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

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

FLAMMABLE MATERIAL LOCATIONS

PORTABLE OXYGEN BOTTLE ON
FWD CARGO COMPARTMENT CEILING

CAPE OXYGEN SYSTEM
BOTTLE IN FWD CARGO
COMPARTMENT

FUEL TANKS

FUEL TANK

FUEL VENT AND
OVERFLOW LOCATED
BENEATH WING

FUEL TANK

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE
STRUTS

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

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

SIDE CARGO DOOR (COMBI)

SURGE TANK

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.

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.

December 12, 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. 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.

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
BATTERY LOCATIONS

ACCESS DOOR

Emergency Locator Transmitter (ELT) (as installed)

MAIN BATTERY

APU BATTERY
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.
EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS (10) EXTERNAL HANDLE

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

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 DEPRESSION 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 DEPRESSION 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 THE 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.

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

3 CREW OVERHEAD ESCAPE HATCH

1 ENTRY DOORS (10)

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

Copyright © Boeing. See title page for details.
BATTERY LOCATIONS

ACCESS DOOR

Emergency Locator Transmitter (ELT) (as installed)

MAIN BATTERY

APU BATTERY
ENGINE FIRE T-HANDLES - PULL

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.

NOTE: OPTIONAL LOCATION FOR T-HANDLES IS ON THE PILOTS’ LIGHT SHIELD
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 (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: 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 DOORS (2)

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

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

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° COUNTERCLOCKWISE.
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.

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

December 12, 2019
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.
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.

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.

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.
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.

Copyright © Boeing. See title page for details.
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 DOORS (2)

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.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER 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
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

Copyright © Boeing. See title page for details.
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 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.

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

December 12, 2019
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.
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 DICTATE THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER 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

Copyright © Boeing. See title page for details.
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
Intentionally Blank
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.

FLAMMABLE MATERIAL LOCATIONS

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.

Copyright © Boeing. See title page for details.

December 12, 2019

Copyright © Boeing. See title page for details.
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.

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.

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 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.
AFT OVERHEAD FLIGHT CREW REST AREA

STAIR ACCESS AT DOOR 5LFT
BATTERY LOCATIONS

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

Copyright © Boeing. See title page for details.

December 12, 2019
NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

**Passenger Seatbelt Airbags**

- **Lap Inflatable Seatbelt**
  - Front View

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.

- **Firing System is contained within seat assembly**
  - Side View

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 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 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.

**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

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 ACCESS HATCH
SIDE CARGO DOOR ON COMBI
APU EMERGENCY CONTROL PANEL LOCATED ON RIGHT INBOARD MAIN LANDING GEAR BULKHEAD

MAIN DECK TO UPPER DECK LADDER

Copyright © Boeing. See title page for details.
BATTERY LOCATIONS

MAIN BATTERY

NOSE GEAR COMPARTMENT

ACCESS DOOR

APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)

INBD

FWD
FLIGHT DECK CONTROL SWITCH LOCATIONS

APU SELECTOR - ROTATE OFF

BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED

FUEL CONTROL SWITCHES - CUTOFF

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

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

- Upper Wing Leading Edge
- Upper Wing Trailing Edge
- Vertical Stabilizer Forward Torque Box
- Ailerons
- Spoilers
- Inlet, Fan, and Reverser Cowls
- Engine Pylons
- Vertical Stabilizer Trailing Edge Panels
- Elevators
- Rudders
- Stabilizer Tip
- Upper Wing Tip Fairing
- Radome
- Lower Wing Leading Edge
- Lower Wing Trailing Edge
- Flap Track Fairings
- Wing to Body Fairing
- Winglets (747-400 only)
- Winglet
- Composite Materials Locations

Copyright © Boeing. See title page for details.
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.

WEAVER:
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 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.
1) ENTRY DOOR (1L)

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

INBD

FWD
747 LARGE CARGO FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS

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

Battery switch - press
Note: On symbol is removed

Fuel control switches - cutoff

Thrust levers - retard

Engine fire t-handles - pull
(if not illuminated, may require pushing and holding the button under the switch to release)
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.

- **FUEL TANKS**
- **FUEL VENT AND OVERFLOW (BENEATH WING)**
- **HYDRAULIC ACCUMULATORS IN RIGHT BODY WHEEL WELL**
- **HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS**
- **CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT**
- **FUEL VENT AND OVERFLOW (BENEATH WING)**
- **ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE**
- **FLIGHT DECK PORTABLE OXYGEN BOTTLE**
- **SIDE CARGO DOOR**
- **APU FUEL LINE**
- **APU**
- **SURGE TANKS**

**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.

December 12, 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 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 PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

EMERGENCY RESCUE ACCESS-2

1 ENTRY DOOR (1L)
2 CREW OVERHEAD ESCAPE HATCH
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

ACCESS DOOR Right Side
APU ACCESS HATCH
SIDE CARGO DOOR
4 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)
MAIN DECK TO UPPER DECK LADDER

Copyright © Boeing. See title page for details.
BATTERY LOCATIONS

- MAIN BATTERY
- NOSE GEAR COMPARTMENT
- ACCESS DOOR
- APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)
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

THRUST LEVERS - RETARD

FUEL CONTROL SWITCHES - CUTOFF

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
747-8 FREIGHTER SERIES

COMPOSITE MATERIALS LOCATIONS

- UPPER WING LEADING EDGE
- UPPER WING TRAILING EDGE
- ENGINE PYLONS
- SPOILERS
- AILERONS
- VERTICAL STABILIZER FORWARD TORQUE BOX
- Rudder
- VERTICAL STABILIZER TRAILING EDGE PANELS
- ELEVATORS
- STABILIZER TIP
- RADOME
- LOWER WING LEADING EDGE
- LOWER WING TRAILING EDGE
- WING TO BODY FAIRING
- FLAP TRACK FAIRINGS

Copyright © Boeing. See title page for details.
**FLAMMABLE MATERIAL LOCATIONS**

- **HYDRAULIC ACCUMULATORS IN RIGHT BODY WHEEL WELL**
  - HYDRAULIC ACCUMULATORS

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

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

- **FUEL TANKS**
  - FUEL TANK
  - FUEL TANKS

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

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

- **FLIGHT DECK PORTABLE OXYGEN BOTTLE**
  - FLIGHT DECK 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.
- Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

---

December 12, 2019
**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. 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 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 passenger doors, hatches and windows externally operable.

- 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

- 1 entry door (1L)
  - 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

Copyright © Boeing. See title page for details.
BATTERY LOCATIONS

- Main Battery
  - Nose Gear Compartment
- APU Battery
  - Access Door
- Emergency Locator Transmitter (ELT) (as installed)
FLIGHT DECK CONTROL SWITCH LOCATIONS

Copyright © Boeing. See title page for details.

December 12, 2019
COMPOSITE MATERIALS LOCATIONS

- Upper wing leading edge
- Upper wing trailing edge
- Vertical stabilizer forward torque box
- Ailerons
- Inlet, fan, and reverser cowls
- Engine pylons
- Radome
- Vertical stabilizer trailing edge panels
- Elevators
- Rudder
- Stabilizer tip
- Wing to body fairing
- Lower wing trailing edge
- Lower wing leading edge
- Flap track 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.

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.

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.