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/SERVICE DOORS EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE LATCH.
2. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD.

2 OVERWING ESCAPE HATCHES

TO OPEN HATCH:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
2. PUSH INWARD AND UP ON THE HANDLE.
3. PUSH HATCH INWARD.

3 TYPE 1 EMERGENCY EXIT DOOR

TO OPEN DOOR:
1. PUSH ON “PUSH” PANEL TO GAIN ACCESS TO HANDLE.
2. PULL HANDLE FORWARD AND OUTWARD.
3. DOOR OPENS OUTWARD AND DOWN.

WARNING: STAND TO THE SIDE OF DOOR WHEN PULLING HANDLE. ESCAPE SLIDE DOES NOT DISARM AND WILL DEPLOY IMMEDIATELY WHEN A TYPE 1 DOOR IS OPENED FROM THE OUTSIDE.

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.

NOTE: ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE, EXCEPT FOR TYPE 1 EMERGENCY EXIT DOOR.

FLIGHT DECK WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.

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757-200 & 200 COMBI SERIES

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

1 ENTRY DOORS

4 CUT-IN AREAS

2 OVERWING ESCAPE HATCHES (AS INSTALLED)

CARGO DOOR ON COMBI

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

APE ACCESS

4 CUT-IN AREAS

3 EMERGENCY EXITS (AS INSTALLED)

AVG. DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 6 FT 6 IN
WHEELS EXTENDED: 13 FT

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FLIGHT DECK CONTROL SWITCH LOCATIONS

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

- **APU CONTROL SWITCH - OFF**
- **APU FIRE SWITCHES - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)**
- **ENGINE FIRE SWITCHES - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)**
- **FUEL CONTROL SWITCHES - CUTOFF**
- **THRUST LEVERS - RETARD**
- **BATTERY SWITCH - PRESS NOTE: ON SYMBOL IS REMOVED**
757-200 PACKAGE FREIGHTER

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.

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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July 31, 2019
1 ENTRY/SERVICE DOORS EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE LATCH.
2. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD.

2 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.

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 6 FT 6 IN
WHEELS EXTENDED: 13 FT

EMERGENCY RESCUE ACCESS-2
BATTERY LOCATIONS

- **Main Battery**
- **Nose Gear Compartment**
- **Access Door**
- **Fwd Cargo Door**
- **Aft Cargo Door**

Emergency Locator Transmitter (ELT) (as installed)

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**757-200 PACKAGE FREIGHTER  FLIGHT DECK CONTROL SWITCH LOCATIONS**

**Critical Switch Locations and Their Operation:**

- **Battery Switch - Push:** Note: On symbol is removed.
- **Thrust Levers - Retard**
- **Fuel Control Switches - Cutoff**
- **Engine Fire Switches - Pull (if not illuminated, push and hold the button under the switch to release)**
- **APU Control Switch - Off**
- **APU Fire Switches - Pull (if not illuminated, push and hold the button under the switch to release)**

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1 ENTRY/SERVICE DOORS EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE LATCH.
2. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD.

2 OVERWING ESCAPE HATCHES

TO OPEN HATCH:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
2. PUSH INWARD AND UP ON THE HANDLE.
3. PUSH HATCH INWARD.

3 TYPE 1 EMERGENCY EXIT DOOR

TO OPEN DOOR:
1. PUSH ON “PUSH” PANEL TO GAIN ACCESS TO HANDLE.
2. PULL HANDLE FORWARD AND OUTWARD.
3. DOOR OPENS OUTWARD AND DOWN.

WARNING: STAND TO THE SIDE OF DOOR WHEN PULLING HANDLE. ESCAPE SLIDE DOES NOT DISARM AND WILL DEPLOY IMMEDIATELY WHEN A TYPE 1 DOOR IS OPENED FROM THE 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.

4 CUT-IN AREAS

NOTE: ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE, EXCEPT FOR TYPE 1 EMERGENCY EXIT DOOR.

FLIGHT DECK WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

4 CUT-IN AREAS

CARGO DOOR ON COMBI

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 ENTRY DOORS

1 ENTRY DOORS

1 ENTRY DOORS

4 CUT-IN AREAS

2 OVERWING ESCAPE HATCHES (AS INSTALLED)

APU ACCESS

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

OPTIONAL CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

3 EMERGENCY EXITS (AS INSTALLED)

AVERAGE DISTANCE FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 6 FT 6 IN

WHEELS EXTENDED: 13 FT

July 31, 2019

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

- **APU CONTROL SWITCH** - OFF
- **BATTERY SWITCH** - PRESS NOTE: ON SYMBOL IS REMOVED
- **THRUSTR LEVERS** - RETARD
- **FUEL CONTROL SWITCHES** - CUTOFF
- **ENGINE FIRE SWITCHES** - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)
- **APU FIRE SWITCHES** - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)