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

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.

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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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. FORWARD ENTRY DOOR
2. FORWARD GALLEY DOOR
3. OVERWING ESCAPE HATCHES
4. CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

1 AFT ENTRY DOOR
2 AFT GALLEY DOOR
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

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July 31, 2019
ENGINE FIRE T-HANDLES - PULL

BATTERY SWITCH - OFF

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

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

APU MASTER SWITCH - OFF

APU FIRE SWITCH - PULL

ENGINE START LEVERS - CUTOFF

THRUST LEVERS - RETARD
Intentionally Blank
**707-300 & 400 SERIES**

**FLAMMABLE MATERIAL LOCATIONS**

- **HYDRAULIC ACCUMULATORS** (RIGHT WHEEL WELL AREA)
- **PORTABLE OXYGEN BOTTLES 8 PLACES ON HATRACKS OR NEAR FLOOR LEVEL ON PARTITIONS**
- **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**
- **APU FUEL LINE**
- **AUXILIARY POWER UNIT FWD CARGO COMPARTMENT ON 25000 SERIES**
- **PORTABLE OXYGEN BOTTLE ON FORWARD SIDE OF BULKHEAD**

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**WHEEL FIRE**
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EMERGENCY RESCUE ACCESS-1

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

1. PULL UP HANDLE.
2. EXIT DOOR FALLS OUT AND DOWN.
3. STAND TO SIDE OF EXIT DOOR.

WARNING: STAND TO SIDE OF EXIT DOOR. DOOR FALLS OUT AND DOWN. ESCAPE SLIDE DEPENDS IMMEDIATELY TO OPEN LIFT HANDLE UP.

6 CUT-IN AREAS

CUT-IN AREAS

* NEW INTERIOR HAS STOWAGE BIN

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 AFT GALLEY DOOR

3 FORWARD GALLEY DOOR

2 AFT ENTRY DOOR

4 OVERWING ESCAPE HATCHES

5 CARGO AIRPLANES ONLY

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

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

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

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ENGINE FIRE T-HANDLES - PULL

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

THRUST LEVERS - RETARD

ENGINE START LEVERS - CUTOFF

BATTERY SWITCH - OFF

APU MASTER SWITCH - OFF

APU FIRE SWITCH - PULL

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