FLAMMABLE MATERIAL LOCATIONS

707-100 & 200 SERIES

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

FIRE EXTINGUISHER
PORTS ON ENGINE RIGHT
COWLING (TYPICAL EACH)

ENGINE OIL TANK - EACH ENGINE
- RIGHT SIDE

PORTABLE OXYGEN BOTTLE ON
FORWARD SIDE OF BULKHEAD

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.

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December 12, 2019
**WARNING:** PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

**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)

1. FORWARD ENTRY DOOR
2. 2 FORWARD GALLEY DOOR
3. 1 AFT GALLEY DOOR
4. 1 AFT ENTRY DOOR

6 FT 1/2 IN. FLOOR LEVEL TO GROUND, WHEELS RETRACTED
9 FT 7 IN. FLOOR LEVEL TO GROUND, WHEELS EXTENDED

December 12, 2019
ENGINE FIRE T-HANDLES - PULL

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

THRUST LEVERS - RETARD

ENGINE START LEVERS - CUTOFF

APU FIRE SWITCH - PULL

APU MASTER SWITCH - OFF

BATTERY SWITCH - OFF

DC POWER

OPTIONAL LOCATION FOR T-HANDLES IS ON THE PILOTS’ LIGHT SHIELD

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES
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. PILOT’S SLIDING WINDOWS

TO OPEN WINDOW FROM OUTSIDE (RT SIDE ONLY)
1. PUSH IN EXTERNAL ACCESS DOOR.
2. PULL EXTERNAL RELEASE HANDLE.
3. SLIDE WINDOW OPEN.

2. ENTRY DOOR EXTERNAL HANDLE

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

3. GALLEY DOOR EXTERNAL HANDLE

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

4. EMERGENCY OVERWING EXIT HATCHES PUSH PANEL

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

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

5. STATION 990 EMERGENCY EXIT

EMERGENCY EXIT
WARNING
STAND TO SIDE OF EXIT DOOR
DOOR FALLS OUT AND DOWN
ESCAPE SLIDE DEFLATES IMMEDIATELY
TO OPEN LIFT HANDLE UP

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

H S U L P

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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
- 6 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)
- 4 OVERWING ESCAPE HATCHES
- 6 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)
- 3 FORWARD GALLEY DOOR
- 2 FORWARD ENTRY DOOR
- 1 FLIGHT DECK WINDOWS

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

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

ENGINE START LEVERS - CUTOFF

THRUSt LEVERS - RETARD

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

APU MASTER SWITCH - OFF

BATTERY SWITCH - OFF

APU FIRE SWITCH - PULL

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