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

1 ENTRY/SERVICE DOORS

3 CUT-IN AREA (NOT MARKED ON ALL AIRPLANES)

CARGO DOOR ON LEFT SIDE (OPERATING INSTRUCTIONS ON DOOR)

1 ENTRY/SERVICE DOORS

3 CUT-IN AREA (NOT MARKED ON ALL AIRPLANES)

1 ENTRY/SERVICE DOORS

2 CREW OVERHEAD ESCAPE HATCH

AVERAGE DISTANCE FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 7 FT 6 IN

WHEELS EXTENDED: 13 FT 6 IN

Copyright © Boeing. See title page for details.
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.
EMERGENCY RESCUE ACCESS-4

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.

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.
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)

APU FIRE SWITCH - 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)

Copyright © Boeing. See title page for details.
COMPOSITE MATERIALS LOCATIONS

- CARBON LAMINATE
- CARBON SANDWICH
- OTHER COMPOSITES

Copyright © Boeing. See title page for details.

December 12, 2019
Cursor down from Here

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.

Firing System is contained within seat assembly

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.

Lap inflatable Seatbelt

Front 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.

Side View