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

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

BULK CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 ENTRY/SERVICE DOORS

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

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 ENTRY/SERVICE DOORS

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 ENTRY/SERVICE DOORS

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

1 OVERWING EXIT DOORS (300/300ER)

2 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)
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
777-200 & 777-300 SERIES

EMERGENCY RESCUE ACCESS-5

AFT OVERHEAD FLIGHT CREW REST AREA

Main control panel
(inside enclosure)

AS INSTALLED
LOWER FLIGHT CREW REST AREA

AS INSTALLED

Attendant switch panel

Main entry hatch (shown open)

Hinge

Center handle

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

FUEL CONTROL SWITCHES - CUTOFF

A PU SELECTOR - OFF

TH RST LEVERS - RETARD

BATTERY SWITC H - PRESS NOTE: ON SYMBOL IS REMOVED

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)
composite materials locations

- forward and aft strut fairings
- engine cowl - inlet, fan, thrust reverser
- upper/lower wing leading edge
- spoilers
- flaperon
- spoilers
- upper/lower wing trailing edge
- flap support fairings
- horizontal stabilizer lower/upper trailing edge panels
- aft fuselage skin panels
- vertical stabilizer torque box skin/strings/spars
- rudder
- rudder tab
- elevators
- horizontal stabilizer torque box skin/strings/spars
- nose landing gear doors
- wing to body fairing
- main landing gear doors
- fan cowl support beam fairing
- inboard flaps
- upper/lower wing inlet fairing
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.

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**777 FREIGHTER SERIES**

**FLAMMABLE MATERIAL LOCATIONS**

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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.

**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.
777 FREIGHTER SERIES

1 ENTRY/SERVICE DOOR 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.

EMERGENCY RESCUE ACCESS-1

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.

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

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

BATTERY SWITCH - PRESS NOTE: ON SYMBOL IS REMOVED

APU SELECTOR - OFF

APU SELECTOR - OFF

BATTERY ON SYMBOL IS REMOVED

FUEL CONTROL SWITCHES - CUTOFF

ENGIN 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)

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

FORWARD AND AFT STRUT FAIRINGS

ENGINE COWL - INLET, FAN, THRUST REVERSER

OUTBOARD AILERON

SPOILERS

FLAPERON

SPOILERS

INBOARD FLAPS

OUTBOARD FLAPS

FAN COWL SUPPORT BEAM FAIRING

UPPER/LOWER WING LEADING EDGE

HORIZONTAL STABILIZER LOWER/UPPER TRAILING EDGE PANELS

AFT FUSELAGE SKIN PANELS

MAIN LANDING GEAR DOORS

WING TO BODY FAIRING

NOSE LANDING GEAR DOORS

RUDDER

RUDDER TAB

ELEVATORS

HORIZONTAL STABILIZER TORQUE BOX SKIN/ STRINGERS/SPARS

VERTICAL STABILIZER TORQUE BOX SKIN/ STRINGERS/SPARS

RUDDER

RUDDER TAB

ELEVATORS

HORIZONTAL STABILIZER TORQUE BOX SKIN/ STRINGERS/SPARS

777 FREIGHTER SERIES
777-8 & 777-9 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.

GASEOUS PASSENGER OXYGEN BOTTLES ARE LOCATED IN PASSENGER SERVICE UNITS ABOVE ALL PASSENGER SEATS

PORTABLE OXYGEN BOTTLES (OPTIONAL)

HYDRAULIC RESERVOIR IN LEFT AND RIGHT ENGINE STRUTS

PORTABLE OXYGEN BOTTLES (OPTIONAL)

HYDRAULIC ACCUMULATOR IN LEFT WHEEL

CREW OXYGEN BOTTLE IN EE COMPARTMENT LEFT SIDE OF WHEEL WELL

FUEL TANK 10400 GAL - 39368 L

FUEL TANK 31280 GAL - 118408 L

FUEL TANK 10420 GAL - 39444 L

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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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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

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

CUT-IN AREAS:
OPTIONALLY MARKED
CUT-IN AREAS ARE VISIBLE AT MULTIPLE LOCATIONS ON THE UPPER FUSELAGE OF SOME AIRPLANES

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 8 FT 4 IN
WHEELS EXTENDED: 16 FT 7 IN

1 ENTRY/SERVICE DOORS

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

BULK CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 ENTRY/SERVICE DOORS (OPTIONAL)

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

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DOOR 1L,R - 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 CREW REST AS INSTALLED- ENTRANCE AT DOORS 4 L,R

SUMMER CREW REST AREAS
FORWARD OVERHEAD FLIGHT CREW REST AREA
EMERGENCY RESCUE ACCESS-5

AFT OVERHEAD FLIGHT CREW REST AREA

Main control panel (inside enclosure)

AS INSTALLED
FLIGHT DECK CONTROL SWITCH LOCATIONS

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

**APU SELECTOR** - OFF

**BATTERY SWITCH** - PRESS

NOTE: ON SYMBOL IS REMOVED

**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

**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)

**FUEL CONTROL SWITCHES** - CUTOFF

**THRUST LEVERS** - RETARD
777-8 & 777-9 SERIES

COMPOSITE MATERIALS LOCATIONS

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Passenger Seatbelt Airbags

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