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/SERVICE DOOR/OVERWING EXIT EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH IN RED FLAPS.
2. PULL HANDLE FROM RECESS.
3. ROTATE HANDLE 180 DEGREES IN THE DIRECTION OF THE “OPEN” ARROW.
4. 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.
UPPER CREW REST AS INSTALLED - ENTRANCE AT DOORS, 3R, 4R, 5L

LOWER CREW REST AS INSTALLED - DOOR 3R

DOOR 1L - ALSO 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.

UPPER AND LOWER CREW REST AREAS
777 SERIES

EMERGENCY RESCUE ACCESS-4

FORWARD OVERHEAD FLIGHT CREW REST AREA

ENTRANCE ENCLOSURE

BUNK MODULE

SEAT MODULE
AFT OVERHEAD FLIGHT CREW REST AREA

Main control panel (inside enclosure)

AS INSTALLED
AS INSTALLED

Attendant switch panel

Main entry hatch (shown open)

Hinge

Center handle

Hatch swings up

LOWER FLIGHT CREW REST AREA

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FLIGHT DECK CONTROL SWITCH LOCATIONS

BATTERY SWITCH - PRESS NOTE: ON SYMBOL IS REMOVED

APU SELECTOR - 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)

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COMPOSITE MATERIALS LOCATIONS

FORWARD AND AFT STRUT FAIRINGS
ENGINE COWL - INLET, FAN, THRUST REVERSER
OUTBOARD AILERON
UPPER/LOWER WING LEADING EDGE
FLAPERON
SPOILERS
VERTICAL STABILIZER TORQUE BOX SKIN/STRINGERS/SPARS
Rudder
Rudder tab
Elevators
Horizontal stabilizer TORQUE BOX SKIN/STRINGERS/SPARS
INBOARD FLAPS
OUTBOARD FLAPS
FAN COWL SUPPORT BEAM FAIRING
UPPER/LOWER WING TRAILING EDGE
FLAP SUPPORT FAIRINGS
HORIZONTAL STABILIZER LOWER/UPPER TRAILING EDGE PANELS
AFT FUSELAGE SKIN PANELS
MAIN LANDING GEAR DOORS
WING TO BODY FAIRING
NOSE LANDING GEAR DOORS
Wing to body fairing
Upper/lower wing trailing edge
Flap support fairings
Horizontal stabilizer lower/upper trailing edge panels
Aft fuselage skin panels
Main landing gear doors
Wing to body fairing
Nose landing gear doors
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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.
777 FREIGHTER SERIES

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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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1 ENTRY/SERVICE DOOR EXTERNAL HANDLE

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2. PULL HANDLE FROM RECESS.
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4. 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.
777 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-2

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

BULK CARGO DOOR ON RIGHT SIDE (OPERATING INSTRUCTIONS ON DOOR)

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

CARGO DOOR ON RIGHT SIDE (OPERATING INSTRUCTIONS ON DOOR)

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

SIDE CARGO DOOR

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

CARGO DOOR ON RIGHT SIDE (OPERATING INSTRUCTIONS ON DOOR)

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 8 FT 3 IN
WHEELS EXTENDED: 16 FT 6 IN

1 ENTRY/SERVICE DOORS

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FLIGHT DECK CONTROL SWITCH LOCATIONS

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