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 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 EMERGENCY EXIT

TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 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.
MAIN BATTERY
LOCATED IN RIGHT
WHEEL WELL
DC-8 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.

HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL

HYDRAULIC ACCUMULATOR LOCATED IN LEFT WHEEL WELL

HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

HYDRAULIC FLUID TANKS LOCATED IN LEFT WING ROOT

FUEL TANKS

CREW OXYGEN SYSTEM BOTTLE

FUEL TANK

ENGINE OIL TANKS

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

8800 GAL - 33312 L

5800 GAL - 21955 L

8800 GAL - 33312 L

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.

December 12, 2019
1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 EMERGENCY EXIT

TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 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 CUT-IN.
1 AFT SERVICE ENTRANCE DOOR

2 TYPICAL EMERGENCY EXITS

AFT CARGO COMPARTMENT DOORS

1 AFT PASSENGER ENTRANCE DOOR

1 CARGO LOADING DOOR

3 CUT-IN AREAS

1 FORWARD PASSENGER ENTRANCE DOOR

1 FORWARD SERVICE ENTRY DOOR

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT

AVERAGE DISTANCE FLOOR LEVEL TO GROUND WHEELS RETRACTED: 9 FT. WHEELS EXTENDED: 13 FT.

REMOVAL OF DOOR IS RESTRICTED ON SOME AIRPLANES

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December 12, 2019
MAIN BATTERY
LOCATED IN RIGHT
WHEEL WELL
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 deformation 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 ACCUMULATORS LOCATED IN RIGHT WHEEL WELL

HYDRAULIC ACCUMULATORS LOCATED IN LEFT WHEEL WELL

HYDRAULIC ACCUMULATOR LOCATED IN LEFT WHEEL WELL

HYDRAULIC FLUID TANKS LOCATED IN LEFT WING ROOT

FUEL TANK 8950 GAL - 33879 L

FUEL TANK 6400 GAL - 24227 L

FUEL TANK 8950 GAL - 33879 L

HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL

PASSENGER OXYGEN BOTTLES

ENGINE OIL TANKS

CREW OXYGEN SYSTEM BOTTLE

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

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 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 EMERGENCY EXIT

TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 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.

4 EMERGENCY EXIT DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

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

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT

1 FORWARD PASSENGER ENTRANCE DOOR

1 FORWARD SERVICE ENTRY DOOR

GALLEY SERVICE DOOR

4 TYPICAL EMERGENCY EXIT DOORS

1 AFT SERVICE ENTRANCE DOOR

1 AFT PASSENGER ENTRANCE DOOR

AFT CARGO COMPARTMENT DOORS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

December 12, 2019
MAIN BATTERY
LOCATED IN RIGHT
WHEEL WELL
DC-8-62 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.

HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL

HYDRAULIC SUMPS

ENGINE OIL TANKS

CREW OXYGEN SYSTEM BOTTLE

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

8950 GAL - 33879 L

6400 GAL - 24227 L

8950 GAL - 33879 L

TYPICAL HYDRAULIC PUMP

HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL

HYDRAULIC ACCUMULATOR LOCATED IN LEFT WING ROOT

MAIN HYDRAULIC RESERVOIR LOCATED IN LEFT WING ROOT

FUEL TANK

FUEL TANKS

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 PASSENGER AND SERVICE DOORS

 TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 EMERGENCY EXIT

 TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 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.

1 FORWARD PASSENGER ENTRANCE DOOR
2 TYPICAL EMERGENCY EXITS
3 CUT-IN AREAS
1 AFT PASSENGER ENTRANCE DOOR
1 AFT SERVICE ENTRANCE DOOR
1 FORWARD SERVICE ENTRANCE DOOR

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

ACCESS TO ACCESSORY COMPARTMENT

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MAIN BATTERY
LOCATED IN RIGHT
WHEEL WELL

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AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

DC-8-63 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 ACCUMULATORS LOCATED IN RIGHT WHEEL WELL

HYDRAULIC SUMPS

ENGINE OIL TANKS

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

TYPICAL HYDRAULIC PUMP

HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL

HYDRAULIC ACCUMULATOR LOCATED IN LEFT WING ROOT

MAIN HYDRAULIC RESERVOIR LOCATED IN LEFT WING ROOT

SURGE DAMPER

8950 GAL - 33879 L

6400 GAL - 24227 L

8950 GAL - 33879 L

FUEL TANK

OXYGEN BOTTLES

HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL

ENGINE OIL TANKS

HYDRAULIC ACCUMULATORS LOCATED IN LEFT WHEEL WELL

FUEL TANK

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.

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1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

TO OPEN DOOR:
1. PUSH LOCKPIN HANDLE DOWN AND HOLD.
2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH
3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4 EMERGENCY EXIT DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

5 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.
GENERAL NOTE:

1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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

1 GALLEY SERVICE DOOR ON SOME AIRPLANES
1 AFT SERVICE ENTRANCE DOOR
1 AFT PASSENGER ENTRANCE DOOR
4 EMERGENCY EXIT DOORS ON SOME AIRPLANES
1 FORWARD PASSENGER ENTRANCE DOOR
4 TYPICAL EMERGENCY EXIT DOORS
1 FORWARD SERVICE ENTRY DOOR
2 OVERWING EMERGENCY EXITS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

CLEARVIEW WINDOW EXTERIOR ACCESS

ACCESS TO ACCESSORY COMPARTMENT

5 CUT-IN AREA
5 CUT-IN AREA
1 AFT CARGO COMPARTMENT DOORS
3 EXTERNAL CONTROL PANEL
1 FORWARD UPPER CARGO DOOR
1 FORWARD PASSENGER ENTRANCE DOOR

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MAIN BATTERY
LOCATED IN RIGHT WHEEL WELL
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.
1. **PASSENGER AND SERVICE DOORS**
   - To open door:
     1. Pull handle from recess.
     2. Rotate handle forward.
     3. Pull door open.

2. **OVERWING EMERGENCY EXITS**
   - To open door:
     1. Hold handle.
     2. Push release plate (handle on some airplanes only).

3. **FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL**
   - To open door:
     1. Push lockpin handle down and hold.
     2. Insert wrench in hex end of door handle shaft and rotate counterclockwise to unlatch.
     3. Attach sling to door and hoist door open.

4. **EMERGENCY EXIT DOORS**
   - To open door:
     1. Pull handle from recess.
     2. Rotate handle forward.
     3. Pull door open.

5. **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.
GENERAL NOTE:

1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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

CLEARVIEW WINDOW EXTERIOR ACCESS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.
MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
**DC-8-72 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.

**OXYGEN BOTTLES**

**FUEL TANKS**

**HYDRAULIC ACCUMULATORS LOCATED IN RIGHT WHEEL WELL**

**TYPICAL HYDRAULIC PUMP**

**HYDRAULIC RUDDER RESERVOIR IN LEFT WHEEL WELL**

**HYDRAULIC ACCUMULATOR LOCATED IN LEFT WING ROOT**

**HYDRAULIC ACCUMULATOR**

**MAIN HYDRAULIC RESERVOIR LOCATED IN LEFT WING ROOT**

**FUEL TANK**

**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 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

TO OPEN DOOR:
1. PULL LOCKPIN HANDLE DOWN AND HOLD.
2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH.
3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4 EMERGENCY EXIT DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

5 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.
GENERAL NOTE:
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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

1 FORWARD PASSENGER ENTRANCE DOOR
1 FORWARD SERVICE ENTRY DOOR
5 CUT-IN AREA

CLEARVIEW WINDOW EXTERIOR ACCESS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

1 AFT PASSENGER ENTRANCE DOOR
4 EMERGENCY EXIT DOORS ON SOME AIRPLANES
2 OVERWING EMERGENCY EXITS
3 EXTERNAL CONTROL PANEL

1 AFT SERVICE ENTRANCE DOOR
1 AFT CARGO COMPARTMENT DOORS
5 CUT-IN AREA

ACCESS TO ACCESSORY COMPARTMENT
MAIN BATTERY LOCATED IN RIGHT WHEEL WELL
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.

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.

FLAMMABLE MATERIAL LOCATIONS

- **Hydraulic Accumulators**: Located in right wheel well.
- **Hydraulic Sumps**
- **Engine Oil Tanks**
- **Oxygen Bottles**
- **Fuel Tanks**
- **Passenger Oxygen Bottles**
- **Typical Hydraulic Pump**: In 4 places.
- **Hydraulic Rudder Reservoir**: Located in left wheel well.
- **Main Hydraulic Reservoir**: Located in left wing root.
- **Hydraulic Accumulator Reservoir**: Located in left wing root.
- **Spoiler Reservoir**: Located in right wheel well.
- **Optional APU**: 8950 GAL - 33879 L, 5400 GAL - 24227 L, 6400 GAL - 24519 L

**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.

**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.
1 PASSENGER AND SERVICE DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS

TO OPEN DOOR:
1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL

TO OPEN DOOR:
1. PUSH LOCKPIN HANDLE DOWN AND HOLD.
2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH
3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4 EMERGENCY EXIT DOORS

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

5 CUT-IN AREAS

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

GENERAL NOTE:
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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

CLEARVIEW WINDOW EXTERIOR ACCESS

1 AFT PASSENGER ENTRANCE DOOR
4 EMERGENCY EXIT DOORS ON SOME AIRPLANES
1 AFT SERVICE ENTRANCE DOOR
5 CUT-IN AREA
AFT CARGO COMPARTMENT DOORS

1 FORWARD PASSENGER ENTRANCE DOOR
4 TYPICAL EMERGENCY EXIT DOORS
1 FORWARD SERVICE ENTRY DOOR
4 OVERWING EMERGENCY EXITS
1 GALLEY SERVICE DOOR ON SOME AIRPLANES
3 EXTERNAL CONTROL PANEL

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

1 FORWARD UPPER CARGO DOOR
3 EXTERNAL CONTROL PANEL

ACCESS TO ACCESSORY COMPARTMENT

5 CUT-IN AREA

December 12, 2019
MAIN BATTERY
LOCATED IN RIGHT
WHEEL WELL