**777-200 & 777-300 SERIES**

**FLAMMABLE MATERIAL LOCATIONS**

**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 LEFT WHEEL WELL**
- **HYDRAULIC RESERVOIR IN RIGHT WHEEL WELL**
- **FUEL TANK 1 & 3 MAIN FUEL TANKS**
  - **-200:** 9300 GAL - 35200 L
  - **-200ER:** 9560 GAL - 36200 L
  - **-200LR:** 10300 GAL - 38990 L
  - **-300:** 9560 GAL - 36200 L
  - **-300ER:** 10300 GAL - 38990 L
- **FUEL TANK 27200 GAL - 103290 L**
- **FUEL TANK 10300 GAL - 38990 L**
- **FUEL TANK 3000 GAL - 36990 L**
- **APU FUEL LINE**
- **APU**
- **SURGE TANK**
- **OPTIONAL PASSENGER OXYGEN BOTTLES**
- **PORTABLE OXYGEN BOTTLES**
- **HYDRAULIC RESERVOIR IN LEFT AND RIGHT ENGINE STRUTS**
- **OPTIONAL PORTABLE OXYGEN BOTTLES ON FWD BULKHEAD FWD RIGHT GALLEY**
- **CREW OXYGEN BOTTLE IN EE COMPARTMENT LEFT SIDE OF WHEEL WELL**
- **ENGINE OIL TANK - FORWARD RIGHT SIDE OF EACH ENGINE**
- **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.

December 12, 2019

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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.
EMERGENCY RESCUE ACCESS-2

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

1 ENTRY/SERVICE DOORS

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

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 OVERWING EXIT DOORS (300/300ER)

1 ENTRY/SERVICE DOORS

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

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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
EMERGENCY RESCUE ACCESS-4

FORWARD OVERHEAD FLIGHT CREW REST AREA

ENTRANCE ENCLOSURE

SEAT MODULE

BUNK MODULE
EMERGENCY RESCUE ACCESS-5

AFT OVERHEAD FLIGHT CREW REST AREA

AS INSTALLED

Main control panel (inside enclosure)
LOWER FLIGHT CREW REST AREA

AS INSTALLED

Attendant switch panel
Main entry hatch (shown open)
Hinge
Center handle
Hatch swings up

EMERGENCY RESCUE ACCESS-6

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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.

THRUST LEVERS - RETARD

FUEL CONTROL SWITCHES - CUTOFF

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)

CARGO FIRE

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December 12, 2019
NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

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.

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.

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.
Intentionally Blank
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

777 FREIGHTER SERIES

FLAMMABLE MATERIAL LOCATIONS

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.

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777 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-1

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.

PUSH IN FLAPS (RED) TO ACCESS HANDLE

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

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

CARGO DOOR ON RIGHT SIDE
(OPERATING INSTRUCTIONS ON DOOR)

SIDE CARGO 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)

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

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

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

CARGO DOOR ON RIGHT SIDE
(OPERATING INSTRUCTIONS ON DOOR)

1 ENTRY/SERVICE DOORS

WHEELS RETRACTED: 8 FT 3 IN
WHEELS EXTENDED: 16 FT 6 IN

AVERAGE DISTANCE FLOOR LEVEL TO GROUND

December 12, 2019
777 FREIGHTER SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

FLIGHT DECK CONTROL SWITCH LOCATIONS

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

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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777.1.5
777 FREIGHTER SERIES

COMPOSITE MATERIALS LOCATIONS

FORWARD AND AFT STRUT FAIRINGS

ENGINE COWL - INLET, FAN, THRUST REVERSER

OUTBOARD AILERON

UPPER/LOWER WING LEADING EDGE

SPOILERS

INBOARD FLAPS

OUTBOARD FLAPS

VERTICAL STABILIZER TORQUE BOX SKIN/STRINGERS/SPARS

OUTBOARD FLAPS

RUDDER TAB

RUDDER

ELEVATORS

HORIZONTAL STABILIZER TORQUE BOX SKIN/STRINGERS/SPARS

FLAP SUPPORT FAIRINGS

UPPER/LOWER WING TRAILING EDGE

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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CAUTION: 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.
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.
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.

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

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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

UPPER CREW REST AREAS
EMERGENCY RESCUE ACCESS-5

AFT OVERHEAD FLIGHT CREW REST AREA

AS INSTALLED

Main control panel (inside enclosure)
FLIGHT DECK CONTROL SWITCH LOCATIONS

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

- BATTERY SWITCH - PRESS
  NOTE: ON SYMBOL IS REMOVED

- APU SELECTOR - OFF

- 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 FIRE SWITCHES - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

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December 12, 2019
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