**747-100 & 200/100 & 200 COMBI**

**FLAMMABLE MATERIAL LOCATIONS**

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

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

- **FUEL VENT AND OVERFLOW LOCATED BENEATH WING**
  - 788 GAL - 2983 L
  - 4482 GAL - 16966 L
  - 12546 GAL - 47492 L

- **CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT**
  - 2 PLACES UNDER FLIGHT ATTENDANT SEAT AFT OF DOOR

- **FUEL TANKS**
  - PORTABLE OXYGEN BOTTLES
  - 2 PLACES UNDER FLIGHT ATTENDANT SEAT AFT OF DOOR

- **APU FUEL LINE**
  - 788 GAL - 2983 L

- **SIDE CARGO DOOR (COMBI)**

- **HYDRAULIC RESERVOIR 4**
  - PLACES ON ENGINE STRUTS

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

- **SURGE TANK**

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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.

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February 15, 2017
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. 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 DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

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
747-100 & 200/-100 & 200 COMBI FLIGHT DECK CONTROL SWITCH LOCATIONS

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.

HOT BRAKES
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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 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 DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

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

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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747-200 SPECIAL FREIGHTER

BATTERY LOCATIONS

ACCESS DOOR

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.
**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.

February 15, 2017
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. 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 DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

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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BATTERY LOCATIONS

- MAIN BATTERY
- ACCESS DOOR
- APU BATTERY
- Emergency Locator Transmitter (ELT) (as installed)
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 T-HANDLE - PULL

APU MASTER SWITCH - STOP

BATTERY SWITCH
- LIFT GUARD
- SWITCH OFF

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.

Lap Inflatable Seatbelt

Front View

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.

Firing System is contained within seat assembly
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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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.

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 DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

3 UPPER DECK EMERGENCY DOORS (2)

2 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 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 SPECIAL FREIGHTER

BATTERY LOCATIONS

MAIN BATTERY

ACCESS DOOR

APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)

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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.
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. PUSH HATCH INWARD.

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 CUT-IN AREAS
3 CREW OVERHEAD ESCAPE HATCH

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

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

2 UPPER DECK CREW DOOR
RH SIDE - STANDARD INSTALLATION
LH SIDE - AS INSTALLED

1 ENTRY DOOR (8)

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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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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February 15, 2017
1 ENTRY DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:
1. PULL 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 DICTATE THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

3 CREW OVERHEAD ESCAPE HATCH

2 UPPER DECK CREW DOOR RH SIDE ONLY

1 ENTRY DOOR (1L)

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

1 ENTRY DOOR (5L)

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
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
747-400 & 400 COMBI SERIES

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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NOTICE:
- 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.

February 15, 2017
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.
EMERGENCY RESCUE ACCESS-2

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL 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

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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

FWD
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

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

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

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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.

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.
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 DISENAGES 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 DISENAGES 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.
EMERGENCY RESCUE ACCESS-2

- 2" wide band of contrasting color indicating all 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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**747-400 FREIGHTER SERIES**

**BATTERY LOCATIONS**

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

Emergency Locator Transmitter (ELT) (as installed)

February 15, 2017
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)

BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED

FLIGHT DECK CONTROL SWITCH LOCATIONS

APU SELECTOR - ROTATE OFF

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

FUEL CONTROL SWITCHES - CUTOFF

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February 15, 2017
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

747 LARGE CARGO FREIGHTER

FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE STRUTS

FUEL TANK

CREW OXYGEN SYSTEM
BOTTLES IN FWD MAIN DECK

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

SURGE TANK

SWING TAIL HYDRAULIC RESERVOIR

HYDRAULIC RESERVOIR - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE

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

FUEL TANK

FUEL TANKS

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

SURGE TANK

FUEL TANKS

FUEL TANK

ENGINE OIL TANK

HYDRAULIC RESERVOIR

-635 GAL - 4254 L
-12546 GAL - 47492 L
-100 13200 GAL - 49967 L
-200 17164 GAL - 64973 L
-570 635 GAL - 4254 L
-635 GAL - 4254 L
-3080 GAL - 20636 L
-12546 GAL - 47492 L
-200 -100 13200 GAL - 49967 L
-635 GAL - 4254 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.

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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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

C) ENTRY DOOR HANDLE
   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
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

STANDBY BATTERY IS IN THE E/E

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
747 LARGE CARGO FREIGHTER 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.

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February 15, 2017
747 LARGE CARGO FREIGHTER

COMPOSITE MATERIALS LOCATIONS

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

February 15, 2017
747-8 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.

**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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**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.
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 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 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

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

SIDE CARGO DOOR

ACCESS DOOR Right Side

MAIN DECK TO UPPER DECK LADDER

February 15, 2017
747-8 FREIGHTER SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

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 FREIGHTER VERSION

THRUSTR LEVERS - RETARD

FUEL CONTROL SWITCHES - CUTOFF

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**
  - 3270 GAL - 12378 L
  - 29100 GAL - 110155 L
  - 11102 GAL - 42026 L
  - 3270 GAL - 12378 L
- **FUEL VENT AND OVERFLOW (BENEATH WING)**
- **APU FUEL LINE**
- **ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE**
- **CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT**
- **FLIGHT DECK PORTABLE OXYGEN BOTTLE**
- **SURGE TANKS**

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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.

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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.

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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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February 15, 2017
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: 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 UPPER DECK EMERGENCY DOOR

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.
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.
EMERGENCY RESCUE ACCESS-2

2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL 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)

ACCESS DOOR Right Side

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

February 15, 2017

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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)

MAIN DECK EXTINGUISHERS AVAILABLE ON FREIGHTER VERSION

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
- Inlet, Fan, and Reverser Cowls
- Radome
- Vertical Stabilizer Forward Torque Box
- Vertical Stabilizer Trailing Edge Panels
- Elevators
- Rudder
- Stabilizer Tip
- Upper Wing Trailing Edge
- Lower Wing Leading Edge
- Lower Wing Trailing Edge
- Tip Fairing
- Flap Track Fairings
- Wing to Body Fairing

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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.

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.