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

EMERGENCY RESCUE ACCESS-2

- 1 ENTRY/SERVICE DOORS
- 2 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)
- 2 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)
- 1 OVERWING EXIT DOORS (300/300ER)

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

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EMERGENCY RESCUE ACCESS-3

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

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AFT OVERHEAD FLIGHT CREW REST AREA

Main control panel
(inside enclosure)

AS INSTALLED
LOWER FLIGHT CREW REST AREA
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)

FUEL CONTROL SWITCHES - CUTOFF

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

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.

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777 FREIGHTER 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.

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

2\textsuperscript{nd} CARGO DOOR ON RIGHT SIDE (OPERATING INSTRUCTIONS ON DOOR)

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

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

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

CARGO DOOR ON RIGHT SIDE (OPERATING INSTRUCTIONS ON DOOR)

CARGO DOOR ON RIGHT SIDE (OPERATING INSTRUCTIONS ON DOOR)

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
BATTERY LOCATIONS

- MAIN BATTERY
- APU BATTERY
- EQUIPMENT ACCESS DOOR
- AFT CARGO DOOR
- 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.

- **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)**
- **THRUST LEVERS - RETARD**
- **BACKUP GEN**
- **L BUS TIE**
- **R BUS TIE**
- **L GEN/CTRL**
- **R GEN/CTRL**
- **APU GEN**
- **FAULT**
- **ON**
- **OFF**
- **FAULT**
- **DRIVE DISC**
- **ELECTRICAL**
- **APU START OFF**

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FLAMMABLE MATERIAL LOCATIONS

**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.

**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.
- Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.
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

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

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 ENTRY/SERVICE DOORS

BULK CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 ENTRY/SERVICE DOORS

SERVICE DOORS (OPTIONAL)

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

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FORWARD OVERHEAD FLIGHT CREW REST AREA
AFT OVERHEAD FLIGHT CREW REST AREA

Main control panel (inside enclosure)

AS INSTALLED

EMERGENCY RESCUE ACCESS-5

777-8 & 777-9 SERIES
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)

**THRUST LEVERS** - Retard

**FUEL CONTROL SWITCHES** - Cutoff
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.

Lap Inflatable Seatbelt

Front View

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.

Firing System is contained within seat assembly

Side View

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.