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.

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.

CARGO AND ENGINE FIRE BOTTLES (UP TO 11)

PORTABLE OXYGEN BOTTLES

CREW OXYGEN BOTTLE IN EE COMPARTMENT RIGHT SIDE OF WHEEL WELL

PASSERENGER OXYGEN UNITS ARE LOCATED AT EACH PSU STATION

HYDRAULIC ACCUMULATOR IN LEFT WHEEL WELL

HYDRAULIC RESERVOIR IN LEFT AND RIGHT ENGINE STRUTS

APU

APU FUEL LINE

HYDRAULIC RESERVOIR IN LEFT WING TO BODY FARING

FUEL TANK 787-8
5570 GAL - 21085 L

FUEL TANK 787-9
5520 GAL - 20895 L

FUEL TANK 787-9
22340 GAL - 84566 L

FUEL TANK 787-8
22200 GAL - 84036 L

FUEL TANK 787-9
22340 GAL - 84566 L

FUEL TANK 787-8
5570 GAL - 21085 L

FUEL TANK 787-9
5520 GAL - 20895 L

SURGE TANK

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1 ENTRY/SERVICE DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH IN RED FLAP.
2. PULL HANDLE FROM RECESS.
3. ROTATE HANDLE 180 DEGREES IN THE DIRECTION OF THE “OPEN” ARROW.
4. PULL DOOR OUTWARD.

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180°.
3. PUSH HATCH INWARD.
DOOR 1L - ALSO ALLOWS ACCESS TO THE OVERHEAD FLIGHT CREW REST AREA. THE OVERHEAD FLIGHT CREW REST AREA MAY BE OCCUPIED AND MUST BE CHECKED FOR TRAPPED AND/OR INJURED PEOPLE.

DOOR 4L - ALSO ALLOWS ACCESS TO THE OVERHEAD FLIGHT ATTENDANT REST AREA. THE OVERHEAD FLIGHT ATTENDANT REST AREA MAY BE OCCUPIED AND MUST BE CHECKED FOR TRAPPED AND/OR INJURED PEOPLE.
NOTE: SINGLE SEAT CONFIGURATION SHOWN
TWO SEAT CONFIGURATION ALSO
AVAILABLE.

OVERHEAD FLIGHT CREW REST AREA
OVERHEAD FLIGHT ATTENDANT REST AREA
NOTE: The box containing the lithium-ion battery cells is secured inside a reinforced stainless steel enclosure capable of containing a lithium-ion battery event. Venting of vapor during a battery failure event may be visible from an exterior vent on the bottom of the aircraft under the forward or aft E&E bay. During active venting, there is no reason to make access to the E&E bay.

NOTE: If vapor is visible or odors are noticed, advise ground personnel to stay clear of vapor if battery is still venting.

CAUTION: MAKE NO ATTEMPT TO DISCONNECT BATTERY PACK FROM THE AIRCRAFT’S ELECTRICAL SYSTEM USING QUICK DISCONNECT OR BY CUTTING THE BATTERY CABLES.

NOTE: The box containing the lithium-ion battery cells is secured inside a reinforced stainless steel enclosure capable of containing a lithium-ion battery event. Venting of vapor during a battery failure event may be visible from an exterior vent on the bottom of the aircraft under the forward or aft E&E bay. During active venting, there is no reason to make access to the E&E bay.

CAUTION: MAKE NO ATTEMPT TO DISCONNECT BATTERY PACK FROM THE AIRCRAFT’S ELECTRICAL SYSTEM USING QUICK DISCONNECT OR BY CUTTING THE BATTERY CABLES.
FLIGHT DECK CONTROL SWITCH LOCATIONS

BATTERY SWITCH - PRESS NOTE: ON SYMBOL IS REMOVED

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

FUEL CONTROL SWITCHES - CUTOFF

ENGINE 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.
787 SERIES

COMPOSITE MATERIALS LOCATIONS

CARBON LAMINATE
CARBON SANDWICH
OTHER COMPOSITES

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July 31, 2019    787.0.9
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.

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.