAL LOCATIONS**

**HYDRAULIC ACCUMULATORS**
(RIGHT WHEEL WELL AREA)

**SIDE CARGO DOOR**

**HYDRAULIC RESERVOIR 4**
PLACES ON ENGINE STRUTS

**ENGINE OIL TANK**
FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE

**FUEL TANK**
PORTABLE OXYGEN BOTTLE ON FWD CARGO COMPARTMENT

**CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT**

**FUEL TANKS**
FUEL VENT AND OVERFLOW LOCATED BENEATH WING

**FUEL TANKS**
APU FUEL LINE

**FUEL VENT AND OVERFLOW LOCATED BENEATH WING**

**APU**

**SURGE TANK**

**SURGE TANK**

**CAUTION:** Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

October 18, 2019
1 ENTRY DOORS (10) EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD.

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

TO OPEN DOOR:
1. DISARM SLIDE (ONLY REQUIRED ON BUTTERFLY WITH SLIDE DISARM)
2. PULL HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. SLIDE DOOR AFT.

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE
3. PUSH HATCH INWARD.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.

B) UPPER DECK CREW DOOR HANDLE
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT

C) PASSENGER CABIN FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT

D) ENTRY DOOR HANDLE
WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.

E) CREW OVERHEAD ESCAPE HATCH
WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.
WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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1 Entry Doors (10) External Handle

To open door:
1. Push handle release button and pull handle from recess.
2. Rotate 180° in direction of "Open" arrow.
3. Pull door outward.

Note: Opening a door from the outside disengages the emergency evacuation system and the escape slide will not deploy.

2 Crew Overhead Escape Hatch External Handle

To open hatch:
1. Push release trigger on handle (handle will spring out from recess approximately 3 inches).
2. Rotate handle 180° clockwise.

3 Upper Deck Emergency Doors (2)

To open door:
1. Push outside disarm lever.
2. Lift door handle.

Note: Pushing in the disarm lever disarms the slide and disengages the emergency power system.

Note: Control access cover forward of the LH door and aft of the RH door.

3. Open control access cover.
4. Move guarded emergency door switch to open.

Caution: Stand to the side of the door as the door will open rapidly and cannot be stopped.

4 Cut-In Areas

Note: Cut-in 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 the necessity for a cut-in.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

3 UPPER DECK EMERGENCY DOORS (2)

2 CREW OVERHEAD ESCAPE HATCH

1 ENTRY DOORS (10)

4 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK EMERGENCY DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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747-300 & 300 COMBI SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
Passenger Seatbelt Airbags

NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

WARNING: DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.

Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.
CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
**EMERGENCY RESCUE ACCESS-1**

**1 ENTRY DOORS EXTERNAL HANDLE (2)**

To open door:
1. Push handle release button and pull handle from recess.
2. Rotate 180° in direction of “open” arrow.
3. Pull door outward

Note: Opening a door from the outside disengages the emergency evacuation system and the escape slide will not deploy.

**2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE**

To open hatch:
1. Push release trigger on handle (handle will spring out from recess approximately 3 inches).
2. Rotate handle 180° clockwise.

**3 UPPER DECK EMERGENCY DOORS (2)**

To open door:
1. Push outside disarm lever.
2. Lift door handle.

Note: Pushing in the disarm lever disarms the slide and disengages the emergency power system.

Note: Control access cover forward of the LH door and aft of the RH door.

3. Open control access cover
4. Move guarded emergency door switch to open.

Caution: Stand to the side of the door as the door will open rapidly and cannot be stopped.

**4 CUT-IN AREAS**

Note: Cut-in 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 the necessity for a cut-in.

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2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

EMERGENCY RESCUE ACCESS

1 ENTRY DOOR (1L)

2 CREW OVERHEAD ESCAPE HATCH

3 UPPER DECK EMERGENCY DOORS (2)

4 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK EMERGENCY DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

SIDE CARGO DOOR

APU ACCESS HATCH

APU EMERGENCY CONTROL PANEL LOCATED ON RIGHT INBOARD MAIN LANDING GEAR BULKHEAD

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747-300 SPECIAL FREIGHTER

BATTERY LOCATIONS

ACCESS DOOR

APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)

MAIN BATTERY

APU BATTERY

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CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
Intentionally Blank
747 SP SERIES

FLAMMABLE MATERIAL LOCATIONS

PORTABLE OXYGEN BOTTLES
8 PLACES UNDER FIRST OUTBOARD
SEAT FORWARD OF DOOR

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE
STRUTS

ENGINE OIL TANK -
FORWARD RIGHT SIDE OR
REAR LEFT SIDE
OF EACH ENGINE

FUEL VENT AND
OVERFLOW
(BENEATH WING)

CREW OXYGEN SYSTEM
BOTTLE IN FWD CARGO
COMPARTMENT

PORTABLE OXYGEN BOTTLE ON
UPPER DECK IN LH WALL AT TOP
OF STAIRS

PORTABLE OXYGEN SYSTEM BOTTLES ON
FWD CARGO COMPARTMENT
CEILING 3 TO 9 BOTTLES

SURGE TANK

FUEL TANK

FUEL TANK

FUEL TANK

APU FUEL LINE

APU FUEL TANK

OPTIONAL FUEL TANK

OPTIONAL FUEL TANK

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when
approaching hot brakes or fighting a wheel fire, as rims and tires may pose a
fragmentation hazard.

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across
sections of aircraft that have been exposed to fatigue or fire as the result of an accident.
Crews need to verify the integrity of the surface area before moving their weight and
equipment across it. Signs could include but are not limited to deformity of structure, visual
signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike
pole, axe or any instrument used to sound surfaces for integrity.
1 ENTRY DOORS EXTERNAL HANDLE (8)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD.

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

TO OPEN DOOR:
1. DISARM SLIDE (ONLY REQUIRED ON BUTTERFLY WITH SLIDE DISARM)
2. PULL HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. SLIDE DOOR AFT.

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE
3. PULL HATCH INWARD.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

1 ENTRY DOOR (8)
2 UPPER DECK CREW DOOR
   RH SIDE - STANDARD INSTALLATION
   LH SIDE - AS INSTALLED
3 CREW OVERHEAD ESCAPE HATCH
4 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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BATTERY LOCATIONS

Main Battery

Access Door

APU Battery

Emergency Locator Transmitter (ELT) (as installed)
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
Intentionally Blank
747 FREIGHTER SERIES

FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC ACCUMULATORS (RIGHT WHEEL WELL AREA)
SIDE CARGO DOOR (COMBI)
HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS
ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE
FUEL VENT AND OVERFLOW LOCATED BENEATH WING
FUEL TANKS
FUEL TANK
FUEL Tank
CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT
PORTABLE OXYGEN BOTTLE ON FWD CARGO COMPARTMENT CEILING
HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

October 18, 2019

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1 ENTRY DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD.

NOTE: ON FREIGHTERS AND SPECIAL FREIGHTERS, THERE SHOULD BE NO PERSONNEL ON THE MAIN DECK DURING TAXI, TAKEOFF OR LANDING AND THE MAIN DOORS ARE NOT CERTIFIED AS EMERGENCY EXITS. THE EMERGENCY POWER ASSIST SYSTEM AND THE ESCAPE SLIDES ARE NOT INSTALLED.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
2. SLIDE DOOR AFT.

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE.
3. PUSH HATCH INWARD.

4 CUT-IN AREAS

NOTE: CUT-IN 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 DICITATE THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

2 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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BATTERY LOCATIONS

ACCESS DOOR

APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)

MAIN BATTERY

APU BATTERY

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CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
**FLAMMABLE MATERIAL LOCATIONS**

**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**747-400 & 400 COMBI SERIES**

**CAUTION:** Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

**HOT BRAKES**
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

**WHEEL FIRE**
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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**FUEL TANKS**
- 2644 GAL - 10009 L
- 25092 GAL - 94983 L
- 8964 GAL - 33932 L
- 17184 GAL - 64973 L
- 9164 GAL - 34932 L
- 25092 GAL - 94983 L
- 8964 GAL - 33932 L
- 2644 GAL - 10009 L

**HYDRAULIC ACCUMULATORS IN RIGHT BODY WHEEL WELL**
- HYDRAULIC ACCUMULATOR 4 PLACES ON ENGINE STRUTS
- HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS

**CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT**
- UPPER DECK PORTABLE OXYGEN BOTTLES AT OUTBD LEFT AND RIGHT ATT. STA.
- CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT

**ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE**
- ENGINE OIL TANK - FORWARDS 4 PLACES ON ENGINE STRUTS

**FUEL VENT AND OVERFLOW (BENEATH WING)**
- FUEL VENT AND OVERFLOW (BENEATH WING)

**FLAME TANKS**
- 2644 GAL - 10009 L
- 25092 GAL - 94983 L
- 8964 GAL - 33932 L

**APU FUEL LINE**
- APU FUEL LINE

**PORTABLE OXYGEN BOTTLES IN 2 PLACES AFT SIDE EACH CLOSET WALL IF USED FOR PASSENGER AREA**
- PORTABLE OXYGEN BOTTLES IN 2 PLACES AFT SIDE EACH CLOSET WALL IF USED FOR PASSENGER AREA

**SIDE CARGO DOOR ON COMBI**
- SIDE CARGO DOOR ON COMBI

**APU**
- APU

**October 18, 2019**

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1 ENTRY DOORS EXTERNAL HANDLE (10)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE.
3. PUSH HATCH INWARD.

3 UPPER DECK EMERGENCY DOORS (2)

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENGAGES THE EMERGENCY POWER SYSTEM.

NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

CAUTION: STAND TO THE SIDE OF THE DOOR AS THE DOOR WILL OPEN RAPIDLY AND CANNOT BE STOPPED.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   - WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.

B) UPPER DECK EMERGENCY DOOR HANDLE
   - WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT

C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   - WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT

D) ENTRY DOOR HANDLE
   - WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.

E) CREW OVERHEAD ESCAPE HATCH
   - WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
ON PASSENGER AIRCRAFT ONLY, DOOR 5R ALLOWS ACCESS TO THE OVERHEAD CREW REST AREA. THE OVERHEAD CREW REST AREA MAY BE OCCUPIED AND MUST BE CHECKED FOR TRAPPED AND/OR INJURED PEOPLE.
EMERGENCY RESCUE ACCESS-4

AFT OVERHEAD FLIGHT CREW REST AREA

STAIR ACCESS AT DOOR 5LFT

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October 18, 2019
BATTERY LOCATIONS

- MAIN BATTERY
- NOSE GEAR COMPARTMENT
- ACCESS DOOR
- APU BATTERY
- Emergency Locator Transmitter (ELT) (as installed)

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FLIGHT DECK CONTROL SWITCH LOCATIONS

**APU SELECTOR**
- Rotate OFF

**BATTERY SWITCH**
- Press
- Note: On symbol is removed

**APU SWITCH**
- Pull
- (If not illuminated, may require pushing and holding the button under the switch to release)

**ENGINE FIRE T-HANDLES**
- Pull
- (If not illuminated, may require pushing and holding the button under the switch to release)

**MAIN DECK EXTINGUISHERS**
- Available on -400 COMBI version

**THRUST LEVERS**
- Retard

**FUEL CONTROL SWITCHES**
- Cutoff

**CRITICAL SWITCH LOCATIONS**
- And their operation are shown with the expanded views of the control modules.

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October 18, 2019
Passenger Seatbelt Airbags

NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

WARNING: DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.

Lap Inflatable Seatbelt

Front View

Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.

Firing System is contained within seat assembly

Side View

October 18, 2019
CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.
EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

3 UPPER DECK EMERGENCY DOOR

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENGAGES THE EMERGENCY POWER SYSTEM.
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

CAUTION: STAND TO THE SIDE OF THE DOOR AS THE DOOR WILL OPEN RAPIDLY AND CANNOT BE STOPPED.

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE.
3. PUSH HATCH INWARD.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGERS DOORS, HATCHES AND WINDOWS

- 2 CREW OVERHEAD ESCAPE HATCH
- MAIN DECK TO UPPER DECK LADDER
- 3 UPPER DECK CREW DOOR RH SIDE ONLY
- A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
  WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
- B) UPPER DECK CREW DOOR HANDLE
  WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
- C) PASSENGER CABIN FLOOR LEVEL TO GROUND
  WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
- D) ENTRY DOOR HANDLE
  WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
- E) CREW OVERHEAD ESCAPE HATCH
  WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

October 18, 2019
BATTERY LOCATIONS

- **Main Battery**
- **Nose Gear Compartment**
- **APU Battery**
- **Access Door**

Emergency Locator Transmitter (ELT) (as installed)
FLIGHT DECK CONTROL SWITCH LOCATIONS

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

APU SELECTOR - ROTATE OFF

BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED

FUEL CONTROL SWITCHES - CUTOFF

FAUCET - DISCH

CRG FUEL

APU SWITCH - PULL
(IF NOT ILLUMINATED, MAY REQUIRE
PUSHING AND HOLDING THE BUTTON
UNDER THE SWITCH TO RELEASE)

ENGINE FIRE T-HANDLES - PULL
(IF NOT ILLUMINATED, MAY REQUIRE
PUSHING AND HOLDING THE BUTTON
UNDER THE SWITCH TO RELEASE)

MAIN DECK EXTINGUISHERS AVAILABLE ON FREIGHTER VERSION

THRUZ LEVERS - RETARD
**HYDRAULIC ACCUMULATORS** (RIGHT WHEEL WELL AREA)

**HYDRAULIC RESERVOIR 4** PLACES ON ENGINE STRUTS

**FUEL TANK**

**FUEL TANKS**

**CREW OXYGEN SYSTEM BOTTLES IN FWD MAIN DECK**

**FUEL VENT AND OVERFLOW LOCATED BENEATH WING**

**SURGE TANK**

**HOT BRAKES**

Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.

Water mist: Can be deployed from turret or handline.

Fans: Placing fans may place firefighters very close to the hazard zone.

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

**CAUTION:** Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

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Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

**FUEL TANKS**

**FUEL VENT AND OVERFLOW LOCATED BENEATH WING**

**SURGE TANK**

**HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS**

**ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE**

October 18, 2019
1 ENTRY DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE.
3. PUSH HATCH INWARD.
A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
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   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
D) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
747 LARGE CARGO FREIGHTER

BATTERY LOCATIONS

EMERGENCY LOCATOR TRANSMITTER (ELT) IS INSTALLED IN THE AFT LOWER LOBE.

STANDBY BATTERY IS IN THE E/E

MAIN BATTERY

ACCESS DOOR

NOSE GEAR COMPARTMENT

INBD  FWD
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC
ACCUMULATORS
IN RIGHT BODY
WHEEL WELL

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE
STRUTS

FUEL TANKS

FUEL VENT AND
OVERFLOW
(BENEATH WING)

CREW OXYGEN
SYSTEM BOTTLE IN
FWD CARGO
COMPARTMENT

FUEL TANK

FUEL VENT AND
OVERFLOW
(BENEATH WING)

SURGE TANKS

ENGINE OIL TANK -
FORWARD RIGHT SIDE OR
REAR LEFT SIDE
OF EACH ENGINE

FLIGHT DECK PORTABLE
OXYGEN BOTTLE

FUEL TANK

12546 GAL -
47492 L

17164 GAL -
64973 L

5550 GAL -
21909 L

5550 GAL -
21909 L

1633 GAL -
6188 L

12546 GAL -
47492 L

4482 GAL -
16966 L

APU FUEL LINE

APU

SURGE TANK

FUEL TANK

FUEL VENT AND
OVERFLOW
(BENEATH WING)

SIDE CARGO DOOR

ENGINE OIL TANK -
FORWARD RIGHT SIDE OR
REAR LEFT SIDE
OF EACH ENGINE

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE
STRUTS

FUEL TANKS

FUEL VENT AND
OVERFLOW
(BENEATH WING)

HOT BRAKES
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approaching hot brakes or fighting a wheel fire, as rims and tires may pose a
fragmentation hazard.

October 18, 2019
EMERGENCY RESCUE ACCESS-1

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM
   RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE.
3. PUSH HATCH INWARD.

3 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

1 ENTRY DOOR (1L)

2 CREW OVERHEAD ESCAPE HATCH

3 UPPER DECK CREW DOOR RH SIDE ONLY

4 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

MAIN DECK TO UPPER DECK LADDER

ACCESS DOOR Right Side

SIDE CARGO DOOR

APU ACCESS HATCH

APU EMERGENCY CONTROL PANEL LOCATED ON RIGHT INBOARD MAIN LANDING GEAR BULKHEAD

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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BATTERY LOCATIONS

MAIN BATTERY

NOSE GEAR COMPARTMENT

ACCESS DOOR

APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)

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FLIGHT DECK CONTROL SWITCH LOCATIONS

ENGINE FIRE T-HANDLES - PULL
(IF NOT ILLUMINATED, MAY REQUIRE
PUSHING AND HOLDING THE BUTTON
UNDER THE SWITCH TO RELEASE)

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

APU SELECTOR - ROTATE OFF
BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED

APU SWITCH - PULL
(IF NOT ILLUMINATED, MAY REQUIRE
PUSHING AND HOLDING THE BUTTON
UNDER THE SWITCH TO RELEASE)

THRUST LEVERS - RETARD

FUEL CONTROL SWITCHES - CUTOFF

MAIN DECK EXTINGUISHERS AVAILABLE ON FREIGHTER VERSION

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FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC ACCUMULATORS
IN RIGHT BODY
WHEEL WELL

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE
STRUTS

ENGINE OIL TANK -
FORWARD RIGHT SIDE OR
REAR LEFT SIDE
OF EACH ENGINE

FUEL TANKS

FUEL VENT AND
OVERFLOW
(BENEATH WING)

FUEL VENT AND
OVERFLOW
(BENEATH WING)

FUEL VENT AND
OVERFLOW
(BENEATH WING)

FUEL VENT AND
OVERFLOW
(BENEATH WING)

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

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WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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1 ENTRY DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISSENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE.
3. PUSH HATCH INWARD.

3 UPPER DECK EMERGENCY DOOR

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISSENGAGES THE EMERGENCY POWER SYSTEM.

NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

CAUTION: STAND TO THE SIDE OF THE DOOR AS THE DOOR WILL OPEN RAPIDLY AND CANNOT BE STOPPED.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

1 ENTRY DOOR (1L)

2 CREW OVERHEAD ESCAPE HATCH

3 UPPER DECK CREW DOOR RH SIDE ONLY

4 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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BATTERY LOCATIONS

Emergency Locator Transmitter (ELT) (as installed)

MAIN BATTERY

ACCESS DOOR

NOSE GEAR COMPARTMENT

APU BATTERY

INBD FWD
FLIGHT DECK CONTROL SWITCH LOCATIONS

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

APU SELECTOR - ROTATE OFF

BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED

APU SWITCH - PULL
(IF NOT ILLUMINATED, MAY REQUIRE PUSHING AND HOLDING THE BUTTON UNDER THE SWITCH TO RELEASE)

ENGINE FIRE T-HANDLES - PULL
(IF NOT ILLUMINATED, MAY REQUIRE PUSHING AND HOLDING THE BUTTON UNDER THE SWITCH TO RELEASE)

MAIN DECK EXTINGUISHERS AVAILABLE ON FREIGHTER VERSION

THRUET LEVERS - RETARD

FUEL CONTROL SWITCHES - CUTOFF

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
COMPOSITE MATERIALS LOCATIONS

- Upper Wing Leading Edge
- Ailerons
- Engine Pylons
- Spoilers
- Inlet, Fan, and Reverser Cowls
- Vertical Stabilizer Forward Torque Box
- Upper Wing Trailing Edge
- Rudder
- Elevators
- Vertical Stabilizer Trailing Edge Panels
- Stabilizer Tip
- Lower Wing Leading Edge
- Flap Track Fairings
- Lower Wing Trailing Edge
- Wing to Body Fairing
- Radome
- Upper Wing Trailing Edge Panel
Passenger Seatbelt Airbags

NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

WARNING: DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.

Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.
Intentionally Blank
757-200 & 200 COMBI SERIES

FLAMMABLE MATERIAL LOCATIONS

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 ENTRY/SERVICE DOORS EXTERNAL HANDLE

TO OPEN DOOR
1. PUSH HANDLE RELEASE LATCH.
2. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD.

2 OVERWING ESCAPE HATCHES

TO OPEN HATCH:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
2. PUSH INWARD AND UP ON THE HANDLE.
3. PUSH HATCH INWARD.

NOTE: ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE, EXCEPT FOR TYPE 1 EMERGENCY EXIT DOOR.

FLIGHT DECK WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.

3 TYPE 1 EMERGENCY EXIT DOOR

TO OPEN DOOR:
1. PUSH ON “PUSH” PANEL TO GAIN ACCESS TO HANDLE.
2. PULL HANDLE FORWARD AND OUTWARD.
3. DOOR OPENS OUTWARD AND DOWN.

WARNING: STAND TO THE SIDE OF DOOR WHEN PULLING HANDLE. ESCAPE SLIDE DOES NOT DISARM AND WILL DEPLOY IMMEDIATELY WHEN A TYPE 1 DOOR IS OPENED FROM THE OUTSIDE.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
BATTERY LOCATIONS

- MAIN BATTERY
- NOSE GEAR COMPARTMENT
- ACCESS DOOR
- FWD CARGO DOOR
- AFT CARGO DOOR
- APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

- **APU CONTROL SWITCH** - OFF
- **APU FIRE SWITCHES** - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)
- **FUEL CONTROL SWITCHES** - CUTOFF
- **ENGINE FIRE SWITCHES** - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)
- **THRUST LEVERS** - RETARD
- **BATTERY SWITCH** - PRESS NOTE: ON SYMBOL IS REMOVED
**CAUTION:** Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

**HOT BRAKES**
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own. Water mist: Can be deployed from turret or handline. 
Fans: Placing fans may place firefighters very close to the hazard zone.

**WHEEL FIRE**
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect. Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
**1 ENTRY/SERVICE DOORS EXTERNAL HANDLE**

1. PUSH HANDLE RELEASE LATCH.
2. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD.

**2 CUT-IN AREAS**

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

2 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

LOWER DECK CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

PILOT’S WINDOW ON RIGHT SIDE

SIDE CARGO DOOR

APU ACCESS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 6 FT 6 IN
WHEELS EXTENDED: 13 FT

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CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

**APU CONTROL SWITCH - OFF**

- **APU FIRE SWITCHES** - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)
- **ENGINE FIRE SWITCHES** - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

**THREAT LEVERS - RETARD**

- **FUEL CONTROL SWITCHES** - CUTOFF

**BATTERY SWITCH - PUSH**

- NOTE: ON SYMBOL IS REMOVED

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757-300 SERIES

FLAMMABLE MATERIAL LOCATIONS

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own. Water mist: Can be deployed from turret or handline. Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 ENTRY/SERVICE DOORS EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE LATCH.
2. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD.

2 OVERWING ESCAPE HATCHES

TO OPEN HATCH:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
2. PUSH INWARD AND UP ON THE HANDLE.
3. PUSH HATCH INWARD.

NOTE: ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE, EXCEPT FOR TYPE 1 EMERGENCY EXIT DOOR.

FLIGHT DECK WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.

3 TYPE 1 EMERGENCY EXIT DOOR

TO OPEN DOOR:
1. PUSH ON “PUSH” PANEL TO GAIN ACCESS TO HANDLE.
2. PULL HANDLE FORWARD AND OUTWARD.
3. DOOR OPENS OUTWARD AND DOWN.

WARNING: STAND TO THE SIDE OF DOOR WHEN PULLING HANDLE. ESCAPE SLIDE DOES NOT DISARM AND WILL DEPLOY IMMEDIATELY WHEN A TYPE 1 DOOR IS OPENED FROM THE OUTSIDE.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
FLIGHT DECK CONTROL SWITCH LOCATIONS

- **BATTERY SWITCH - PRESS**
  - NOTE: ON SYMBOL IS REMOVED

- **APU CONTROL SWITCH - OFF**

- **THRUST LEVERS - RETARD**

- **FUEL CONTROL SWITCHES - CUTOFF**

- **APU FIRE SWITCHES - PULL**
  - (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

- **ENGINE FIRE SWITCHES - PULL**
  - (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

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CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
EMERGENCY RESCUE ACCESS-1

767 SERIES

1. ENTRY/SERVICE DOOR
   EXTERNAL HANDLE

   TO OPEN DOOR:
   1. PUSH IN DISARM LEVER (RED
      SURFACE LABELED “PUSH”).
   2. PULL AND LIFT OPERATING
      HANDLE TO UNLATCH DOOR.
   3. MOVE DOOR UPWARD.

2. OVERWING ESCAPE HATCHES

   TO OPEN HATCH:
   1. LIFT LOWER PORTION OF HANDLE AWAY
      FROM THE SIDE OF THE AIRPLANE.
   2. PUSH INWARD AND UP ON THE HANDLE.
   3. PUSH HATCH INWARD.

3. TYPE 1 EMERGENCY EXIT DOOR

   TO OPEN DOOR:
   1. PUSH ON “PUSH” PANEL TO GAIN ACCESS TO HANDLE.
   2. PULL HANDLE FORWARD AND OUTWARD.
   3. DOOR OPENS OUTWARD AND DOWN.

   WARNING: STAND TO THE SIDE OF DOOR WHEN PULLING
   HANDLE. ESCAPE SLIDE DOES NOT DISARM AND WILL
   DEPLOY IMMEDIATELY WHEN A TYPE 1 DOOR IS OPENED
   FROM THE OUTSIDE.

4. CUT-IN AREAS

   NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.

NOTES:

1. FOR ENTRY/SERVICE DOORS AND OVERWING HATCHES, ESCAPE SLIDE DISARMS
   AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE.
2. ON PASSENGER AIRPLANES, COCKPIT WINDOWS CANNOT BE OPENED FROM
   THE OUTSIDE.
3. ON 767 FREIGHTERS, THE RIGHT SIDE COCKPIT WINDOW CAN BE OPENED FROM
   THE OUTSIDE.
2" Wide band of contrasting color indicating all passenger doors, hatches and windows externally operable.

4 Cut-in Areas

1 Entry/service doors (optional on 767-300, all 767-400)

Cargo door on right side - operating instructions on door

2 Optional overwing escape hatches

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 7 FT 6 IN
WHEELS EXTENDED: 13 FT 6 IN

767-400 freighters - right side cockpit can be opened from the outside

3 Type 1 Emergency Exit (optional on 767-300, all 767-400)

1 Entry/service doors

4 Cut-in Areas

APU ACCESS

1 Entry/service doors (optional on 767-300, all 767-400)

4 Cut-in Areas

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

2 Optional overwing escape hatches

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 7 FT 6 IN
WHEELS EXTENDED: 13 FT 6 IN

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FLIGHT DECK CONTROL SWITCH LOCATIONS

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

- APU CONTROL SWITCH - OFF
- BATTERY SWITCH - PUSH (NOTE: ON SYMBOL IS REMOVED)
- THRUST LEVERS - RETARD
- FUEL CONTROL SWITCHES - CUT-OFF
- ENGINE FIRE SWITCHES - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)
- APU FIRE SWITCHES - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

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NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

WARNING: DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.

Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.
CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
EMERGENCY RESCUE ACCESS-1

767 -2C Freighter

1 ENTRY/SERVICE DOOR
EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH IN DISARM LEVER (RED SURFACE LABELED “PUSH”).
2. PULL AND LIFT OPERATING HANDLE TO UNLATCH DOOR.
3. MOVE DOOR UPWARD.

2 OVERWING ESCAPE HATCHES

TO OPEN HATCH:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
2. PUSH INWARD AND UP ON THE HANDLE.
3. PUSH HATCH INWARD.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.

NOTES:
1. FOR ENTRY/SERVICE DOORS AND OVERWING HATCHES, ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE.
2. ON PASSENGER AIRPLANES, COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.
3. ON 767 FREIGHTERS, THE RIGHT SIDE COCKPIT WINDOW CAN BE OPENED FROM THE OUTSIDE.
FLIGHT DECK CONTROL SWITCH LOCATIONS

Critical switch locations and their operation are shown with the expanded views of the control modules.

- Battery switch - push (Note: on symbol is removed)
- Thrust levers - retard
- Fuel control switches - cutoff
- APU control switch - off
- APU fire switches - pull (if not illuminated, push and hold the button under the switch to release)
- Engine fire switches - pull (if not illuminated, push and hold the button under the switch to release)

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**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**777-200 & 777-300 SERIES**

**FLAMMABLE MATERIAL LOCATIONS**

**CAUTION:** Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

**HOT BRAKES**

Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.

Water mist: Can be deployed from turret or handline.

Fans: Placing fans may place firefighters very close to the hazard zone.

**WHEEL FIRE**

Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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October 18, 2019
1 ENTRY/SERVICE DOOR/OVERWING EXIT EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH IN RED FLAPS.
2. PULL HANDLE FROM RECESS.
3. ROTATE HANDLE 180 DEGREES IN THE DIRECTION OF THE “OPEN” ARROW.
4. PULL DOOR OUTWARD.

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
EMERGENCY RESCUE ACCESS-2

- 2" wide band of contrasting color indicating all passenger doors, hatches and windows externally operable.

- Bulk cargo door on right side - operating instructions on door

- 1 entry/service doors

- 2 cut-in areas (not marked on all airplanes)

- Cargo door on right side - operating instructions on door

- 1 overwing exit doors (300/300ER)

- 1 entry/service doors

- 2 cut-in areas (not marked on all airplanes)

- Average distance floor level to ground: wheels retracted: 8 ft 3 in, wheels extended: 16 ft 6 in

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October 18, 2019
UPPER CREW REST AS INSTALLED-ENTRANCE AT DOORS, 3R, 4R, 5L

DOOR 1L - ALSO ALLOWS ACCESS TO THE OVERHEAD CREW REST AREA. THE OVERHEAD CREW REST AREA MAY BE OCCUPIED AND MUST BE CHECKED FOR TRAPPED AND/OR INJURED PEOPLE.

LOWER CREW REST AS INSTALLED-DOOR 3R

UPPER AND LOWER CREW REST AREAS
AFT OVERHEAD FLIGHT CREW REST AREA

Main control panel (inside enclosure)
AS INSTALLED

Attendant switch panel

Main entry hatch (shown open)

Hinge

Center handle

Hatch swings up

LOWER FLIGHT CREW REST AREA

October 18, 2019
BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED

APU SELECTOR - OFF

APU FIRE SWITCHES - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

ENGINE FIRE SWITCHES - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
Passenger Seatbelt Airbags

NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

Lap Inflatable Seatbelt

Front View

Firing System is contained within seat assembly

Side View

Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.

WARNING: DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.
Intentionally Blank
CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1. PUSH IN RED FLAPS.
2. PULL HANDLE FROM RECESS.
3. ROTATE HANDLE 180 DEGREES IN THE DIRECTION OF THE "OPEN" ARROW.
4. PULL DOOR OUTWARD.

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

BULK CARGO DOOR ON RIGHT SIDE (OPERATING INSTRUCTIONS ON DOOR)

2 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

CARGO DOOR ON RIGHT SIDE (OPERATING INSTRUCTIONS ON DOOR)

2 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

SIDE CARGO DOOR

1 ENTRY/SERVICE DOORS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 8 FT 3 IN
WHEELS EXTENDED: 16 FT 6 IN

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BATTERY LOCATIONS

- Main Battery
- APU Battery
- Equipment Access Door
- Aft Cargo Door
- Emergency Locator Transmitter (ELT) (as installed)
FLIGHT DECK CONTROL SWITCH LOCATIONS

The control switch locations and their operation are shown with the expanded views of the control modules.

- **Battery Switch** - Press
  - Note: On symbol is removed

- **APU Selector** - Off

- **APU Fire Switches** - Pull (if not illuminated, push and hold the button under the switch to release)

- **Engine Fire Switches** - Pull (if not illuminated, push and hold the button under the switch to release)

- **Fuel Control Switches** - Cutoff
- **Thrust Levers** - Retard
- **Batteries**
  - Battery
  - APU Gen
  - L Bus Tie
  - R Bus Tie
  - Auto Isle
  - Secondary Ext Pwr
  - Primary Ext Pwr
  - Backup Gen
  - L Gen Ctrl
  - R Gen Ctrl

- **Electrical**
  - ON
  - OFF
  - Start

- **Critical Switch Locations and Their Operation** are shown with the expanded views of the control modules.
COMPOSITE MATERIALS LOCATIONS

FORWARD AND AFT STRUT FAIRINGS

ENGINE COWL - INLET, FAN, THRUST REVERSER

UPPER/LOWER WING LEADING EDGE

SOPOILERS FLAPERON SPOILERS

INBOARD FLAPS OUTBOARD FLAPS

FAN COWL SUPPORT BEAM FAIRING

HORIZONTAL STABILIZER TORQUE BOX SKIN/ STRINGERS/SPARS

RUDDER

RUDDER TAB

ELEVATORS

HORIZONTAL STABILIZER TORQUE BOX SKIN/ STRINGERS/SPARS

WING TO BODY FAIRING

MAIN LANDING GEAR DOORS

NOSE LANDING GEAR DOORS

UPPER/LOWER WING TRAILING EDGE

FLAP SUPPORT FAIRINGS

HORIZONTAL STABILIZER LOWER/UPPER TRAILING EDGE PANELS

AFT FUSELAGE SKIN PANELS

777 FREIGHTER SERIES

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CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

GASEOUS PASSENGER OXYGEN BOTTLES ARE LOCATED IN PASSENGER SERVICE UNITS ABOVE ALL PASSENGER SEATS

PORTABLE OXYGEN BOTTLES (OPTIONAL)

HYDRAULIC RESERVOIR IN RIGHT WHEEL WELL

FUEL TANK 10400 GAL - 39368 L

APU FUEL LINE

APU

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 ENTRY/SERVICE DOOR/OVERWING EXIT EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH IN RED FLAPS.
2. PULL HANDLE FROM RECESS.
3. ROTATE HANDLE 180 DEGREES IN THE DIRECTION OF THE “OPEN” ARROW.
4. PULL DOOR OUTWARD.

2 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2” WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

CUT-IN AREAS:
OPTIONALLY MARKED
CUT-IN AREAS ARE VISIBLE AT MULTIPLE LOCATIONS ON THE UPPER FUSELAGE OF SOME AIRPLANES

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 8 FT 4 IN
WHEELS EXTENDED: 16 FT 7 IN

BULK CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 SERVICE DOORS (OPTIONAL)
UPPER CREW REST AREAS

DOOR 1L,R - ALSO ALLOWS ACCESS TO THE OVERHEAD CREW REST AREA. THE OVERHEAD CREW REST AREA MAY BE OCCUPIED AND MUST BE CHECKED FOR TRAPPED AND/OR INJURED PEOPLE.

UPPER CREW REST AS INSTALLED- ENTRANCE AT DOORS 4 L,R
FORWARD OVERHEAD FLIGHT CREW REST AREA

ENTRANCE ENCLOSURE

SEAT MODULE

BUNK MODULE
EMERGENCY RESCUE ACCESS-5

AFT OVERHEAD FLIGHT CREW REST AREA

Main control panel (inside enclosure)

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BATTERY LOCATIONS

MAIN BATTERY

APU BATTERY

EQUIPMENT ACCESS DOOR

BULK CARGO DOOR

Emergency Locator Transmitter (ELT) (as installed)

BULK CARGO DOOR

(FARTHEST AFT CARGO DOOR)
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

APU SELECTOR - OFF

APU FIRE SWITCHES - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

ENGINE FIRE SWITCHES - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

FUEL CONTROL SWITCHES - CUTOFF

THRUST LEVERS - RETARD

FIRE/TXT TEST

CARGO FIRE

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COMPOSITE MATERIALS LOCATIONS

FOLDING WINGTIPS

UPPER/LOWER WING LEADING EDGE

ENGINE COWL - INLET, FAN, THRUST REVERSER

FORWARD AND AFT STRUT FAIRINGS

OUTBOARD AILERON

SPOILERS

FLAPERON SPOILERS

INBOARD FLAPS

OUTBOARD FLAPS

VERTICAL STABILIZER

RUDDER

ELEVATORS

HORIZONTAL STABILIZER

NOSE CONE

WING TO BODY FAIRING

NOSE LANDING GEAR DOORS

HORIZONTAL STABILIZER LOWER/UPPER TRAILING EDGE PANELS

FLAP SUPPORT FAIRINGS
Passenger Seatbelt Airbags

**NOTE:** Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

**CAUTION:** AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

Lap Inflatable Seatbelt

**Note:** Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.

**WARNING:** DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.
787 SERIES

FLAMMABLE MATERIAL LOCATIONS

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HYDRAULIC RESERVOIR IN LEFT AND RIGHT ENGINE STRUTS

PORTABLE OXYGEN BOTTLES

CREW OXYGEN BOTTLE IN EE COMPARTMENT RIGHT SIDE OF WHEEL WELL

FUEL TANK 787-8 5570 GAL - 21085 L
FUEL TANK 787-9 5520 GAL - 20895 L
FUEL TANK 787-9 22340 GAL - 84566 L
FUEL TANK 787-8 22200 GAL - 84036 L
FUEL TANK 787-9 22340 GAL - 84566 L

HYDRAULIC ACCUMULATOR IN LEFT WHEEL WELL

ENGINE OIL TANK - FORWARD RIGHT SIDE OF EACH ENGINE

PASSERGENT OXYGEN UNITS ARE LOCATED AT EACH PSU STATION

SURGE TANK

APU

APU FUEL LINE

HYDRAULIC RESERVOIR IN LEFT WING TO BODY FARING

CARGO AND ENGINE FIRE BOTTLES (UP TO 11)

.hot brakes
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 ENTRY/SERVICE DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH IN RED FLAP.
2. PULL HANDLE FROM RECESS.
3. ROTATE HANDLE 180 DEGREES IN THE DIRECTION OF THE “OPEN” ARROW.
4. PULL DOOR OUTWARD.

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180°.
3. PUSH HATCH INWARD.
DOOR 1L - ALSO ALLOWS ACCESS TO THE OVERHEAD FLIGHT CREW REST AREA. THE OVERHEAD FLIGHT CREW REST AREA MAY BE OCCUPIED AND MUST BE CHECKED FOR TRAPPED AND/OR INJURED PEOPLE.

DOOR 4L - ALSO ALLOWS ACCESS TO THE OVERHEAD FLIGHT ATTENDANT REST AREA. THE OVERHEAD FLIGHT ATTENDANT REST AREA MAY BE OCCUPIED AND MUST BE CHECKED FOR TRAPPED AND/OR INJURED PEOPLE.

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NOTE: SINGLE SEAT CONFIGURATION SHOWN
TWO SEAT CONFIGURATION ALSO AVAILABLE.

OVERHEAD FLIGHT CREW REST AREA
EMERGENCY RESCUE ACCESS-5

OVERHEAD FLIGHT ATTENDANT REST AREA

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787 SERIES

NOTE: The box containing the lithium-ion battery cells is secured inside a reinforced stainless steel enclosure capable of containing a lithium-ion battery event. Venting of vapor during a battery failure event may be visible from an exterior vent on the bottom of the aircraft under the forward or aft E&E bay. During active venting, there is no reason to make access to the E&E bay.

NOTE: If vapor is visible or odors are noticed, advise ground personnel to stay clear of vapor if battery is still venting.

CAUTION: MAKE NO ATTEMPT TO DISCONNECT BATTERY PACK FROM THE AIRCRAFT’S ELECTRICAL SYSTEM USING QUICK DISCONNECT OR BY CUTTING THE BATTERY CABLES.

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FLIGHT DECK CONTROL SWITCH LOCATIONS

BATTERY SWITCH - PRESS NOTE: ON SYMBOL IS REMOVED

APU FIRE SWITCH - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

THRUST LEVERS - RETARD

FUEL CONTROL SWITCHES - CUTOFF

Critical switch locations and their operation are shown with the expanded views of the control modules.

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NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

WARNING: DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.

Lap inflatable Seatbelt

Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.
CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.
DC-6 SERIES

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING:
Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

CAUTION:
Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.
**DC-7 SERIES**

**FLAMMABLE MATERIAL LOCATIONS**

- **ENGINE OIL TANKS**
- **FUEL TANK**
- **AUXILIARY OIL TANK ON SOME AIRPLANES**
- **FLARES**
- **PORTABLE OXYGEN BOTTLES**

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

**CAUTION:** Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

**HOT BRAKES**

- Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
- Water mist: Can be deployed from turret or handline.
- Fans: Placing fans may place firefighters very close to the hazard zone.

**WHEEL FIRE**

- Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
- Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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EMERGENCY RESCUE ACCESS

1 CREW AND MAIN CABIN DOORS
EXTERNAL HANDLE

TO OPEN DOOR:
1. ROTATE HANDLE COUNTERCLOCKWISE.
2. PULL DOOR OUTWARD.

2 EMERGENCY EXIT DOORS
EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUT.
2. PUSH DOOR INWARD.

3 ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PULL HANDLE OUT.
2. ROTATE HANDLE COUNTERCLOCKWISE.
3. PULL HATCH OUT.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
**DC-7 FREIGHTER SERIES**

**FLAMMABLE MATERIAL LOCATIONS**

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

**HOT BRAKES**
- Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
- Water mist: Can be deployed from turret or handline.
- Fans: Placing fans may place firefighters very close to the hazard zone.

**WHEEL FIRE**
- Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
- Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**CAUTION:** Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.
1 CREW AND MAIN CABINDoors
EXTERNAL HANDLE

TO OPEN DOOR:
1. ROTATE HANDLE COUNTERCLOCKWISE.
2. PULL DOOR OUTWARD.

2 EMERGENCY EXIT DOORS
EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUT.
2. PUSH DOOR INWARD.

3 ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PULL HANDLE OUT.
2. ROTATE HANDLE COUNTERCLOCKWISE.
3. PULL HATCH OUT.

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
EMERGENCY RESCUE ACCESS-2

DC-7 FREIGHTER SERIES

1 MAIN CABIN DOOR

2 EMERGENCY EXIT DOOR

3 TYPICAL ESCAPE HATCHES

4 CUT-IN AREAS

1 CREW AND CARGO DOOR

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE

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October 18, 2019
DC-7 FREIGHTER SERIES

Intentionally Blank
DC-8 SERIES

FLAMMABLE MATERIAL LOCATIONS

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL

HYDRAULIC ACCUMULATOR LOCATED IN LEFT WING ROOT

FUEL TANKS

CREW OXYGEN SYSTEM BOTTLE

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL

HYDRAULIC ACCUMULATORS LOCATED IN LEFT WHEEL

HYDRAULIC FLUID TANKS LOCATED IN LEFT WING ROOT

PASSENGER OXYGEN BOTTLES

PHONE TANKS

ENGINE OIL TANKS

8950 GAL - 33879 L

5800 GAL - 21955 L

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.
WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 EMERGENCY EXIT

TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
EMERGENCY RESCUE ACCESS-2

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT

1 FORWARD SERVICE ENTRY DOOR

1 FORWARD PASSENGER ENTRANCE DOOR

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

1 AFT SERVICE ENTRANCE DOOR

2 TYPICAL EMERGENCY EXITS

2 AFT PASSENGER ENTRANCE DOOR

3 CUT-IN AREAS

ACCESS TO ACCESSORY COMPARTMENT

October 18, 2019
MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
DC-8 FREIGHTER SERIES

FLAMMABLE MATERIAL LOCATIONS

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL
HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL
HYDRAULIC ACCUMULATORS LOCATED IN LEFT WHEEL WELL
HYDRAULIC ACCUMULATORS LOCATED IN LEFT WHEEL WELL
HYDRAULIC FLUID TANKS LOCATED IN LEFT WING ROOT
HYDRAULIC ACCUMULATOR LOCATED IN LEFT WING ROOT
ENGINE OIL TANKS
FUEL TANKS
CREW OXYGEN SYSTEM BOTTLE
FUEL TANK 8800 GAL - 33312 L
FUEL TANK 5800 GAL - 21955 L
8800 GAL - 33312 L
8800 GAL - 33312 L
8800 GAL - 33312 L
PASSENGER OXYGEN BOTTLES

CAUTION:

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING:
Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

October 18, 2019
DC-8 FREIGHTER SERIES

1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 EMERGENCY EXIT

TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

1 FORWARD PASSENGER ENTRANCE DOOR
2 TYPICAL EMERGENCY EXITS
AFT CARGO COMPARTMENT DOORS
1 AFT PASSENGER ENTRANCE DOOR
3 CUT-IN AREAS
AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT
1 FORWARD SERVICE ENTRY DOOR
1 CARGO LOADING DOOR
FORWARD CARGO COMPARTMENT DOORS
1 AFT SERVICE ENTRANCE DOOR

REMOVAL OF DOOR IS RESTRICTED ON SOME AIRPLANES
ACCESS TO ACCESSORY COMPARTMENT

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MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
CAUTION: Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.
WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheel are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 EMERGENCY EXIT

TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.

4 EMERGENCY EXIT DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

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MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
**CAUTION:** Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

**HOT BRAKES**
- Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
- Water mist: Can be deployed from turret or handline.
- Fans: Placing fans may place firefighters very close to the hazard zone.

**WHEEL FIRE**
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect. Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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**FLAMMABLE MATERIAL LOCATIONS**

- **HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL**
- **HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL**
- **ENGINE OIL TANKS**
- **HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL**
- **CREW OXYGEN SYSTEM BOTTLE**
- **FUEL TANKS**
- **HYDRAULIC ACCUMULATOR LOCATED IN LEFT WING ROOT**
- **PASSENGER OXYGEN BOTTLES**
- **MAIN HYDRAULIC RESERVOIR LOCATED IN LEFT WING ROOT**
- **TYPICAL HYDRAULIC PUMP**
- **HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL**
- **HYDRAULIC ACCUMULATOR LOCATED IN LEFT WING ROOT**
- **SURGE DAMPER LOCATED IN LEFT WING ROOT**
- **FUEL TANK**
- **8950 GAL - 33879 L**
- **6400 GAL - 24227 L**

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1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 EMERGENCY EXIT

TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

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MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

DC-8-63 SERIES FLAMMABLE MATERIAL LOCATIONS

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS

TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

TO OPEN DOOR:
1. PUSH LOCKPIN HANDLE DOWN AND HOLD.
2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH
3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4 EMERGENCY EXIT DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

5 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
GENERAL NOTE:

1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

1. FORWARD PASSENGER ENTRANCE DOOR
2. OVERWING EMERGENCY EXITS
3. EXTERNAL CONTROL PANEL
4. TYPICAL EMERGENCY EXIT DOORS
5. CUT-IN AREA

1. AFT SERVICE ENTRANCE DOOR
2. OVERWING EMERGENCY EXITS
3. EXTERNAL CONTROL PANEL
4. TYPICAL EMERGENCY EXIT DOORS
5. CUT-IN AREA

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

ACCESS TO ACCESSORY COMPARTMENT

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MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
DC-8-71 SERIES

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL

HYDRAULIC ACCUMULATOR LOCATED IN LEFT WHEEL WELL

HYDRAULIC RUDDER RESERVOIR LOCATED IN LEFT WHEEL WELL

HYDRAULIC RESERVOIRS LOCATED IN LEFT WING ROOT

PASSENGER OXYGEN BOTTLES

OXYGEN BOTTLES

FUEL TANKS

SPOILER RESERVOIR LOCATED IN RIGHT WHEEL WELL

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

AUXILIARY HYDRAULIC PUMP

ENGINE OIL TANKS

FUEL TANK

HYDRAULIC ACCUMULATOR

8950 GAL - 33879 L

6400 GAL - 24227 L

8950 GAL - 33879 L

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS

TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

TO OPEN DOOR:
1. PUSH LOCKPIN HANDLE DOWN AND HOLD
2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH
3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4 EMERGENCY EXIT DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

5 CUT-IN AREAS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
GENERAL NOTE:

1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.

2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

AVG. DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.
MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
DC-8-72 SERIES

FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL

HYDRAULIC RESERVOIR IN LEFT WHEEL WELL

HYDRAULIC ACCUMULATOR LOCATED IN LEFT WING ROOT

HYDRAULIC ACCUMULATOR LOCATED IN NOSEWHEEL WELL

OXYGEN BOTTLES

FUEL TANKS

HYDRAULIC RUDDER RESERVOIR

MAIN HYDRAULIC RESERVOIR LOCATED IN LEFT WING ROOT

ENGINE OIL TANKS

8950 GAL - 33879 L

6400 GAL - 24227 L

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when
approaching hot brakes or fighting a wheel fire, as rims and tires may pose a
fragmentation hazard.

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October 18, 2019
1. **PASSENGER AND SERVICE DOORS**

   To open door:
   1. Pull handle from recess.
   2. Rotate handle forward.
   3. Pull door open.

2. **OVERWING EMERGENCY EXITS**

   To open door:
   1. Hold handle.
   2. Push release plate (handle on some airplanes only).

3. **FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL**

   To open door:
   1. Push lockpin handle down and hold.
   2. Insert wrench in hex end of door handle shaft and rotate counterclockwise to unlatch.
   3. Attach sling to door and hoist door open.

4. **EMERGENCY EXIT DOORS**

5. **CUT-IN AREAS**

   Cut-in 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 the necessity for a cut-in.

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DC-8-72 SERIES

**EMERGENCY RESCUE ACCESS-2**

**GENERAL NOTE:**
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

1 1 FORWARD PASSENGER ENTRANCE DOOR
1 1 FORWARD SERVICE ENTRY DOOR
2 OVERWING EMERGENCY EXITS
5 CUT-IN AREA
3 EXTERNAL CONTROL PANEL
1 1 FORWARD UPPER CARGO DOOR
AVERAGE DISTANCE FLOOR LEVEL TO GROUND WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.
CLEARVIEW WINDOW EXTERIOR ACCESS

1 AFT SERVICE ENTRANCE DOOR
4 EMERGENCY EXIT DOORS ON SOME AIRPLANES
1 AFT PASSENGER ENTRANCE DOOR
1 AFT CARGO COMPARTMENT DOORS
5 CUT-IN AREA
ACCESS TO ACCESSORY COMPARTMENT

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October 18, 2019
BATTERY LOCATIONS

MAIN BATTERY
LOCATED IN RIGHT
WHEEL WELL
DC-8-73 SERIES

FLAMMABLE MATERIAL LOCATIONS

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
EMERGENCY RESCUE ACCESS-1

**1 PASSENGER AND SERVICE DOORS**

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

**2 OVERWING EMERGENCY EXITS**

TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

**3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL**

TO OPEN DOOR:
1. PUSH LOCKPIN HANDLE DOWN AND HOLD.
2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH.
3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

**4 EMERGENCY EXIT DOORS**

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

**5 CUT-IN AREAS**

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
GENERAL NOTE:

1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

CLEARVIEW WINDOW EXTERIOR ACCESS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

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MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

October 18, 2019
1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE.
3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXIT

TO OPEN DOOR:
1. PUSH HANDLE.
2. PULL HANDLE AND AT THE SAME TIME, PUSH IN ON TOP OF DOOR.
3. LIFT UP FORCIBLY.

3 TAIL CONE JETTISON LATCH

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

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FLIGHT DECK CONTROL SWITCH LOCATIONS

A - FUEL CONTROL LEVERS

B, D, E - "ENG FIRE" HANDLES

C - PULL

ENGINE SHUTDOWN AND FIRE PROCEDURE:
A. FUEL CONTROL LEVER(S) FROM "ON" TO "OFF" (DOWN).
B. IF LIGHT(S) IN HANDLES ARE ILLUMINATED...
C. PULL HANDLES FULLY OUT.
D. ROTATE HANDLE CLOCKWISE.
E. AFTER 10 SECONDS, ROTATE HANDLES COUNTERCLOCKWISE.

APU SHUTDOWN AND FIRE PROCEDURE:
1. APU "MASTER OFF" SWITCH TO "OFF" (UP).
2. IF "APU FIRE" LIGHT IN OVERHEAD PANEL IS ILLUMINATED...FIRE CONT SW TO "OFF & AGENT ARM".
3. FIRE AGENT NO 1 SWITCH TO "DISCH" (DOWN).
4. AFTER 10 SECONDS FIRE AGENT NO 2 SWITCH TO "DISCH" (DOWN).

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
APU SHUTDOWN AND FIRE PROCEDURE:
1. “APU SHUT OFF” SWITCH TO “SHUT OFF” (UP.)
2. IF “FIRE” LIGHT IS ILLUMINATED:
3. FIRE AGENT 1 SWITCH TO “DISCHARGE” (UP)
4. AFTER 10 SECONDS, FIRE AGENT NO 2 SWITCH TO “DISCHARGE” (UP.)
DC-10 SERIES

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

October 18, 2019
DC-10 SERIES
1 PASSENGER AND SERVICE DOORS

EMERGENCY RESCUE ACCESS-1

PUSH BUTTON TYPE

NOTE: WHEN MOVED TO “EMERGENCY” POSITION AND HELD, ALLOWS DOOR CONTROL HANDLE TO BE MOVED TO “EMERGENCY” POSITION FOR EMERGENCY OPENING OF THE DOOR IF ELECTRICAL POWER IS NOT AVAILABLE.

NON PUSH BUTTON TYPE

NOTE: WHEN PLACED IN “EMERGENCY” POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.

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CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
EMERGENCY RESCUE ACCESS-3

3 UPPER CARGO DOOR
(CONVERTIBLE FREIGHTER AIRPLANES ONLY)
EMERGENCY RESCUE ACCESS-4

1 PASSENGER ENTRANCE DOOR

2 FORWARD CARGO DOOR

4 CUT-IN AREAS

1 PASSENGER AND SERVICE DOORS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND WHEELS RETRACTED: 4 FT. WHEELS EXTENDED: 8 FT.

CLEARVIEW WINDOW - CUT-IN AREA

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

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October 18, 2019
FLIGHT DECK CONTROL SWITCH LOCATIONS

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

APU SHUTDOWN AND FIRE PROCEDURE
1. “APU MASTER” SWITCH TO “OFF” (DOWN).
2. IF “APU FIRE” LIGHT IS ILLUMINATED:
   3. “APU OFF & AGENT ARM” SWITCH TO “AGENT ARM” (UP)
4. APU FIRE AGENT “CYL 1” SWITCH TO “DISCHARGE” (UP)
5. AFTER 30 SECONDS, APU FIRE AGENT “CYL 2”. SWITCH TO “DISCHARGE” (UP.)

ENGINE SHUTDOWN AND FIRE PROCEDURE:
1. FUEL LEVER(S) FROM “ON” TO “OFF” (DOWN)
2. IF LIGHT(S) IN FUEL LEVER(S) OR “ENG FIRE” HANDLE(S) ARE ILLUMINATED:
   3. LIFT “ENG/FIRE” HANDLE COVER(S)
4. PULL HANDLE(S) DOWN AND FORWARD
5. WHILE HOLDING FORWARD PRESSURE ON HANDLE, TWIST HANDLE CLOCKWISE AND HOLD
6. AFTER 30 SECONDS, TWIST HANDLE COUNTERCLOCKWISE.

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APU SHUTDOWN AND FIRE PROCEDURE:
1. TURN APU SWITCH TO “OFF” (UP).
2. IF APU FIRE LIGHT IS ON...
3. FIRE AGENT 1 SWITCH TO “DISCHARGE” (UP).
4. AFTER 30 SECONDS, FIRE AGENT 2 SWITCH TO “DISCHARGE” (UP).
MD-11 SERIES

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when
approaching hot brakes or fighting a wheel fire, as rims and tires may pose a
fragmentation hazard.

FLAMMABLE MATERIAL LOCATIONS

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across
sections of aircraft that have been exposed to fatigue or fire as the result of an accident.
Crews need to verify the integrity of the surface area before moving their weight and
equipment across it. Signs could include but are not limited to deformity of structure, visual
signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike
pole, axe or any instrument used to sound surfaces for integrity.

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October 18, 2019
MD-11 SERIES
1 PASSENGER AND SERVICE DOORS

EMERGENCY RESCUE ACCESS-1

PUSH BUTTON TYPE

NOTE: WHEN MOVED TO "EMERGENCY" POSITION AND HELD, ALLOWS DOOR CONTROL HANDLE TO BE MOVED TO "EMERGENCY" POSITION FOR EMERGENCY OPENING OF THE DOOR IF ELECTRICAL POWER IS NOT AVAILABLE.

EMERGENCY OPENING
1. FULL OPERATING HANDLE OUT OF PURBAND
2. ROTATE EMERGENCY OVERRIDE LEVER FROM "SAFE" POSITION TO "EMERGENCY" POSITION AND HOLD
3. ROTATE OPERATING HANDLE TO "EMERGENCY" POSITION

NOTE: WHEN PLACED IN "EMERGENCY" POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.

NON PUSH BUTTON TYPE

EMERGENCY OPENING
1. FULL HANDLE OUT
2. ROTATE HANDLE TO OPEN
3. DEPRESS AND HOLD BUTTON
4. ROTATE HANDLE TO EMERGENCY

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NOTE: CUT-IN 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 DIGITATE THE NECESSITY FOR A CUT-IN.
EMERGENCY RESCUE ACCESS-3

3 UPPER CARGO DOOR

UNLOCK AND HOLD OPEN WHILE UNLOCKING LATCH MECHANISM

LOCK PIN ENGAGED SYSTEM SAFE

LOCK PIN NOT ENGAGED SYSTEM ARMED

CARGO DOOR VENT
- OPEN PRIOR TO OPENING CARGO DOOR
- CLOSE AND LOCK PRIOR TO FLIGHT
- IF CARGO DOOR WILL NOT OPEN
- ROTATE DOOR CONTROL HANDLE TO "CLOSED" AND RELEASE
- OPEN VENT DOOR
1 PASSENGER AND SERVICE DOORS

4 CUT-IN AREAS

1 FORWARD SERVICE ENTRANCE DOOR

AVIONICS COMPARTMENT DOORS

CLEARVIEW WINDOW-CUT-IN AREA

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 4 FT.
WHEELS EXTENDED: 8 FT.

1 PASSENGER ENTRANCE DOOR

3 UPPER CARGO DOOR ON CONVERTIBLE FREIGHTER AIRPLANES ONLY

2 CENTER CARGO DOOR

2 AFT CARGO DOOR

UPPER CARGO DOOR ON COMBI ONLY

HORIZONTAL STABILIZER JACK SCREWS AND MOTORS ACCESS DOOR

APU COMPARTMENT DOOR

PRESSURE BULKHEAD

AFT ACCESSORY COMPARTMENT DOOR

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BATTERY LOCATIONS

- Main Battery
- Center Accessory Compartment Looking Aft
- Battery Charger
- Typical Battery Sensor Electrical Connector
- Typical Overboard Vent in 2 Places

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FLIGHT DECK CONTROL SWITCH LOCATIONS

ENGINE SHUTDOWN AND FIRE PROCEDURE:
1. FUEL SWITCH(ES) FROM “ON” TO “OFF” (DOWN.)
2. IF LIGHT(S) IN FUEL SWITCH(ES) OR “ENG FIRE” HANDLE(S) ARE ILLUMINATED:
3. LIFT “ENG/FIRE” HANDLE GUARD(S)
4. PULL HANDLE(S) DOWN AND FORWARD
5. WHILE HOLDING FORWARD PRESSURE ON HANDLE, TWIST HANDLE CLOCKWISE AND HOLD
6. AFTER 30 SECONDS, TWIST HANDLE COUNTERCLOCKWISE.

APU SHUTDOWN AND FIRE PROCEDURE
1. PUSH APU START/STOP SWITCH TO OFF.
2. IF “APU FIRE” LIGHT IN HANDLE IS ILLUMINATED:
3. PULL AND ROTATE APU FIRE HANDLE IN EITHER DIRECTION
4. AFTER 30 SECONDS, PULL AND ROTATE APU FIRE HANDLE IN THE OPPOSITE DIRECTION.
APU SHUTDOWN AND FIRE PROCEDURE:
1. TURN APU SWITCH TO “OFF” (UP).
2. IF APU FIRE LIGHT IS ON...
3. FIRE AGENT 1 SWITCH TO “DISCHARGE” (UP).
4. AFTER 30 SECONDS, FIRE AGENT 2 SWITCH TO “DISCHARGE” (UP).
CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE.
3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXIT

TO OPEN DOOR
1. PUSH HANDLE.
2. PULL HANDLE AND PUSH IN ON TOP OF DOOR.
3. LIFT UP FORCIBLY.

3 TAIL CONE JETTISON LATCH

4 CUT-IN AREAS

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.
MD-80 SERIES

EMERGENCY RESCUE ACCESS-2

GENERAL NOTE:
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

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

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 4 FT.
WHEELS EXTENDED: 8 FT.

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ENGINE SHUTDOWN AND FIRE PROCEDURE:
A. FUEL CONTROL LEVER(S) FROM “ON” TO “OFF” (DOWN).
B. IF LIGHT(S) IN HANDLES ARE ILLUMINATED...
C. PULL HANDLES FULLY OUT.
D. ROTATE HANDLE CLOCKWISE.
E. AFTER 10 SECONDS, ROTATE HANDLES COUNTERCLOCKWISE.

APU SHUTDOWN AND FIRE PROCEDURE
1. APU “MASTER OFF” SWITCH TO “OFF” (UP).
2. IF “APU FIRE” LIGHT IN OVERHEAD PANEL IS ILLUMINATED...FIRE CONT SW TO “OFF & AGENT ARM”
3. FIRE AGENT NO 1 SWITCH TO “DISCH” (DOWN).
4. AFTER 10 SECONDS FIRE AGENT NO 2 SWITCH TO “DISCH” (DOWN).

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
APU SHUTDOWN AND FIRE PROCEDURE:
1. “APU SHUT OFF” SWITCH TO “SHUT OFF” (UP.)
2. IF “FIRE” LIGHT IS ILLUMINATED:
3. FIRE AGENT 1 SWITCH TO “DISCHARGE” (UP)
4. AFTER 10 SECONDS, FIRE AGENT NO 2 SWITCH TO “DISCHARGE” (UP.)
MD-90 SERIES

CAUTION: Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
MD-90 SERIES

1 PASSENGER DOOR AND STAIRWAY

TO OPEN DOOR:
1. UNLATCH AND OPEN SLIGHTLY.
2. UNLATCH STAIR DOOR, TURN AND HOLD BATTERY SWITCH "BATT."
3. PRESS AND HOLD "DN" BUTTON UNTIL STAIR FULLY EXTENDS.
4. RELEASE BATTERY SWITCH.
5. MOVE DETENT LATCH TO LOCKED POSITION.
6. MANUALLY EXTEND HANDRAILS INTO DOORWAY.

NOTE: FORWARD LEFT DOOR HAS SLIDE. STAND CLEAR WHILE OPENING DOOR.

2 OVERWING EMERGENCY EXIT

TO OPEN DOOR:
1. UNLATCH.
2. PULL HANDLE.
3. LIFT OUT.

NOTE: CUT-IN 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 THE NECESSITY FOR A CUT-IN.

3 TAIL CONE JETTISON/SLIDE DEPLOYMENT

TO JETTISON TAIL CONE AND INFLATE SLIDE
1. PUSH DOOR.
2. PULL HANDLE.
3. SLIDE INFLATES AUTOMATICALLY.

NOTE: HANDLE IS 10 FEET ABOVE THE GROUND.

4 CUT-IN AREAS

NOTE: FORWARD LEFT DOOR HAS SLIDE. STAND CLEAR WHILE OPENING DOOR.
EMERGENCY RESCUE ACCESS-2

GENERAL NOTE:
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

MD-90 SERIES
ENGINE SHUTDOWN AND FIRE PROCEDURE:
A. FUEL SWITCHES FROM “ON” TO “OFF” (DOWN.)
B. IF LIGHT(S) IN HANDLES ARE ILLUMINATED:
C. PULL HANDLES FULLY OUT
D. ROTATE HANDLE CLOCKWISE
E. AFTER 10 SECONDS, ROTATE HANDLES COUNTERCLOCKWISE.

APU SHUTDOWN AND FIRE PROCEDURE
1. APU “MASTER OFF” SWITCH TO “OFF” (UP).
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