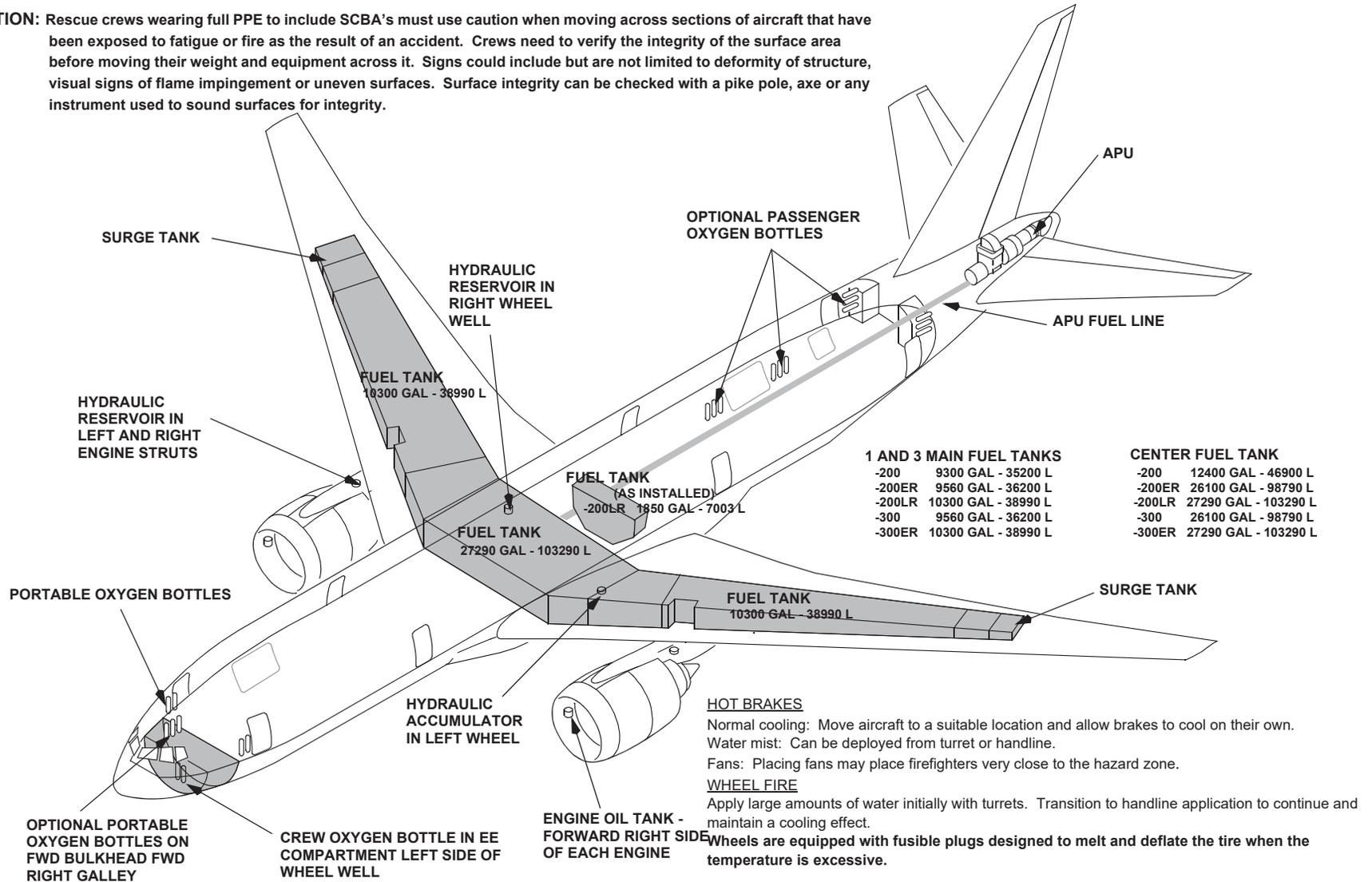


# 777-200 & 777-300 SERIES

# 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.

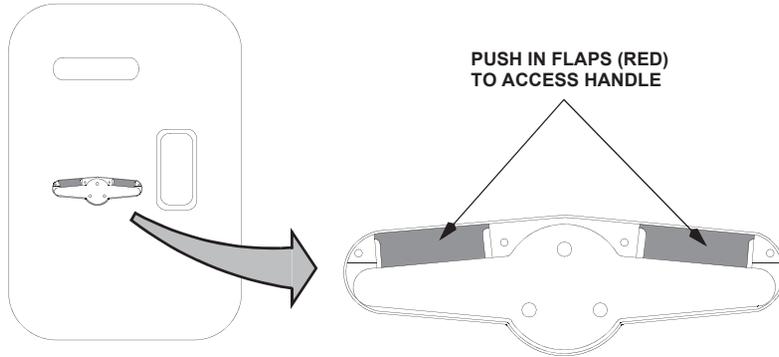
**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

## 777-200 & 777-300 SERIES

## EMERGENCY RESCUE ACCESS-1

### 1 ENTRY/SERVICE DOOR/OVERWING EXIT EXTERNAL 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.

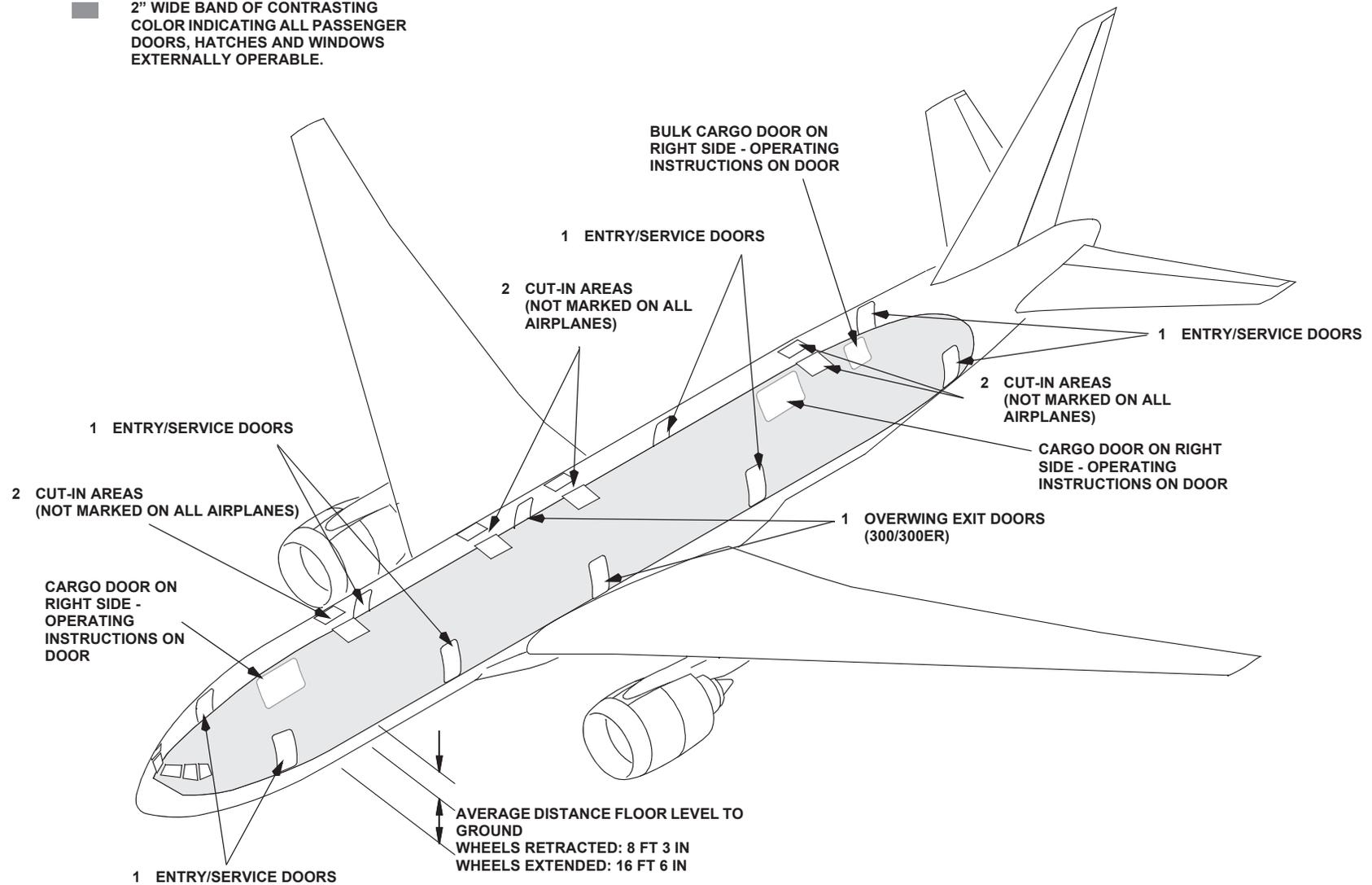
#### TO OPEN DOOR:

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.

# 777-200 & 777-300 SERIES

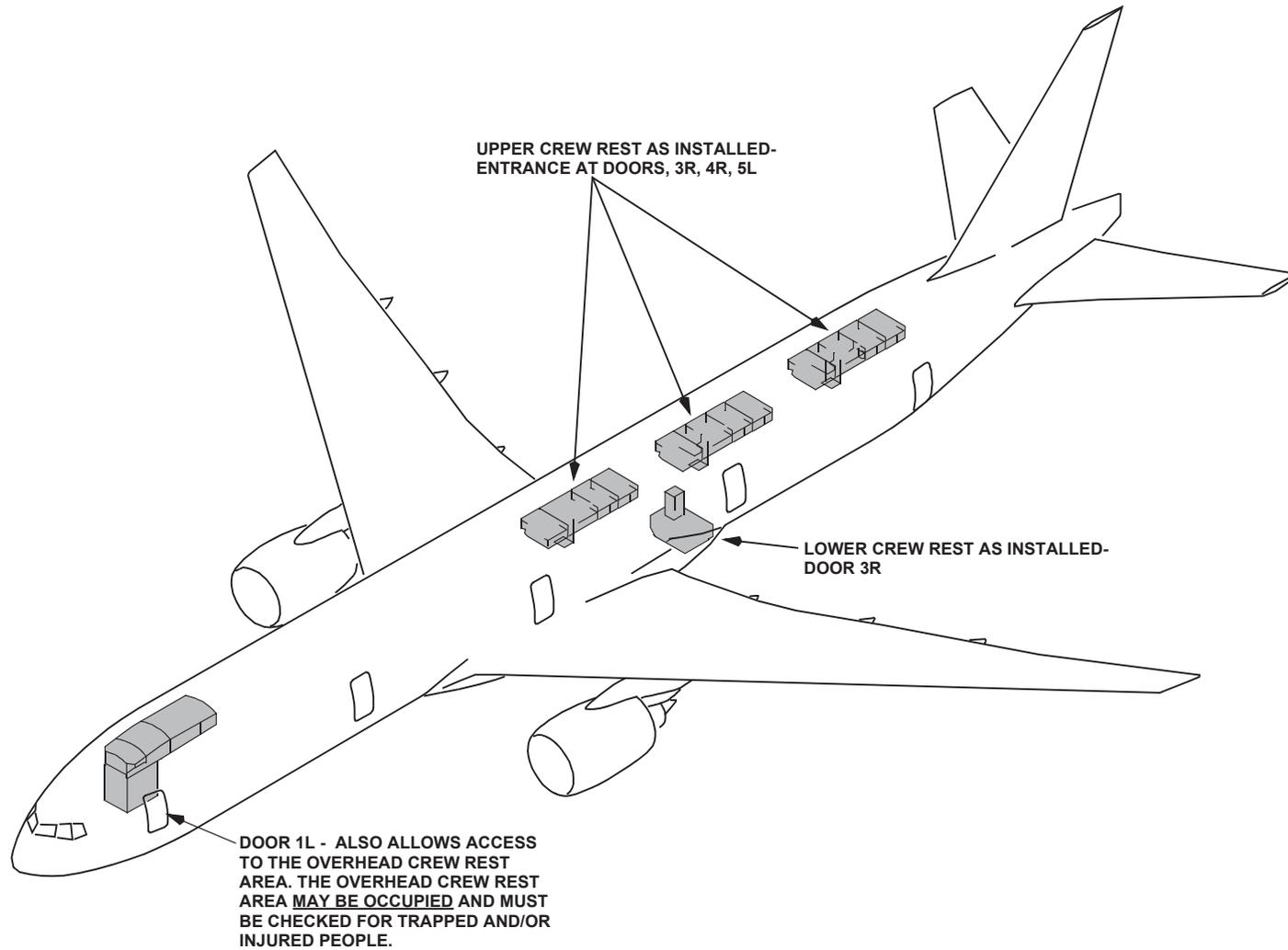
# EMERGENCY RESCUE ACCESS-2

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



# 777-200 & 777-300 SERIES

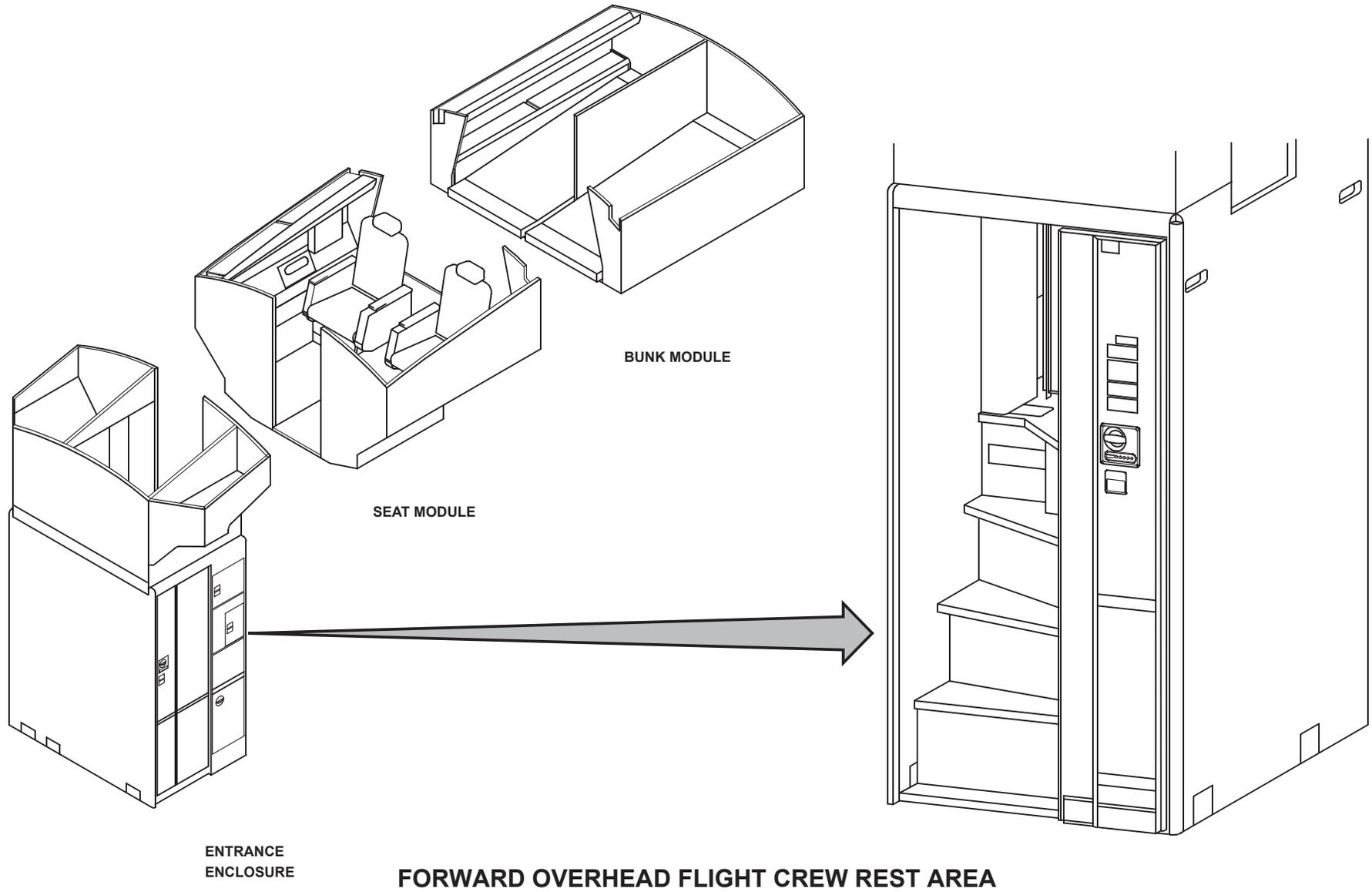
# EMERGENCY RESCUE ACCESS-3



## UPPER AND LOWER CREW REST AREAS

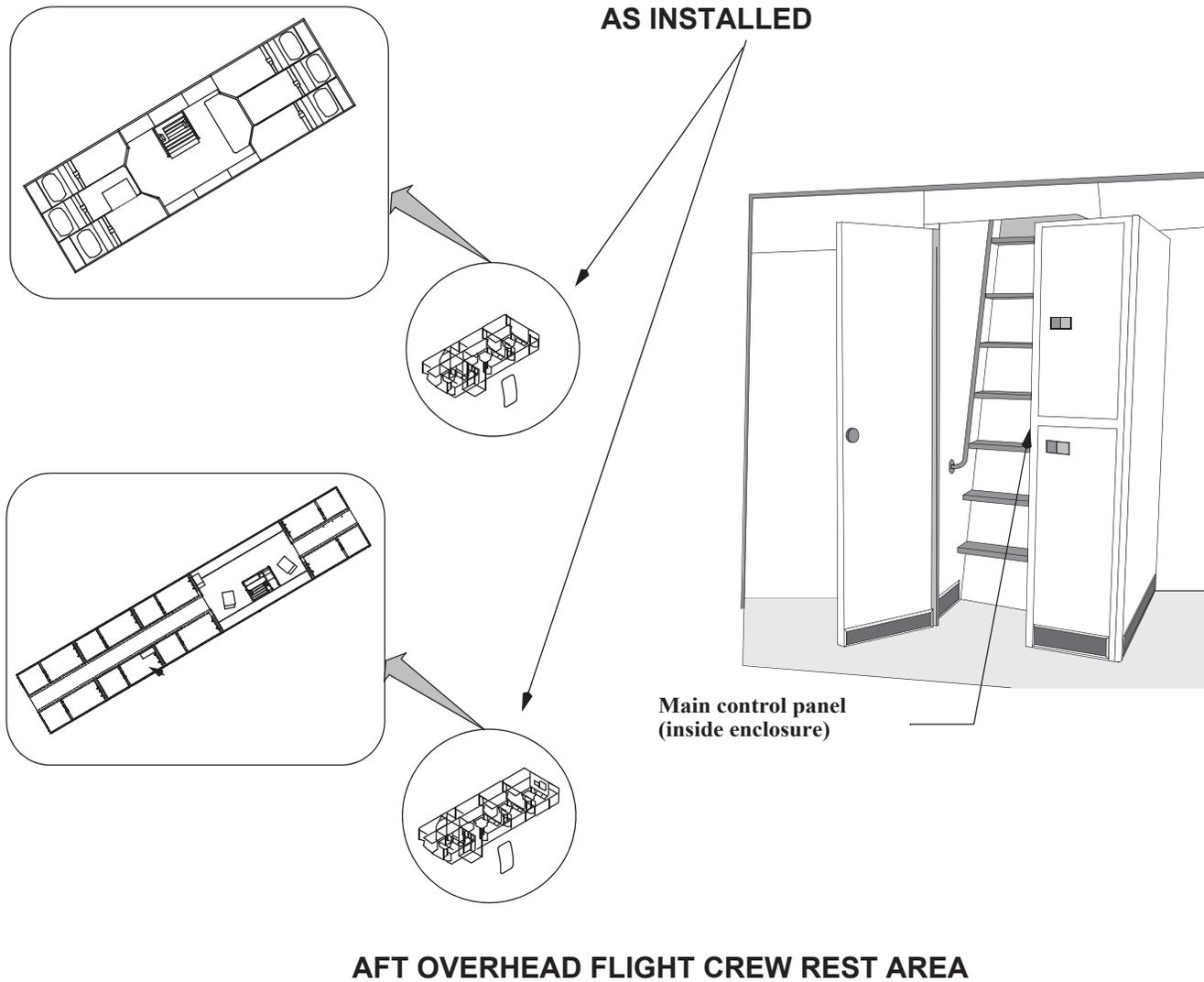
**777-200 & 777-300 SERIES**

**EMERGENCY RESCUE ACCESS-4**



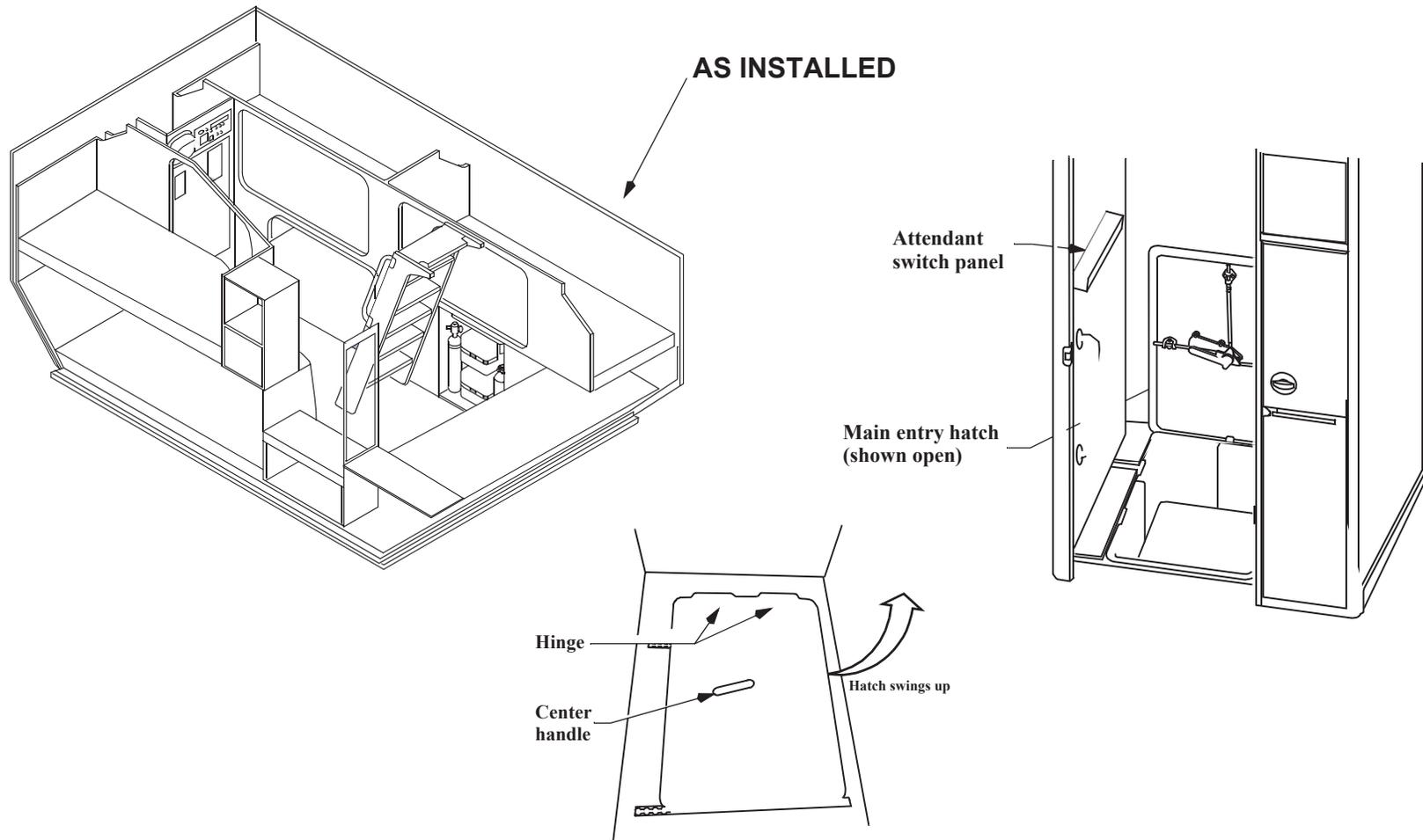
**777-200 & 777-300 SERIES**

**EMERGENCY RESCUE ACCESS-5**



# 777-200 & 777-300 SERIES

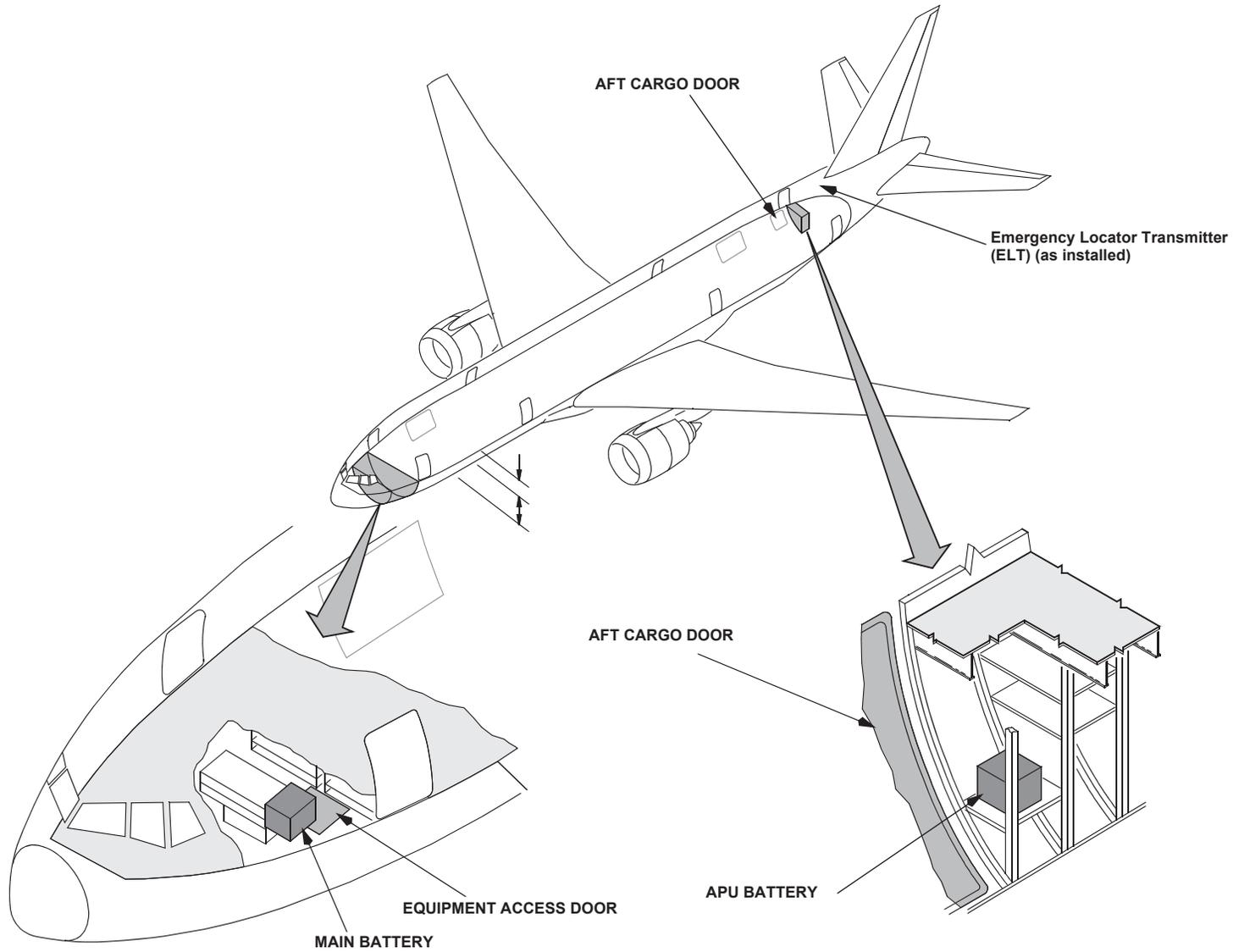
# EMERGENCY RESCUE ACCESS-6



## LOWER FLIGHT CREW REST AREA

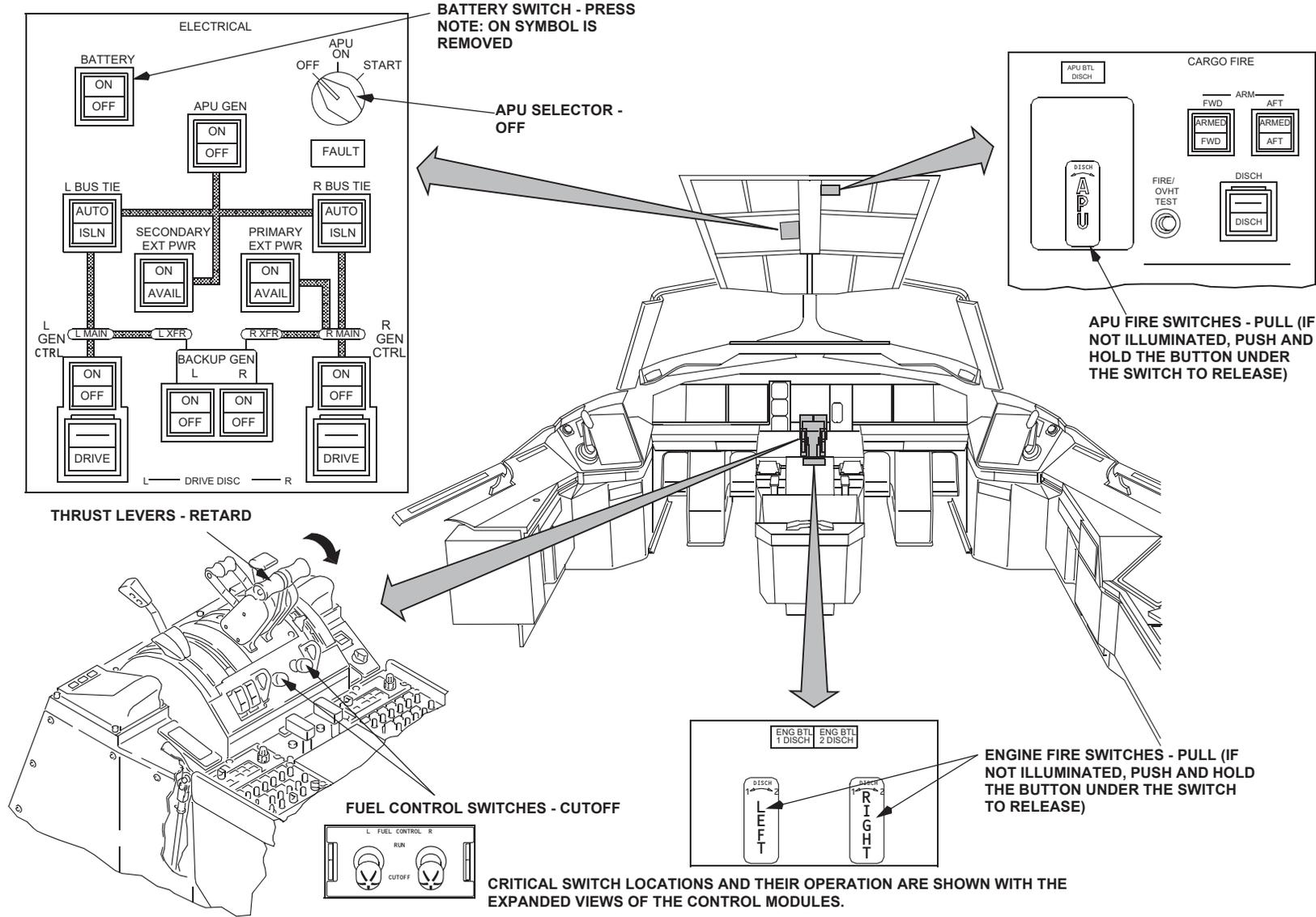
**777-200 & 777-300 SERIES**

**BATTERY LOCATIONS**



# 777-200 & 777-300 SERIES

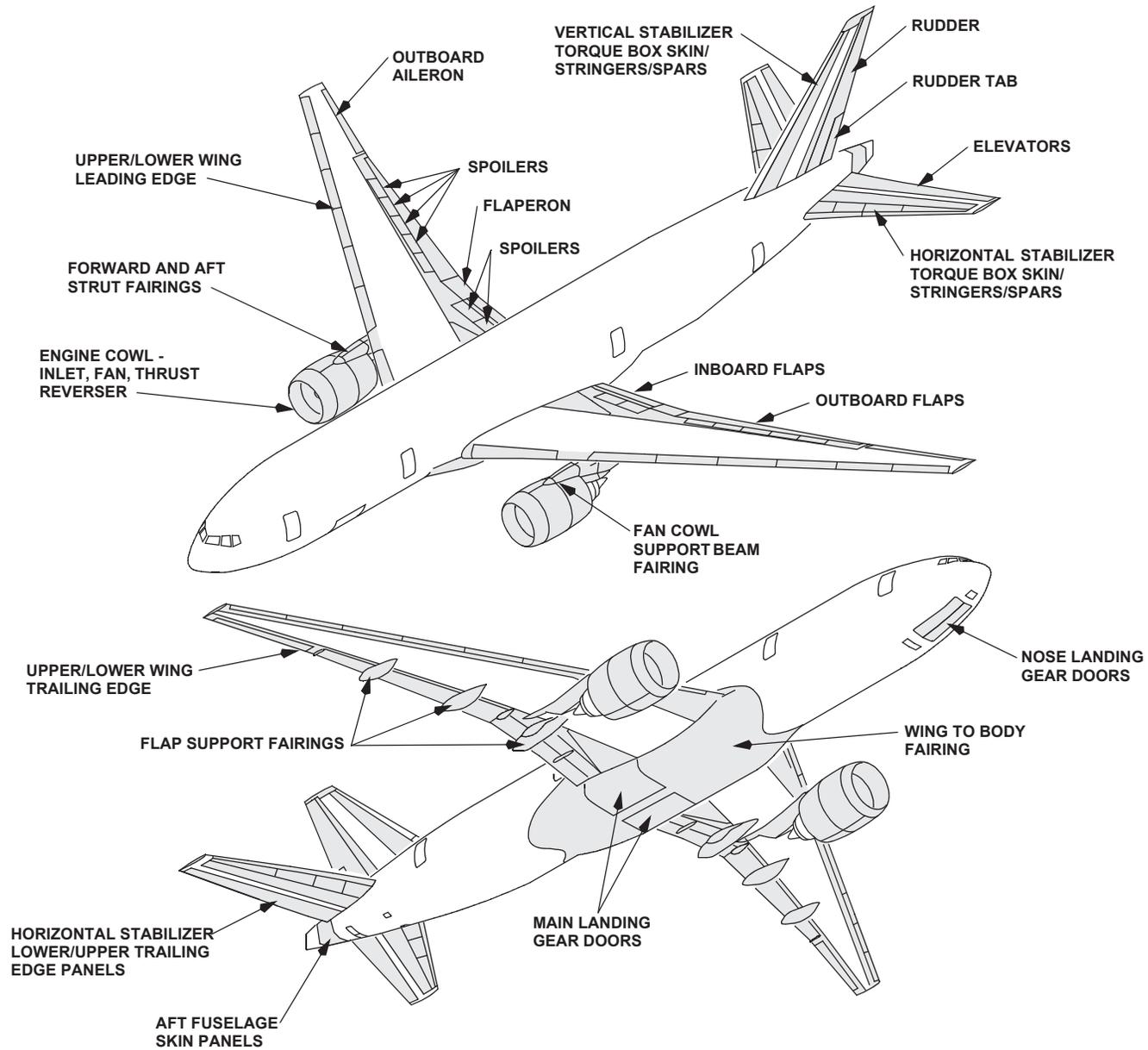
# FLIGHT DECK CONTROL SWITCH LOCATIONS



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# 777-200 & 777-300 SERIES

# COMPOSITE MATERIALS LOCATIONS



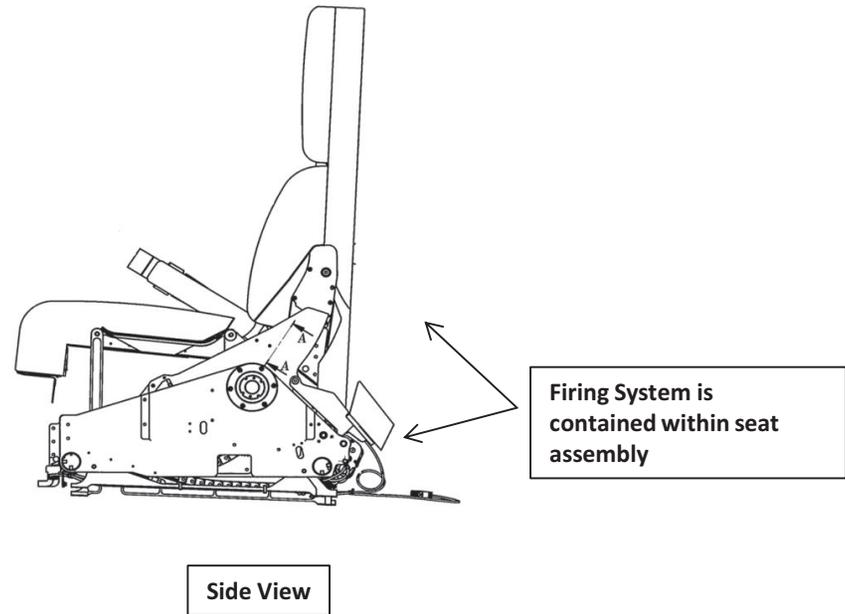
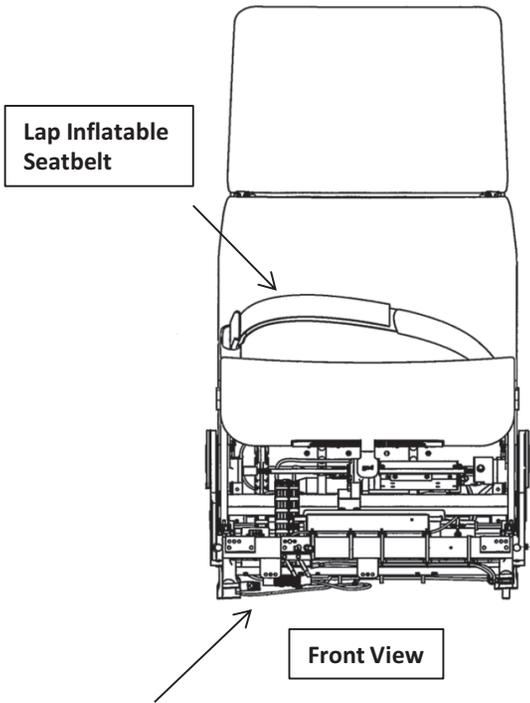
# 777-200 & 777-300 SERIES

# 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.

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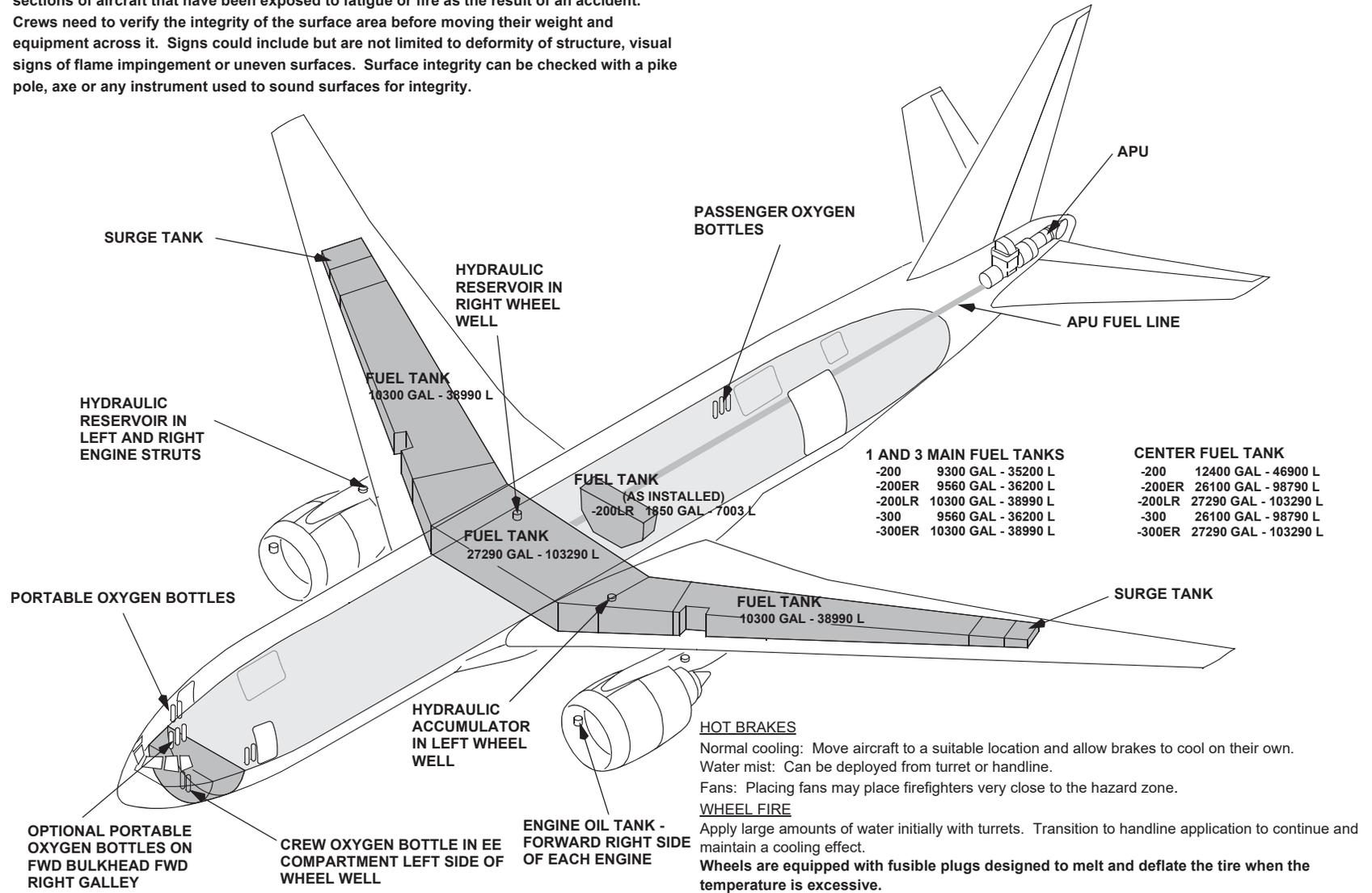
**777-200 & 777-300 SERIES**

**Intentionally Blank**

# 777 FREIGHTER SERIES

# FLAMMABLE MATERIAL LOCATIONS

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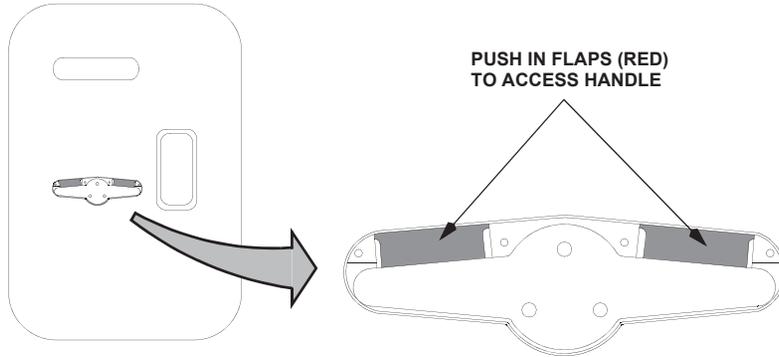


**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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## 777 FREIGHTER SERIES

### 1 ENTRY/SERVICE DOOR EXTERNAL HANDLE



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4. PULL DOOR OUTWARD.

## EMERGENCY RESCUE ACCESS-1

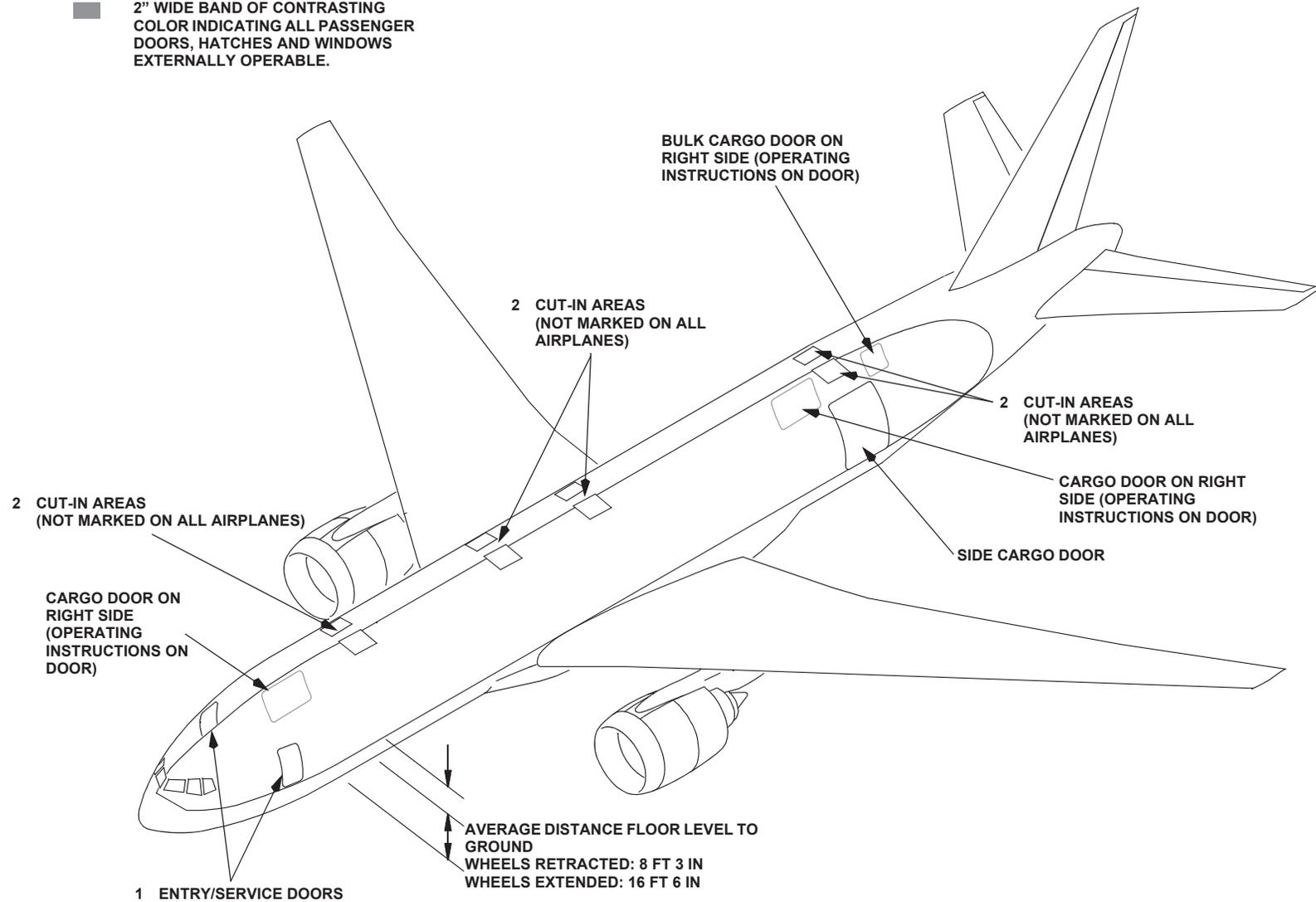
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# 777 FREIGHTER SERIES

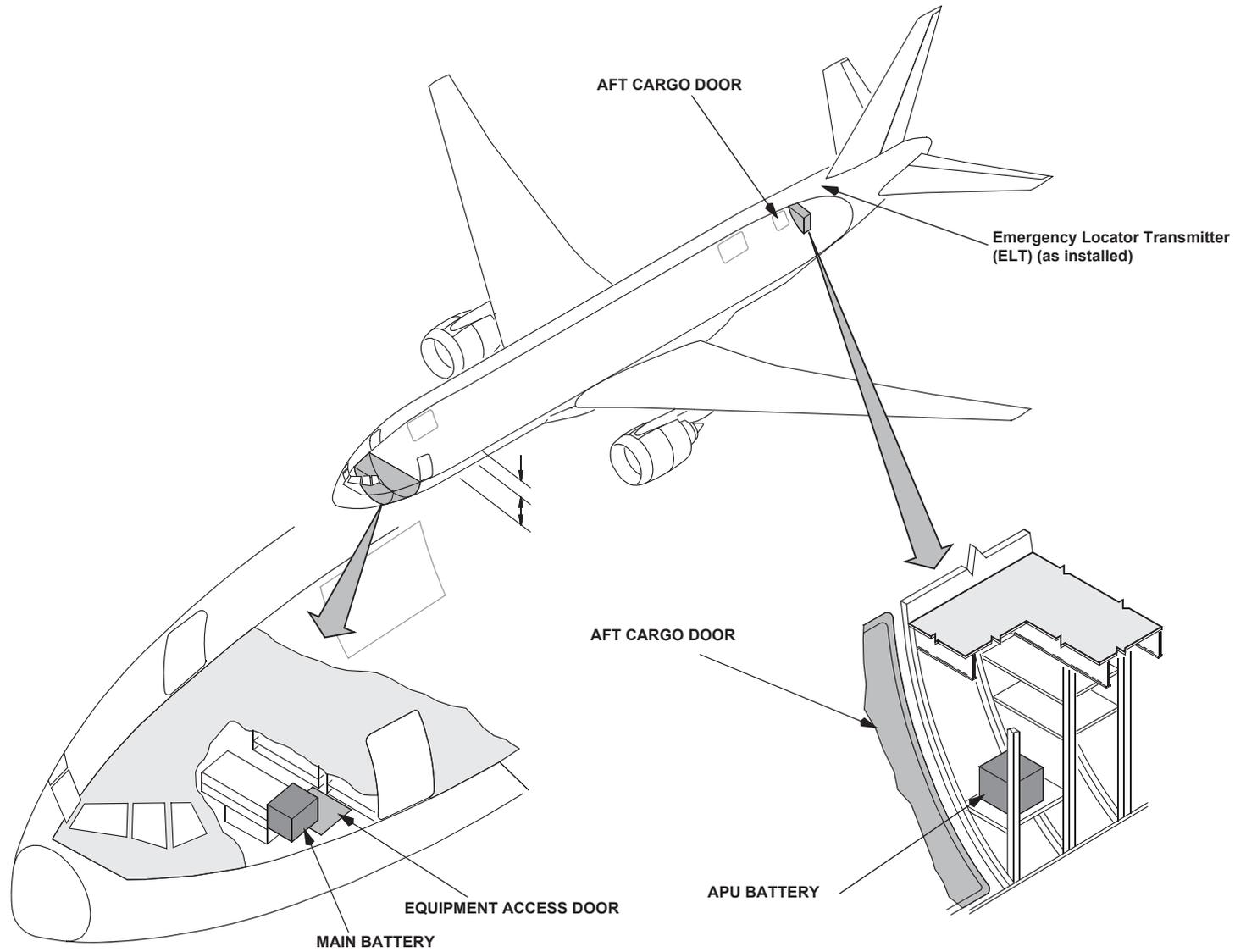
# EMERGENCY RESCUE ACCESS-2

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



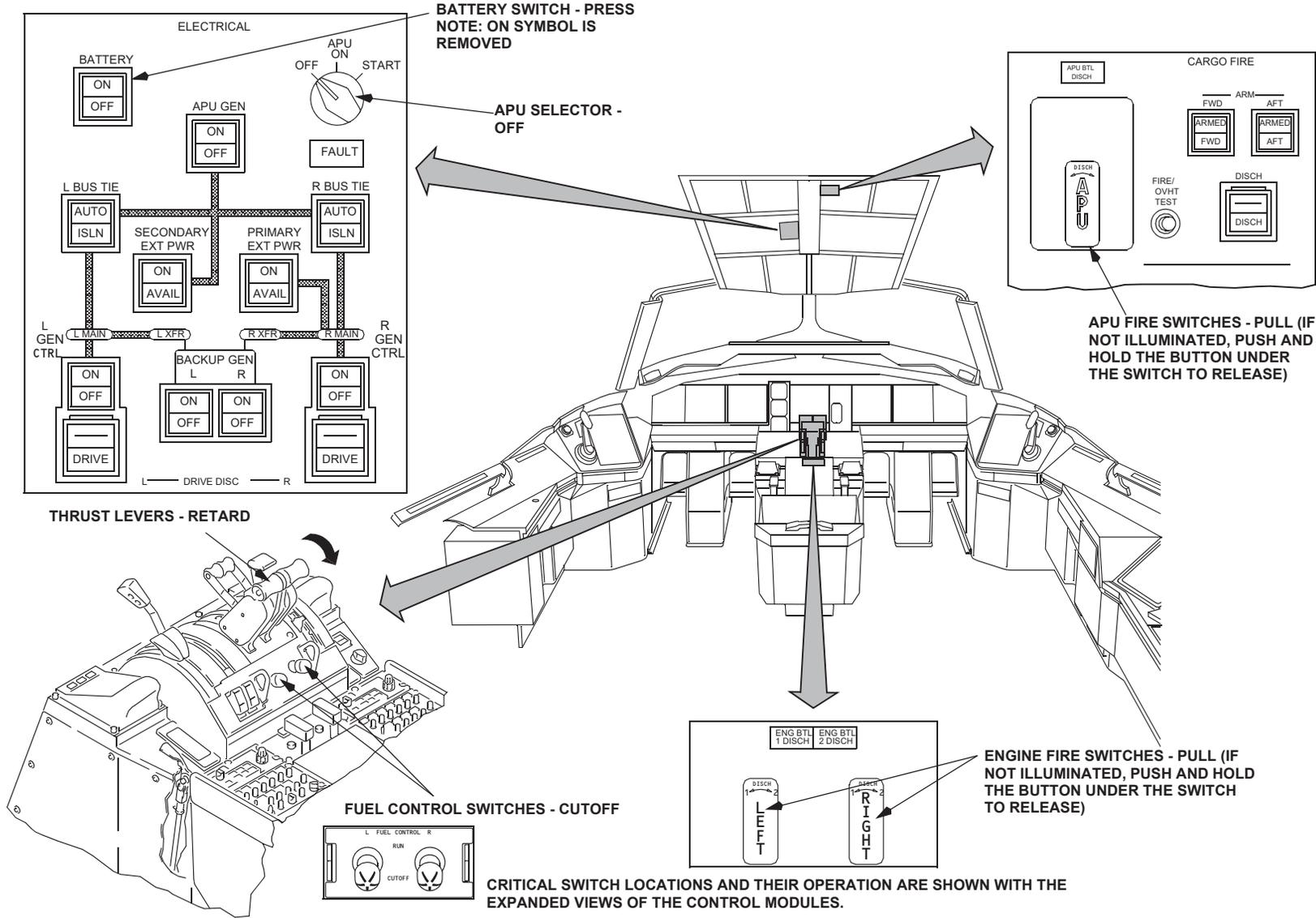
**777 FREIGHTER SERIES**

**BATTERY LOCATIONS**



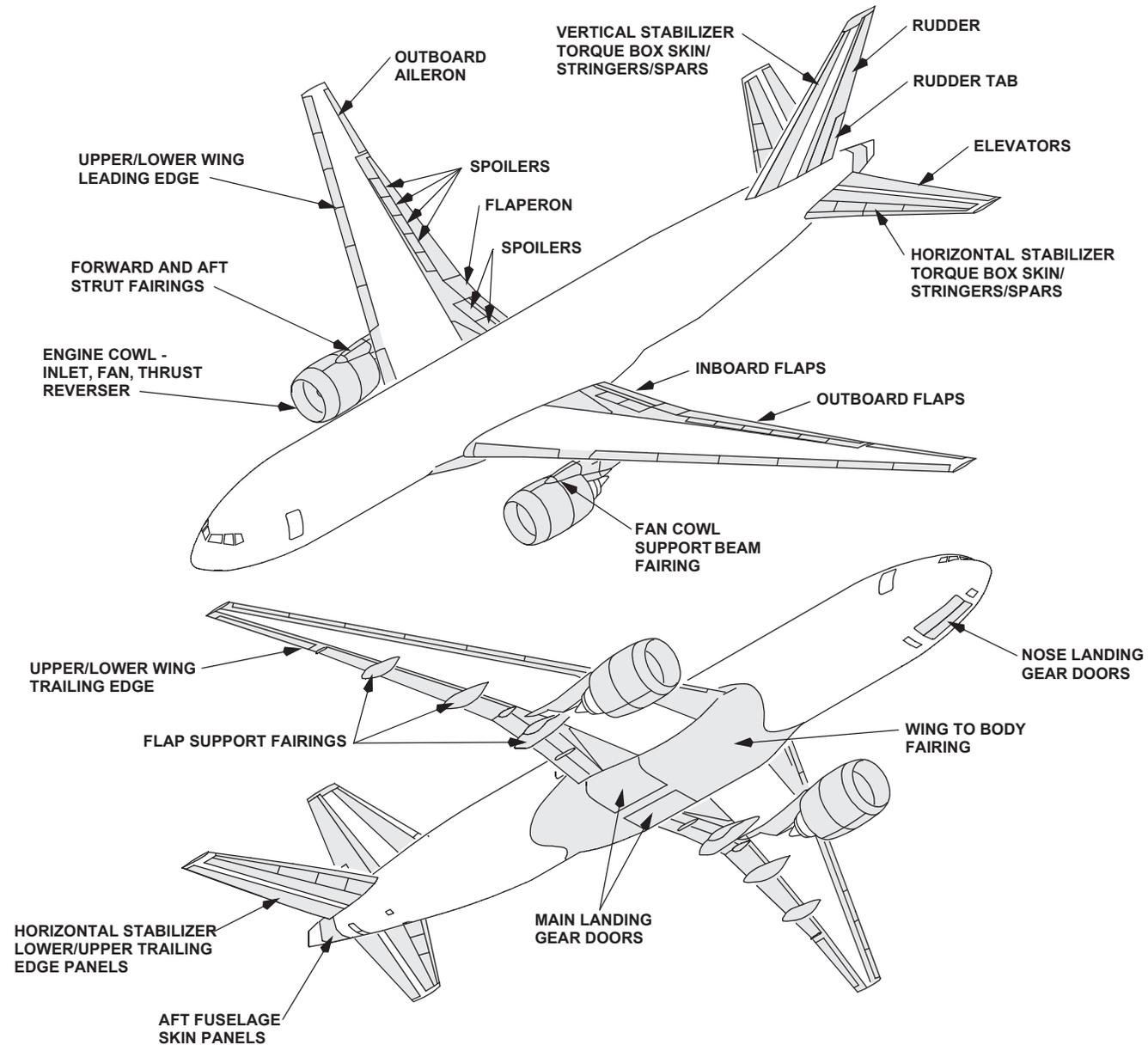
# 777 FREIGHTER SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



**777 FREIGHTER SERIES**

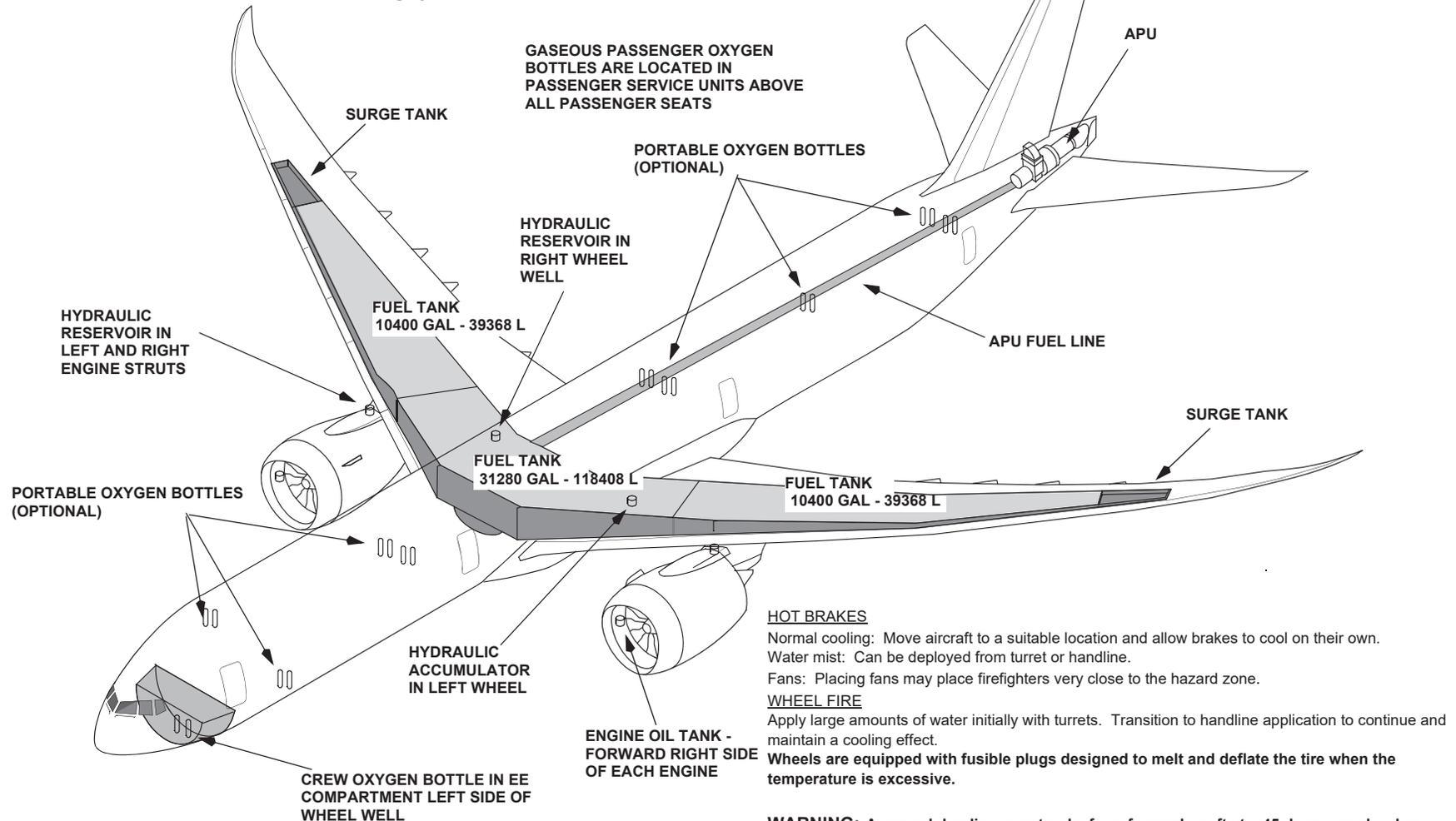
**COMPOSITE MATERIALS LOCATIONS**



# 777-8 & 777-9 SERIES

# FLAMMABLE MATERIAL LOCATIONS

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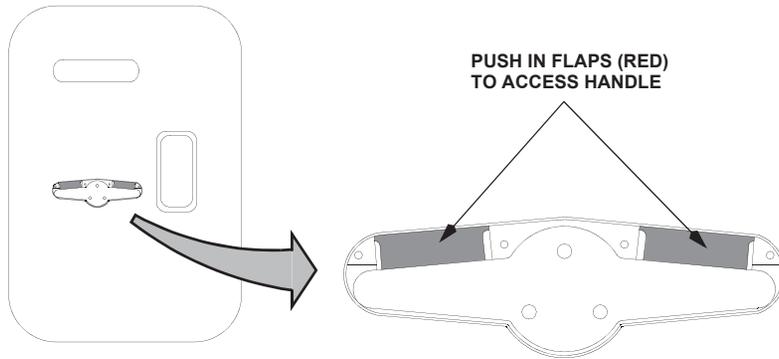
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## 777-8 & 777-9 SERIES

## EMERGENCY RESCUE ACCESS-1

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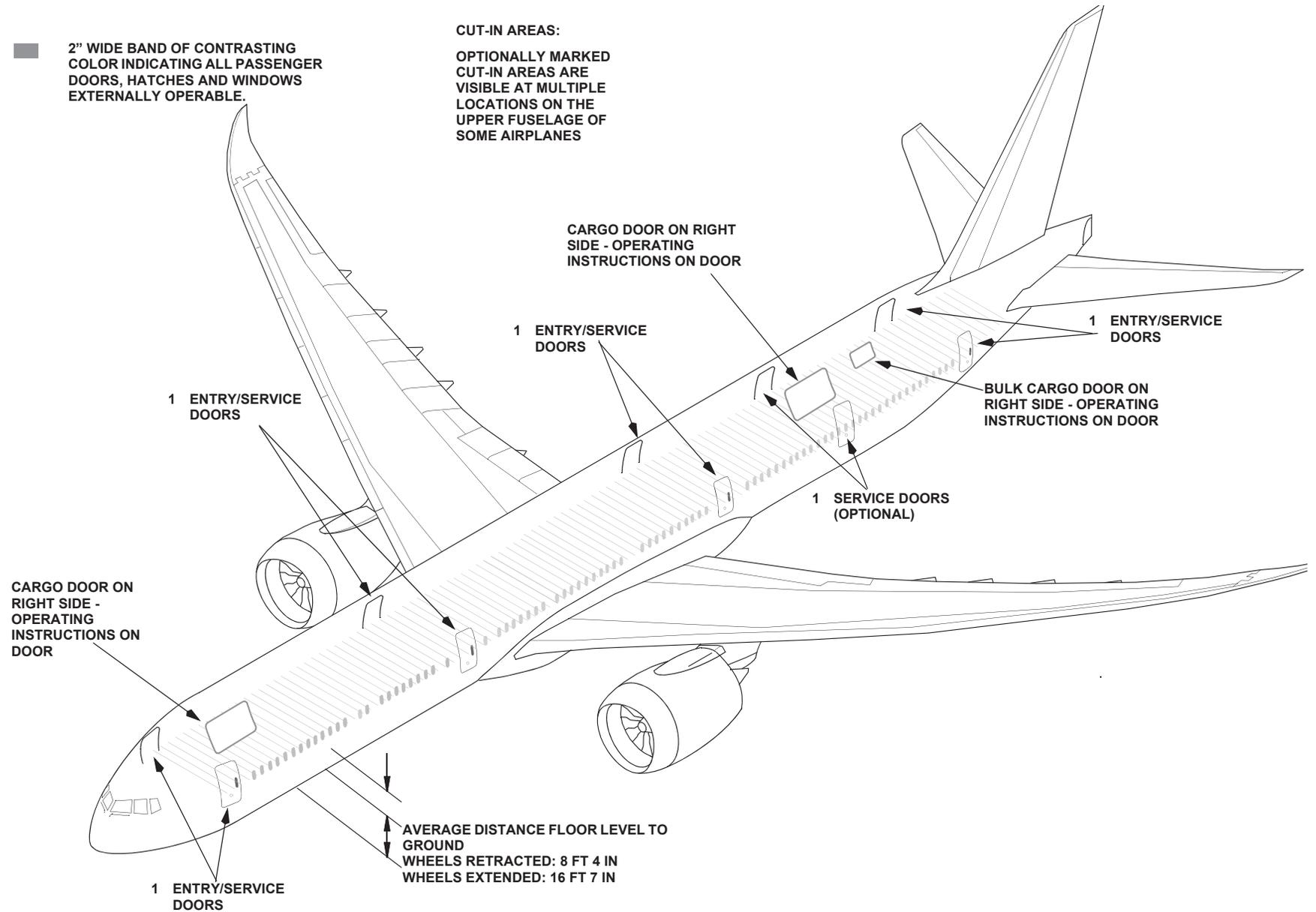
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# 777-8 & 777-9 SERIES

# EMERGENCY RESCUE ACCESS-2

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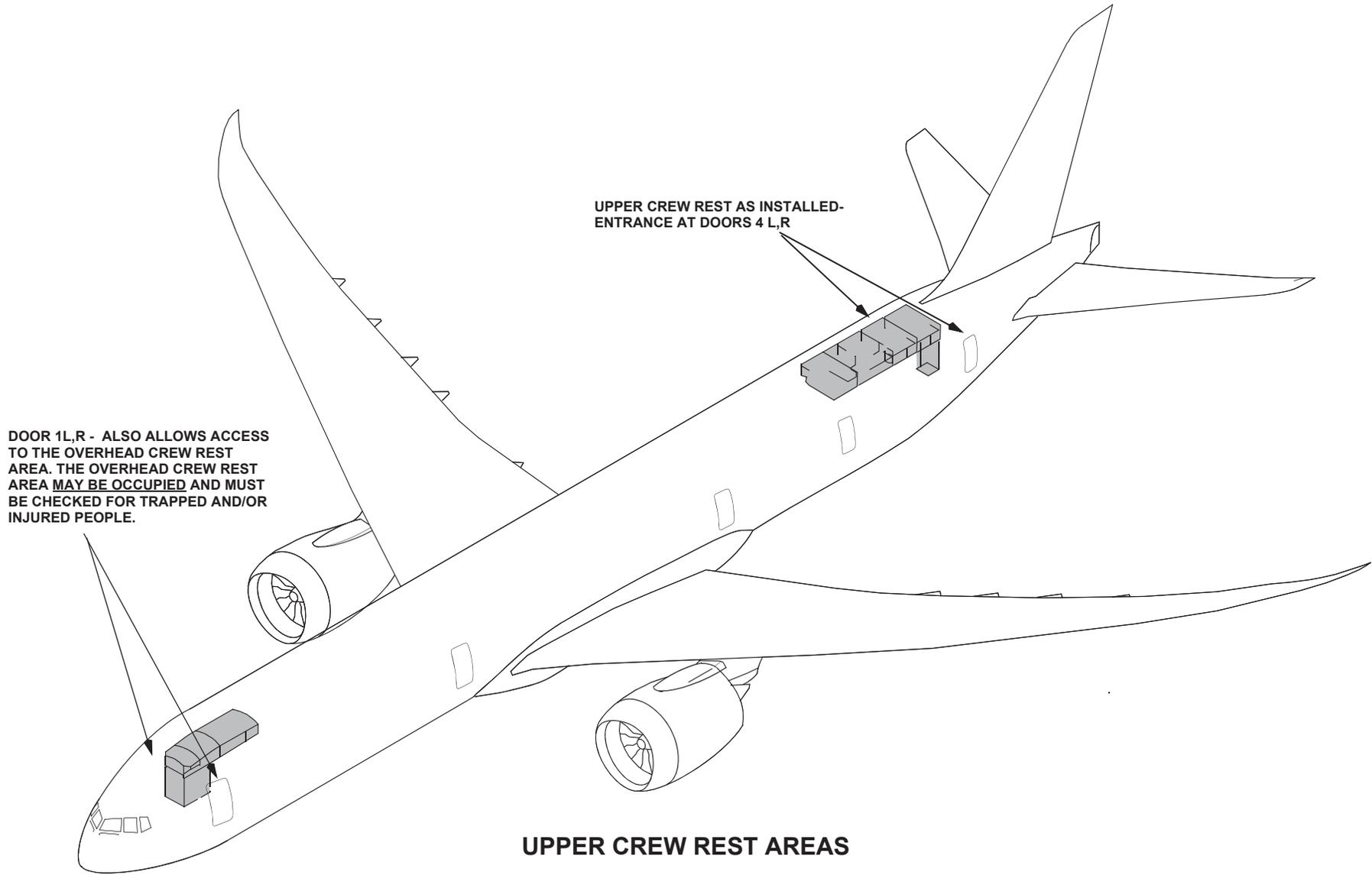
CUT-IN AREAS:  
OPTIONALLY MARKED CUT-IN AREAS ARE VISIBLE AT MULTIPLE LOCATIONS ON THE UPPER FUSELAGE OF SOME AIRPLANES



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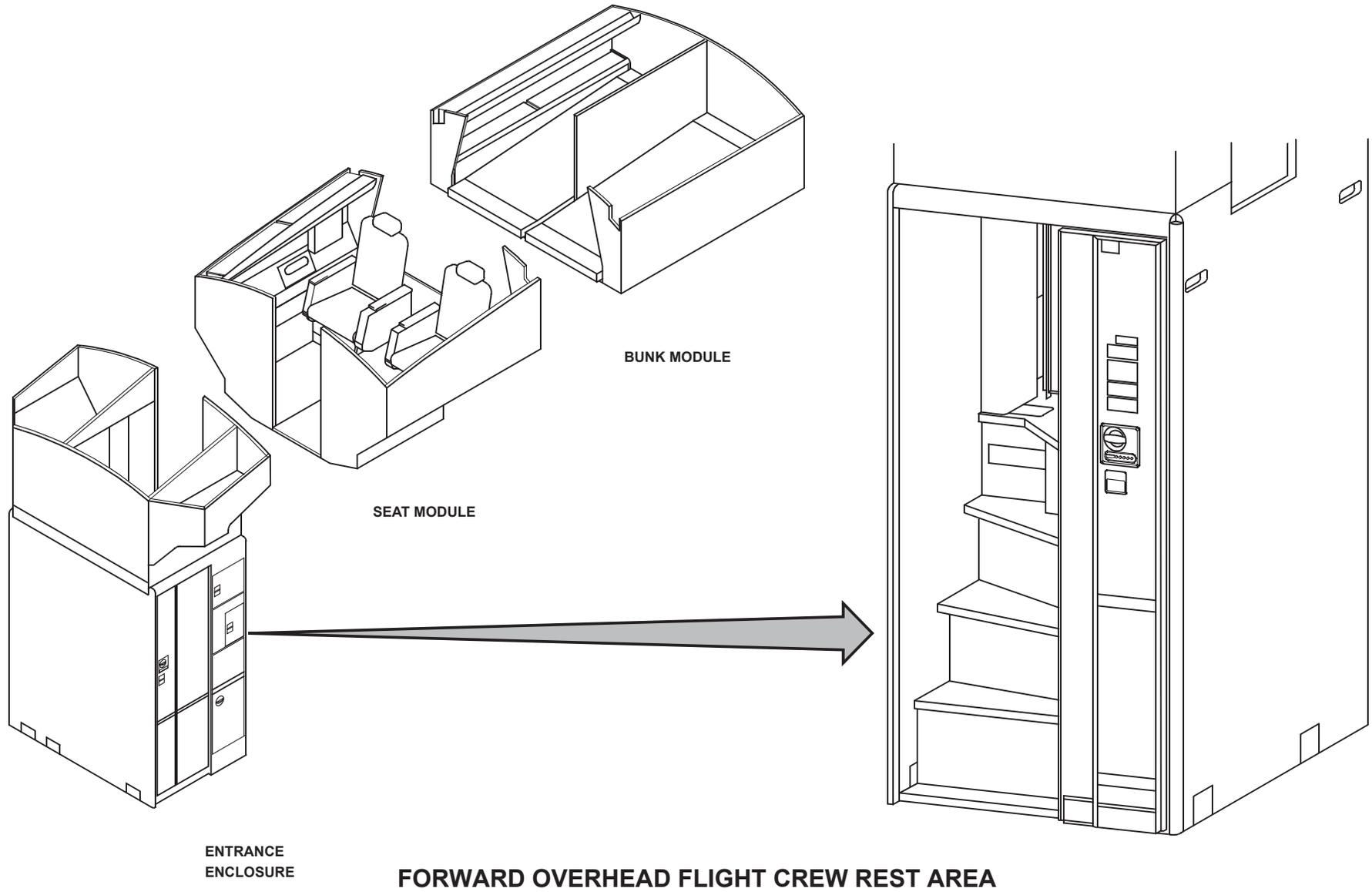
**777-8 & 777-9 SERIES**

**EMERGENCY RESCUE ACCESS-3**



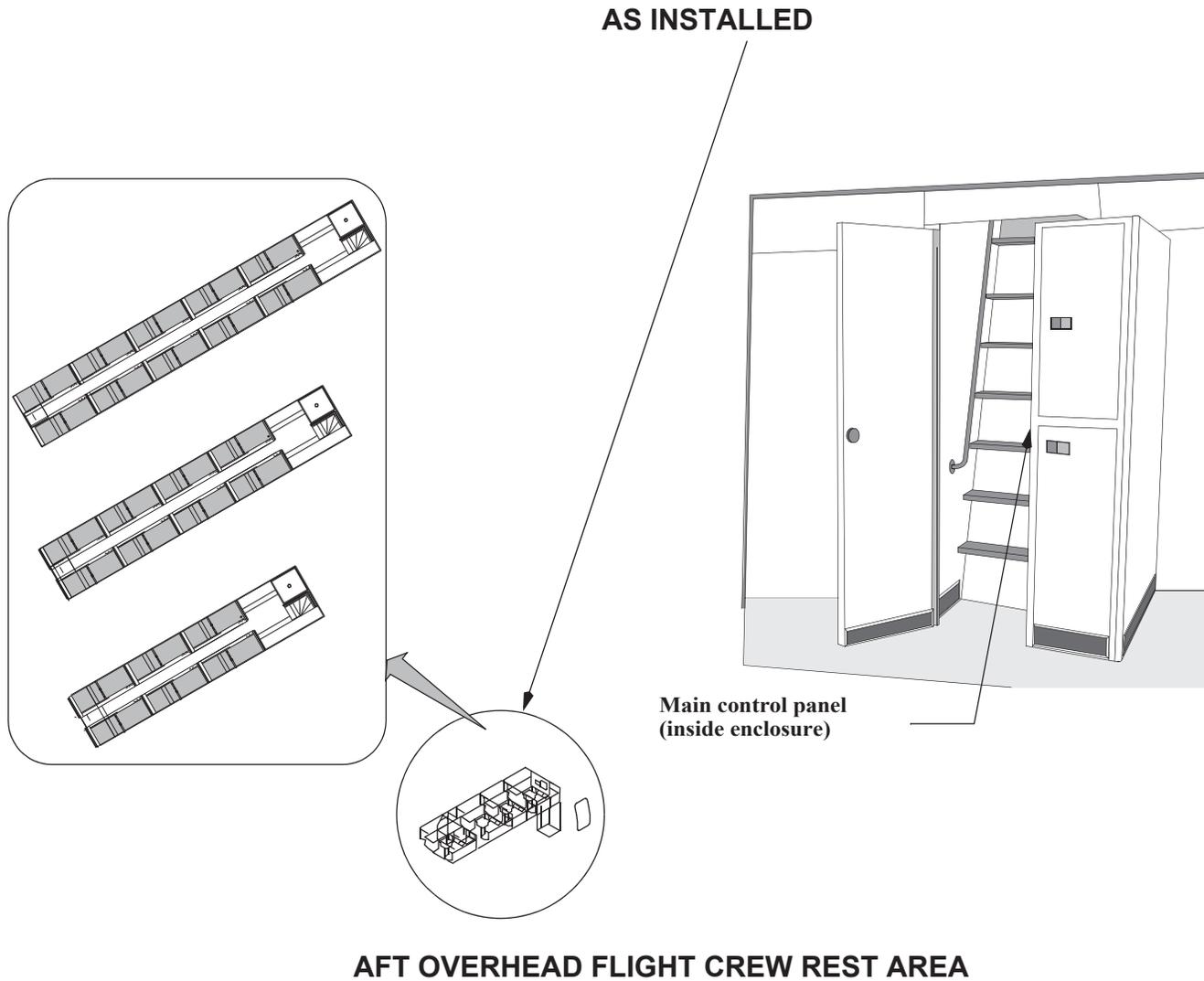
777-8 & 777-9 SERIES

EMERGENCY RESCUE ACCESS-4



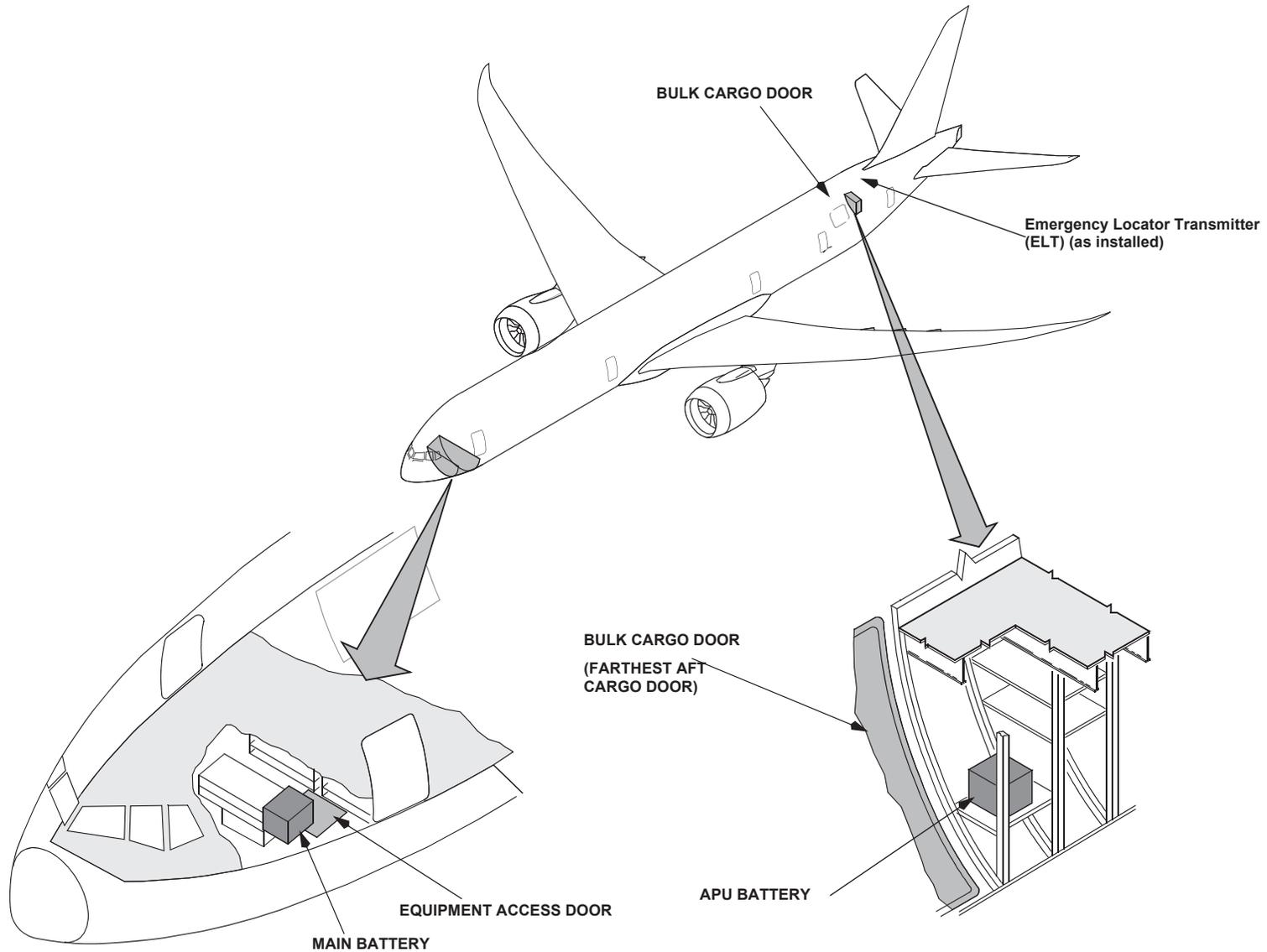
**777-8 & 777-9 SERIES**

**EMERGENCY RESCUE ACCESS-5**



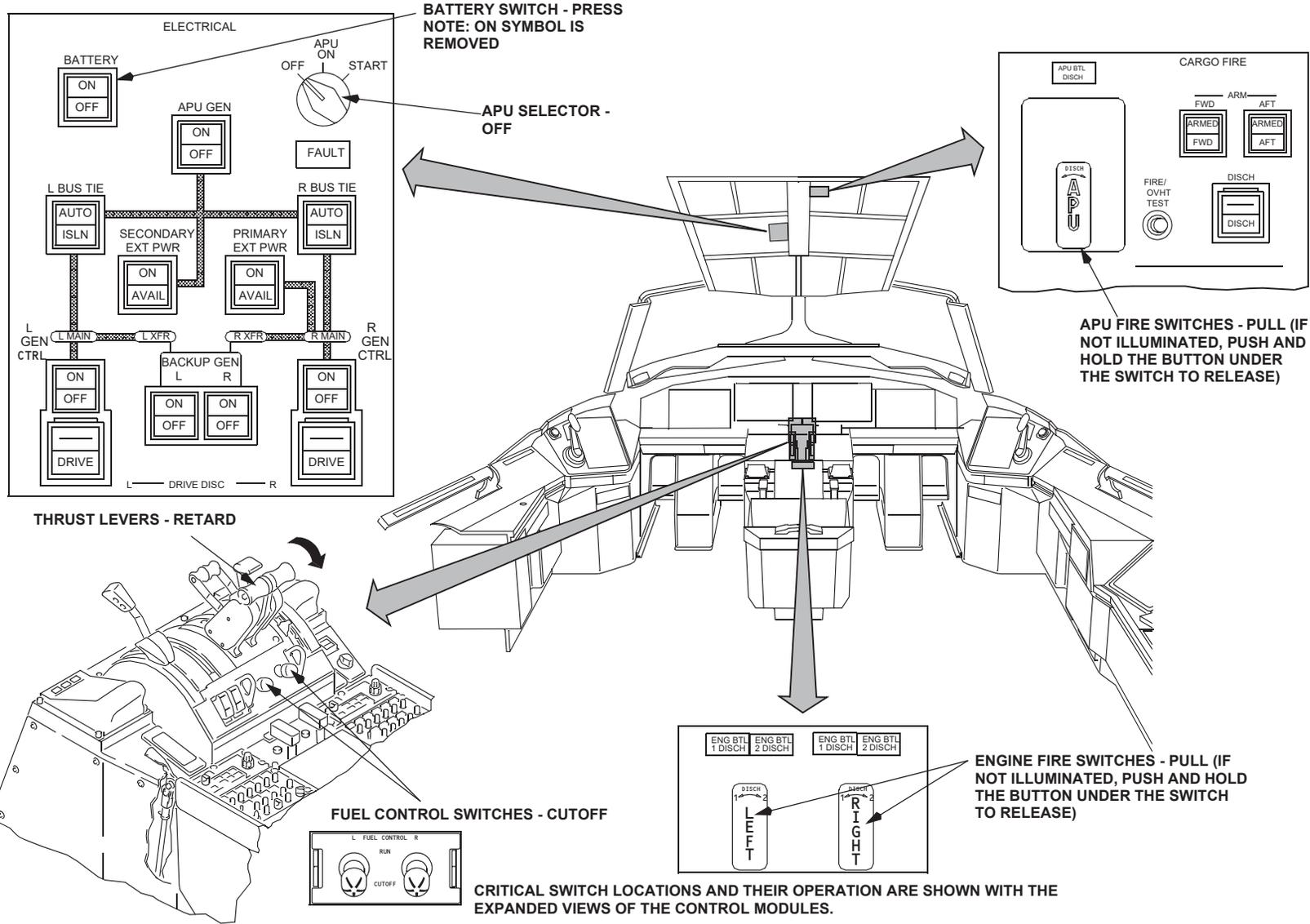
# 777-8 & 777-9 SERIES

# BATTERY LOCATIONS



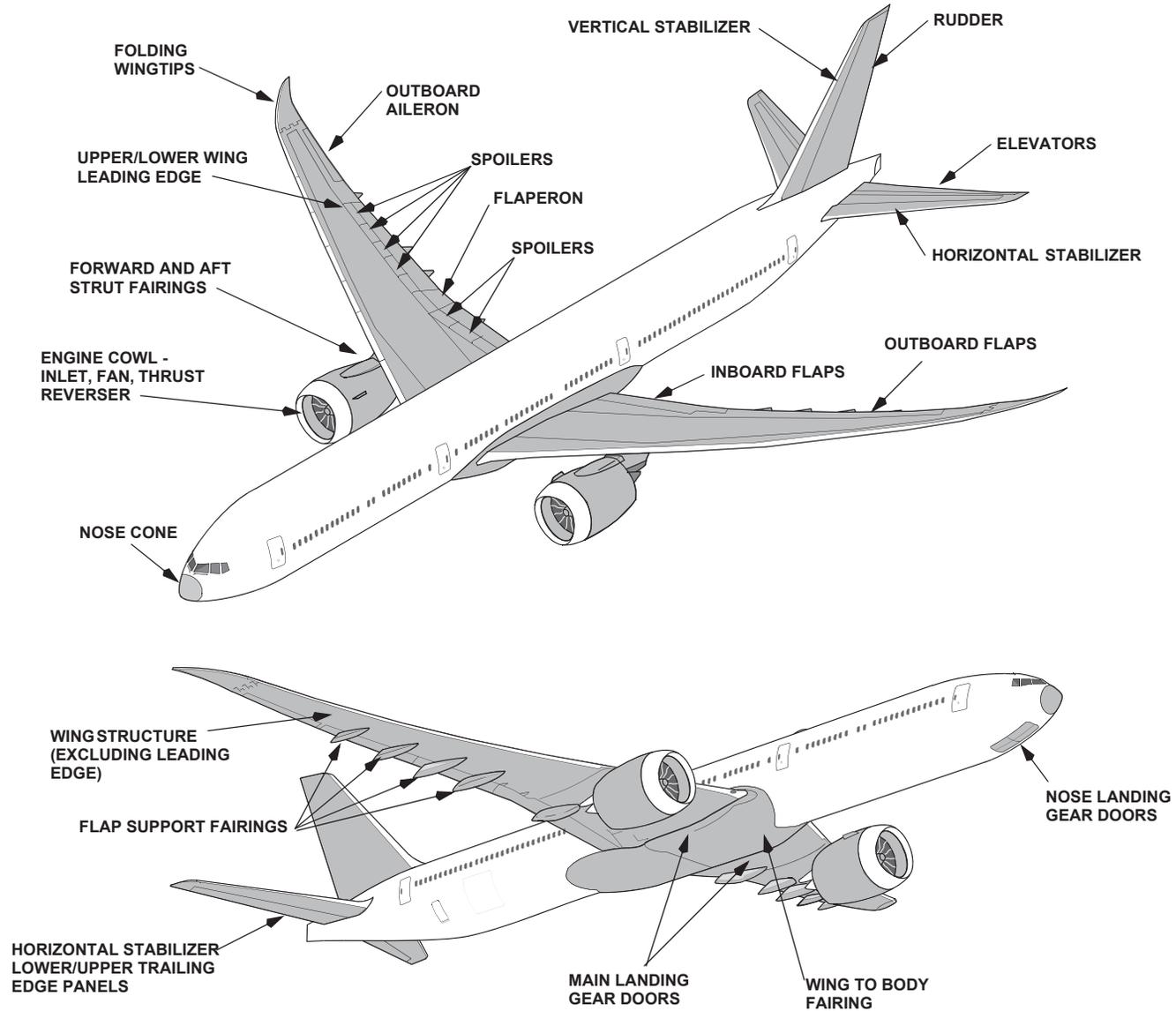
777-8 & 777-9 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



# 777-8 & 777-9 SERIES

# COMPOSITE MATERIALS LOCATIONS



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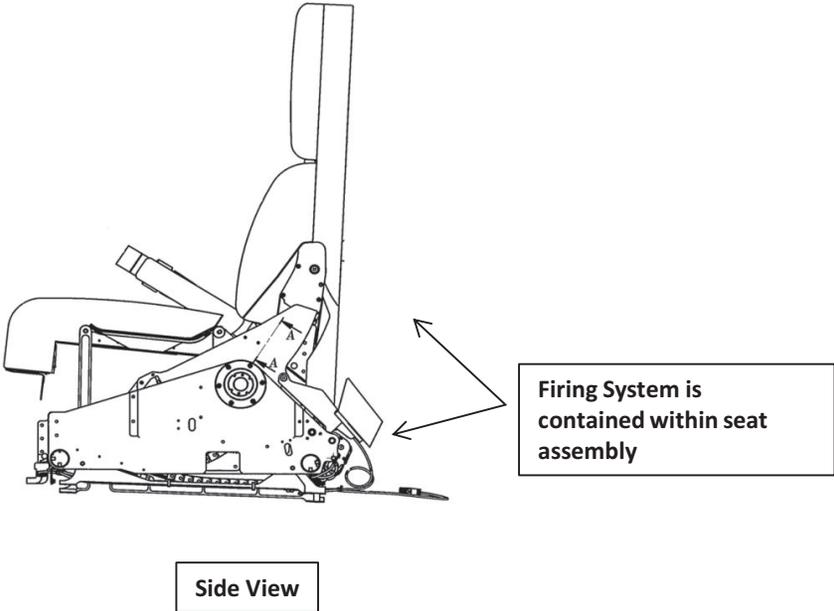
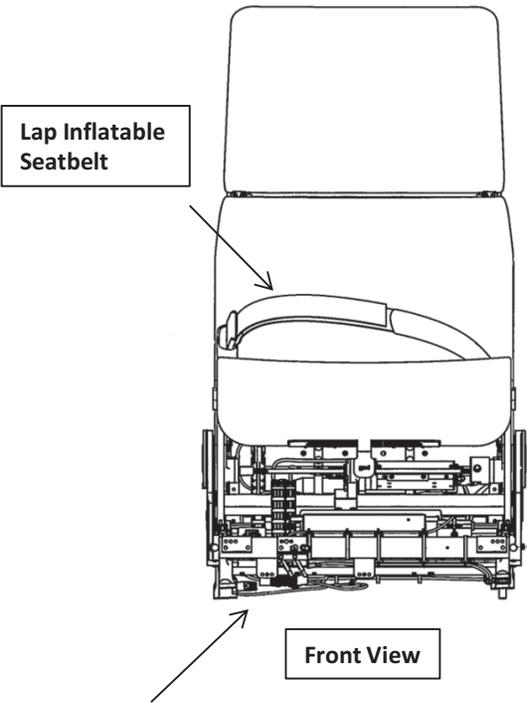
# 777-8 & 777-9 SERIES

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