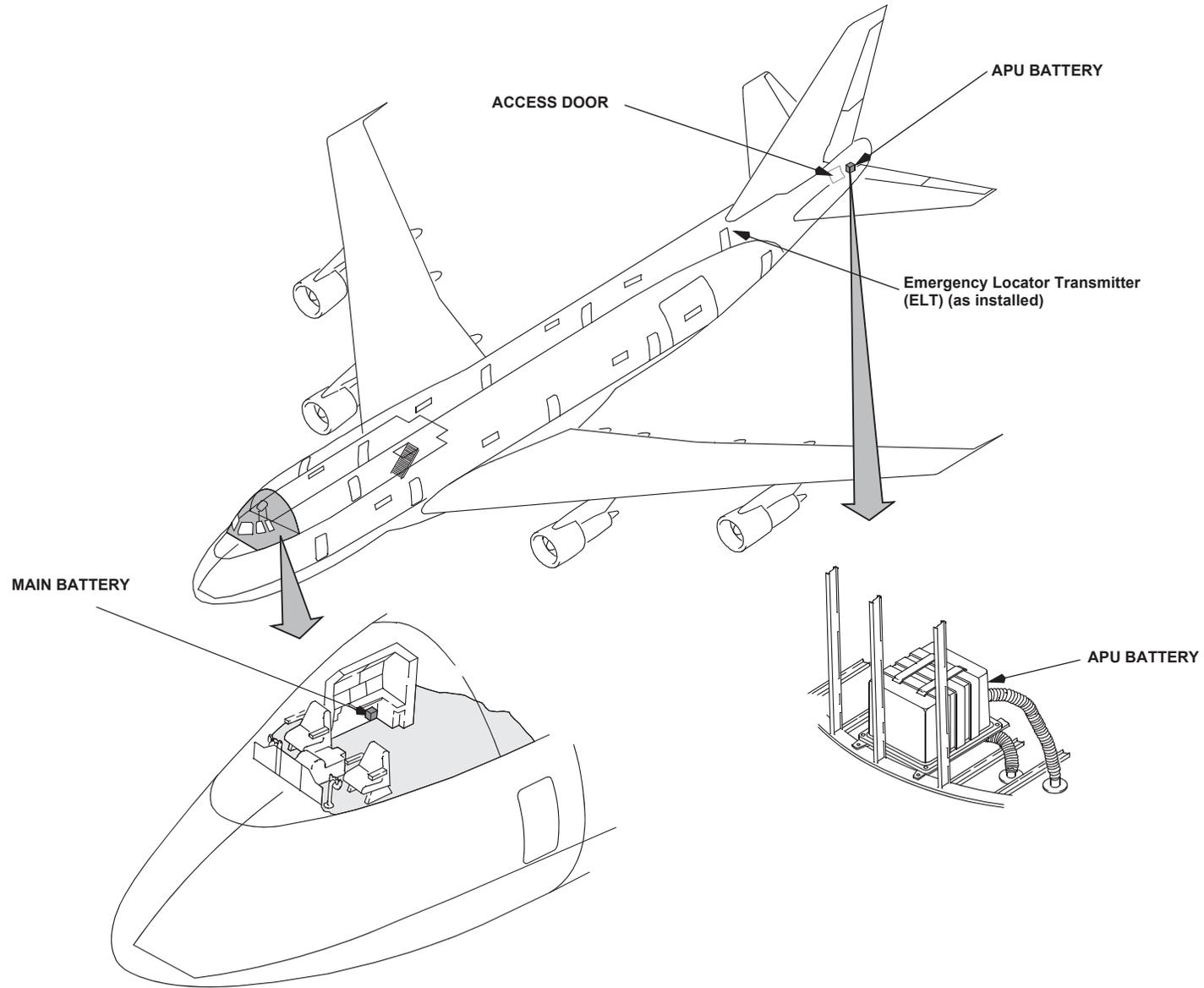
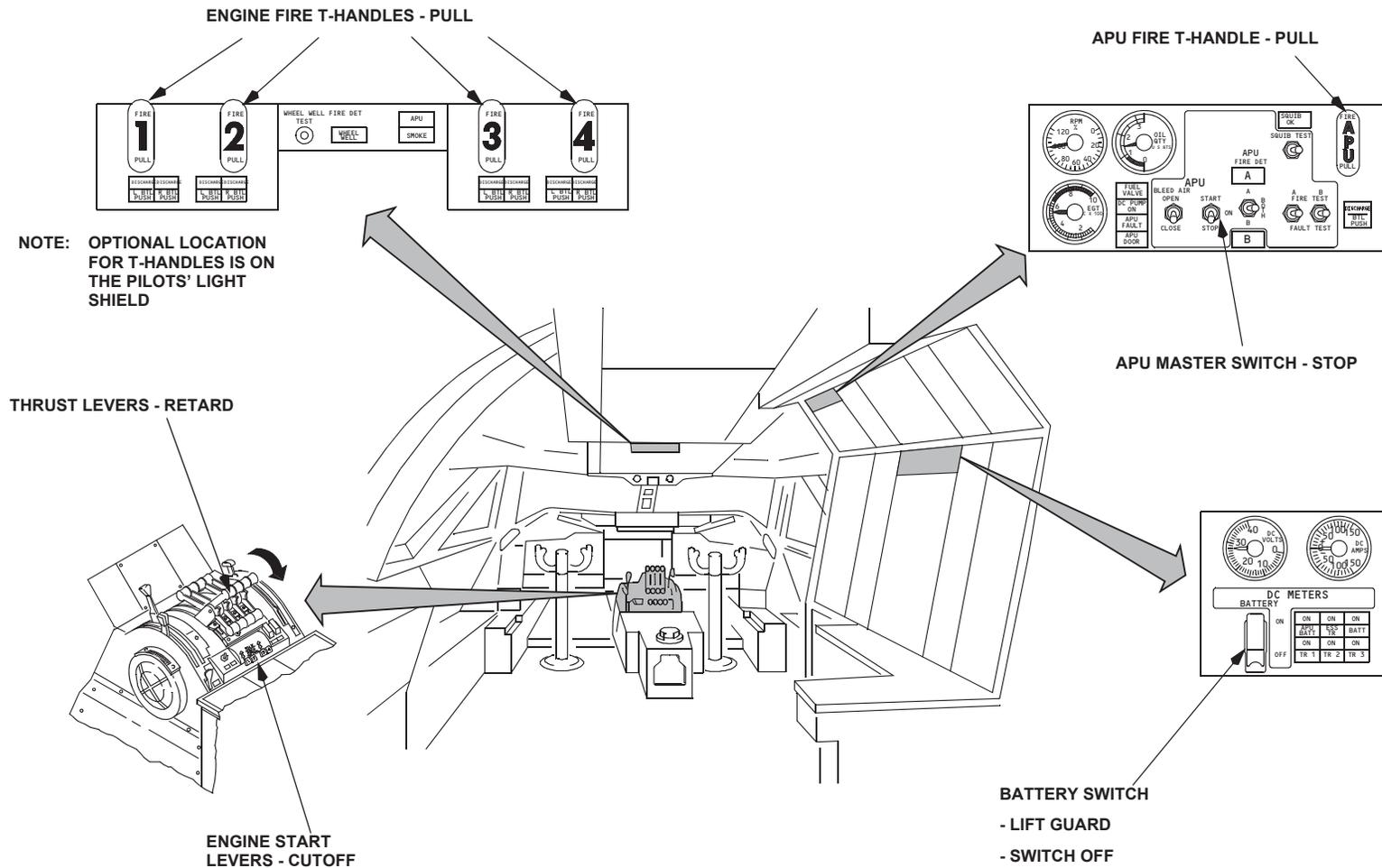


747-300 & 300 COMBI SERIES

BATTERY LOCATIONS



747-300 & 300 COMBI SERIES FLIGHT DECK CONTROL SWITCH LOCATIONS



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

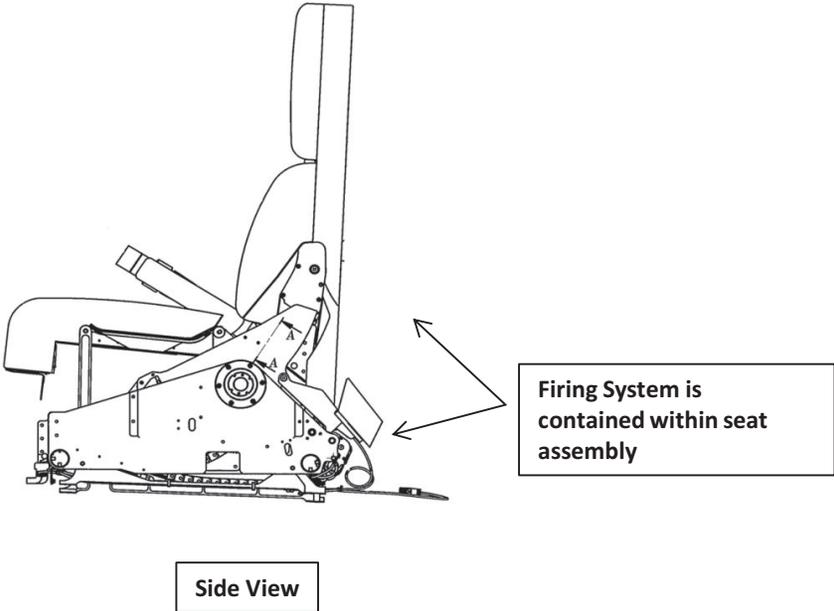
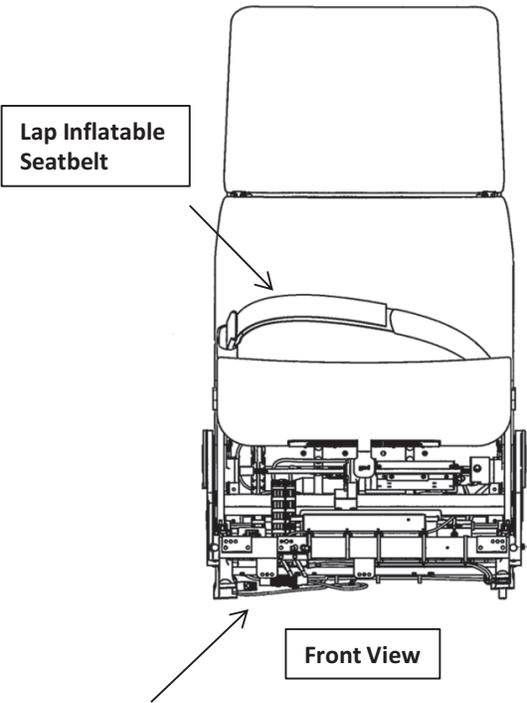
747-300 & 300 COMBI SERIES

PASSENGER SEATBELT AIRBAGS

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.

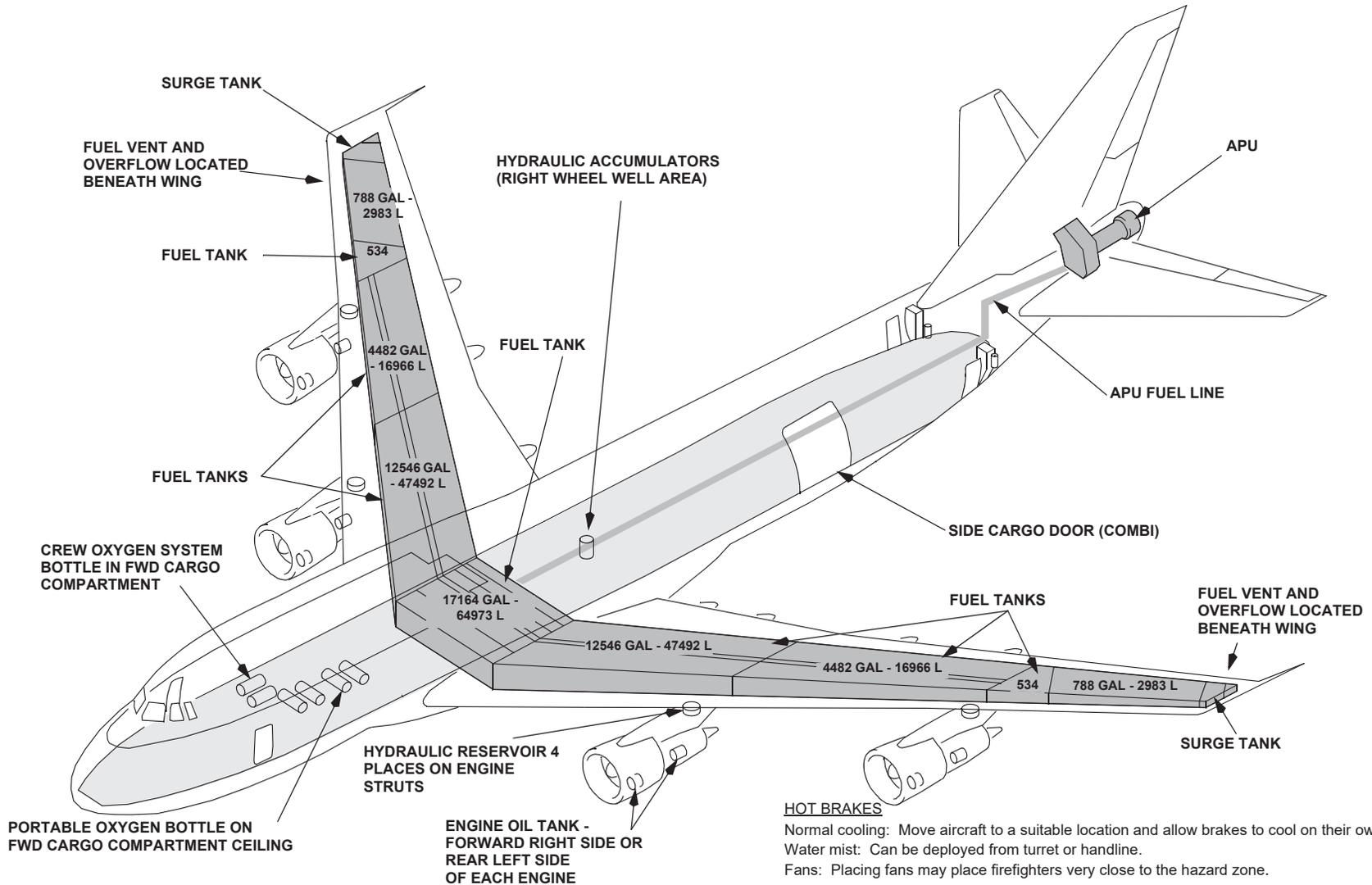


Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.

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.

747-300 SPECIAL FREIGHTER

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.

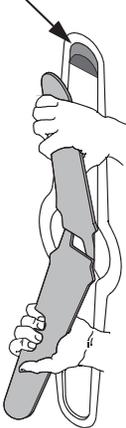
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747-300 SPECIAL FREIGHTER

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS EXTERNAL HANDLE (2)

HANDLE RELEASE
BUTTON

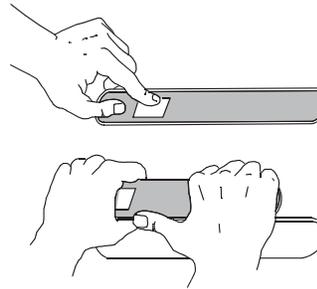


TO OPEN DOOR:

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:

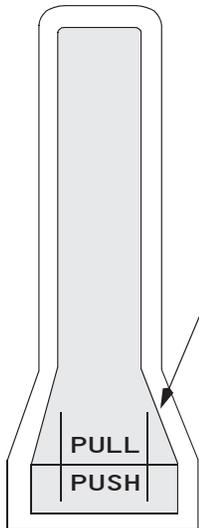
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

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.

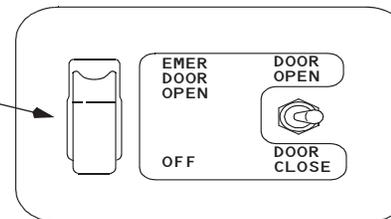
3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

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



4 CUT-IN AREAS

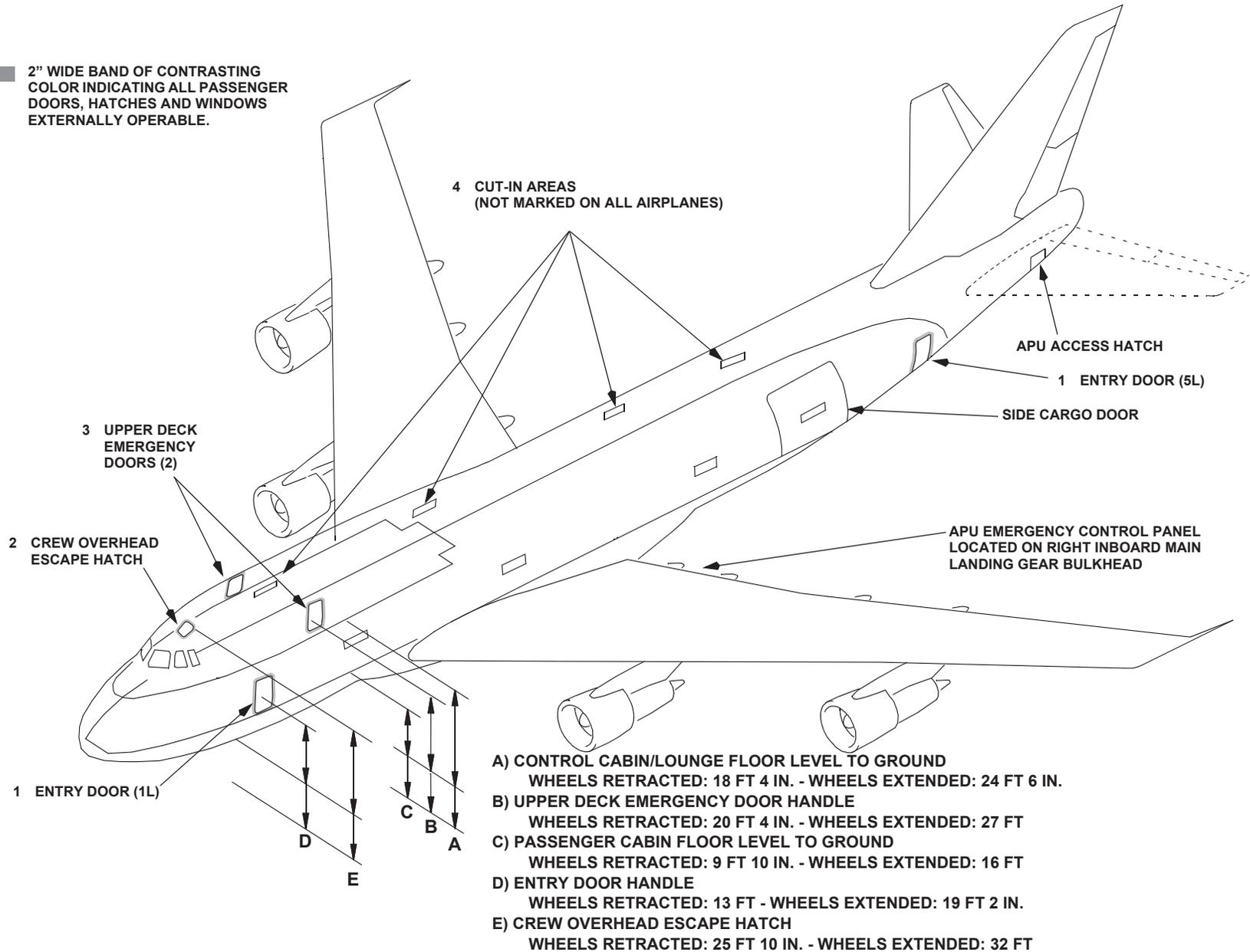
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



747-300 SPECIAL FREIGHTER

EMERGENCY RESCUE ACCESS-2

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

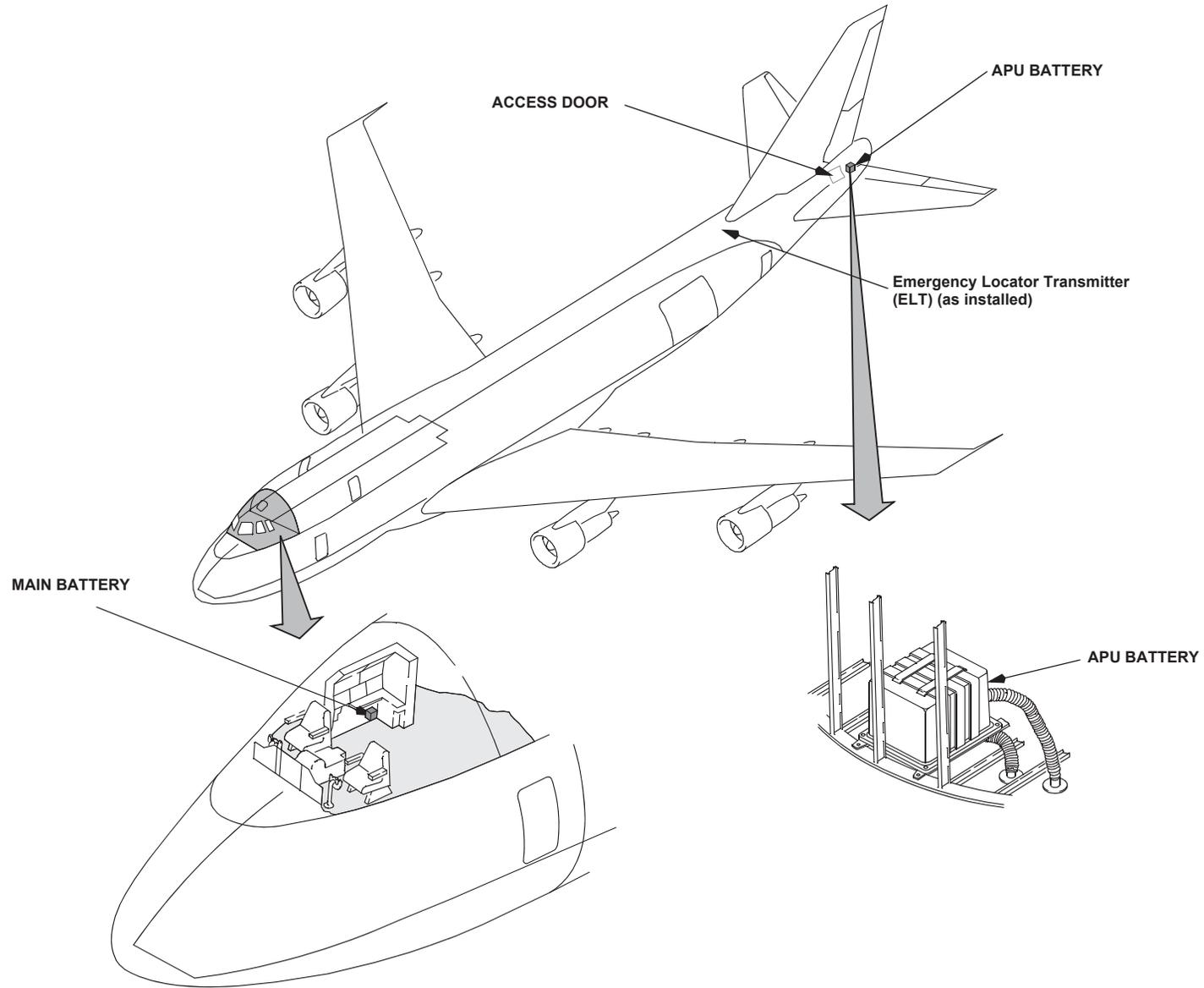


- A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
- B) UPPER DECK EMERGENCY DOOR HANDLE
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
- C) PASSENGER CABIN FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
- 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

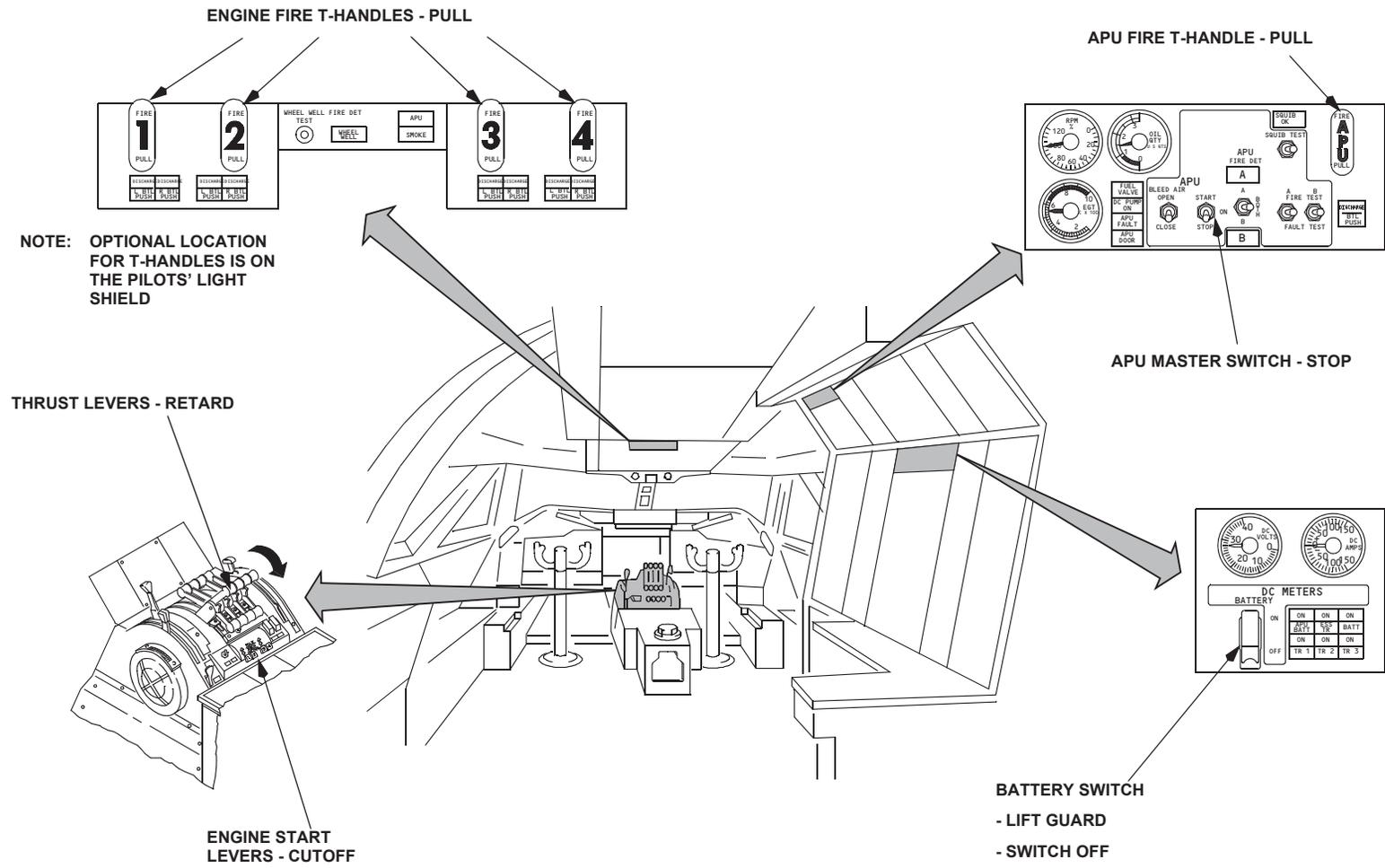
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747-300 SPECIAL FREIGHTER

BATTERY LOCATIONS



747-300 SPECIAL FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS



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

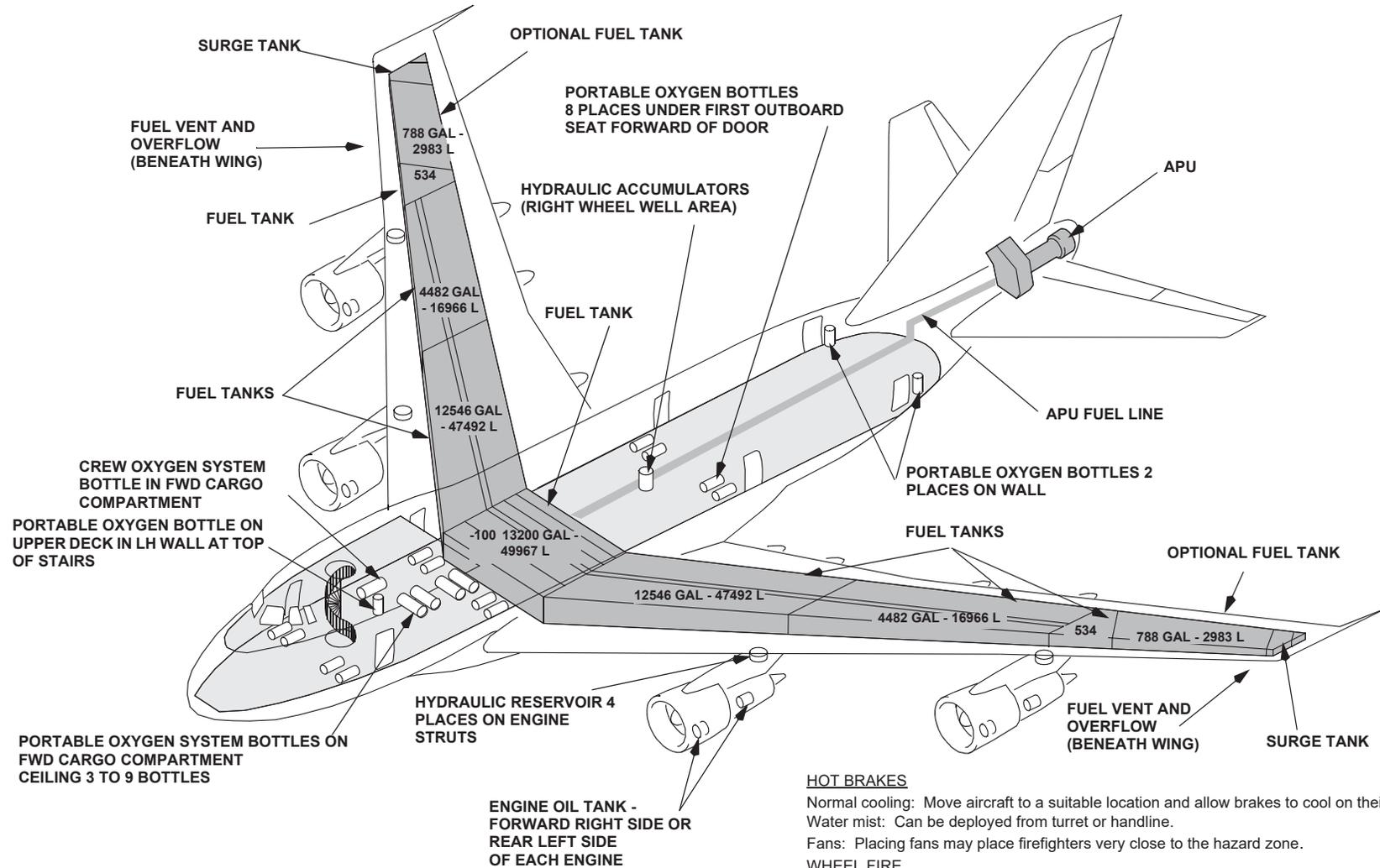


747-300 SPECIAL FREIGHTER

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747 SP 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.

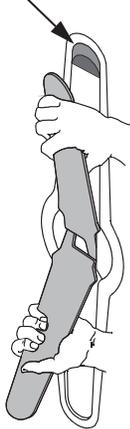
WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

747 SP SERIES

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS EXTERNAL HANDLE (8)

HANDLE RELEASE
BUTTON

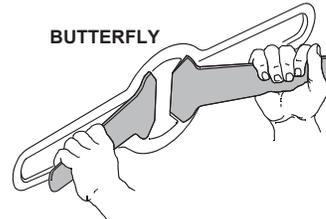


TO OPEN DOOR:

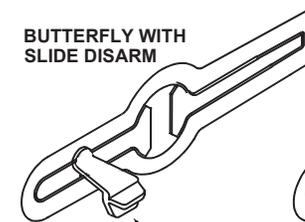
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
3. PULL DOOR OUTWARD

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

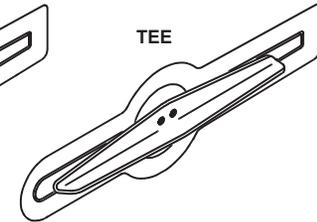
2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)



BUTTERFLY



BUTTERFLY WITH
SLIDE DISARM



TEE

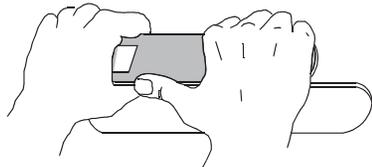
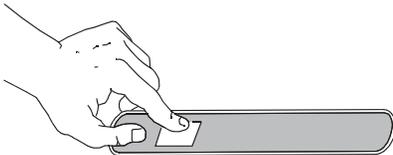
SLIDE DISARM HANDLE

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.

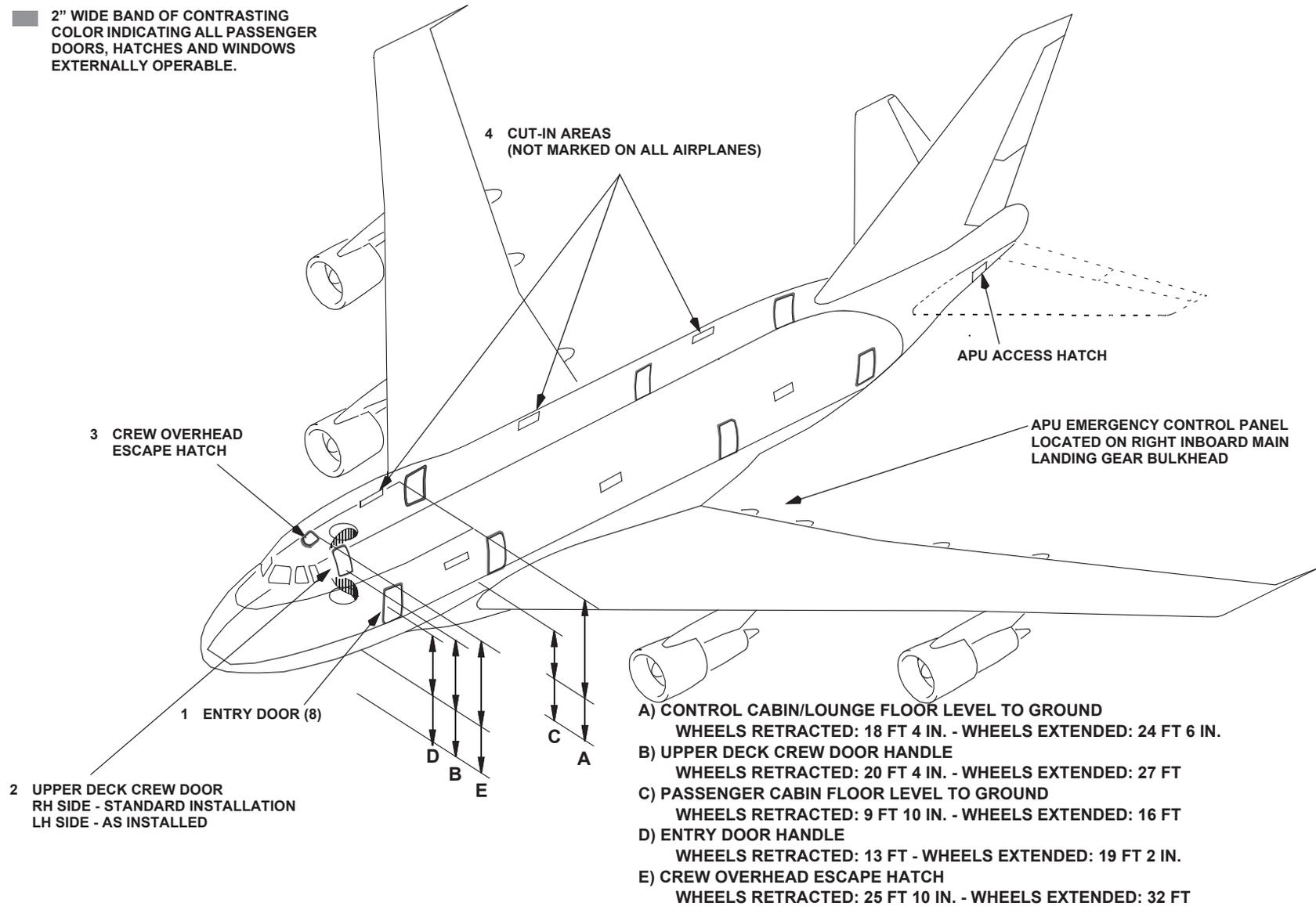
4 CUT-IN AREAS

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.

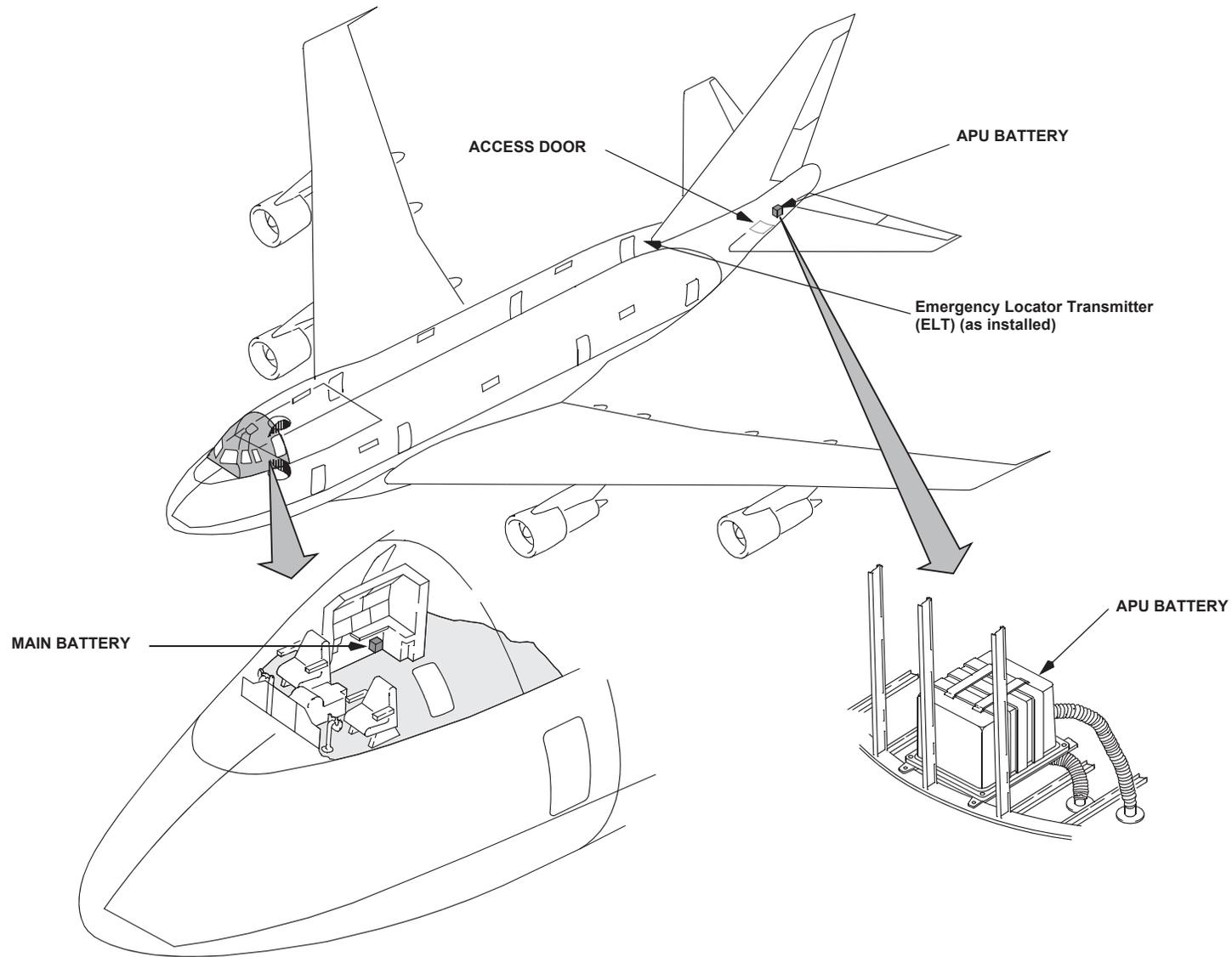
747 SP SERIES

EMERGENCY RESCUE ACCESS-2

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

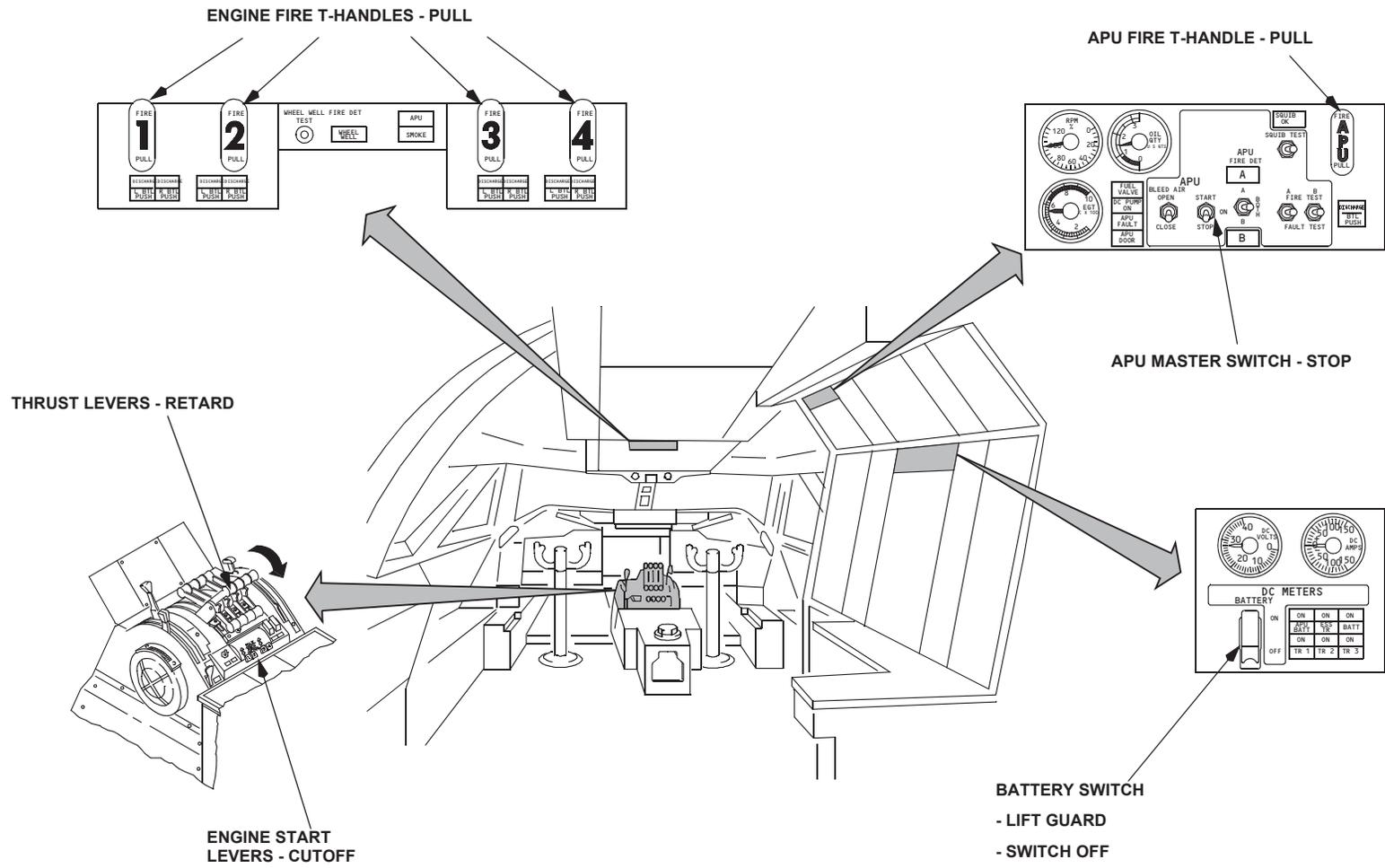


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747 SP SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



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

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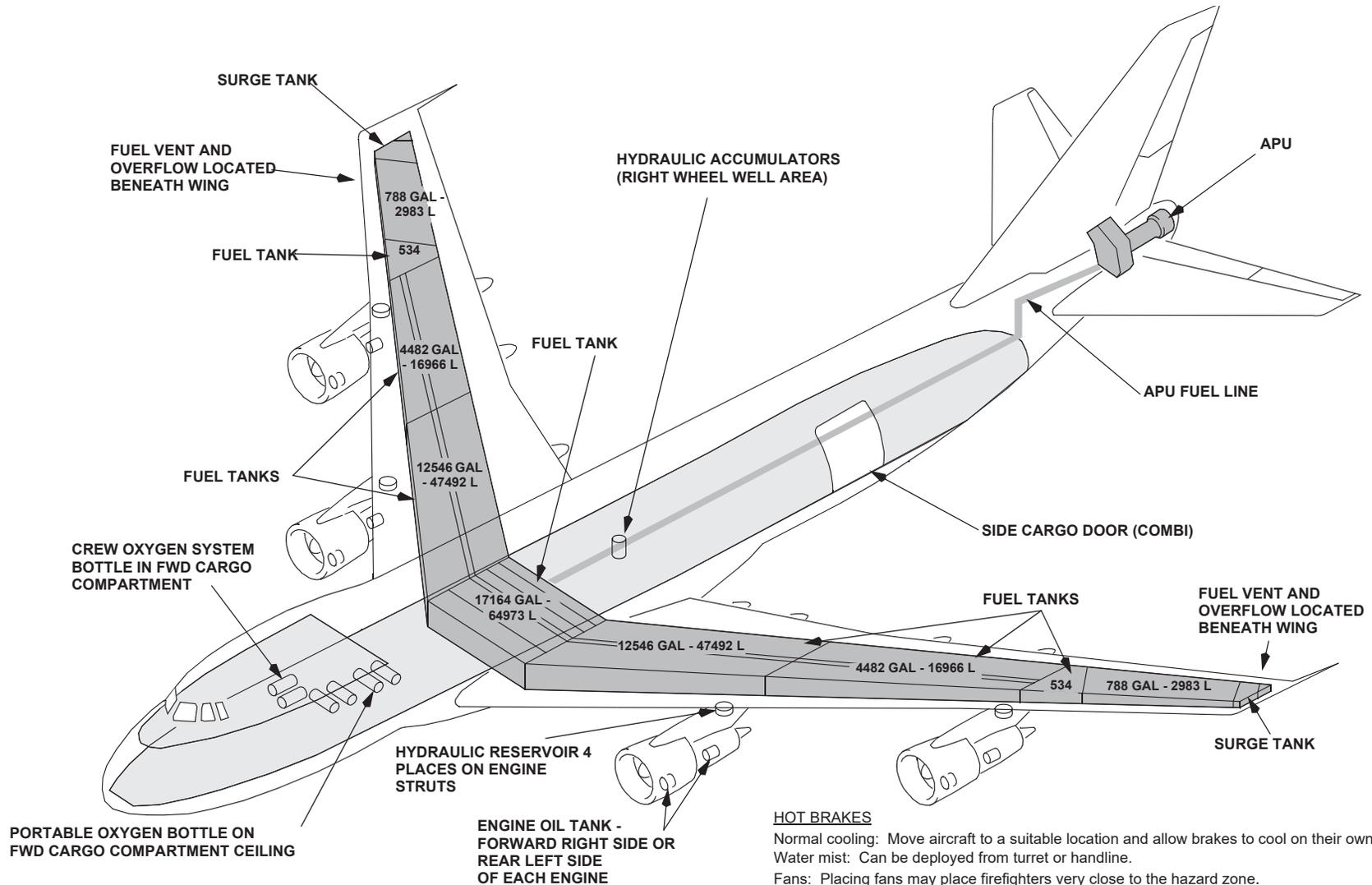


747 SP SERIES

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747 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

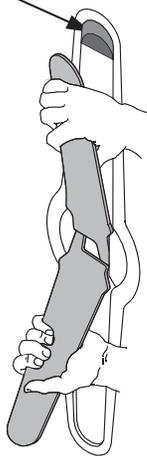
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
 Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

747 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-1

HANDLE RELEASE
BUTTON



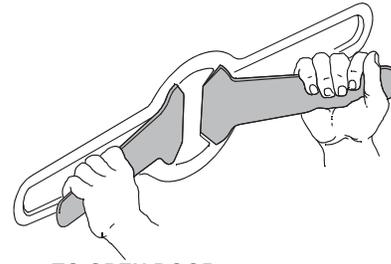
1 ENTRY DOORS EXTERNAL HANDLE (2)

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

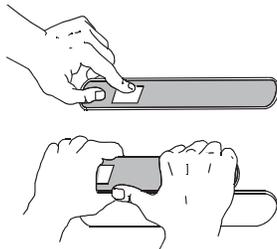


TO OPEN DOOR:

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

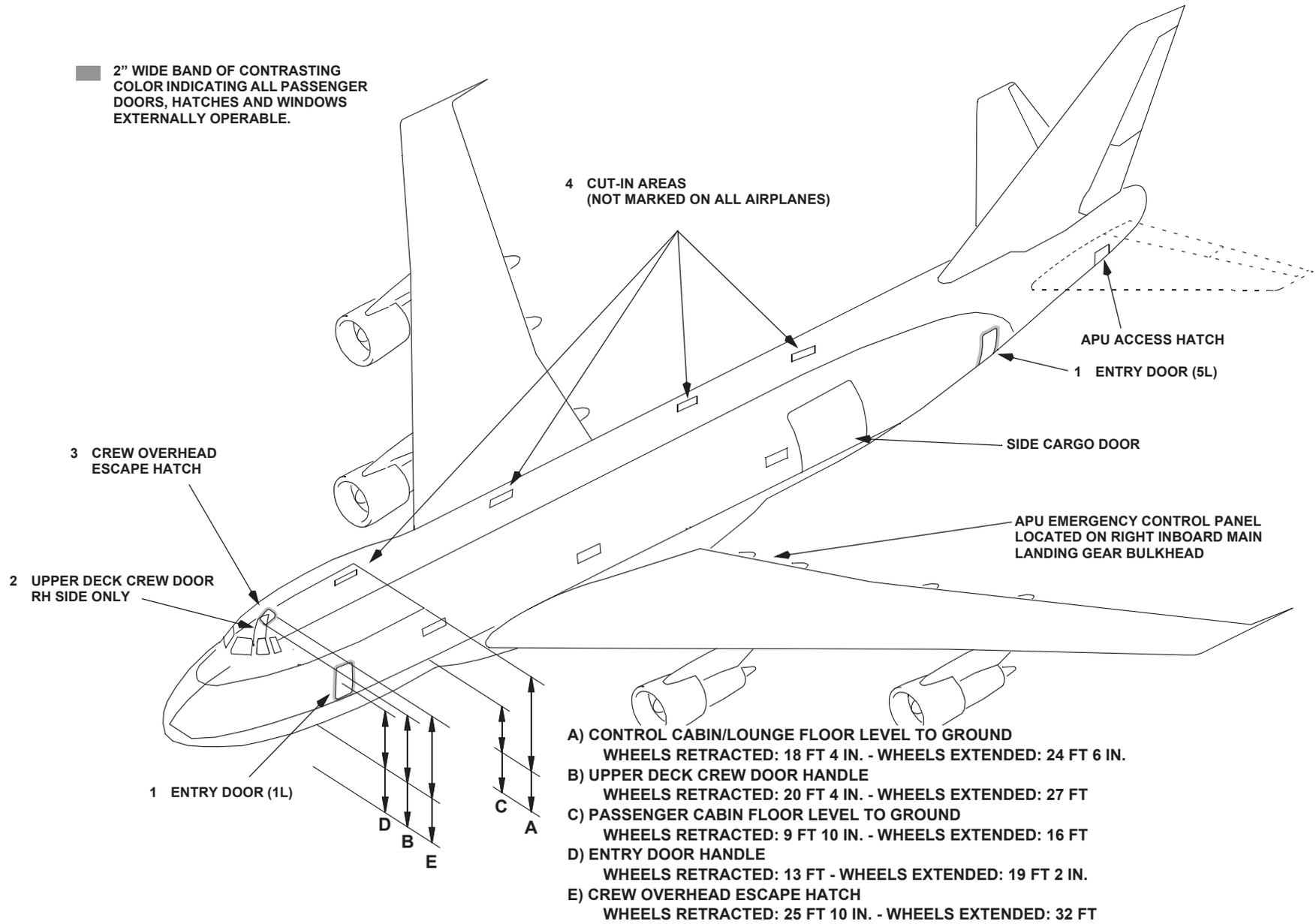
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

747 FREIGHTER SERIES

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)

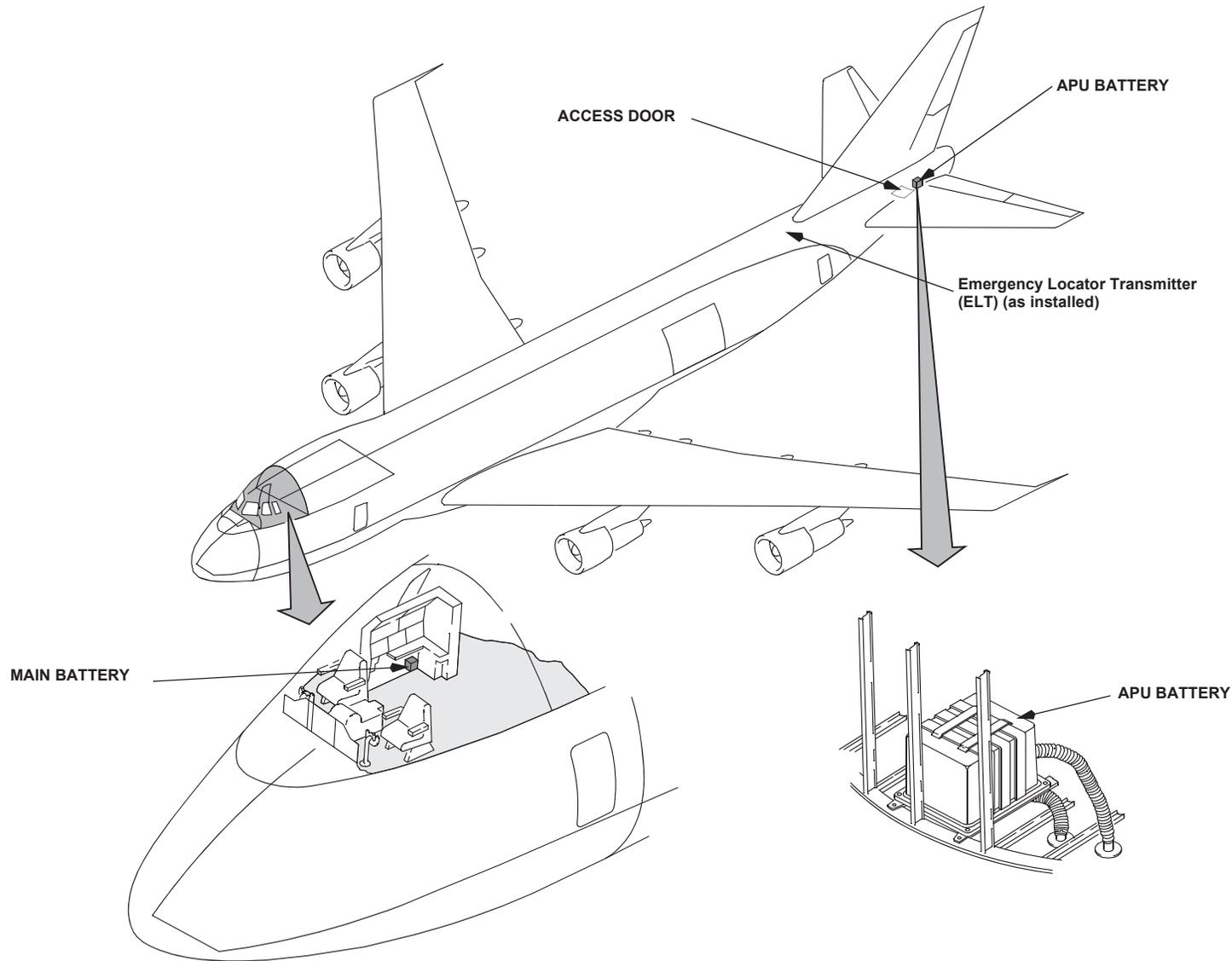


- A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
- B) UPPER DECK CREW DOOR HANDLE
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
- C) PASSENGER CABIN FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
- D) ENTRY 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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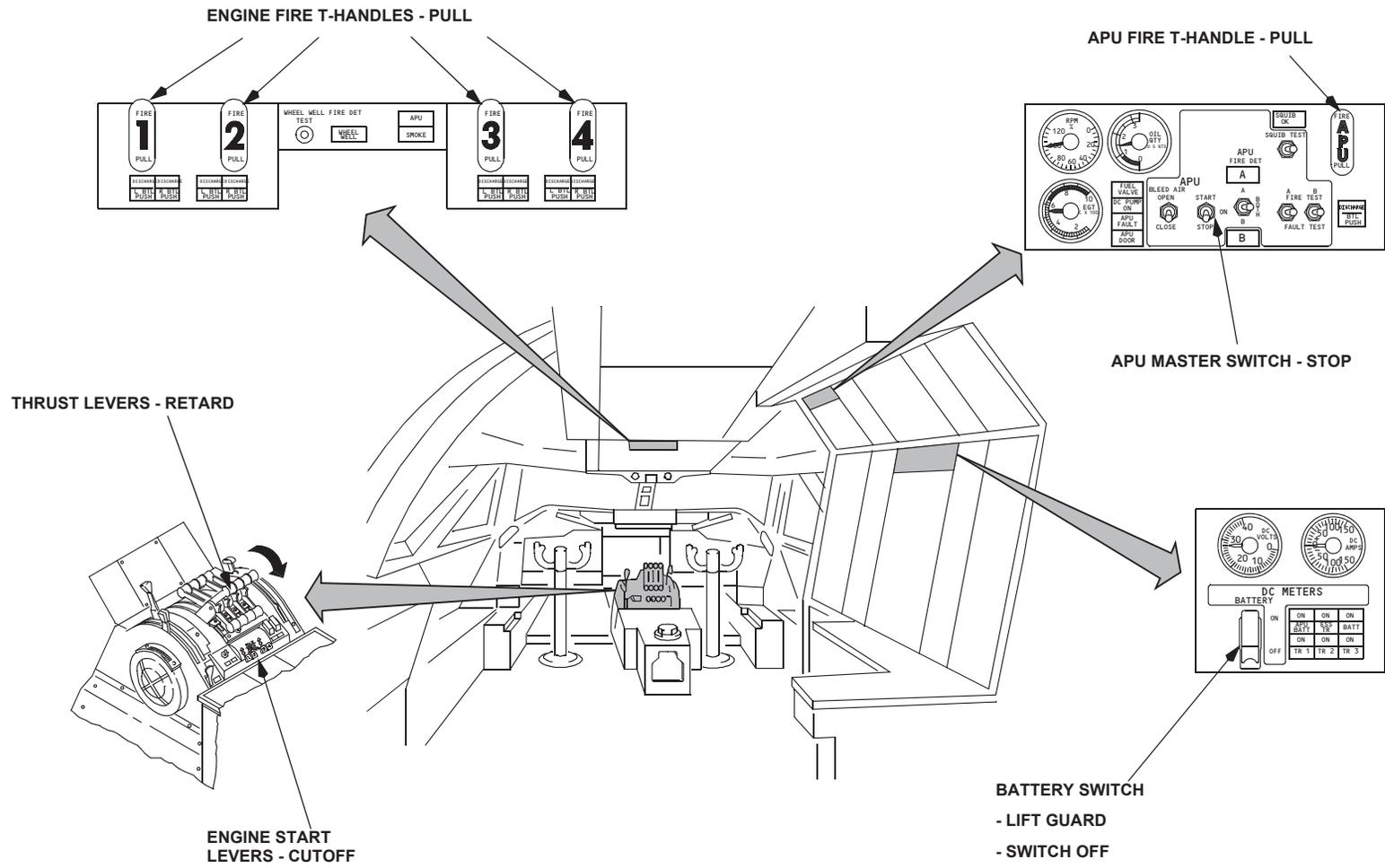
747 FREIGHTER SERIES

BATTERY LOCATIONS



747 FREIGHTER SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



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

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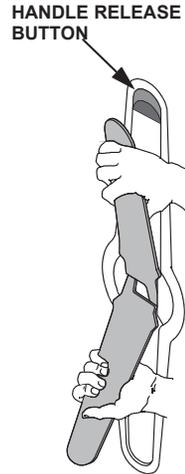
747 FREIGHTER SERIES

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747-400 & 400 COMBI SERIES

EMERGENCY RESCUE ACCESS-1

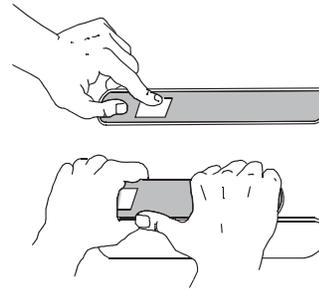
1 ENTRY DOORS EXTERNAL HANDLE (10)



- 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

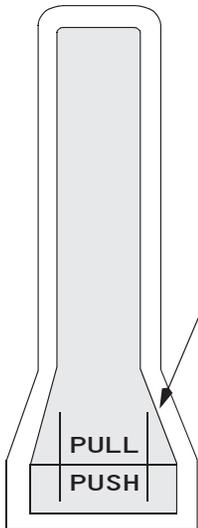
NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

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.

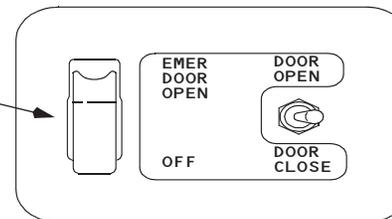
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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.

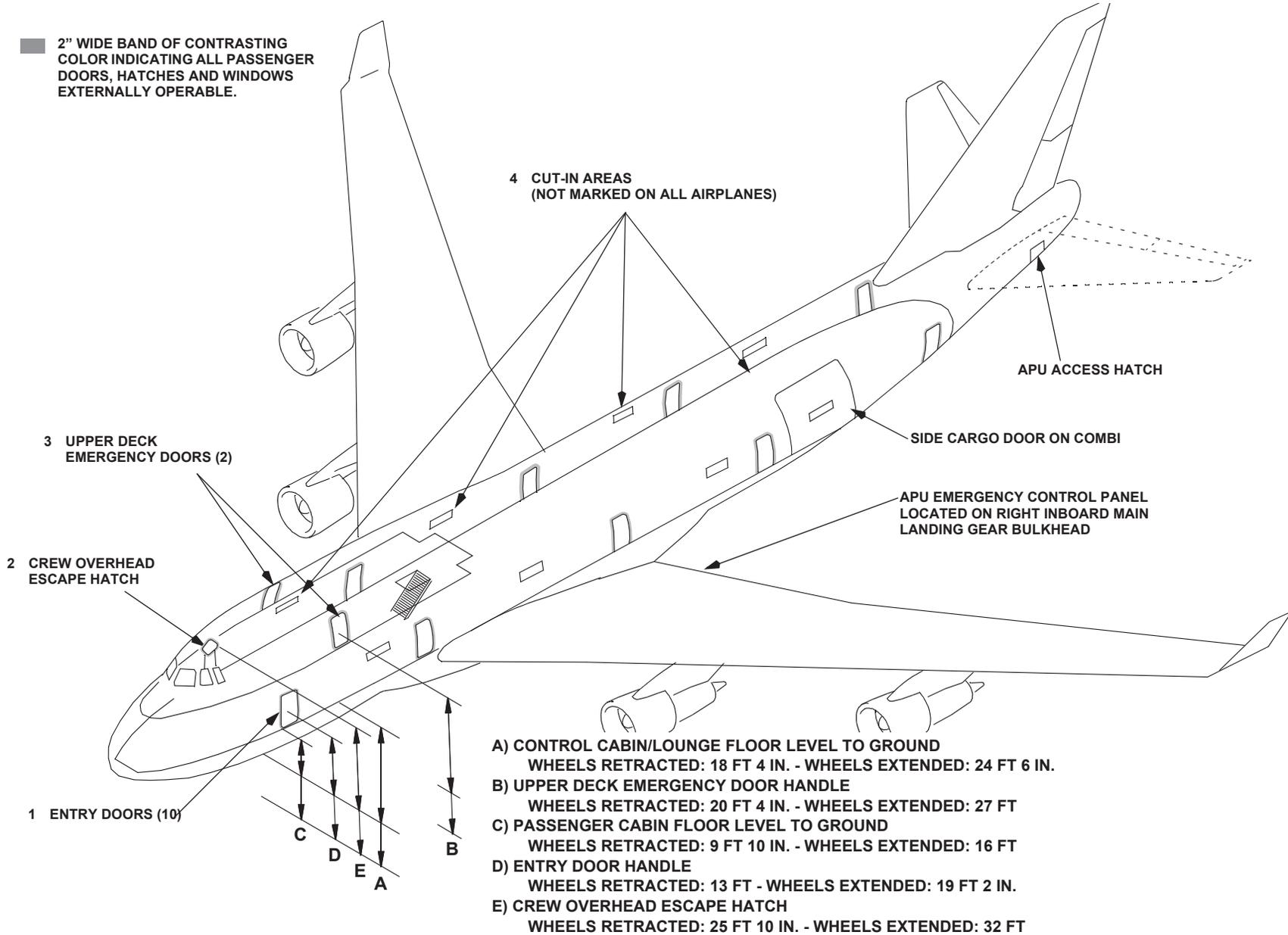
4 CUT-IN AREAS

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.



747-400 & 400 COMBI SERIES

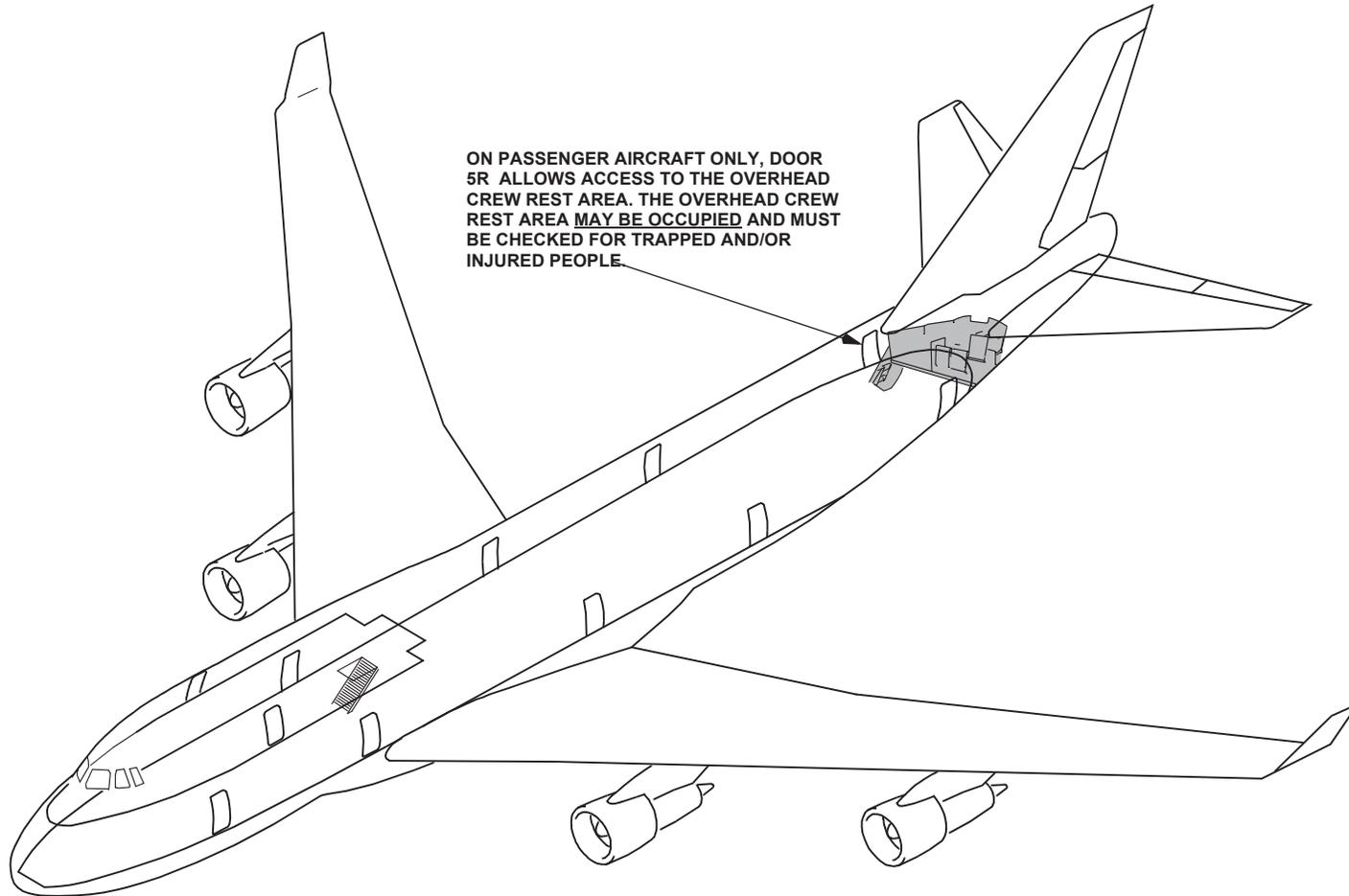
EMERGENCY RESCUE ACCESS-2



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747-400 & 400 COMBI SERIES

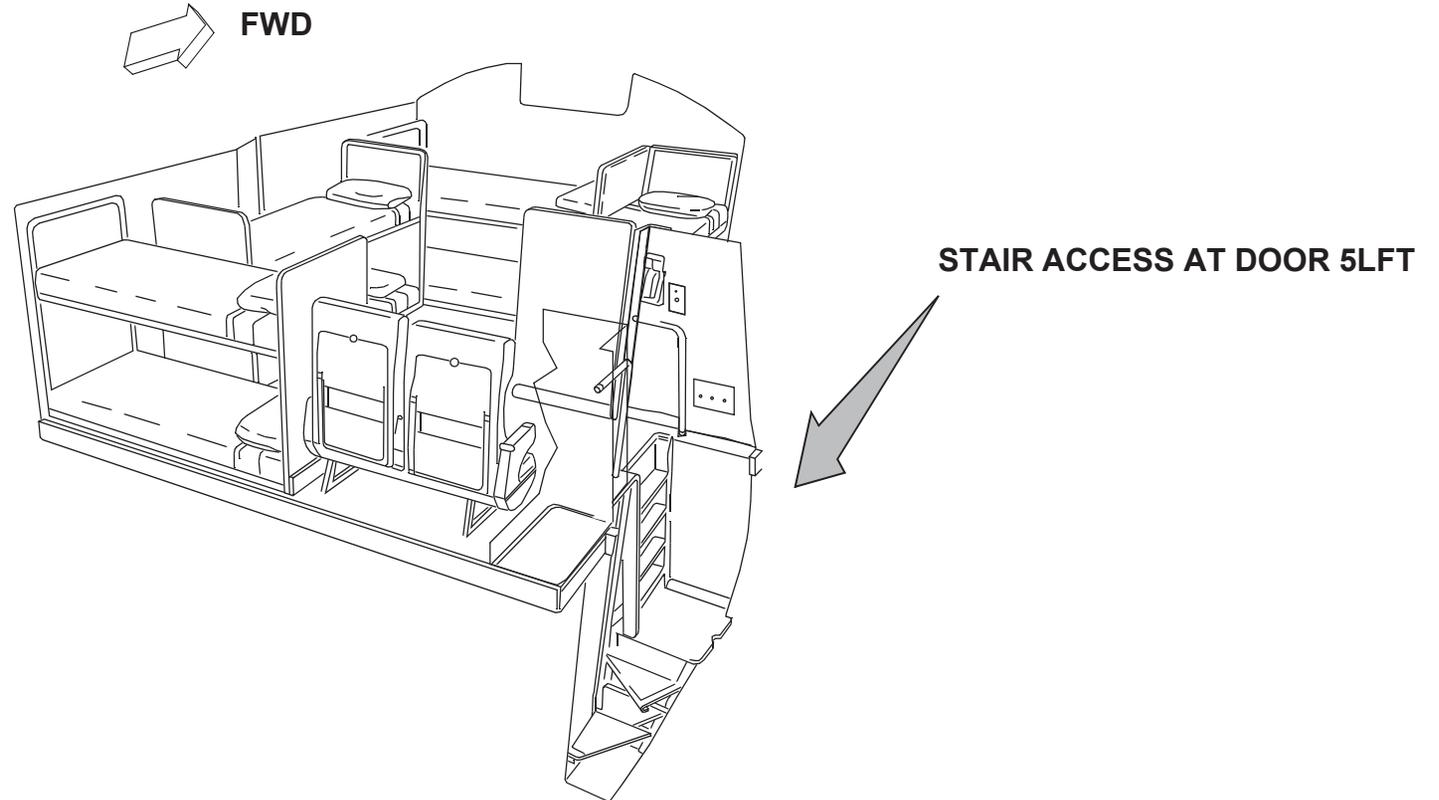
EMERGENCY RESCUE ACCESS-3



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.

747-400 & 400 COMBI SERIES

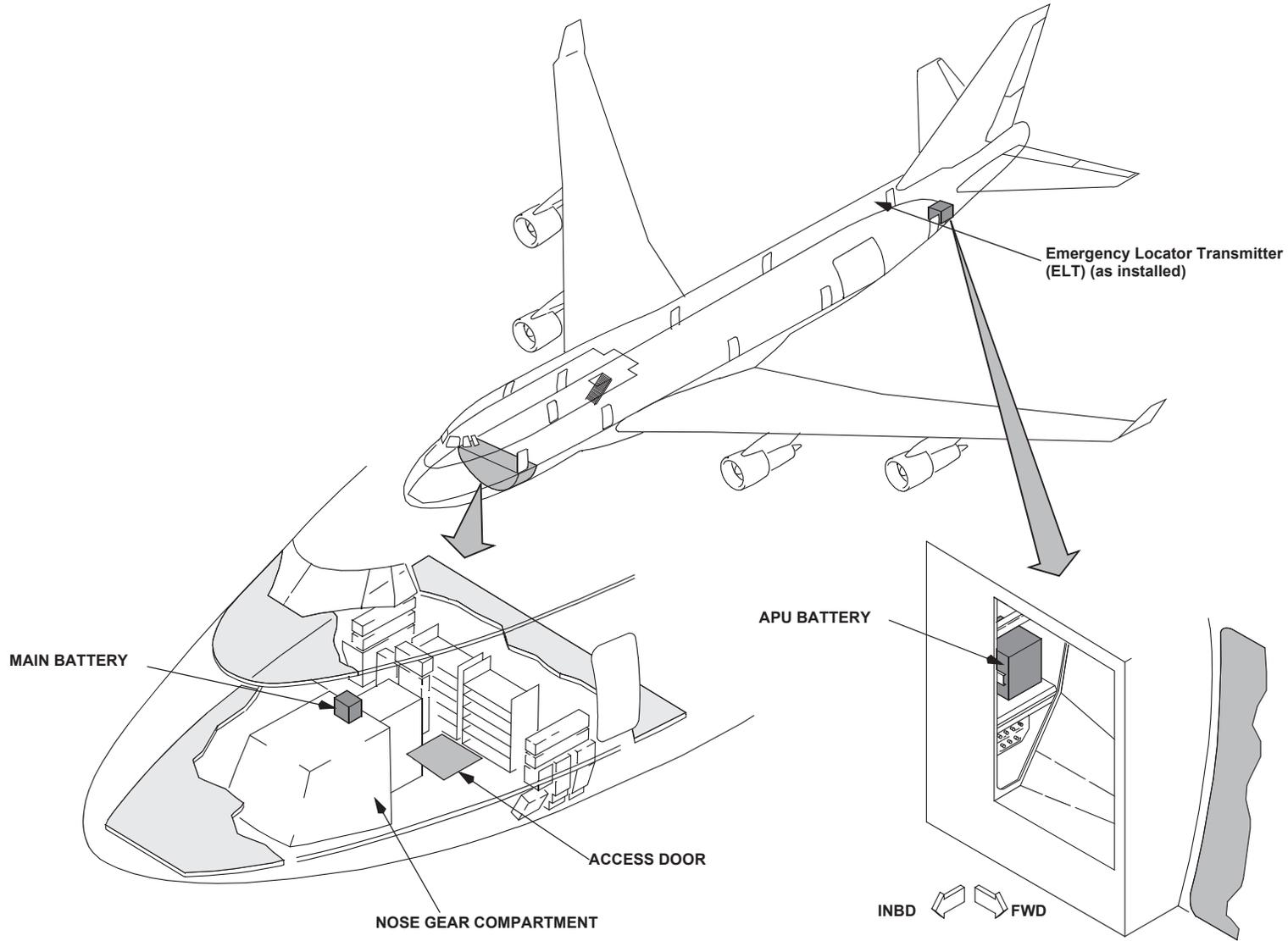
EMERGENCY RESCUE ACCESS-4



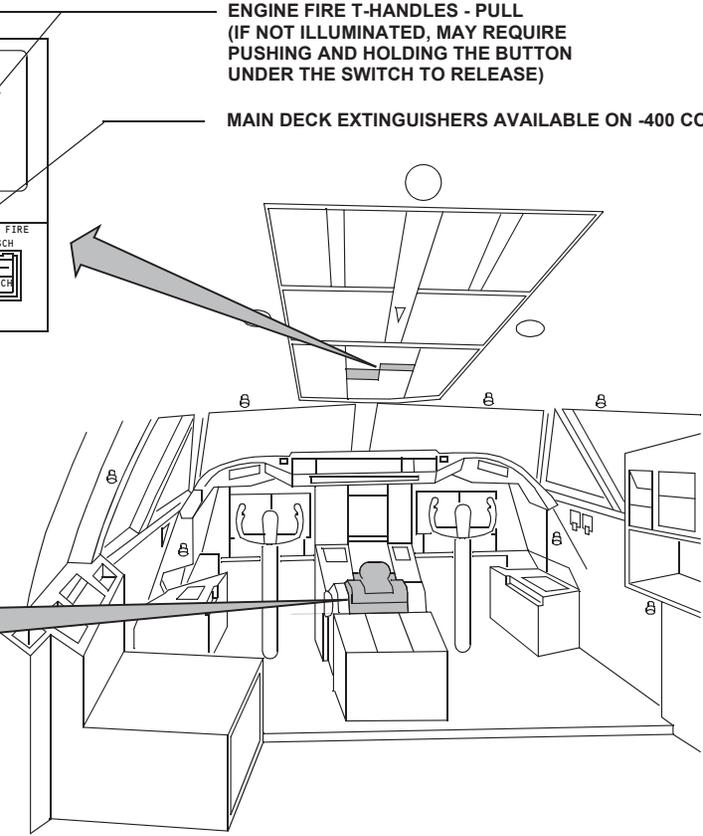
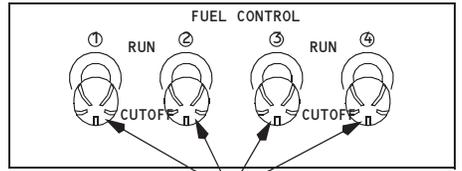
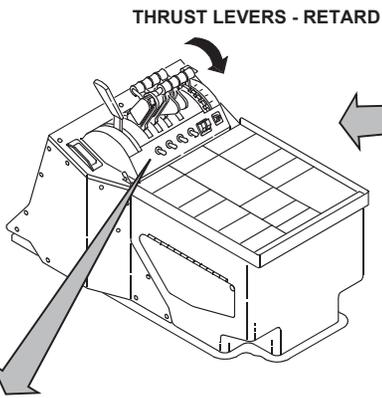
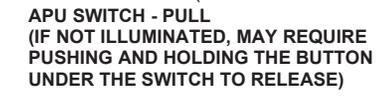
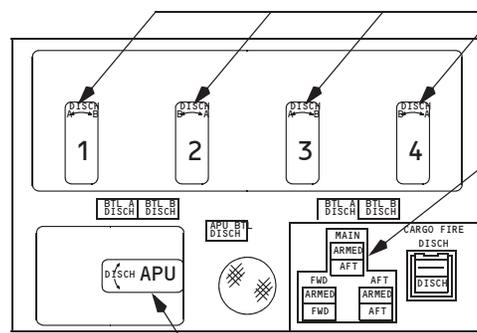
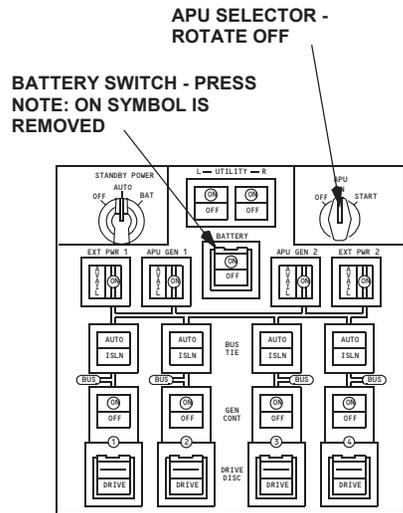
AFT OVERHEAD FLIGHT CREW REST AREA

747-400 & 400 COMBI SERIES

BATTERY LOCATIONS



747-400 & 400 COMBI SERIES FLIGHT DECK CONTROL SWITCH LOCATIONS



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

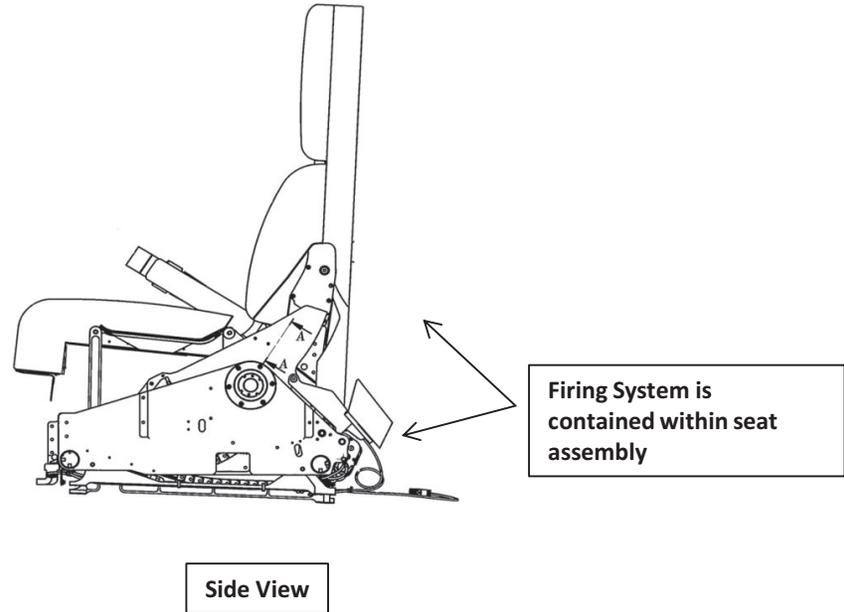
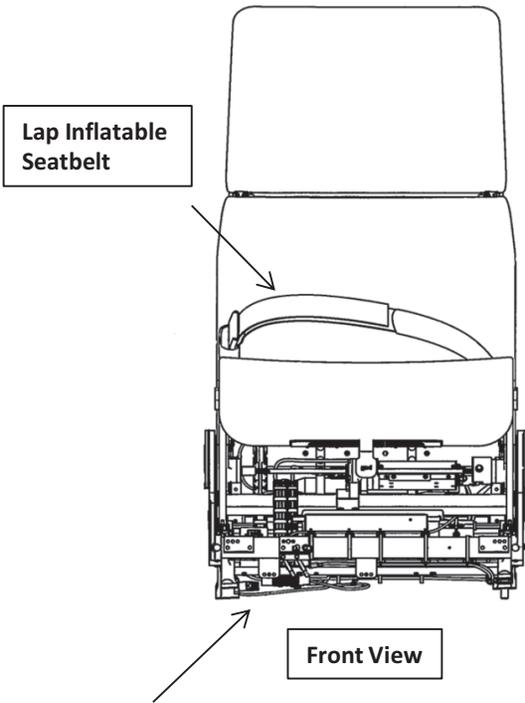
747-400 & 400 COMBI SERIES

PASSENGER SEATBELT AIRBAGS

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.

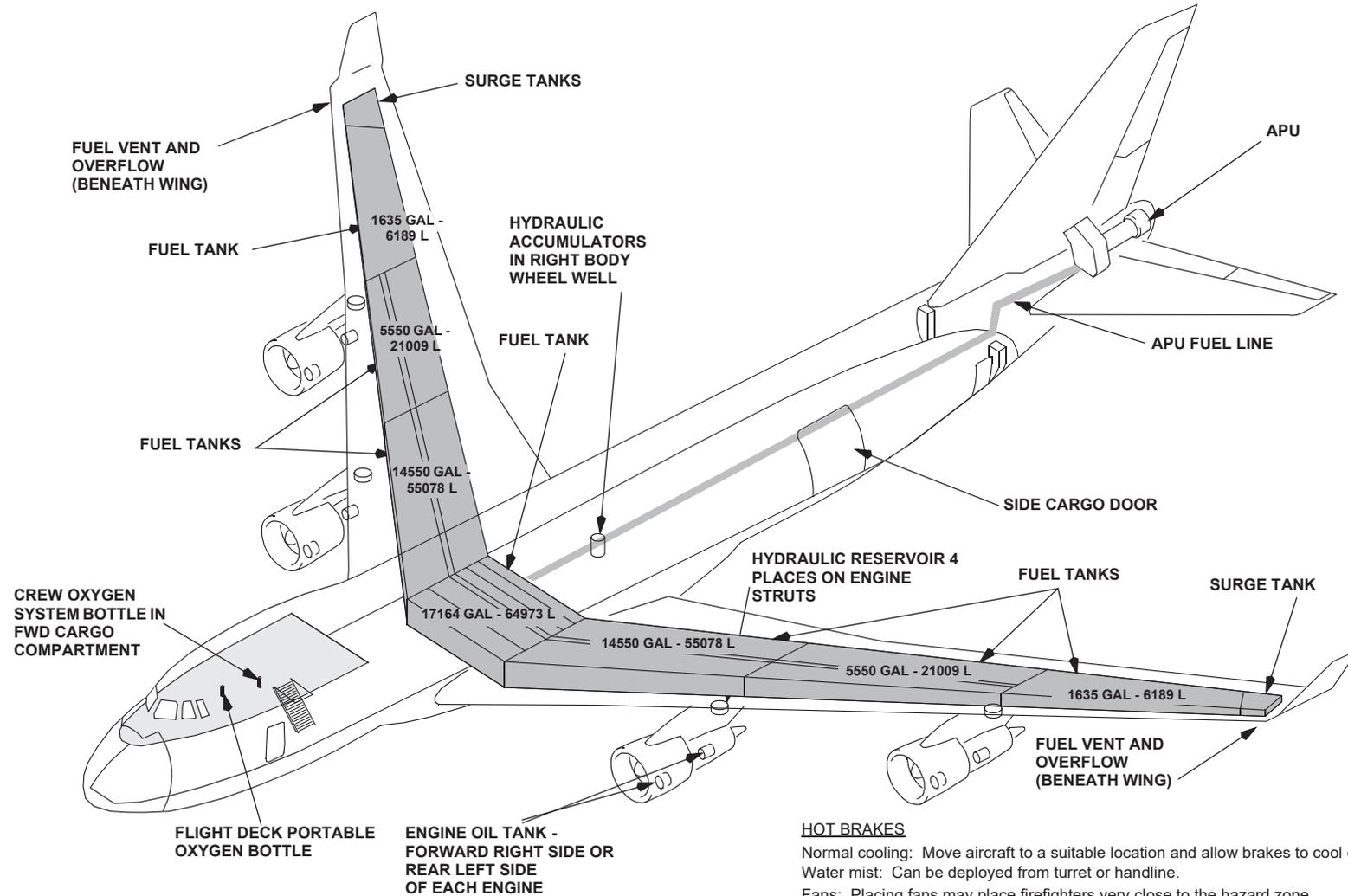


Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.

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.

747-400 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.

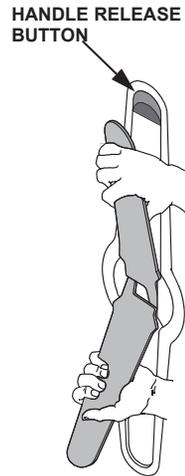
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

747-400 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-1

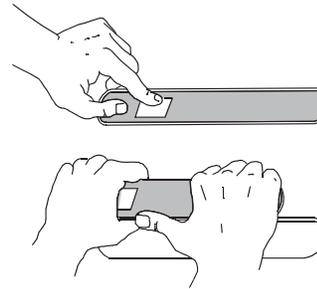
1 ENTRY DOORS EXTERNAL HANDLE (2)



- 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

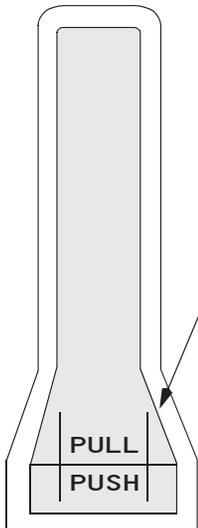
NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

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 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.

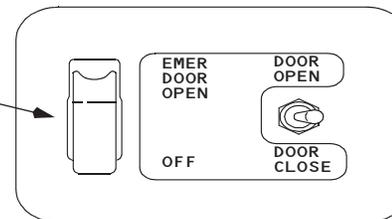
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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.

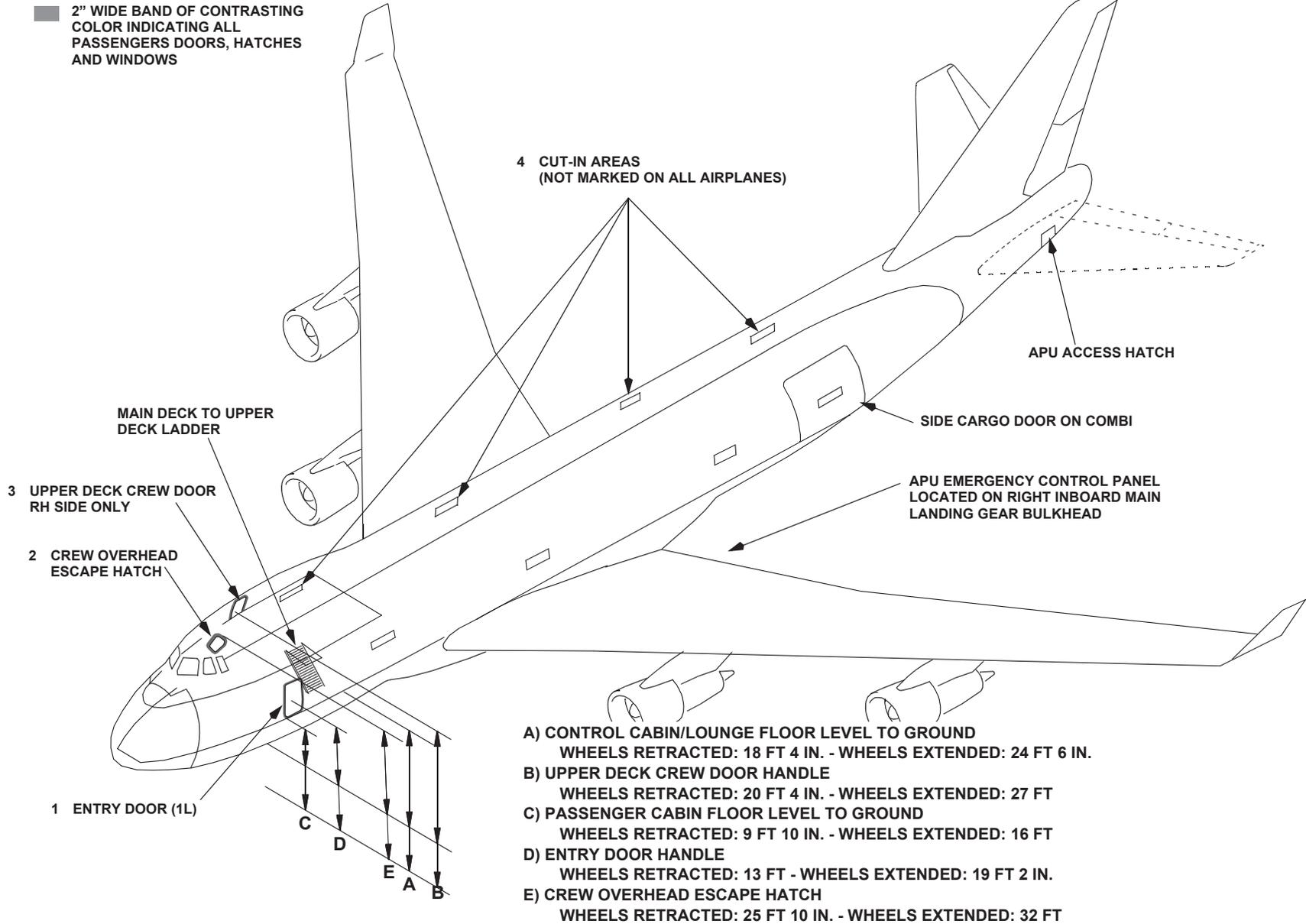
4 CUT-IN AREAS

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.



747-400 FREIGHTER SERIES

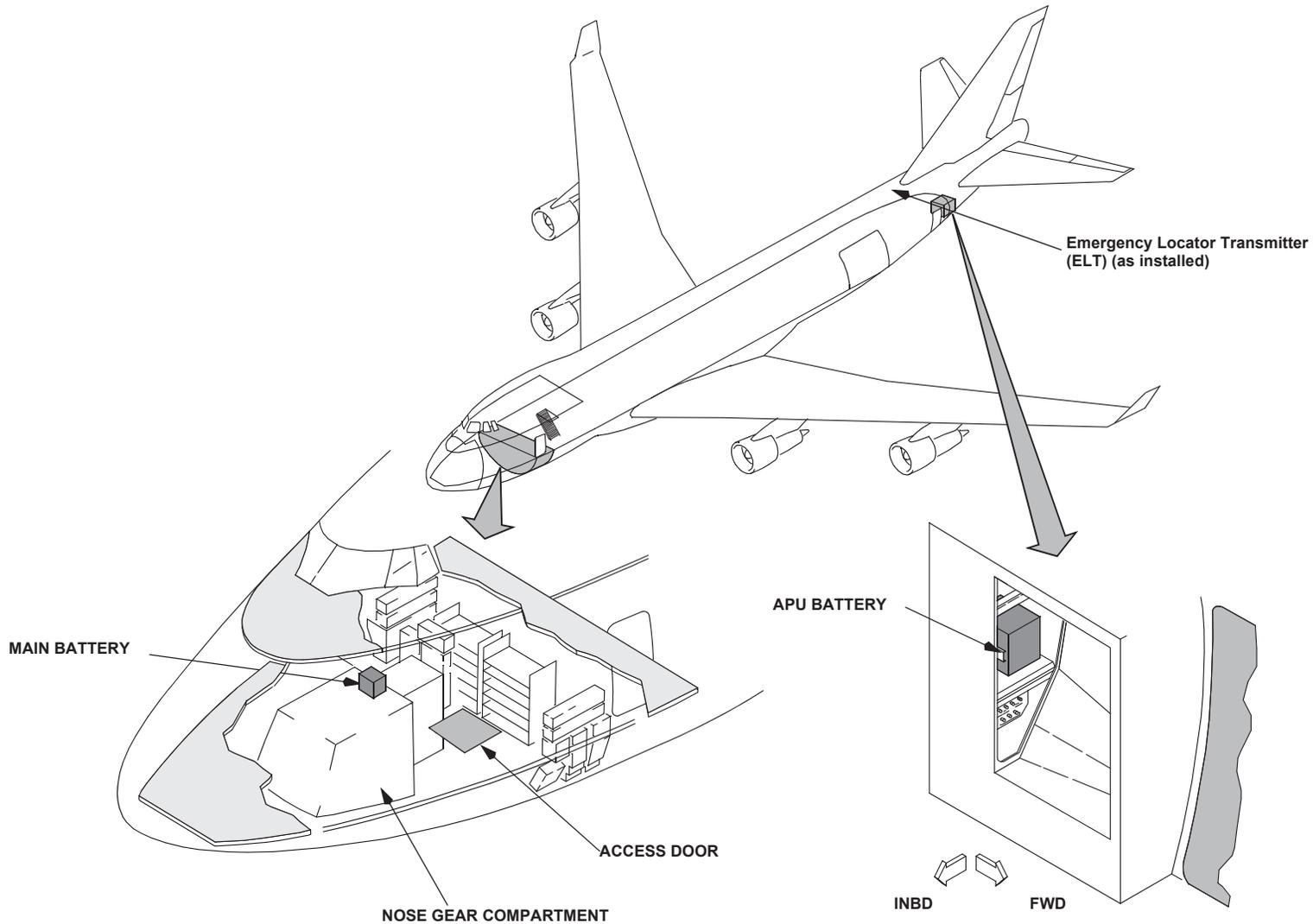
EMERGENCY RESCUE ACCESS-2



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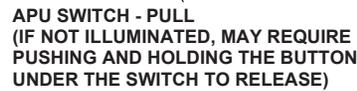
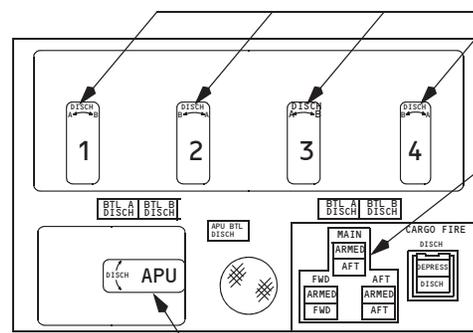
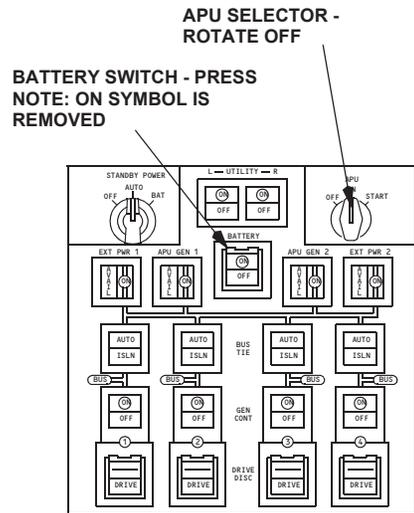
747-400 FREIGHTER SERIES

BATTERY LOCATIONS

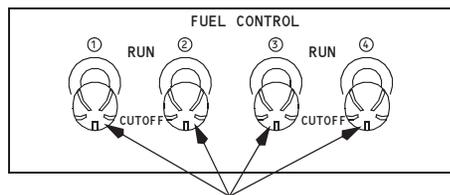
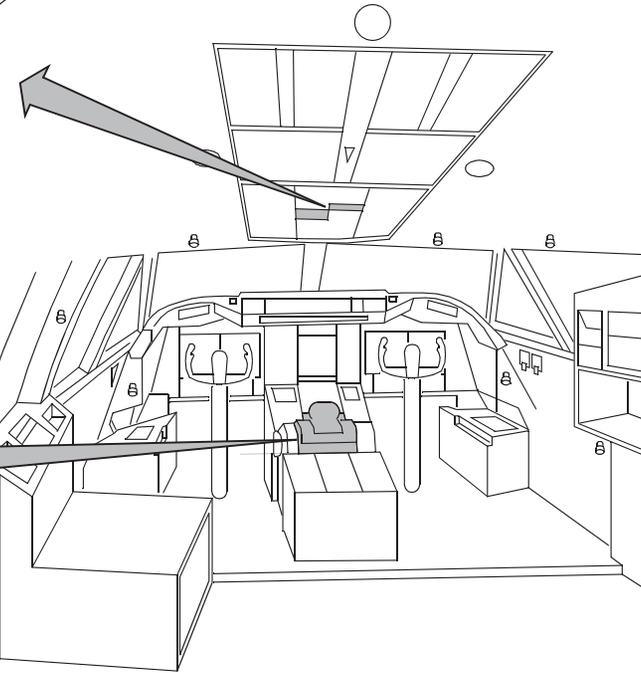
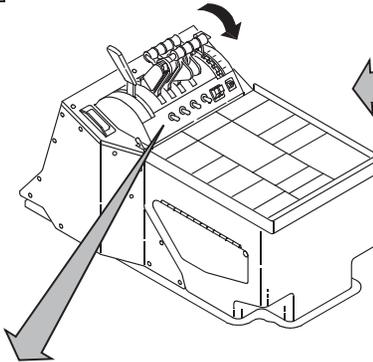


747-400 FREIGHTER SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



THRUST LEVERS - RETARD

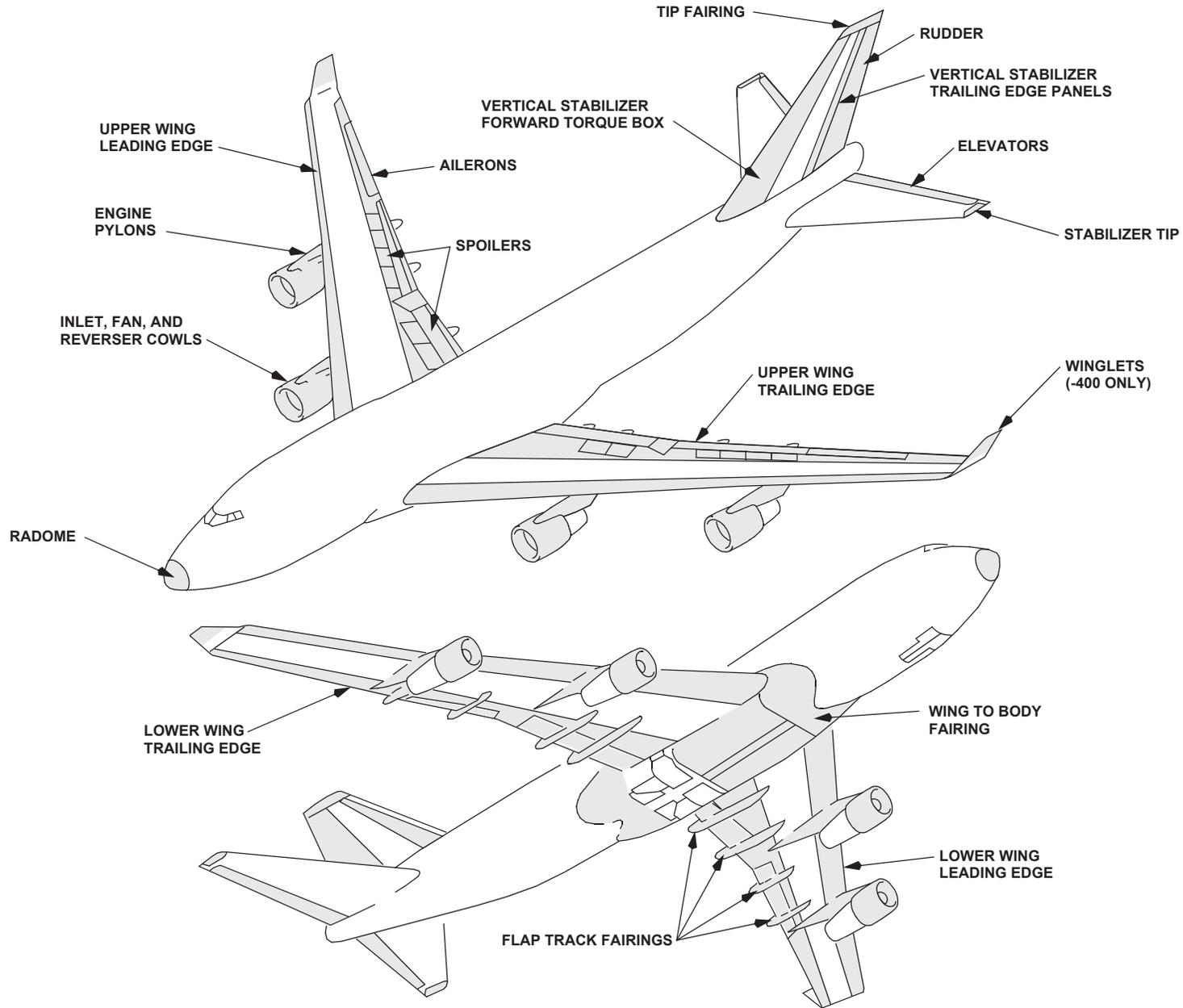


FUEL CONTROL SWITCHES - CUTOFF

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

747-400 FREIGHTER SERIES

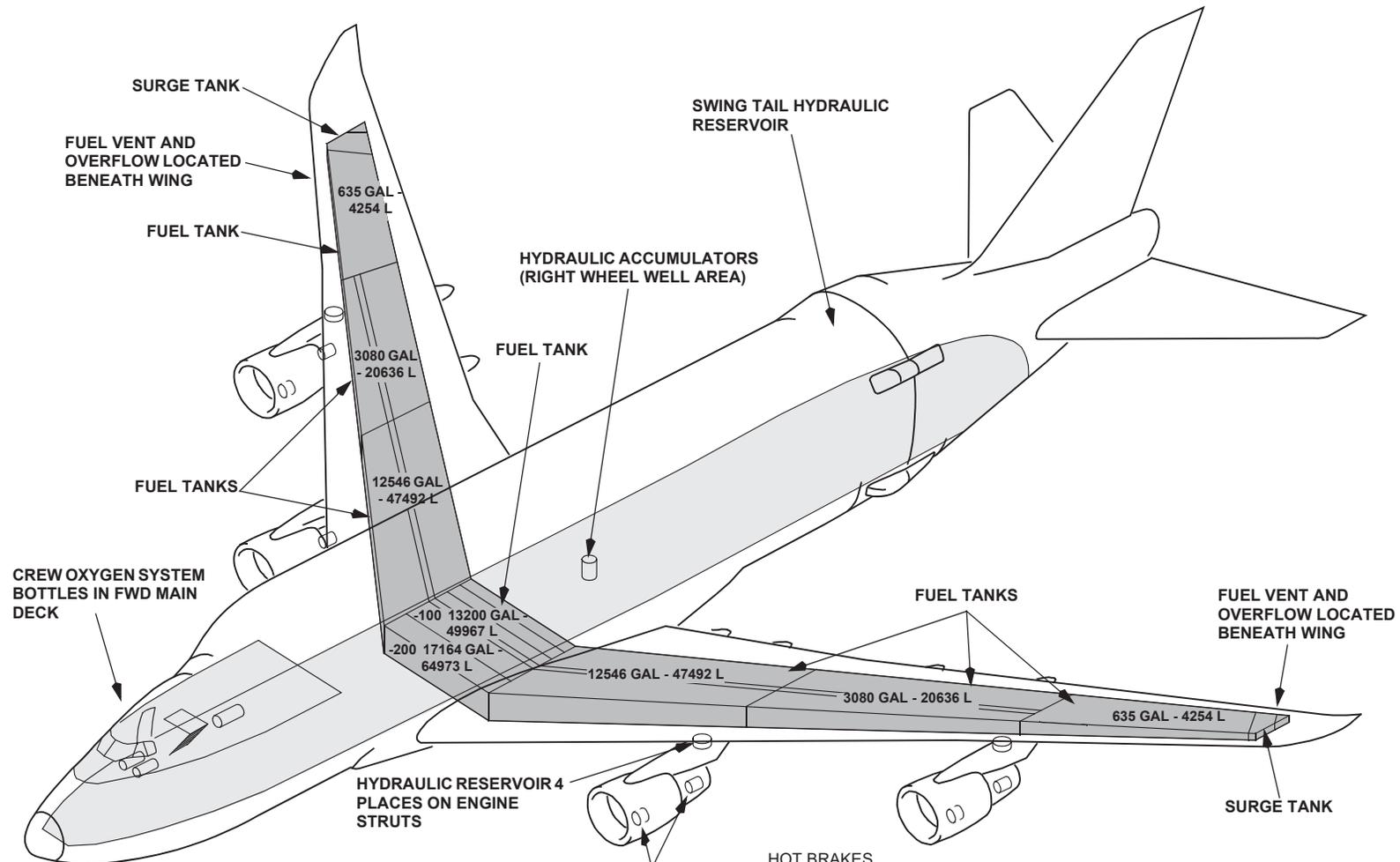
COMPOSITE MATERIALS LOCATIONS



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747 LARGE CARGO FREIGHTER

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.

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

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

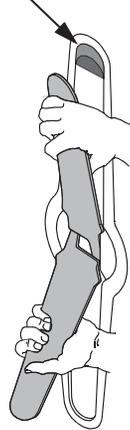
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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.

747 LARGE CARGO FREIGHTER

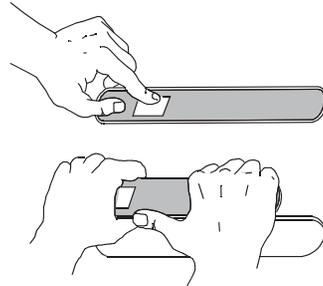
EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS EXTERNAL HANDLE (2)HANDLE RELEASE
BUTTON

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.

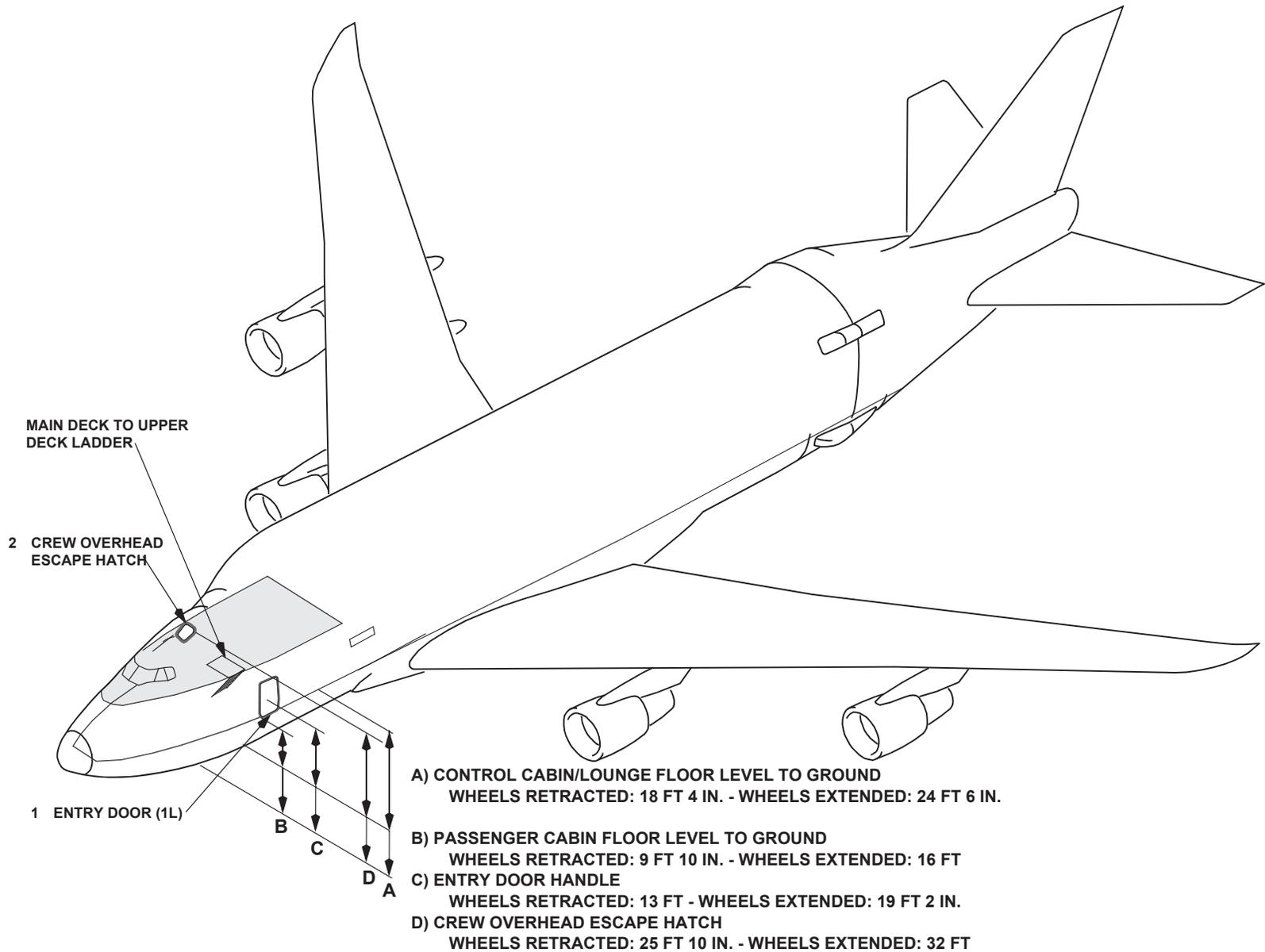
2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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.

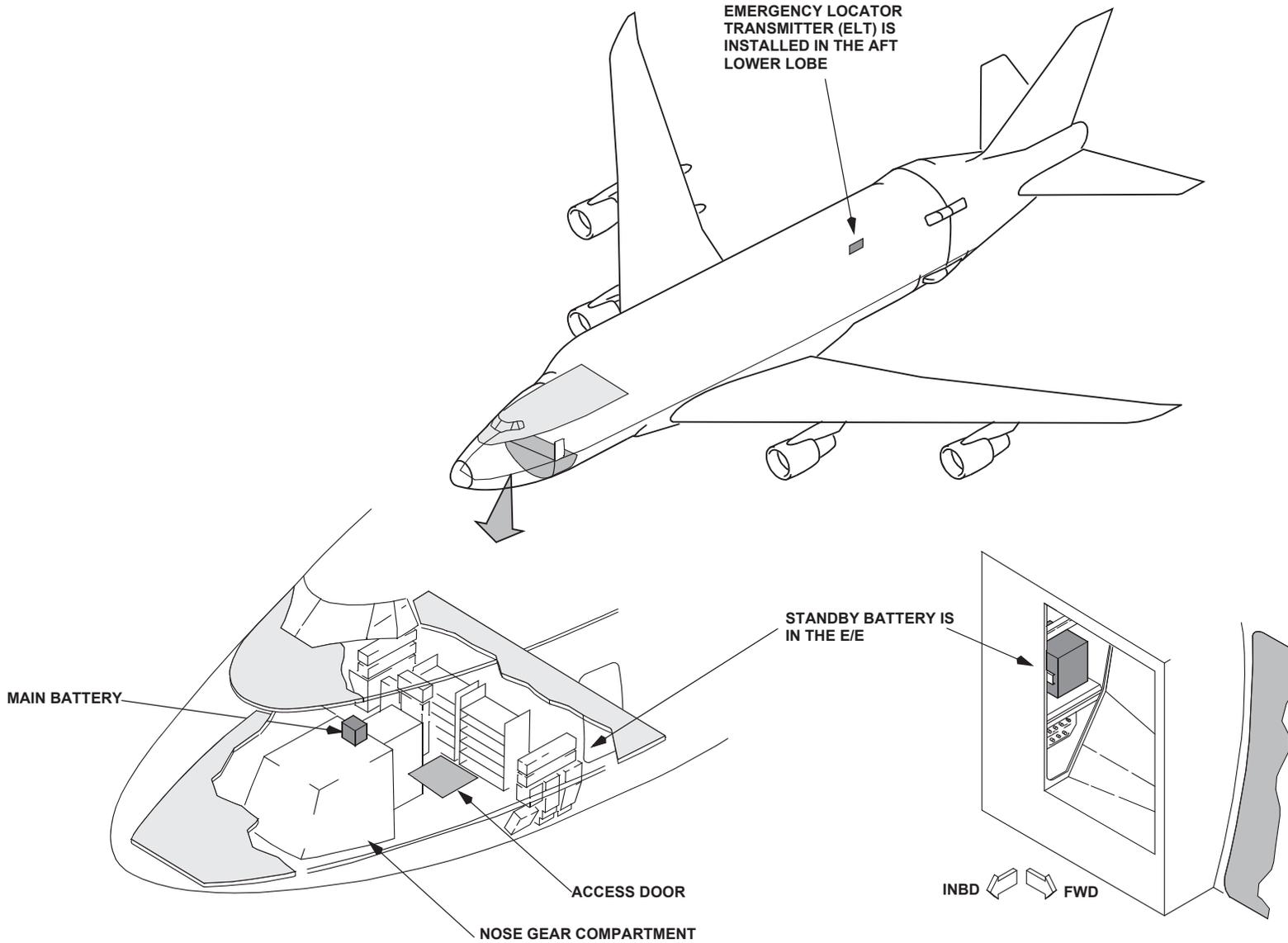
747 LARGE CARGO FREIGHTER

EMERGENCY RESCUE ACCESS-2



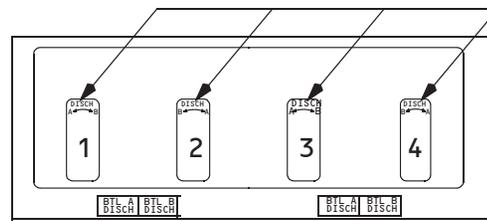
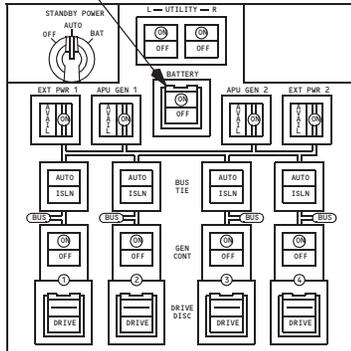
747 LARGE CARGO FREIGHTER

BATTERY LOCATIONS



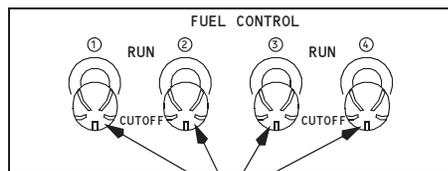
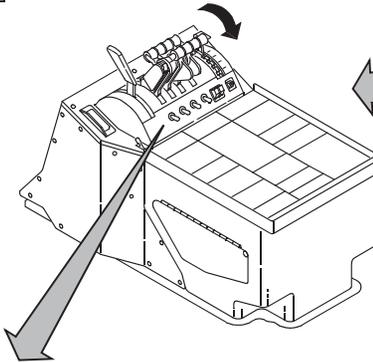
747 LARGE CARGO FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS

BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED



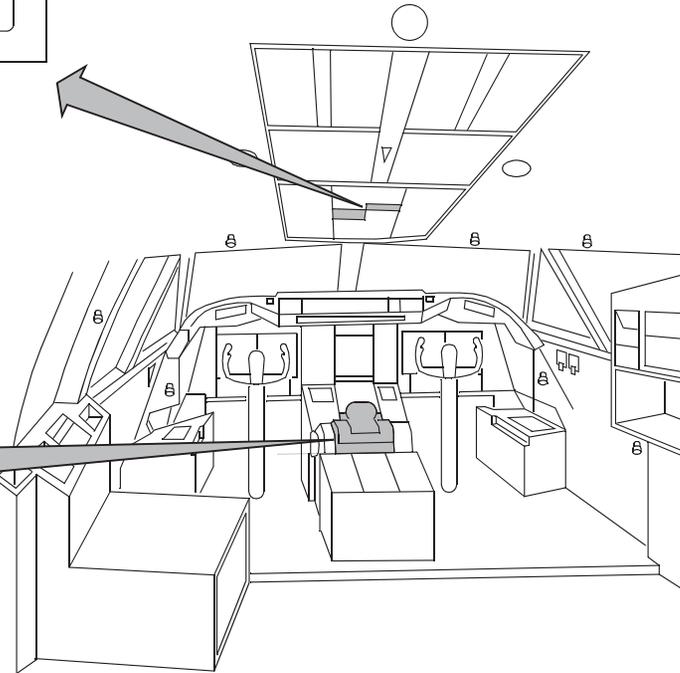
ENGINE FIRE T-HANDLES - PULL
(IF NOT ILLUMINATED, MAY REQUIRE PUSHING AND HOLDING THE BUTTON UNDER THE SWITCH TO RELEASE)

THRUST LEVERS - RETARD



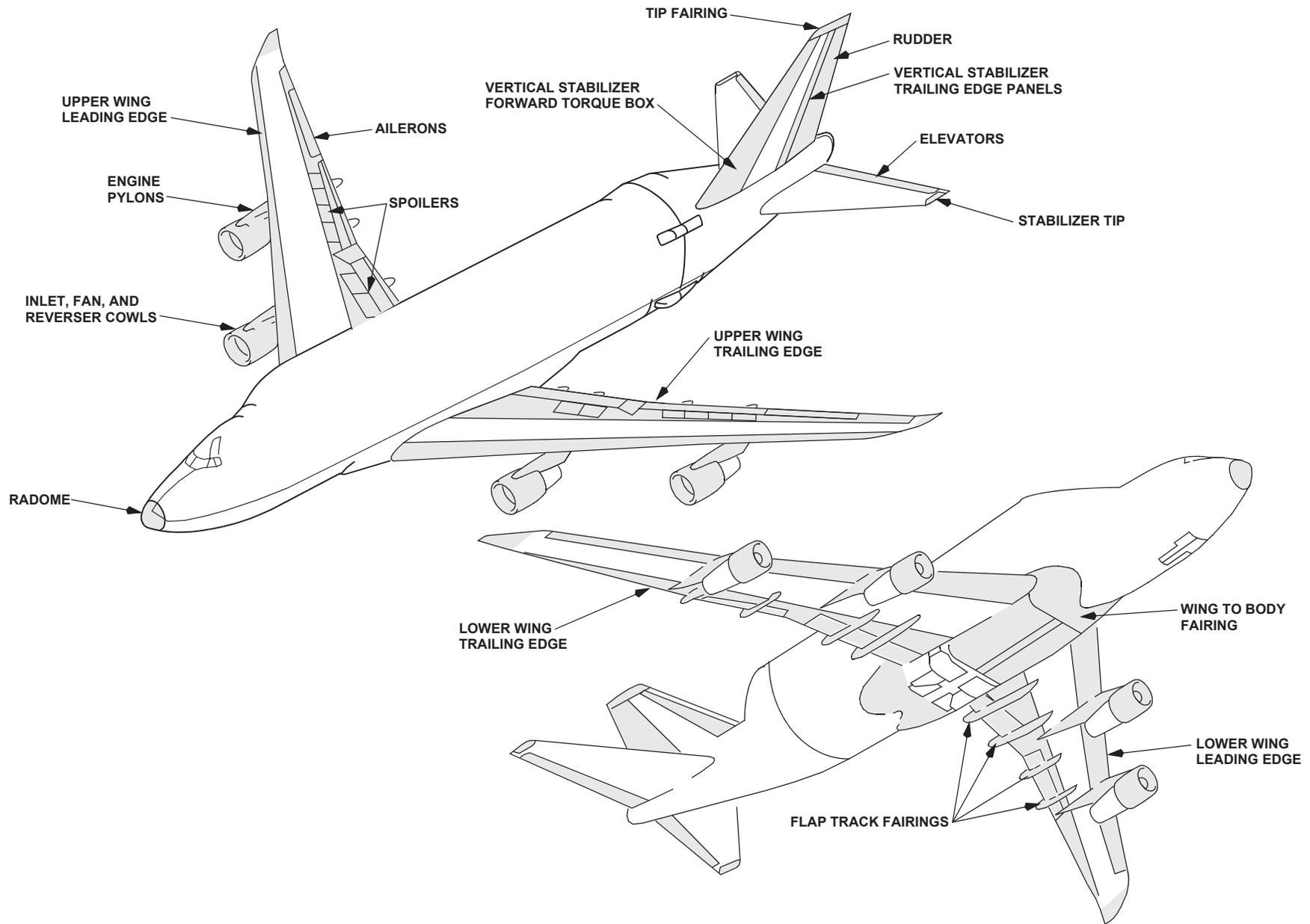
FUEL CONTROL SWITCHES - CUTOFF

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



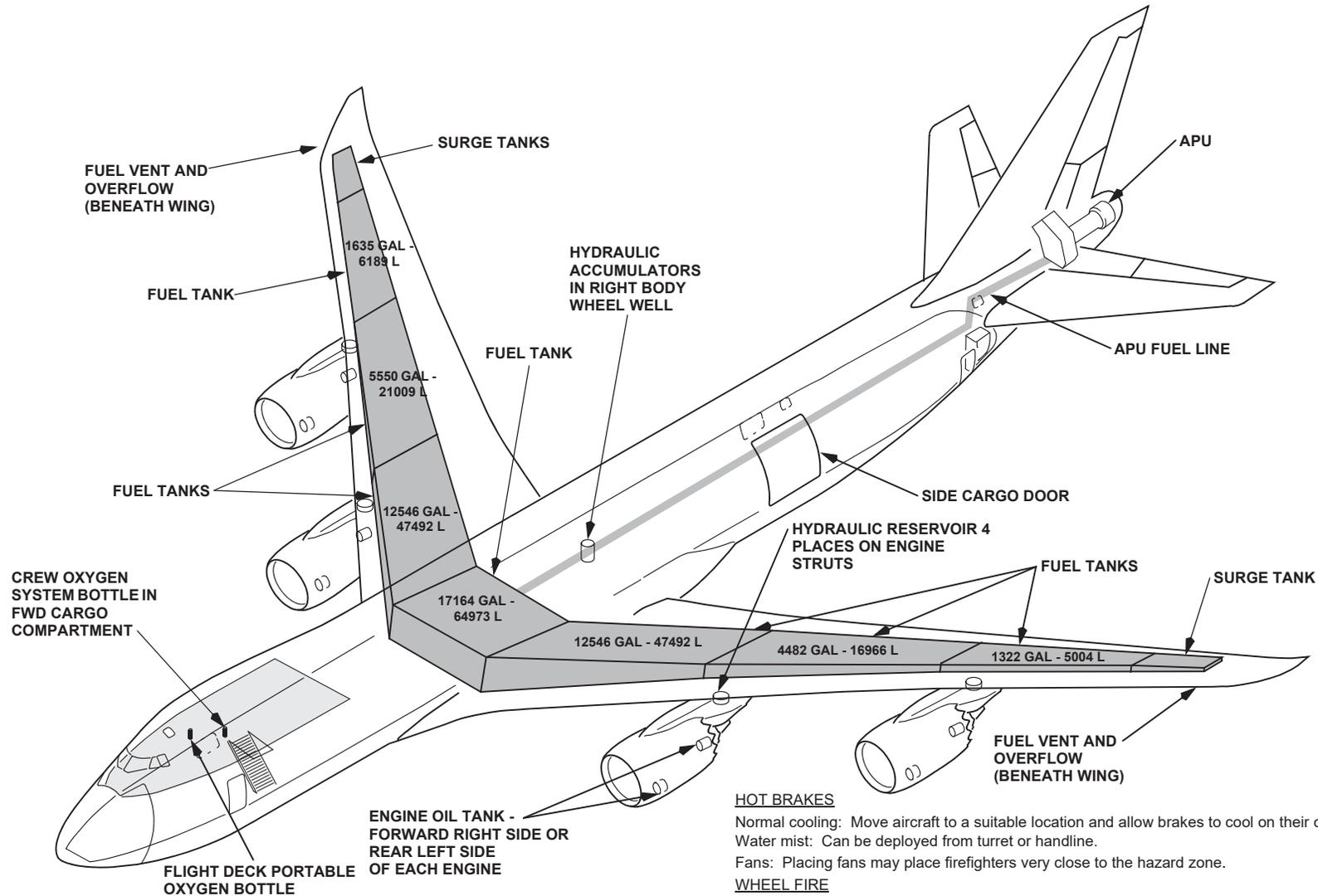
747 LARGE CARGO FREIGHTER

COMPOSITE MATERIALS LOCATIONS



747-8 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

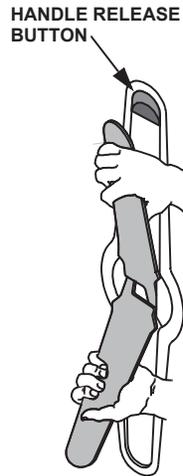
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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.

747-8 FREIGHTER SERIES

1 ENTRY DOORS EXTERNAL HANDLE (2)



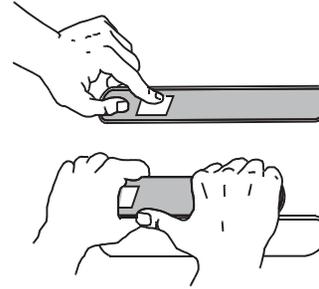
TO OPEN DOOR:

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.

EMERGENCY RESCUE ACCESS-1

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.

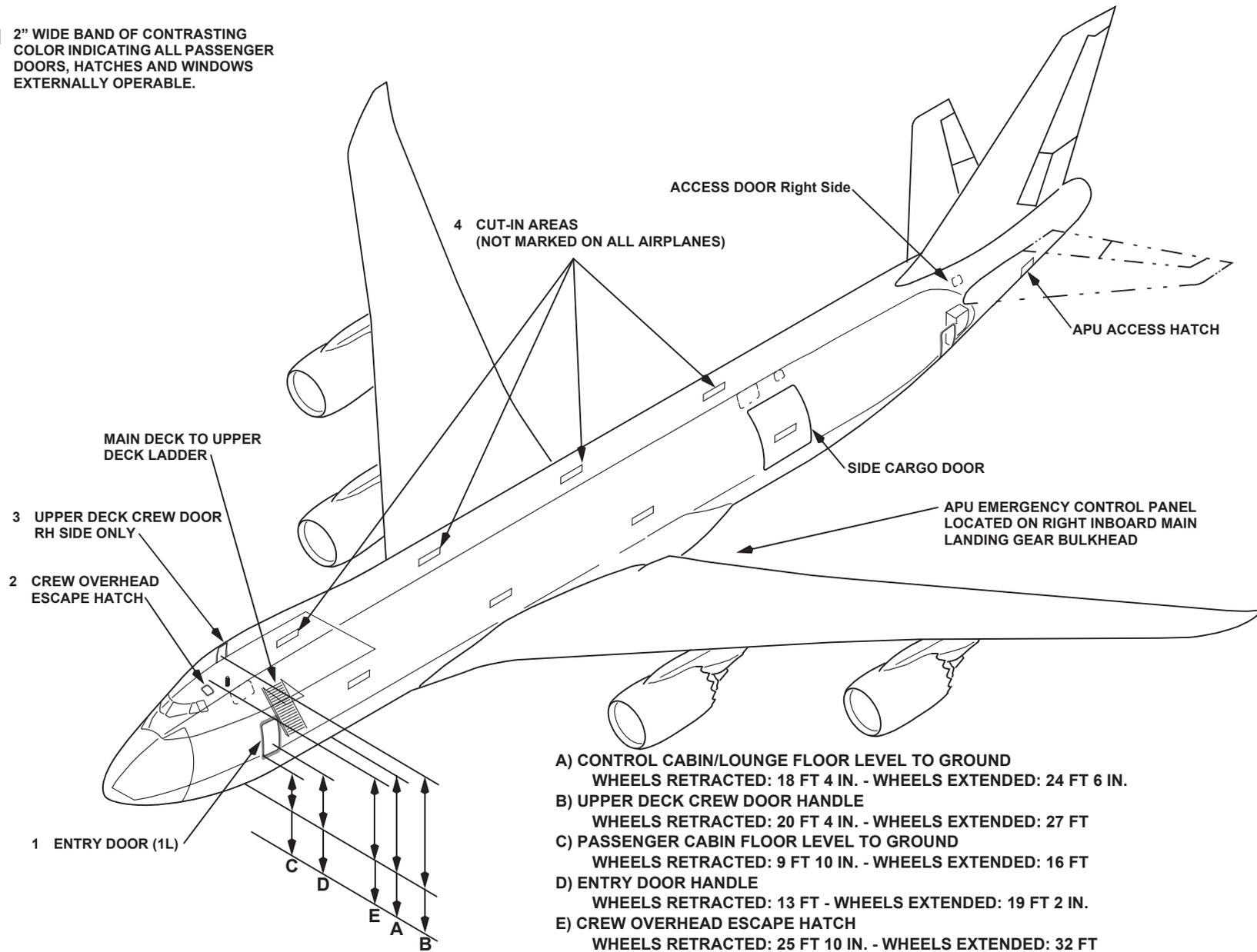
3 CUT-IN AREAS

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.

747-8 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-2

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

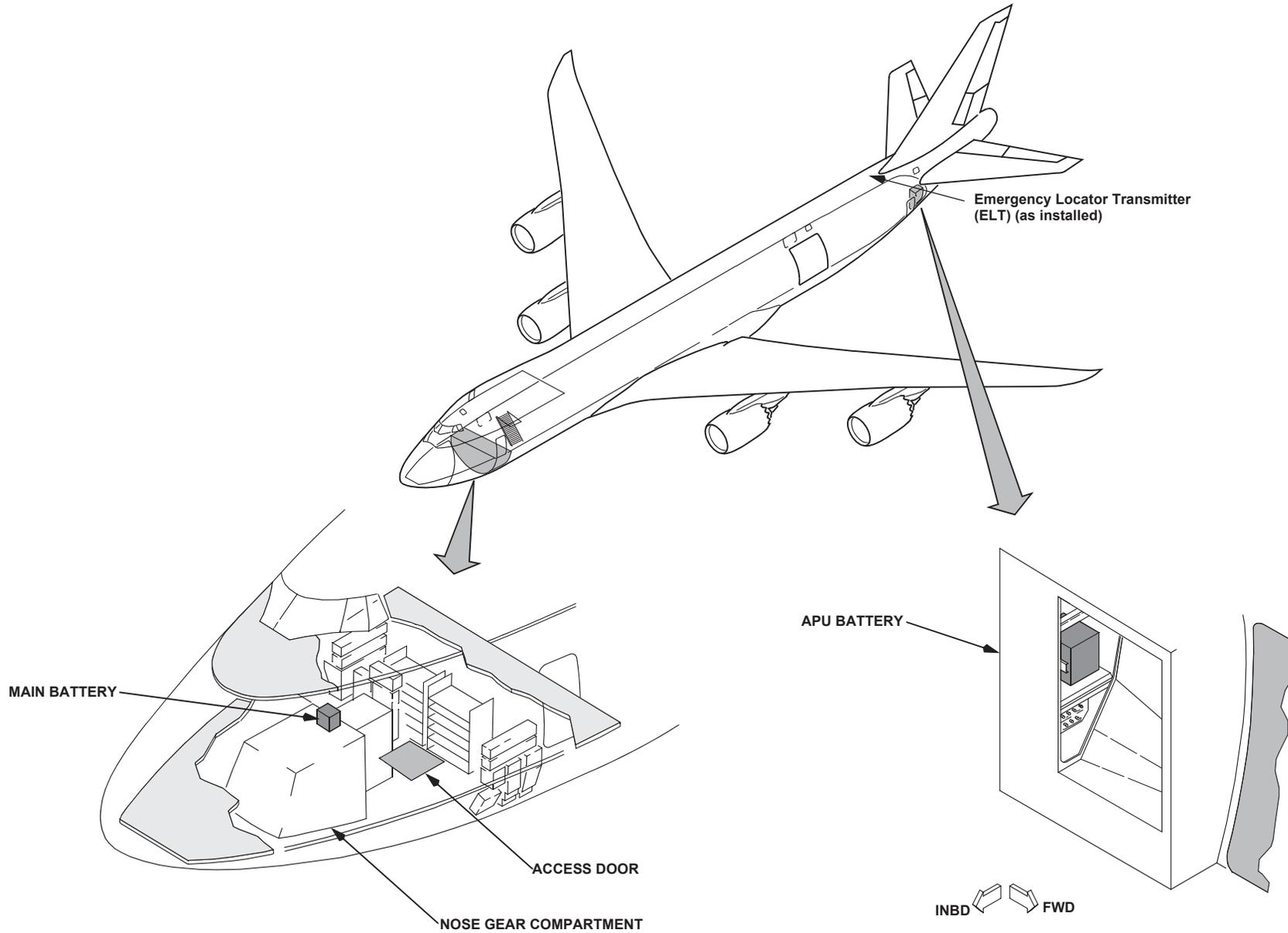


- A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
- B) UPPER DECK CREW DOOR HANDLE
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
- C) PASSENGER CABIN FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
- D) ENTRY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

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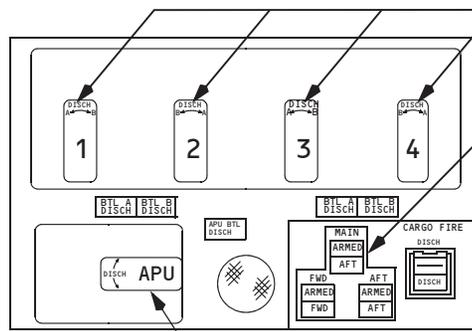
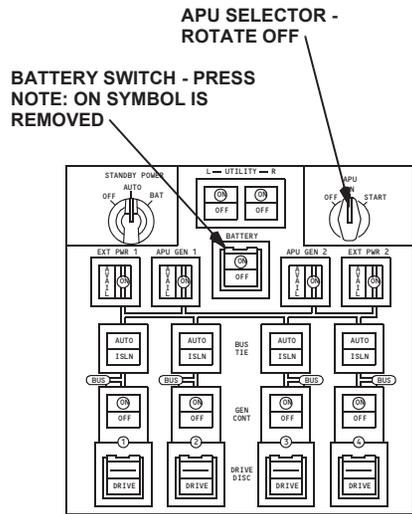
747-8 FREIGHTER SERIES

BATTERY LOCATIONS



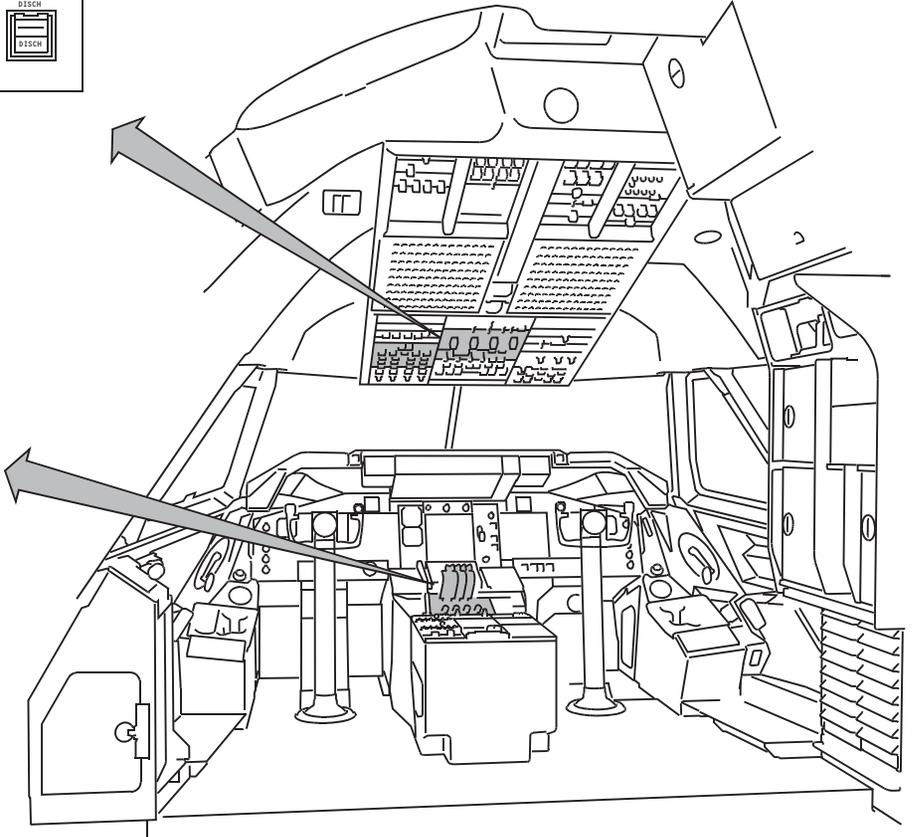
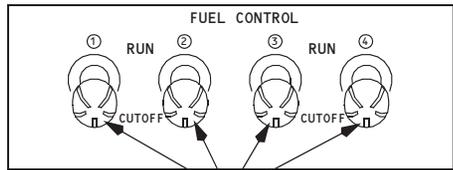
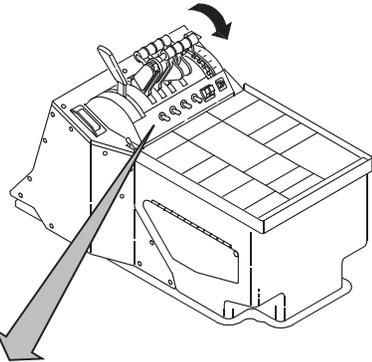
747-8 FREIGHTER SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



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

THRUST LEVERS - RETARD

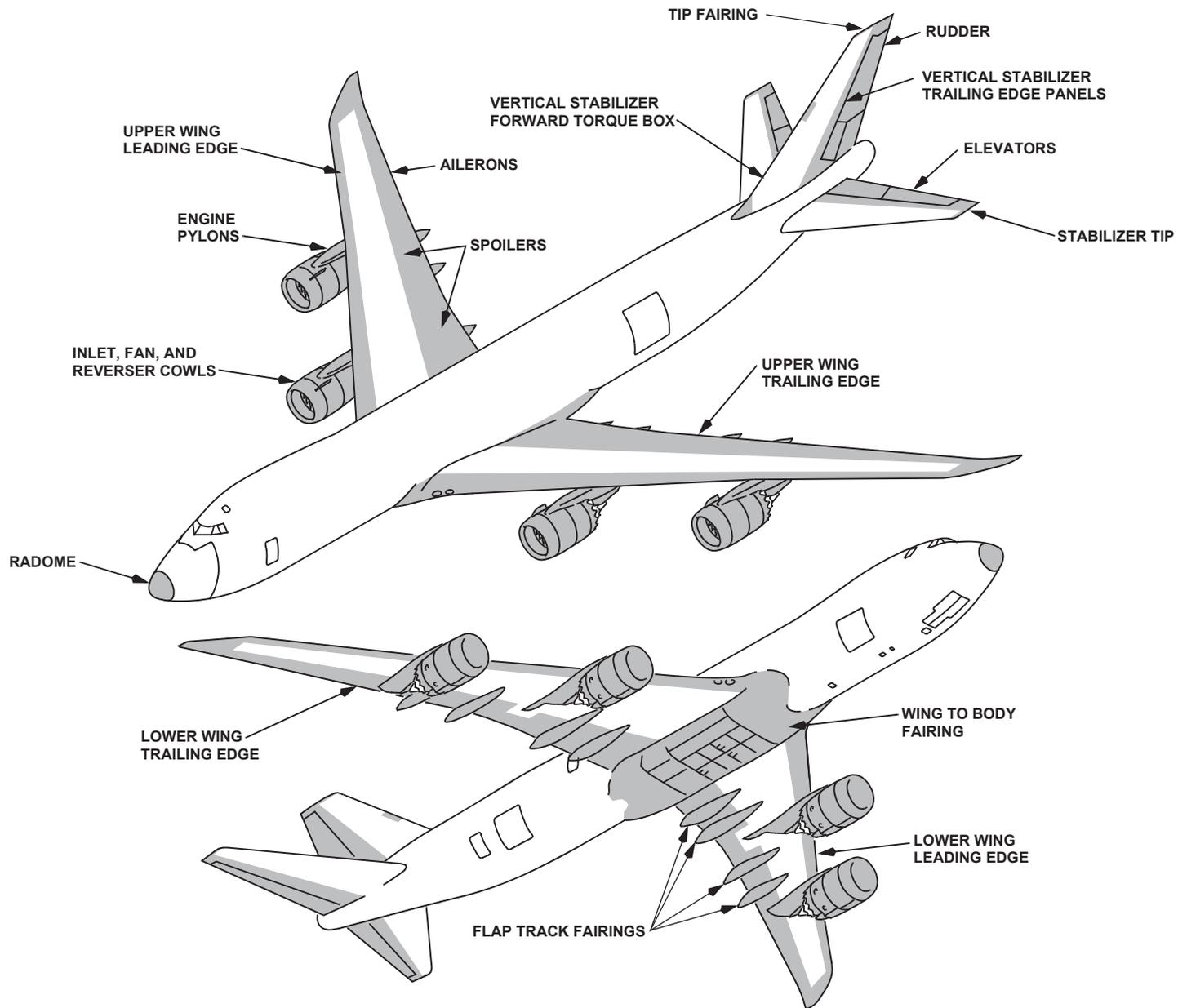


CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

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747-8 FREIGHTER SERIES

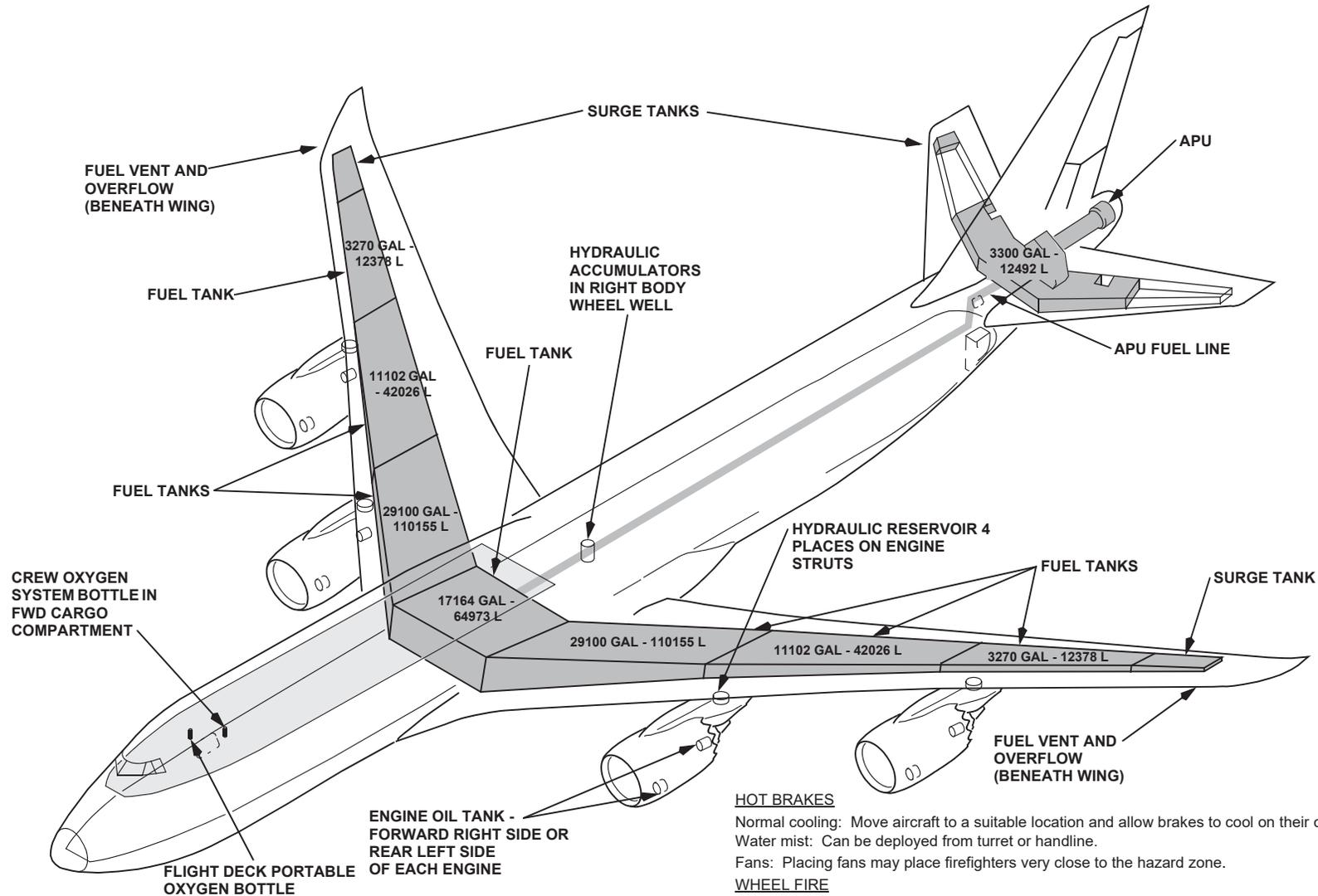
COMPOSITE MATERIALS LOCATIONS



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747-81

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.
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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.

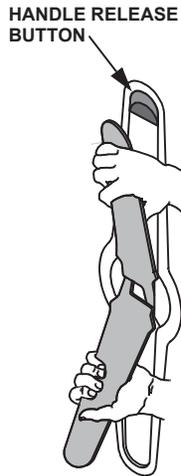
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

747-8I

EMERGENCY RESCUE ACCESS-1

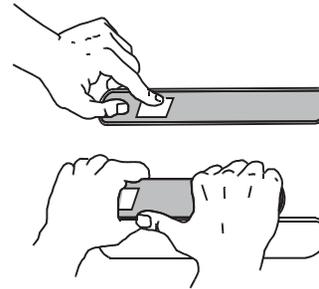
1 ENTRY DOORS EXTERNAL HANDLE (2)



- 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

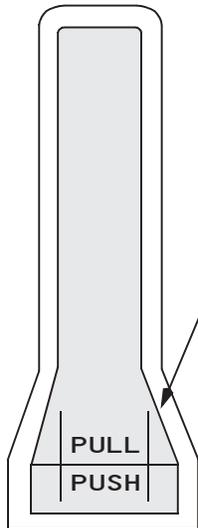
NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

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 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.

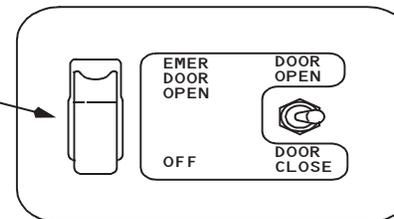
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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.

4 CUT-IN AREAS

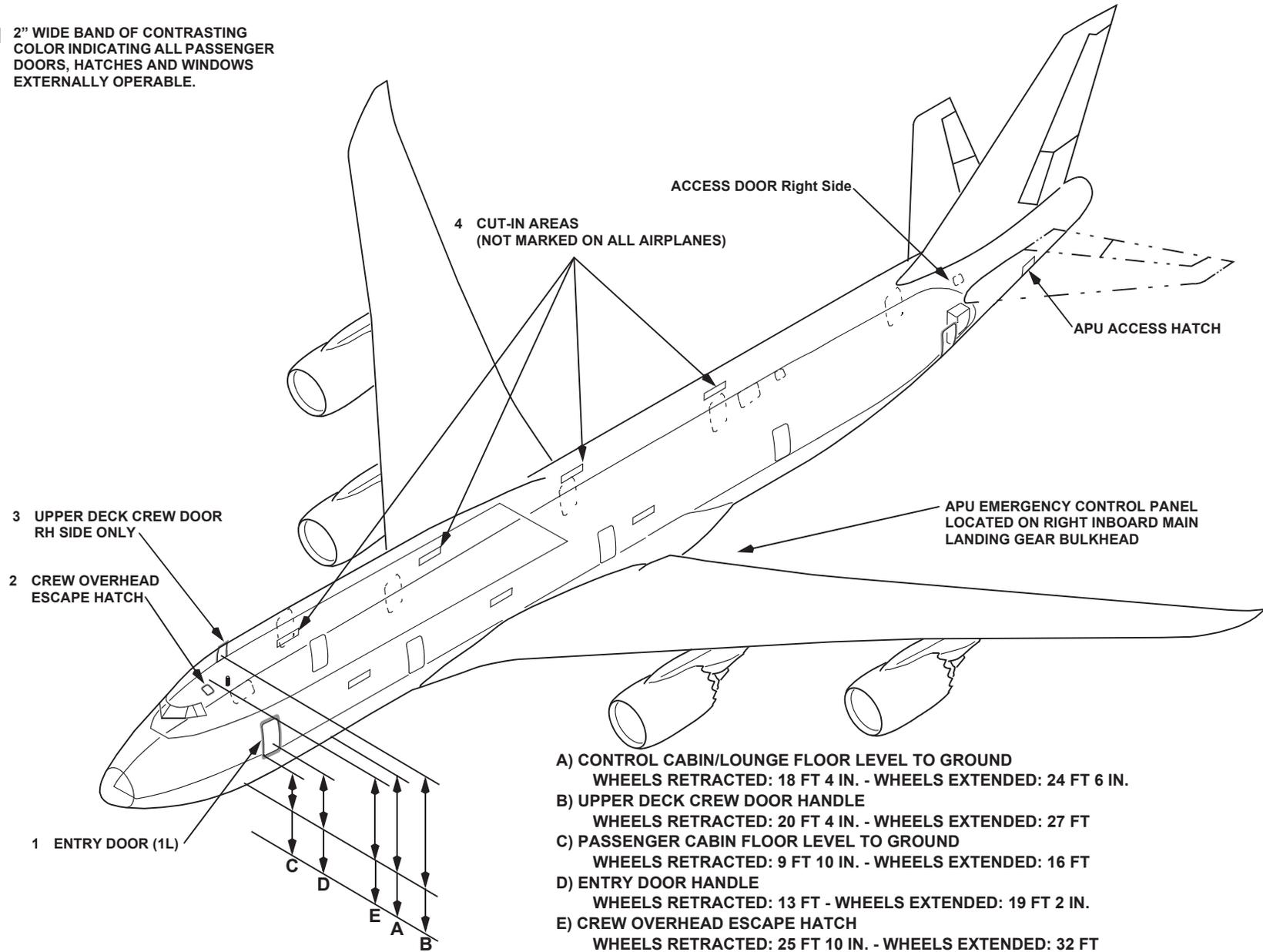
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



747-8I

EMERGENCY RESCUE ACCESS-2

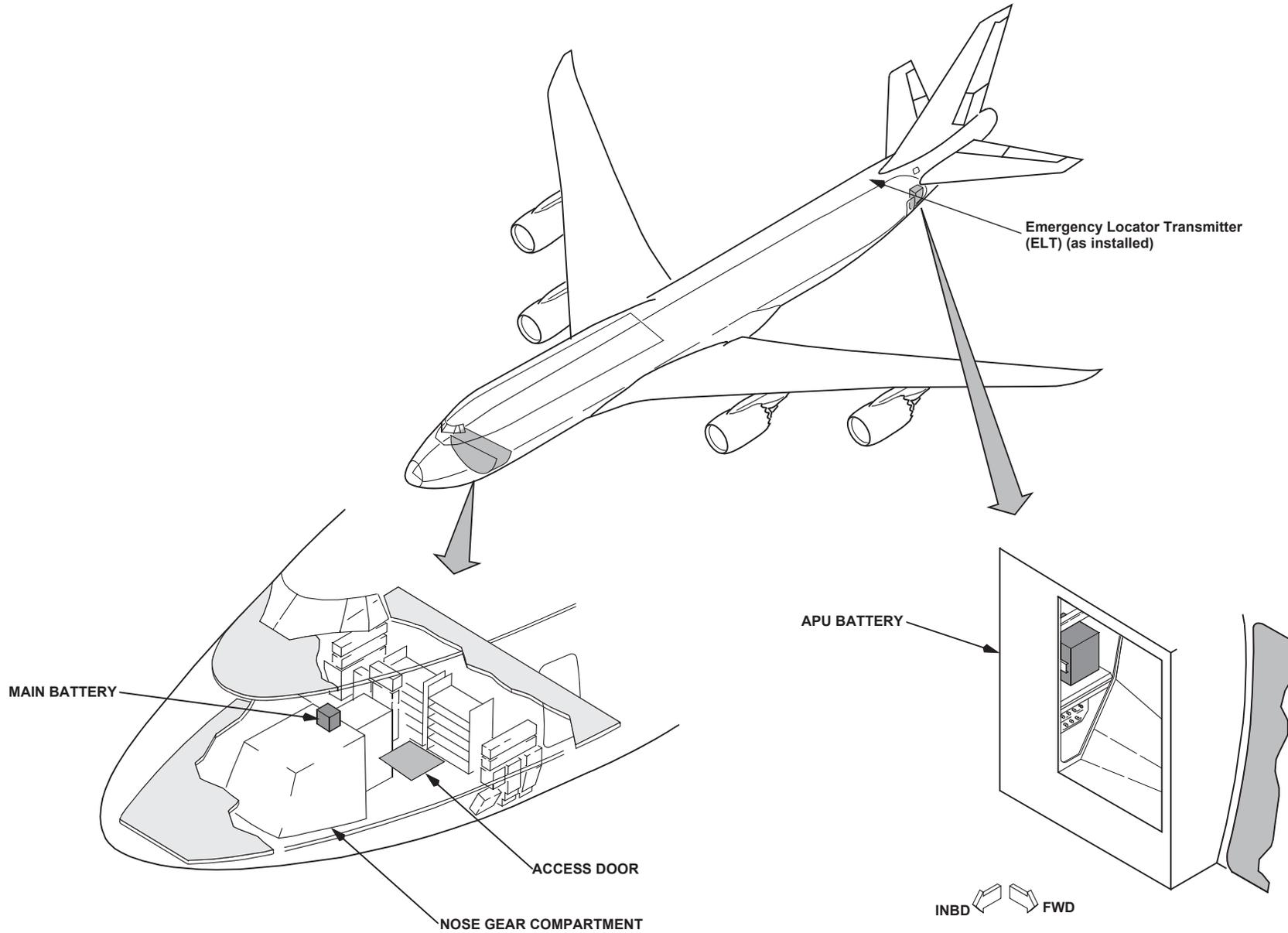
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



- 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

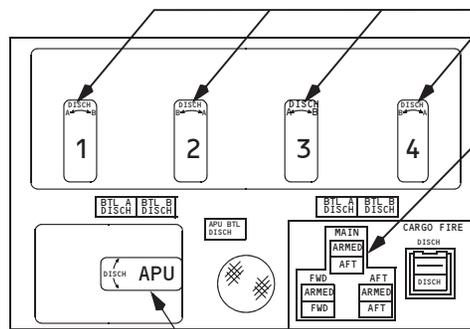
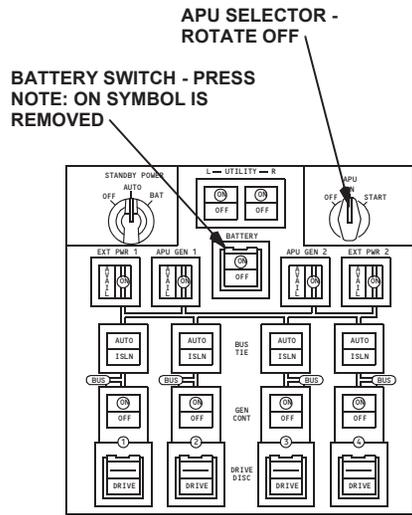
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BATTERY LOCATIONS



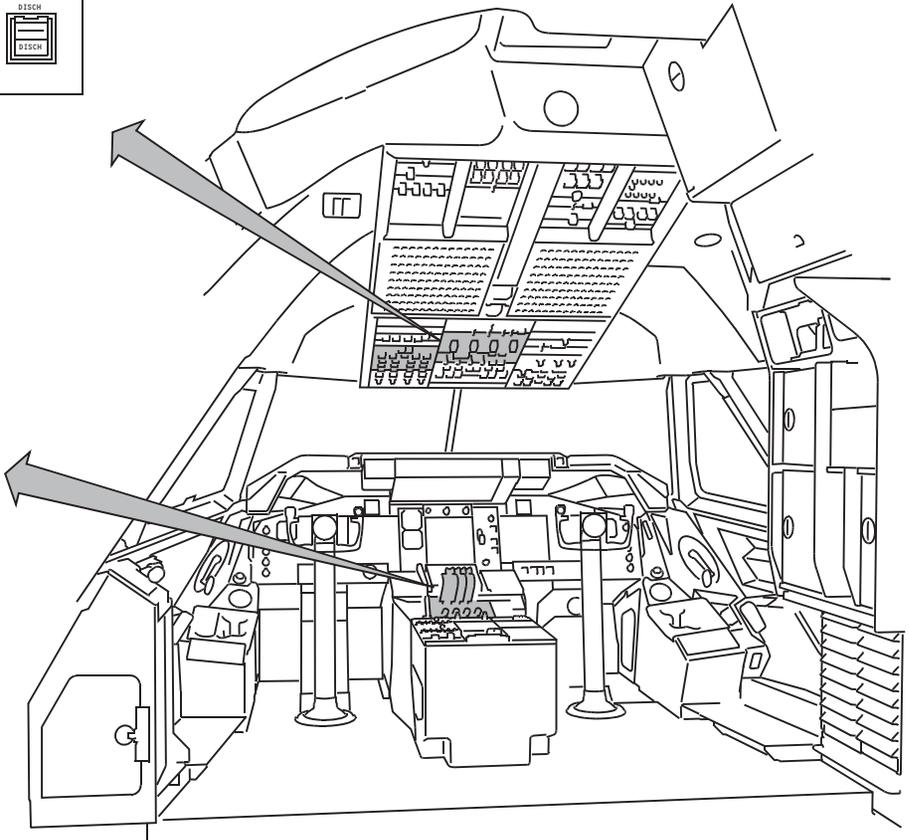
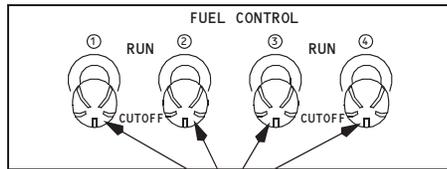
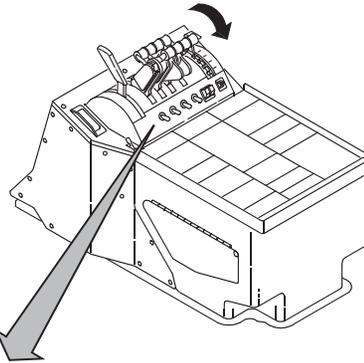
747-81

FLIGHT DECK CONTROL SWITCH LOCATIONS



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

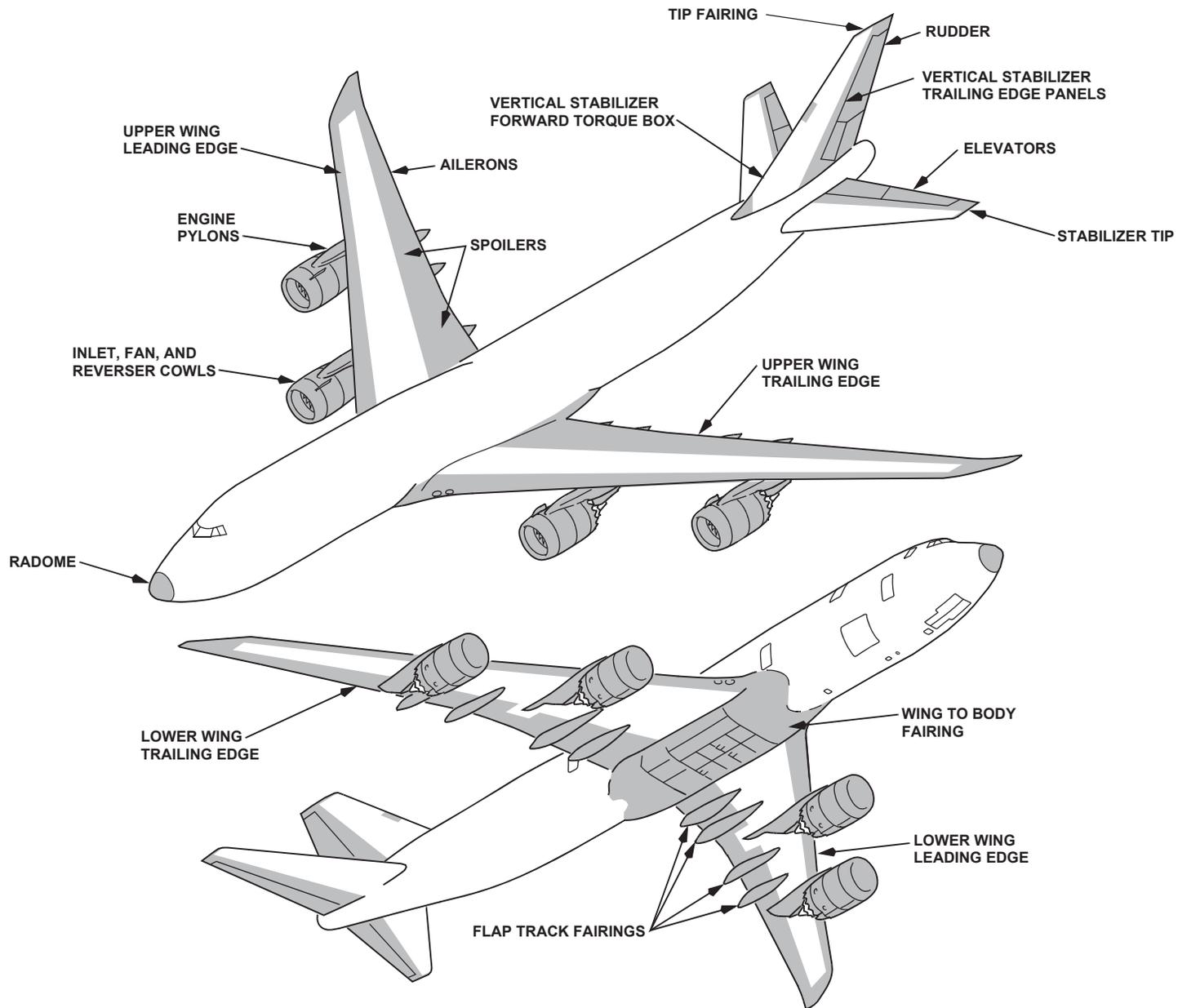
THRUST LEVERS - RETARD



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

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COMPOSITE MATERIALS LOCATIONS



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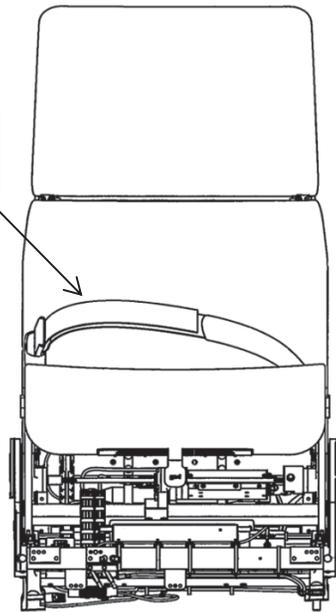
PASSENGER SEATBELT AIRBAGS

Passenger Seatbelt Airbags

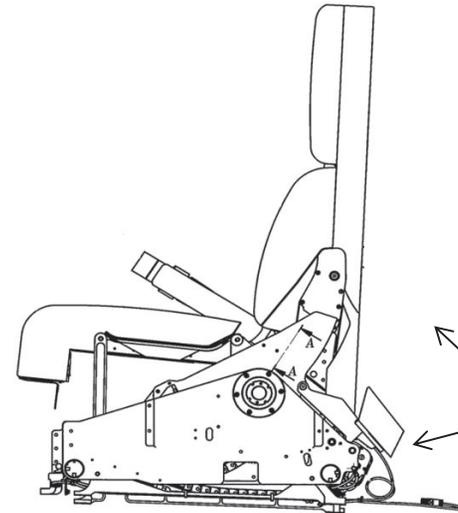
NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

Lap Inflatable Seatbelt



Front View



Firing System is contained within seat assembly

Side View

Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflater) 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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