FLAMMABLE MATERIAL LOCATIONS

FORWARD CARGO FUEL TANKS (OPTIONAL)
810 GAL (EACH CELL) - 3066 L

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

OXYGEN BOTTLES (PORTABLE)
FUEL LINES
APU (WHEEL WELL)
APU HYDRAULIC ACCUMULATOR
ENGINE OIL TANK
(FIELD REPLACED)
VENT SURGE TANK
FUEL TANK
PORTABLE OXYGEN BOTTLE
PORTABLE OXYGEN BOTTLE
PORTABLE OXYGEN BOTTLE
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.

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.

BOEING
EMERGENCY RESCUE ACCESS-1

1. PILOT’S SLIDING WINDOW
   (RH AND LH) CARGO AIRPLANES
   (RH ONLY) PASSENGER AIRPLANES

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

2. FWD ENTRY DOOR EXTERNAL HANDLE

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

3. MID/FWD 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 AND UPWARD.

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.

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

Copyright © Boeing. See title page for details.

December 12, 2019
EMERGENCY RESCUE ACCESS-2

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

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

6 CUT-IN AREA

5 AFT EXIT DOORS (REMOVED ON 100 AND 200F)

AFT ENTRY DOOR OPENS FROM INSIDE OF THE AFT STAIRS AREA (Airstair must first be lowered)

AFT AIRSTAIR EXTERIOR CONTROL PANEL OPERATING INSTRUCTIONS ON ACCESS PANEL

6 CUT-IN AREA

AFT AIRSTAIR

4 OVERWING ESCAPE HATCHES

CARGO DOOR

5 FT 8 IN. FLOOR LEVEL TO GROUND, WHEELS RETRACTED

9 FT 1 IN. FLOOR LEVEL TO GROUND, WHEELS EXTENDED

Copyright © Boeing. See title page for details.
Emergency Locator Transmitter (ELT) (as installed)

MAIN BATTERY

ACCESS DOOR

Copyright © Boeing. See title page for details.
NOTE: OPTIONAL LOCATION FOR T-HANDLES IS ON THE PILOTS' LIGHT SHIELD

THRU LT - RETARD

ENGINE START LEVERS - CUTOFF

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

- FIN TIP FAIRING
- RAIN GUTTER
- WING TO BODY FAIRING
- RADOME
- LEADING EDGE ACCESS PANELS