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.

<table>
<thead>
<tr>
<th>CENTER FUEL TANK CAPACITIES</th>
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<td>MODEL</td>
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<td>-400 ER</td>
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</table>
1 ENTRY/SERVICE DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH IN DISARM LEVER (RED SURFACE LABELED “PUSH”).
2. PULL AND LIFT OPERATING HANDLE TO UNLATCH DOOR.
3. MOVE DOOR UPWARD.

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.

NOTES:
1. FOR ENTRY/SERVICE DOORS AND OVERWING HATCHES, ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE.
2. ON PASSENGER AIRPLANES, COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.
3. ON 767 FREIGHTERS, THE RIGHT SIDE COCKPIT WINDOW CAN BE OPENED FROM THE OUTSIDE.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

767-400 FREIGHTERS - RIGHT SIDE COCKPIT CAN BE OPENED FROM THE OUTSIDE

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 ENTRY/SERVICE DOORS (OPTIONAL ON 767-300, ALL 767-400)

3 TYPE 1 EMERGENCY EXIT (OPTIONAL ON 767-300, ALL 767-400)

4 CUT-IN AREAS

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

2 OPTIONAL OVERWING ESCAPE HATCHES

4 CUT-IN AREAS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 7 FT 6 IN
WHEELS EXTENDED: 13 FT 6 IN

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BATTERY LOCATIONS

- MAIN BATTERY
- AFT CARGO DOOR
- FWD CARGO DOOR
- EQUIPMENT ACCESS DOOR
- NOSE GEAR DOOR
- APU BATTERY
- Nose Gear Door
- Aft Cargo Door
- Emergency Locator Transmitter (ELT) (as installed)
Critical switch locations and their operation are shown with the expanded views of the control modules.

Battery switch - push
Note: on symbol is removed

Thrust levers - retard

Fuel control switches - cutoff

Fuel control - run - rich - cutoff

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)
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.