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.

HYDRAULIC ACCUMULATOR IN RIGHT WHEEL WELL

ENGINE OIL TANK - REAR LEFT SIDE OF EACH ENGINE

PILOTS 2 X 115 CU FT OXYGEN BOTTLES

FUEL TANK 6010 GAL - 22750 L

REAR CREW 6 X 115 CU FT OXYGEN BOTTLES IN FORWARD LOWER LOBE

ENGINE OIL TANK - REAR LEFT SIDE OF EACH ENGINE

HYDRAULIC RESERVOIR IN RIGHT WHEEL WELL

AFT BODY TANKS

OPTIONAL PORTABLE OXYGEN BOTTLES THROUGHOUT CABIN

APU FUEL LINE

APU EMERGENCY CONTROL PANEL LOCATED ON THE NOSE GEAR

FWD BODY TANK 1805 GAL - 6832 L

DRY BAY

SURGE TANK

FUEL TANK 6010 GAL - 22750 L

6010 GAL - 22750 L

11940 GAL - 45198 L

APU FUEL LINE

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.

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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.

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.
BATTERY LOCATIONS

- MAIN BATTERY
- NOSE GEAR DOOR
- FWD CARGO DOOR
- AFT CARGO DOOR
- EQUIPMENT ACCESS DOOR
- APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)
FLIGHT DECK CONTROL SWITCH LOCATIONS

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 SWITCHES - AUTO

- STBY POWER

- APU CONTROL SWITCH - OFF

- APU ON

- APU START

- 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)

- L ENG OVHT

- R ENG OVHT

- ENG BTL 1 DISCH

- ENG BTL 2 DISCH

- L ENG FIRE

- R ENG FIRE

- MAIN

- CARGO DEPR

- ARMED

- CARGO FIRE