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RevisionNumber: 30
RevisionDate: December 12, 2019
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**Portable Oxygen Bottles**: 8 places on hatracks or near floor level on partitions.

**Fire Extinguishers**: Ports on engine right cowl (typical each).

**Crew Oxygen System Bottles**: In fwd lowered ceiling or fwd cargo.

**Passenger Oxygen System Bottles**: In aft cargo compartment.

**Utility and Auxiliary Reservoir**: In left fillet area.

**Fuel Tank**:
- 2333 gal - 8831 L
- 2283 gal - 8642 L
- 7306 gal - 27656 L
- 434 gal - 1643 L

**Engine Oil Tank**: Each engine - right side.

**Firefighting Information**

**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**: 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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WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

1 ENTRY DOOR EXTERNAL HANDLE
1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

2 GALLEY DOOR EXTERNAL HANDLE
TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

3 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL
TO OPEN HATCH:
1. PUSH IN PANEL.
2. PUSH HATCH INWARD.

4 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.

1 AFT ENTRY DOOR

2 AFT GALLEY DOOR

3 OVERWING ESCAPE HATCHES

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

1 FORWARD ENTRY DOOR

2 FORWARD GALLEY DOOR

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

1 FLIGHT DECK WINDOWS OPEN FROM INSIDE

6 FT 1/2 IN. FLOOR LEVEL TO GROUND, WHEELS RETRACTED

9 FT 7 IN. FLOOR LEVEL TO GROUND, WHEELS EXTENDED

December 12, 2019

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707.0.3
ENGINE FIRE T-HANDLES - PULL

BATTERY SWITCH - OFF

APU MASTER SWITCH - OFF

APU FIRE SWITCH - PULL

NOTE: OPTIONAL LOCATION FOR T-HANDLES IS ON THE PILOTS' LIGHT SHIELD

THRUST LEVERS - RETARD

ENGINE START LEVERS - CUTOFF

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

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**FLAMMABLE MATERIAL LOCATIONS**

- **PORTABLE OXYGEN BOTTLES** 8 places on hatracks or near floor level on partitions.
- **HYDRAULIC ACCUMULATORS** (right wheel well area).
- **PASSENGER OXYGEN SYSTEM BOTTLES** in aft cargo compartment.
- **UTILITY AND AUXILIARY RESERVOIR** in left fillet area.
- **ENGINE OIL TANK** - each engine - right side.
- **FUEL TANK**
- **FIRE EXTINGUISHER PORTS** on engine right cowl (typical each engine).
- **CREW OXYGEN SYSTEM BOTTLES** in fwd lowered ceiling or fwd cargo area.
- **APU FUEL LINE**
- **AUXILIARY POWER UNIT FWD CARGO COMPARTMENT** on 25000 series.
- **10190 GAL - 38573 L**
- **4036 GAL - 15278 L**
- **2285 GAL - 8650 L**
- **434 GAL - 1643 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.

**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.
EMERGENCY RESCUE ACCESS-1

1 PILOT’S SLIDING WINDOWS

TO OPEN WINDOW FROM OUTSIDE (RT SIDE ONLY)
1. PUSH IN EXTERNAL ACCESS DOOR.
2. PULL EXTERNAL RELEASE HANDLE.
3. SLIDE WINDOW OPEN.

2 ENTRY DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

3 GALLEY DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

4 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL

TO OPEN HATCH:
1. PUSH IN PANEL.
2. PUSH HATCH INWARD.

WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

5 STATION 990 EMERGENCY EXIT

EMERGENCY EXIT WARNING
STAND TO SIDE OF EXIT DOOR
DOOR FALLS OUT AND DOWN
ESCAPE SLIDE INFLATES IMMEDIATELY
TO OPEN LIFT HANDLE UP

6 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.

* NEW INTERIOR HAS STOWAGE BIN
EMERGENCY RESCUE ACCESS-2

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

- 3 AFT GALLEY DOOR
- 2 AFT ENTRY DOOR
- 5 CARGO AIRPLANES ONLY
- 6 CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)
- 3 FORWARD GALLEY DOOR
- 2 FORWARD ENTRY DOOR
- 1 FLIGHT DECK WINDOWS

- 6 FT 1/2 IN. FLOOR LEVEL TO GROUND, WHEELS RETRACTED
- 10 FT 1 IN. FLOOR LEVEL TO GROUND, WHEELS EXTENDED

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ENGINE FIRE T-HANDLES - PULL

ENGINE START LEVERS - CUTOFF

THRUSS LEVERS - RETARD

NOTE: OPTIONAL LOCATION FOR T-HANDLES IS ON THE PILOTS' LIGHT SHIELD

BATTERY SWITCH - OFF

APU MASTER SWITCH - OFF

APU FIRE SWITCH - PULL

DC POWER

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

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Intentionally Blank
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.
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.

CLEARVIEW WINDOW

CLEARVIEW WINDOW CHILL PANE WITH CO2 AND BREAK WITH HEAVY FIRE AXE FOR ACCESS TO HANDLE; SLIDE WINDOW AFT

1 FORWARD SERVICE ENTRANCE DOOR

AVERAGE DISTANCE FLOOR LEVEL TO GROUND WHEELS RETRACTED: 4 FT.
WHEELS EXTENDED: 8 FT.

1 FORWARD PASSENGER ENTRANCE DOOR

1 FORWARD PASSENGER ENTRANCE DOOR

AFT LOWER CARGO COMPARTMENT DOOR

JETTISONABLE TAIL CONE

TAIL CONE ACCESS DOOR

3 TAIL CONE JETTISON LATCH

2 OVERWING EMERGENCY EXITS

APU COMPARTMENT ACCESS DOOR

3 TAIL CONE JETTISON LATCH

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

December 12, 2019

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FLIGHT DECK CONTROL SWITCH LOCATIONS

APU SHUTDOWN AND FIRE PROCEDURE
1. APU "MASTER OFF" SWITCH TO "OFF" (UP)
2. IF "APU FIRE" ALERT ON EAD IS DISPLAYED...
3. FIRE CONT SW TO "OFF & AGENT ARM"
4. FIRE AGENT NO. 1 SWITCH TO "DISCH" (DOWN)
5. AFTER 30 SECONDS FIRE AGENT NO. 2 SWITCH TO "DISCH" (DOWN)

ENGINE SHUTDOWN AND FIRE PROCEDURE
A. FUEL CONTROL SWITCH FROM "ON" TO "OFF" (DOWN)
B. IF LIGHT(S) IN HANDLES ARE ILLUMINATED...
C. PULL HANDLES FULLY OUT
D. ROTATE HANDLES CLOCKWISE
E. AFTER 30 SECONDS, ROTATE HANDLES COUNTERCLOCKWISE

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES
APU SHUTDOWN AND FIRE PROCEDURE

1. "APU SHUT OFF" SWITCH TO "SHUT OFF" (UP)
2. IF "FIRE" LIGHT IS ILLUMINATED...
3. FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP)
4. AFTER 30 SECONDS, FIRE AGENT NO 2 SWITCH TO "DISCHARGE" (UP)
COMPOSITE MATERIALS LOCATIONS

- TAILCONE
- HORIZONTAL STABILIZER FAIRING
- RADOME
- TIP CAP
- ELEVATOR TABS
- WING TO BODY FAIRING
- FLAP HINGE FAIRINGS
- ENTRANCE STAIR DOOR
- WING TO BODY FAIRING
- RADOME
Intentionally Blank
720 & 720B SERIES

FLAMMABLE MATERIAL LOCATIONS

- PORTABLE OXYGEN BOTTLES ON HATRACKS OR NEAR FLOOR LEVEL ON PARTITIONS
- HYDRAULIC ACCUMULATORS (RIGHT WHEEL WELL AREA)
- PASSENGER OXYGEN SYSTEM BOTTLES IN AFT CARGO COMPARTMENT
- UTILITY AND AUXILIARY RESERVOIR IN LEFT FILLET AREA
- CREW OXYGEN SYSTEM BOTTLES IN FWD LOWERED CEILING OR FWD CARGO AREA
- FUEL TANK
- ENGINE OIL TANK - EACH ENGINE - RIGHT SIDE
- PORTABLE OXYGEN BOTTLE ON FORWARD SIDE OF BULKHEAD
- FIRE EXTINGUISHER PORTS ON ENGINE RIGHT COWLING (TYPICAL EACH ENGINE)

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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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EMERGENCY RESCUE ACCESS-1

1 ENTRY DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

2 GALLEY DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

3 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL

TO OPEN HATCH:
1. PUSH IN PANEL.
2. PUSH HATCH INWARD.

WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

4 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.

- **1** AFT ENTRY DOOR
- **2** FORWARD GALLEY DOOR
- **3** OVERWING ESCAPE HATCHES
- **4** CUT-IN AREAS (NOT MARKED ON ALL AIRPLANES)

Dimensions:
- 9 FT 10 IN. FLOOR LEVEL TO GROUND, WHEELS EXTENDED
- 6 FT 1/2 IN. FLOOR LEVEL TO GROUND, WHEELS RETRACTED

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ENGINE FIRE T-HANDLES - PULL

BATTERY SWITCH - OFF

APU MASTER SWITCH - OFF

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES
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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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 PILOT’S SLIDING WINDOW (RH AND LH) CARGO AIRPLANES (RH ONLY) PASSENGER AIRPLANES

TO OPEN WINDOW FROM OUTSIDE:
1. PULL OUTWARD LOWER END OF HANDLE AND ROTATE FORWARD.
2. PULL DOOR OUTWARD.
3. SLIDE WINDOW OPEN.

2 FWD ENTRY DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

3 MID/FWD GALLEY DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

4 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL

TO OPEN HATCH:
1. PUSH IN PANEL.
2. PUSH HATCH INWARD AND UPWARD.

5 AFT EXIT DOORS EXTERNAL HANDLE (200)L

TO OPEN DOOR:
1. PULL OUTWARD LOWER END OF HANDLE AND ROTATE FORWARD.
2. PULL DOOR OUTWARD.

6 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.

WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

NEW INTERIOR HAS STOWAGE BIN
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

AFT AIRSTAIR EXTERIOR CONTROL PANEL OPERATING INSTRUCTIONS ON ACCESS PANEL

AFT ENTRY DOOR OPENS FROM INSIDE OF THE AFT STAIRS AREA (Airstair must first be lowered)

AFT AIRSTAIR EXTERIOR CONTROL PANEL OPERATING INSTRUCTIONS ON ACCESS PANEL

AFT ENTRY DOOR OPENS FROM INSIDE OF THE AFT STAIRS AREA (Airstair must first be lowered)

AFT AIRSTAIR

AFT EXIT DOORS (REMOVED ON 100 AND 200F)

CARGO DOOR

6 CUT-IN AREAS

4 OVERWING ESCAPE HATCHES

6 CUT-IN AREA

3 GALLEY DOOR (MOVED FORWARD ON 200 - REMOVED ON 200F)

2 FORWARD ENTRY DOOR

1 PILOTS' SLIDING WINDOW

5 FT 8 IN. FLOOR LEVEL TO GROUND, WHEELS RETRACTED

9 FT 1 IN. FLOOR LEVEL TO GROUND, WHEELS EXTENDED

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

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COMPOSITE MATERIALS LOCATIONS

- FIN TIP FAIRING
- RAIN GUTTER
- WING TO BODY FAIRING
- RADOME
- LEADING EDGE ACCESS PANELS
**737-100/-200/-300/-400/-500 SERIES**

**FLAMMABLE MATERIAL LOCATIONS**

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**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.

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**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

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December 12, 2019

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737.0.1
EMERGENCY RESCUE ACCESS-1

1 CO-PILOT’S SLIDING WINDOW
(Pilot’s Window - As Installed)

TO OPEN WINDOW FROM OUTSIDE:
1. PUSH IN EXTERNAL ACCESS DOOR.
2. PULL EXTERNAL RELEASE HANDLE.
3. SLIDE WINDOW OPEN.

2 FWD AND AFT ENTRY DOOR
EXTERNAL HANDLE (LH SIDE)

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

3 FWD AND AFT SERVICE DOOR
EXTERNAL HANDLE (RH SIDE)

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

4 EMERGENCY OVERWING ESCAPE HATCH

TO OPEN HATCH FROM OUTSIDE:
1. PUSH IN PANEL.
2. PUSH HATCH INWARD & LIFT UP.

5 CARGO DOOR OPERATION

TO OPEN CARGO DOOR:
1. UNLOCK THE EXT. DOOR HANDLE
2. VERIFY UNLOCKED LIGHT IS ON.
3. HOLD THE UP TO CANOPY SWITCH IN POSITION UNTIL DOOR MOTION STOPS.

6 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.
APU

START

APU MASTER SWITCH - OFF

APU FIRE SWITCH - PULL

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

THRUST LEVERS - RETARD

START LEVERS - CUTOFF

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

HOT BRAKES
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- 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.
EMERGENCY RESCUE ACCESS-1

1 CO-PILOT’S SLIDING WINDOW

EXTERNAL ACCESS DOOR

EXTERNAL RELEASE HANDLE

TO OPEN WINDOW FROM OUTSIDE:
1. PUSH IN EXTERNAL ACCESS DOOR.
2. PULL EXTERNAL RELEASE HANDLE.
3. SLIDE WINDOW OPEN.

2 FWD AND AFT ENTRY DOOR

EXTERNAL HANDLE (LH SIDE)

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

3 FWD AND AFT SERVICE DOOR

EXTERNAL HANDLE (RH SIDE)

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

4 EMERGENCY OVERWING EXIT DOOR

WARNING

DOOR SWINGS OUT AND UP
HOLD YOUR KNEE AGAINST DOOR WHILE OPENING OR SERIOUS INJURY CAN OCCUR

TO OPEN DOOR FROM OUTSIDE:
1. HOLD KNEE AGAINST LOWER PORTION OF DOOR.
2. PUSH IN EXTERIOR OVERWING EMERGENCY EXIT PUSH PANEL.
3. DOOR OPENS OUT AND UP AUTOMATICALLY.

5 CARGO DOOR OPERATION

TO OPEN CARGO DOOR:
1. UNLOCK THE EXT. DOOR HANDLE.
2. VERIFY UNLOCKED LIGHT IS ON.
3. HOLD THE UP TO CANOPY SWITCH IN POSITION UNTIL DOOR MOTION STOPS.

6 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.

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

WINGLETS (AS INSTALLED)

3 AFT SERVICE DOOR

CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR

2 AFT ENTRY DOOR

6 CUT-IN AREAS

CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR

6 CUT-IN AREAS LOCATED BETWEEN WING FRONT SPAR AND ESCAPE HATCH (THREE BAYS) BELOW WINDOWS AND ABOVE FLOORS

4 EMERGENCY OVERWING EXIT DOORS (ALL)

4 EMERGENCY OVERWING EXIT DOORS (-800, -900)

6 CUT-IN AREAS

CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR

3 FWD SERVICE DOOR

5 CARGO DOOR (737-700C)

AVERAGE DISTANCE FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 5 FT
WHEELS EXTENDED: 8 FT 6 IN.

1 CO-PILOT'S SLIDING WINDOW

2 FWD ENTRY DOOR
BATTERY LOCATIONS

Emergency Locator Transmitter (ELT) (as installed)

BATTERY (-600, -700, -800, -900, ER, BBJ, BBJ-2)
ACCESSIBLE FROM FORWARD CARGO COMPARTMENT

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

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COMPOSITE MATERIALS LOCATIONS

- RADOME
- THRUST REVERSER
- WINGLET (As installed)
- UPPER WING FIXED LEADING EDGE PANELS
- NACELLE STRUT FAIRING
- UPPER WING FIXED TRAILING EDGE PANELS
- WINGTRAILING EDGE MAIN FLAP ASSEMBLY
- WINGLET (As installed)
- AILERONS/TAB SKIN AND STRUCTURE
- LOWER WING FIXED LEADING EDGE PANELS
- LOWER WING FIXED TRAILING EDGE PANELS
- FLAP TRACK FAIRINGS
- VERTICAL STABILIZER TRAILING EDGE
- VERTICAL STABILIZER TIP
- RUDDER
- TAILCONE ASSEMBLY
- ELEVATOR TAB STRUCTURE
- ELEVATOR UPPER AND LOWER SKIN
- DORSAL FIN SKIN
- TAILCONE ASSEMBLY
- UPPER WING FIXED TRAILING EDGE PANELS
- VERTICAL STABILIZER TIP
- RUDDER
- TAILCONE ASSEMBLY
- ELEVATOR TAB STRUCTURE
- ELEVATOR UPPER AND LOWER SKIN
- DORSAL FIN SKIN
- WINGLET (As installed)
- AILERONS/TAB SKIN AND STRUCTURE
- LOWER WING FIXED LEADING EDGE PANELS
- LOWER WING FIXED TRAILING EDGE PANELS
- FLAP TRACK FAIRINGS
### AUX TANK CAPACITIES

<table>
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<th>LITERS</th>
<th>TOTAL GALLONS (ALL TANKS)</th>
<th>TOTAL LITERS (ALL TANKS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 AFT</td>
<td>1,485</td>
<td>5,685</td>
<td>8,360</td>
<td>31,710</td>
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<td>4 AFT</td>
<td>2,010</td>
<td>7,676</td>
<td>8,885</td>
<td>33,701</td>
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<tr>
<td>3 AFT - 1 FWD</td>
<td>2,000</td>
<td>7,639</td>
<td>8,875</td>
<td>33,664</td>
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<tr>
<td>3 AFT - 2 FWD</td>
<td>2,530</td>
<td>9,647</td>
<td>9,405</td>
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<td>4 AFT - 2 FWD</td>
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<td>11,639</td>
<td>9,930</td>
<td>37,664</td>
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<tr>
<td>5 AFT - 2 FWD</td>
<td>3,360</td>
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<td>10,235</td>
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<td>5 AFT - 3 FWD</td>
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<tr>
<td>5 AFT - 4 FWD</td>
<td>3,850</td>
<td>14,656</td>
<td>10,725</td>
<td>40,681</td>
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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.

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
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. CO-PILOT’S SLIDING WINDOW
(Pilot’s Window - As Installed)

TO OPEN WINDOW FROM OUTSIDE:
1. PUSH IN EXTERNAL ACCESS DOOR.
2. PULL EXTERNAL RELEASE HANDLE.
3. SLIDE WINDOW OPEN.

2. FWD AND AFT ENTRY DOOR
EXTERNAL HANDLE (LH SIDE)

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE

3. FWD AND AFT SERVICE DOOR
EXTERNAL HANDLE (RH SIDE)

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

4. EMERGENCY OVERWING EXIT DOOR

TO OPEN DOOR FROM OUTSIDE:
1. HOLD KNEE AGAINST LOWER PORTION OF DOOR.
2. PUSH IN EXTERIOR OVERWING EMERGENCY EXIT PUSH PANEL.
3. DOOR OPENS OUT AND UP AUTOMATICALLY.

WARNING: MAX-7/-8/-9/-10 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

5. CARGO DOOR OPERATION

TO OPEN CARGO DOOR:
1. UNLOCK THE EXT. DOOR HANDLE.
2. VERIFY UNLOCKED LIGHT IS ON.
3. HOLD THE UP TO CANOPY SWITCH IN POSITION UNTIL DOOR MOTION STOPS.

WARNING: SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE

6. MID DOOR EXTERNAL HANDLE
(As Installed)

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

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

1 CO-PILOT'S SLIDING WINDOW
2 FWD ENTRY DOOR
3 FWD SERVICE DOOR
4 EMERGENCY OVERWING EXIT DOORS (ALL)
4 EMERGENCY OVERWING EXIT DOORS (-800, -900)
3 AFT SERVICE DOOR
CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR
2 AFT ENTRY DOOR
6 MID DOORS (As Installed)

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 5 FT
WHEELS EXTENDED: 8 FT 6 IN.

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AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

BATTERY LOCATIONS

Emergency Locator Transmitter (ELT)

BATTERY ACCESSIBLE FROM FORWARD CARGO COMPARTMENT

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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.

Firing System is contained within seat assembly

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.

Lap Inflatable Seatbelt

Front View

Side View

Copyright © Boeing. See title page for details.
Intentionally Blank
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 ENTRY DOORS (10) EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

TO OPEN DOOR:
1. DISARM SLIDE (ONLY REQUIRED ON BUTTERFLY WITH SLIDE DISARM)
2. PULL HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. SLIDE DOOR AFT.

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

3 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° CLOCKWISE
3. PUSH HATCH INWARD.

4 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.
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
747-200 SPECIAL FREIGHTER

FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

SIDE CARGO DOOR

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE STRUTS

ENGINE OIL TANK -
FORWARD RIGHT SIDE OR
REAR LEFT SIDE
OF EACH ENGINE

FUEL VENT AND
OVERFLOW LOCATED
BENEATH WING

FUEL TANK

FUEL TANK

CREW OXYGEN SYSTEM
BOTTLE IN FWD CARGO
COMPARTMENT

PORTABLE OXYGEN BOTTLE ON
FWD CARGO COMPARTMENT CEILING

SURGE TANK

FUEL VENT AND
OVERFLOW LOCATED
BENEATH WING

FUEL TANK

FUEL TANK

FUEL TANK

SURGE TANK

APU

APU FUEL LINE

FUEL VENT AND
OVERFLOW LOCATED
BENEATH WING

FUEL TANKS

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.

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.

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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1 ENTRY DOORS (10) EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

3 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° CLOCKWISE
3. PUSH HATCH INWARD.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

TO OPEN DOOR:
1. DISARM SLIDE (ONLY REQUIRED ON BUTTERFLY WITH SLIDE DISARM)
2. PULL HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. SLIDE DOOR AFT.

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

4 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

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.

B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT

C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT

D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.

E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
747-200 SPECIAL FREIGHTER
HAZARDS AND EMERGENCIES

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.

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.

December 12, 2019
1 ENTRY DOORS (10) EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DIENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

3 UPPER DECK EMERGENCY DOORS (2)

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DIENGAGES THE EMERGENCY POWER SYSTEM.
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

CAUTION: STAND TO THE SIDE OF THE DOOR AS THE DOOR WILL OPEN RAPIDLY AND CANNOT BE STOPPED.

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° CLOCKWISE.
3. PUSH HATCH INWARD.

4 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.

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

3 UPPER DECK EMERGENCY DOORS (2)

2 CREW OVERHEAD ESCAPE HATCH

1 ENTRY DOORS (10)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK EMERGENCY DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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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.

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.
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 ENTRY DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

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° CLOCKWISE.
3. PUSH HATCH INWARD.

3 UPPER DECK EMERGENCY DOORS (2)

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENGAGES THE EMERGENCY POWER SYSTEM.
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.
3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN,

CAUTION: STAND TO THE SIDE OF THE DOOR AS THE DOOR WILL OPEN RAPIDLY AND CANNOT BE STOPPED.

4 CUT-IN AREAS

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

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

3 UPPER DECK EMERGENCY DOORS (2)

2 CREW OVERHEAD ESCAPE HATCH

1 ENTRY DOOR (1L)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK EMERGENCY DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
PORTABLE OXYGEN BOTTLES
8 PLACES UNDER FIRST OUTBOARD SEAT FORWARD OF DOOR

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

PORTABLE OXYGEN BOTTLES
8 PLACES UNDER FIRST OUTBOARD SEAT FORWARD OF DOOR

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE STRUTS

ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE

FUEL TANK

CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT

PORTABLE OXYGEN BOTTLE ON UPPER DECK IN LH WALL AT TOP OF STAIRS

PORTABLE OXYGEN SYSTEM BOTTLES ON FWD CARGO COMPARTMENT CEILING 3 TO 9 BOTTLES

FU埃尔 TANKS

FUEL VENT AND OVERFLOW (BENEATH WING)

HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS

APU FUEL LINE

APU FUEL TANK

SURGE 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 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.

HOT BRAKES
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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 DOORS EXTERNAL HANDLE (8)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

3 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° CLOCKWISE
3. PUSH HATCH INWARD.

4 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.

3 CREW OVERHEAD ESCAPE HATCH

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

1 ENTRY DOOR (8)

2 UPPER DECK CREW DOOR
RH SIDE - STANDARD INSTALLATION
LH SIDE - AS INSTALLED

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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BATTERY LOCATIONS

- **MAIN BATTERY**
- **APU BATTERY**
- **ACCESS DOOR**
- **Emergency Locator Transmitter (ELT) (as installed)**

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CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
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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 DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD.

NOTE: ON FREIGHTERS AND SPECIAL FREIGHTERS, THERE SHOULD BE NO PERSONNEL ON THE MAIN DECK DURING TAXI, TAKEOFF OR LANDING AND THE MAIN DOORS ARE NOT CERTIFIED AS EMERGENCY EXITS. THE EMERGENCY POWER ASSIST SYSTEM AND THE ESCAPE SLIDES ARE NOT INSTALLED.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
2. SLIDE DOOR AFT.

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

3 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° CLOCKWISE.
3. PUSH HATCH INWARD.

4 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.

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

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

1 ENTRY DOOR (5L)

3 CREW OVERHEAD ESCAPE HATCH

2 UPPER DECK CREW DOOR RH SIDE ONLY

D E B C A

SIDE CARGO DOOR

APU ACCESS HATCH

APU EMERGENCY CONTROL PANEL LOCATED ON RIGHT INBOARD MAIN LANDING GEAR BULKHEAD

1 ENTRY DOOR (1L)

December 12, 2019
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
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.

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
747-400 & 400 COMBI SERIES

1 ENTRY DOORS EXTERNAL HANDLE (10)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

3 UPPER DECK EMERGENCY DOORS (2)

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENGAGES THE EMERGENCY POWER SYSTEM.
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.
3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

CAUTION: STAND TO THE SIDE OF THE DOOR AS THE DOOR WILL OPEN RAPIDLY AND CANNOT BE STOPPED.

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° CLOCKWISE.
3. PUSH HATCH INWARD.

4 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.

1 ENTRY DOORS (10)

2 CREW OVERHEAD ESCAPE HATCH

3 UPPER DECK EMERGENCY DOORS (2)

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

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK EMERGENCY DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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December 12, 2019
ON PASSENGER AIRCRAFT ONLY, DOOR 5R 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.
AFT OVERHEAD FLIGHT CREW REST AREA

STAIR ACCESS AT DOOR 5LFT
FLIGHT DECK CONTROL SWITCH LOCATIONS

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

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.

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.
**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.

**FUEL TANKS**
- 1635 GAL - 6189 L
- 5550 GAL - 21009 L
- 14550 GAL - 55078 L
- 5550 GAL - 21009 L
- 1635 GAL - 6189 L
- 17164 GAL - 64972 L

**FLIGHT DECK PORTABLE OXYGEN BOTTLE**
17164 GAL - 64972 L

**CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT**

**ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE**

**FUEL VENT AND OVERFLOW (BENEATH WING)**

**HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS**

**FUEL VENT AND OVERFLOW (BENEATH WING)**

**HYDRAULIC ACCUMULATORS IN RIGHT BODY WHEEL WELL**

**SIDE CARGO DOOR**

**APU FUEL LINE**

**APU**
1 ENTRY DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

3 UPPER DECK EMERGENCY DOOR

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENGAGES THE EMERGENCY POWER SYSTEM.

NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

CAUTION: STAND TO THE SIDE OF THE DOOR AS THE DOOR WILL OPEN RAPIDLY AND CANNOT BE STOPPED.

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° CLOCKWISE.
3. PUSH HATCH INWARD.

4 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 PASSENGERS DOORS, HATCHES AND WINDOWS

1 ENTRY DOOR (1L)  
A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND  
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.  
B) UPPER DECK CREW DOOR HANDLE  
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT  
C) PASSENGER CABIN FLOOR LEVEL TO GROUND  
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT  
D) ENTRY DOOR HANDLE  
WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.  
E) CREW OVERHEAD ESCAPE HATCH  
WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

3 UPPER DECK CREW DOOR  
RH SIDE ONLY

2 CREW OVERHEAD ESCAPE HATCH

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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

MAIN DECK TO UPPER DECK LADDER

SIDE CARGO DOOR ON COMBI

APU ACCESS HATCH

APU EMERGENCY CONTROL PANEL LOCATED ON RIGHT INBOARD MAIN LANDING GEAR BULKHEAD

1 ENTRY DOOR (1L)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

2 CREW OVERHEAD ESCAPE HATCH

SIDE CARGO DOOR ON COMBI

APU ACCESS HATCH

APU EMERGENCY CONTROL PANEL LOCATED ON RIGHT INBOARD MAIN LANDING GEAR BULKHEAD

1 ENTRY DOOR (1L)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

2 CREW OVERHEAD ESCAPE HATCH

SIDE CARGO DOOR ON COMBI

APU ACCESS HATCH

APU EMERGENCY CONTROL PANEL LOCATED ON RIGHT INBOARD MAIN LANDING GEAR BULKHEAD

1 ENTRY DOOR (1L)
BATTERY LOCATIONS

- MAIN BATTERY
- NOSE GEAR COMPARTMENT
- ACCESS DOOR
- APU BATTERY
- Emergency Locator Transmitter (ELT) (as installed)
FLIGHT DECK CONTROL SWITCH LOCATIONS

ENGINE FIRE T-HANDLES - PULL (IF NOT ILLUMINATED, MAY REQUIRE PUSHING AND HOLDING THE BUTTON UNDER THE SWITCH TO RELEASE)

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

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December 12, 2019
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

747 LARGE CARGO FREIGHTER

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.

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1 ENTRY DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

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° CLOCKWISE.
3. PUSH HATCH INWARD.
A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.

B) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT

C) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.

D) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
EMERGENCY LOCATOR TRANSMITTER (ELT) IS INSTALLED IN THE AFT LOWER LOBE

STANDBY BATTERY IS IN THE E/E

MAIN BATTERY

ACCESS DOOR

NOSE GEAR COMPARTMENT

BATTERY LOCATIONS
BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED

ENGINE FIRE T-HANDLES - PULL
(IF NOT ILLUMINATED, MAY REQUIRE
PUSHING AND HOLDING THE BUTTON
UNDER THE SWITCH TO RELEASE)

THRUST LEVERS - RETARD

FUEL CONTROL SWITCHES - CUTOFF

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
**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 DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

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° CLOCKWISE.
3. PUSH HATCH INWARD.

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

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.

B) UPPER DECK CREW DOOR HANDLE
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT

C) PASSENGER CABIN FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT

D) ENTRY DOOR HANDLE
WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.

E) CREW OVERHEAD ESCAPE HATCH
WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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747-8 FREIGHTER SERIES

BATTERY LOCATIONS

MAIN BATTERY

NOSE GEAR COMPARTMENT

ACCESS DOOR

APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)

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FLIGHT DECK CONTROL SWITCH LOCATIONS

1. ENGINE FIRE T-HANDLES - PULL
   (IF NOT ILLUMINATED, MAY REQUIRE PUSHING AND HOLDING THE BUTTON UNDER THE SWITCH TO RELEASE)

2. MAIN DECK EXTINGUISHERS AVAILABLE ON FREIGHTER VERSION

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

**HYDRAULIC ACCUMULATORS IN RIGHT BODY WHEEL WELL**

**HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS**

**FUEL TANKS**
- 11102 GAL - 42026 L
- 29100 GAL - 110155 L
- 17164 GAL - 64973 L
- 3270 GAL - 12378 L

**FUEL VENT AND OVERFLOW (BENEATH WING)**

**CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT**

**ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE**

**FLIGHT DECK PORTABLE OXYGEN BOTTLE**

**SURGE TANKS**

**APU FUEL LINE**

**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.

**December 12, 2019**
1 ENTRY DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
3. PULL DOOR OUTWARD

NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

3 UPPER DECK EMERGENCY DOOR

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENGAGES THE EMERGENCY POWER SYSTEM.
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN

CAUTION: STAND TO THE SIDE OF THE DOOR AS THE DOOR WILL OPEN RAPIDLY AND CANNOT BE STOPPED.

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° CLOCKWISE.
3. PUSH HATCH INWARD.

4 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.

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

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
BATTERY LOCATIONS

- **Main Battery**: Nose Gear Compartment
- **Emergency Locator Transmitter (ELT)** (as installed)
- **APU Battery**: Access Door
- **Access Door**: INBD → FWD

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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.

FUEL CONTROL SWITCHES - CUTOFF

APU SELECTOR - ROTATE OFF

BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED

APU SWITCH - PULL
(IF NOT ILLUMINATED, MAY REQUIRE PUSHING AND HOLDING THE BUTTON UNDER THE SWITCH TO RELEASE)

ENGINE FIRE T-HANDLES - PULL
(IF NOT ILLUMINATED, MAY REQUIRE PUSHING AND HOLDING THE BUTTON UNDER THE SWITCH TO RELEASE)

MAIN DECK EXTINGUISHERS AVAILABLE ON FREIGHTER VERSION

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COMPOSITE MATERIALS LOCATIONS

- UPPER WING LEADING EDGE
- UPPER WING TRAILING EDGE
- INLET, FAN, AND REVERSER COWLS
- ENGINE PYLONS
- AILERONS
- SPOILERS
- VERTICAL STABILIZER FORWARD TORQUE BOX
- RADOME
- VERTICAL STABILIZER TRAILING EDGE PANELS
- ELEVATORS
- RUDDER
- STABILIZER TIP
- UPPER WING FAIRING
- WING TO BODY FAIRING
- LOWER WING LEADING EDGE
- LOWER WING TRAILING EDGE
- TIP FAIRING
- FLAP TRACK FAIRINGS

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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.

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.
Intentionally Blank
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 ENTRY/SERVICE DOORS EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE LATCH.
2. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
3. PULL DOOR OUTWARD.

2 OVERWING ESCAPE HATCHES

TO OPEN HATCH:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
2. PUSH INWARD AND UP ON THE HANDLE.
3. PUSH HATCH INWARD.

NOTE: ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE, EXCEPT FOR TYPE 1 EMERGENCY EXIT DOOR.

FLIGHT DECK WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.

3 TYPE 1 EMERGENCY EXIT DOOR

TO OPEN DOOR:
1. PUSH ON "PUSH" PANEL TO GAIN ACCESS TO HANDLE.
2. PULL HANDLE FORWARD AND OUTWARD.
3. DOOR OPENS OUTWARD AND DOWN.

WARNING: STAND TO THE SIDE OF DOOR WHEN PULLING HANDLE. ESCAPE SLIDE DOES NOT DISARM AND WILL DEPLOY IMMEDIATELY WHEN A TYPE 1 DOOR IS OPENED FROM THE OUTSIDE.

4 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.

1 ENTRY DOORS

4 CUT-IN AREAS

2 OVERWING ESCAPE HATCHES (AS INSTALLED)

CARGO DOOR ON COMBI
CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

1 ENTRY DOORS

4 CUT-IN AREAS

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

APU ACCESS

OPTIONAL CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

3 EMERGENCY EXITS (AS INSTALLED)

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 6 FT 6 IN
WHEELS EXTENDED: 13 FT
BATTERY LOCATIONS

- MAIN BATTERY
- NOSE GEAR COMPARTMENT
- ACCESS DOOR
- AFT CARGO DOOR
- FWD CARGO DOOR
- APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

**FUEL CONTROL SWITCHES - CUTOFF**

**THRUST LEVERS - RETARD**

**BATTERY SWITCH - PRESS**

**NOTE: ON SYMBOL IS REMOVED**

**APU CONTROL SWITCH - 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)**
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 DOORS EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE LATCH.
2. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. 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.

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

LOWER DECK CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

PILOT'S WINDOW ON RIGHT SIDE

SIDE CARGO DOOR

APU ACCESS

1 ENTRY DOOR

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
- WHEELS RETRACTED: 6 FT 6 IN
- WHEELS EXTENDED: 13 FT
BATTERY LOCATIONS

- MAIN BATTERY
- NOSE GEAR COMPARTMENT
- ACCESS DOOR
- FWD CARGO DOOR
- AFT CARGO DOOR
- APU BATTERY

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.

- BATTERY SWITCH - PUSH
  NOTE: ON SYMBOL IS REMOVED

- THRUST LEVERS - RETARD

- FUEL CONTROL SWITCHES - CUTOFF

- APU CONTROL SWITCH - 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)
757-200 PACKAGE FREIGHTER

Intentionally Blank
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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1 ENTRY/SERVICE DOORS EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH HANDLE RELEASE LATCH.
2. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. PULL DOOR OUTWARD.

2 OVERWING ESCAPE HATCHES

TO OPEN HATCH:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
2. PUSH INWARD AND UP ON THE HANDLE.
3. PUSH HATCH INWARD.

NOTE: ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE, EXCEPT FOR TYPE 1 EMERGENCY EXIT DOOR.

FLIGHT DECK WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.

3 TYPE 1 EMERGENCY EXIT DOOR

TO OPEN DOOR:
1. PUSH ON “PUSH” PANEL TO GAIN ACCESS TO HANDLE.
2. PULL HANDLE FORWARD AND OUTWARD.
3. DOOR OPENS OUTWARD AND DOWN.

WARNING: STAND TO THE SIDE OF DOOR WHEN PULLING HANDLE. ESCAPE SLIDE DOES NOT DISARM AND WILL DEPLOY IMMEDIATELY WHEN A TYPE 1 DOOR IS OPENED FROM THE OUTSIDE.

4 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.
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December 12, 2019
BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED

THRUST LEVERS - RETARD

FUEL CONTROL SWITCHES - CUTOFF

APU CONTROL SWITCH - 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)

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
CAUTION: Rescue crews wearing full PPE including 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 ENTRY/SERVICE DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH IN DISARM LEVER (RED SURFACE LABELED "PUSH").
2. PULL AND LIFT OPERATING HANDLE TO UNLATCH DOOR.
3. MOVE DOOR UPWARD.

2 OVERWING ESCAPE HATCHES

TO OPEN HATCH:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
2. PUSH INWARD AND UP ON THE HANDLE.
3. PUSH HATCH INWARD.

3 TYPE 1 EMERGENCY EXIT DOOR

TO OPEN DOOR:
1. PUSH ON "PUSH" PANEL TO GAIN ACCESS TO HANDLE.
2. PULL HANDLE FORWARD AND OUTWARD.
3. DOOR OPENS OUTWARD AND DOWN.

WARNING: STAND TO THE SIDE OF DOOR WHEN PULLING HANDLE. ESCAPE SLIDE DOES NOT DISARM AND WILL DEPLOY IMMEDIATELY WHEN A TYPE 1 DOOR IS OPENED FROM THE OUTSIDE.

4 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.

NOTES:
1. FOR ENTRY/SERVICE DOORS AND OVERWING HATCHES, ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE.
2. ON PASSENGER AIRPLANES, COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.
3. ON 767 FREIGHTERS, THE RIGHT SIDE COCKPIT WINDOW CAN BE OPENED FROM THE OUTSIDE.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

767-400 FREIGHTERS - RIGHT SIDE COCKPIT CAN BE OPENED FROM THE OUTSIDE

1 ENTRY/SERVICE DOORS (OPTIONAL ON 767-300, ALL 767-400)

2 OPTIONAL OVERWING ESCAPE HATCHES

4 CUT-IN AREAS

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 7 FT 6 IN
WHEELS EXTENDED: 13 FT 6 IN

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FLIGHT DECK CONTROL SWITCH LOCATIONS

BATTERY SWITCH - PUSH
NOTE: ON SYMBOL IS REMOVED

THRUST LEVERS - RETARD

FUEL CONTROL SWITCHES - CUTOFF

APU CONTROL SWITCH - 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)

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

December 12, 2019

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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

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.

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.
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.

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 DISARM LEVER (RED SURFACE LABELED “PUSH”).
2. PULL AND LIFT OPERATING HANDLE TO UNLATCH DOOR.
3. MOVE DOOR UPWARD.

2 OVERWING ESCAPE HATCHES

TO OPEN HATCH:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
2. PUSH INWARD AND UP ON THE HANDLE.
3. PUSH HATCH INWARD.

4 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.

NOTES:
1. FOR ENTRY/SERVICE DOORS AND OVERWING HATCHES, ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE.
2. ON PASSENGER AIRPLANES, COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.
3. ON 767 FREIGHTERS, THE RIGHT SIDE COCKPIT WINDOW CAN BE OPENED FROM THE OUTSIDE.
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

- **APU Control Switch** - Off
- **Battery Switch** - Push (Note: On symbol is removed)
- **Thrust Levers** - Retard
- **Fuel Control Switches** - Cutoff
- **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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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.
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.

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 and lower crew rest areas

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 crew rest as installed - entrance at doors, 3R, 4R, 5L

Lower crew rest as installed - door 3R
EMERGENCY RESCUE ACCESS-5

AFT OVERHEAD FLIGHT CREW REST AREA

Main control panel (inside enclosure)

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LOWER FLIGHT CREW REST AREA
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

FUEL CONTROL SWITCHES - CUTOFF

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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COMPOSITE MATERIALS LOCATIONS

- Forward and Aft Strut Fairings
- Engine Cowl - Inlet, Fan, Thrust Reverser
- Upper/Lower Wing Leading Edge
- Upper/Lower Wing Trailing Edge
- Flap Support Fairings
- Horizontal Stabilizer Lower/Upper Trailing Edge Panels
- Aft Fuselage Skin Panels
- Flaperon
- Spoilers
- Outboard Aileron
- Inboard Flaps
- Outboard Flaps
- Fan Cowl Support Beam Fairing
- Vertical Stabilizer Torque Box Skin/Stringers/Spars
- Rudder
- Rudder Tab
- Elevators
- Horizontal Stabilizer Torque Box Skin/Stringers/Spars
- Nose Landing Gear Doors
- Wing to Body Fairing
- Main Landing Gear Doors
- Wing to Body Fairing
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.

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.

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**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.

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**FLAMMABLE MATERIAL LOCATIONS**

- **HYDRAULIC ACCUMULATOR IN LEFT WHEEL WELL**
- **ENGINE OIL TANK - FORWARD RIGHT SIDE OF EACH ENGINE**
- **CREW OXYGEN BOTTLE IN EE COMPARTMENT LEFT SIDE OF WHEEL WELL**
- **PORTABLE OXYGEN BOTTLES ON FWD BULKHEAD FWD RIGHT GALLEY**
- **SURGE TANK**
- **1 AND 3 MAIN FUEL TANKS**
  - -200 9300 GAL - 35200 L
  - -200LR 10300 GAL - 38990 L
  - -200ER 9560 GAL - 36200 L
  - -200LR 10300 GAL - 38990 L
  - -300 9560 GAL - 36200 L
  - -300ER 10300 GAL - 38990 L
  - -300LR 1850 GAL - 7003 L
- **HYDRAULIC RESERVOIR IN RIGHT WHEEL WELL**
- **HYDRAULIC RESERVOIR IN LEFT AND RIGHT ENGINE STRUTS**
- **APU FUEL LINE**
- **APU FUEL TANK**
  - -200 12400 GAL - 46900 L
  - -200ER 26100 GAL - 98790 L
  - -200LR 27290 GAL - 103290 L
  - -300 26100 GAL - 98790 L
  - -300ER 27290 GAL - 103290 L
- **CENTER FUEL TANK**
  - -300 10300 GAL - 38990 L
  - -300ER 10300 GAL - 38990 L
  - -300LR 27290 GAL - 103290 L
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.
FLIGHT DECK CONTROL SWITCH LOCATIONS

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

- **APU SELECTOR** - OFF
- **BATTERY SWITCH** - PRESS
  - NOTE: ON SYMBOL IS REMOVED
- **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)
- **THRUST LEVERS** - RETARD
FLAMMABLE MATERIAL LOCATIONS

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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.

GASEOUS PASSENGER OXYGEN BOTTLES ARE LOCATED IN PASSENGER SERVICE UNITS ABOVE ALL PASSENGER SEATS

PORTABLE OXYGEN BOTTLES (OPTIONAL)

FUEL TANK 31280 GAL - 118408 L
FUEL TANK 10400 GAL - 39368 L
FUEL TANK 10400 GAL - 39368 L

HYDRAULIC RESERVOIR IN RIGHT WHEEL WELLMEDICAL OXYGEN BOTTLES

PORTABLE OXYGEN BOTTLES (OPTIONAL)

APU FUEL LINE

APU

SURGE TANK

HYDRAULIC ACCUMULATOR IN LEFT WHEEL

CREW OXYGEN BOTTLE IN EE COMPARTMENT LEFT SIDE OF WHEEL WELL

December 12, 2019
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.

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

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

SERVICE DOORS (OPTIONAL)

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

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS

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1 ENTRY/SERVICE DOORS
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-4

ENTRANCE ENCLOSURE

 SEAT MODULE

 BUNK MODULE

FORWARD OVERHEAD FLIGHT CREW REST AREA

December 12, 2019
AFT OVERHEAD FLIGHT CREW REST AREA

Main control panel (inside enclosure)

AS INSTALLED
777-8 & 777-9 SERIES

BATTERY LOCATIONS

- **Main Battery**
- **APU Battery**
- **Equipment Access Door**
- **Bulk Cargo Door**

Emergency Locator Transmitter (ELT) (as installed)
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

THREAT 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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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.

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

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.

Firing System is contained within seat assembly

Side View

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AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

787 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.

- APU HYDRAULIC RESERVOIR IN LEFT WING TO BODY FARING
- APU FUEL LINE
- SURGE TANK
- HYDRAULIC RESERVOIR IN LEFT AND RIGHT ENGINE STRUTS
- HYDRAULIC ACCUMULATOR IN LEFT WHEEL WELL
- CREW OXYGEN BOTTLE IN EE COMPARTMENT RIGHT SIDE OF WHEEL WELL
- PORTABLE OXYGEN BOTTLES
- PASSENGER OXYGEN UNITS ARE LOCATED AT EACH PSU STATION

FUEL TANK 787-8
5570 GAL - 21085 L
FUEL TANK 787-9
5520 GAL - 20895 L
FUEL TANK 787-9
22340 GAL - 84566 L

CARGO AND ENGINE FIRE BOTTLES (UP TO 11)

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.

December 12, 2019

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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.
EMERGENCY RESCUE ACCESS-2

CARGO DOOR ON RIGHT SIDE (OPERATING INSTRUCTIONS ON DOOR)

1 ENTRY/SERVICE DOORS

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

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

1 ENTRY/SERVICE DOORS

CARGO DOOR ON RIGHT SIDE (OPERATING INSTRUCTIONS ON DOOR)

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

2 CREW OVERHEAD ESCAPE HATCH

AVERAGE DISTANCE FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 7 FT 6 IN

WHEELS EXTENDED: 13 FT 6 IN

1 ENTRY/SERVICE DOORS

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

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.

Emergency Locator Transmitter (ELT) (as installed)

APU BATTERY OVERBOARD VENT
(exterior, see note)

MAIN BATTERY OVERBOARD VENT
(exterior, see note)

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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 BTL T

THRUST LEVERS - RETARD

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.
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.

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.
**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.

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**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.
DC-6 SERIES

HOT BRAKES
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Fans: To be deployed from turret or handline.

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.

FLAMMABLE MATERIAL LOCATIONS

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: 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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Intentionally Blank
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: 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.

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.
EMERGENCY RESCUE ACCESS

1 CREW AND MAIN CABIN DOORS
EXTERNAL HANDLE

TO OPEN DOOR:
1. ROTATE HANDLE COUNTERCLOCKWISE.
2. PULL DOOR OUTWARD.

2 EMERGENCY EXIT DOORS
EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUT.
2. PUSH DOOR INWARD.

3 ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PULL HANDLE OUT.
2. ROTATE HANDLE COUNTERCLOCKWISE.
3. PULL HATCH OUT.

4 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

1 MAIN CABIN DOOR

4 CUT-IN AREAS

2 EMERGENCY EXIT DOOR

3 TYPICAL ESCAPE HATCHES

1 CREW AND CARGO DOOR

4 CUT-IN AREAS

TYPICAL FIRE ACCESS

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DC-7 FREIGHTER SERIES

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.

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.
1 CREW AND MAIN CABIN DOORS EXTERNAL HANDLE

TO OPEN DOOR:
1. ROTATE HANDLE COUNTERCLOCKWISE.
2. PULL DOOR OUTWARD.

2 EMERGENCY EXIT DOORS EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE OUT.
2. PUSH DOOR INWARD.

3 ESCAPE HATCH EXTERNAL HANDLE

TO OPEN HATCH:
1. PULL HANDLE OUT.
2. ROTATE HANDLE COUNTERCLOCKWISE.
3. PULL HATCH OUT.

4 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.
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 ACCUMULATORS LOCATED IN LEFT WHEEL WELL
HYDRAULIC SUMP LOCATED IN LEFT WHEEL WELL
HYDRAULIC ACCUMULATORS LOCATED IN LEFT WHEEL
HYDRAULIC FLUID TANKS LOCATED IN LEFT WING ROOT
HYDRAULIC FLUID TANKS LOCATED IN LEFT WING
HYDRAULIC ACCUMULATORS LOCATED IN NOSEWHEEL WELL
CREW OXYGEN SYSTEM BOTTLE
FUEL TANKS
ENGINE OIL TANKS
PASSENGER OXYGEN BOTTLES

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

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 DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT

1 FORWARD SERVICE ENTRY DOOR

1 FORWARD PASSENGER ENTRANCE DOOR

2 TYPICAL EMERGENCY EXITS

1 AFT SERVICE ENTRANCE DOOR

2 AFT PASSENGER ENTRANCE DOOR

3 CUT-IN AREAS

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
**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.

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

1 AFT SERVICE ENTRANCE DOOR
2 TYPICAL EMERGENCY EXITS
AFT CARGO COMPARTMENT DOORS
1 AFT PASSENGER ENTRANCE DOOR
3 CUT-IN AREAS

1 FORWARD SERVICE ENTRY DOOR
FORWARD CARGO COMPARTMENT DOORS
1 CARGO LOADING DOOR
1 FORWARD PASSENGER 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.

REMOVAL OF DOOR IS RESTRICTED ON SOME AIRPLANES
ACCESS TO ACCESSORY COMPARTMENT

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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. EMERGENCY EXIT

To open door:
1. Hold handle.
2. Push release plate (handle on some airplanes only).

4. EMERGENCY EXIT DOORS

To open door:
1. Pull handle from recess.
2. Rotate handle forward.
3. Pull door open.

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.

BREAK GLASS FOR ACCESS TO HANDLE AND SLIDE WINDOW AFT

1 FORWARD PASSENGER ENTRANCE DOOR
1 FORWARD SERVICE ENTRY DOOR
1 GALLEY SERVICE DOOR

3 CUT-IN AREA

4 TYPICAL EMERGENCY EXIT DOORS

4 TYPICAL EMERGENCY EXIT DOORS

2 OVERWING EMERGENCY EXITS

1 AFT PASSENGER ENTRANCE DOOR
1 AFT SERVICE ENTRANCE DOOR

3 CUT-IN AREA

AFT CARGO COMPARTMENT DOORS

ACCESS TO ACCESSORY COMPARTMENT

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

1 AFT PASSENGER ENTRANCE DOOR

2 TYPICAL EMERGENCY EXITS

3 CUT-IN AREAS

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
**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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**FLAMMABLE MATERIAL LOCATIONS**

**HYDRAULIC ACCUMULATORS**
- Located in right wheel well
- Located in nosewheel well

**HYDRAULIC SUMPS**
- Located in left wheel well

**ENGINE OIL TANKS**
- Located in left wing root

**OXYGEN BOTTLES**
- Passenger oxygen bottles
- Fuel tanks

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**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 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.

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

EMERGENCY EXIT DOORS ON SOME AIRPLANES

TYPICAL EMERGENCY EXIT DOORS

OVERWING EMERGENCY EXITS

GALLEY SERVICE DOOR ON SOME AIRPLANES

1 FORWARD PASSENGER ENTRANCE DOOR

AFT SERVICE ENTRANCE DOOR

AFT PASSENGER ENTRANCE DOOR

ACCESS TO ACCESSORY COMPARTMENT

4 EMERGENCY EXIT DOORS ON SOME AIRPLANES

5 CUT-IN AREA

AFT CARGO COMPARTMENT DOORS

5 CUT-IN AREA

FORWARD CARGO COMPARTMENT DOORS

EXTERNAL CONTROL PANEL

1 FORWARD UPPER CARGO DOOR

1 FORWARD PASSENGER ENTRANCE DOOR

AVERAGE DISTANCE FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.

CLEARVIEW WINDOW EXTERIOR ACCESS

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.

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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.

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 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.

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

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

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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.
DC-8-72 SERIES

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.

1 FORWARD PASSENGER ENTRANCE DOOR
1 FORWARD SERVICE ENTRY DOOR
1 AFT SERVICE ENTRANCE DOOR
1 AFT PASSENGER ENTRANCE DOOR
4 EMERGENCY EXIT DOORS ON SOME AIRPLANES
2 OVERWING EMERGENCY EXITS
5 CUT-IN AREA
3 EXTERNAL CONTROL PANEL
AFT CARGO COMPARTMENT DOORS
ACCESS TO ACCESSORY COMPARTMENT

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
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.
DC-8-73 SERIES

EMERGENCY RESCUE ACCESS-1

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

5. CUT-IN AREAS
   - TO OPEN DOOR:
     1. PULL HANDLE FROM RECESS.
     2. ROTATE HANDLE FORWARD.
     3. PULL DOOR OPEN.

   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.

Aft service entrance door.

Aft cargo compartment doors.

External control panel.

Access to accessory compartment.

Galley service door on some airplanes.

Overwing emergency exits.

Typical emergency exit doors.

Forward service entry door.

Forward upper cargo door.

Forward passenger entrance door.

1 forward passenger entrance door.

1 forward upper cargo door.

1 forward service entry door.

4 emergency exit doors on some airplanes.

1 aft passenger entrance door.

1 aft service entrance door.

5 cut-in area.

Aft cargo compartment doors.

5 cut-in area.

1 forward upper cargo door.
BATTERY LOCATIONS

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.

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.
3. Pull door open.

**2 OVERWING EMERGENCY EXIT**

To open door:
1. Push handle.
2. Pull handle and at the same time, push in on top of door.
3. Lift up forcibly.

**3 TAIL CONE JETTISON LATCH**

**4 CUT-IN AREAS**

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.

**NOTE:**
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. OVERWING EMERGENCY EXITS
3. TAIL CONE JETTISON LATCH
4. CUT-IN AREAS

CLEARVIEW WINDOW-CHILL PANE WITH CO2 AND BREAK WITH HEAVY FIRE AXE FOR ACCESS TO HANDLE; SLIDE WINDOW AFT
CLEARVIEW WINDOW-EXTERIOR ACCESS KNOCKOUT PANEL ON CARGO AIRPLANES
MAIN CARGO DOOR AND EXTERNAL CONTROL PANEL ON CARGO AIRPLANES ONLY
APU COMPARTMENT ACCESS DOOR
ENGINE NACELLE LOWER COWL DOOR
JETTISONABLE TAIL CONE
TAIL CONE ACCESS DOOR
PASSENGER AFT ENTRANCE STAIRWAY INTERIOR CONTROL PANEL ON SOME AIRPLANES
AVERAGE DISTANCE FLOOR LEVEL TO GROUND WHEELS RETRACTED: 4 FT.
WHEELS EXTENDED: 8 FT.
ENGINE SHUTDOWN AND FIRE PROCEDURE:
A. FUEL CONTROL LEVER(S) FROM “ON” TO “OFF” (DOWN).
B. IF LIGHT(S) IN HANDLES ARE ILLUMINATED...
C. PULL HANDLES FULLY OUT.
D. ROTATE HANDLE CLOCKWISE.
E. AFTER 10 SECONDS, ROTATE HANDLES COUNTERCLOCKWISE.

APU SHUTDOWN AND FIRE PROCEDURE:
1. APU “MASTER OFF” SWITCH TO “OFF” (UP).
2. IF “APU FIRE” LIGHT IN OVERHEAD PANEL IS ILLUMINATED...FIRE CONT SW TO “OFF & AGENT ARM”.
3. FIRE AGENT NO 1 SWITCH TO “DISCH” (DOWN).
4. AFTER 10 SECONDS FIRE AGENT NO 2 SWITCH TO “DISCH” (DOWN).

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
APU SHUTDOWN AND FIRE PROCEDURE:
1. “APU SHUT OFF” SWITCH TO “SHUT OFF” (UP.)
2. IF “FIRE” LIGHT IS ILLUMINATED:
3. FIRE AGENT 1 SWITCH TO “DISCHARGE” (UP)
4. AFTER 10 SECONDS, FIRE AGENT NO 2 SWITCH TO “DISCHARGE” (UP.)
DC-10 SERIES

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.

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.

December 12, 2019

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NOTE: WHEN MOVED TO “EMERGENCY” POSITION AND HELD, ALLOWS DOOR CONTROL HANDLE TO BE MOVED TO “EMERGENCY” POSITION FOR EMERGENCY OPENING OF THE DOOR IF ELECTRICAL POWER IS NOT AVAILABLE.

PUSH BUTTON TYPE

NON PUS H BUTTON TYPE

NOTE: WHEN PLACED IN “EMERGENCY” POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.
2 CARGO ACCESS DOORS

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-4

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

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 4 FT.
WHEELS EXTENDED: 8 FT.

1 PASSENGER ENTRANCE DOOR
2 FORWARD CARGO DOOR
4 CUT-IN AREAS
1 PASSENGER AND SERVICE DOORS
1 FORWARD SERVICE ENTRANCE DOOR

3 UPPER CARGO DOOR ON CONVERTIBLE FREIGHTER AIRPLANES ONLY
4 CUT-IN AREAS

2 AFT CARGO DOOR
2 CENTER CARGO DOOR

HORIZONTAL STABILIZER JACK SCREWS AND MOTORS ACCESS DOOR
PRESSURE BULKHEAD
APU COMPARTMENT DOOR
AFT ACCESSORY COMPARTMENT DOOR

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FLIGHT DECK CONTROL SWITCH LOCATIONS

ENGINE SHUTDOWN AND FIRE PROCEDURE:
1. FUEL LEVER(S) FROM “ON” TO “OFF” (DOWN)
2. IF LIGHT(S) IN FUEL LEVER(S) OR “ENG FIRE” HANDLE(S) ARE ILLUMINATED:
3. LIFT “ENG/FIRE” HANDLE COVER(S)
4. PULL HANDLE(S) DOWN AND FORWARD
5. WHILE HOLDING FORWARD PRESSURE ON HANDLE, TWIST HANDLE CLOCKWISE AND HOLD
6. AFTER 30 SECONDS, TWIST HANDLE COUNTERCLOCKWISE.

APU SHUTDOWN AND FIRE PROCEDURE
1. “APU MASTER” SWITCH TO “OFF” (DOWN).
2. IF “APU FIRE” LIGHT IS ILLUMINATED:
3. “APU OFF & AGENT ARM” SWITCH TO “AGENT ARM” (UP)
4. APU FIRE AGENT “CYL 1” SWITCH TO “DISCHARGE” (UP)
5. AFTER 30 SECONDS, APU FIRE AGENT “CYL 2”. SWITCH TO “DISCHARGE” (UP.)

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
APU SHUTDOWN AND FIRE PROCEDURE:
1. TURN APU SWITCH TO “OFF” (UP).
2. IF APU FIRE LIGHT IS ON...
3. FIRE AGENT 1 SWITCH TO “DISCHARGE” (UP).
4. AFTER 30 SECONDS, FIRE AGENT 2 SWITCH TO “DISCHARGE” (UP).
**MD-11 SERIES**

**FLAMMABLE MATERIAL LOCATIONS**

**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.

**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.

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**December 12, 2019**
NOTE: WHEN MOVED TO "EMERGENCY" POSITION AND HELD, ALLOWS DOOR CONTROL HANDLE TO BE MOVED TO "EMERGENCY" POSITION FOR EMERGENCY OPENING OF THE DOOR IF ELECTRICAL POWER IS NOT AVAILABLE.

NOTE: WHEN PLACED IN "EMERGENCY" POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.
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-4

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

1 PASSENGER ENTRANCE DOOR

1 FORWARD SERVICE ENTRANCE DOOR

4 CUT-IN AREAS

AVIONICS COMPARTMENT DOORS

PRESSURE BULKHEAD

HORIZONTAL STABILIZER JACK SCREWS AND MOTORS ACCESS DOOR

2 AFT CARGO DOOR

UPPER CARGO DOOR ON COMBI ONLY

2 CENTER CARGO DOOR

4 CUT-IN AREAS

1 PASSENGER AND SERVICE DOORS

FORWARD CARGO DOOR

4 CUT-IN AREAS

1 FORWARD SERVICE ENTRANCE DOOR

CLEARVIEW WINDOW-CUT-IN AREA

AVIONICS COMPARTMENT DOORS

WHEELS RETRACTED: 4 FT.
WHEELS EXTENDED: 8 FT.

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

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BATTERY LOCATIONS

- MAIN BATTERY
- CENTER ACCESSORY COMPARTMENT LOOKING AFT
- BATTERY CHARGER
- TYPICAL BATTERY SENSOR ELECTRICAL CONNECTOR
- TYPICAL OVERBOARD VENT IN 2 PLACES
FLIGHT DECK CONTROL SWITCH LOCATIONS

ENGINE SHUTDOWN AND FIRE PROCEDURE:
1. FUEL SWITCH(ES) FROM "ON" TO "OFF" (DOWN.)
2. IF LIGHT(S) IN FUEL SWITCH(ES) OR "ENG FIRE" HANDLE(S) ARE ILLUMINATED:
3. LIFT "ENG/FIRE" HANDLE GUARD(S)
4. PULL HANDLE(S) DOWN AND FORWARD
5. WHILE HOLDING FORWARD PRESSURE ON HANDLE, TWIST HANDLE CLOCKWISE AND HOLD
6. AFTER 30 SECONDS, TWIST HANDLE COUNTERCLOCKWISE.

APU SHUTDOWN AND FIRE PROCEDURE
1. PUSH APU START/STOP SWITCH TO OFF.
2. IF "APU FIRE" LIGHT IN HANDLE IS ILLUMINATED:
3. PULL AND ROTATE APU FIRE HANDLE IN EITHER DIRECTION
4. AFTER 30 SECONDS, PULL AND ROTATE APU FIRE HANDLE IN THE OPPOSITE DIRECTION.

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
APU SHUTDOWN AND FIRE PROCEDURE:
1. TURN APU SWITCH TO “OFF” (UP).
2. IF APU FIRE LIGHT IS ON...
3. FIRE AGENT 1 SWITCH TO “DISCHARGE” (UP).
4. AFTER 30 SECONDS, FIRE AGENT 2 SWITCH TO “DISCHARGE” (UP).
MD-80 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 poke pole, axe or any instrument used to sound surfaces for integrity.

FLAMMABLE MATERIAL LOCATIONS

APU EXHAUST DUCT ON RIGHT SIDE ONLY

HYDRAULIC FLUID RESERVOIR 1 PLACE IN EACH WHEEL WELL

HYDRAULIC ACCUMULATORS

FUEL TANKS

OPTIONAL AUXILIARY FUEL TANK

ENGINE OIL TANKS

FIRE EXTINGUISHER AGENT CONTAINERS

APU GROUND CONTROL PANEL ON FUSELAGE

FUEL OVERFLOW STAND PIPE

HYDRAULIC ACCUMULATORS

1397 GAL - 5288 L

3044 GAL - 11523 L

565/780/1160 GALLONS

FUEL OVERFLOW STAND PIPE

FUEL VENT BOX

FUEL OVERFLOW STAND PIPE

FUEL VENT BOX

FUEL OVERFLOW STAND PIPE

PORTABLE OXYGEN BOTTLES

CREW PORTABLE OXYGEN SYSTEM BOTTLES

RAIN REPELLENT CONTAINERS

HYDRAULIC ACCUMULATORS

APU EXHAUST DUCT ON RIGHT SIDE ONLY

565/780 GALLONS

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 poke 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.
3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXIT

TO OPEN DOOR
1. PUSH HANDLE.
2. PULL HANDLE AND PUSH IN ON TOP OF DOOR.
3. LIFT UP FORCIBLY.

3 TAIL CONE JETTISON LATCH

4 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.
MD-80 SERIES

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-CHILL PAN WITH CO2 AND BREAK WITH HEAVY FIRE AXE FOR ACCESS TO HANDLE; SLIDE WINDOW AFT

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 4 FT.
WHEELS EXTENDED: 8 FT.

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FLIGHT DECK CONTROL SWITCH LOCATIONS

ENGINE SHUTDOWN AND FIRE PROCEDURE:
A. FUEL CONTROL LEVER(S) FROM “ON” TO “OFF” (DOWN).
B. IF LIGHT(S) IN HANDLES ARE ILLUMINATED...
C. PULL HANDLES FULLY OUT.
D. ROTATE HANDLE CLOCKWISE.
E. AFTER 10 SECONDS, ROTATE HANDLES COUNTERCLOCKWISE.

APU SHUTDOWN AND FIRE PROCEDURE
1. APU “MASTER OFF” SWITCH TO “OFF” (UP).
2. IF “APU FIRE” LIGHT IN OVERHEAD PANEL IS ILLUMINATED...FIRE CONT SW TO “OFF & AGENT ARM”
3. FIRE AGENT NO 1 SWITCH TO “DISCH” (DOWN).
4. AFTER 10 SECONDS FIRE AGENT NO 2 SWITCH TO “DISCH” (DOWN).

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
APU SHUTDOWN AND FIRE PROCEDURE:
1. “APU SHUT OFF” SWITCH TO “SHUT OFF” (UP.)
2. IF “FIRE” LIGHT IS ILLUMINATED:
3. FIRE AGENT 1 SWITCH TO “DISCHARGE” (UP)
4. AFTER 10 SECONDS, FIRE AGENT NO 2 SWITCH TO “DISCHARGE” (UP.)
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.
EMERGENCY RESCUE ACCESS-1

1 PASSENGER DOOR AND STAIRWAY

TO OPEN DOOR:
1. UNLATCH AND OPEN SLIGHTLY.
2. UNLATCH STAIR DOOR, TURN AND HOLD BATTERY SWITCH “BATT.”
3. PRESS AND HOLD “DN” BUTTON UNTIL STAIR FULLY EXTENDS.
4. RELEASE BATTERY SWITCH.
5. MOVE DETENT LATCH TO LOCKED POSITION.
6. MANUALLY EXTEND HANDRAILS INTO DOORWAY.

NOTE: FORWARD LEFT DOOR HAS SLIDE. STAND CLEAR WHILE OPENING DOOR.

2 OVERWING EMERGENCY EXIT

TO OPEN DOOR:
1. UNLATCH.
2. PULL HANDLE.
3. LIFT OUT.

TO JETTISON TAIL CONE AND INFLATE SLIDE
1. PUSH DOOR.
2. PULL HANDLE.
3. SLIDE INFLATES AUTOMATICALLY.

NOTE: HANDLE IS 10 FEET ABOVE THE GROUND.

3 TAIL CONE JETTISON/SLIDE DEPLOYMENT

EMERGENCY EXIT
FOR TAIL CONE JETTISON
PUSH DOOR
PULL HANDLE

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 CUT-IN AREAS

NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT.
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URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.
MD-90 SERIES

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-CHILL PANE WITH CO2 AND BREAK WITH HEAVY FIRE AXE FOR ACCESS TO HANDLE; SLIDE WINDOW AFT

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 4 FT.
WHEELS EXTENDED: 8 FT.

ONE FORWARD PASSENGER ENTRANCE DOOR

ONE FORWARD SERVICE ENTRANCE DOOR

ONE FORWARD CARGO COMPARTMENT DOOR

TWO OVERWING EMERGENCY EXITS

APU COMPARTMENT ACCESS DOOR

JETTISONABLE TAIL CONE

TAIL CONE ACCESS DOOR

PASSERGER AFT ENTRANCE STAIRWAY INTERIOR CONTROL PANEL ON SOME AIRPLANES

MID CARGO COMPARTMENT DOOR

AFT LOWER CARGO COMPARTMENT DOOR

10 CUT-IN AREAS

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December 12, 2019
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