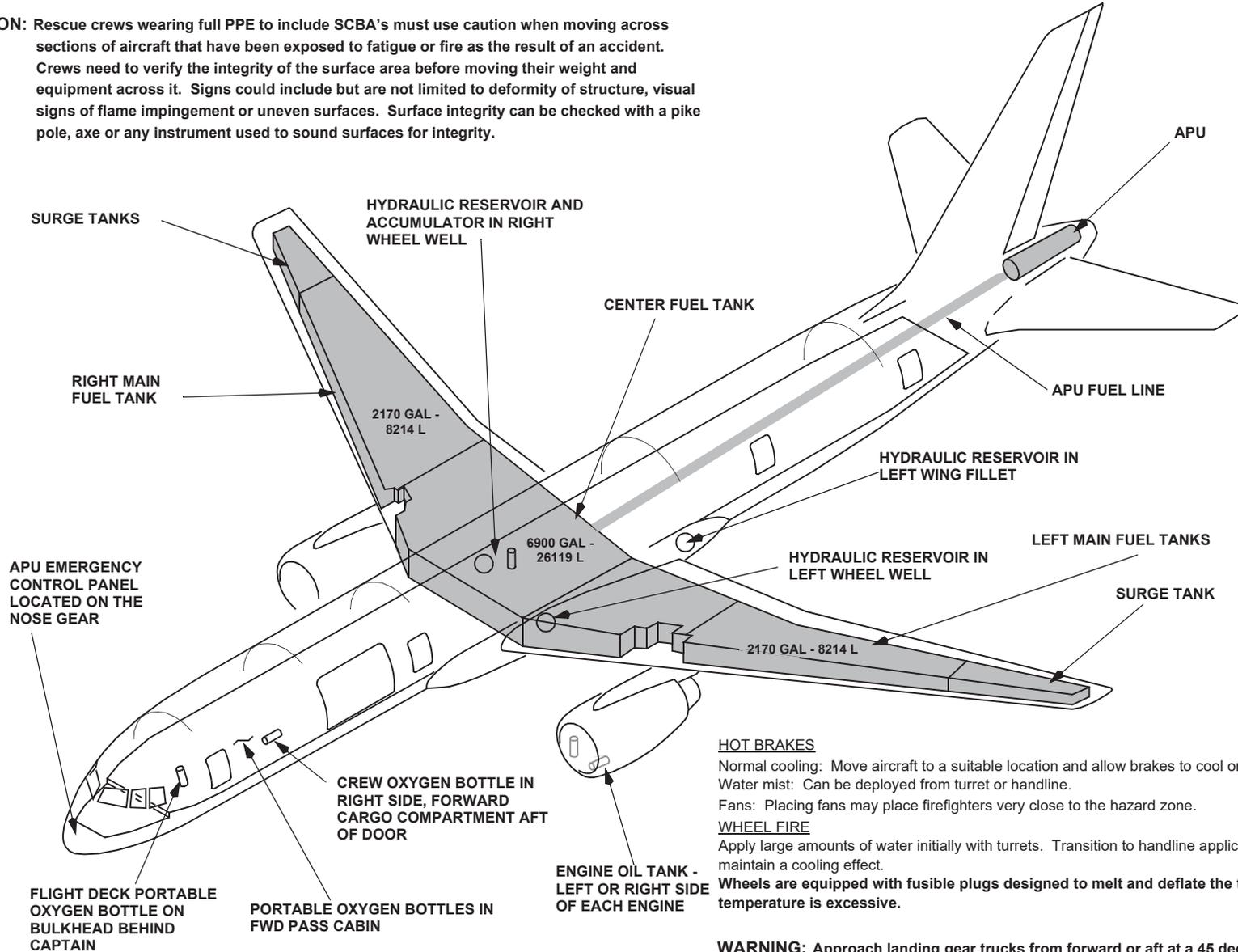


# 757-200 & 200 COMBI SERIES

# 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.

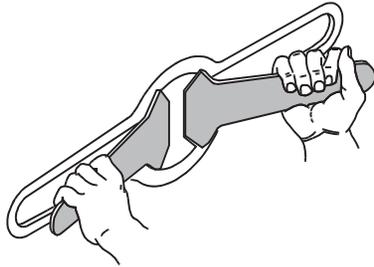
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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.

# 757-200 & 200 COMBI SERIES

# EMERGENCY RESCUE ACCESS-1

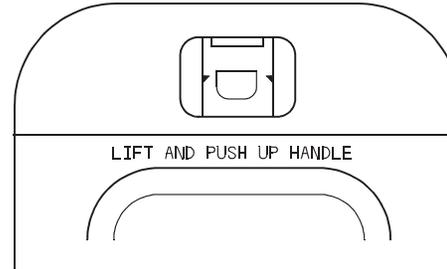
## 1 ENTRY/SERVICE DOORS EXTERNAL HANDLE



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



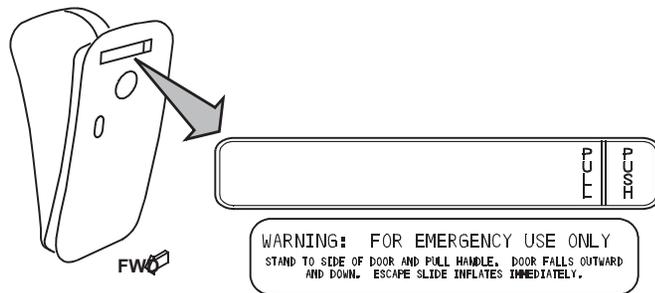
TO OPEN HATCH:

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.

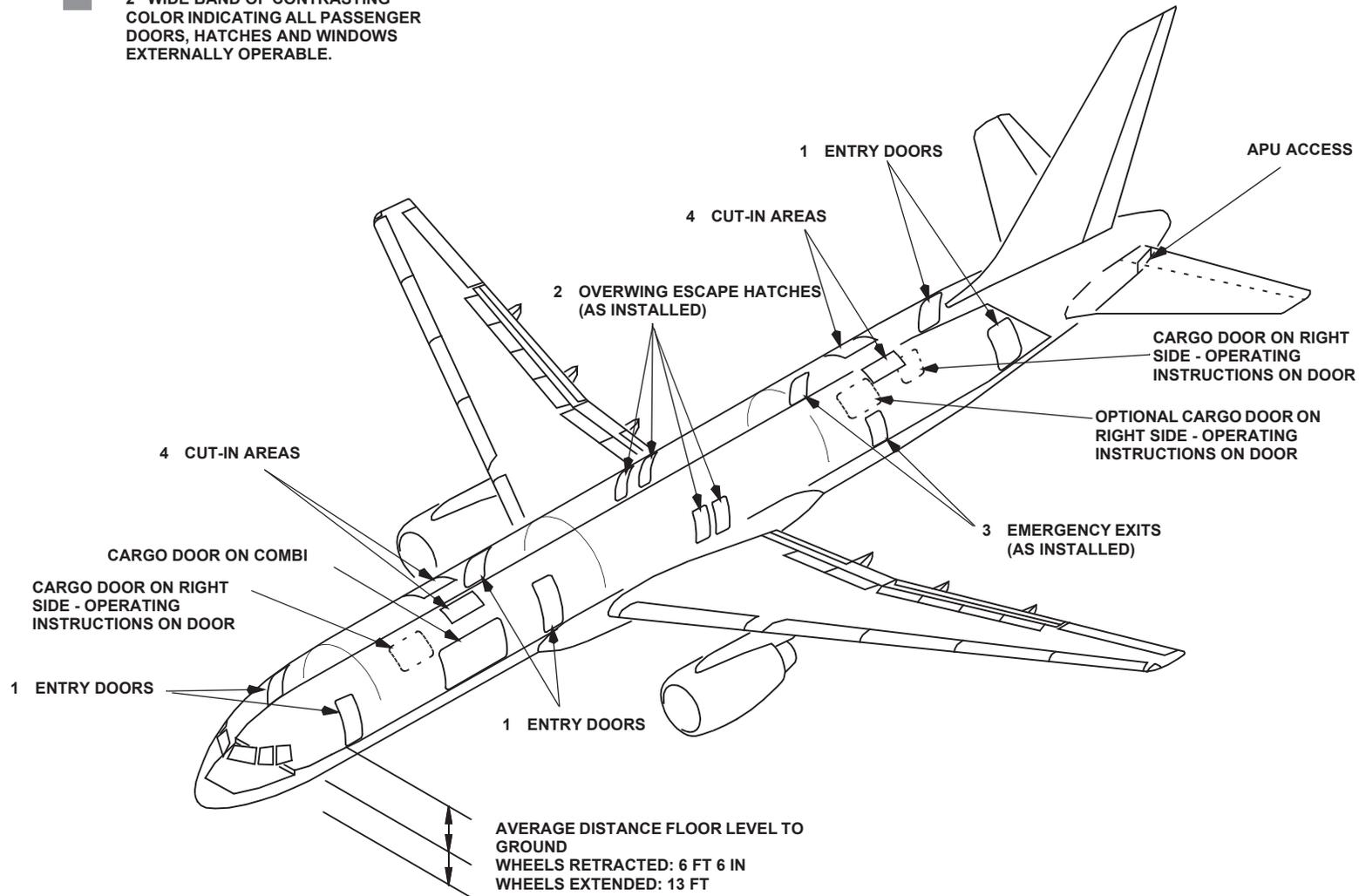
## 4 CUT-IN AREAS

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.

# 757-200 & 200 COMBI SERIES

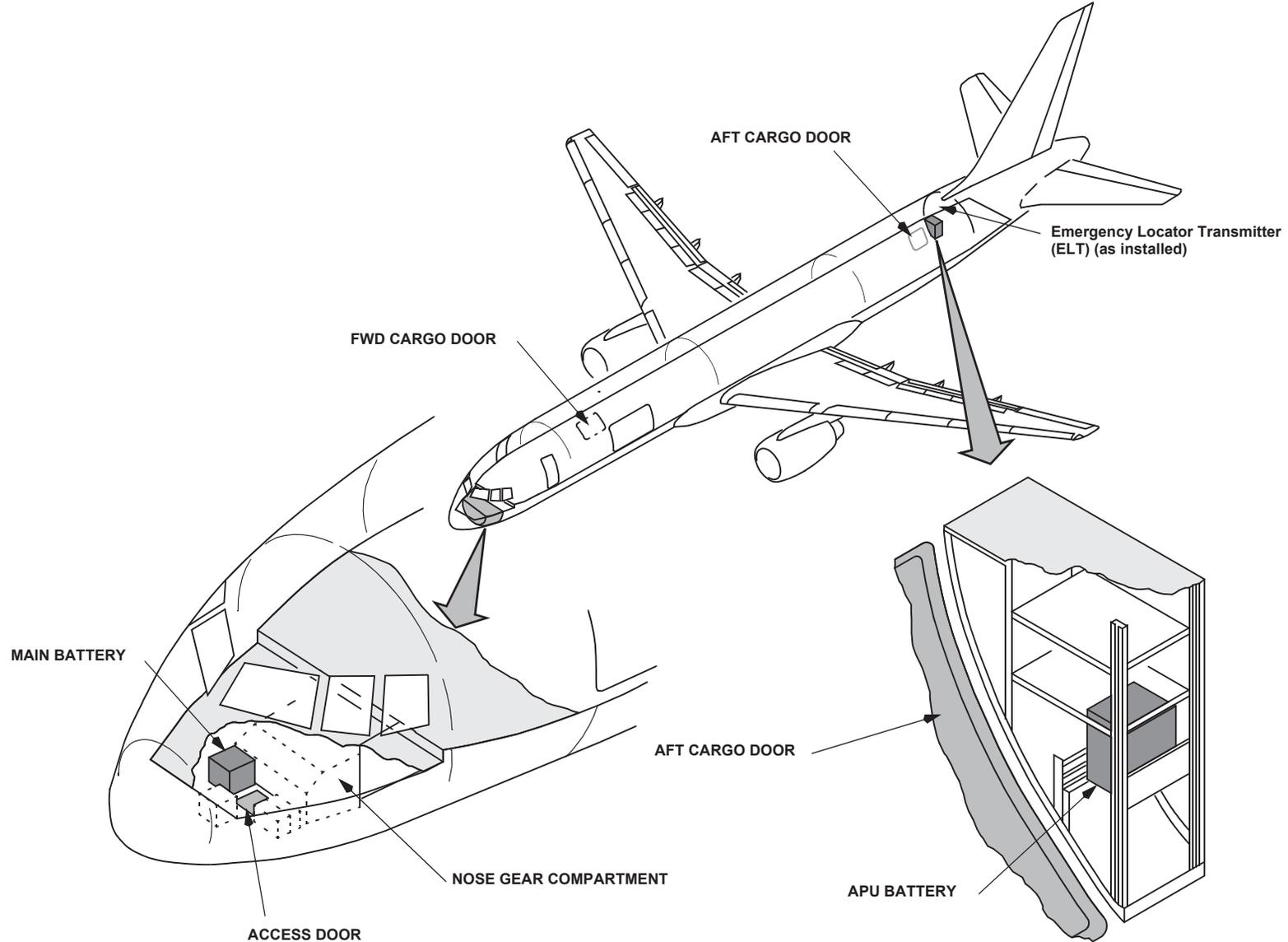
# EMERGENCY RESCUE ACCESS-2

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

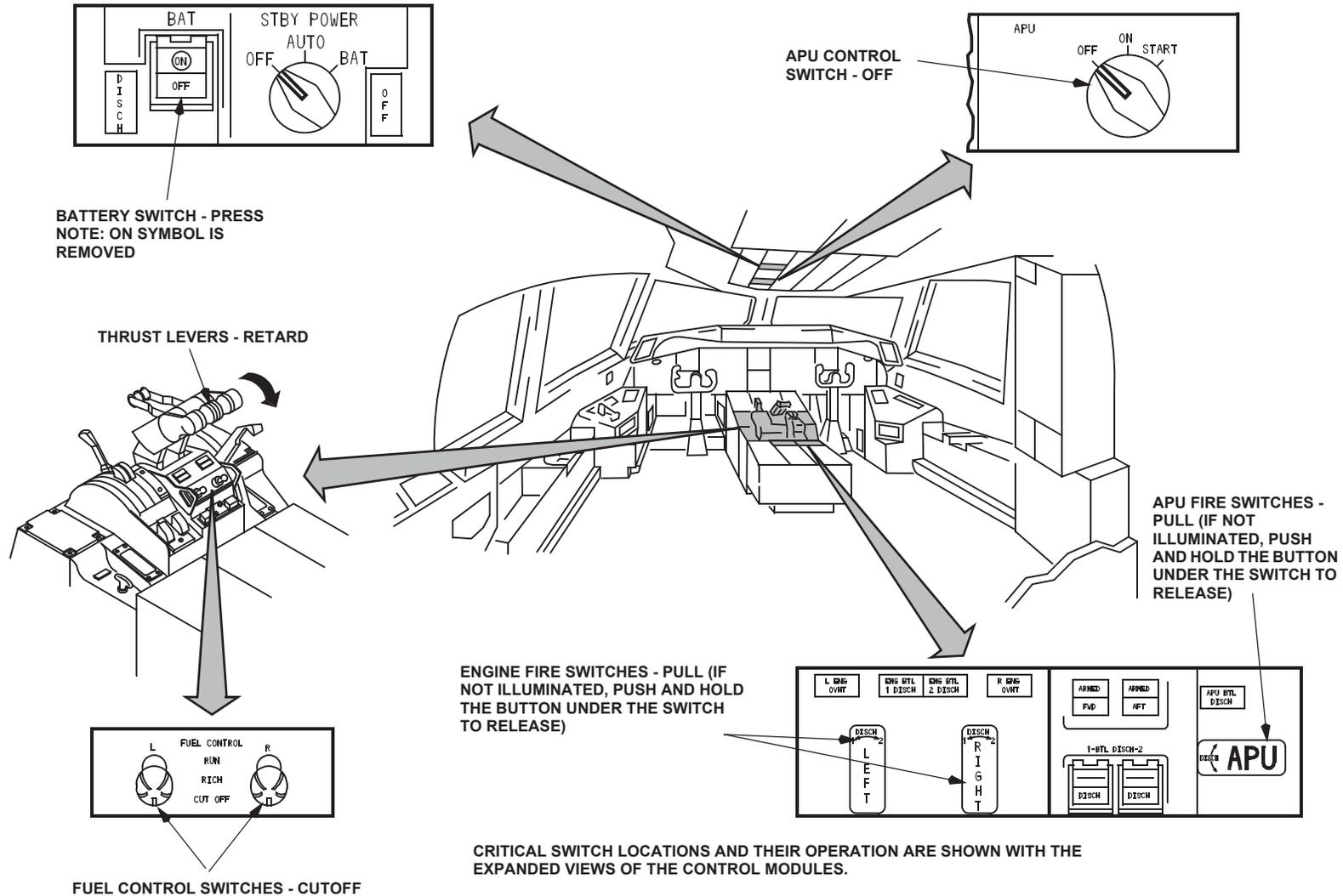


**757-200 & 200 COMBI SERIES**

**BATTERY LOCATIONS**



# 757-200 & 200 COMBI SERIES FLIGHT DECK CONTROL SWITCH LOCATIONS





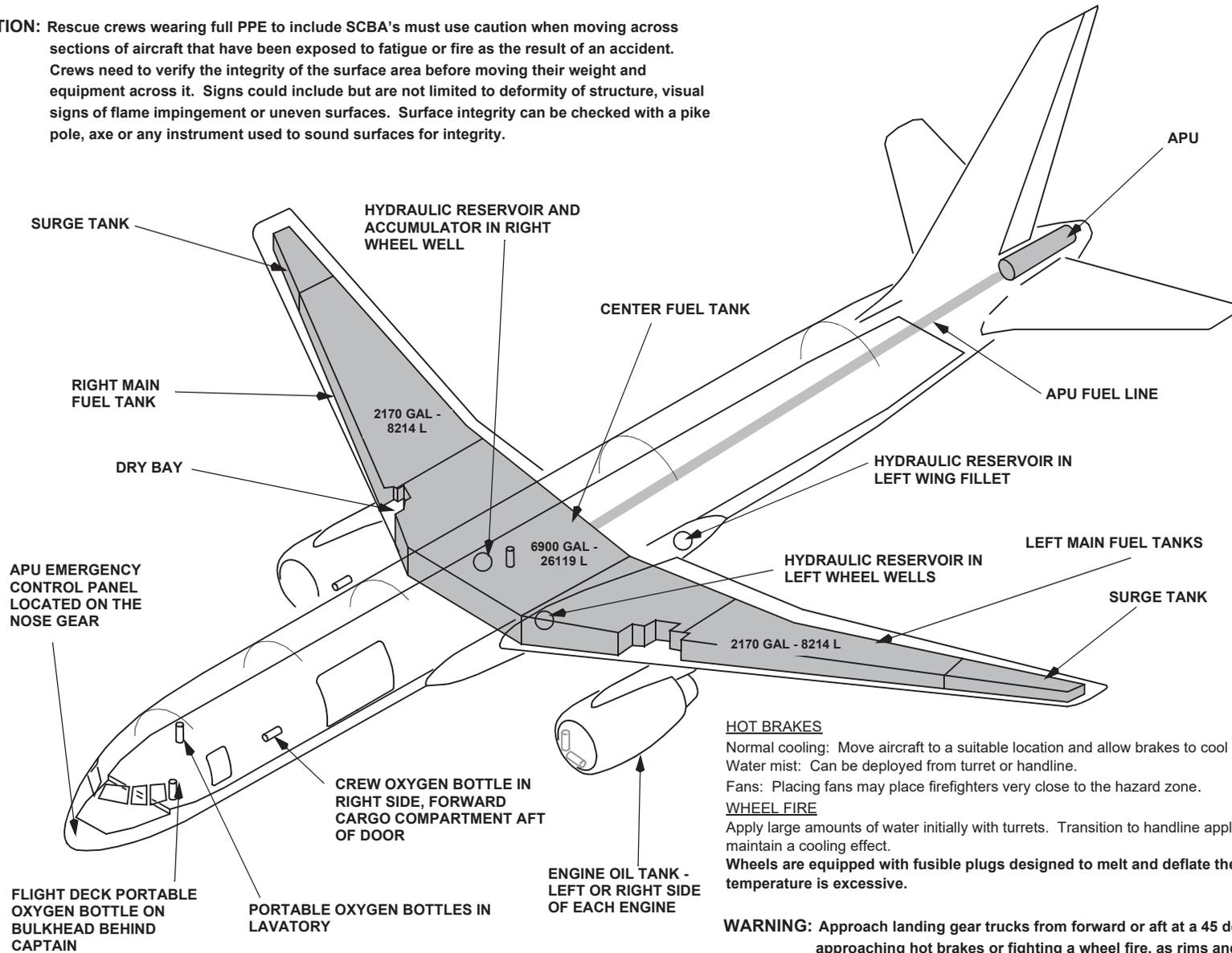
# **757-200 & 200 COMBI SERIES**

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# 757-200 PACKAGE FREIGHTER

# FLAMMABLE MATERIAL LOCATIONS

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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.

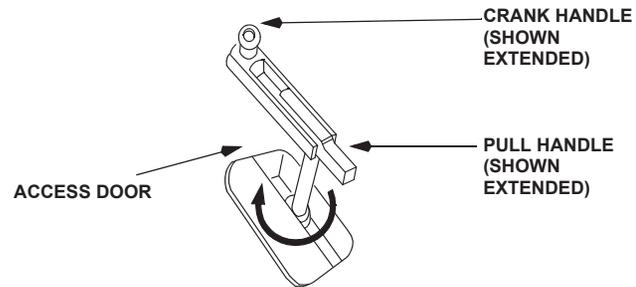
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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.

## 757-200 PACKAGE FREIGHTER

## EMERGENCY RESCUE ACCESS-1

## 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.

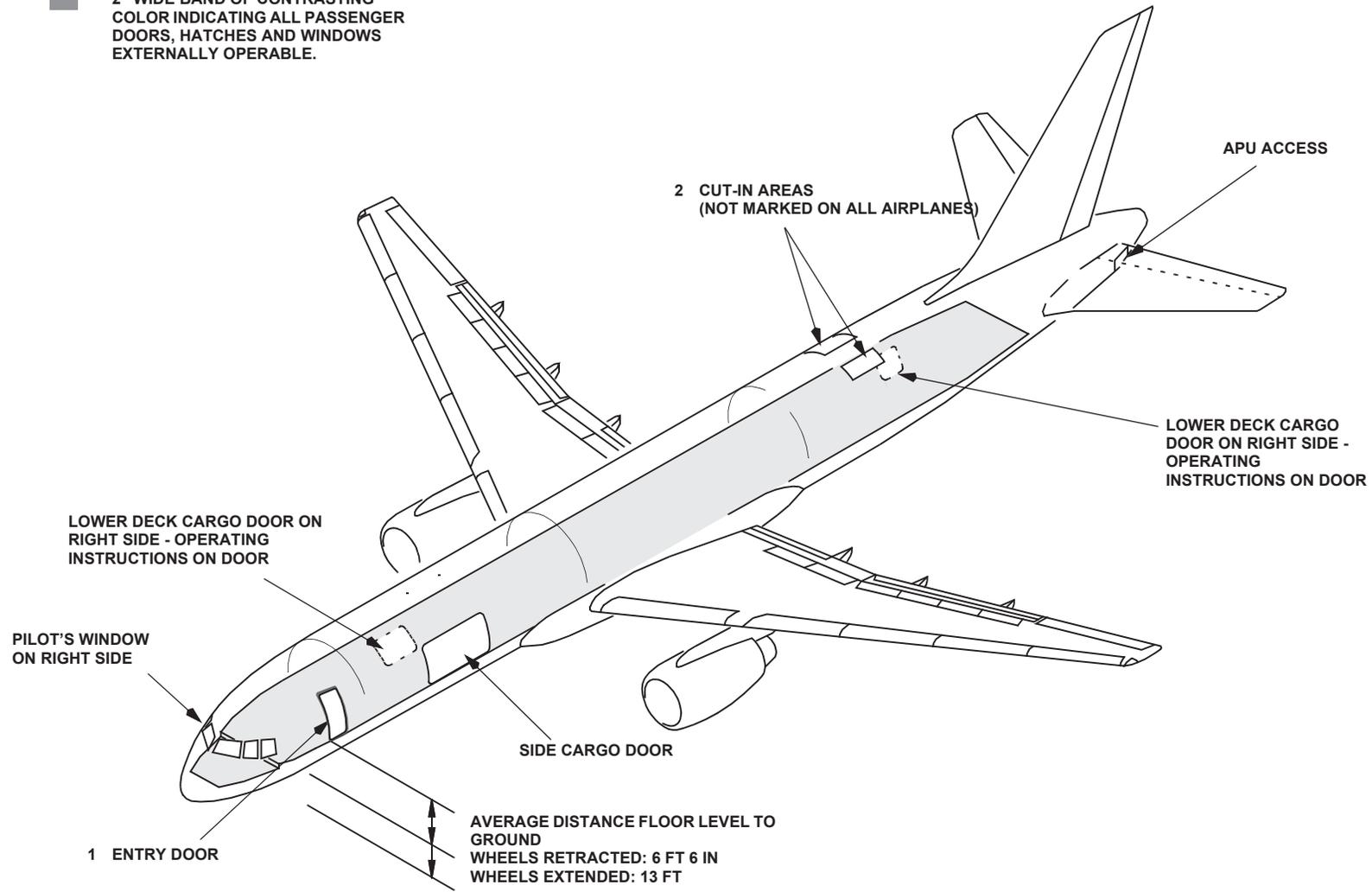
## 2 CUT-IN AREAS

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.

# 757-200 PACKAGE FREIGHTER

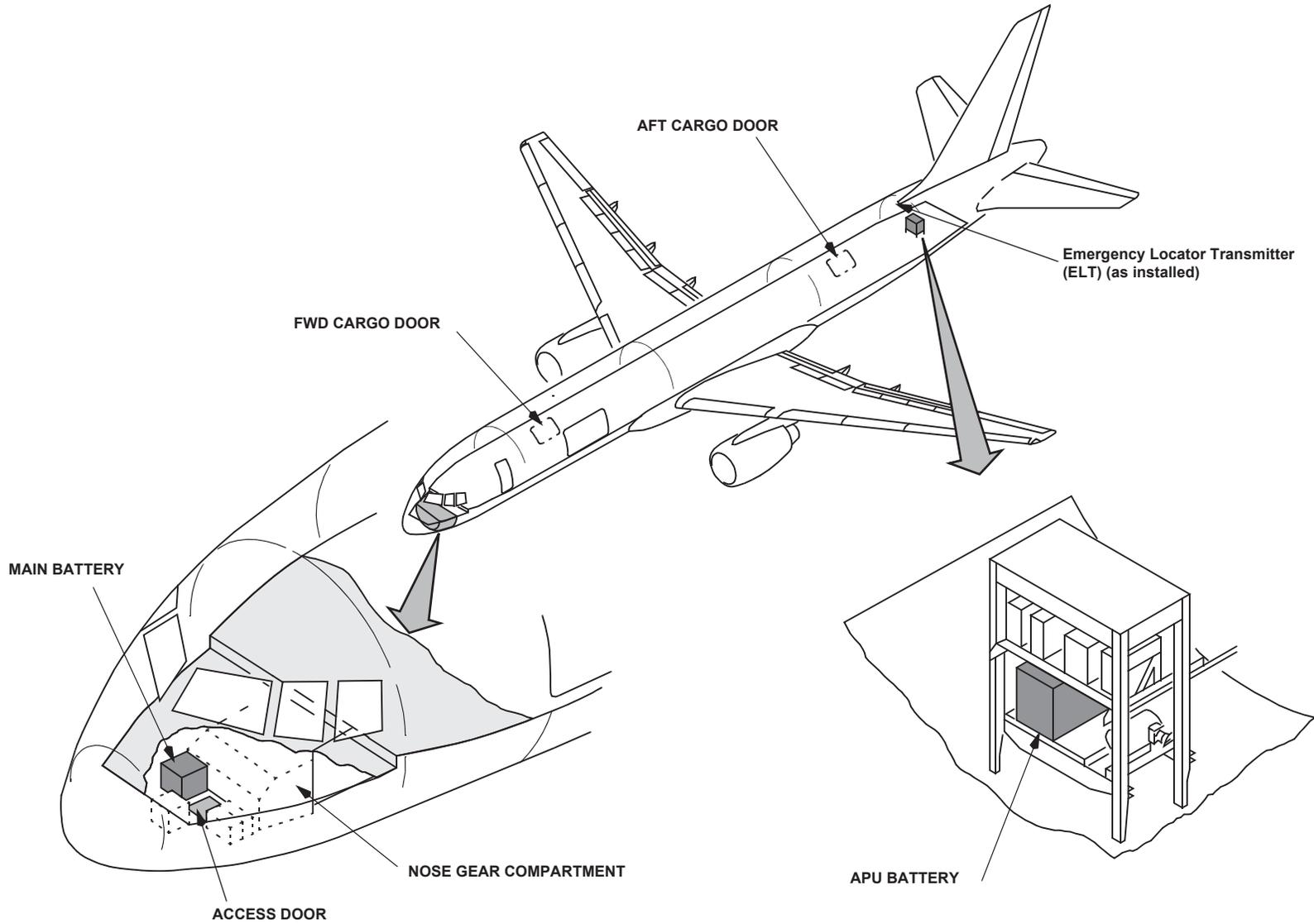
# EMERGENCY RESCUE ACCESS-2

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

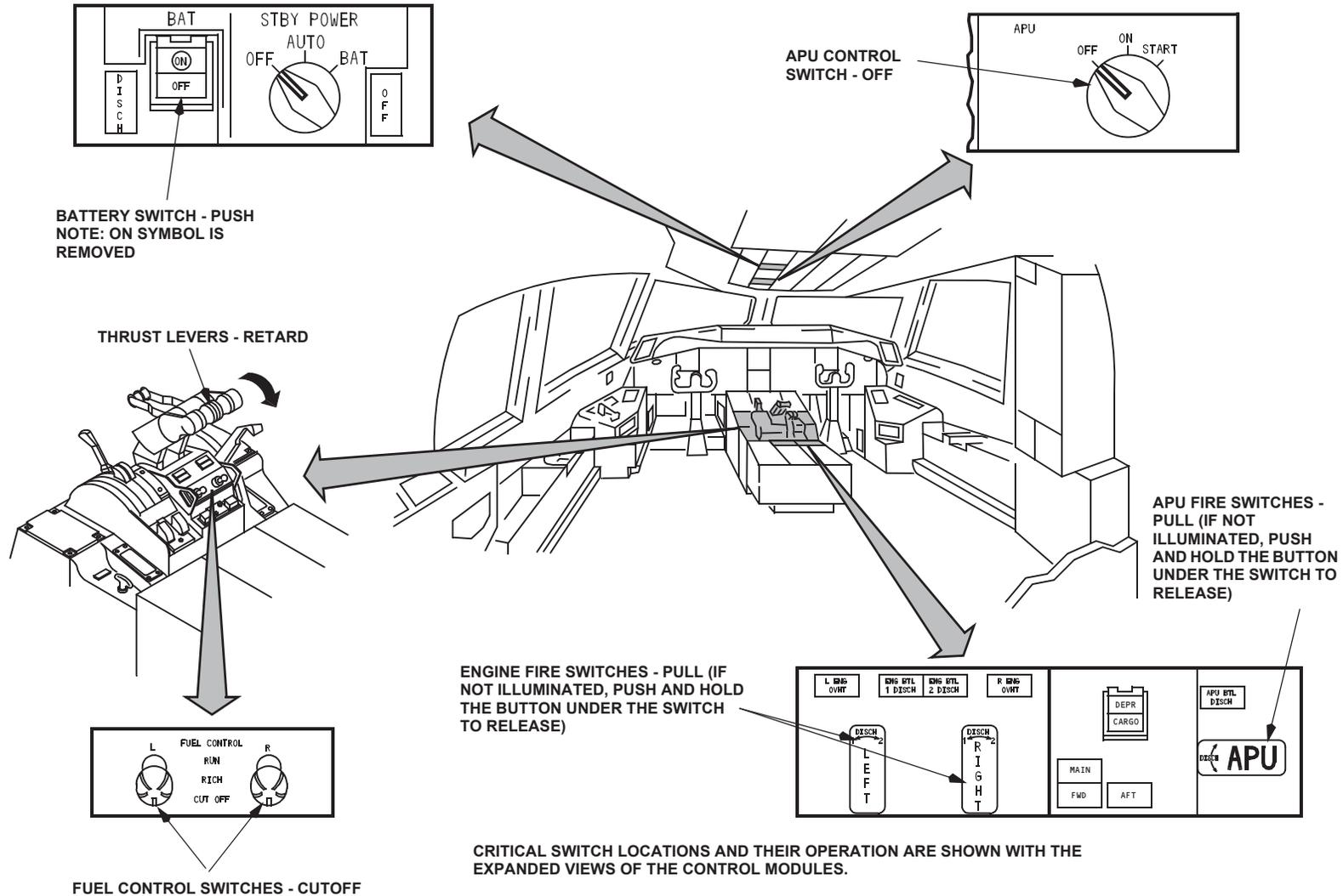


**757-200 PACKAGE FREIGHTER**

**BATTERY LOCATIONS**



# 757-200 PACKAGE FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS





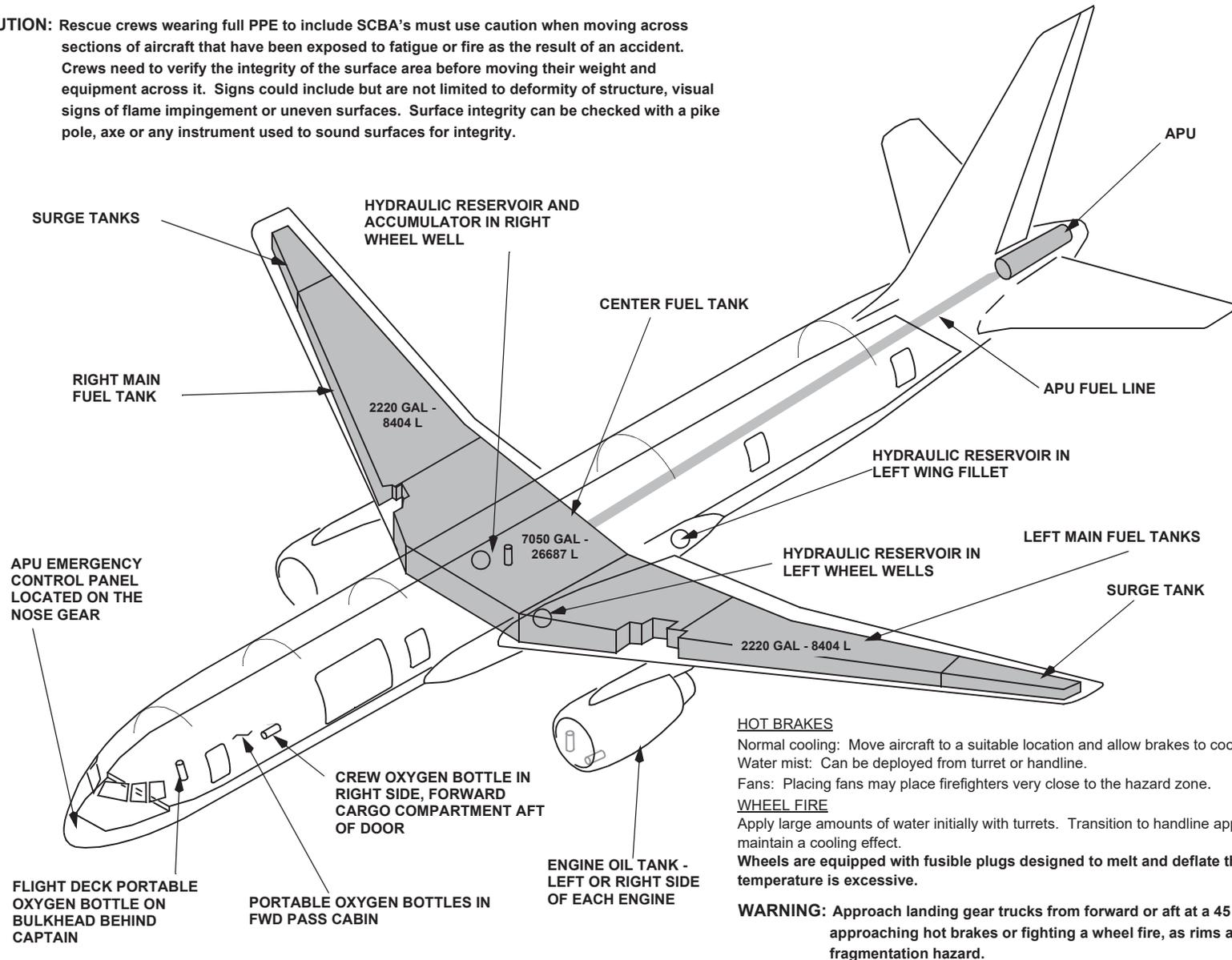
# **757-200 PACKAGE FREIGHTER**

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# 757-300 SERIES

# FLAMMABLE MATERIAL LOCATIONS

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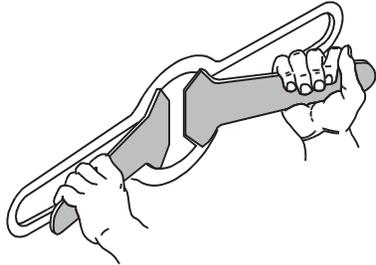
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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# 757-300 SERIES

# EMERGENCY RESCUE ACCESS-1

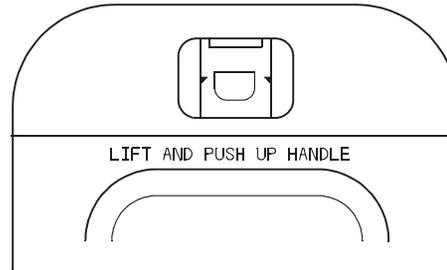
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3. PULL DOOR OUTWARD.

## 2 OVERWING ESCAPE HATCHES



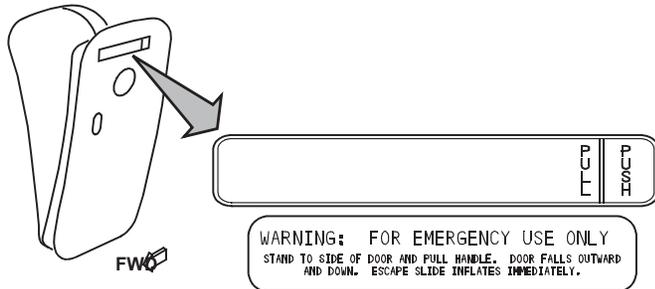
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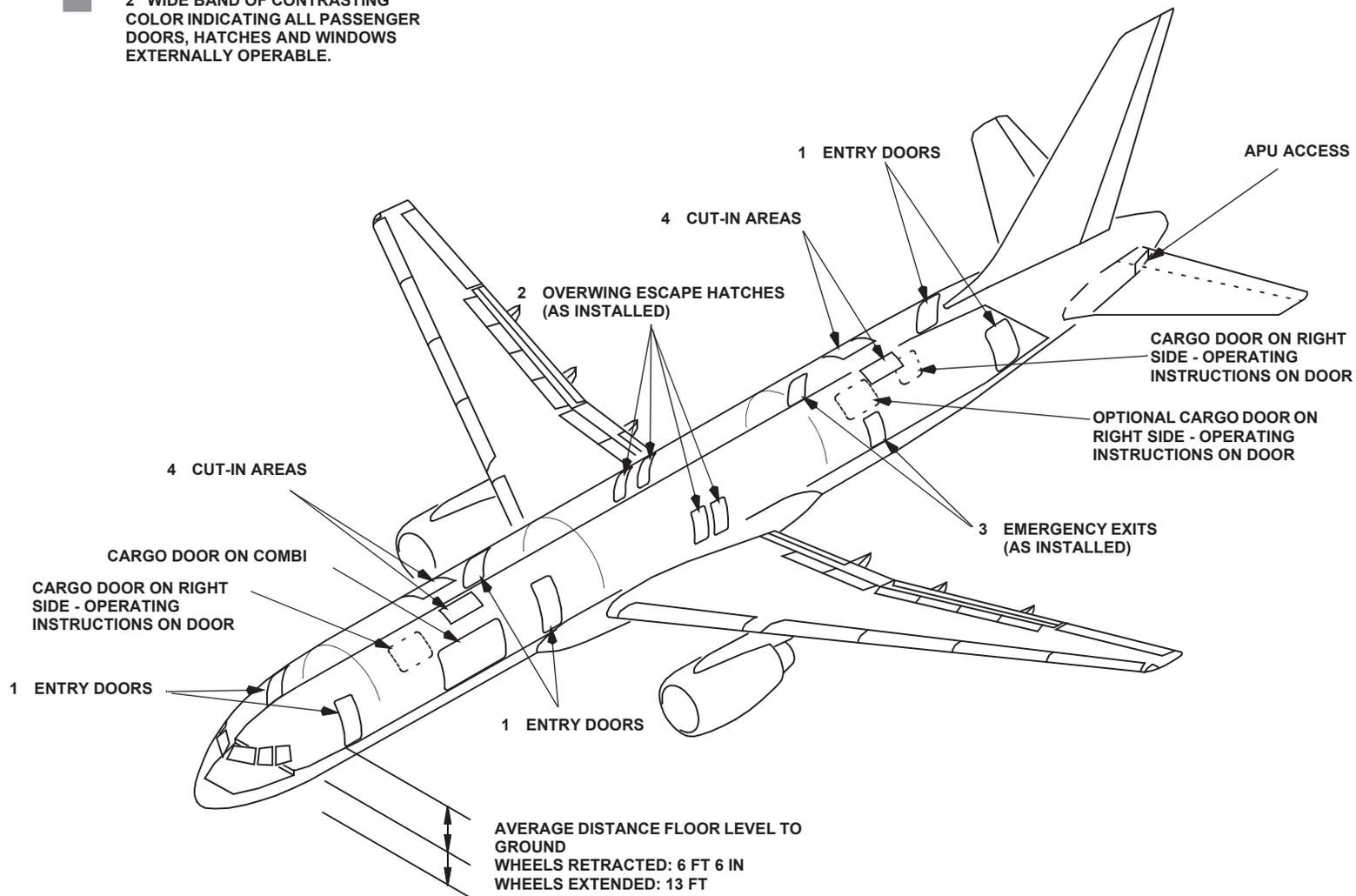
## 4 CUT-IN AREAS

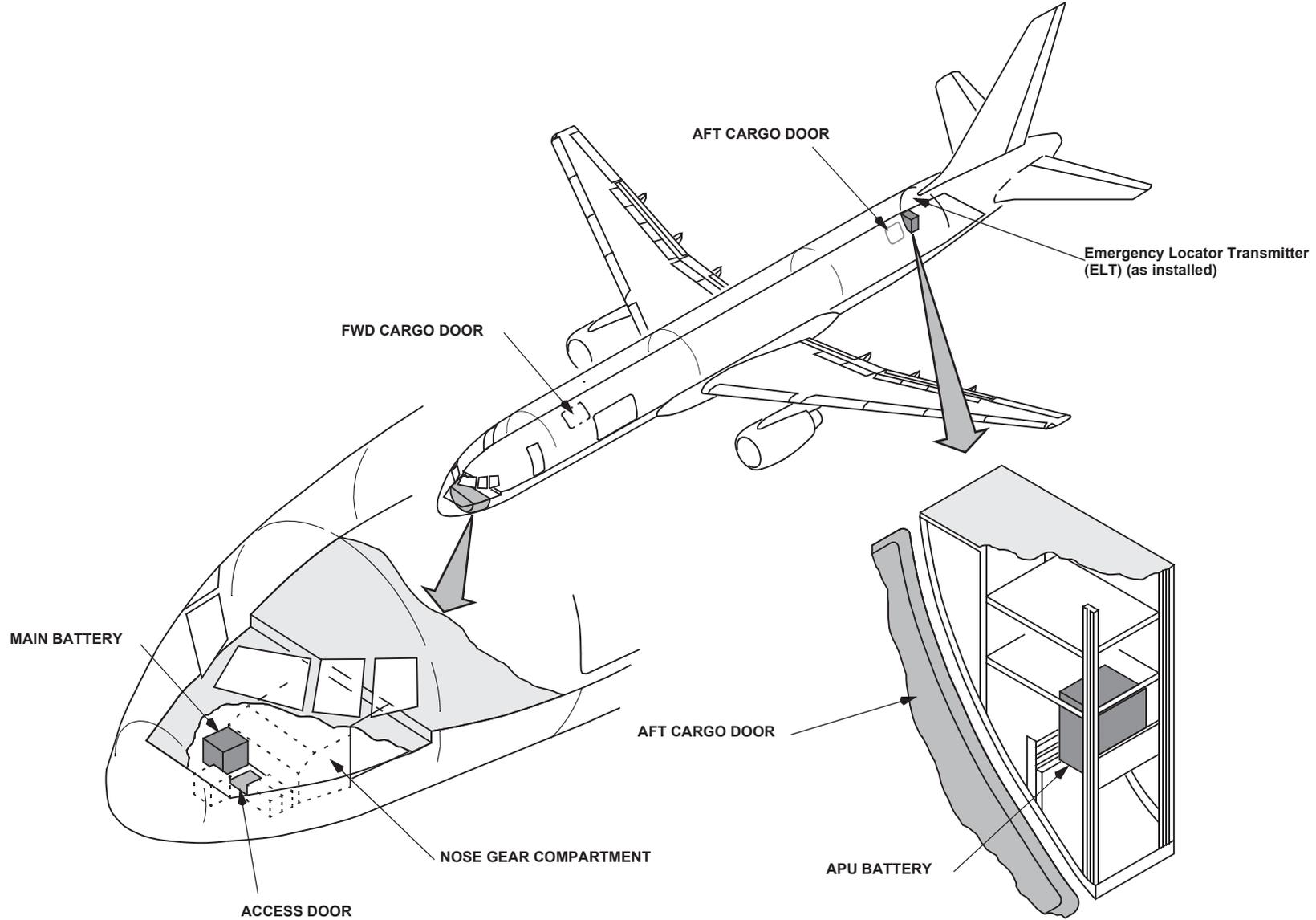
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# 757-300 SERIES

# EMERGENCY RESCUE ACCESS-2

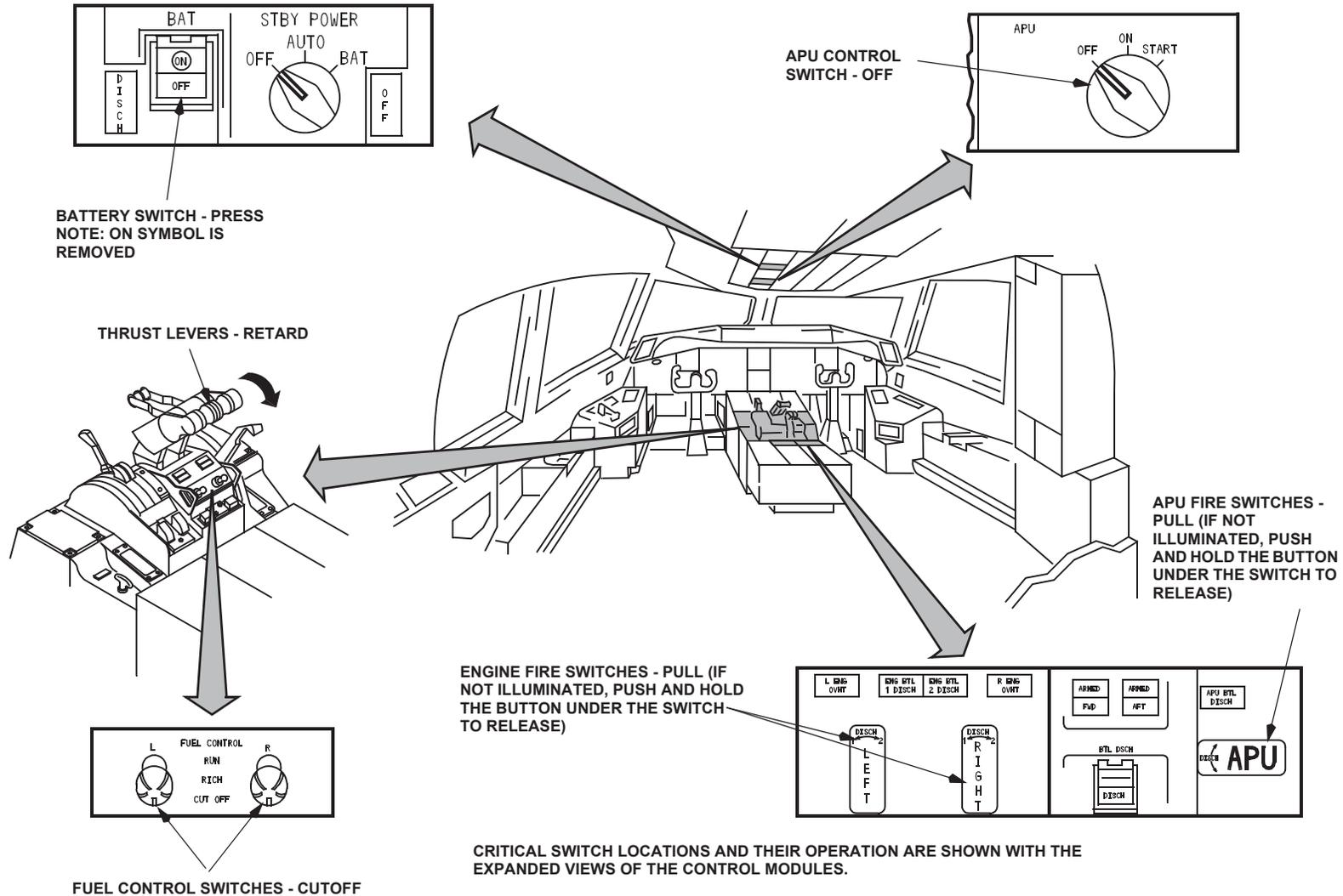
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.





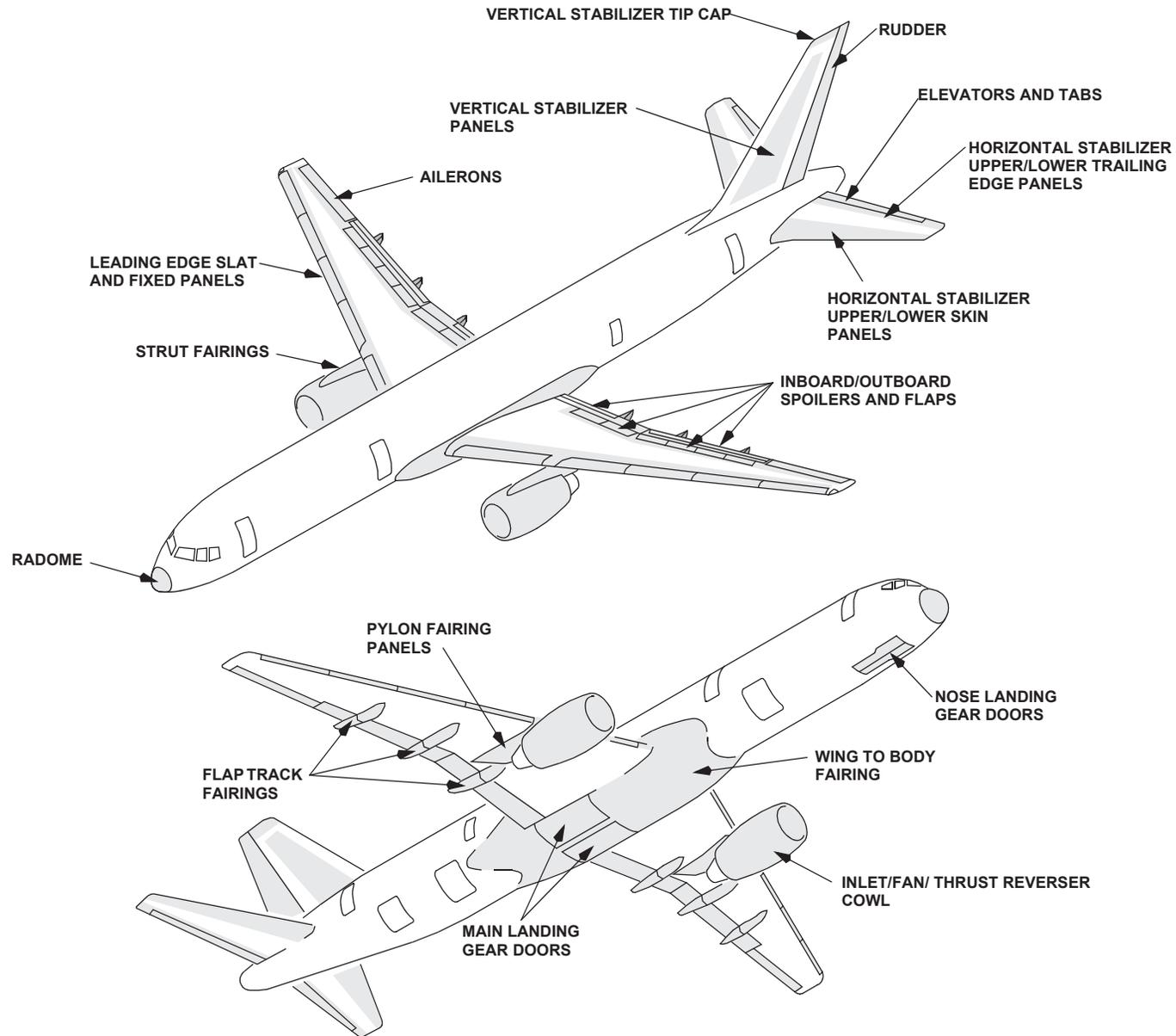
# 757-300 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



**757-300 SERIES**

**COMPOSITE MATERIALS LOCATIONS**



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