

AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION
Commercial

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Document Number: D6-7829

RevisionNumber: 32

RevisionDate: April 30, 2024

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* 720.0.2	April 30, 2024	* 747.8.6	April 30, 2024	* 767.0.5	April 30, 2024
* 720.0.3	April 30, 2024	* 747.9.1	April 30, 2024	* 767.0.6	April 30, 2024
* 720.0.4	April 30, 2024	* 747.9.2	April 30, 2024	777 (tab)	
* 720.0.5	April 30, 2024	* 747.9.3	April 30, 2024	* 777.0.1	April 30, 2024
* 720.0.6	April 30, 2024	* 747.9.4	April 30, 2024		
		* 747.9.5	April 30, 2024		

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* = Revised, Added, or Deleted

**Flight Crew Operations Manual
Revision Record**



Model	Revision Item
737-MAX-7/-8/-9/-10	Removed cut-out areas on the MAX and added Mid Exit Doors.
All pages	Removed "May be subject to export restrictions under EAR." from footer.

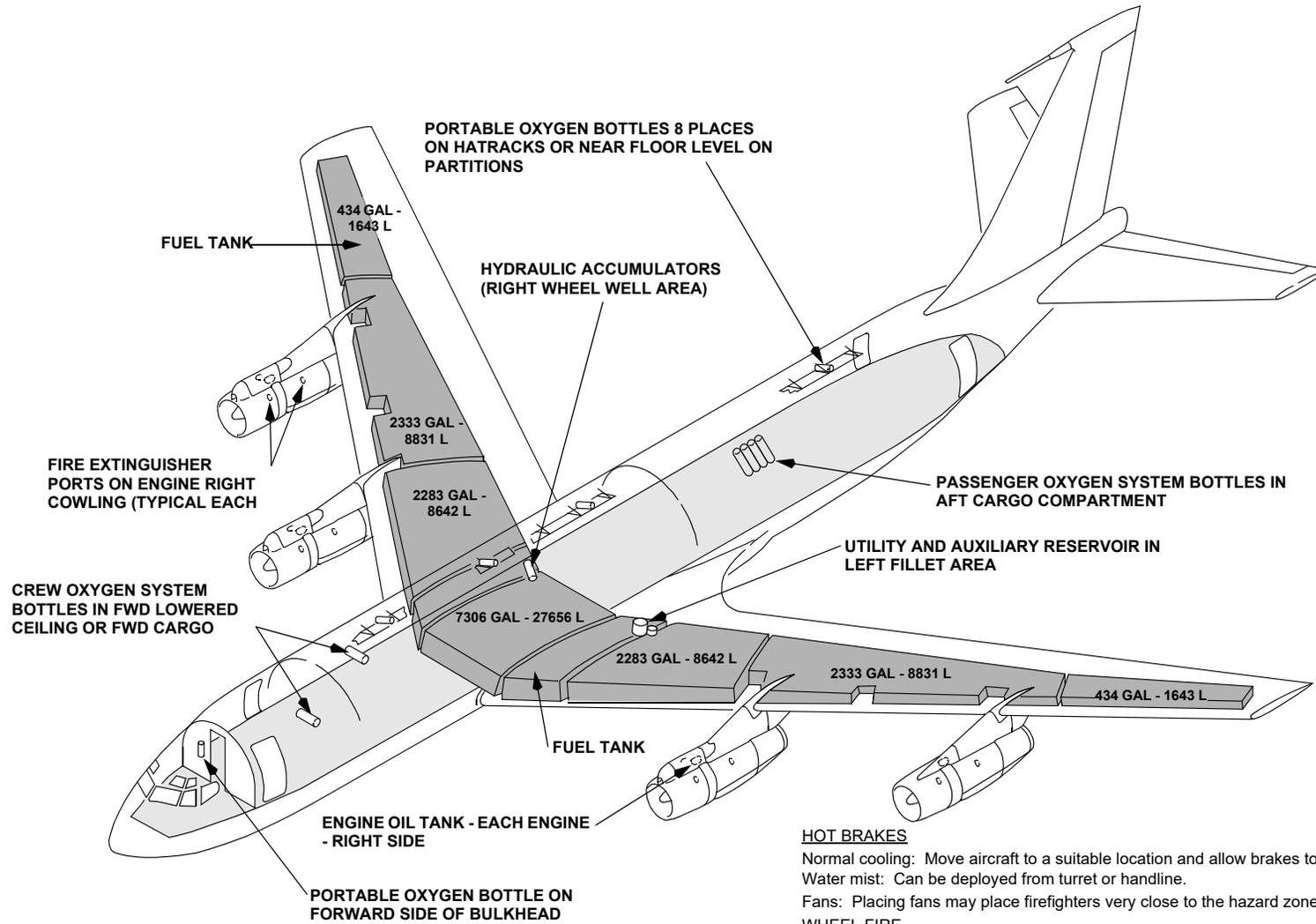


**Flight Crew Operations Manual
Revision Record**

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707-100 & 200 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.

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

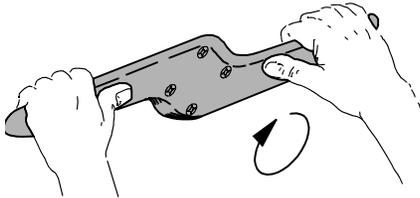
WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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707-100 & 200 SERIES

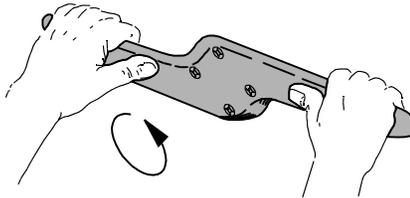
EMERGENCY RESCUE ACCESS-1

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:
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 2. ROTATE COUNTERCLOCKWISE.
 3. PULL DOOR OUTWARD.

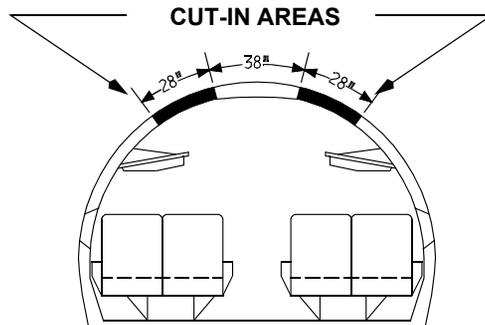
3 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



- 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

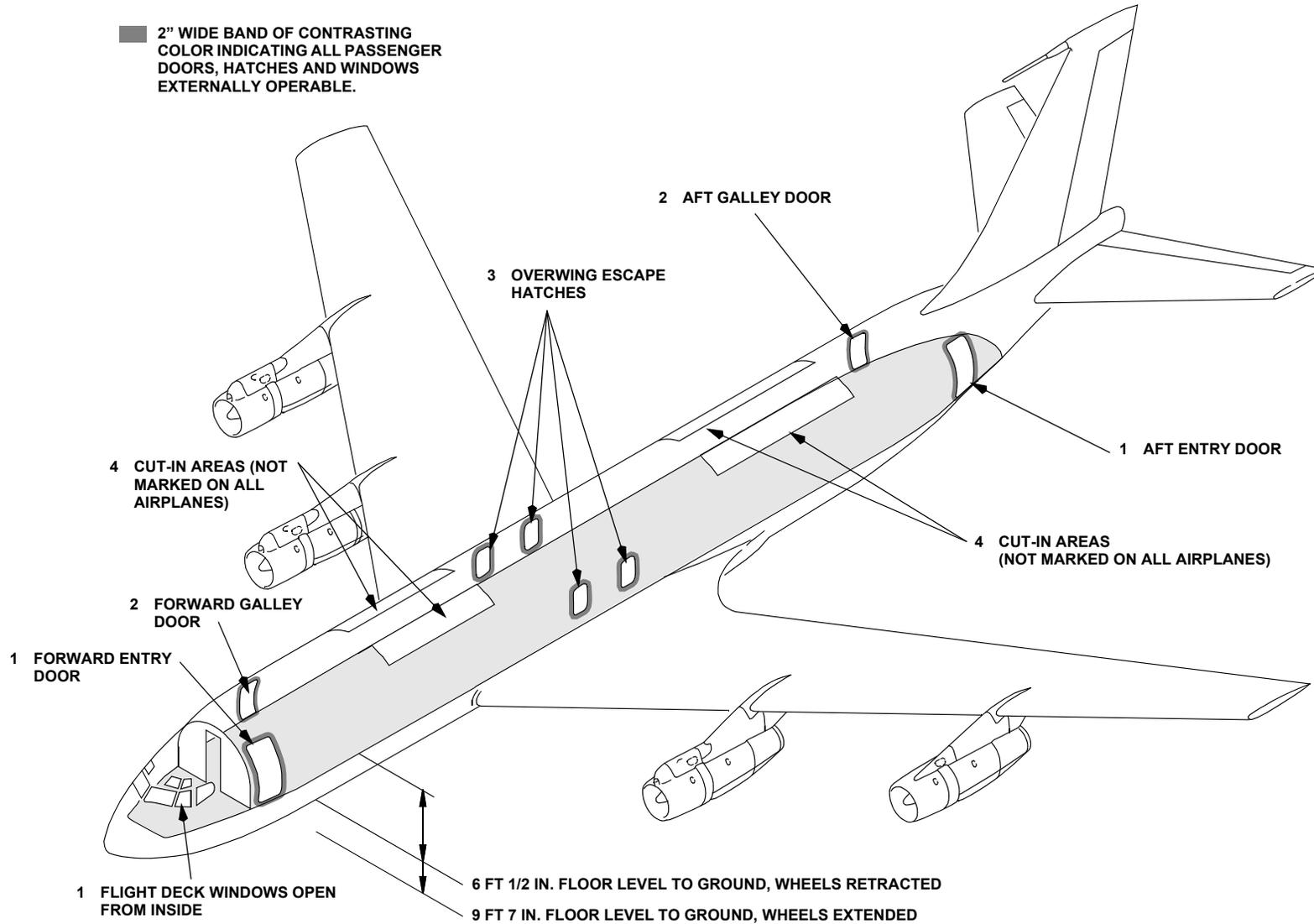


NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

707-100 & 200 SERIES

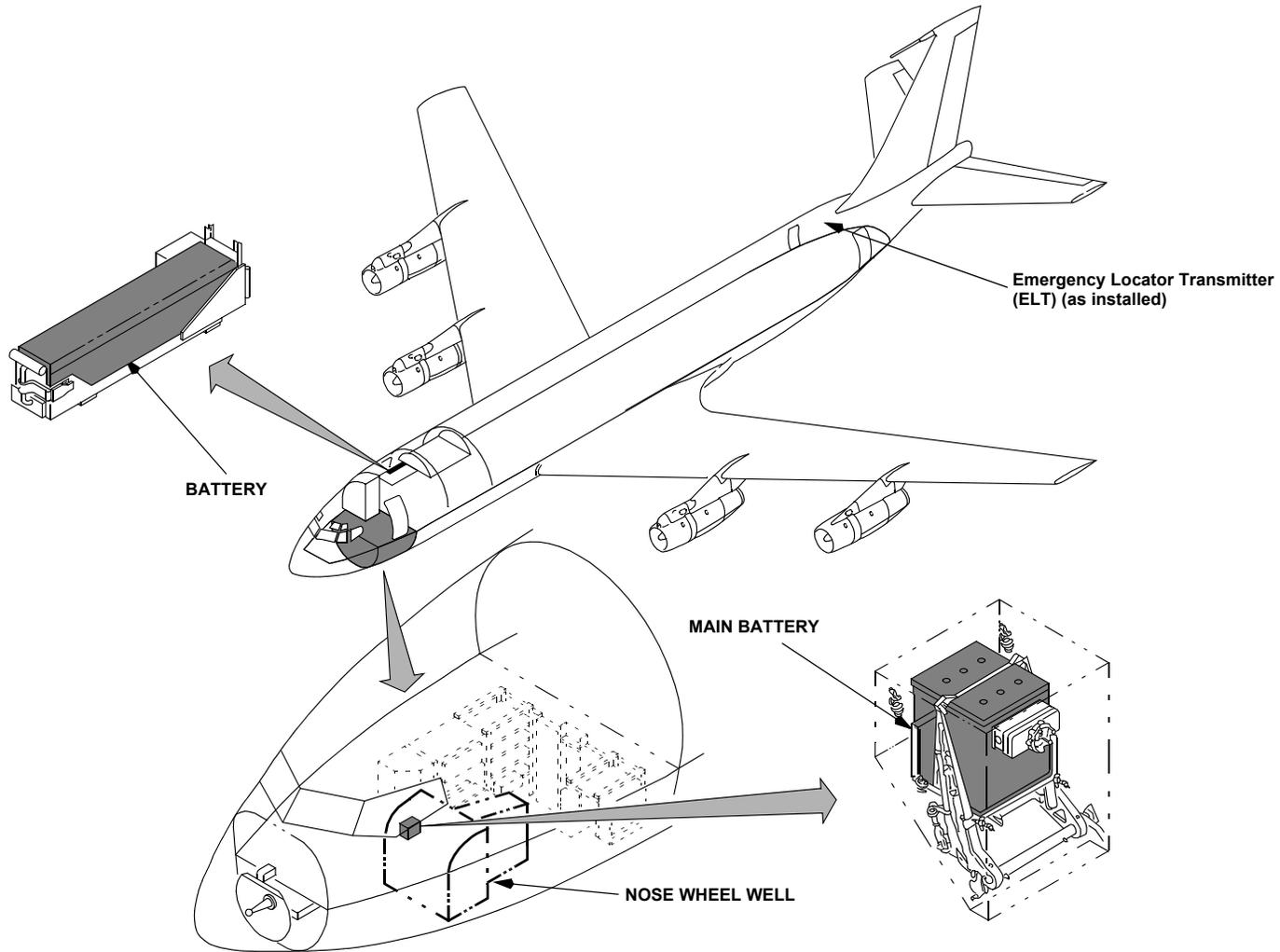
EMERGENCY RESCUE ACCESS-2

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



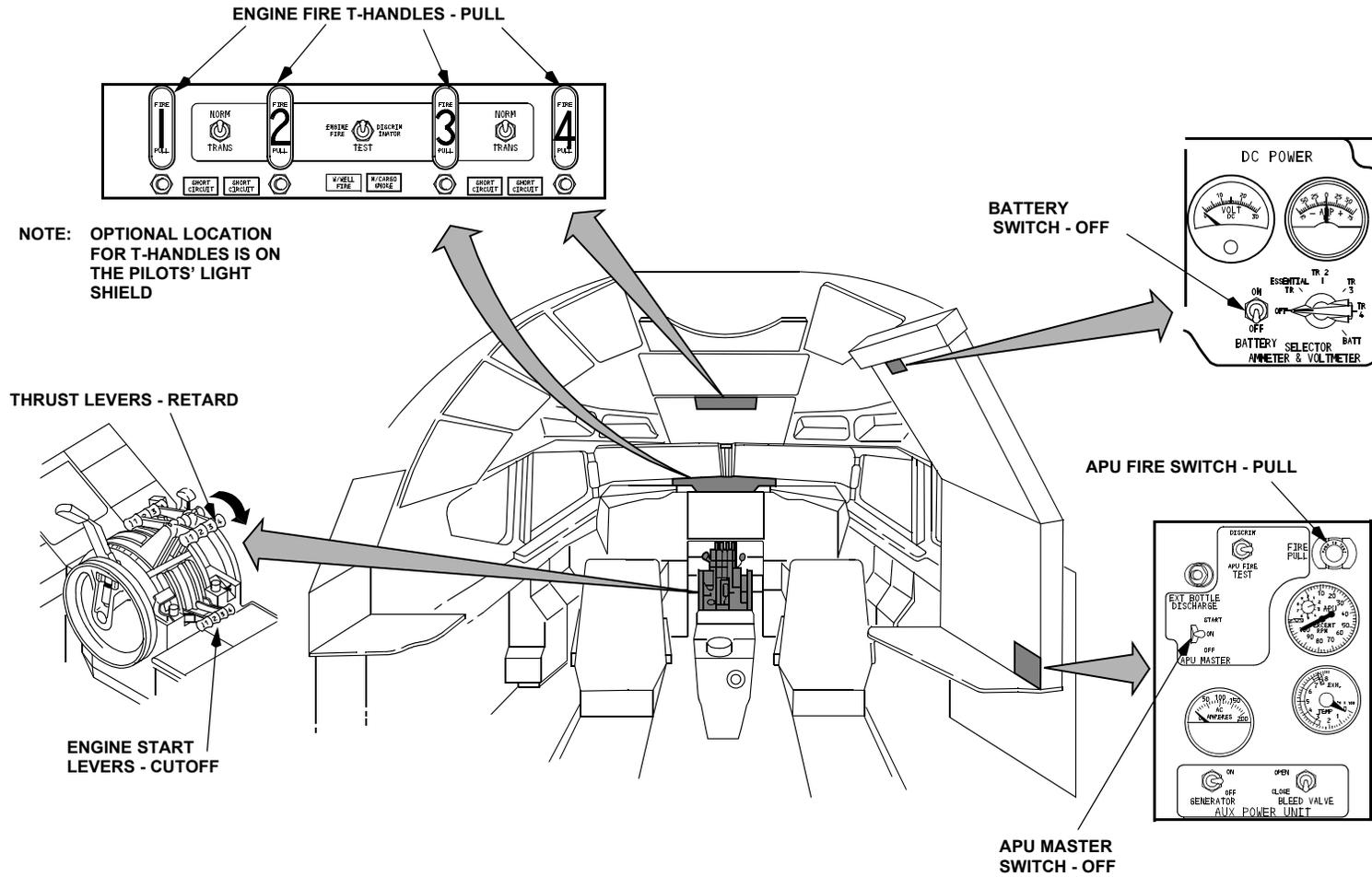
707-100 & 200 SERIES

BATTERY LOCATIONS



707-100 & 200 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



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

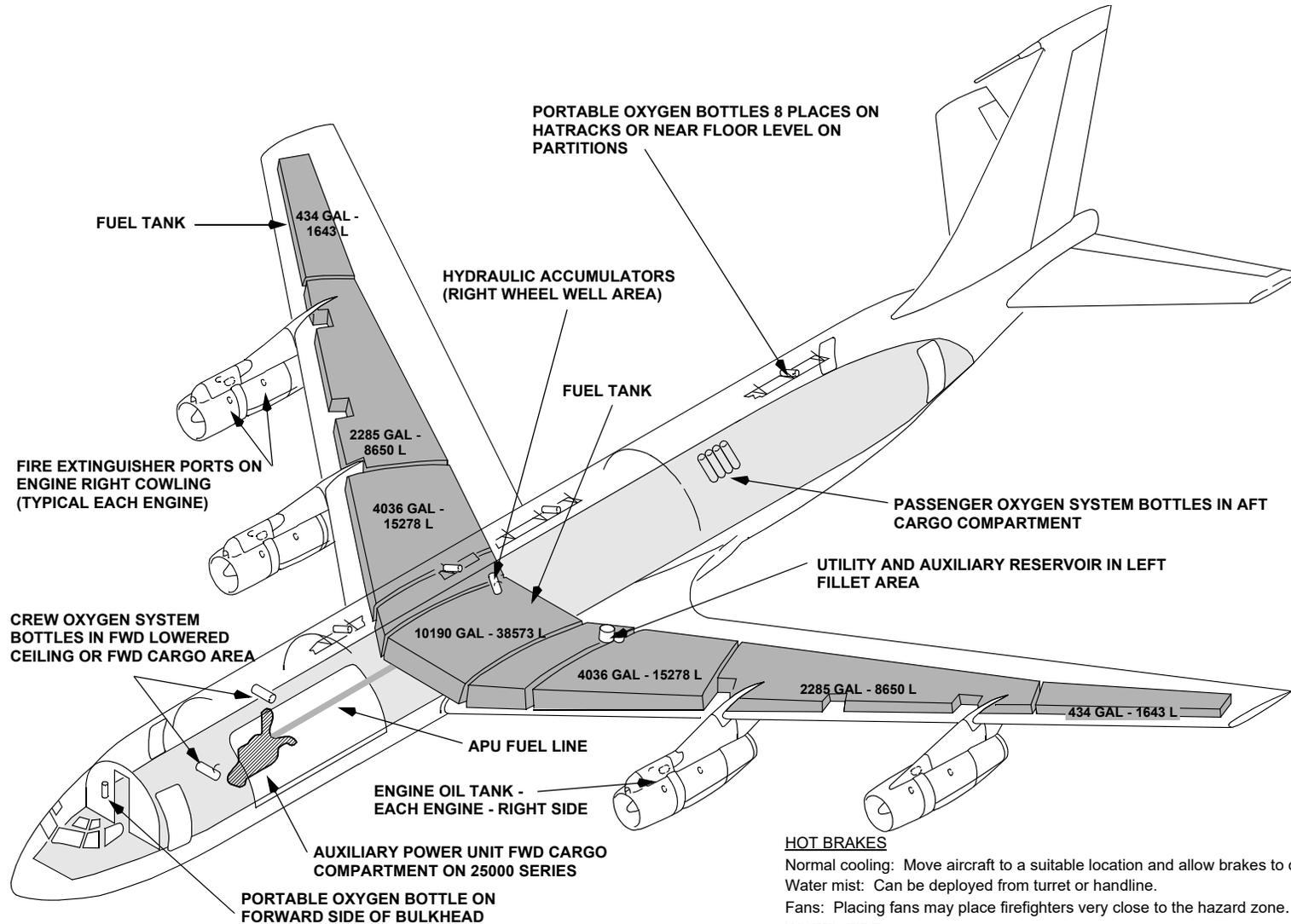


707-100 & 200 SERIES

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707-300 & 400 SERIES

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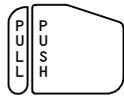
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707-300 & 400 SERIES

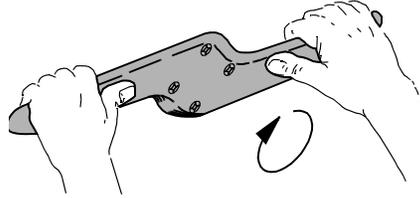
EMERGENCY RESCUE ACCESS-1

1 PILOT'S SLIDING WINDOWS



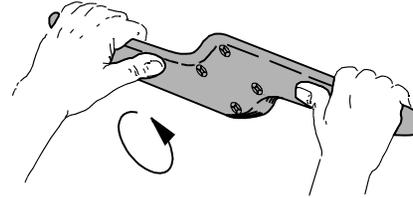
- TO OPEN WINDOW FROM OUTSIDE (RT SIDE ONLY)**
1. PUSH IN EXTERNAL ACCESS DOOR.
 2. PULL EXTERNAL RELEASE HANDLE.
 3. SLIDE WINDOW OPEN.

2 ENTRY DOOR EXTERNAL HANDLE



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

3 GALLEY DOOR EXTERNAL HANDLE



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1. PULL HANDLE OUTWARD.
 2. ROTATE COUNTERCLOCKWISE.
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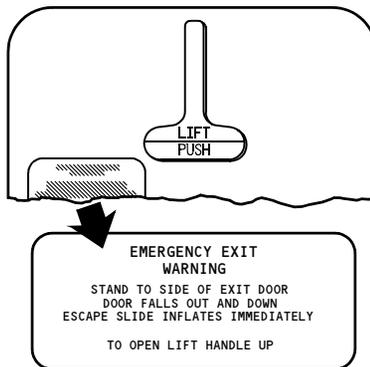
4 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



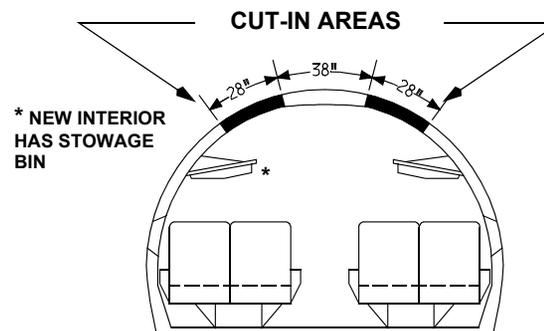
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5 STATION 990 EMERGENCY EXIT



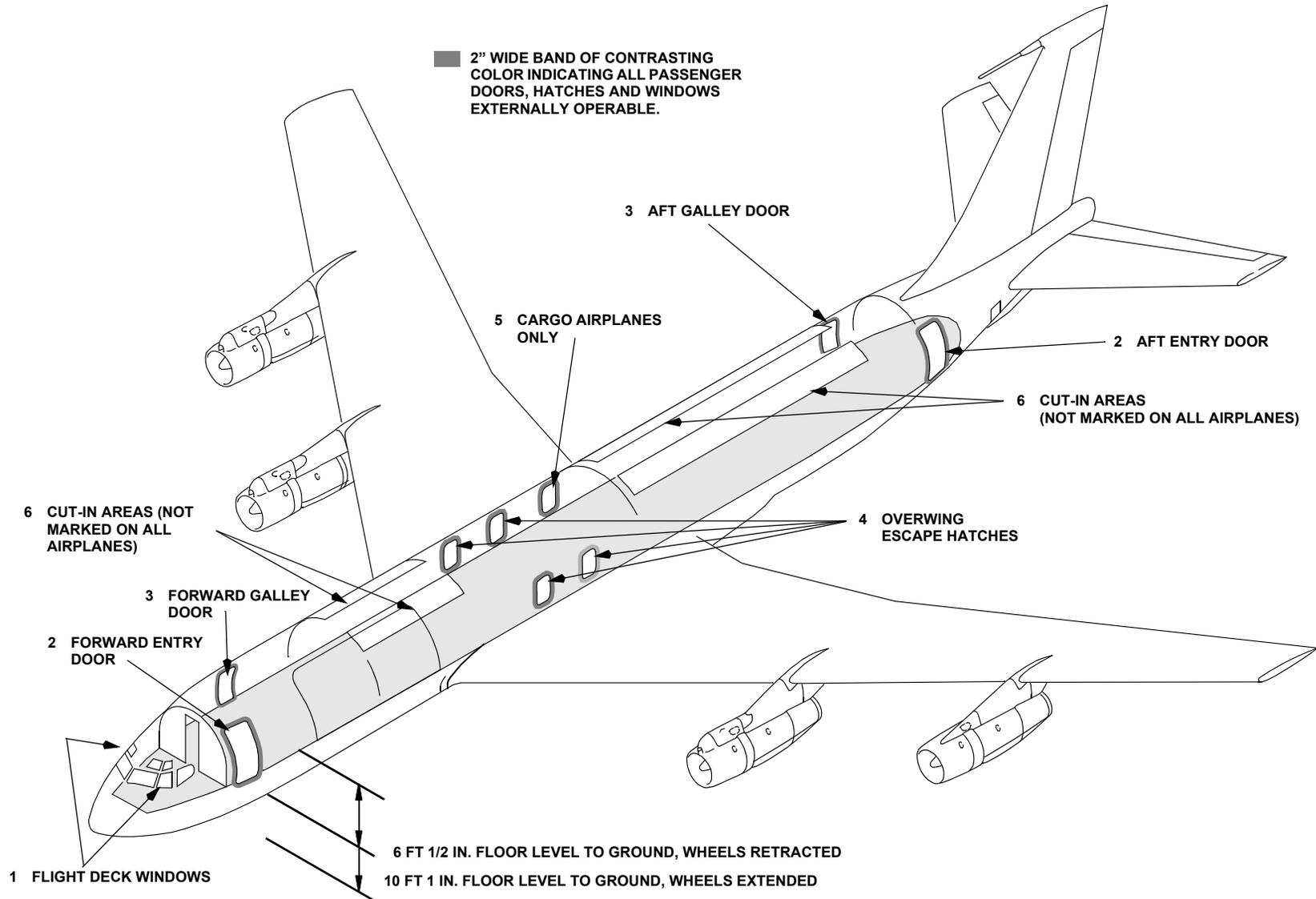
6 CUT-IN AREAS

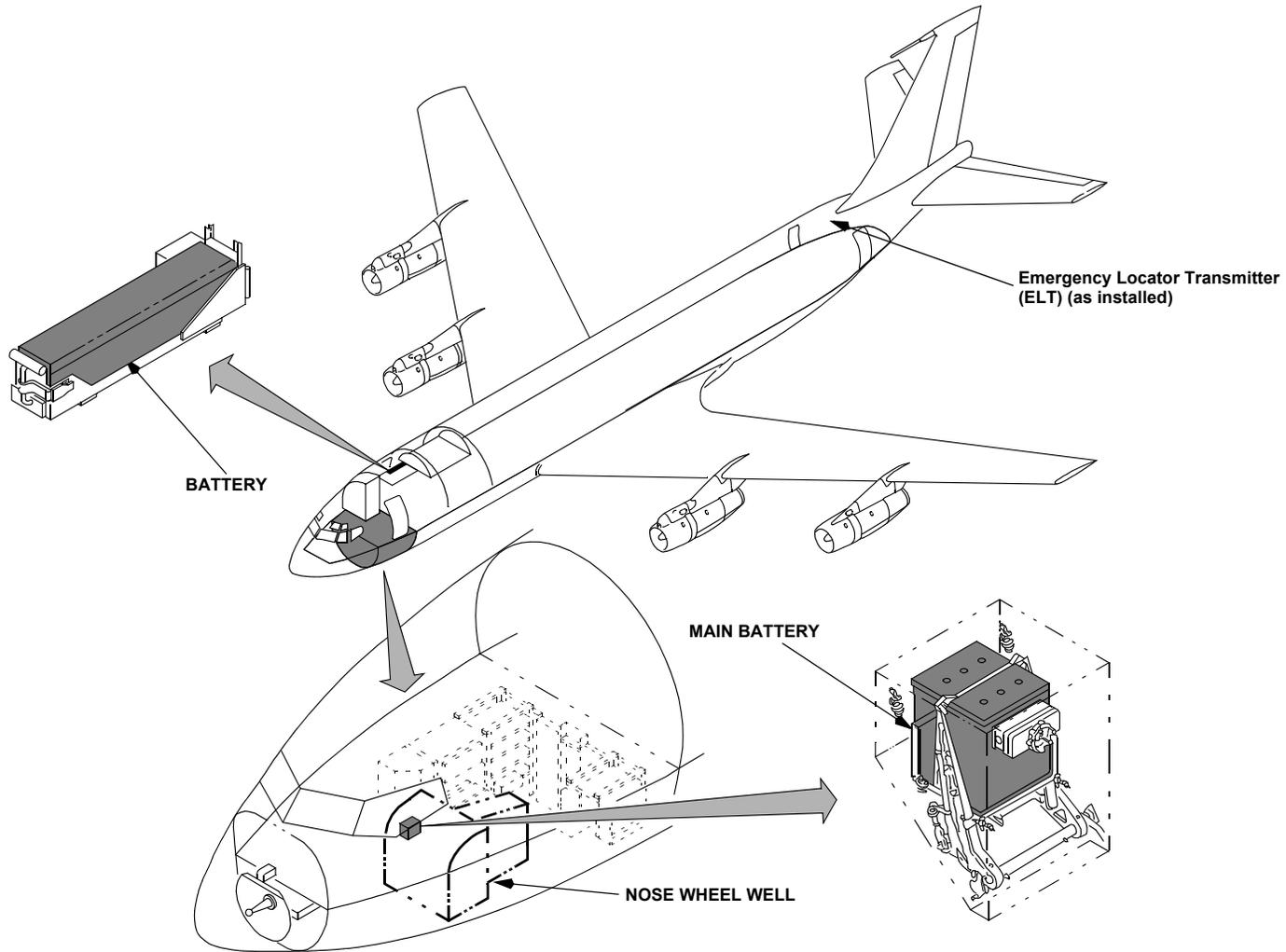


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707-300 & 400 SERIES

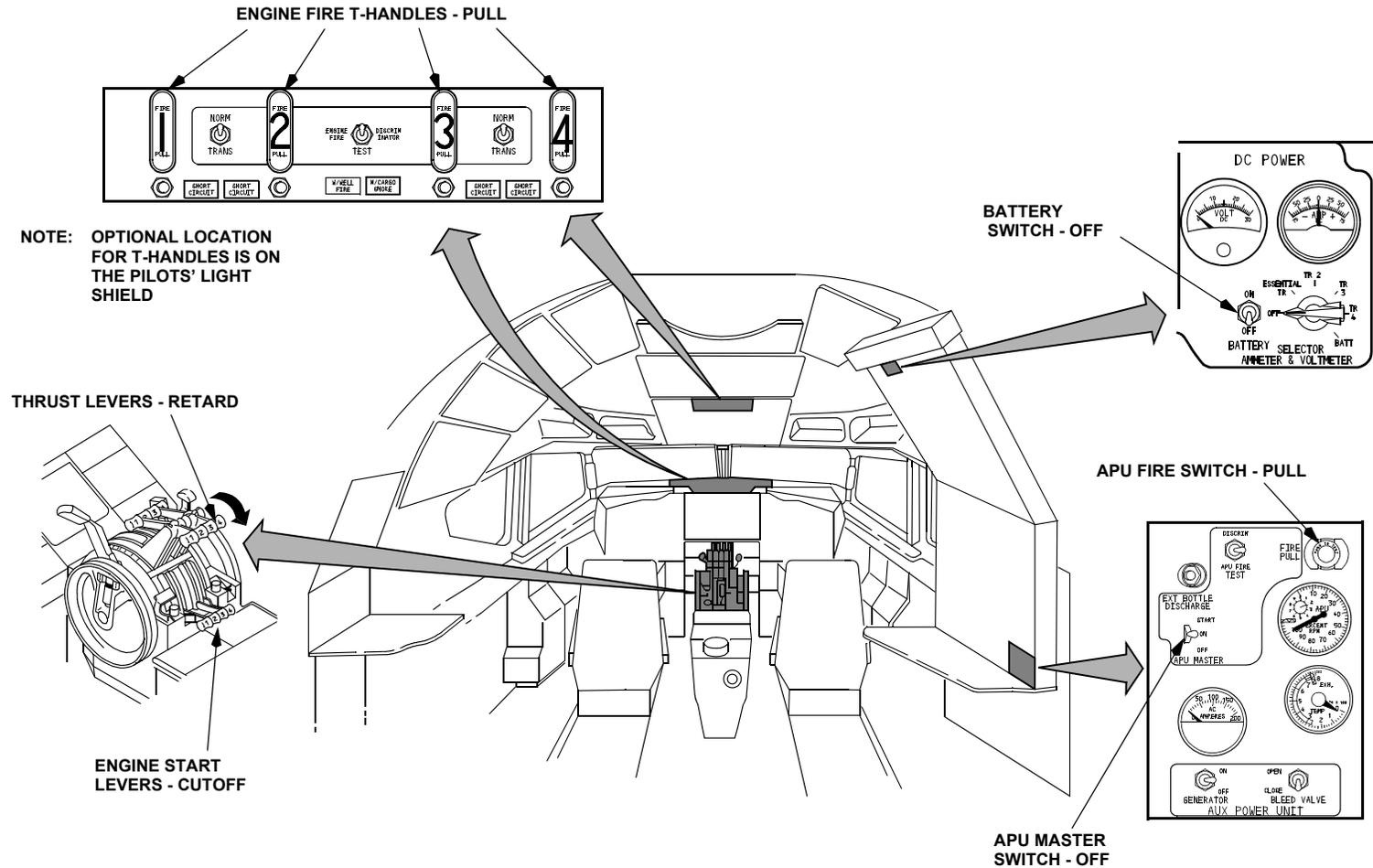
EMERGENCY RESCUE ACCESS-2





707-300 & 400 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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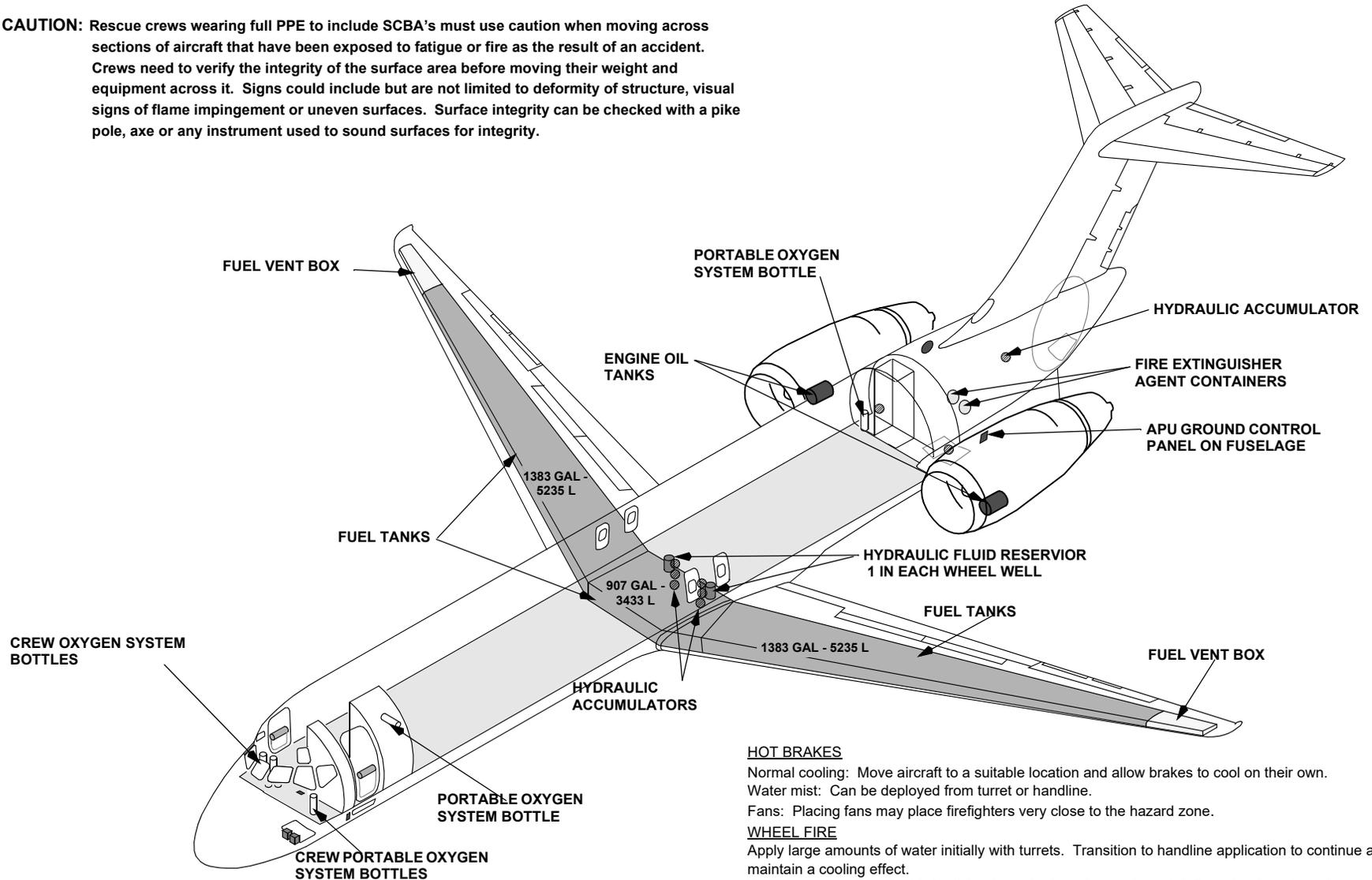
707-300 & 400 SERIES

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717 SERIES

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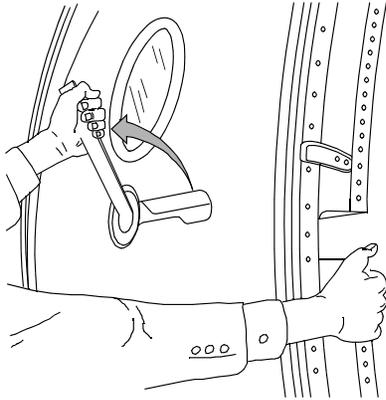
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717 SERIES

EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



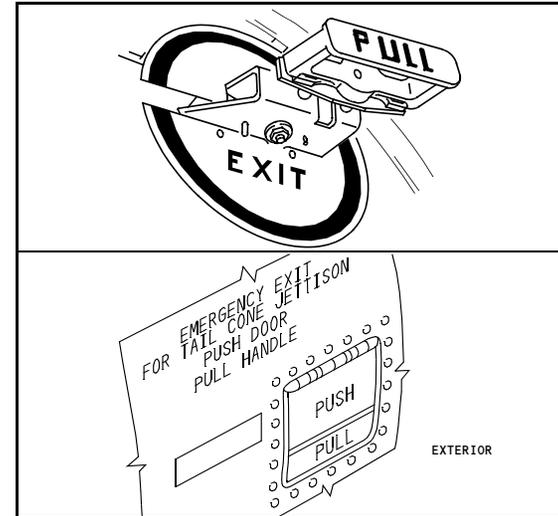
- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE AFT.
 3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS

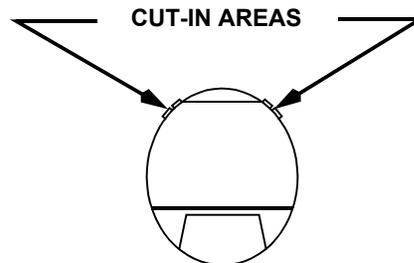


- TO OPEN DOOR:**
1. PUSH HANDLE RELEASE.
 2. PULL THE HANDLE AND, AT THE SAME TIME, PUSH IN TOP OF DOOR FORCIBLY.

3 TAIL CONE JETTISON LATCH



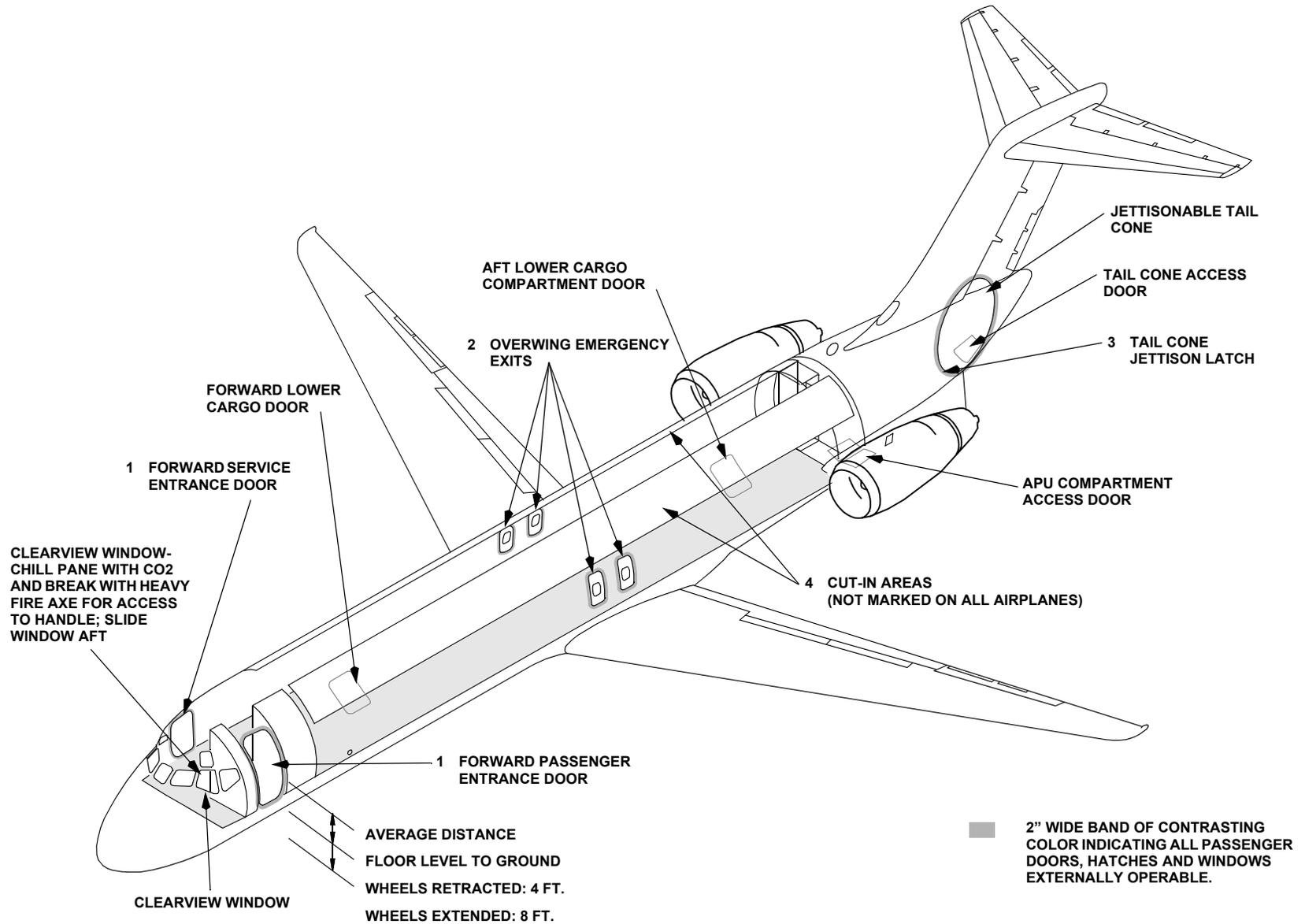
4 CUT-IN AREAS



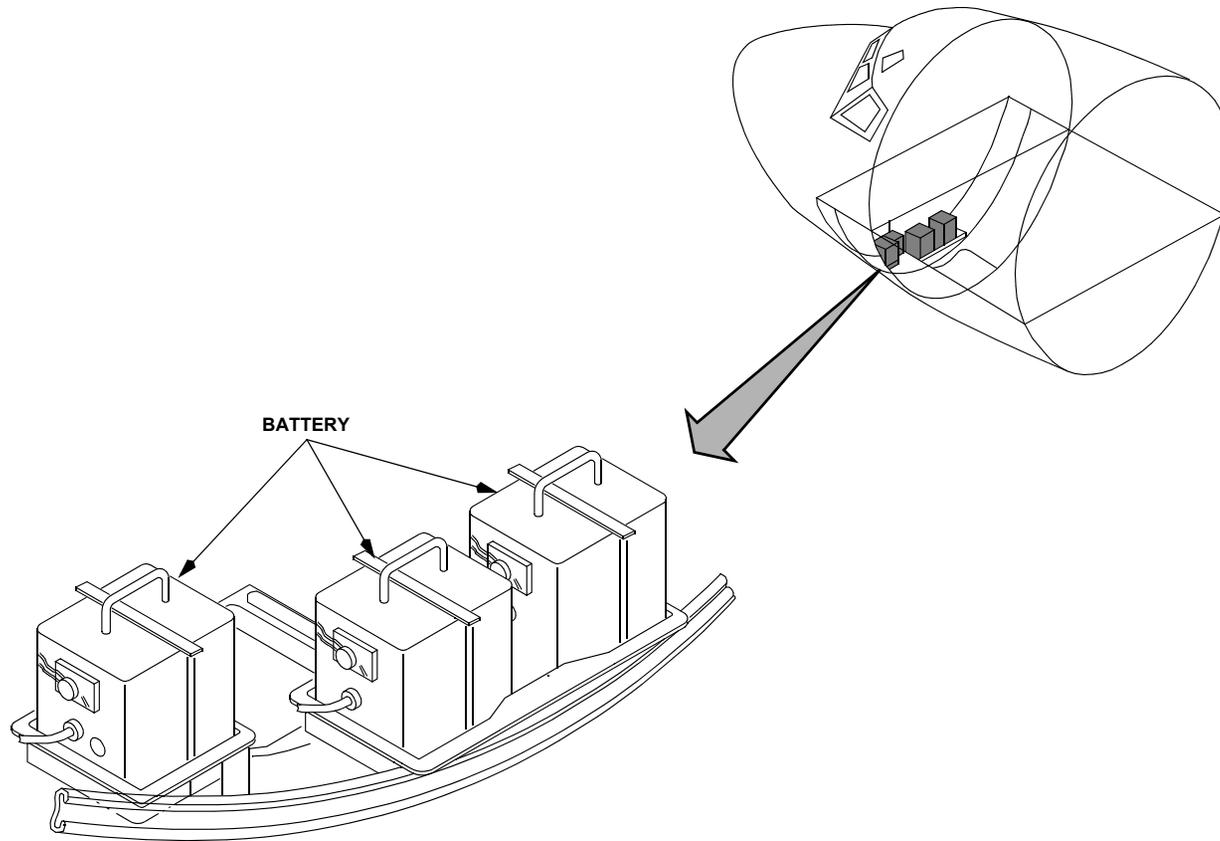
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717 SERIES

EMERGENCY RESCUE ACCESS-2

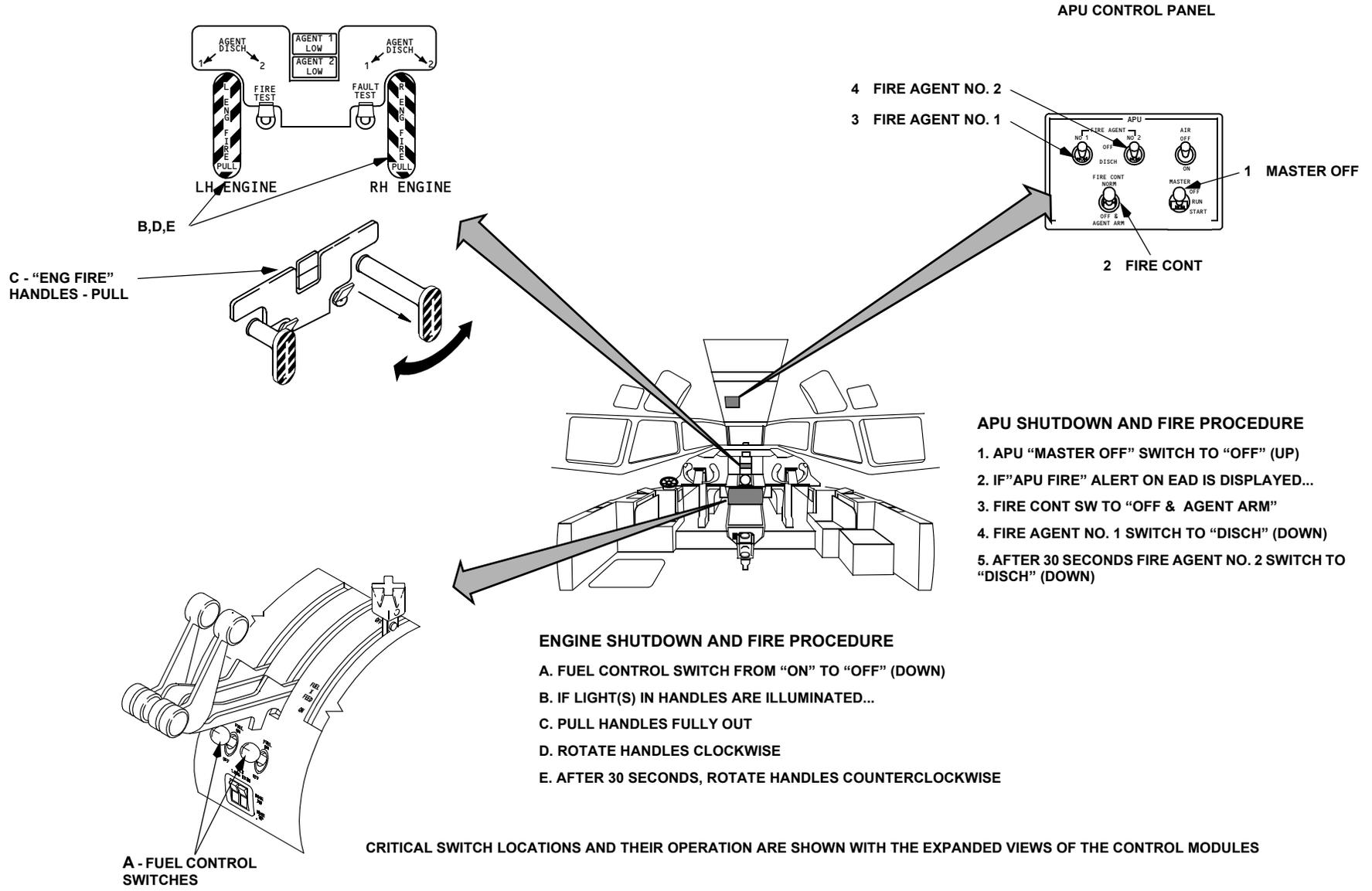


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717 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



APU SHUTDOWN AND FIRE PROCEDURE

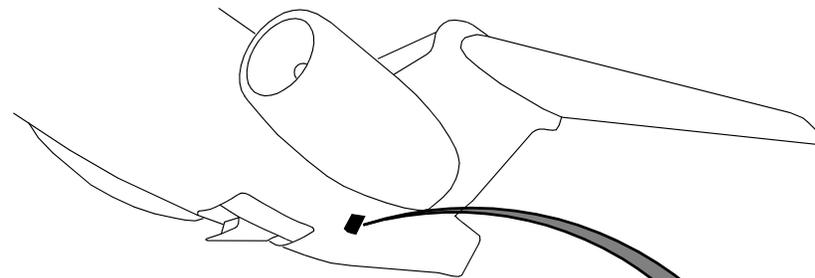
1. APU "MASTER OFF" SWITCH TO "OFF" (UP)
2. IF "APU FIRE" ALERT ON EAD IS DISPLAYED...
3. FIRE CONT SW TO "OFF & AGENT ARM"
4. FIRE AGENT NO. 1 SWITCH TO "DISCH" (DOWN)
5. AFTER 30 SECONDS FIRE AGENT NO. 2 SWITCH TO "DISCH" (DOWN)

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

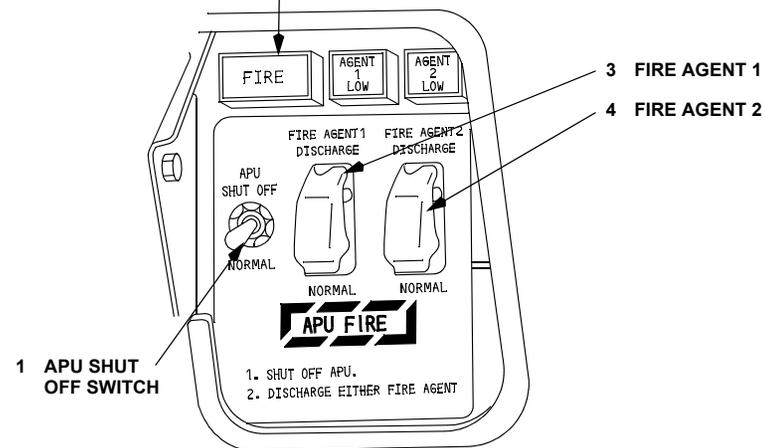
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2 FIRE LIGHT

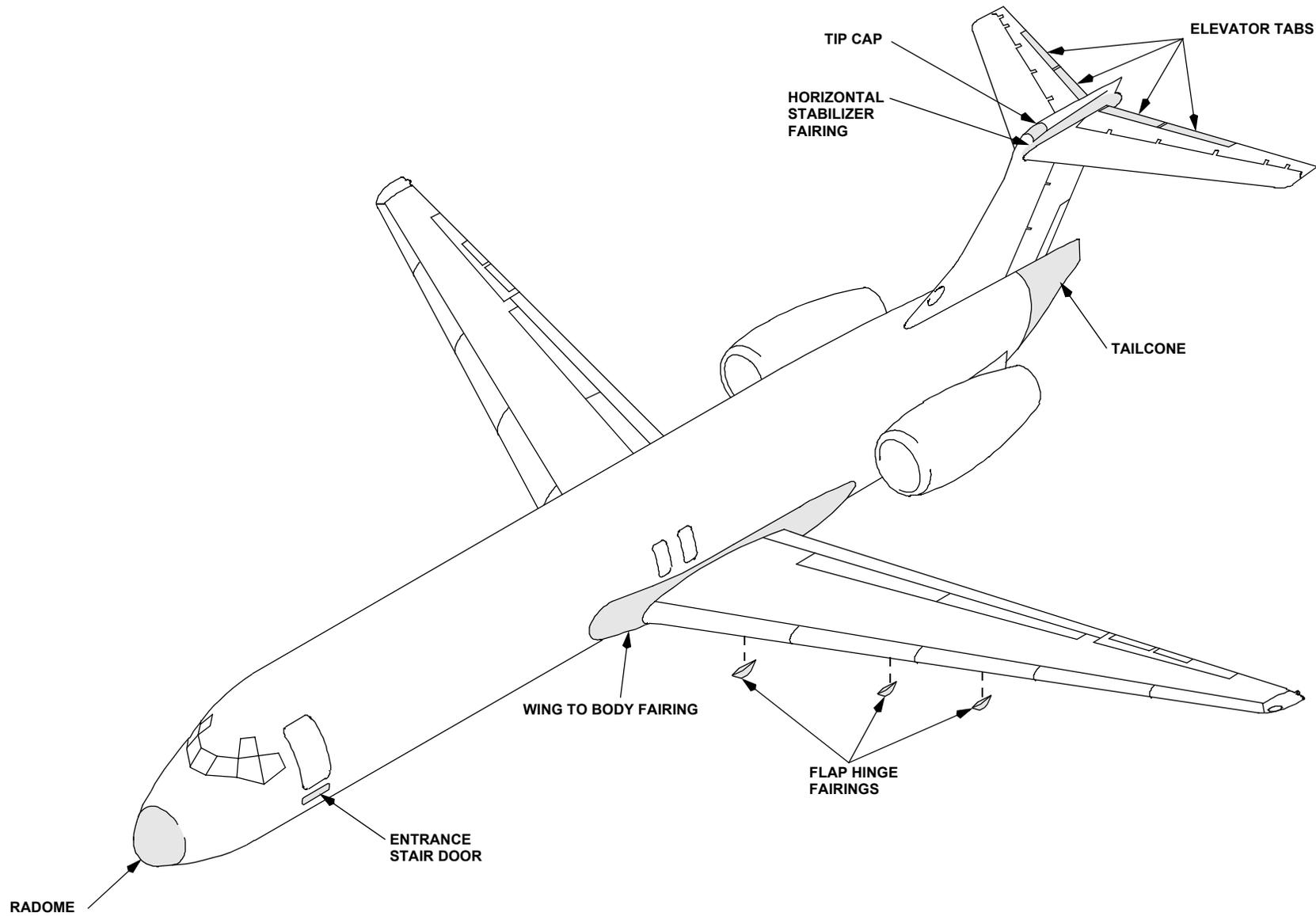
APU SHUTDOWN AND FIRE PROCEDURE

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)



717 SERIES

COMPOSITE MATERIALS LOCATIONS



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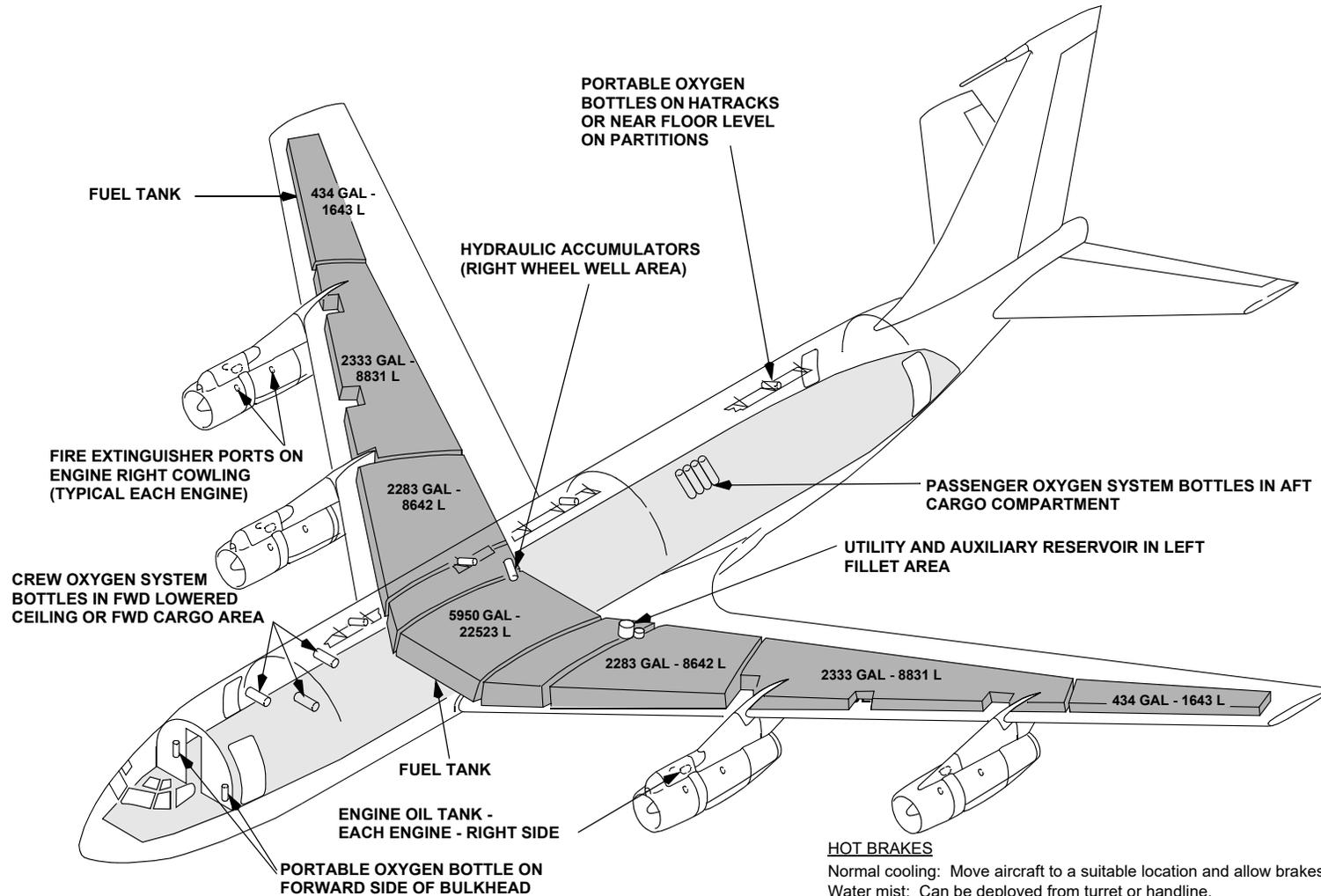


717 SERIES

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720 & 720B SERIES

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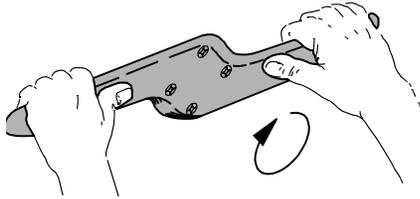
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720 & 720B SERIES

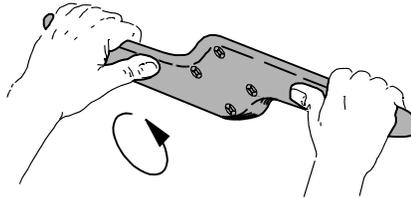
EMERGENCY RESCUE ACCESS-1

1 ENTRY DOOR EXTERNAL HANDLE



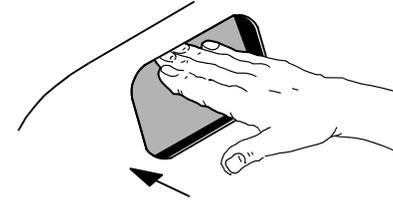
- TO OPEN DOOR:
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 3. PULL DOOR OUTWARD.

2 GALLEY DOOR EXTERNAL HANDLE



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 2. ROTATE COUNTERCLOCKWISE.
 3. PULL DOOR OUTWARD.

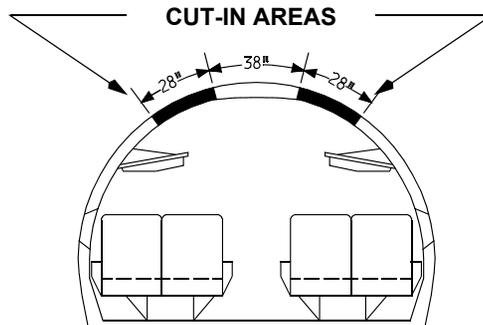
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4 CUT-IN AREAS

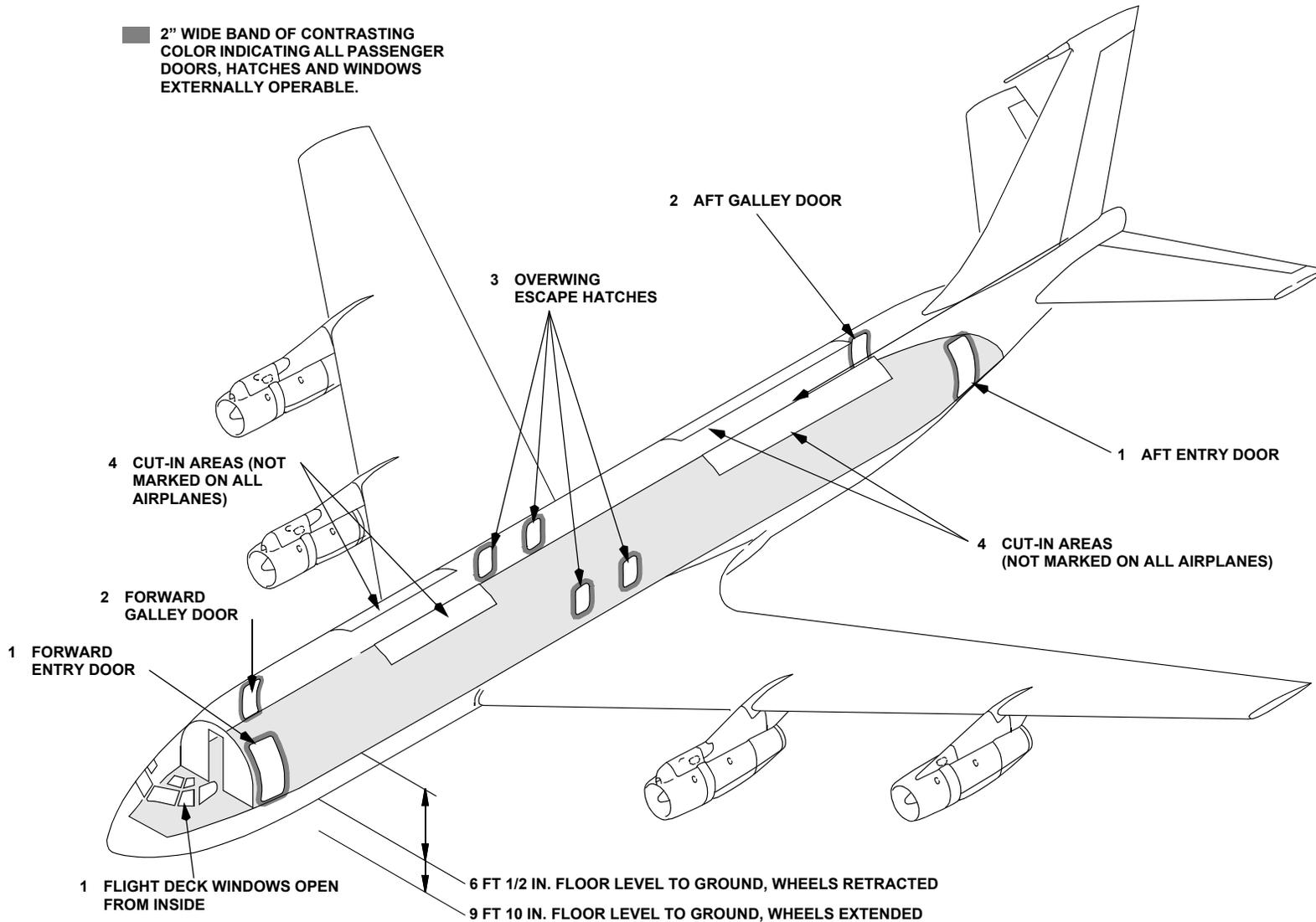


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720 & 720B SERIES

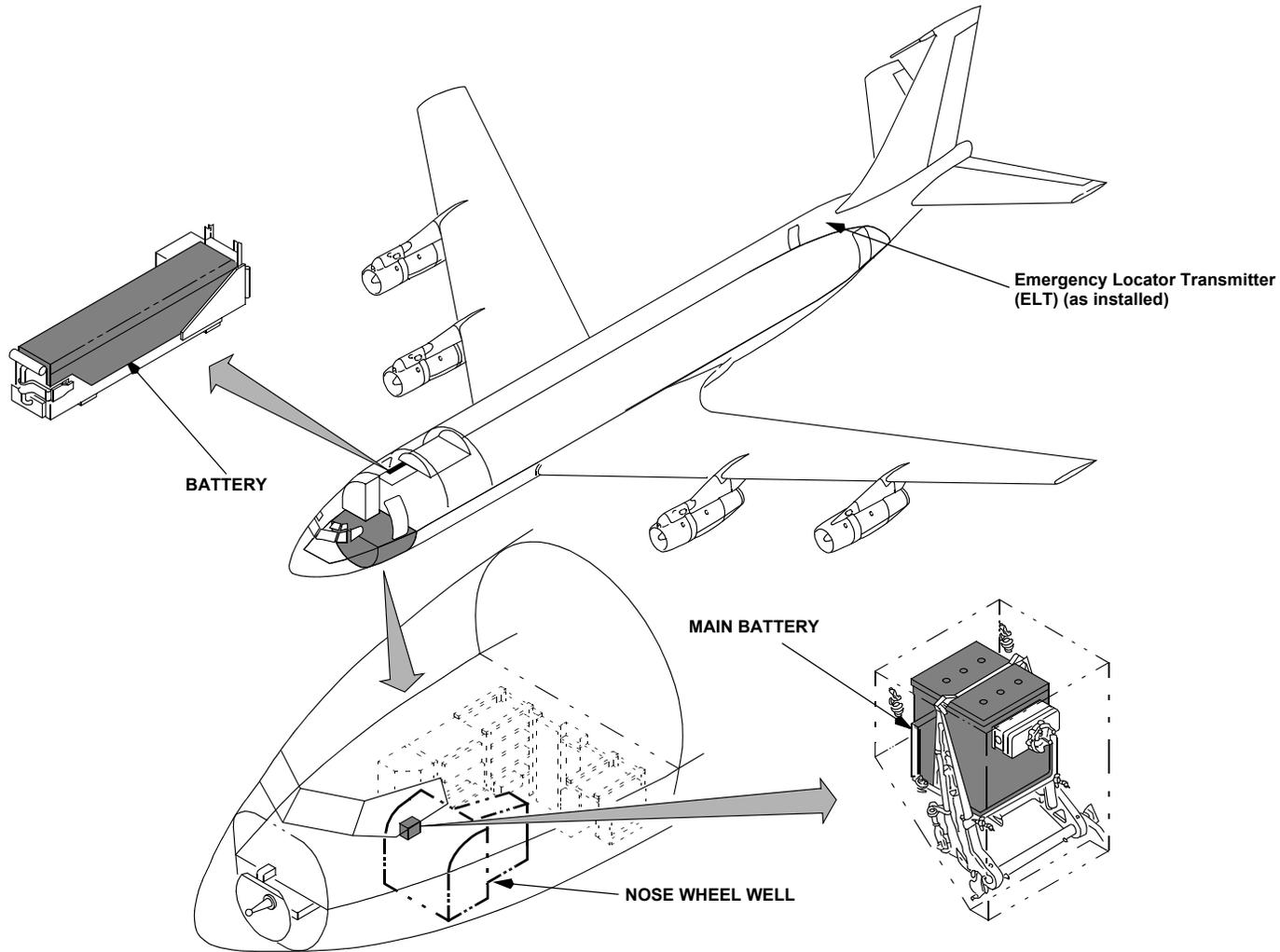
EMERGENCY RESCUE ACCESS-2

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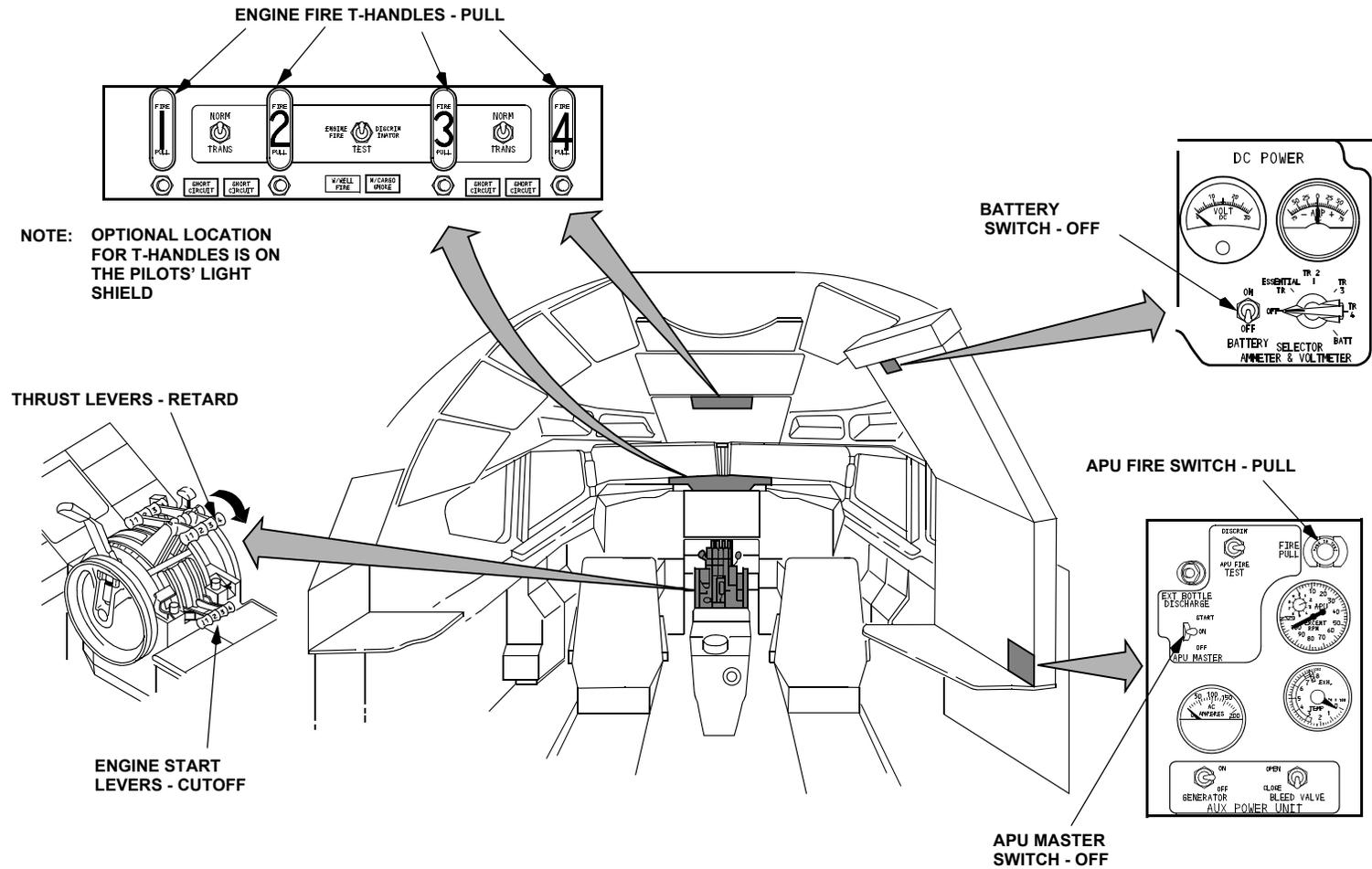
720 & 720B SERIES

BATTERY LOCATIONS



720 & 720B SERIES

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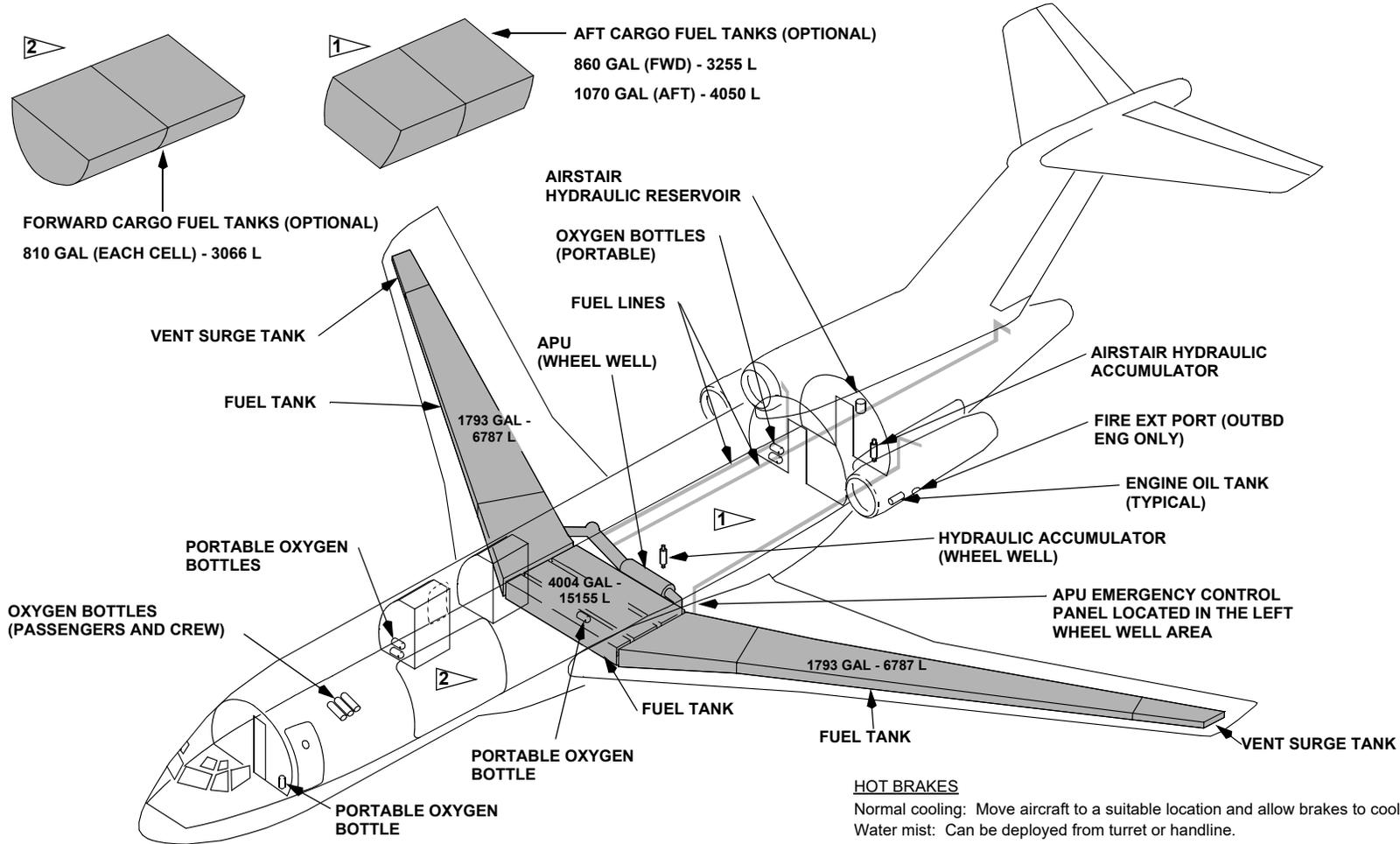


720 & 720B SERIES

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727 SERIES

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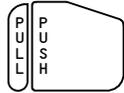
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727 SERIES

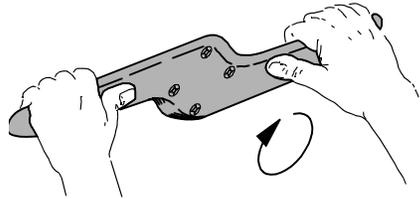
EMERGENCY RESCUE ACCESS-1

1 PILOT'S SLIDING WINDOW
(RH AND LH) CARGO AIRPLANES
(RH ONLY) PASSENGER AIRPLANES



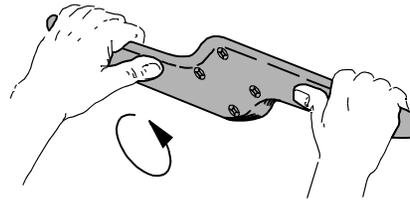
- TO OPEN WINDOW FROM OUTSIDE:**
1. PUSH IN EXTERNAL ACCESS DOOR.
 2. PULL EXTERNAL RELEASE HANDLE.
 3. SLIDE WINDOW OPEN.

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.

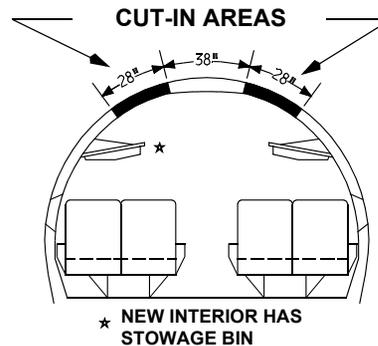
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5 AFT EXIT DOORS EXTERNAL HANDLE (200)L



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

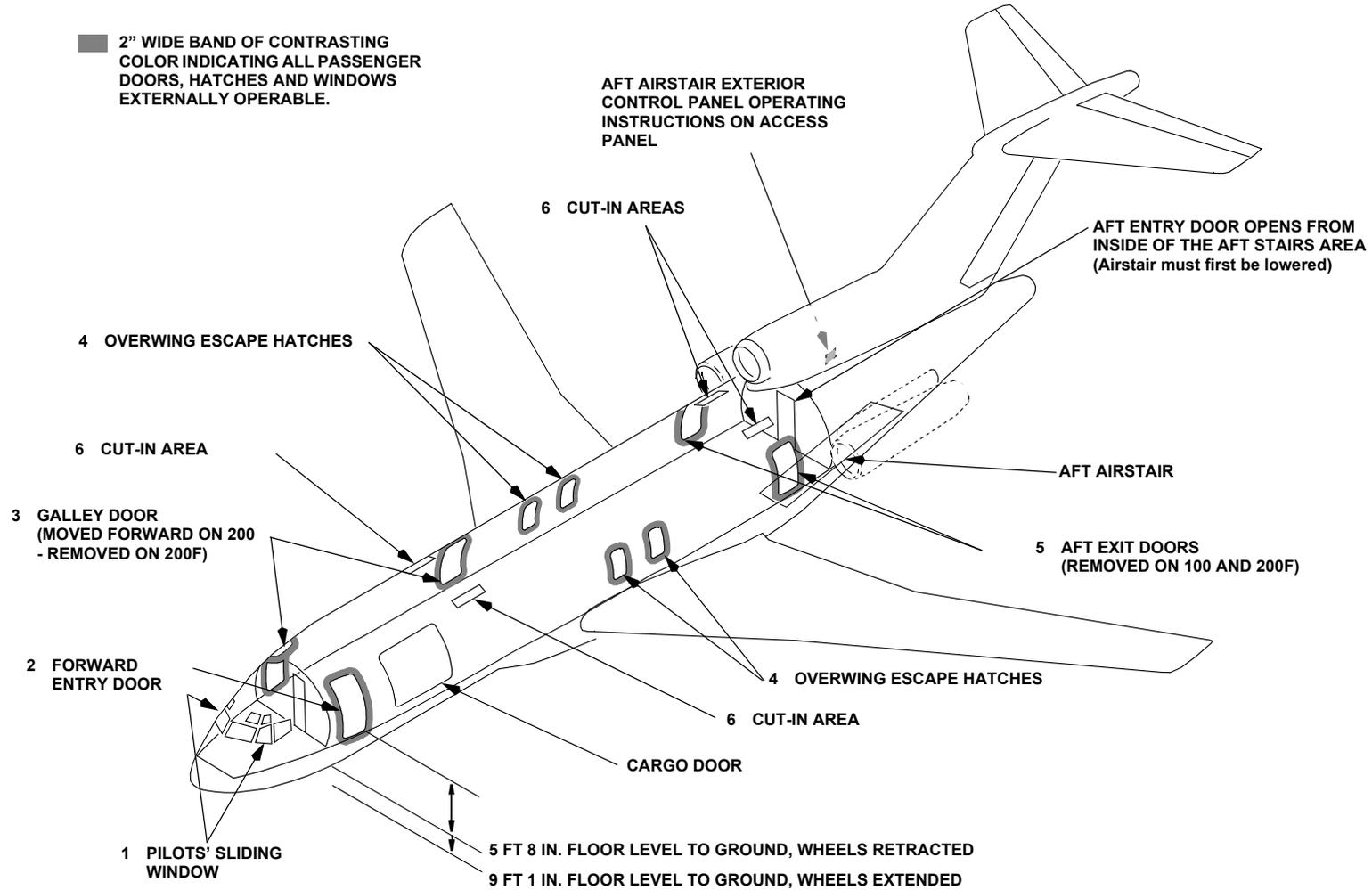
6 CUT-IN AREAS

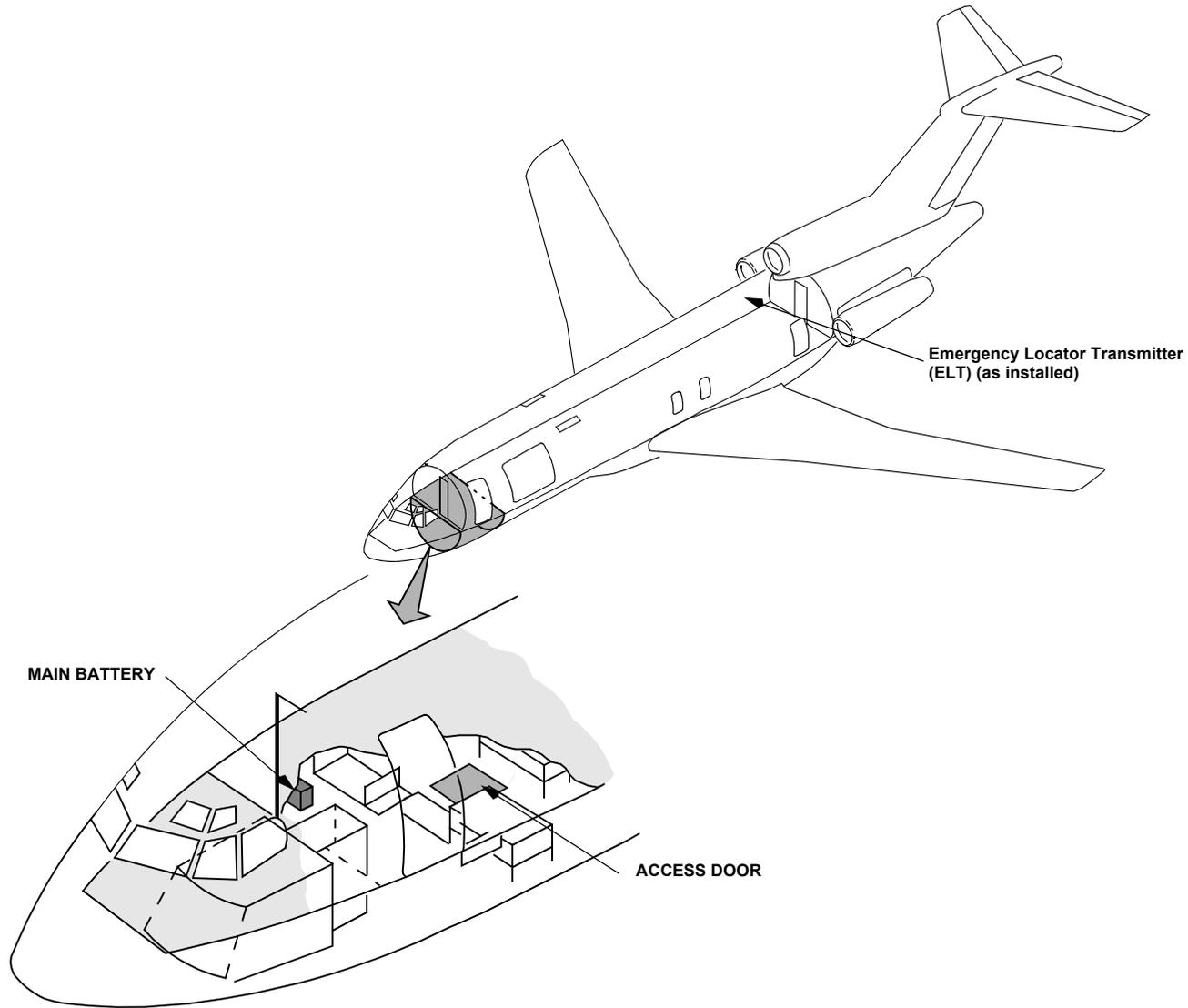


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727 SERIES

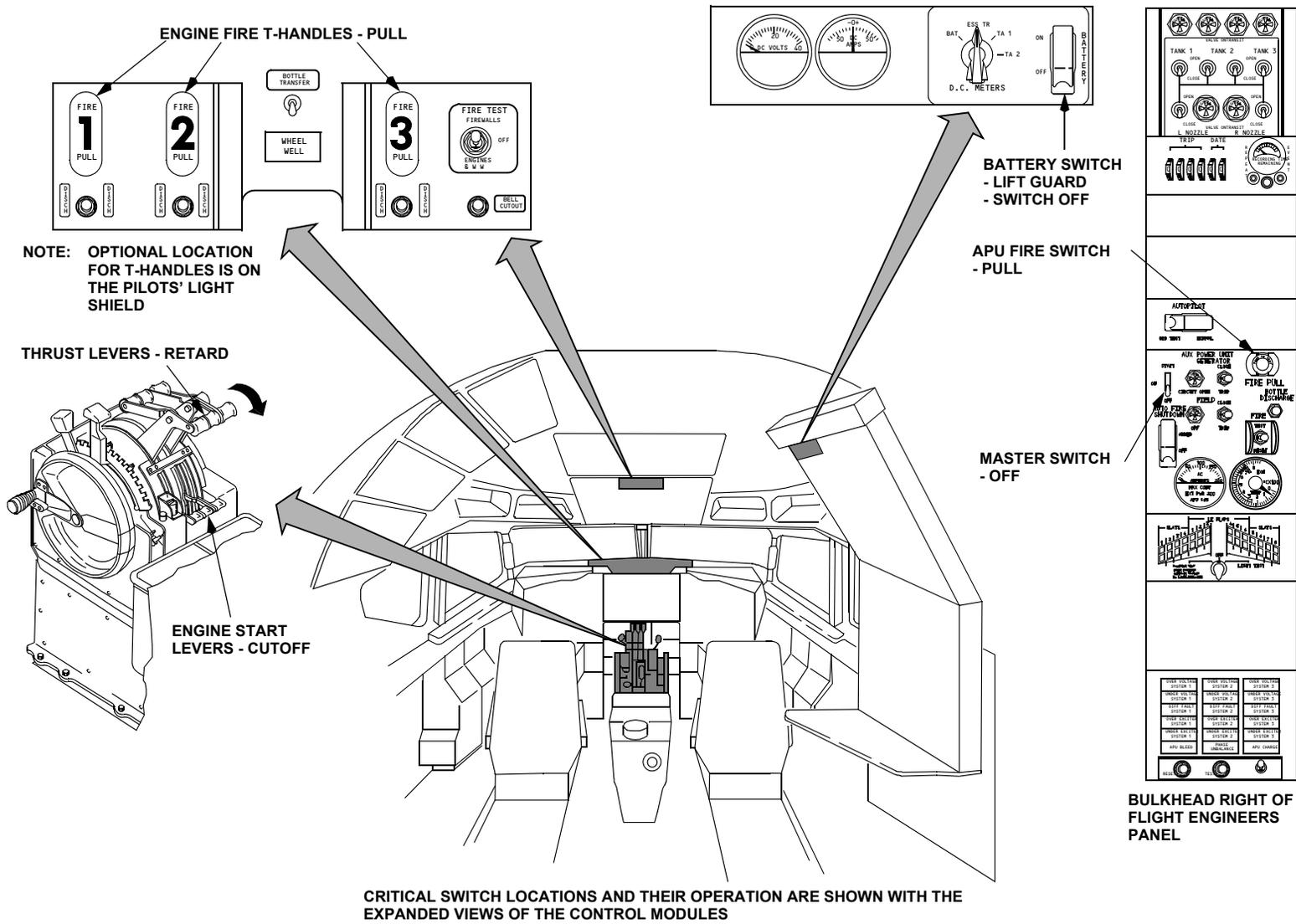
EMERGENCY RESCUE ACCESS-2





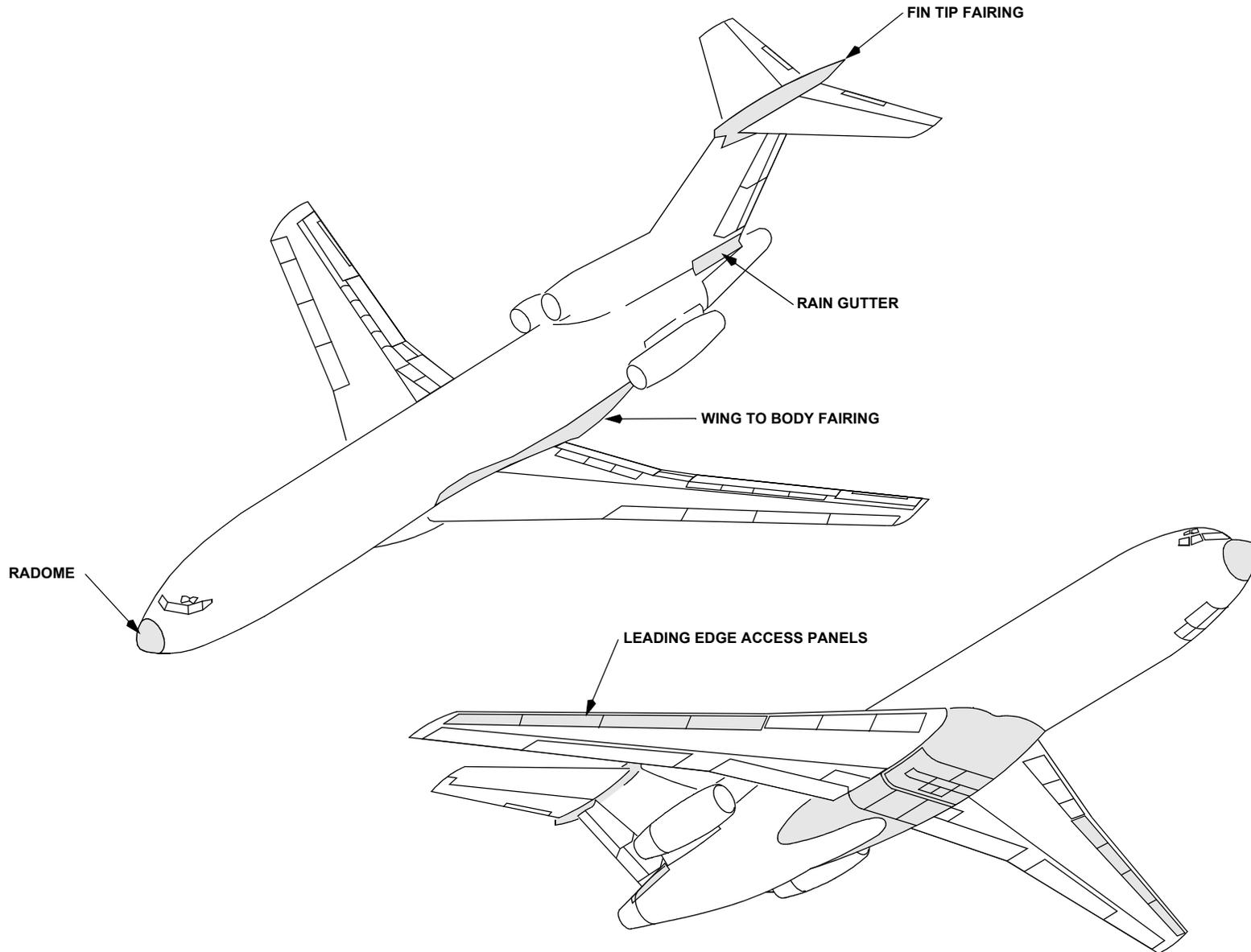
727 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



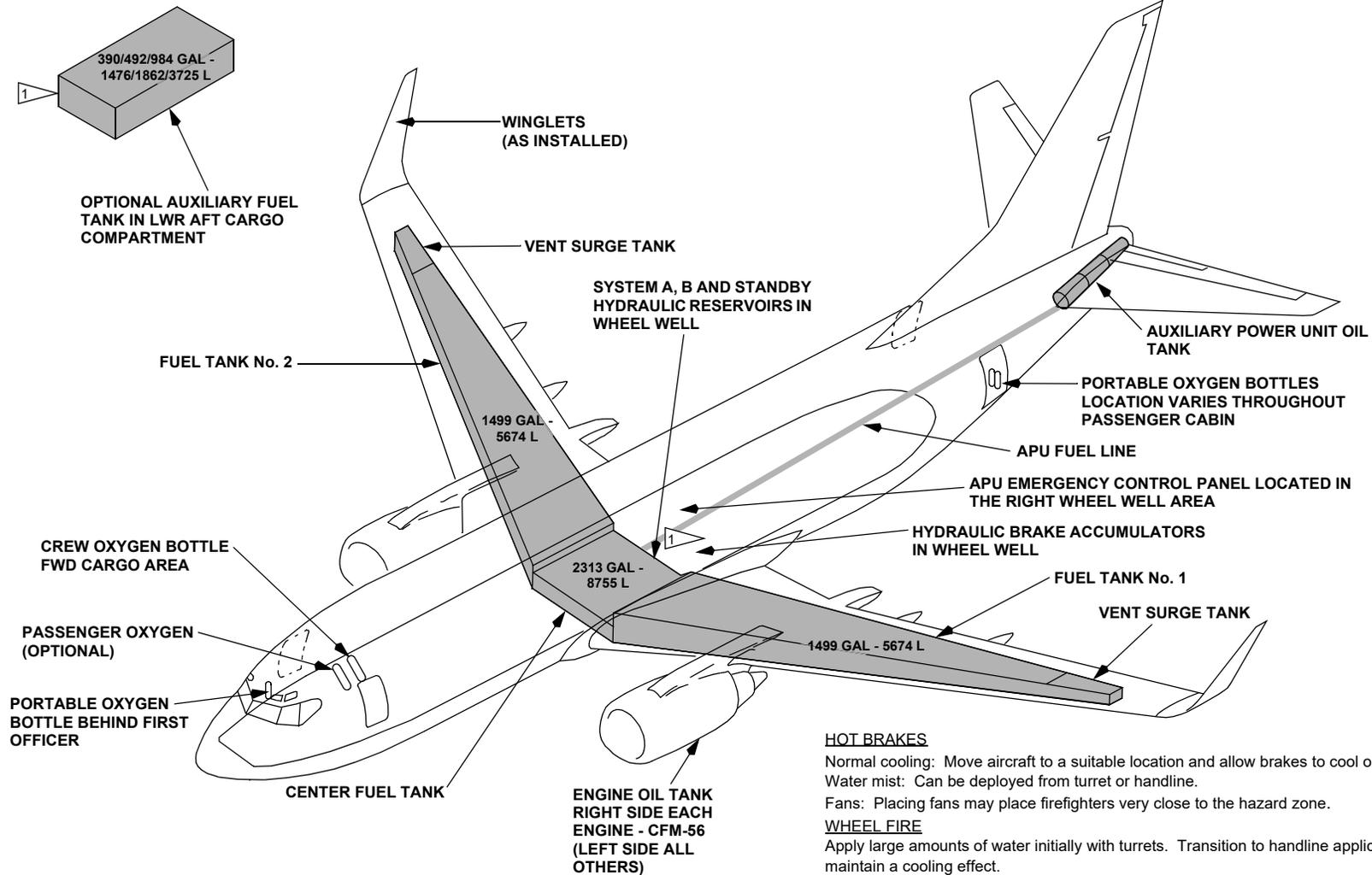
727 SERIES

COMPOSITE MATERIALS LOCATIONS



737-100/-200/-300/-400/-500 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

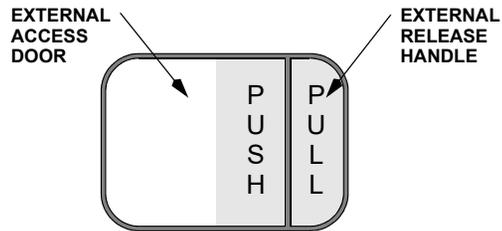
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
 Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

737-100/-200/-300/-400/-500 SERIES

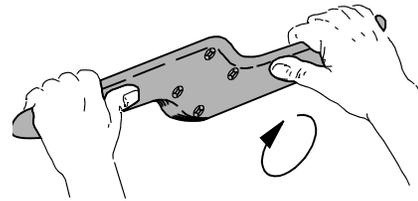
EMERGENCY RESCUE ACCESS-1

**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.**

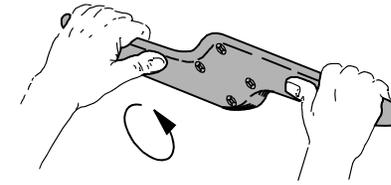
**2 FWD AND AFT ENTRY DOOR
EXTERNAL HANDLE (LH SIDE)**



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

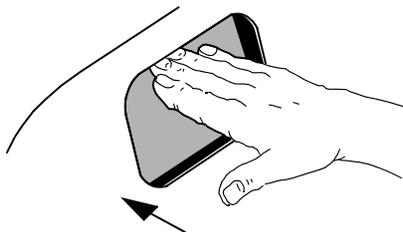
WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

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



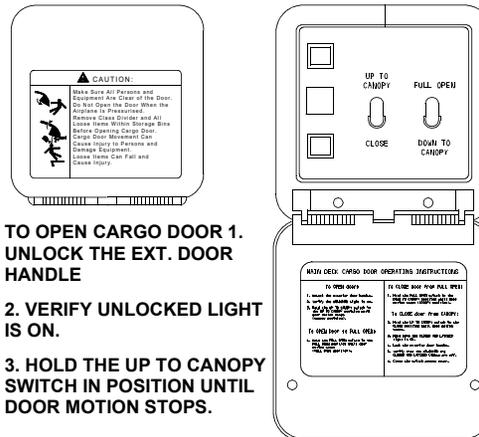
- TO OPEN DOOR:**
- 1. PULL HANDLE OUTWARD.**
 - 2. ROTATE COUNTERCLOCKWISE.**
 - 3. PULL DOOR OUTWARD.**

**4 EMERGENCY OVERWING ESCAPE
HATCH**



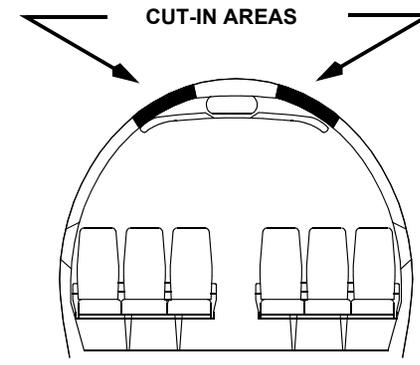
- TO OPEN HATCH FROM OUTSIDE:**
- 1. PUSH IN PANEL.**
 - 2. PUSH HATCH INWARD & LIFT UP.**

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

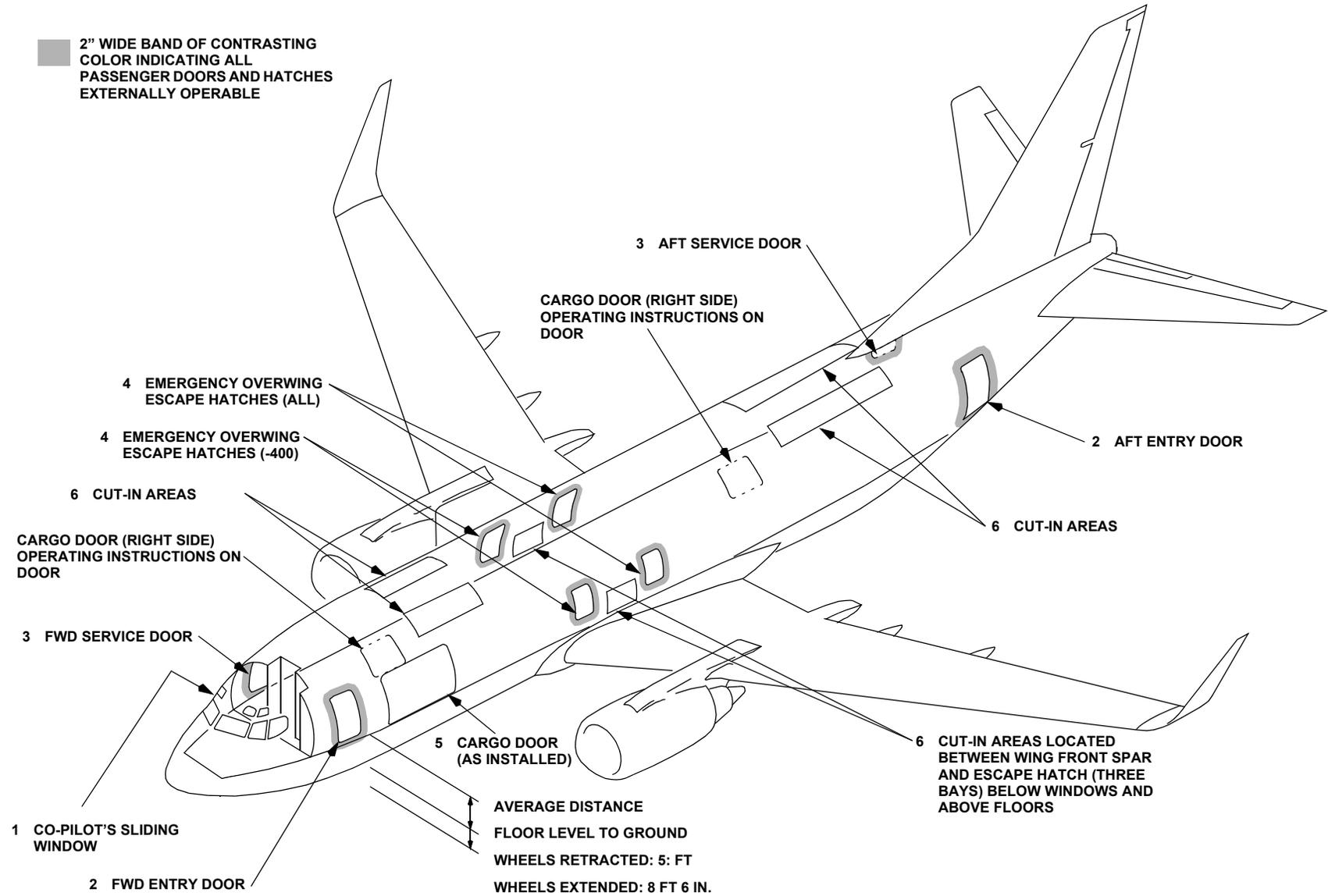


NOTE:

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.

737-100/-200/-300/-400/-500 SERIES

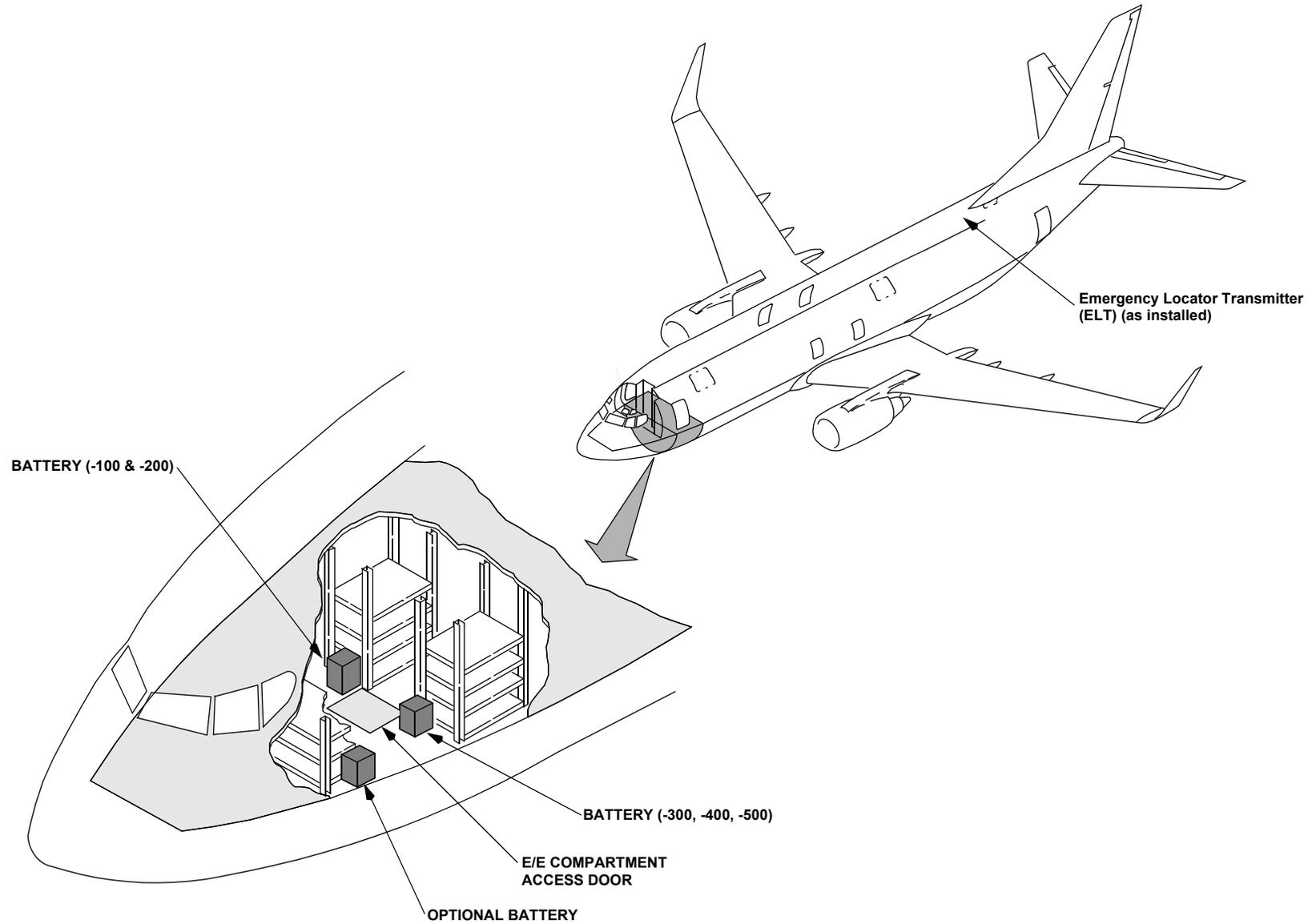
EMERGENCY RESCUE ACCESS-2



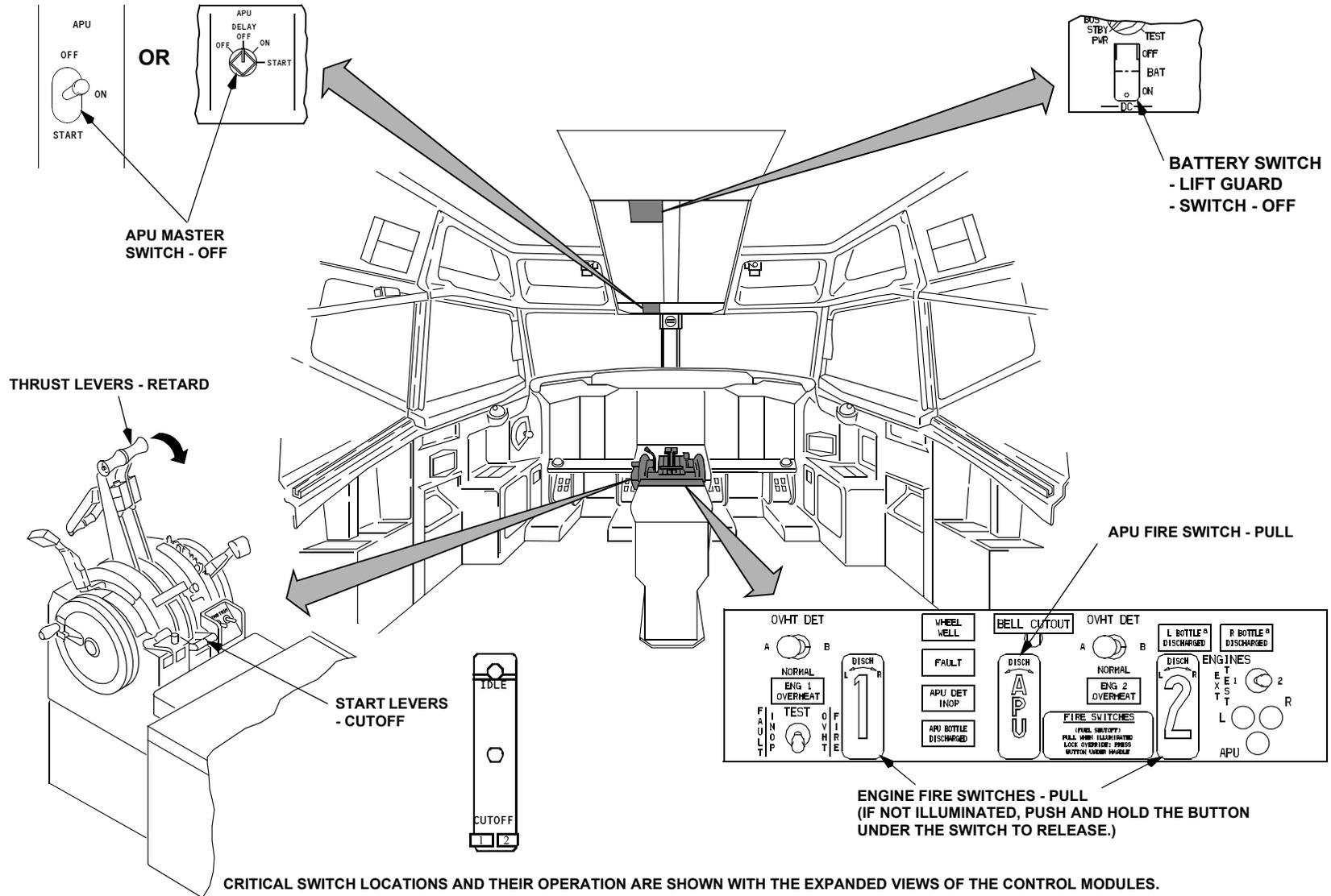
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737-100/-200/-300/-400/-500 SERIES

BATTERY LOCATIONS

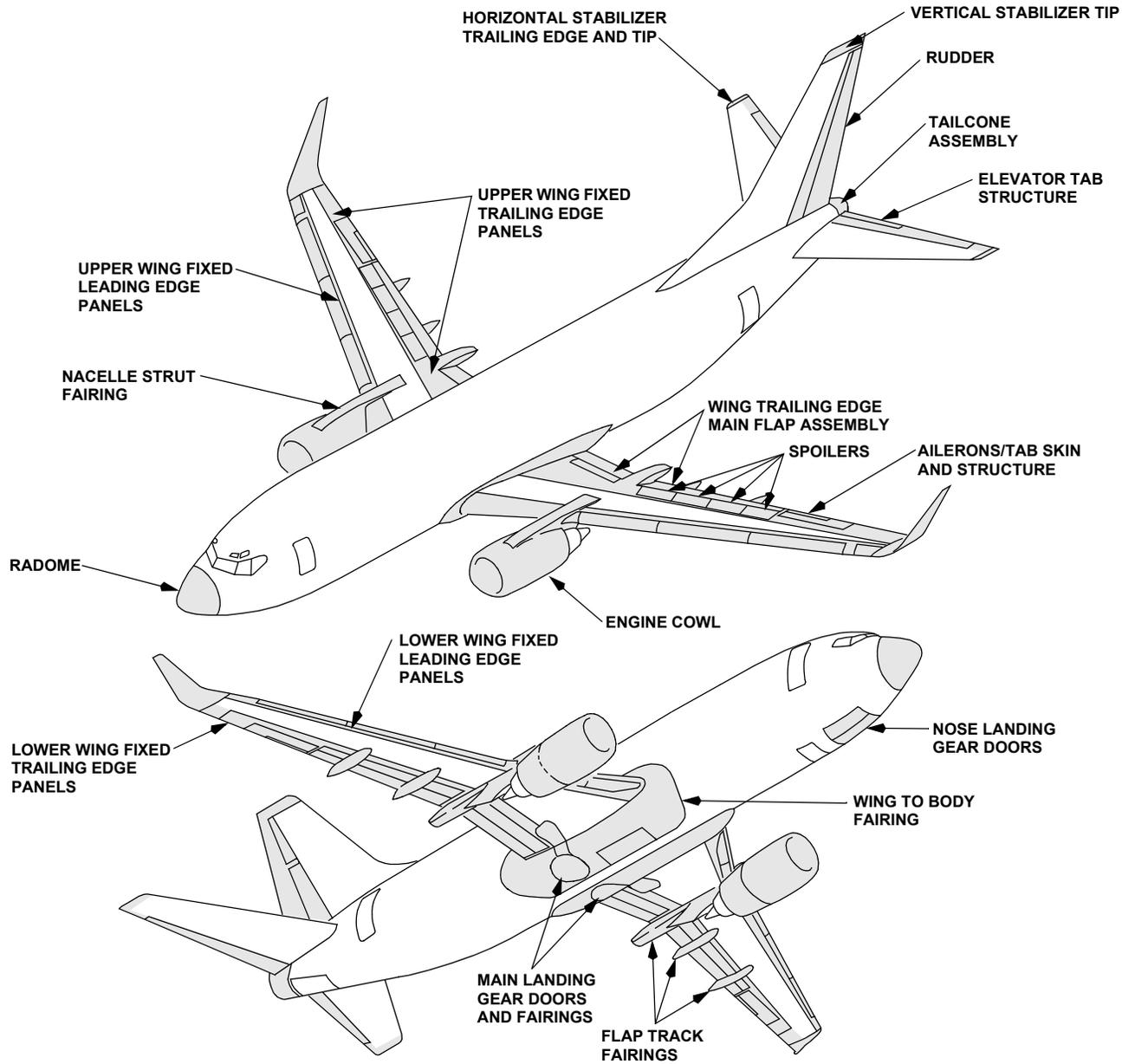


737-100/-200/-300/-400/-500 SERIES FLT DECK CONTROL SWITCH LOCATIONS



737-100/-200/-300/-400/-500 SERIES

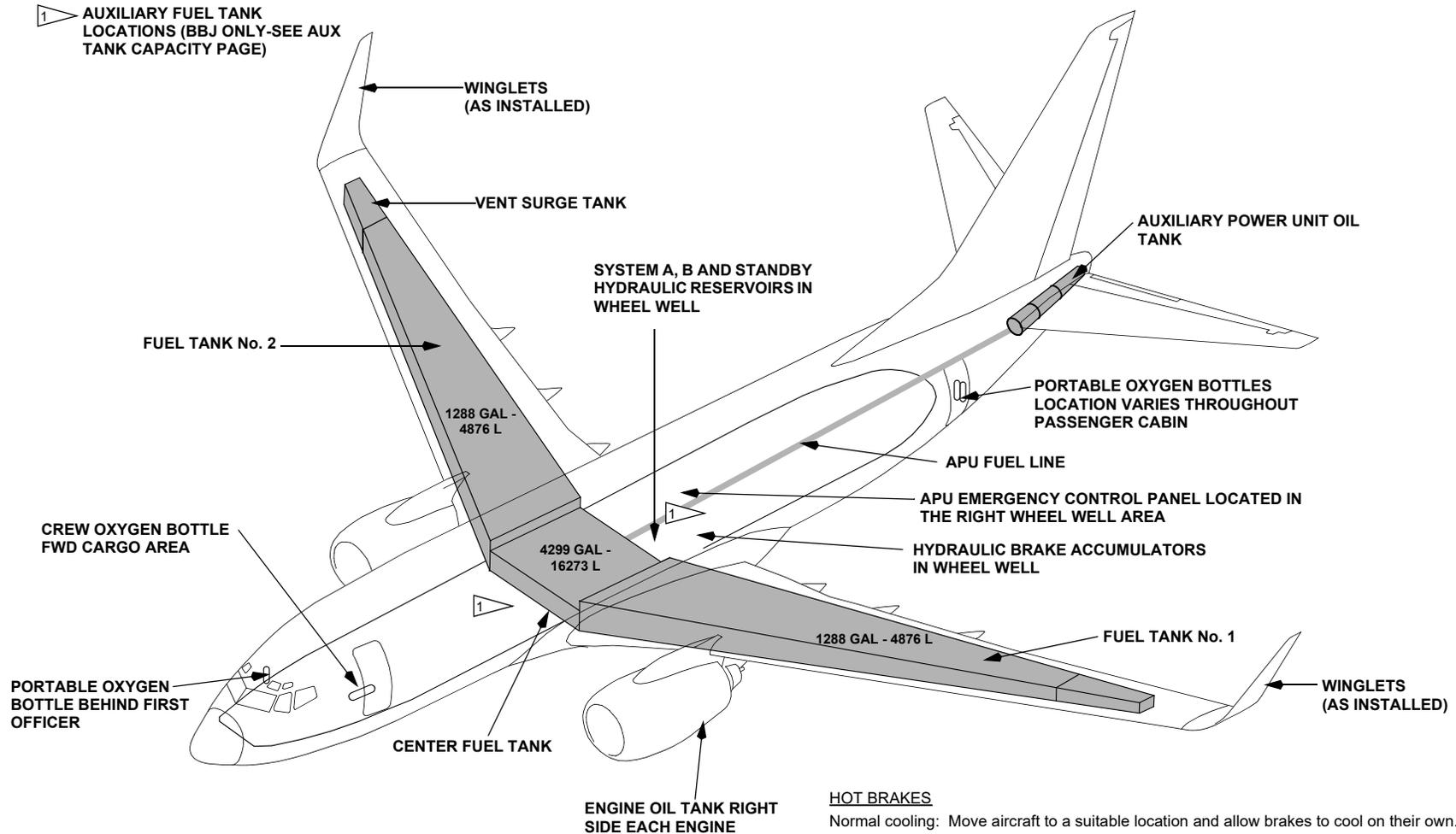
COMPOSITE MATERIALS LOCATIONS



Copyright © Boeing. See title page for details.

737-600/-700/-800/-900/ER/BBJ/BBJ-2

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

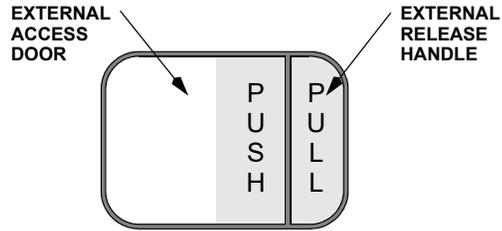
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
 Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

737-600/-700/-800/-900/ER/BBJ/BBJ-2

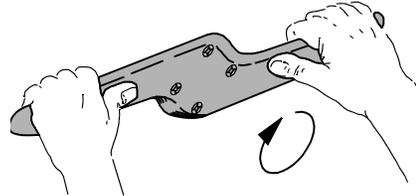
EMERGENCY RESCUE ACCESS-1

**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.

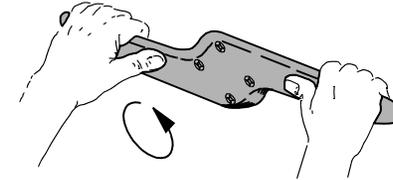
**2 FWD AND AFT ENTRY DOOR
EXTERNAL HANDLE (LH SIDE)**



- 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)**

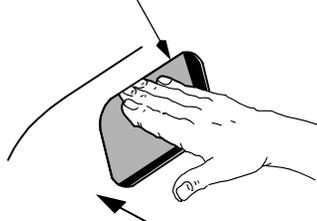


- TO OPEN DOOR:**
1. PULL HANDLE OUTWARD.
 2. ROTATE COUNTERCLOCKWISE.
 3. PULL DOOR OUTWARD.

4 EMERGENCY OVERWING EXIT DOOR



**EXTERIOR OVERWING
EMERGENCY EXIT
PUSH PANEL**



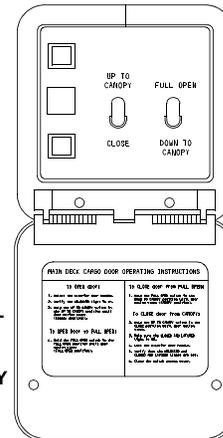
- TO OPEN DOOR FROM OUTSIDE:**
1. HOLD KNEE AGAINST LOWER PORTION OF DOOR.
 2. PUSH IN EXTERIOR OVERWING EMERGENCY EXIT PUSH PANEL.
 3. DOOR OPENS OUT AND UP AUTOMATICALLY.

WARNING: 737-600/700/800/900 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

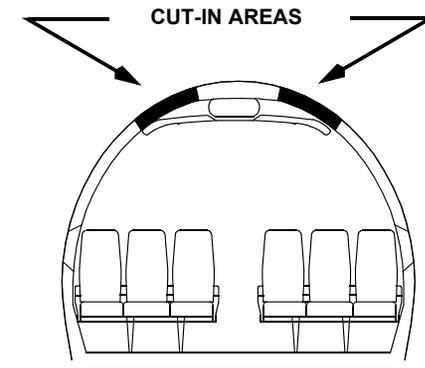
5 CARGO DOOR OPERATION



- 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.



6 CUT-IN AREAS

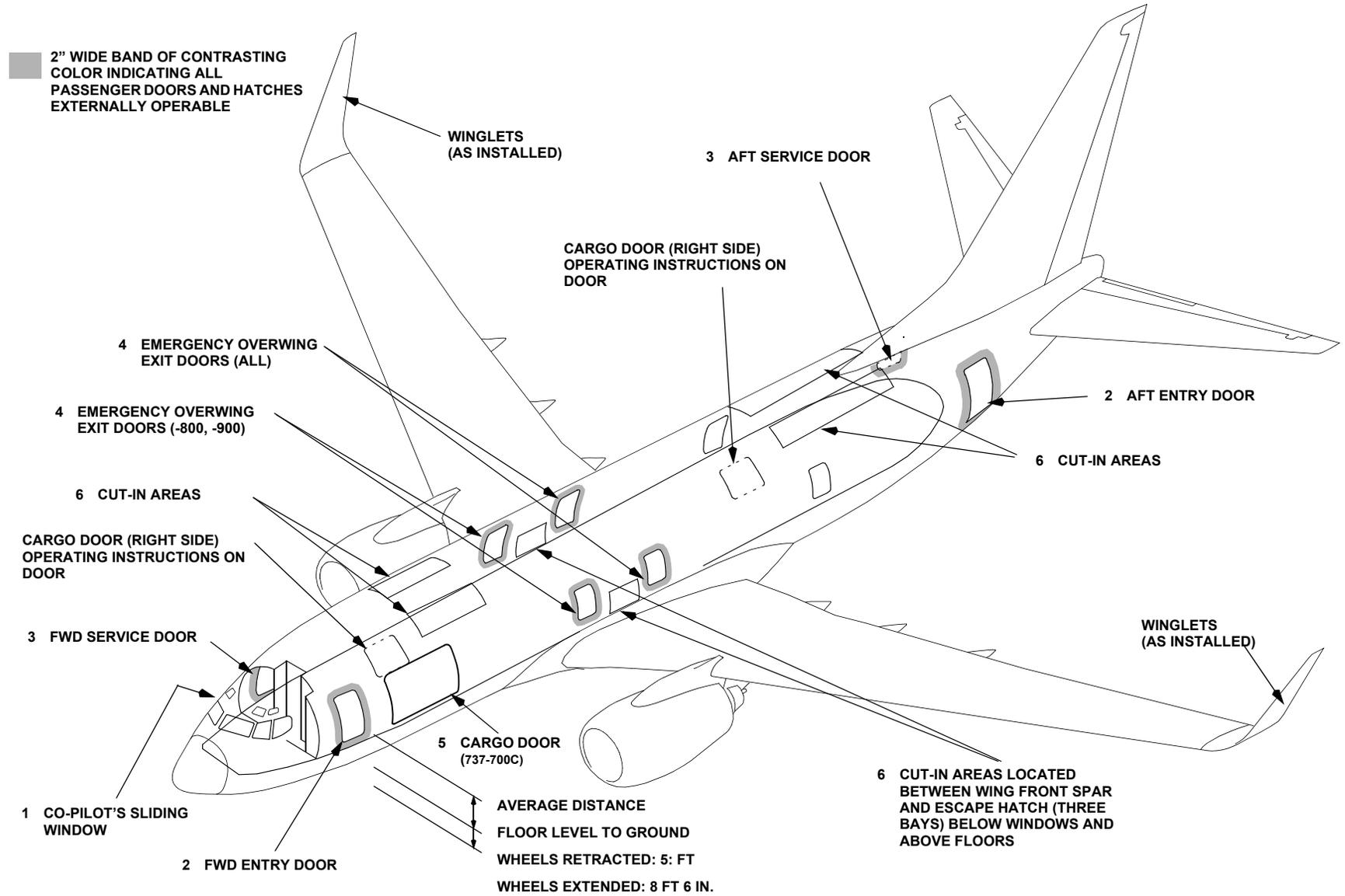


NOTE:

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.

737-600/-700/-800/-900/ER/BBJ/BBJ-2

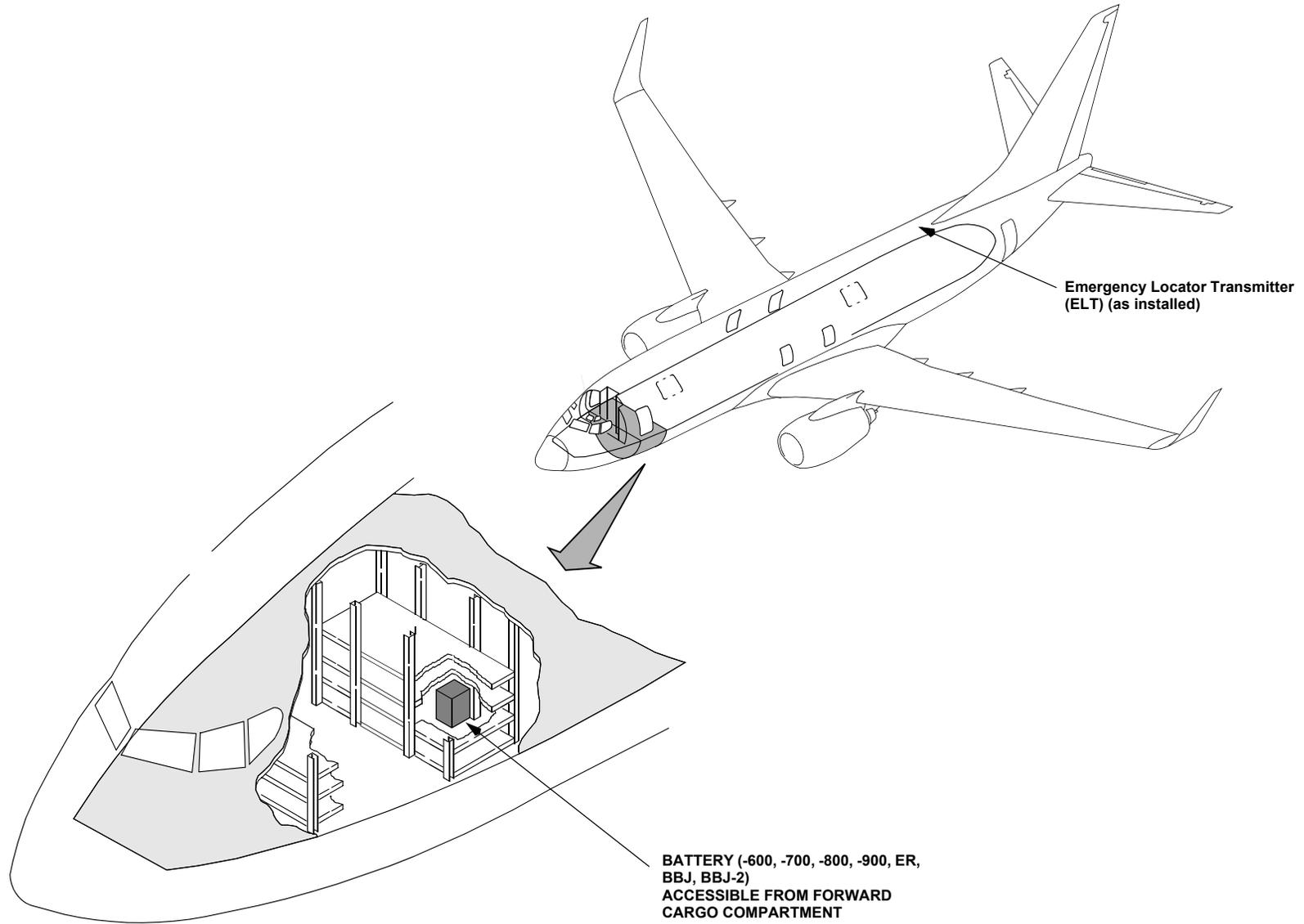
EMERGENCY RESCUE ACCESS-2



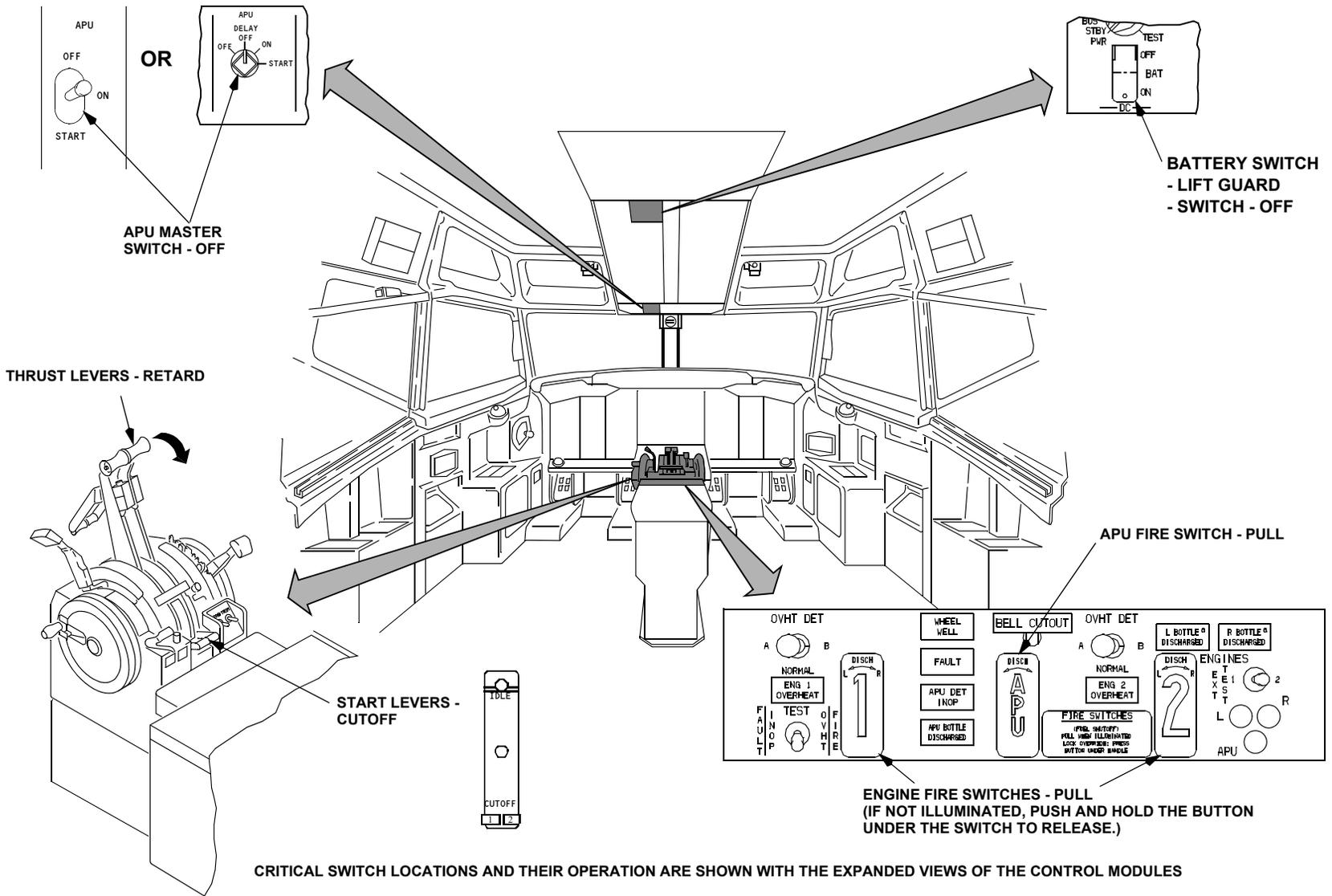
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737-600/-700/-800/-900/ER/BBJ/BBJ-2

BATTERY LOCATIONS



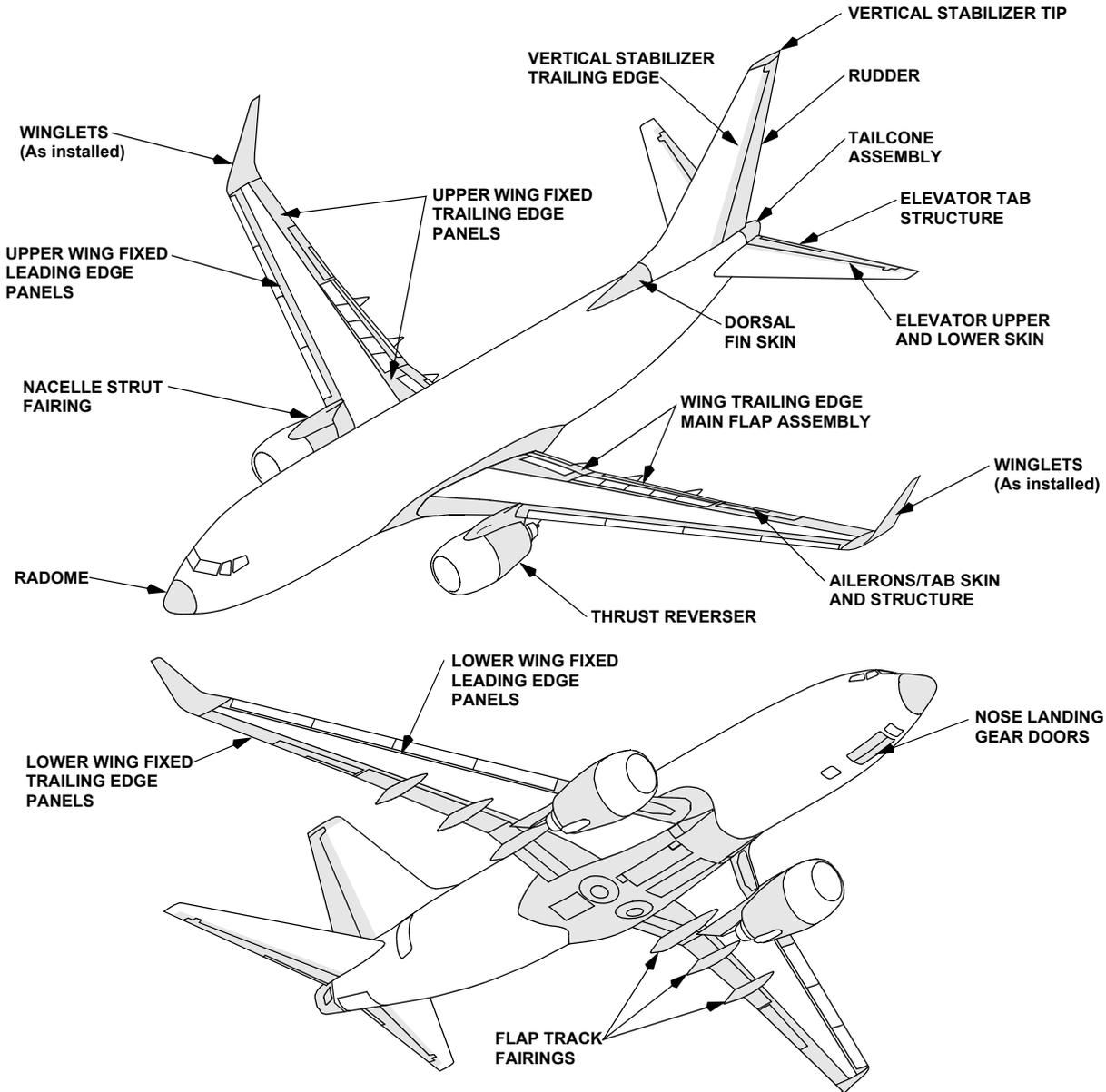
737-600/-700/-800/-900/ER/BBJ/BBJ-2 FLT DECK CNTRL SWITCH LOCATIONS



Copyright © Boeing. See title page for details.

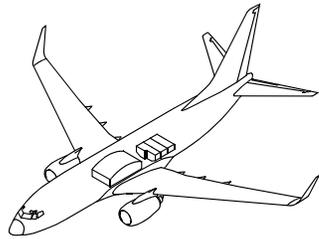
737-600/-700/-800/-900/ER/BBJ/BBJ-2

COMPOSITE MATERIALS LOCATIONS

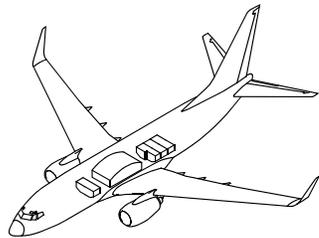


737-600/-700/-800/-900/ER/BBJ/BBJ-2

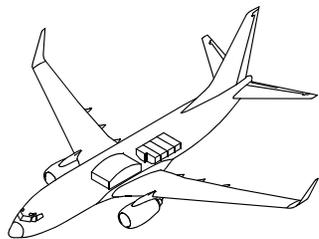
AUX TANK CAPACITIES



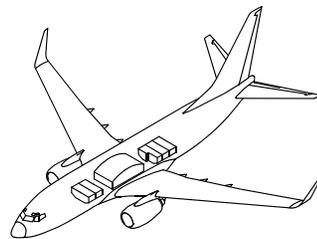
3 AFT



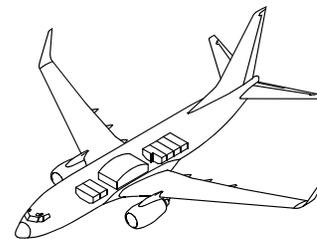
3 AFT/1 FWD



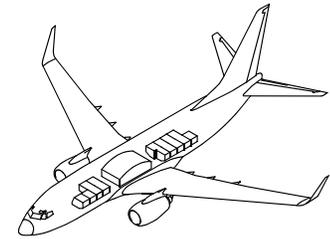
4 AFT



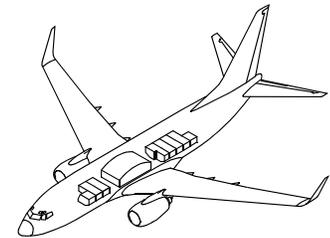
3 AFT/2 FWD



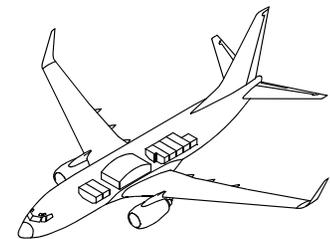
4 AFT/2 FWD



5 AFT 4 FWD



5 AFT/3 FWD



5 AFT/2 FWD

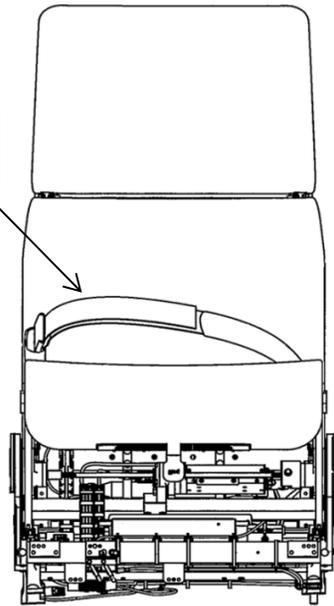
AUX FUEL CELLS	GALLONS	LITERS	TOTAL GALLONS (ALL TANKS)	TOTAL LITERS (ALL TANKS)
3 AFT	1,485	5,685	8,360	31,710
4 AFT	2,010	7,676	8,885	33,701
3 AFT - 1 FWD	2,000	7,639	8,875	33,664
3 AFT - 2 FWD	2,530	9,647	9,405	35,672
4 AFT - 2 FWD	3,055	11,639	9,930	37,664
5 AFT - 2 FWD	3,360	12,797	10,235	38,822
5 AFT - 3 FWD	3,605	13,727	10,480	39,752
5 AFT - 4 FWD	3,850	14,656	10,725	40,681

Passenger Seatbelt Airbags

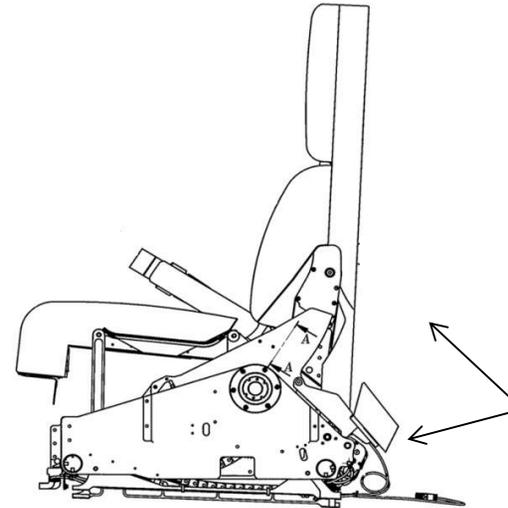
NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

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

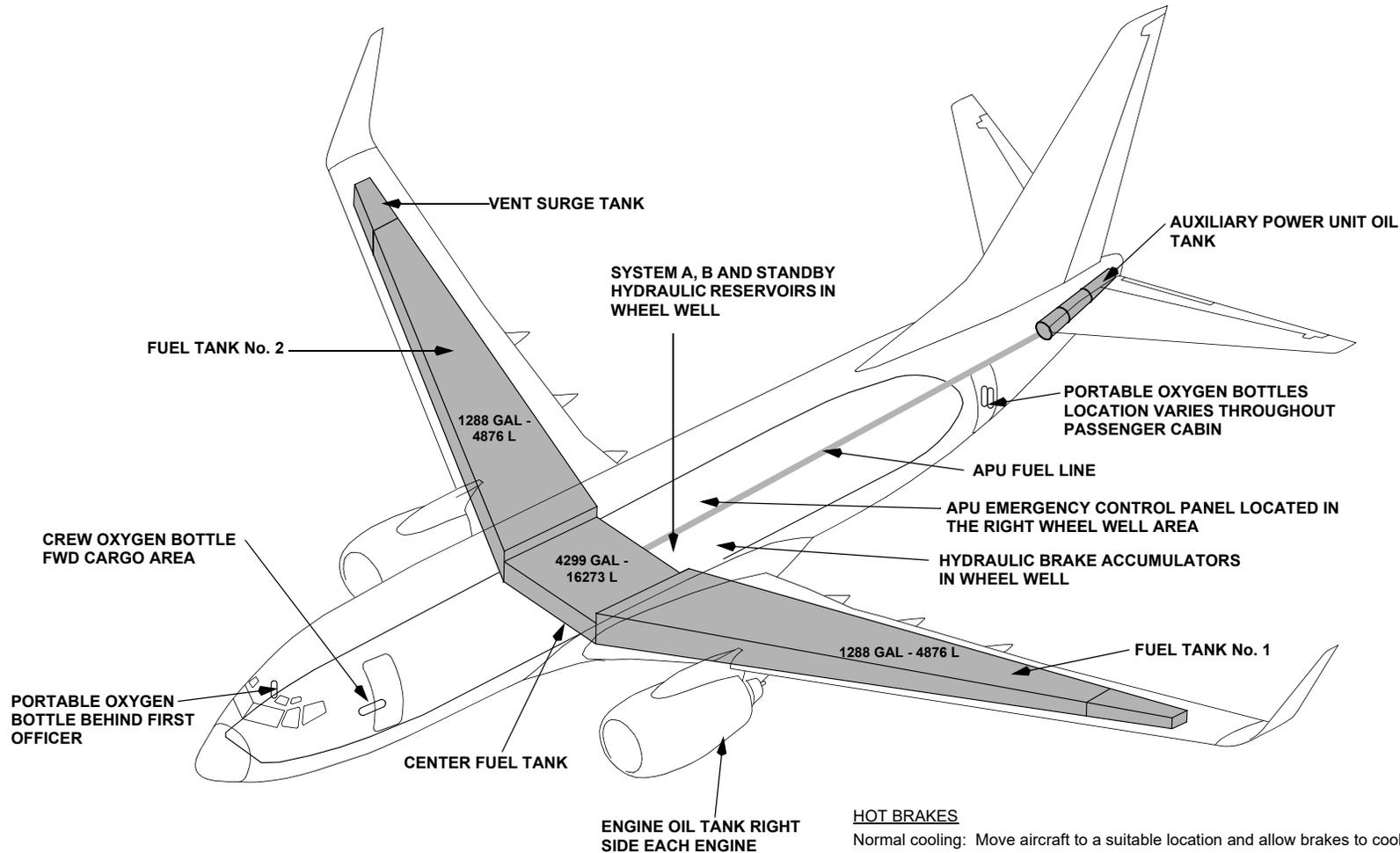
Side View

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

737- MAX-7/-8/-9/-10

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

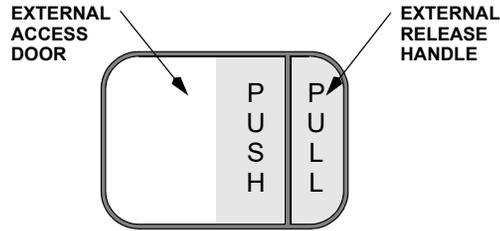
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
 Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

737- MAX-7/-8/-9/-10

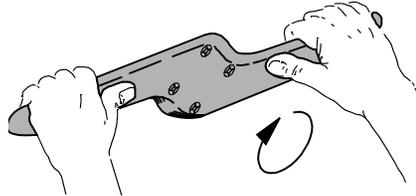
EMERGENCY RESCUE ACCESS-1

**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.

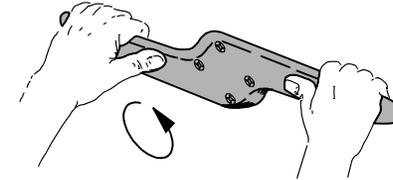
**2 FWD AND AFT ENTRY DOOR
EXTERNAL HANDLE (LH SIDE)**



- 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)**

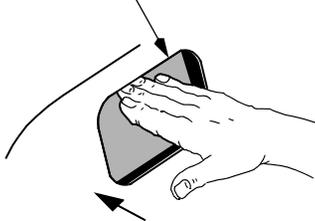


- TO OPEN DOOR:**
1. PULL HANDLE OUTWARD.
 2. ROTATE COUNTERCLOCKWISE.
 3. PULL DOOR OUTWARD.

4 EMERGENCY OVERWING EXIT DOOR



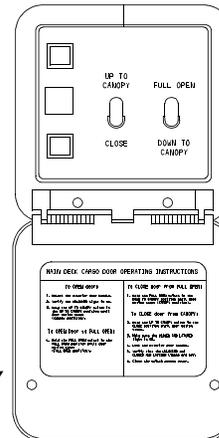
**EXTERIOR OVERWING
EMERGENCY EXIT
PUSH PANEL**



- 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.

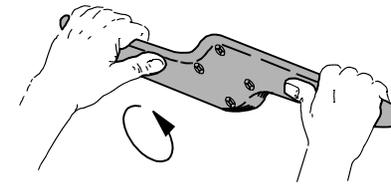
WARNING: MAX-7/-8/-9/-10 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

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.

**6 MID DOOR EXTERNAL HANDLE
(As Installed)**



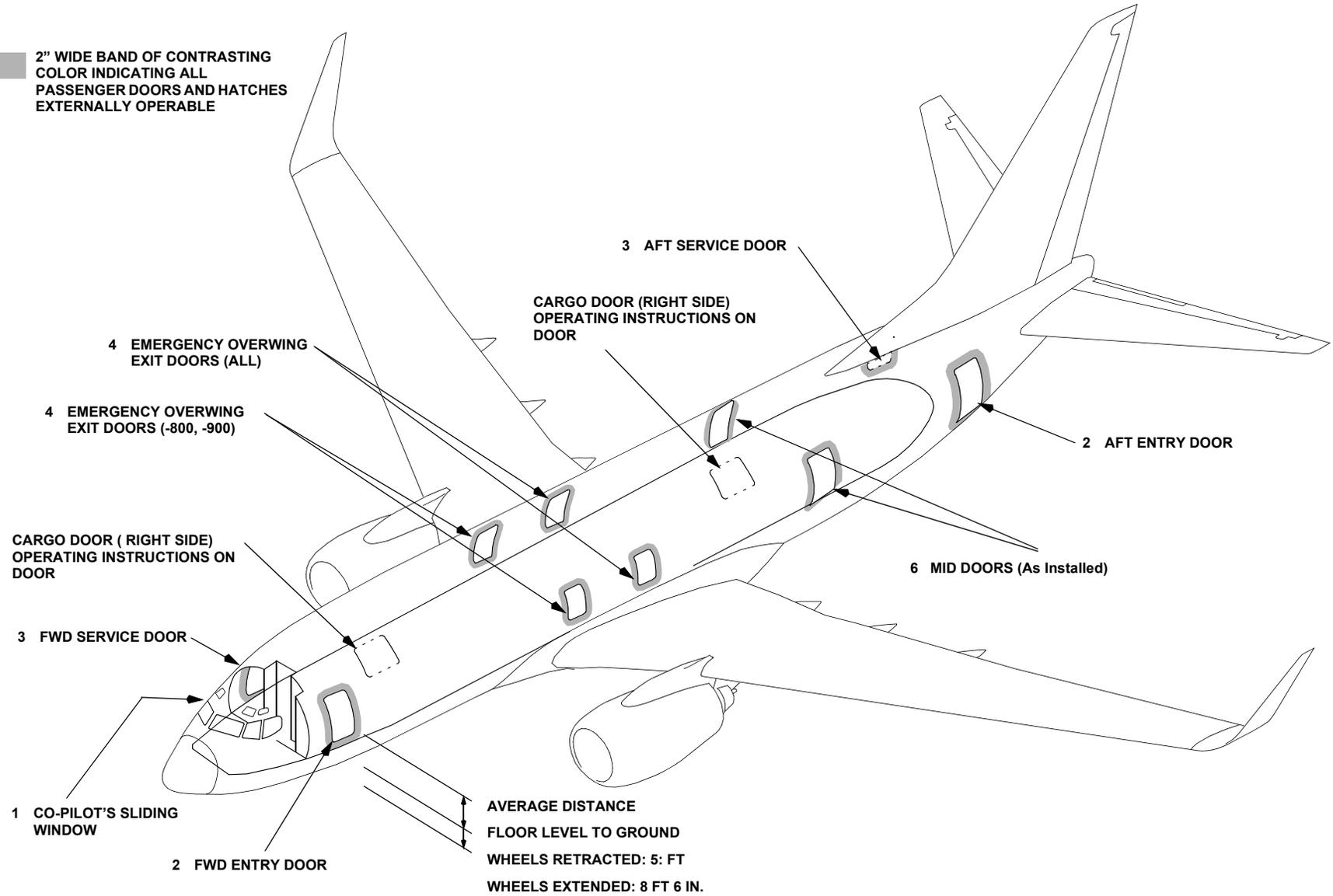
- TO OPEN DOOR:**
1. PULL HANDLE OUTWARD.
 2. ROTATE COUNTERCLOCKWISE.
 3. PULL DOOR OUTWARD.

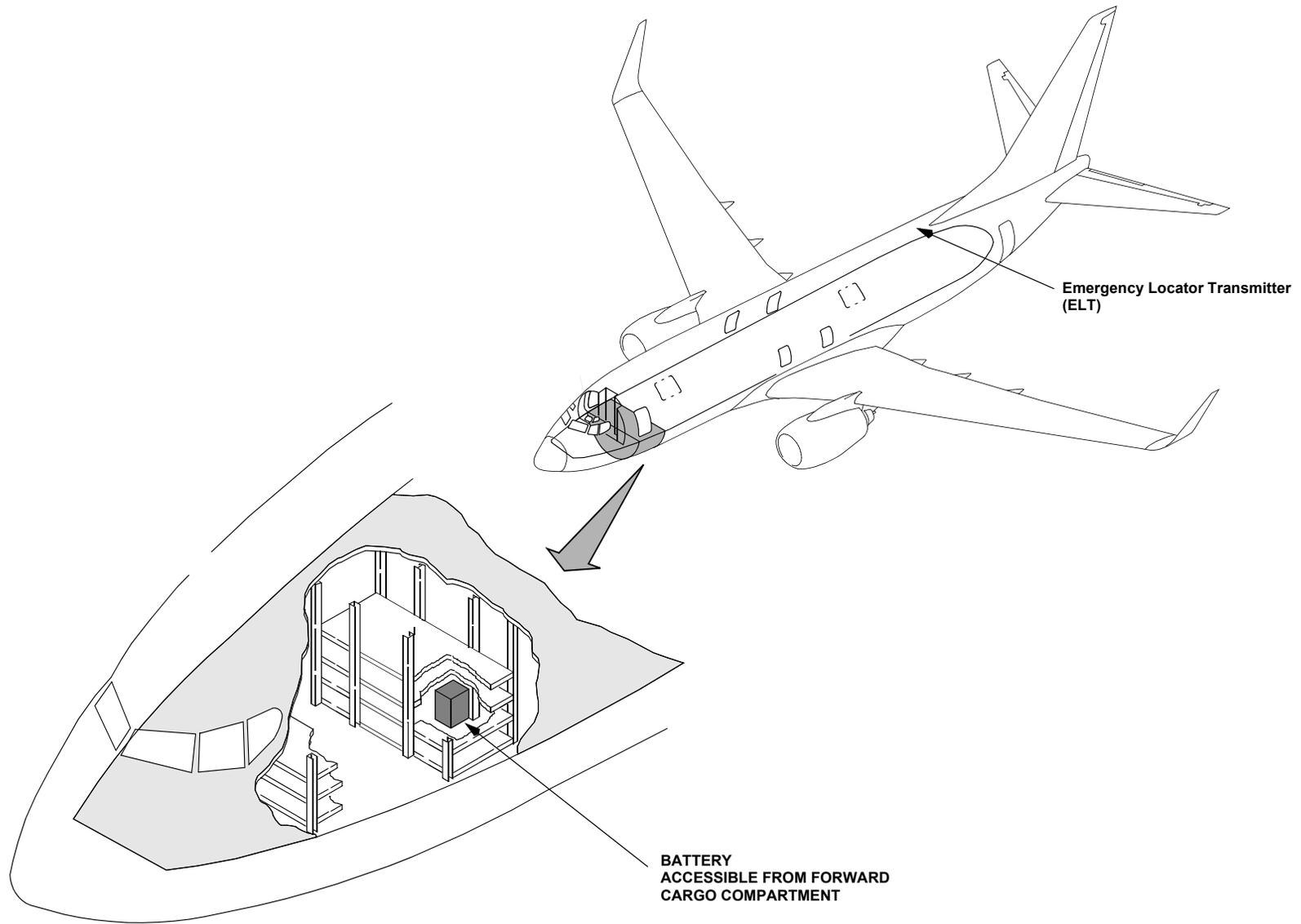
WARNING: SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE

737- MAX-7/-8/-9/-10

EMERGENCY RESCUE ACCESS-2

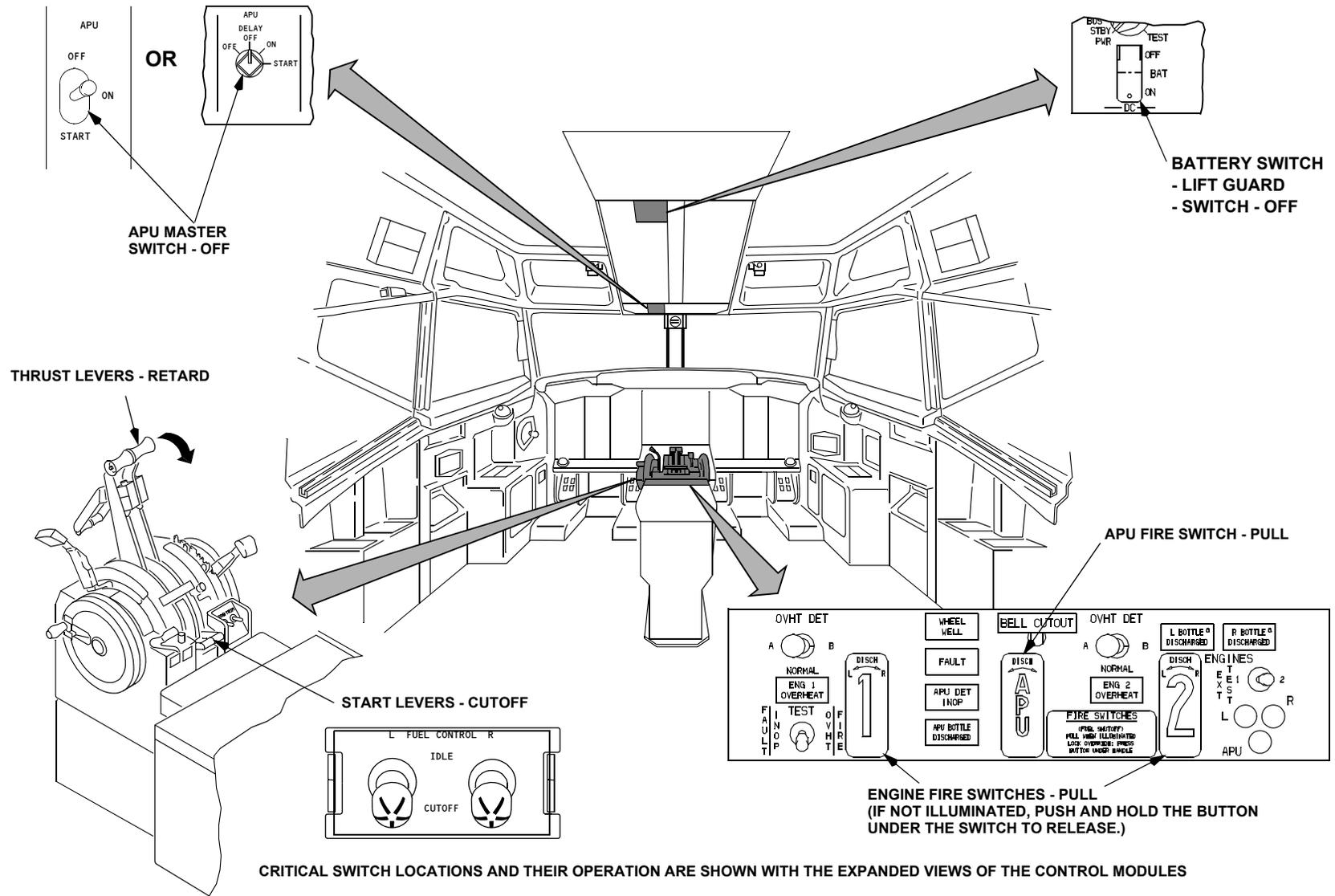
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS AND HATCHES EXTERNALLY OPERABLE





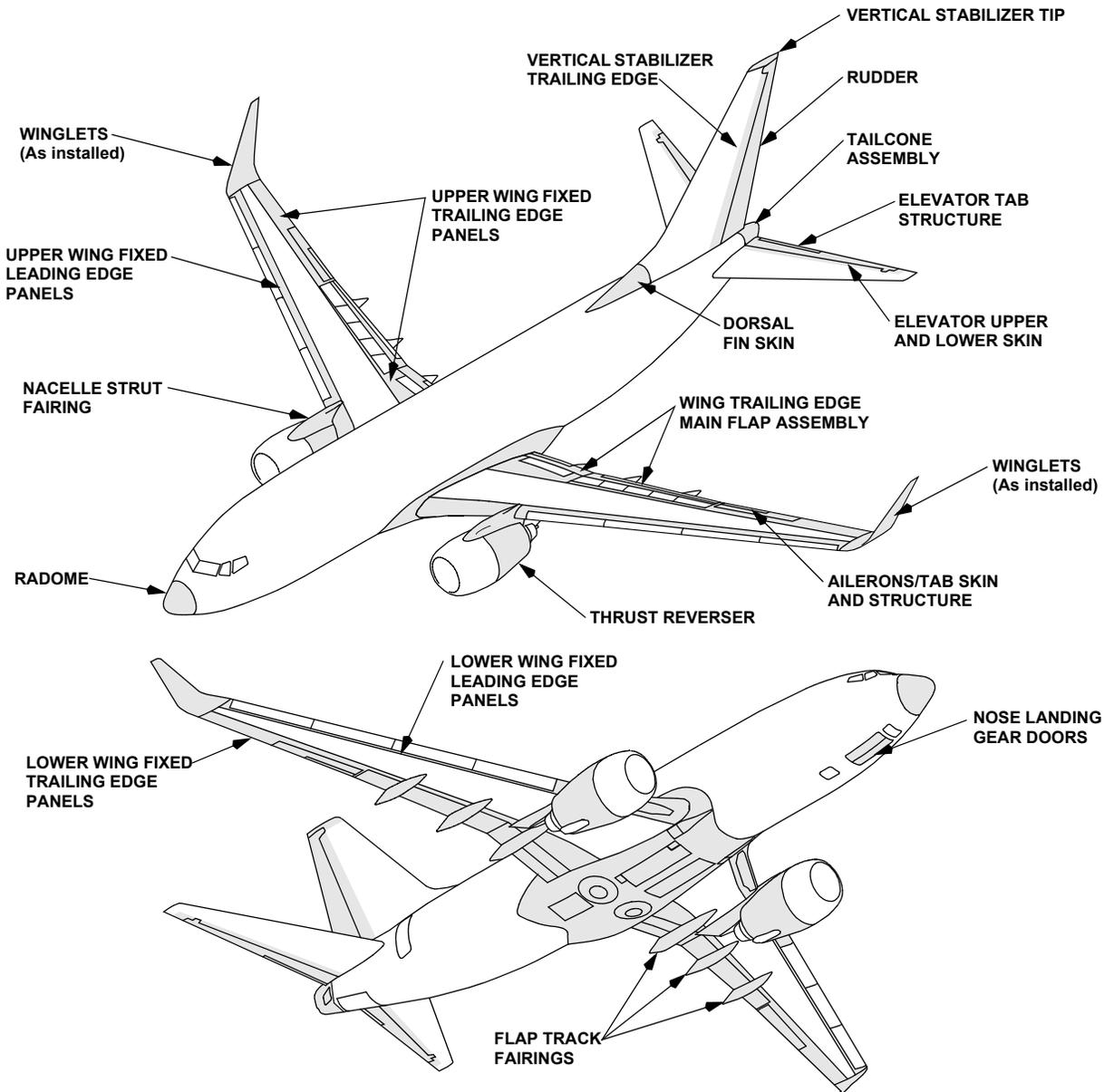
737- MAX-7/-8/-9/-10

FLIGHT DECK CNTRL SWITCH LOCATIONS



737- MAX-7/-8/-9/-10

COMPOSITE MATERIALS LOCATIONS



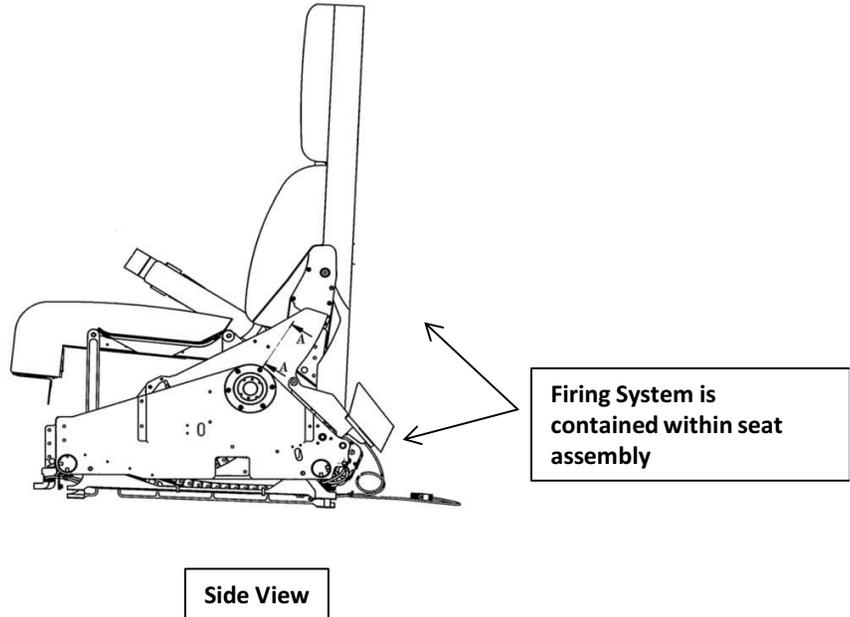
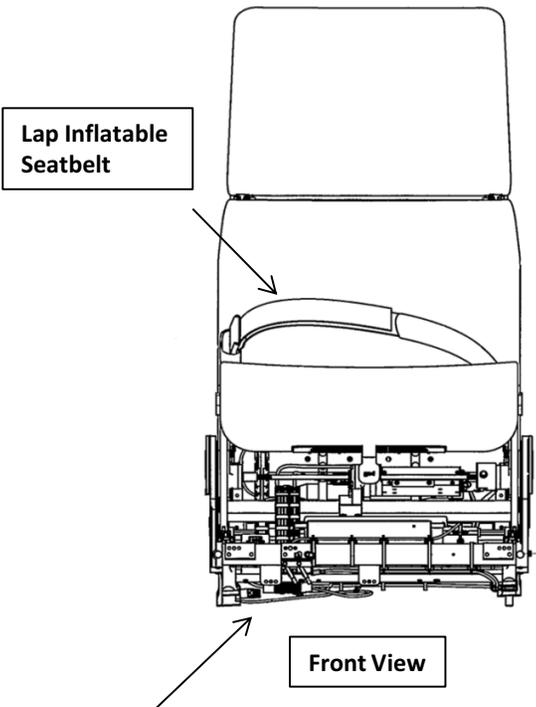
737- MAX-7/-8/-9/-10

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.

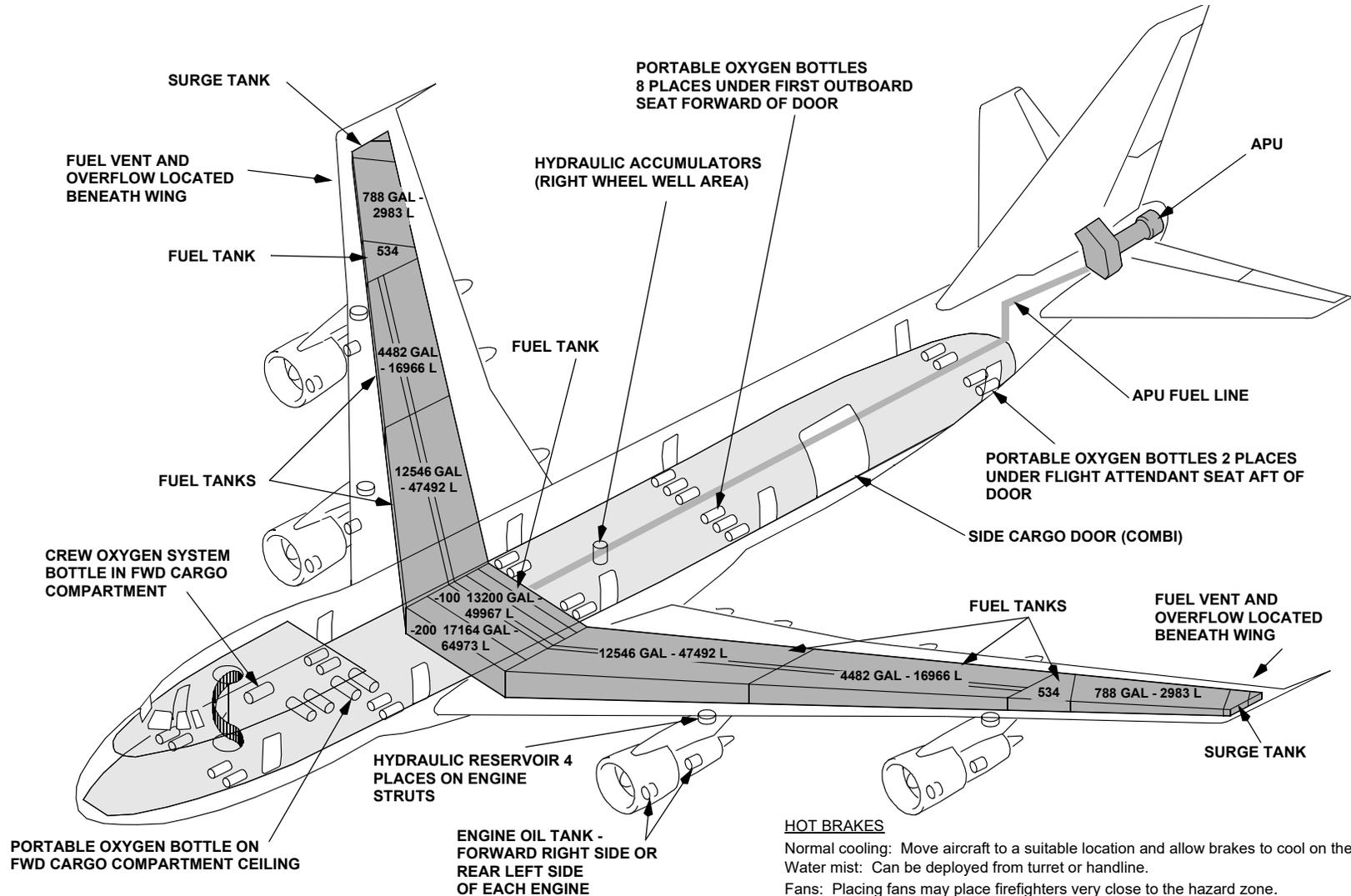


737- MAX-7/-8/-9/-10

Intentionally Blank

747-100 & 200/-100 & 200 COMBI

FLAMMABLE MATERIAL LOCATIONS



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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.

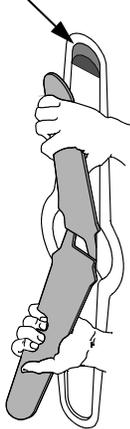
WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

747-100 & 200/-100 & 200 COMBI

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS (10) EXTERNAL HANDLE

HANDLE RELEASE
BUTTON



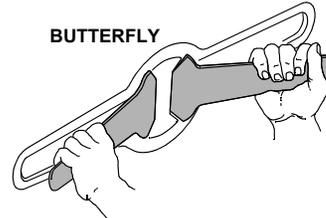
TO OPEN DOOR:

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

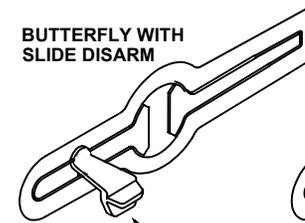
NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

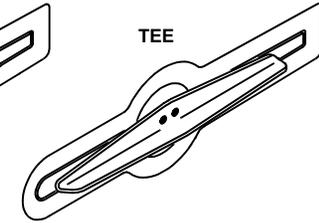
BUTTERFLY



BUTTERFLY WITH
SLIDE DISARM



TEE



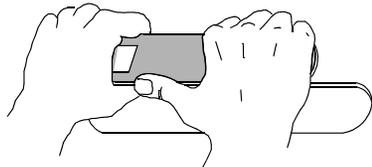
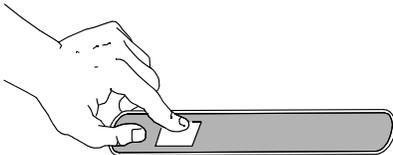
SLIDE DISARM HANDLE

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:

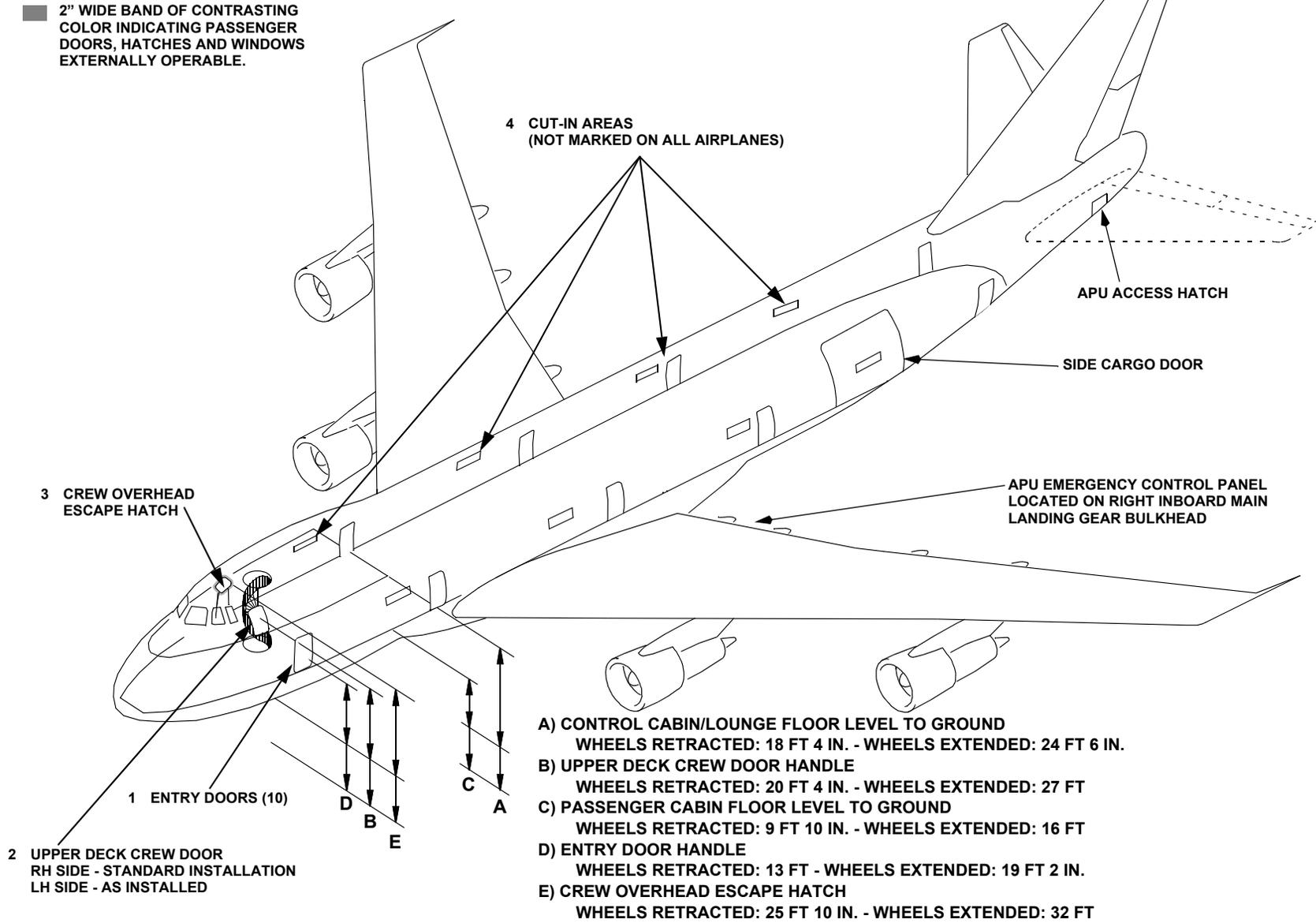
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE
3. PUSH HATCH INWARD.

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.

747-100 & 200/-100 & 200 COMBI

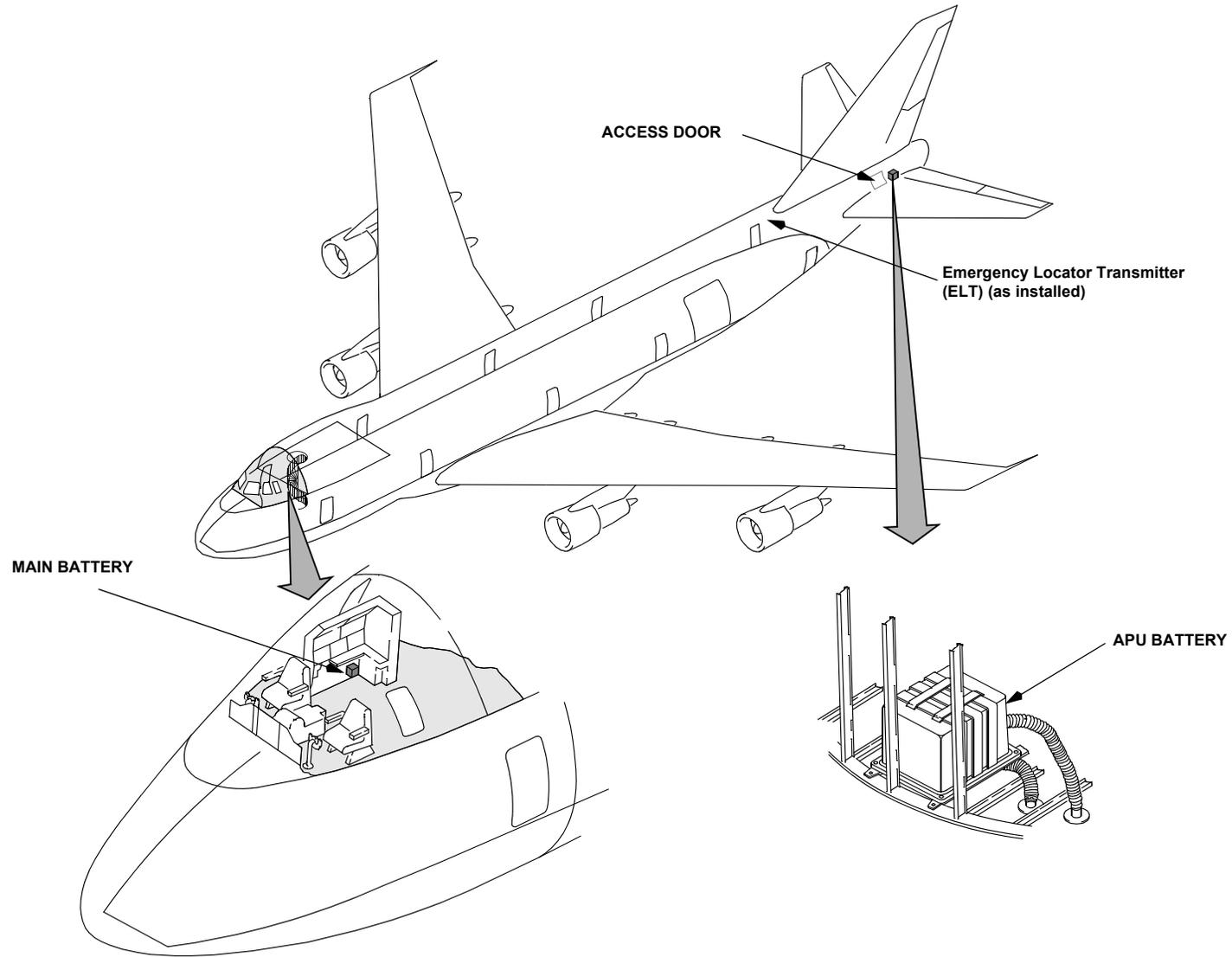
EMERGENCY RESCUE ACCESS-2



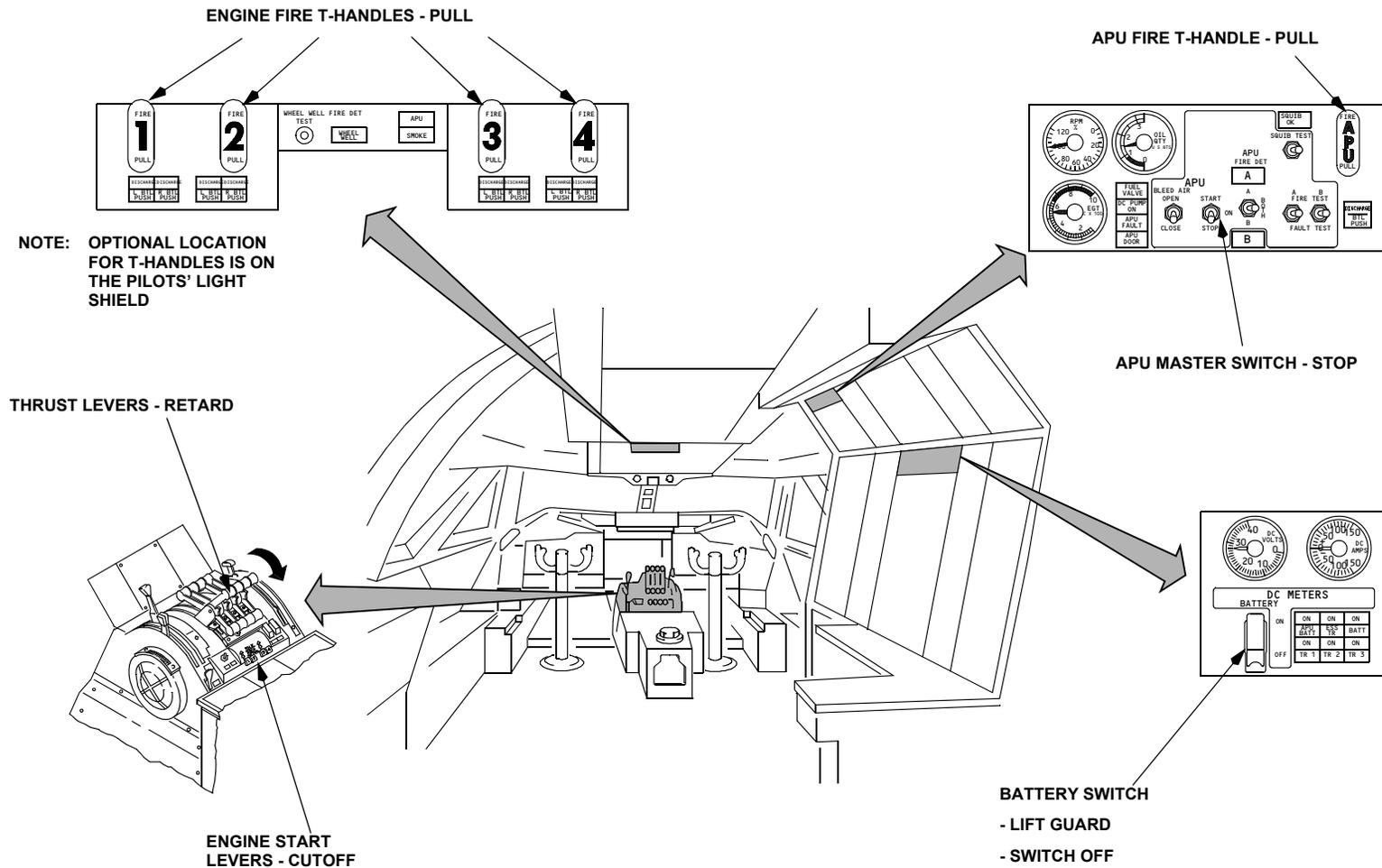
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747-100 & 200/-100 & 200 COMBI

BATTERY LOCATIONS



747-100 & 200/-100 & 200 COMBI FLIGHT DECK CONTROL SWITCH LOCATIONS



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

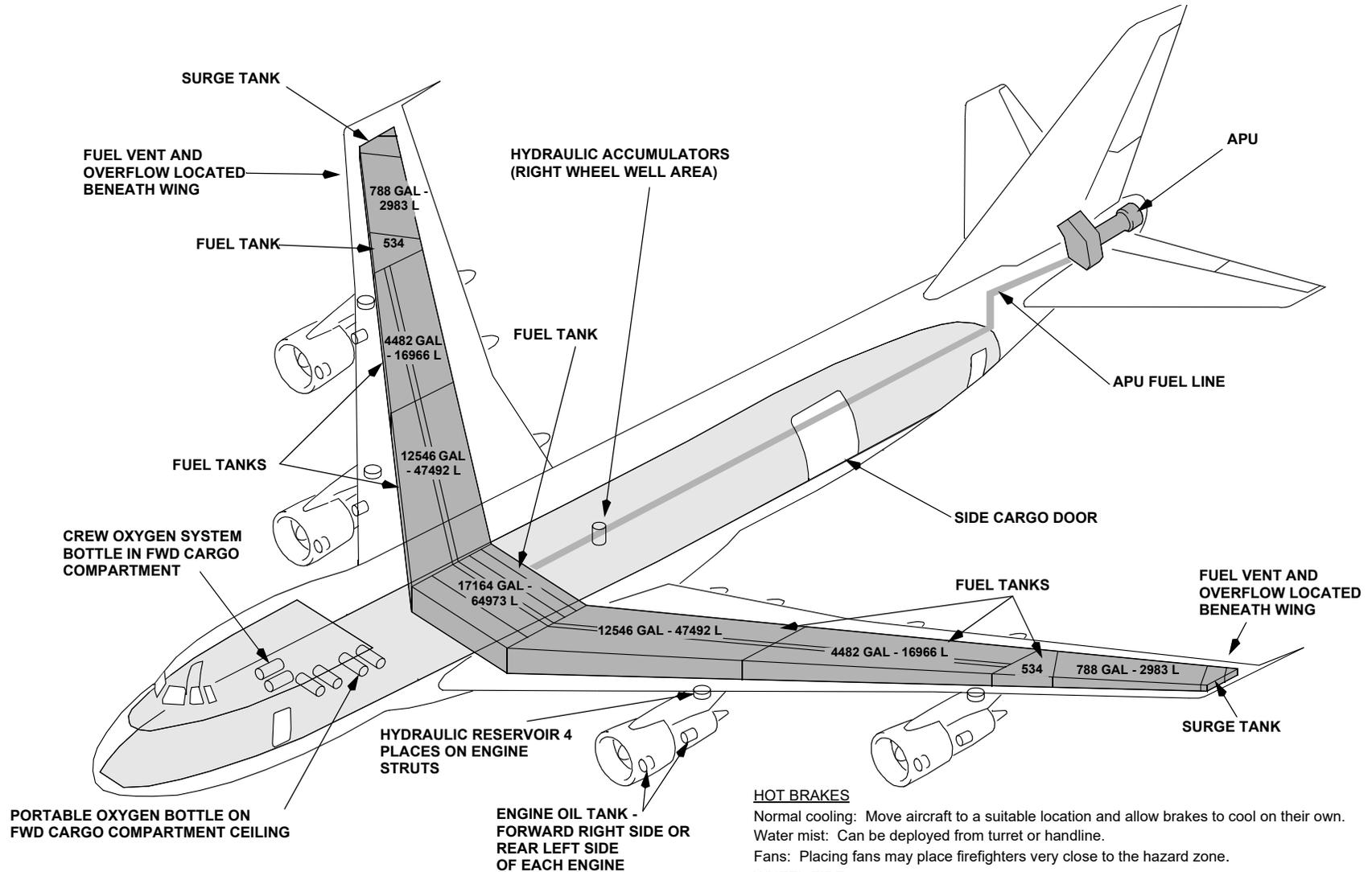


747-100 & 200/-100 & 200 COMBI

Intentionally Blank

747-200 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.

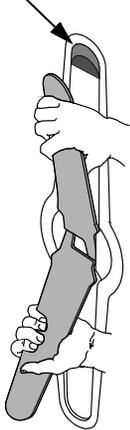
WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

747-200 SPECIAL FREIGHTER

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS (10) EXTERNAL HANDLE

HANDLE RELEASE
BUTTON



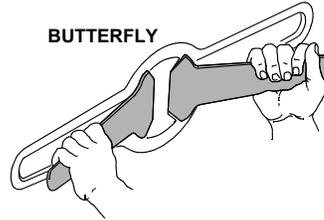
TO OPEN DOOR:

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

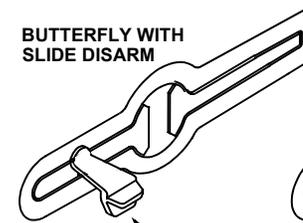
NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

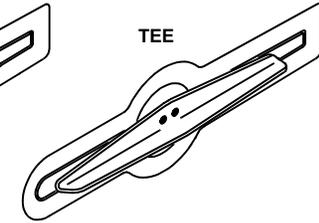
BUTTERFLY



BUTTERFLY WITH
SLIDE DISARM



TEE



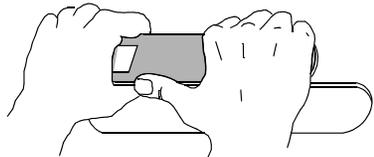
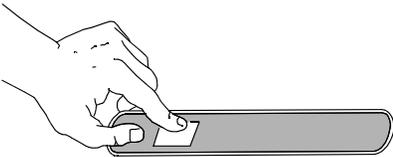
SLIDE DISARM HANDLE

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.

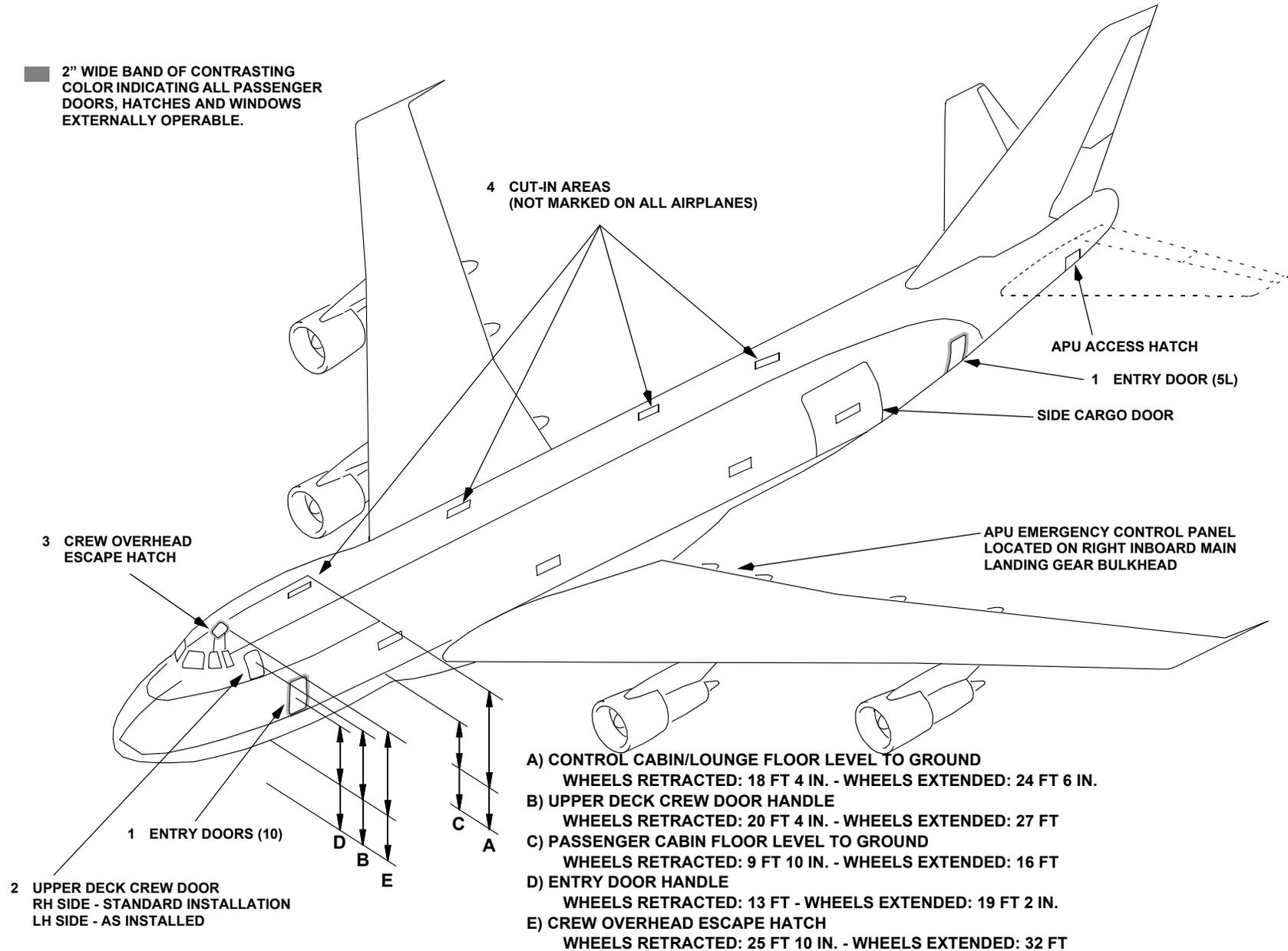
4 CUT-IN AREAS

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.

747-200 SPECIAL FREIGHTER

EMERGENCY RESCUE ACCESS-2

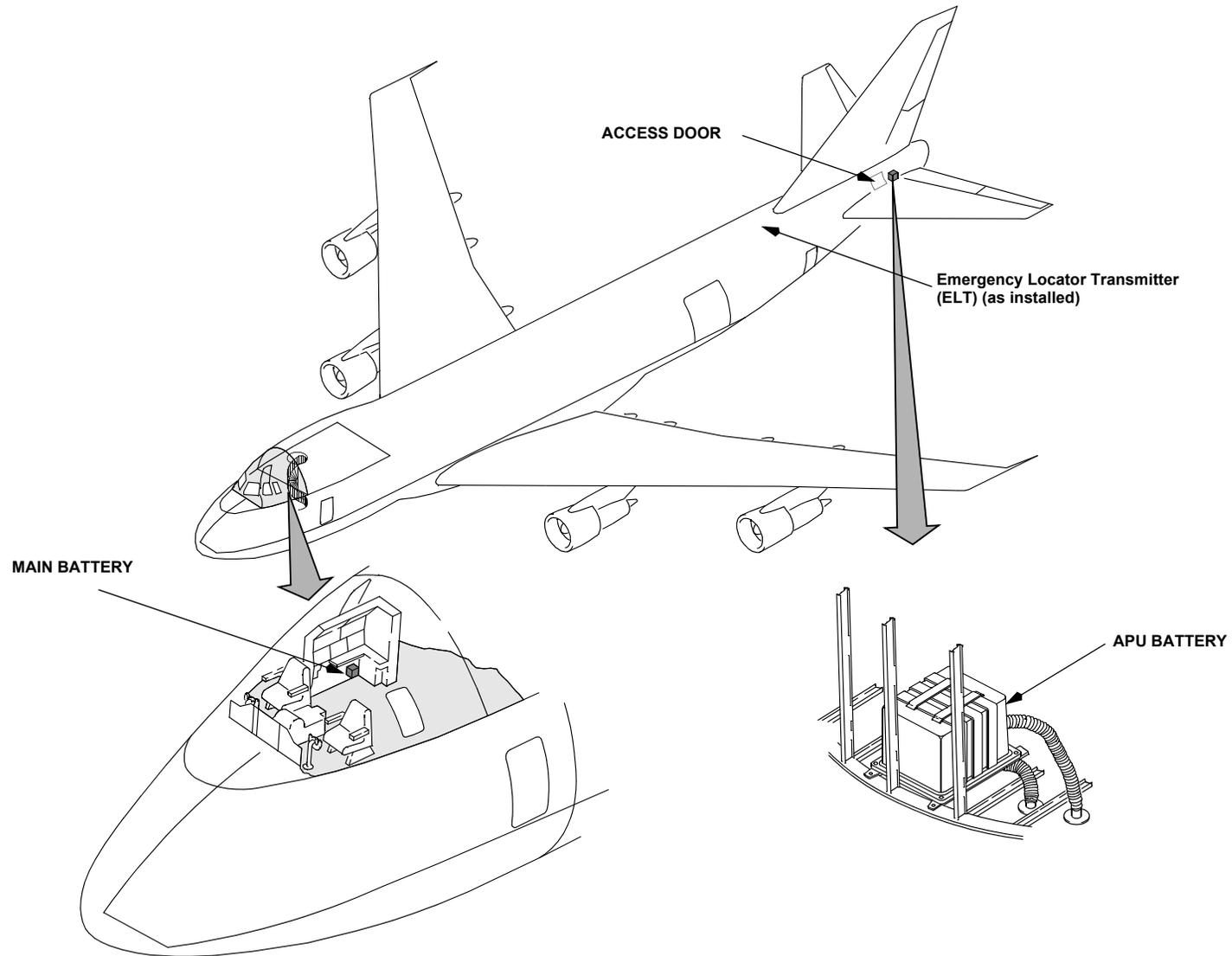
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



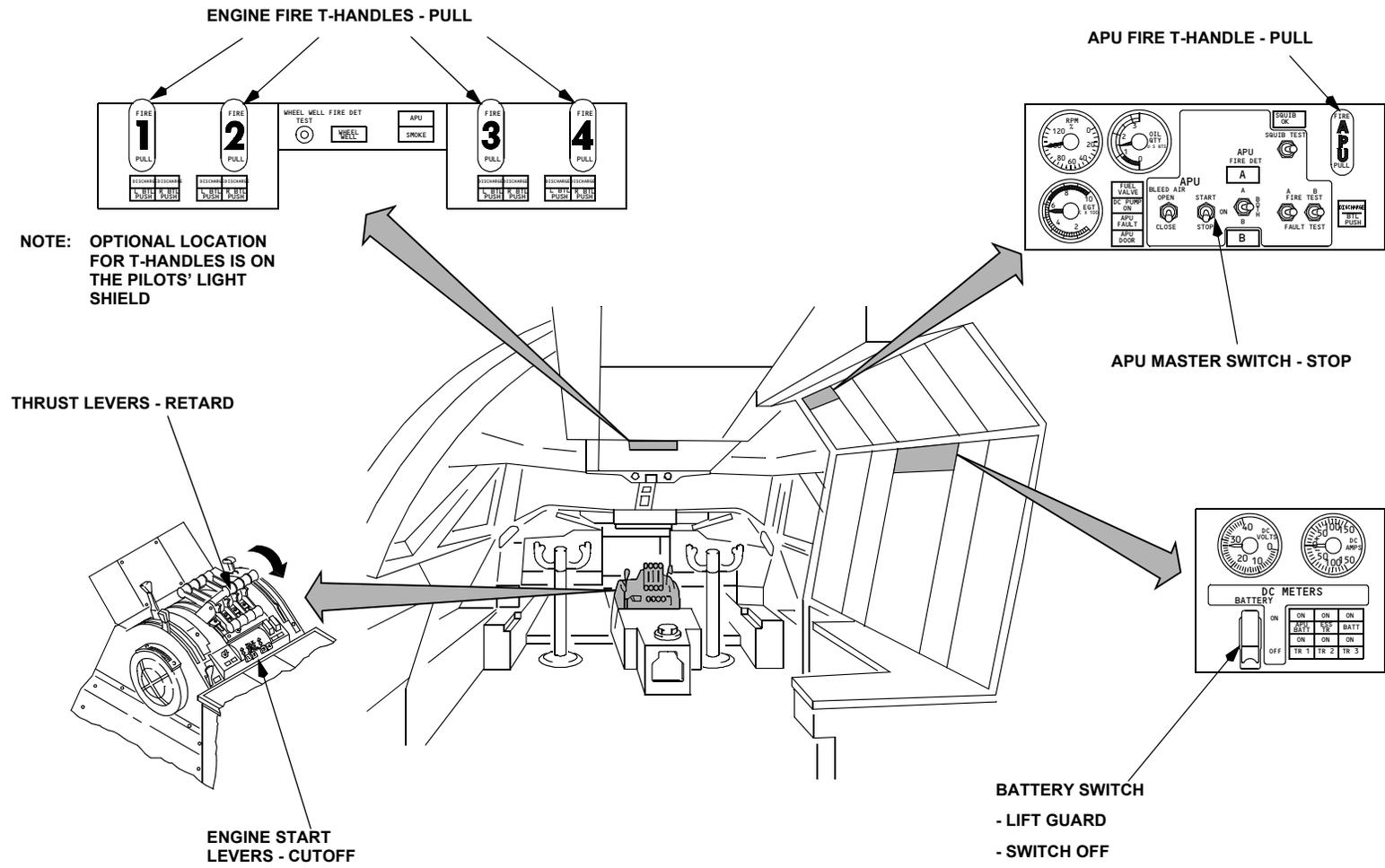
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747-200 SPECIAL FREIGHTER

BATTERY LOCATIONS



747-200 SPECIAL FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS



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

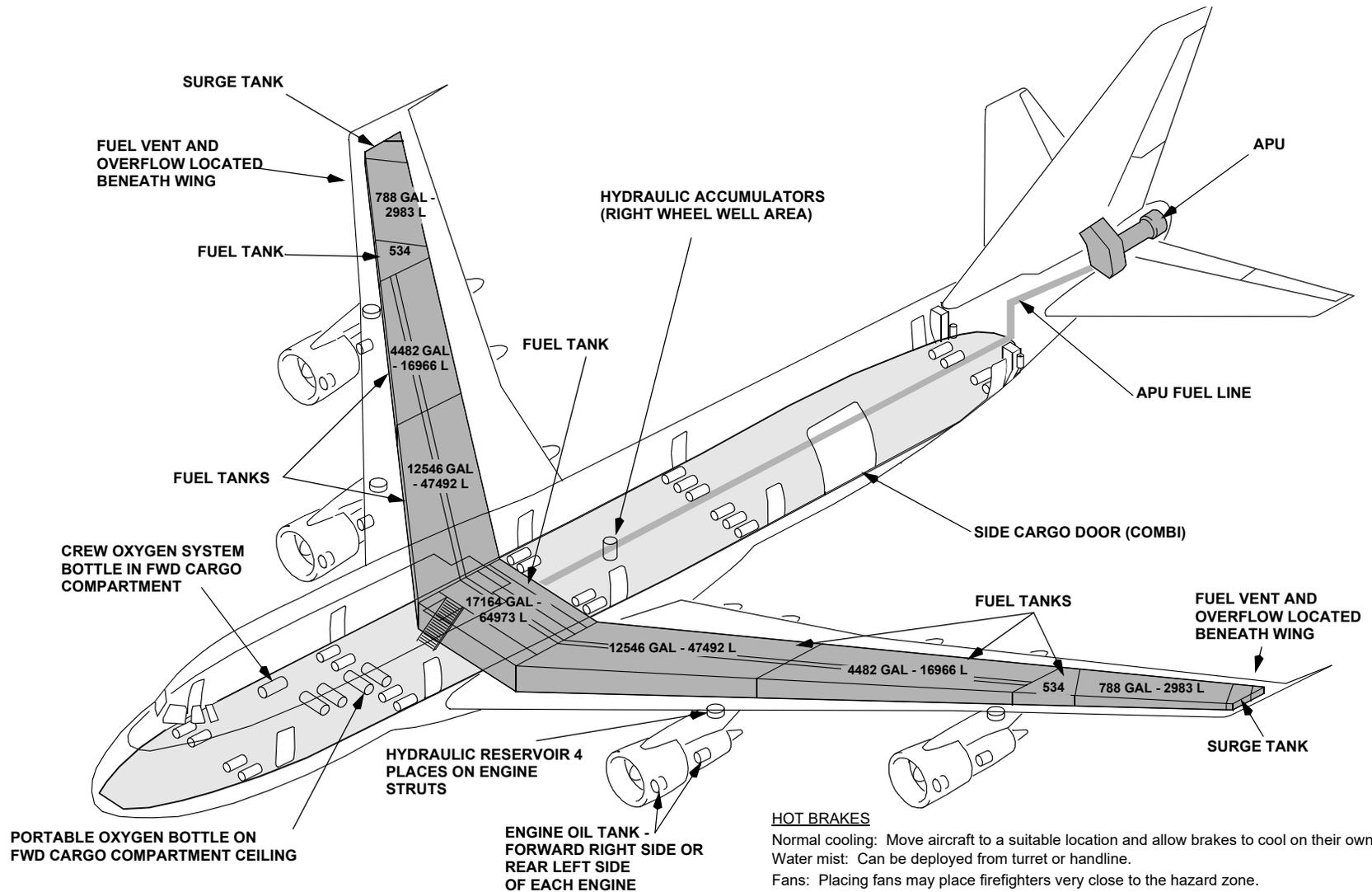


747-200 SPECIAL FREIGHTER

Intentionally Blank

747-300 & 300 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.

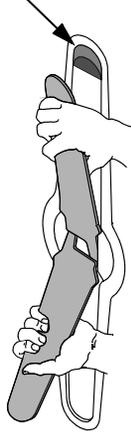
WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

747-300 & 300 COMBI SERIES

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS (10) EXTERNAL HANDLE

HANDLE RELEASE
BUTTON

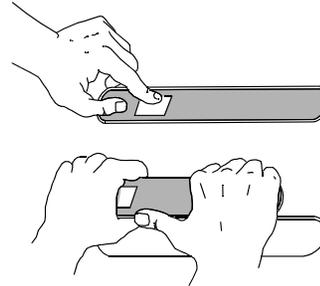


TO OPEN DOOR:

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.

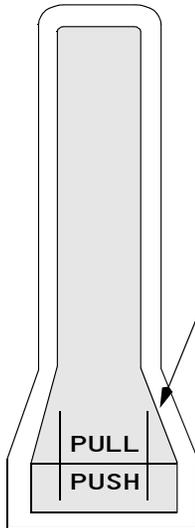
2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



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.

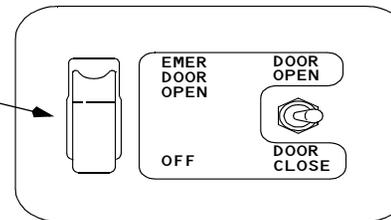
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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

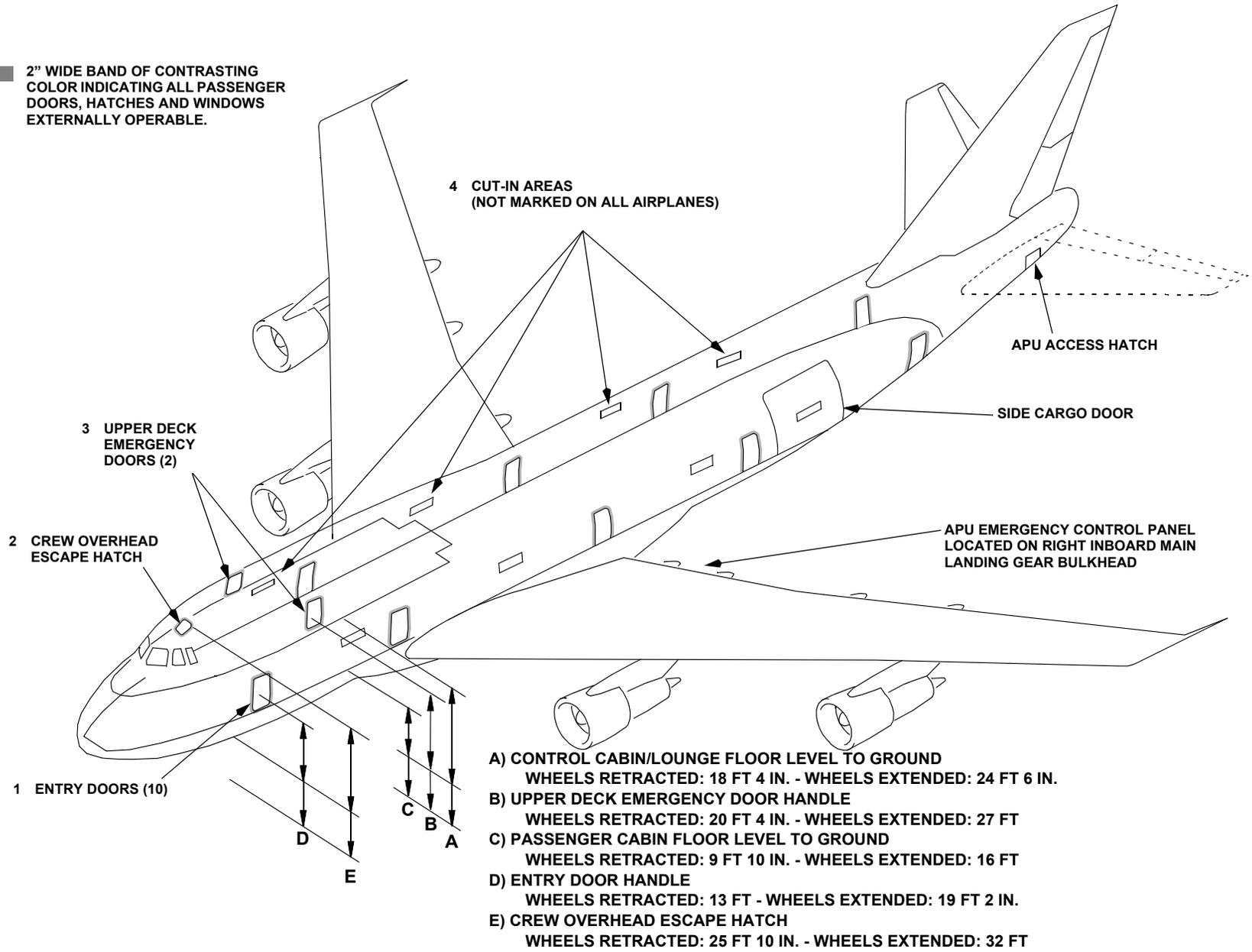
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



747-300 & 300 COMBI 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)

APU ACCESS HATCH

SIDE CARGO DOOR

3 UPPER DECK
EMERGENCY
DOORS (2)

2 CREW OVERHEAD
ESCAPE HATCH

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

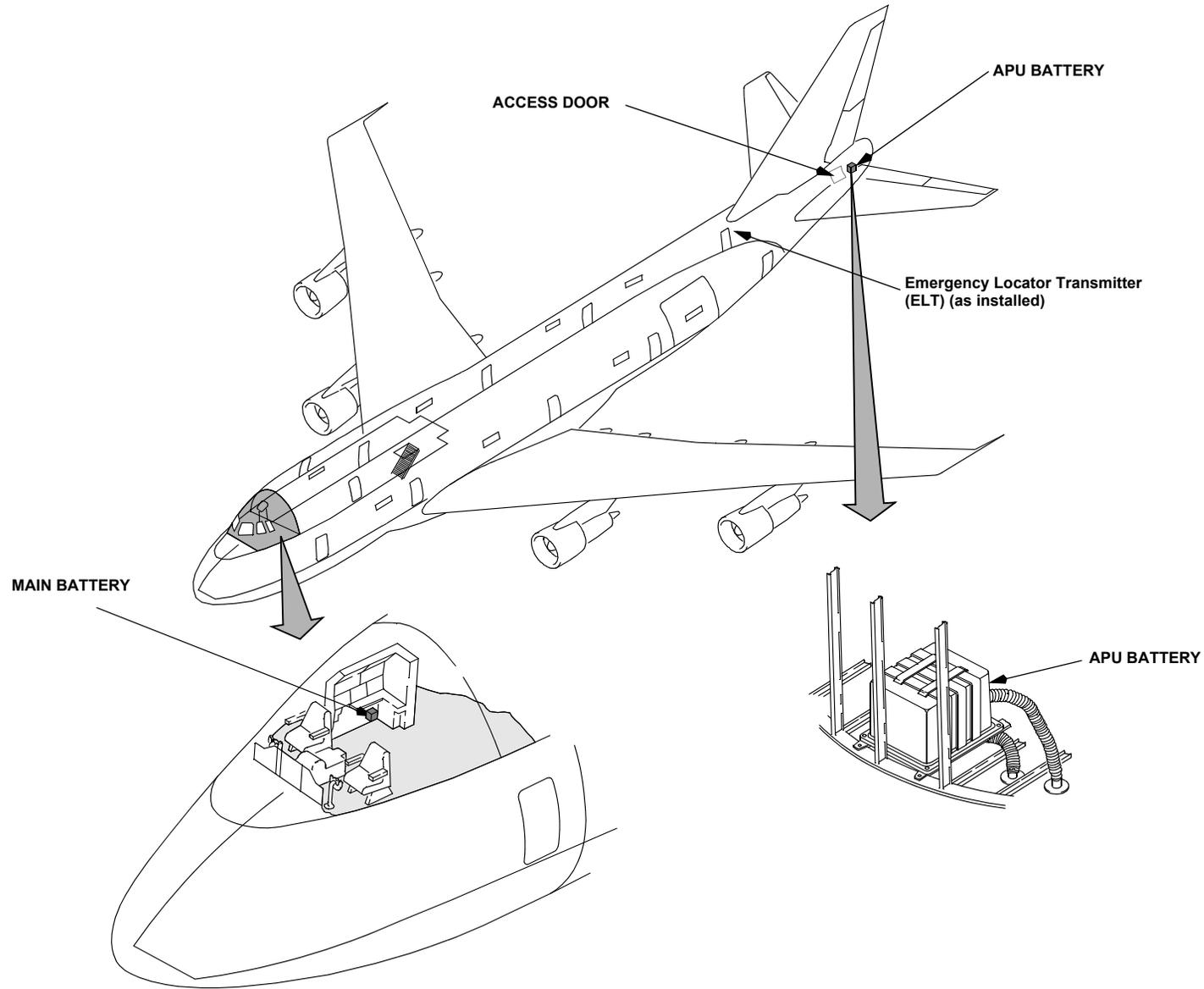
1 ENTRY DOORS (10)

- 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

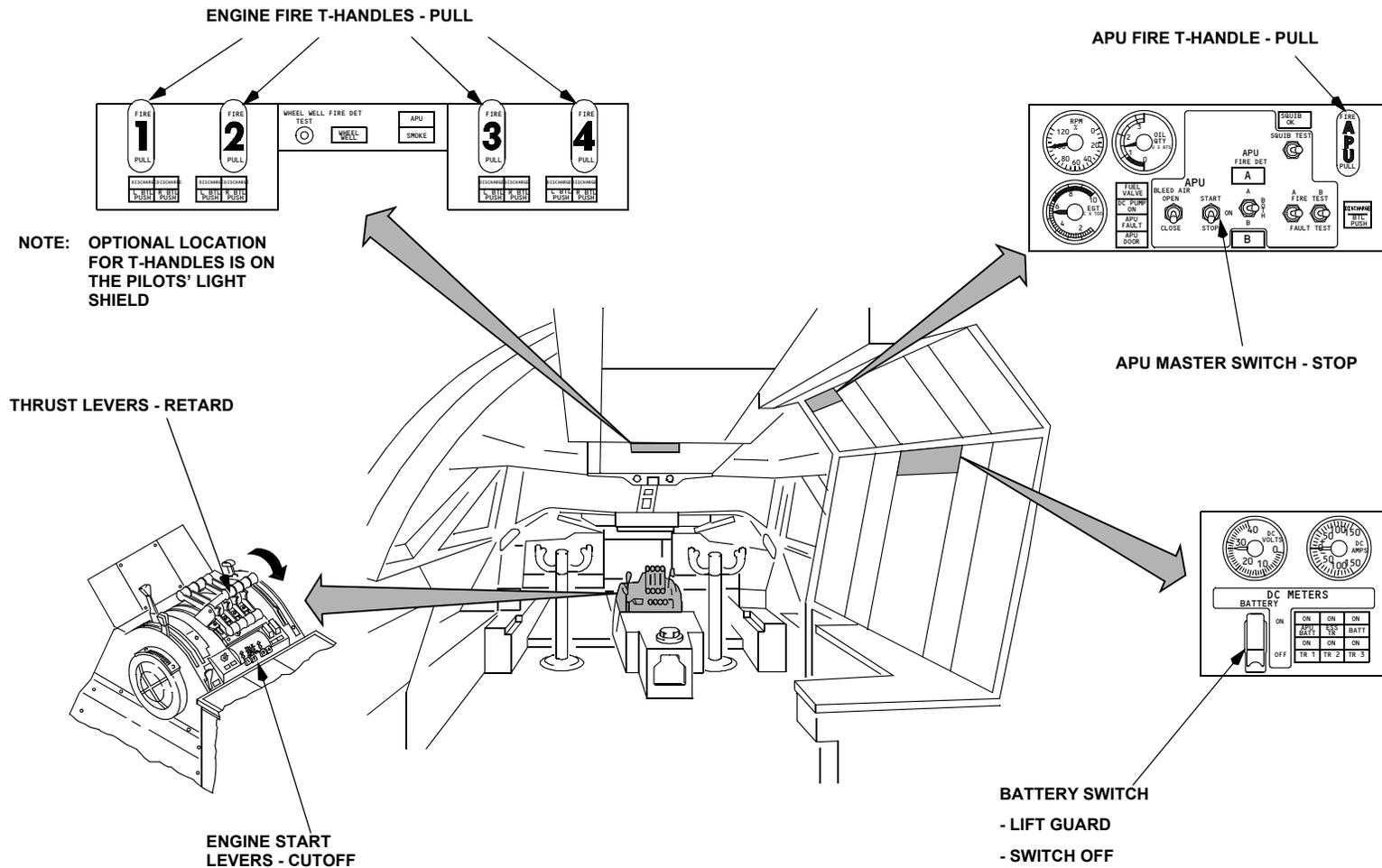
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747-300 & 300 COMBI SERIES

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.

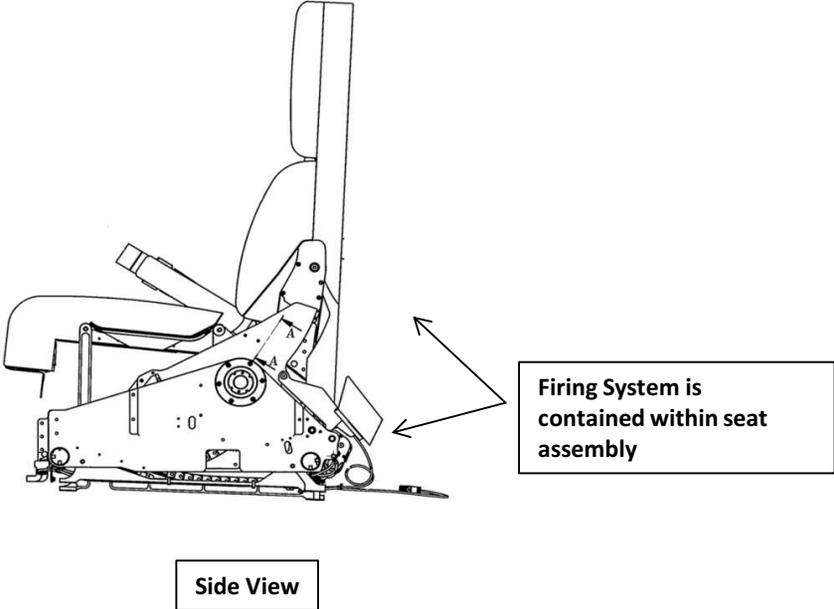
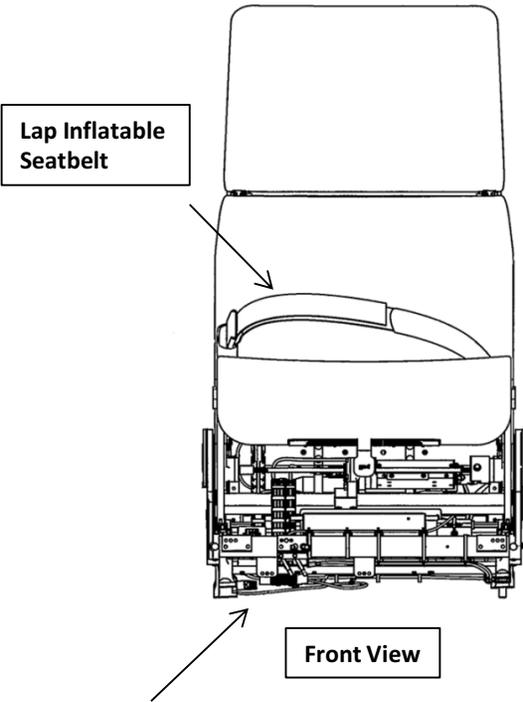
747-300 & 300 COMBI SERIES

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.

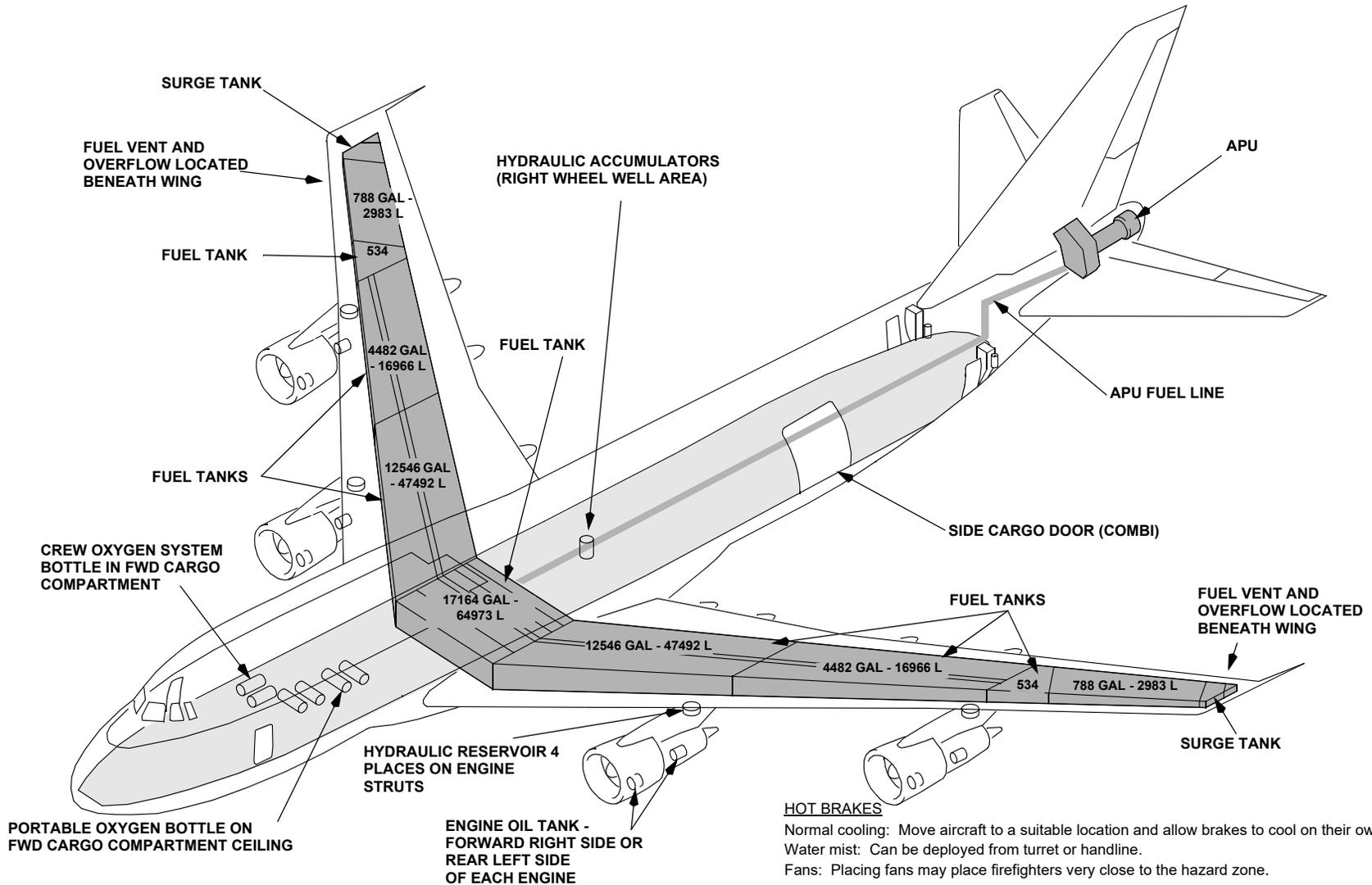


Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.

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



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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.

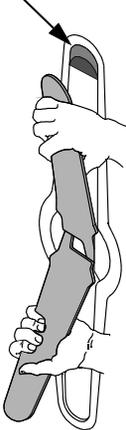
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747-300 SPECIAL FREIGHTER

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS EXTERNAL HANDLE (2)

HANDLE RELEASE
BUTTON

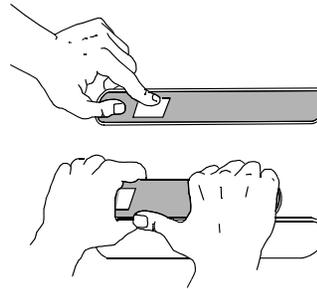


TO OPEN DOOR:

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:

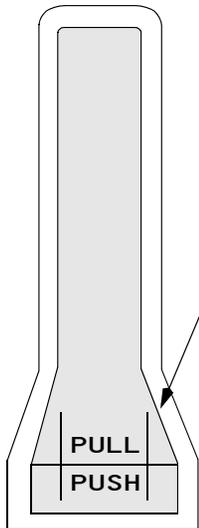
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

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.

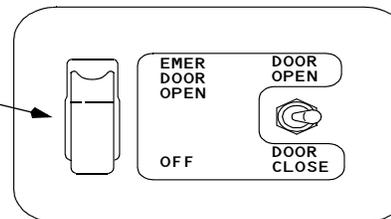
3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

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



4 CUT-IN AREAS

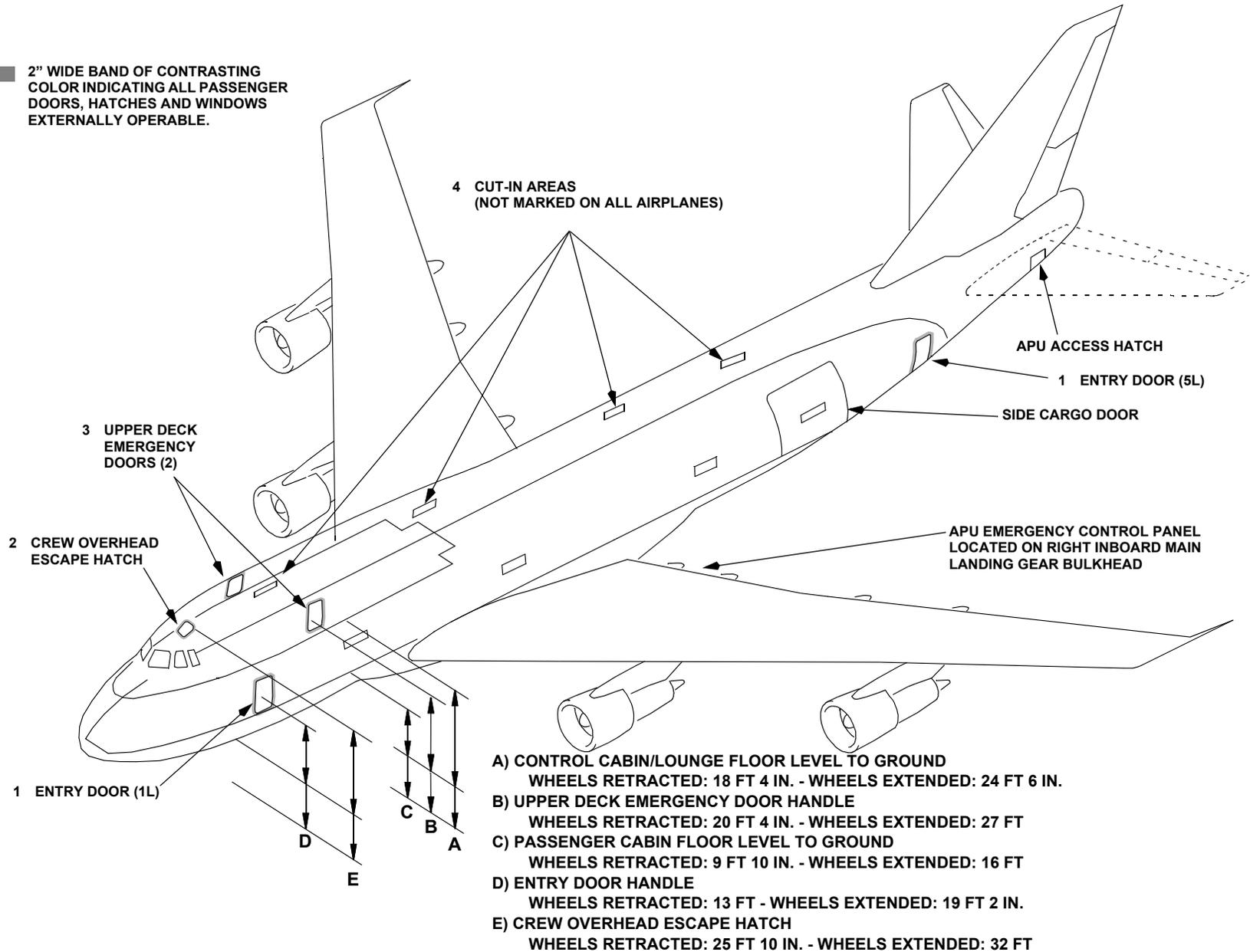
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747-300 SPECIAL FREIGHTER

EMERGENCY RESCUE ACCESS-2

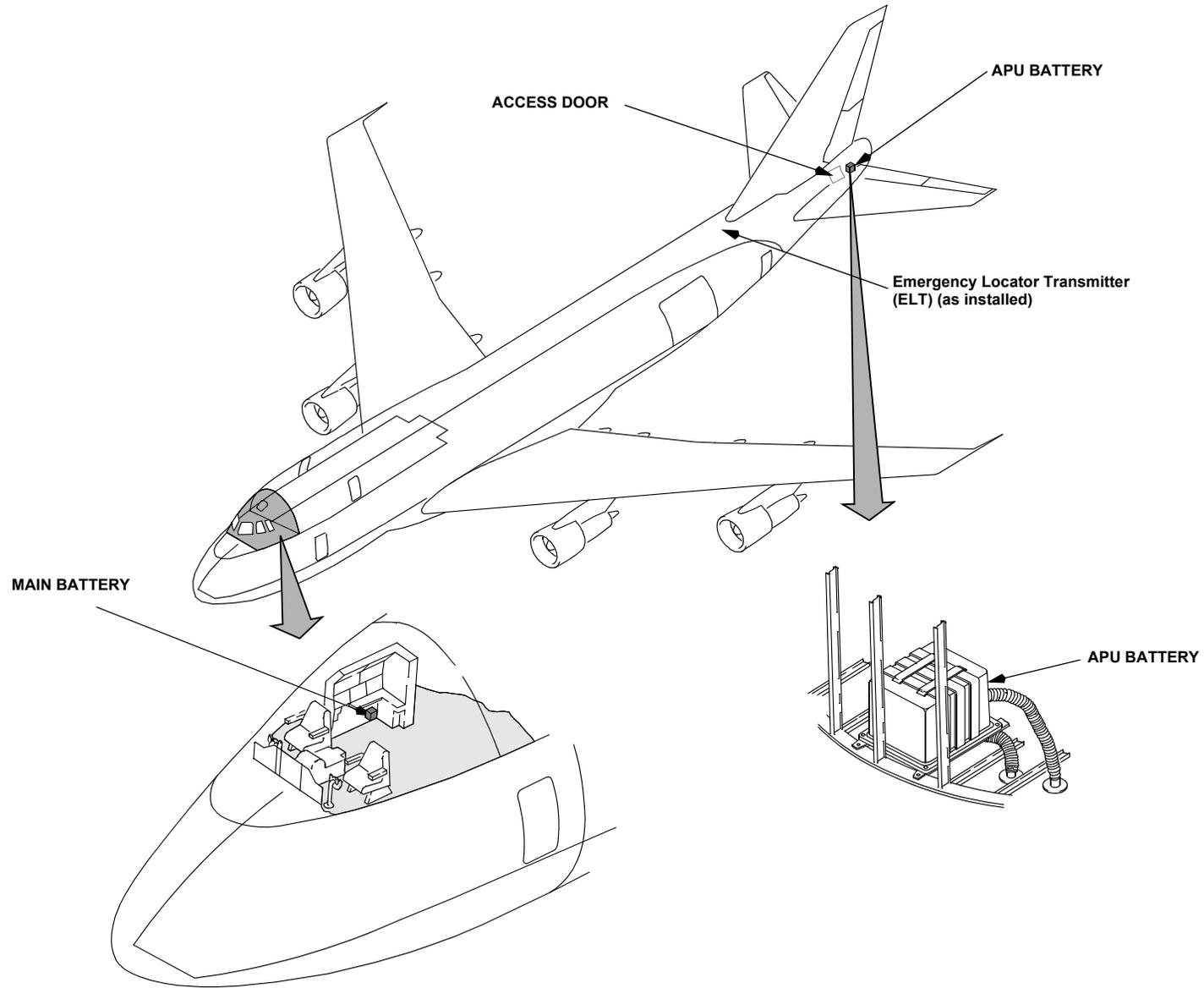
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



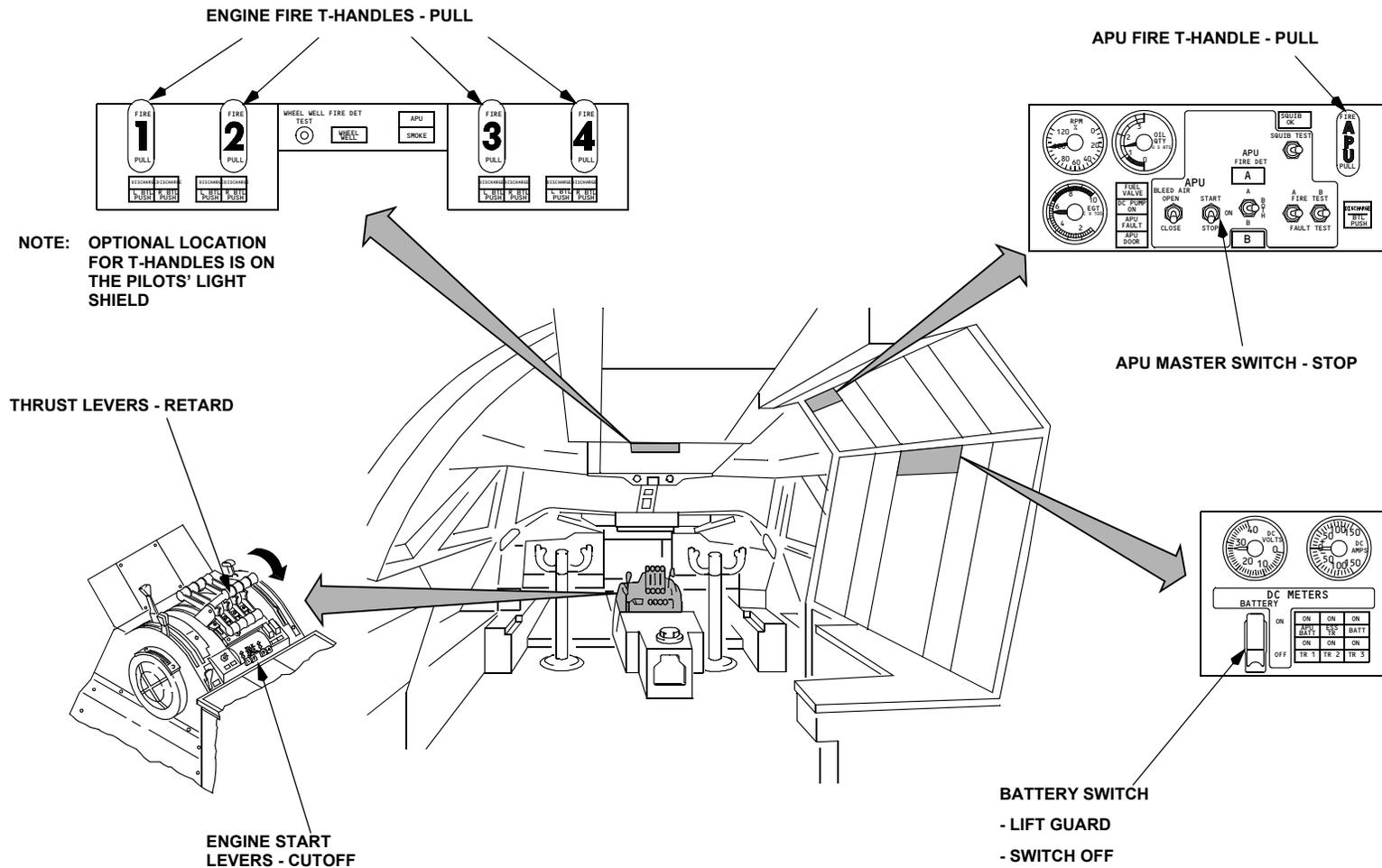
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747-300 SPECIAL FREIGHTER

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.

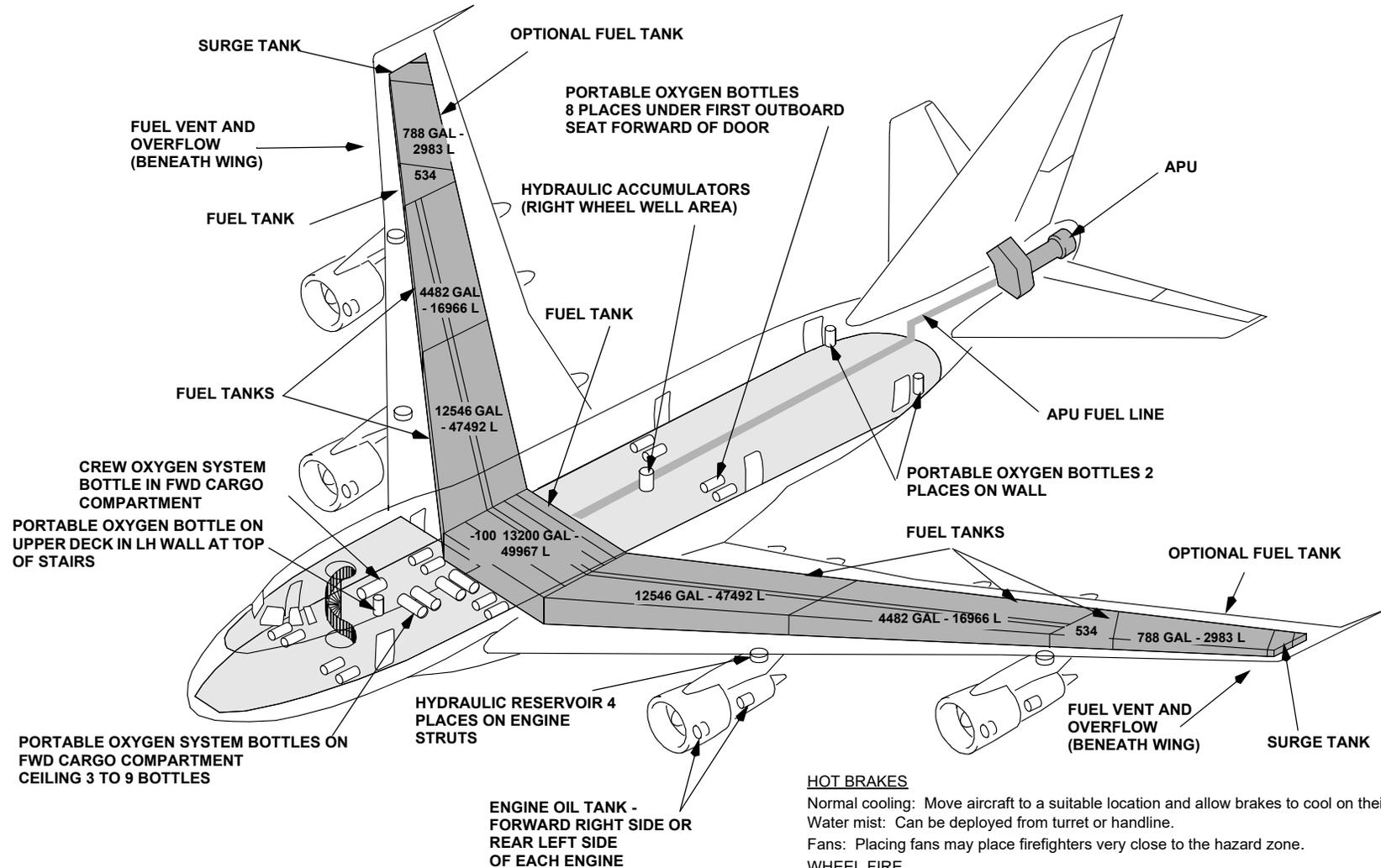


747-300 SPECIAL FREIGHTER

Intentionally Blank

747 SP SERIES

FLAMMABLE MATERIAL LOCATIONS



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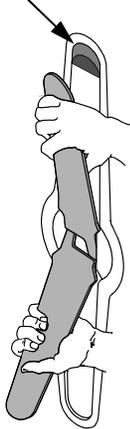
WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

747 SP SERIES

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS EXTERNAL HANDLE (8)

HANDLE RELEASE
BUTTON



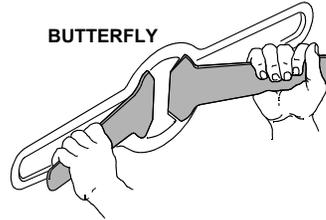
TO OPEN DOOR:

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

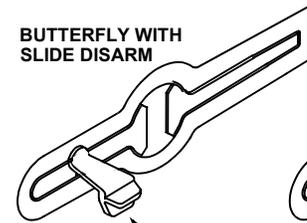
NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

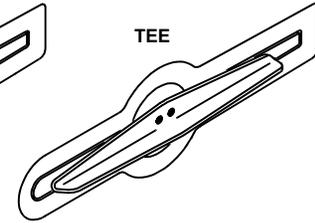
BUTTERFLY



BUTTERFLY WITH
SLIDE DISARM



TEE



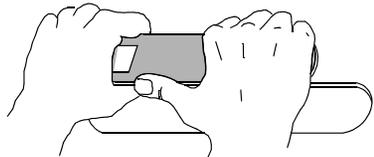
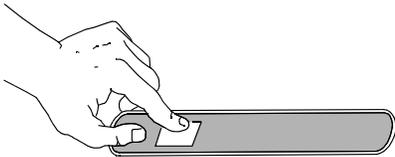
SLIDE DISARM HANDLE

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.

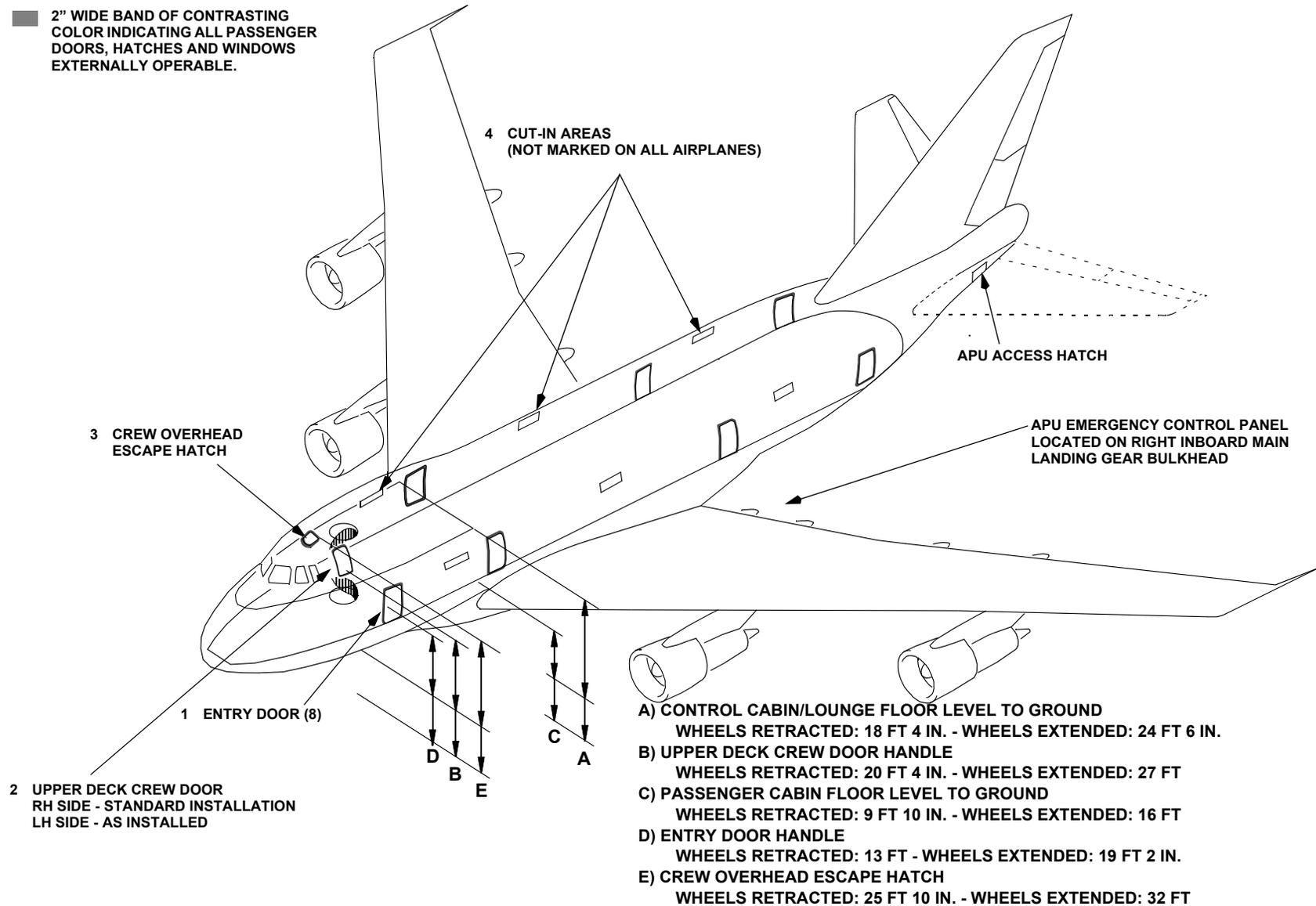
4 CUT-IN AREAS

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.



3 CREW OVERHEAD ESCAPE HATCH

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

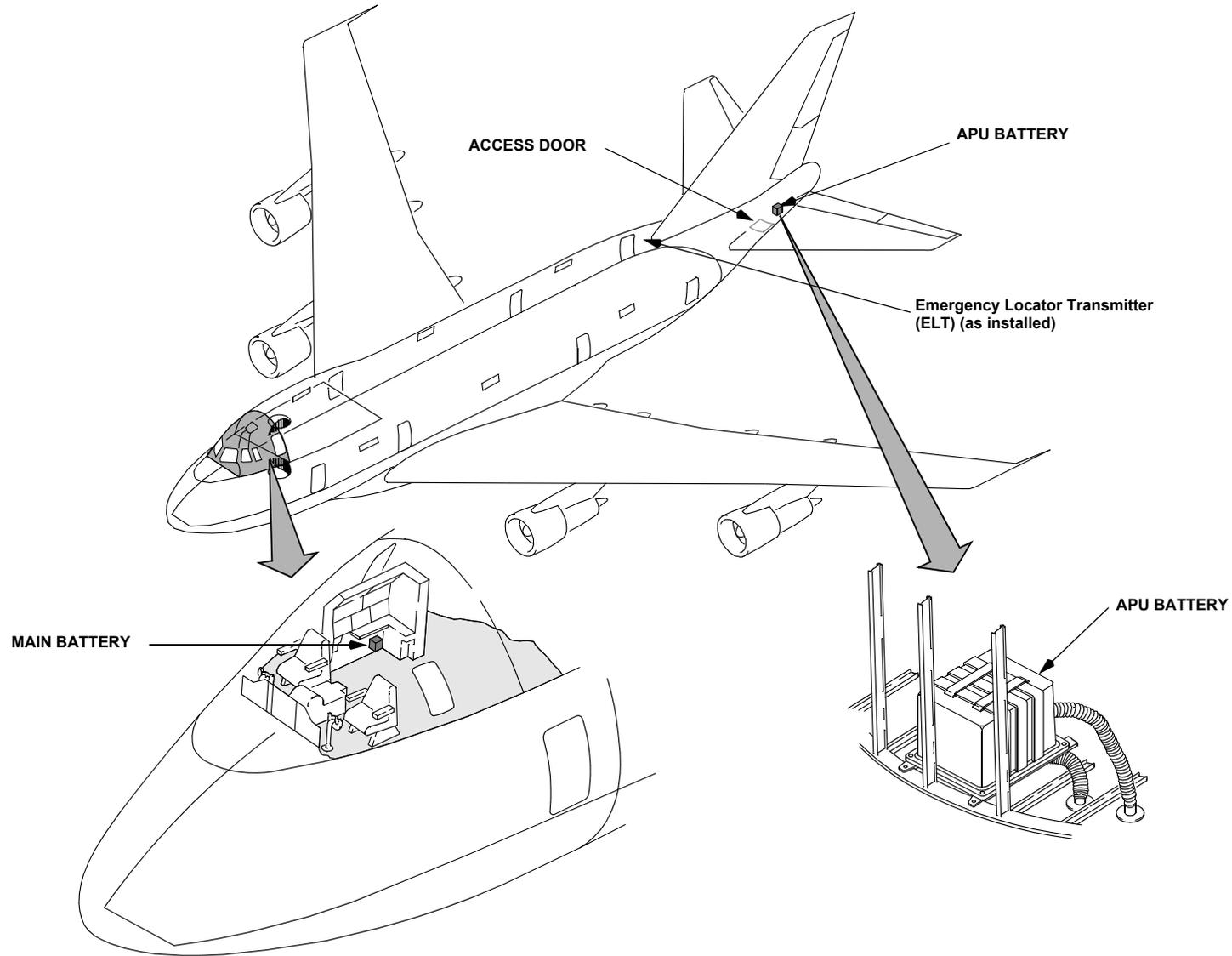
APU ACCESS HATCH

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

1 ENTRY DOOR (8)

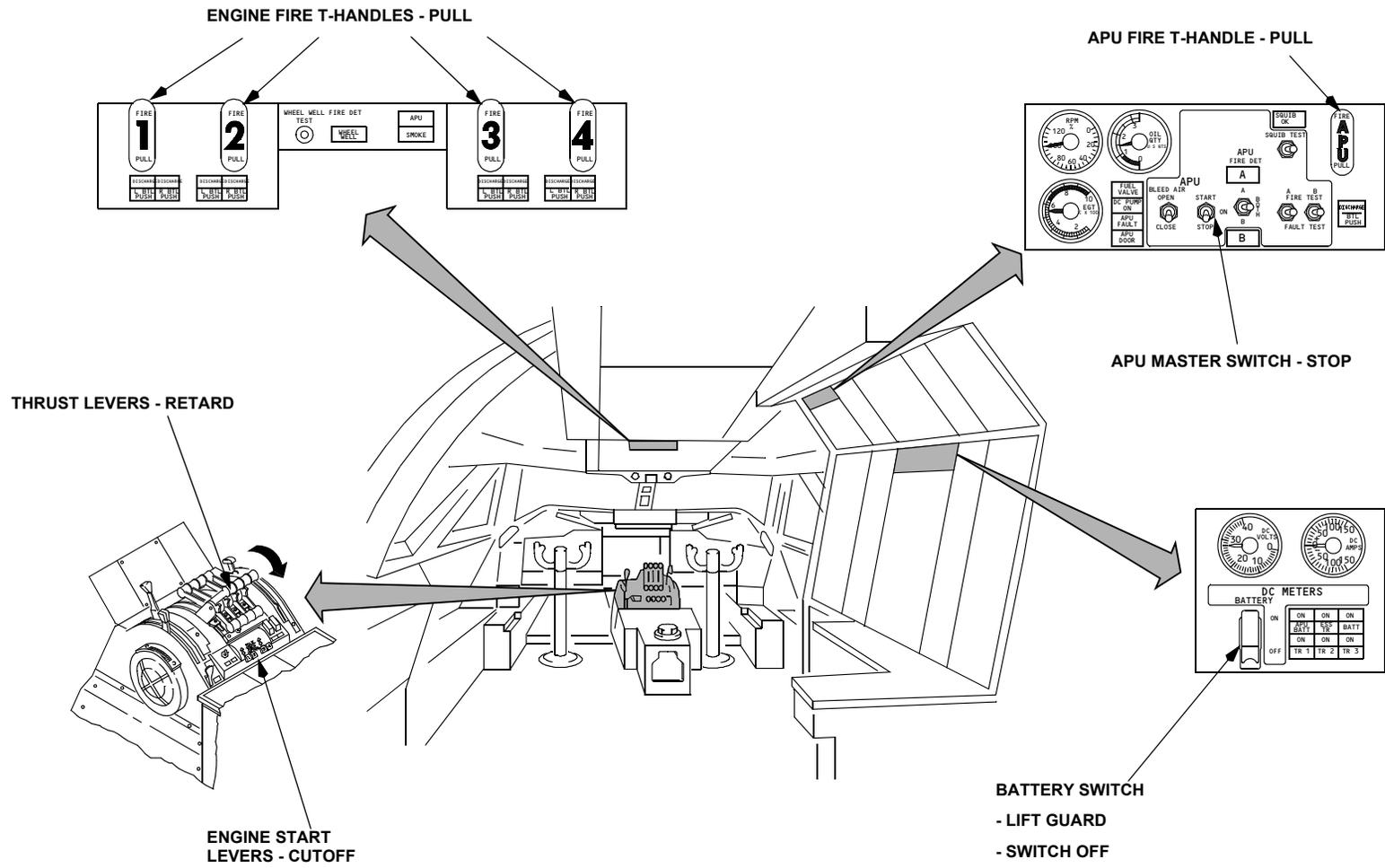
2 UPPER DECK CREW DOOR
RH SIDE - STANDARD INSTALLATION
LH SIDE - AS INSTALLED

- 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



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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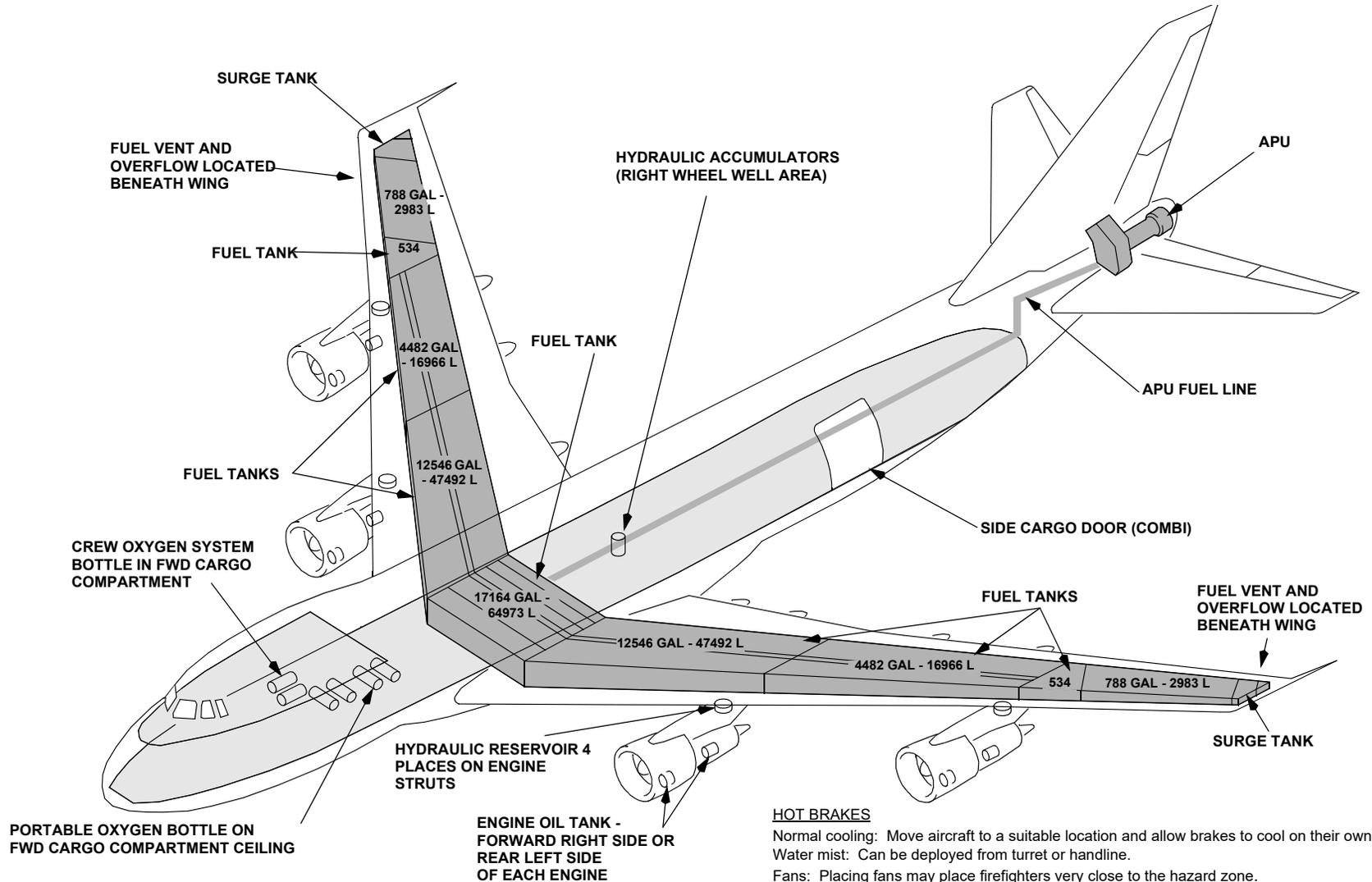


747 SP SERIES

Intentionally Blank

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.

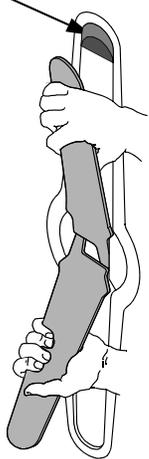
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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



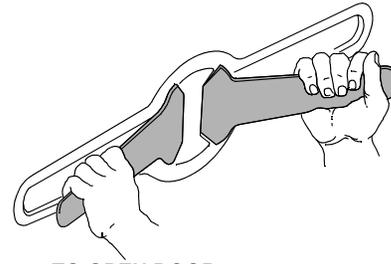
1 ENTRY DOORS EXTERNAL HANDLE (2)

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

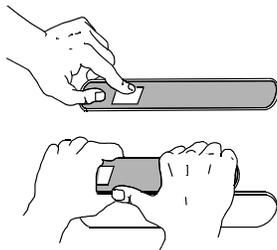


TO OPEN DOOR:

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:

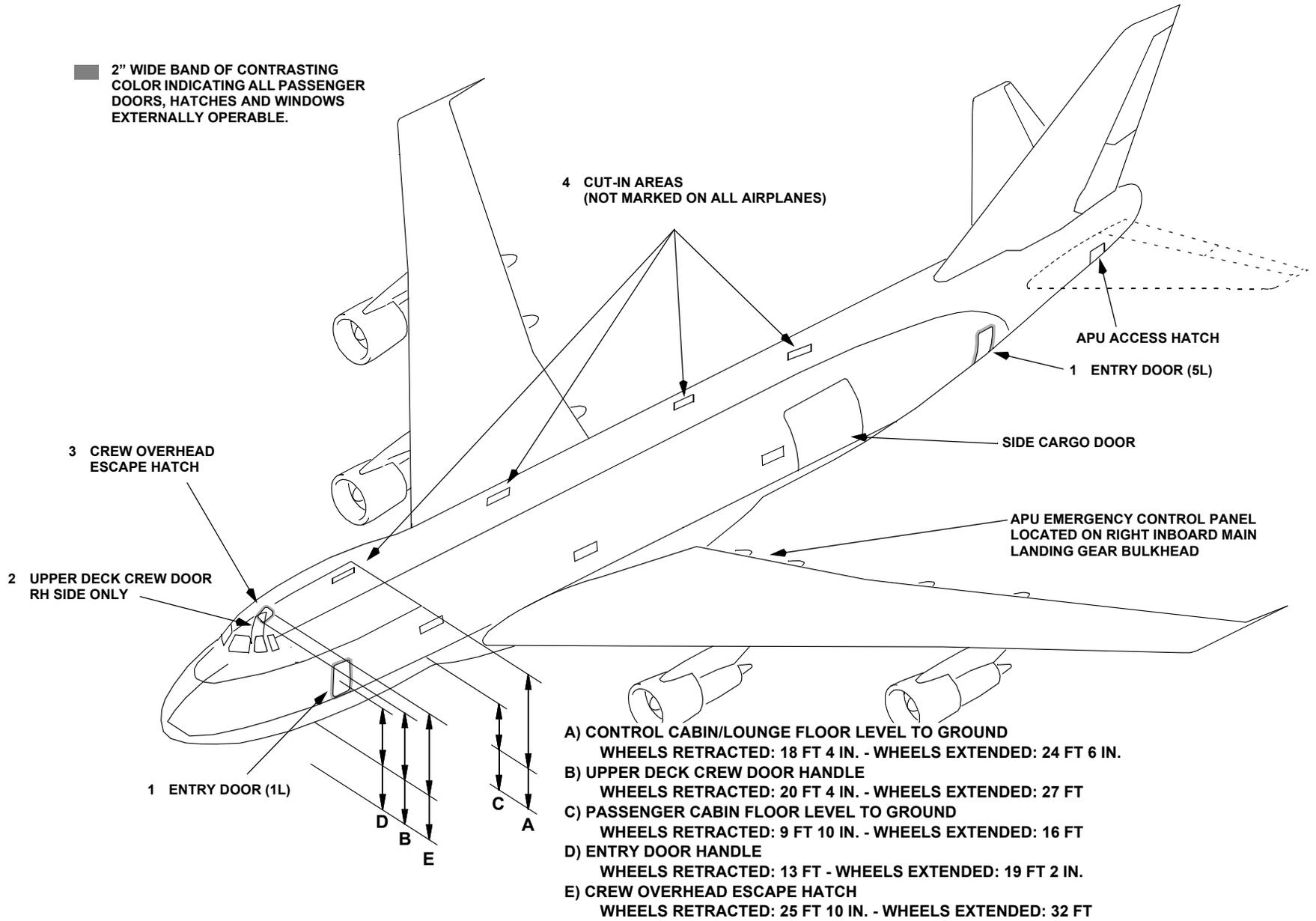
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE.
3. PUSH HATCH INWARD.

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

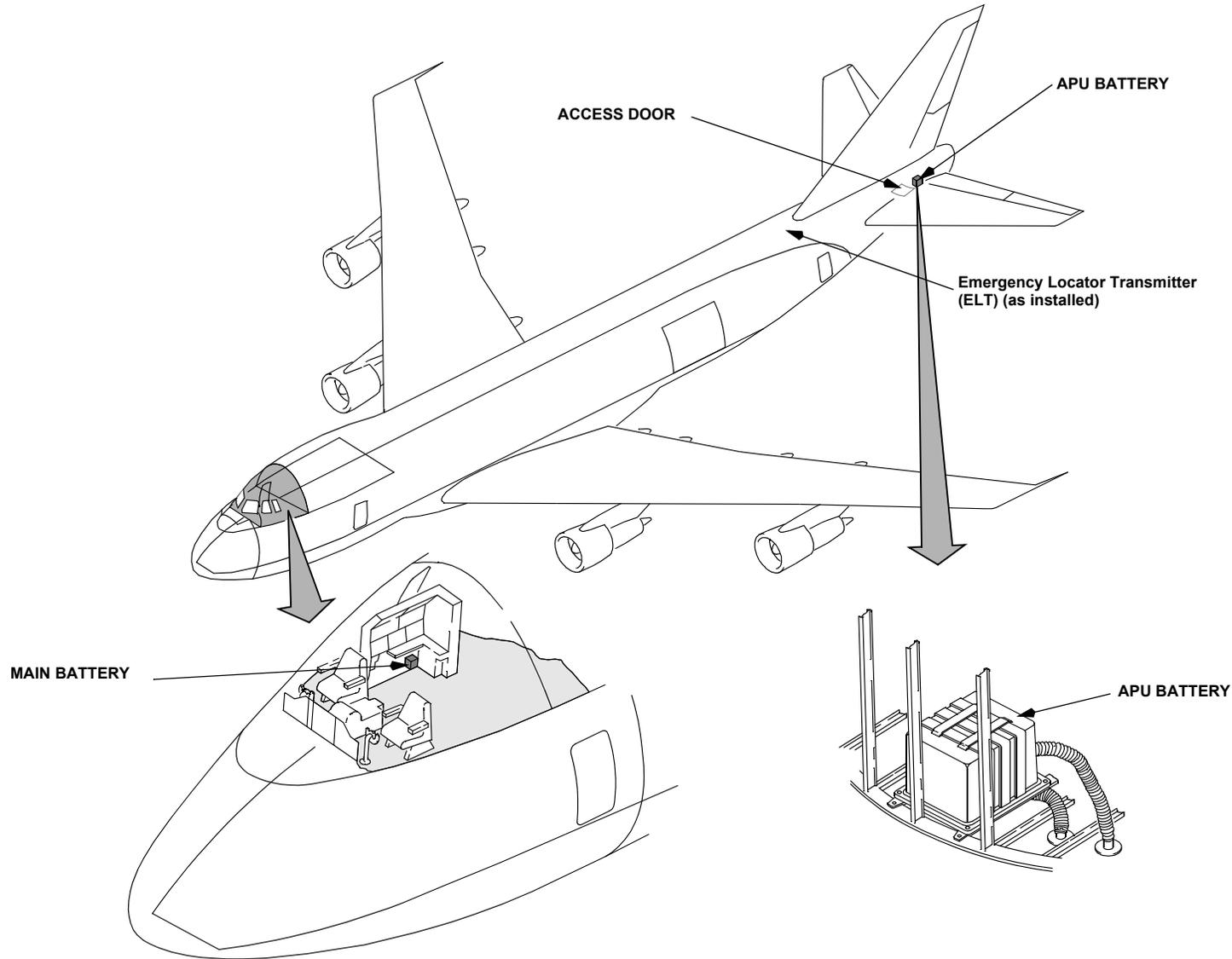
EMERGENCY RESCUE ACCESS-2



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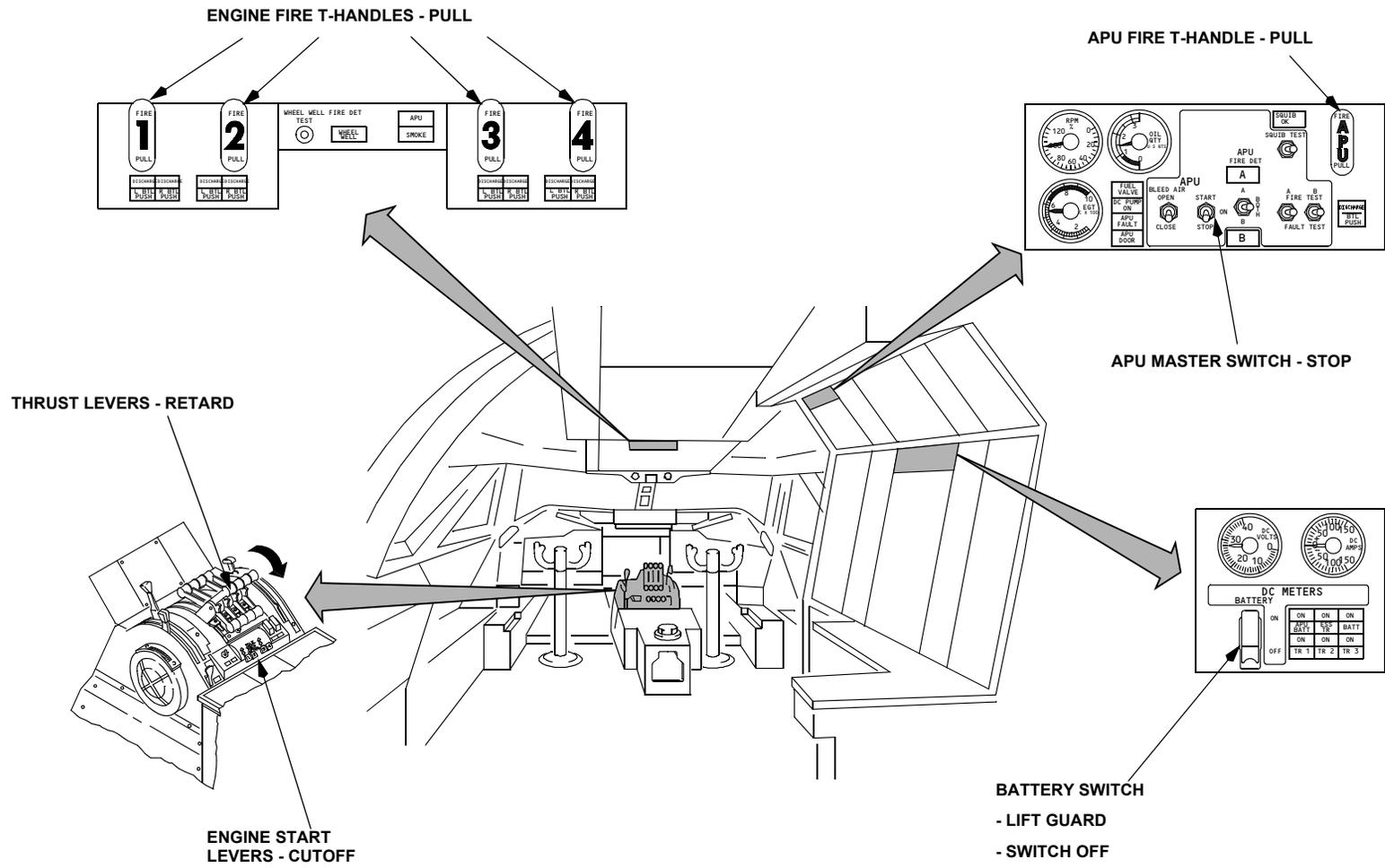
747 FREIGHTER SERIES

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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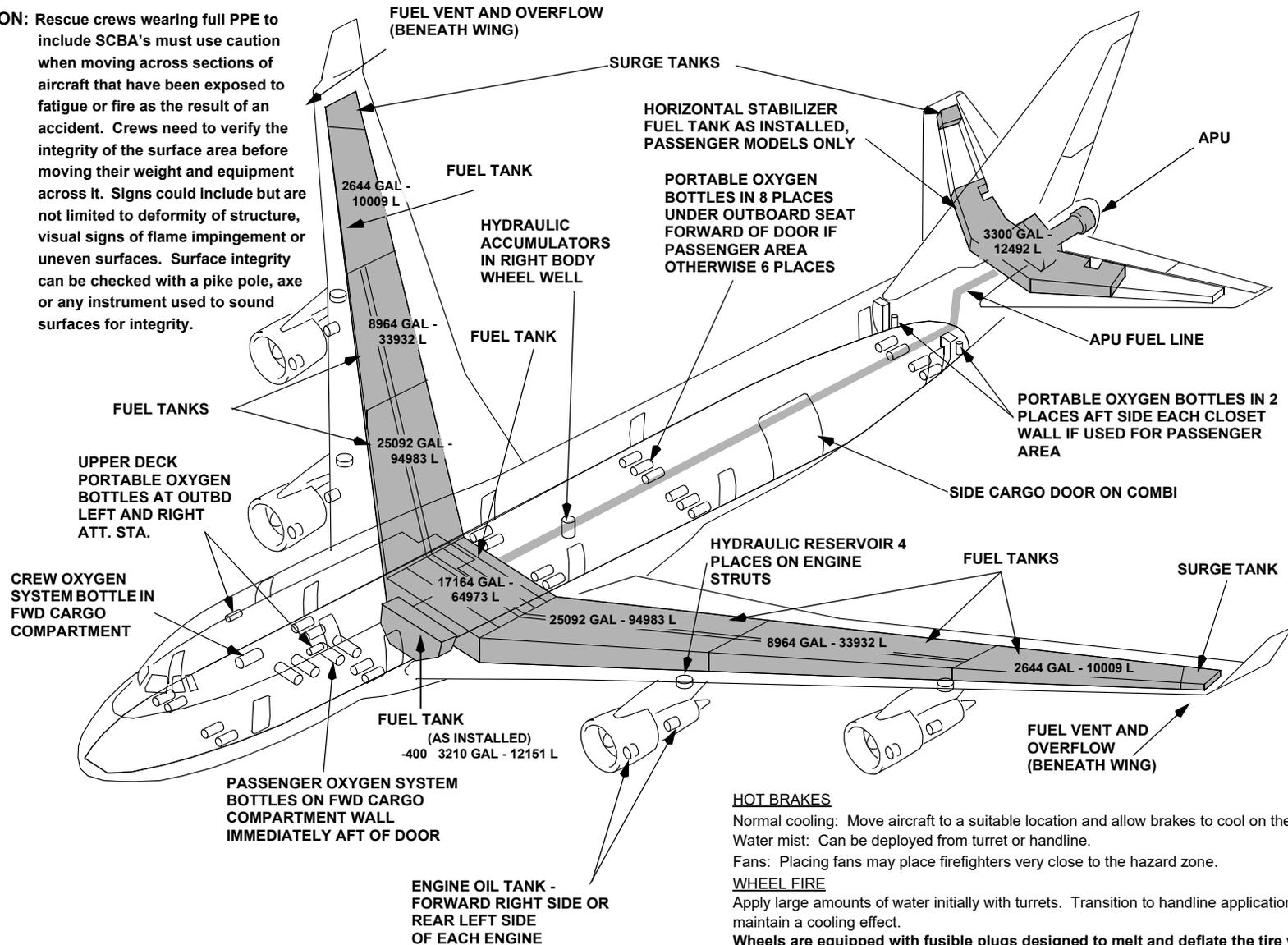
747 FREIGHTER SERIES

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747-400 & 400 COMBI SERIES

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.



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.

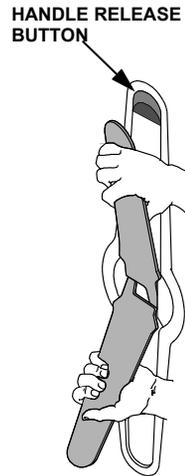
HOT BRAKES
 Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
 Water mist: Can be deployed from turret or handline.
 Fans: Placing fans may place firefighters very close to the hazard zone.

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.

747-400 & 400 COMBI SERIES

EMERGENCY RESCUE ACCESS-1

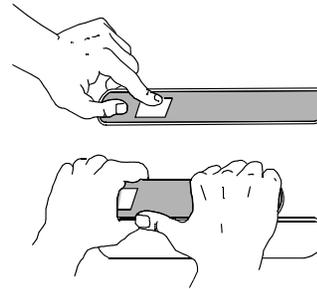
1 ENTRY DOORS EXTERNAL HANDLE (10)



- 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

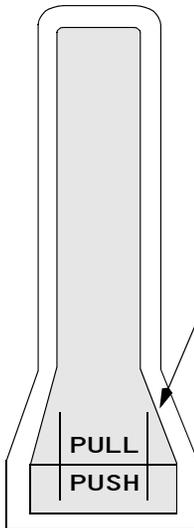
NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

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.

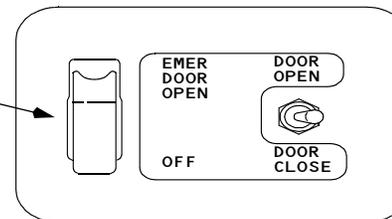
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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

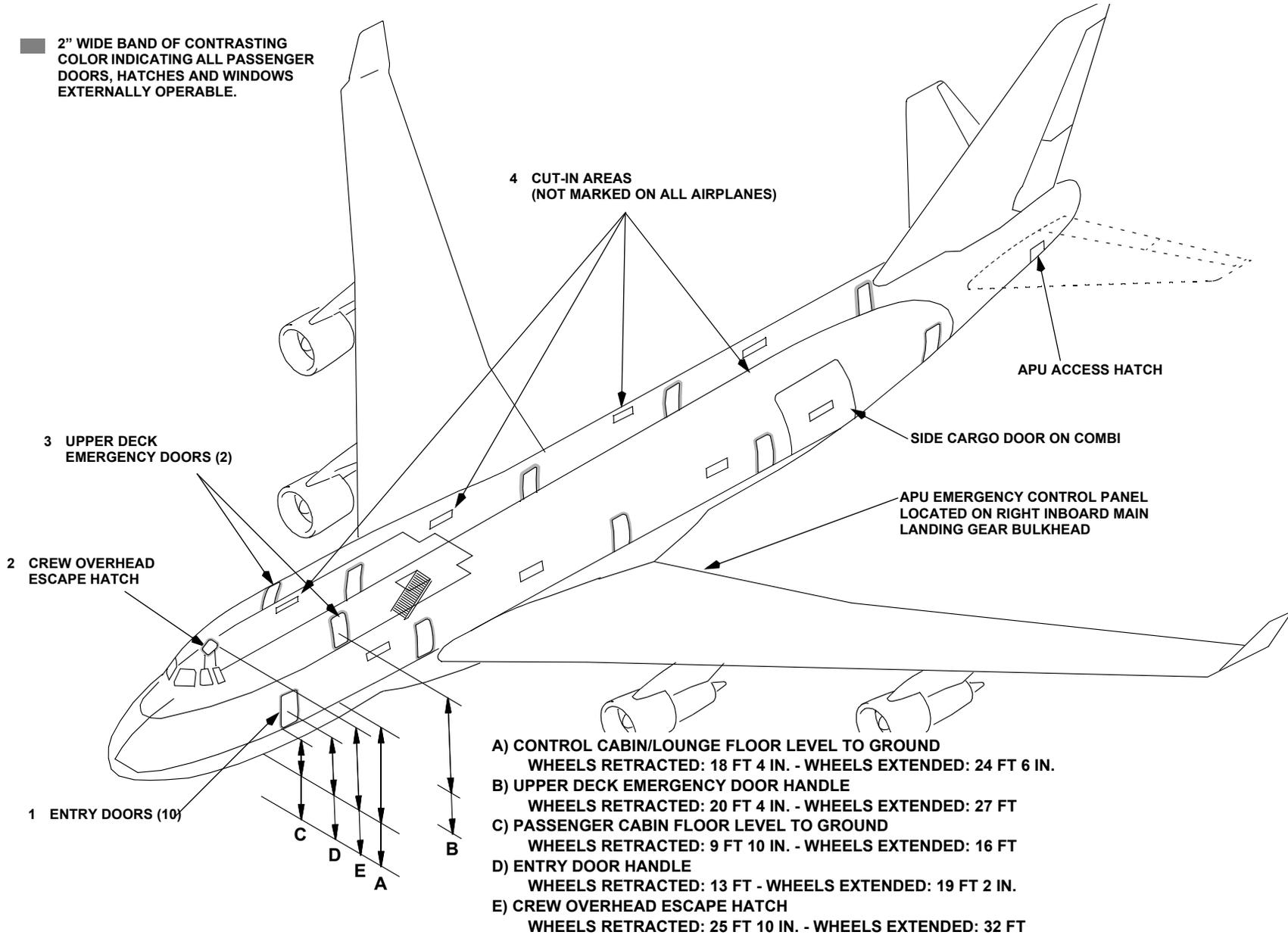
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



747-400 & 400 COMBI SERIES

EMERGENCY RESCUE ACCESS-2

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

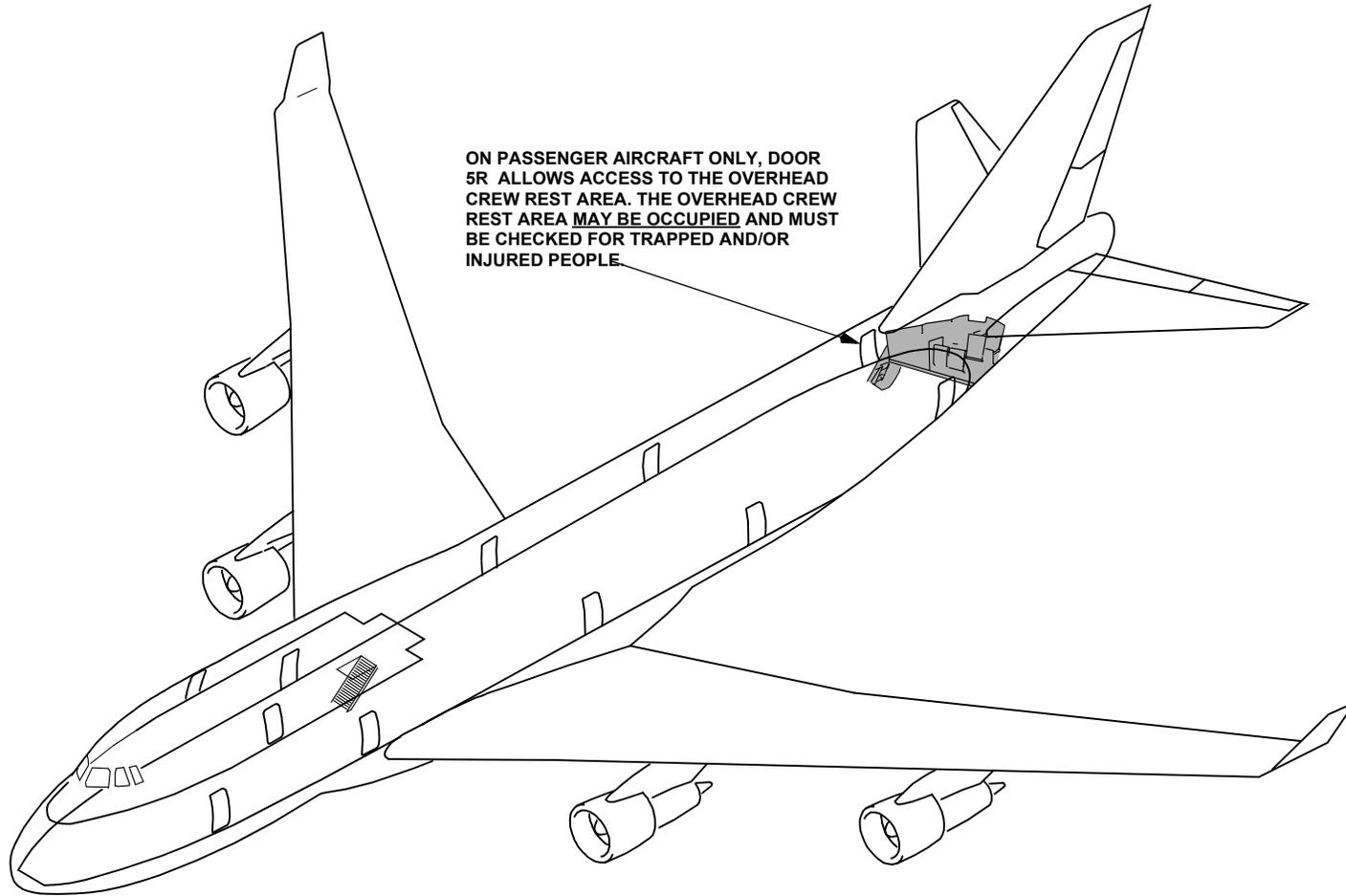


- A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
- B) UPPER DECK EMERGENCY DOOR HANDLE
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
- C) PASSENGER CABIN FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
- 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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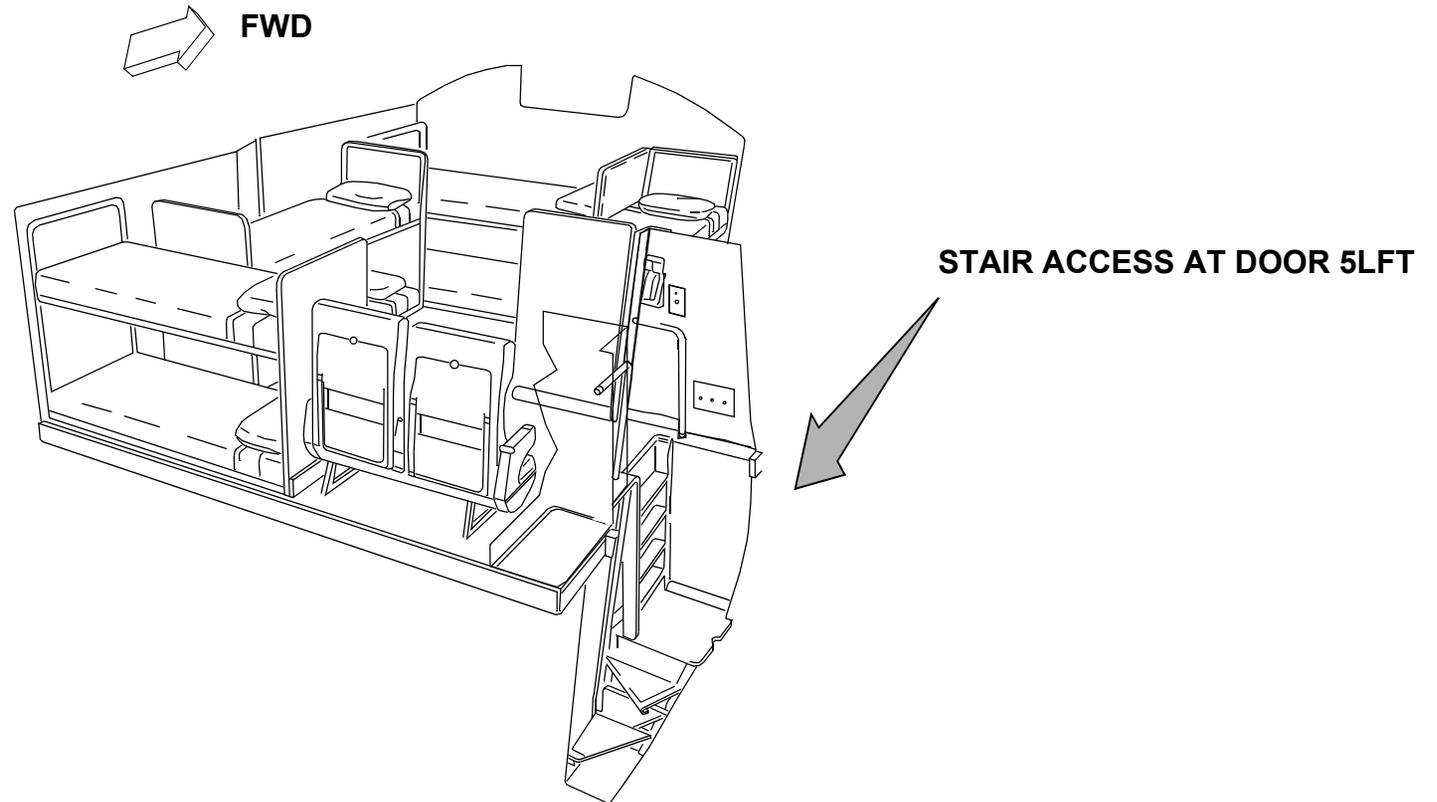
747-400 & 400 COMBI SERIES

EMERGENCY RESCUE ACCESS-3



747-400 & 400 COMBI SERIES

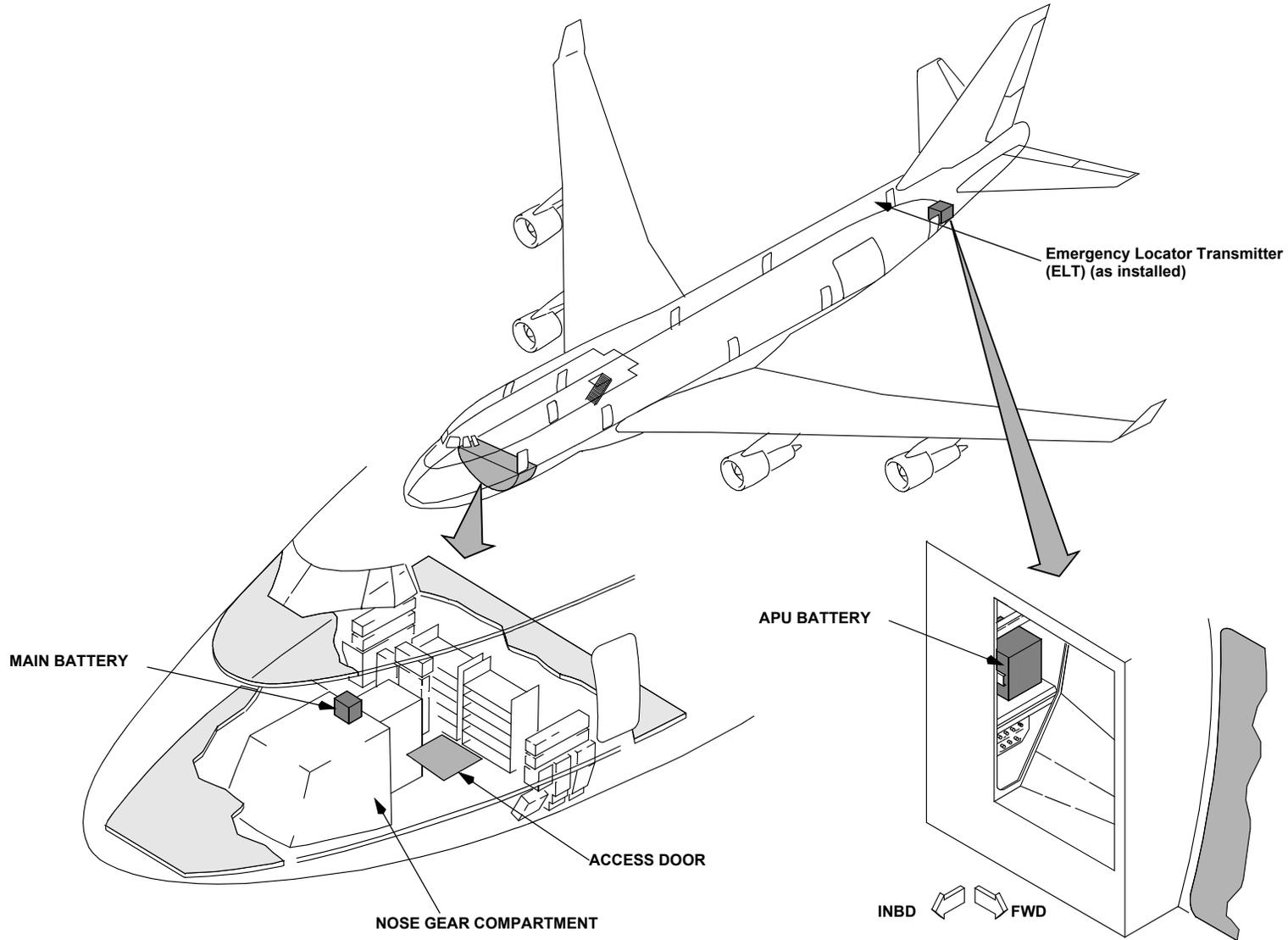
EMERGENCY RESCUE ACCESS-4



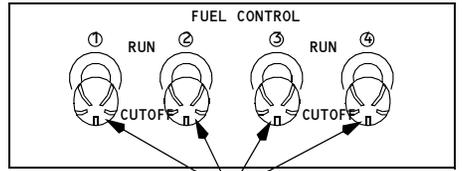
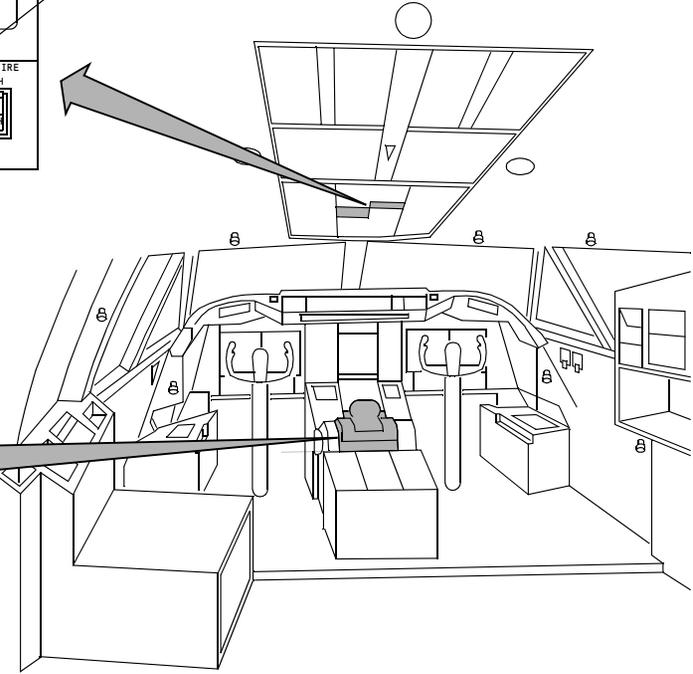
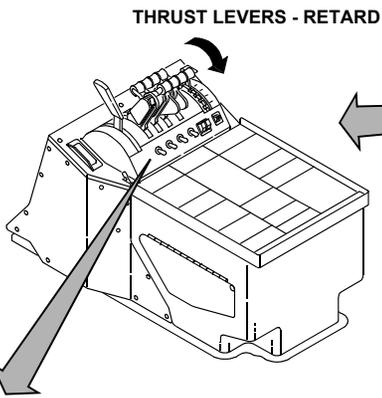
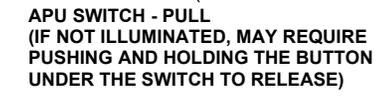
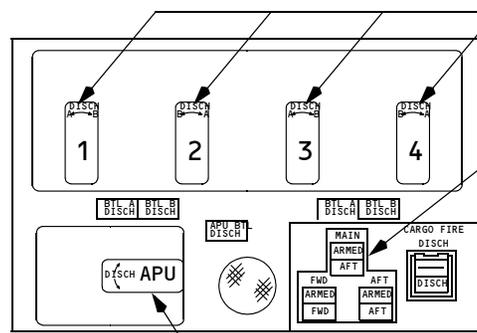
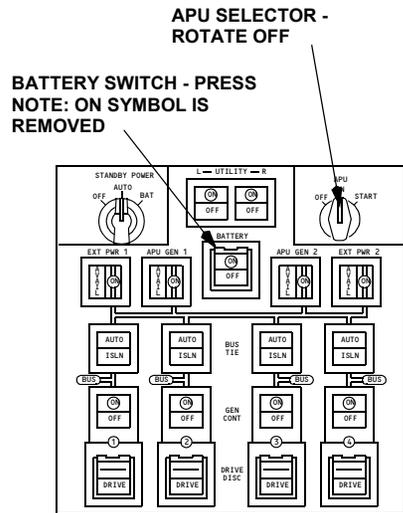
AFT OVERHEAD FLIGHT CREW REST AREA

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.

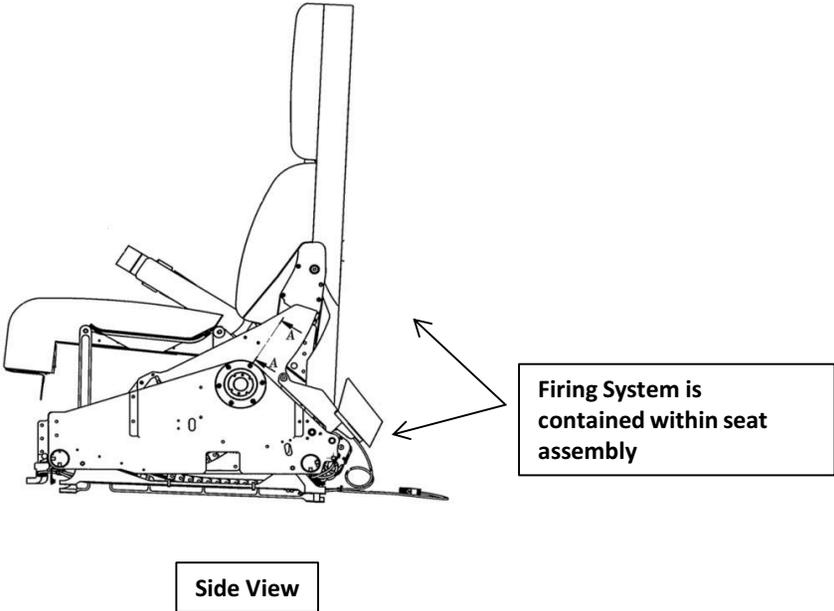
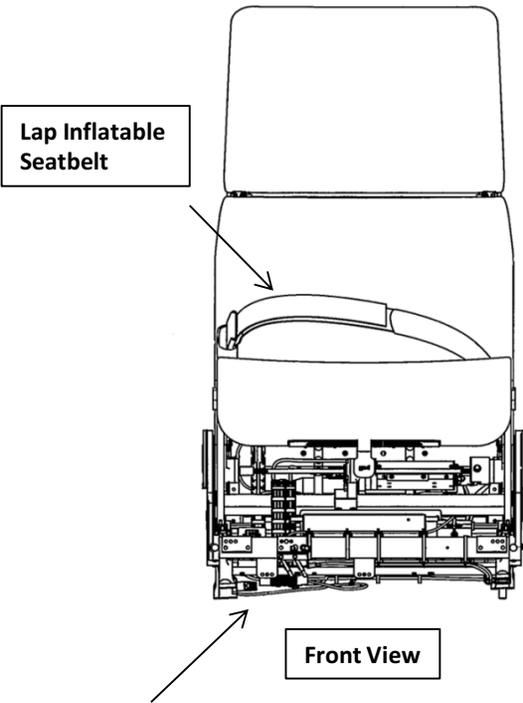
747-400 & 400 COMBI SERIES

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.

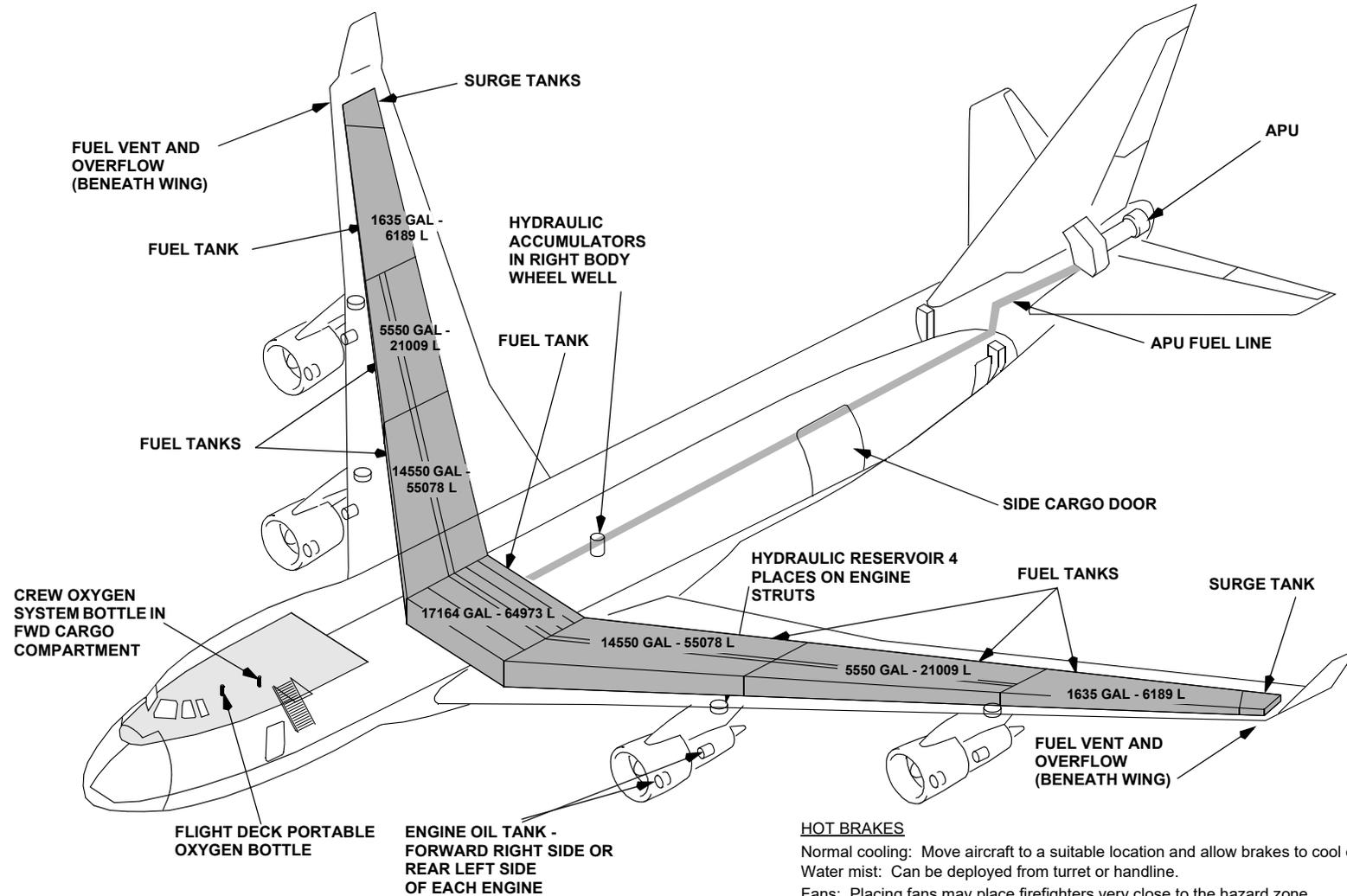


Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.

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.

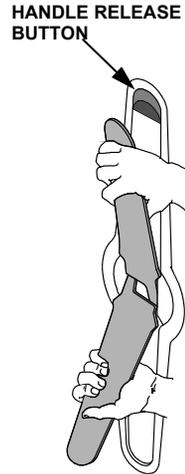
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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

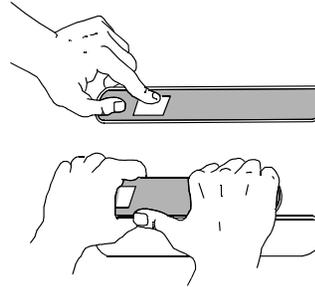
1 ENTRY DOORS EXTERNAL HANDLE (2)



- 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

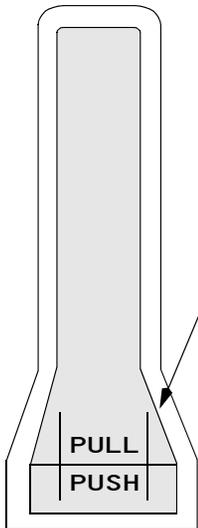
NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

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.

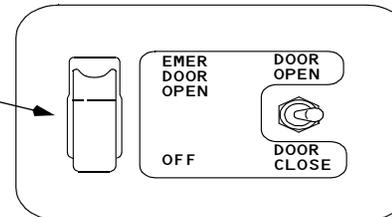
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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.

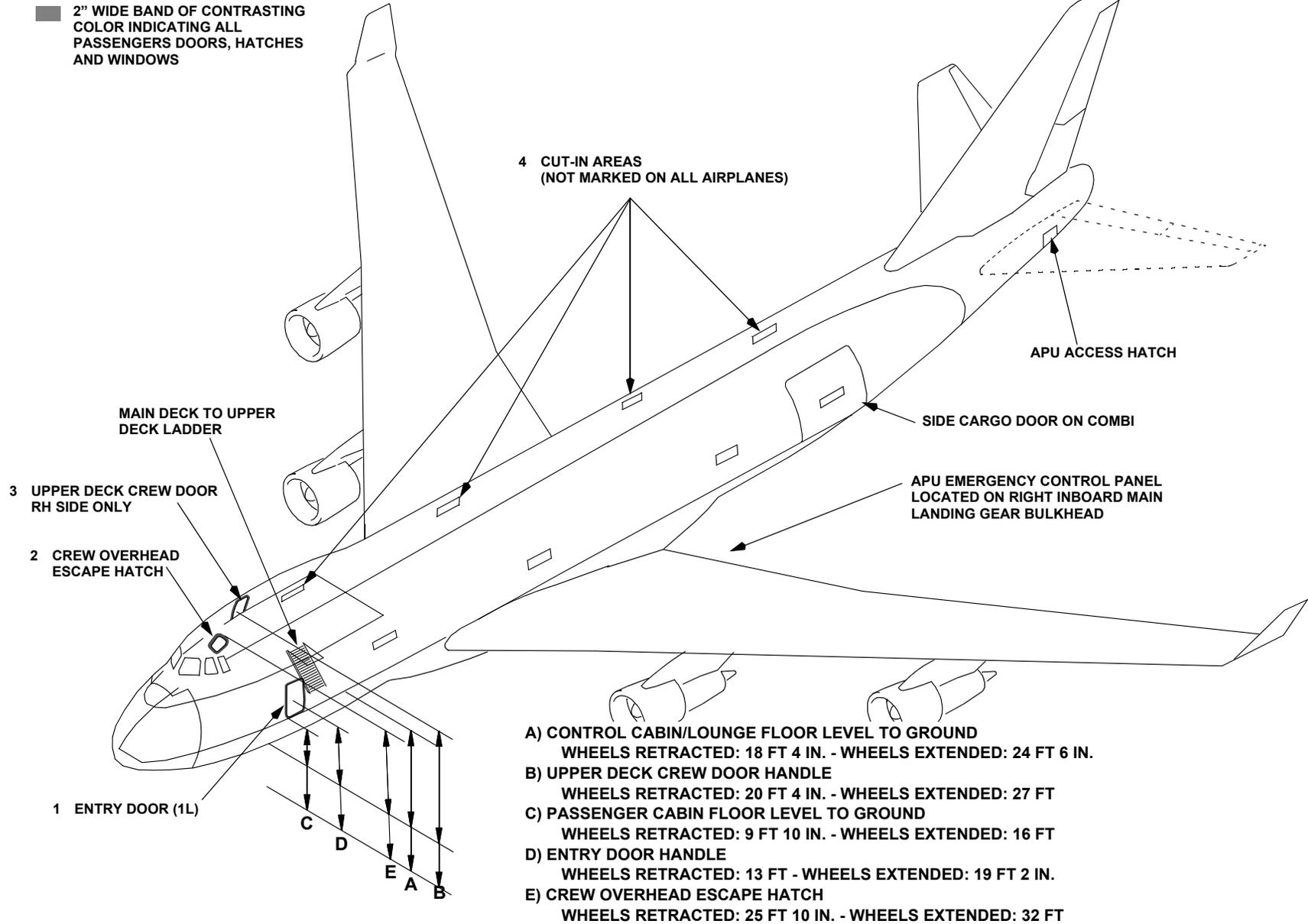
4 CUT-IN AREAS

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

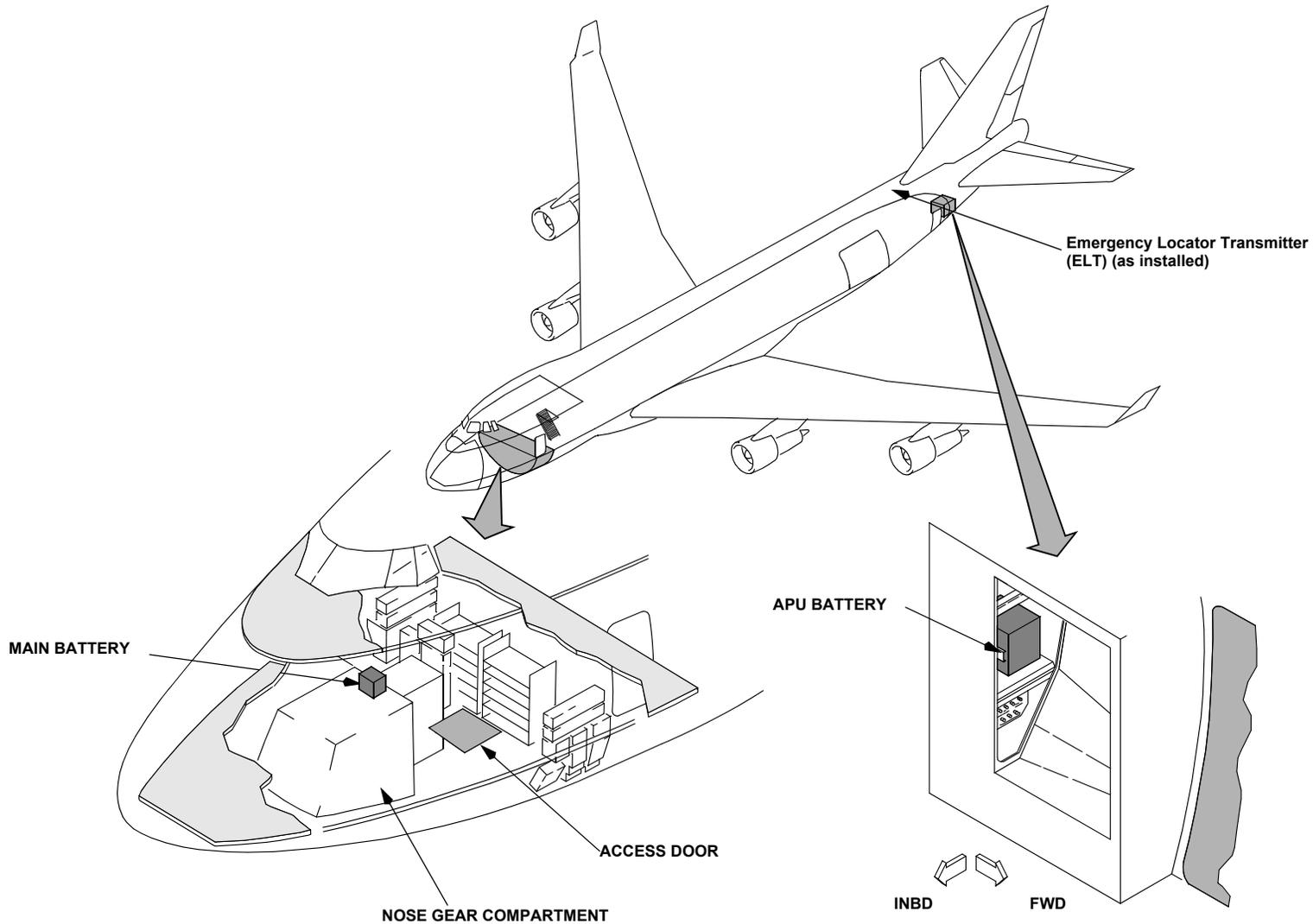
EMERGENCY RESCUE ACCESS-2



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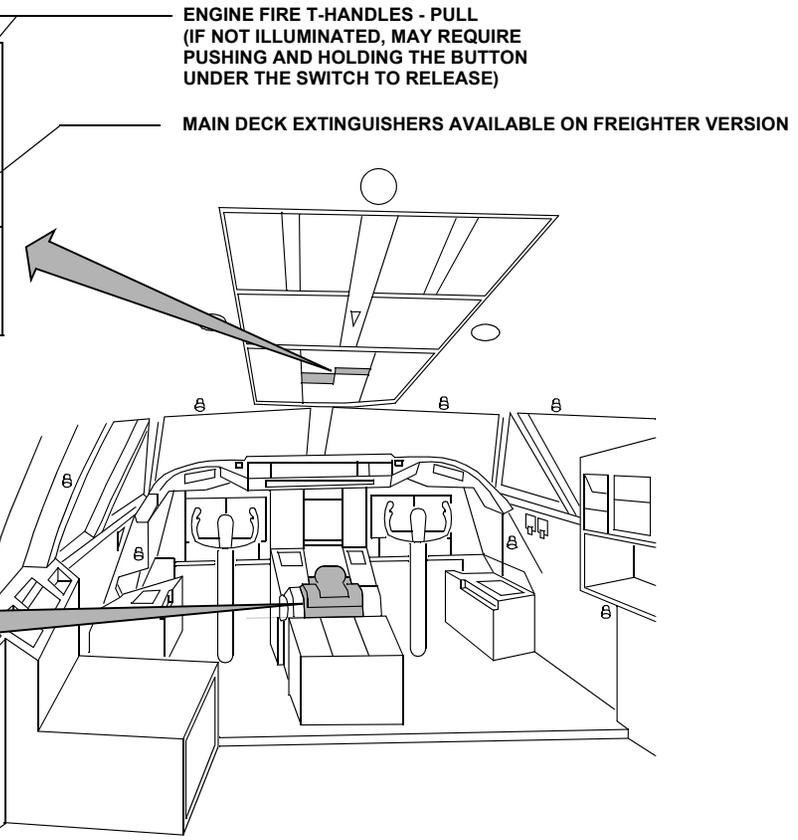
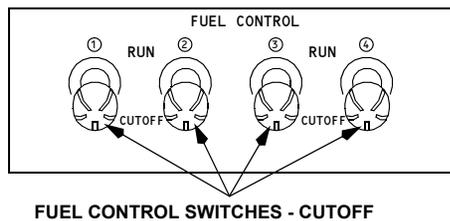
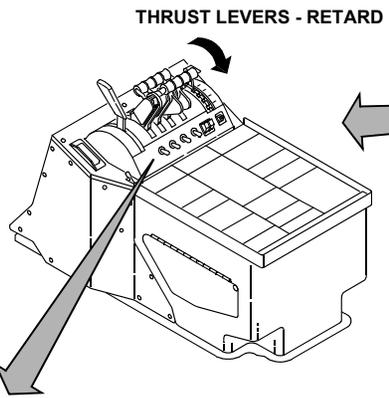
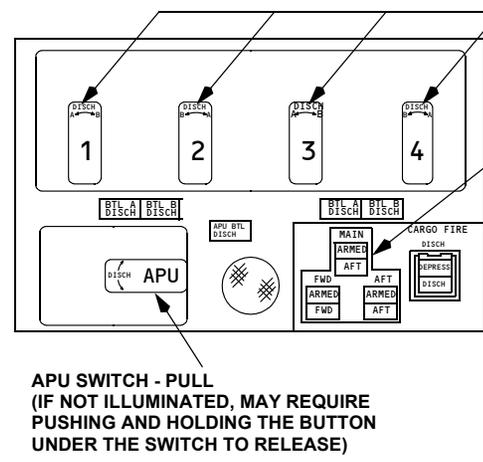
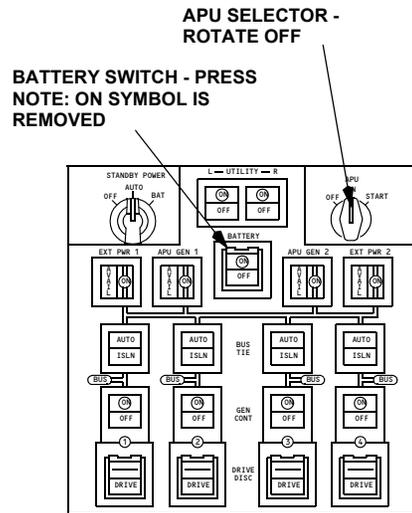
747-400 FREIGHTER SERIES

BATTERY LOCATIONS



747-400 FREIGHTER SERIES

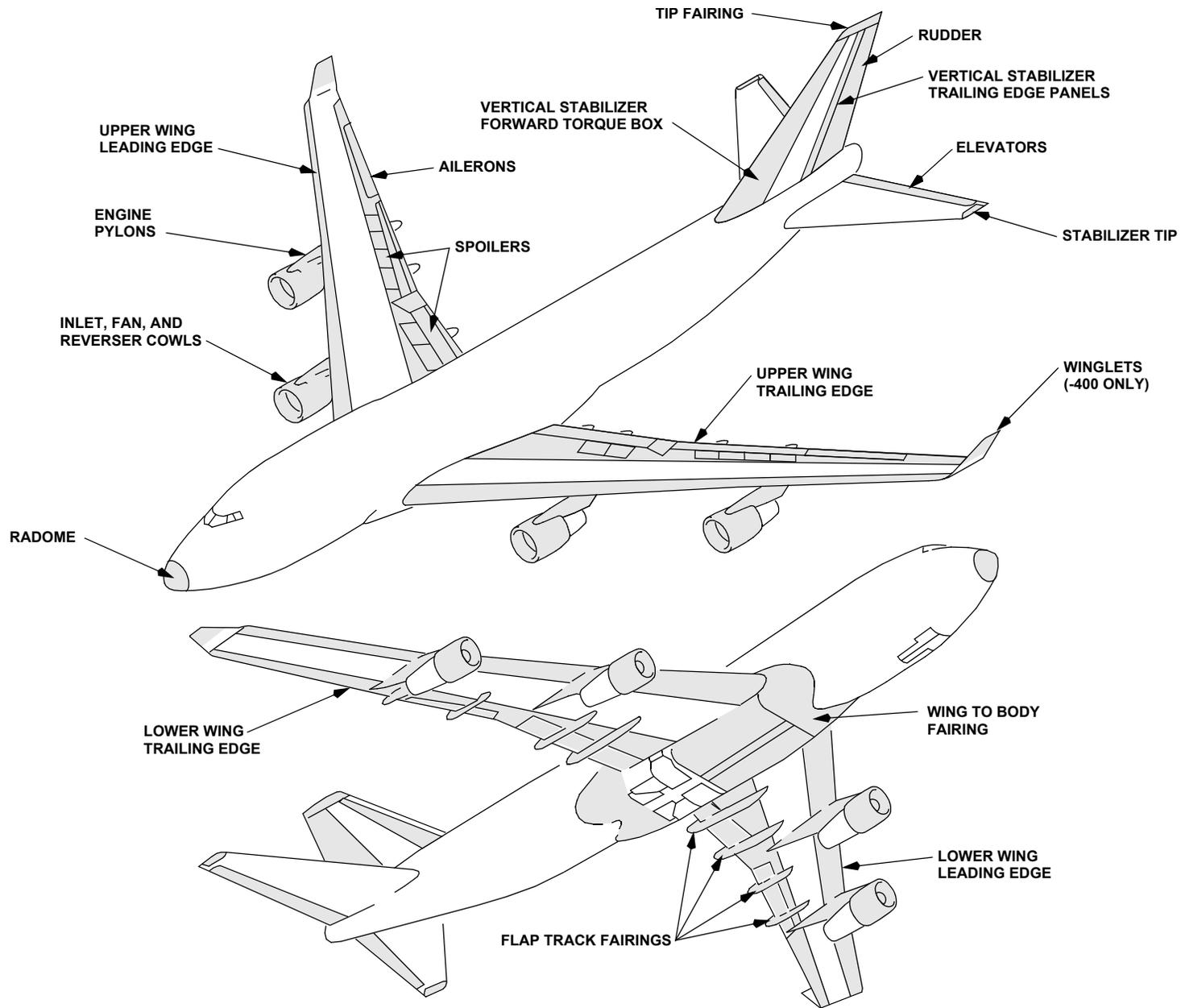
FLIGHT DECK CONTROL SWITCH LOCATIONS



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

747-400 FREIGHTER SERIES

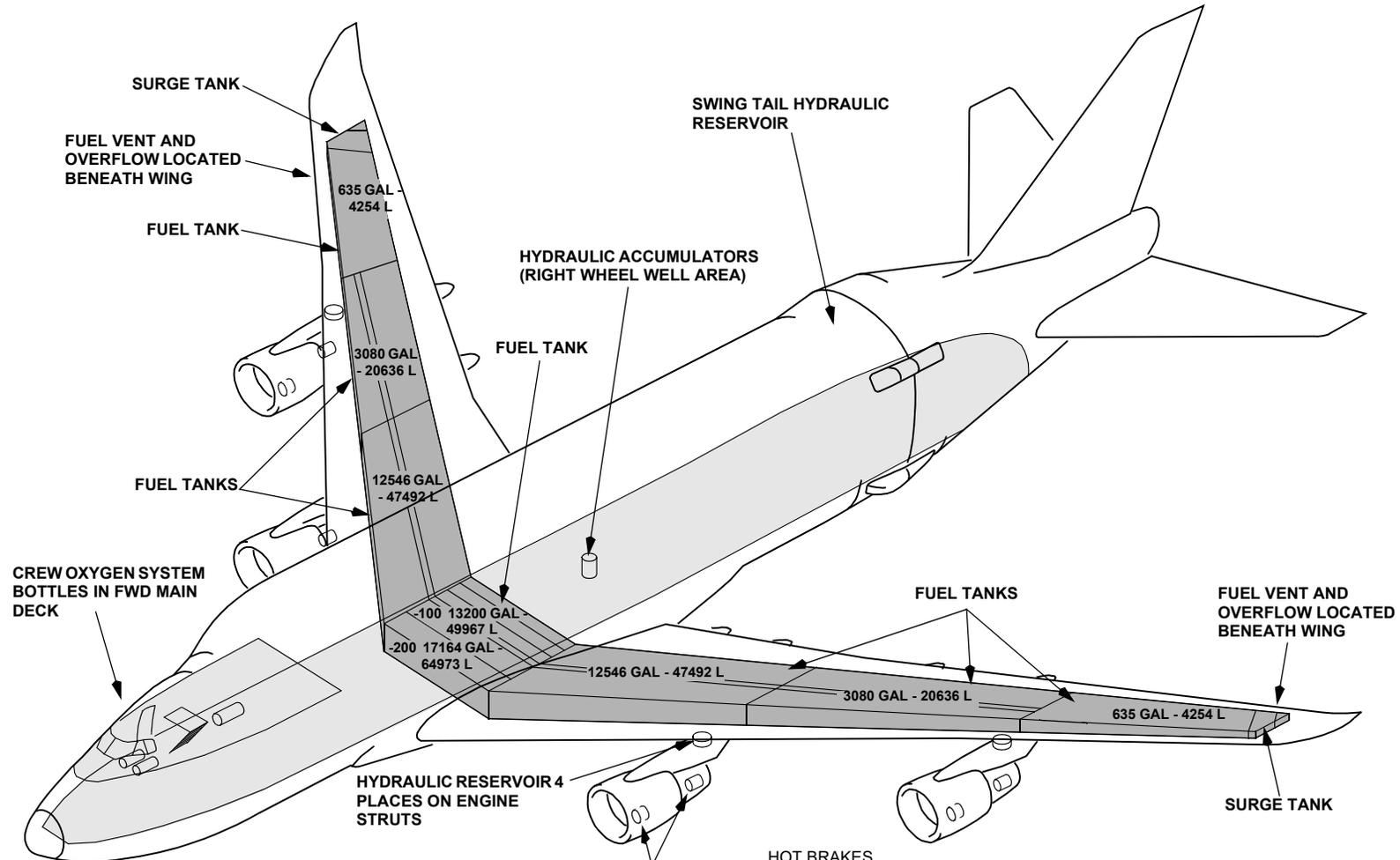
COMPOSITE MATERIALS LOCATIONS



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747 LARGE CARGO FREIGHTER

FLAMMABLE MATERIAL LOCATIONS



CREW OXYGEN SYSTEM BOTTLES IN FWD MAIN DECK

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.

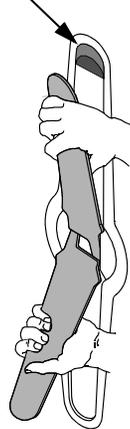
CAUTION: Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could 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.

747 LARGE CARGO FREIGHTER

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS EXTERNAL HANDLE (2)

HANDLE RELEASE
BUTTON

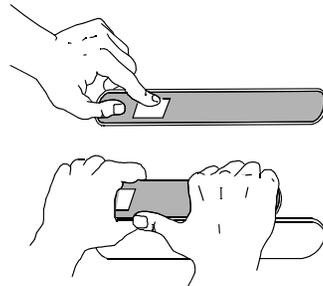


TO OPEN DOOR:

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

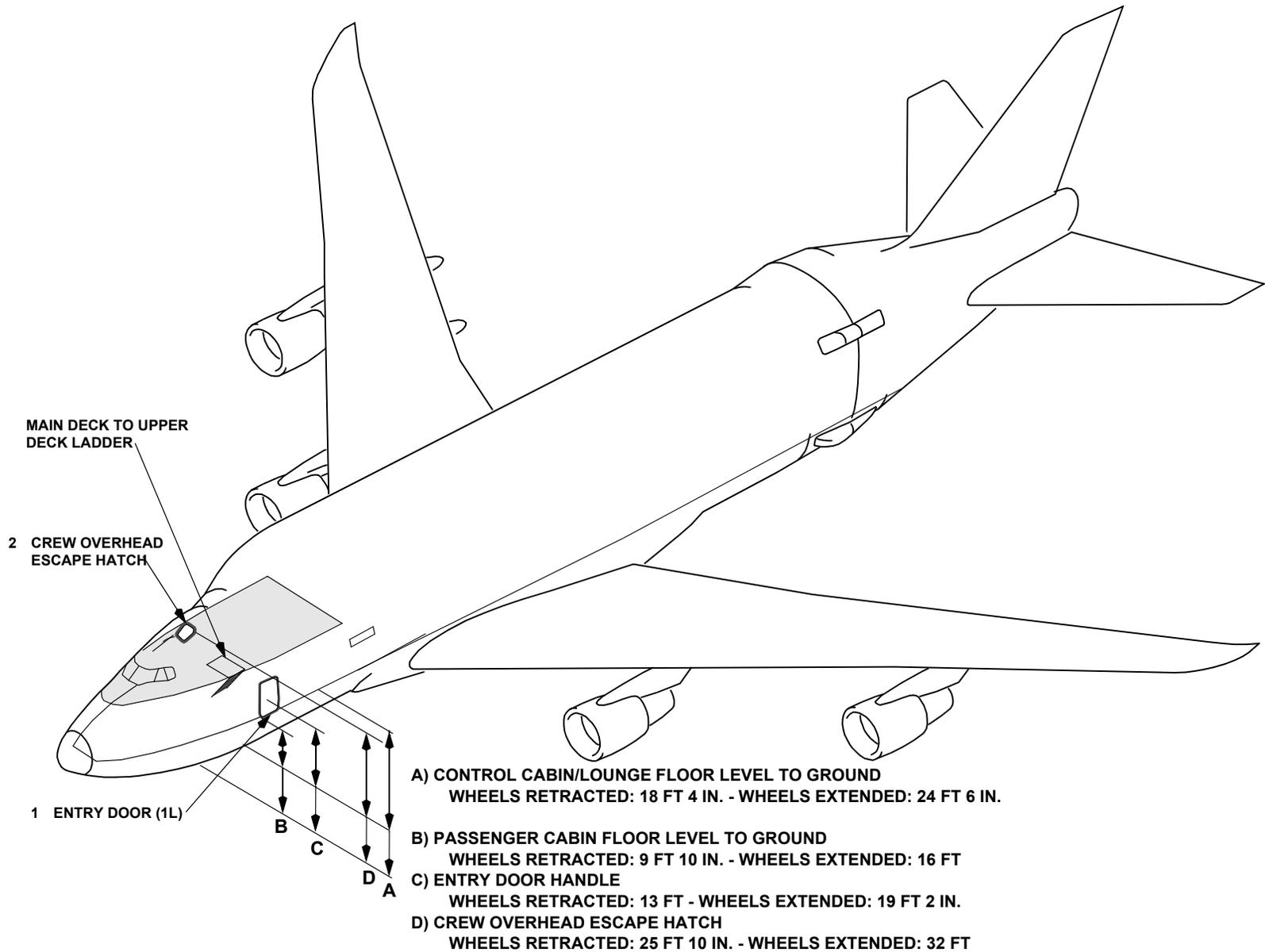


TO OPEN HATCH:

1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE.
3. PUSH HATCH INWARD.

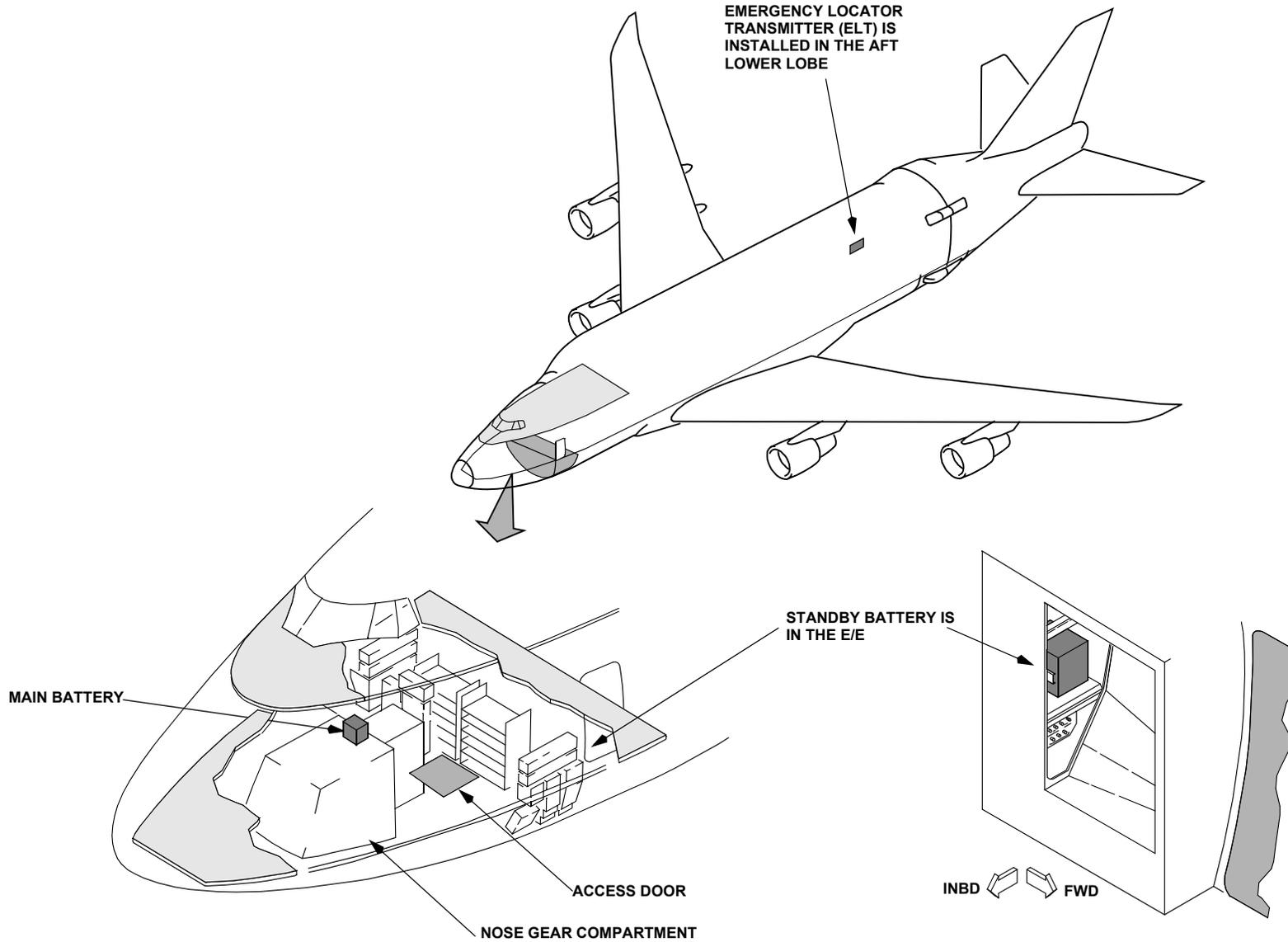
747 LARGE CARGO FREIGHTER

EMERGENCY RESCUE ACCESS-2



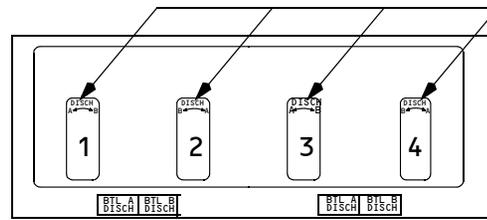
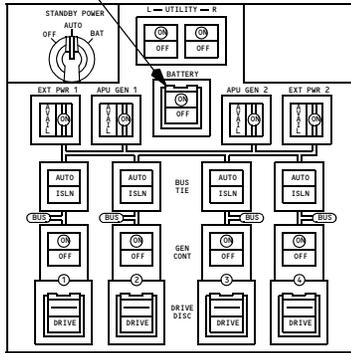
747 LARGE CARGO FREIGHTER

BATTERY LOCATIONS



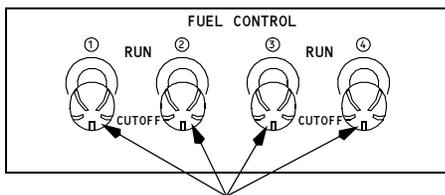
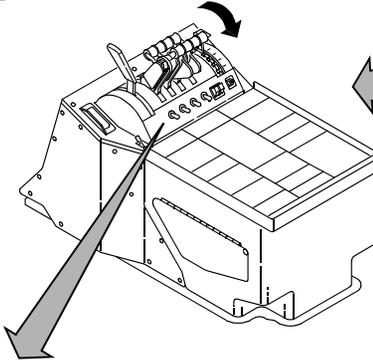
747 LARGE CARGO FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS

BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED



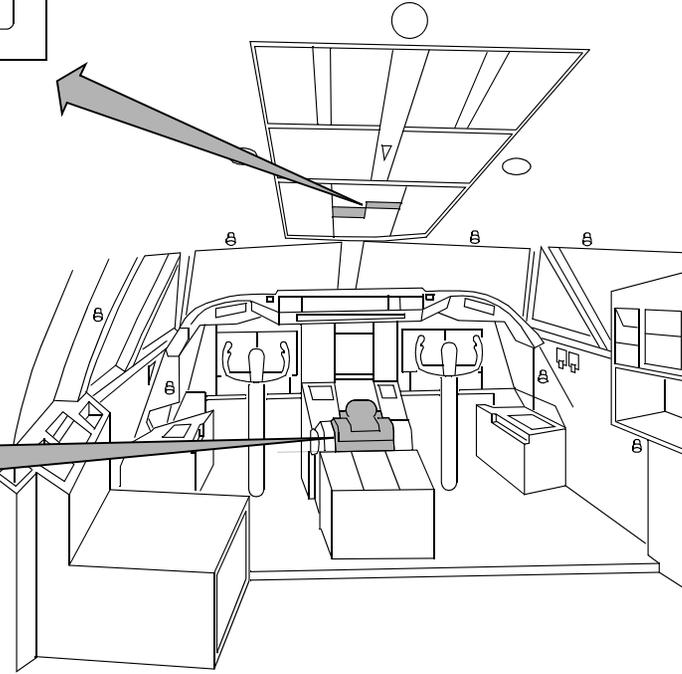
ENGINE FIRE T-HANDLES - PULL
(IF NOT ILLUMINATED, MAY REQUIRE PUSHING AND HOLDING THE BUTTON UNDER THE SWITCH TO RELEASE)

THRUST LEVERS - RETARD



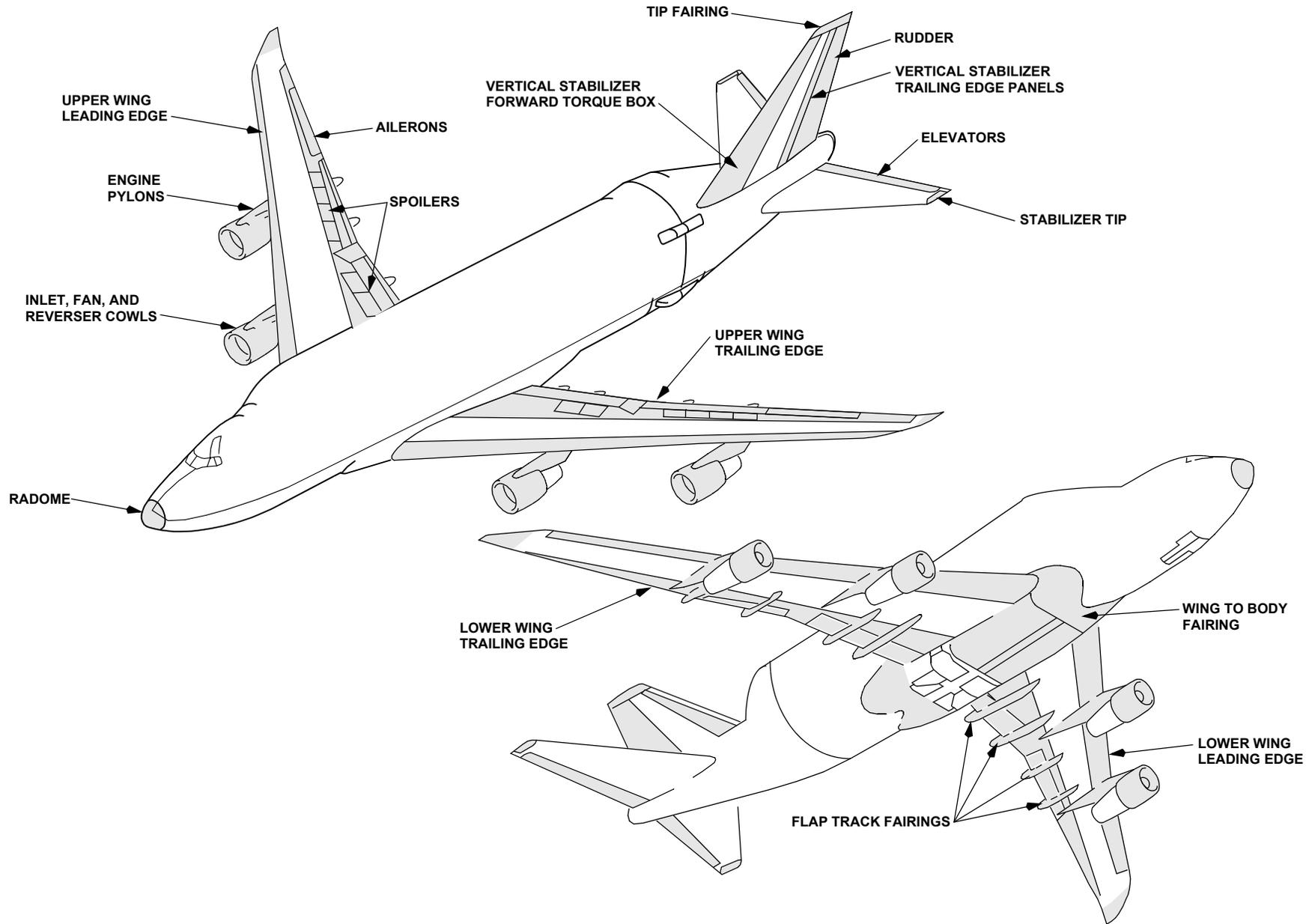
FUEL CONTROL SWITCHES - CUTOFF

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



747 LARGE CARGO FREIGHTER

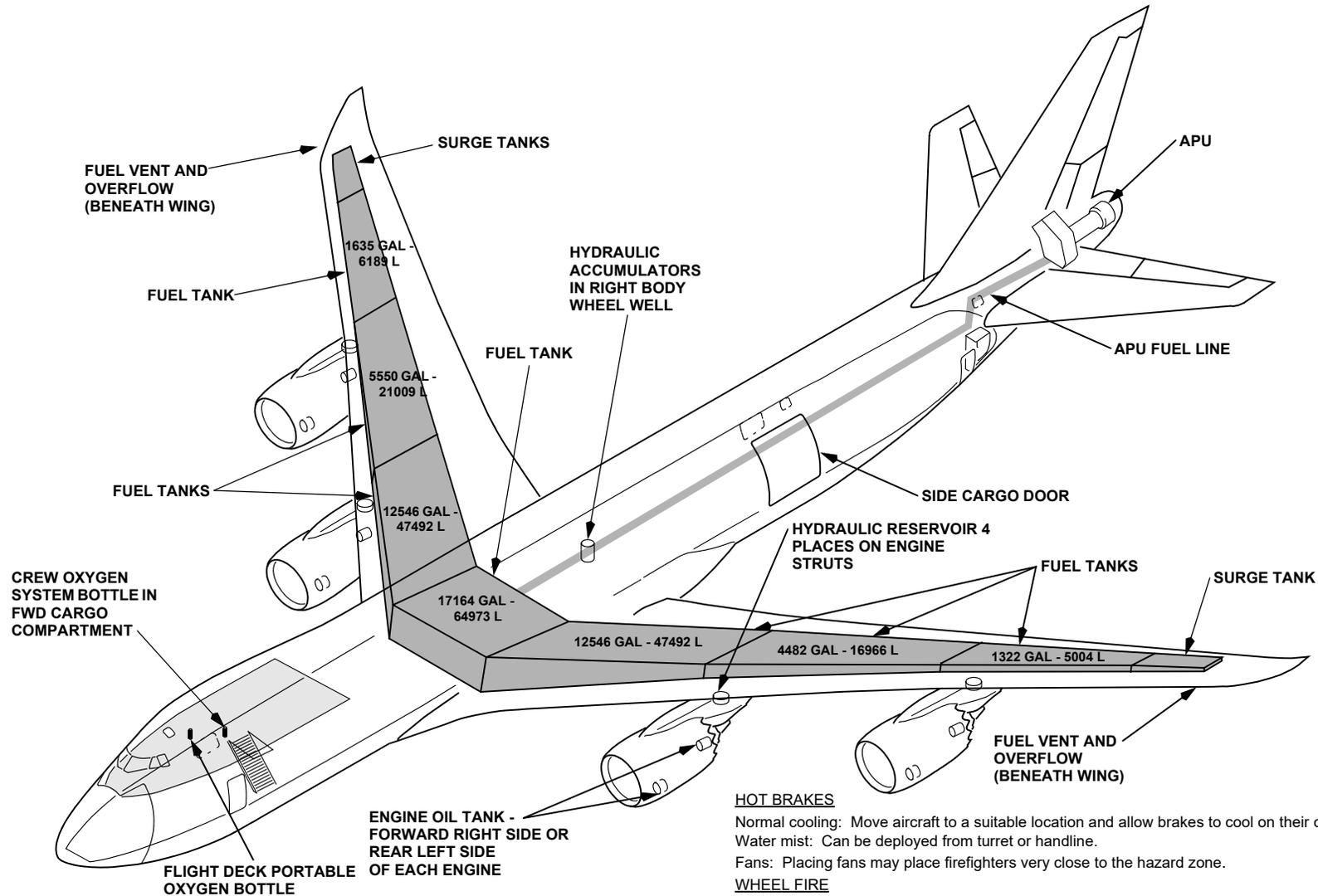
COMPOSITE MATERIALS LOCATIONS



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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

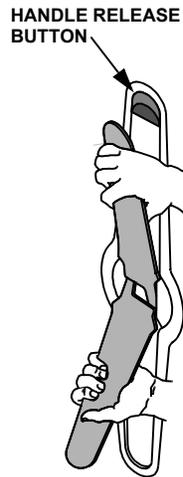
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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)



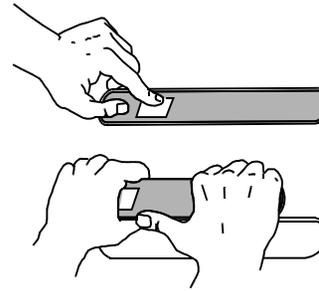
TO OPEN DOOR:

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.

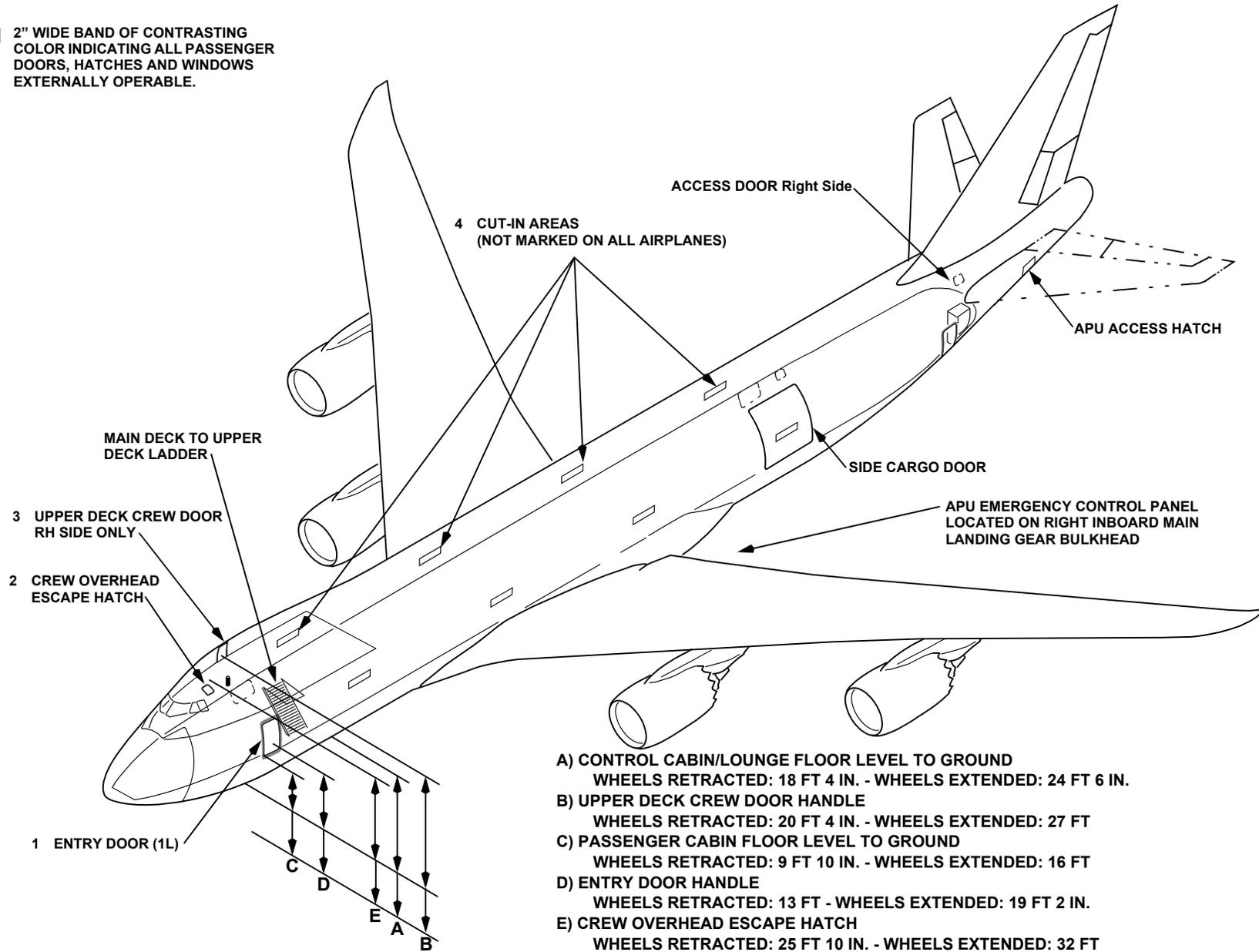
3 CUT-IN AREAS

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.

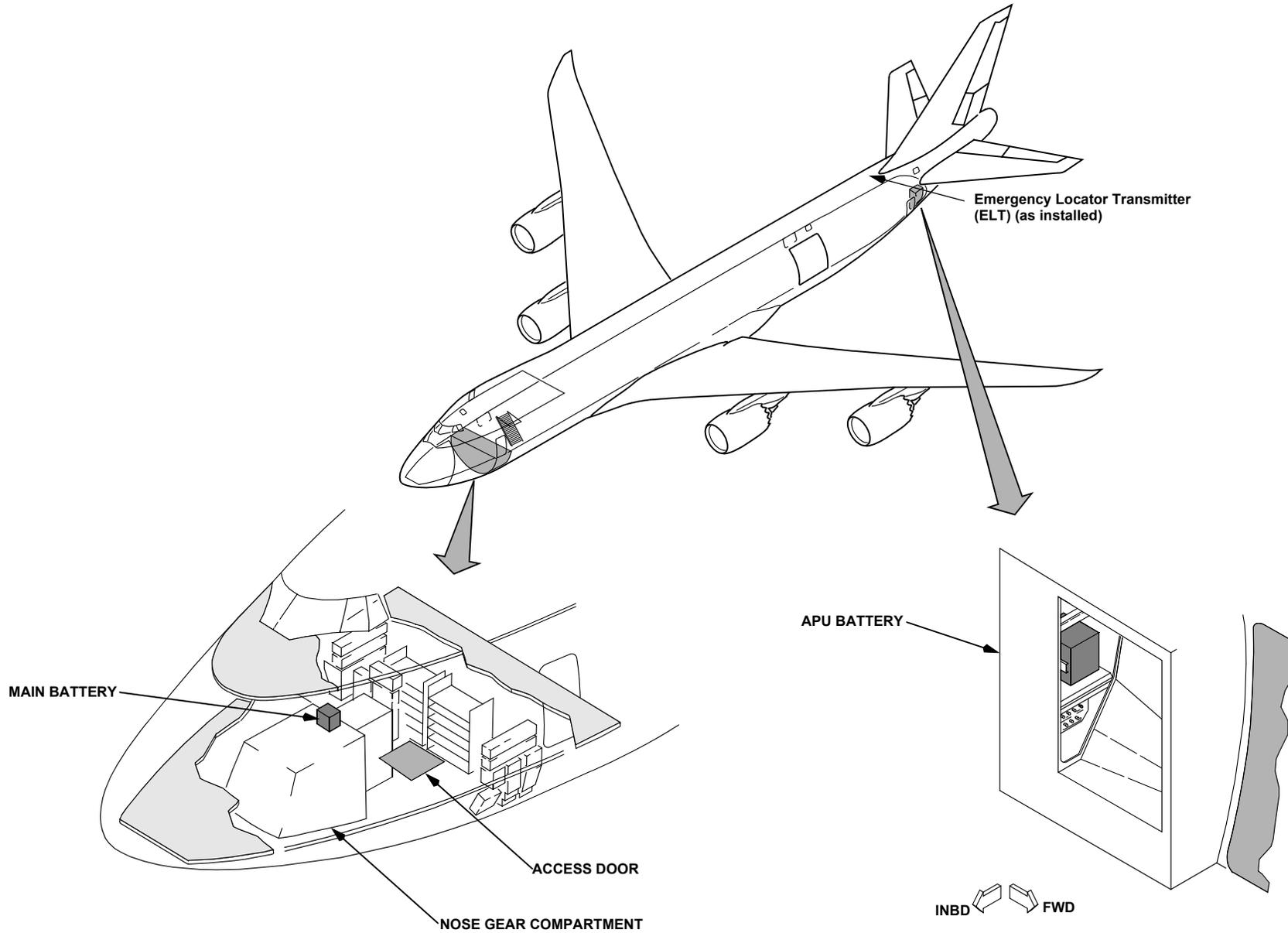


- A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
- B) UPPER DECK CREW DOOR HANDLE
WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
- C) PASSENGER CABIN FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
- D) ENTRY 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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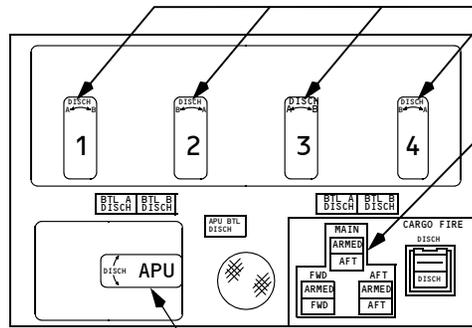
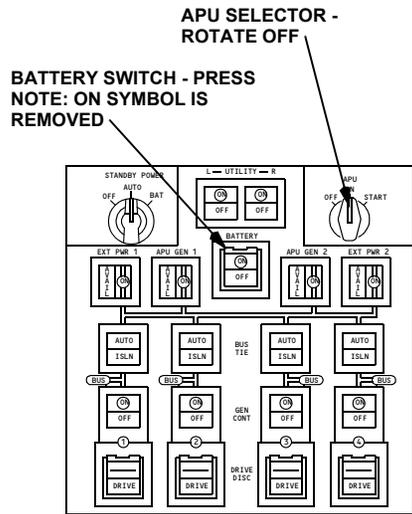
747-8 FREIGHTER SERIES

BATTERY LOCATIONS



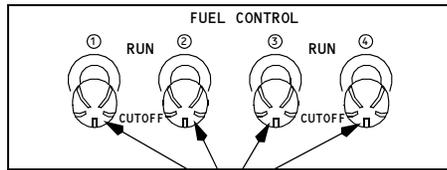
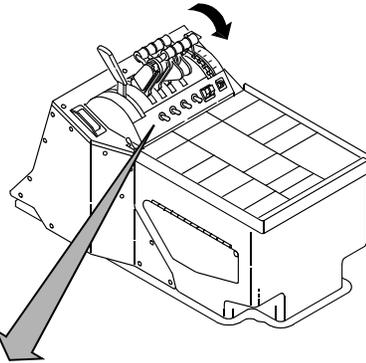
747-8 FREIGHTER SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

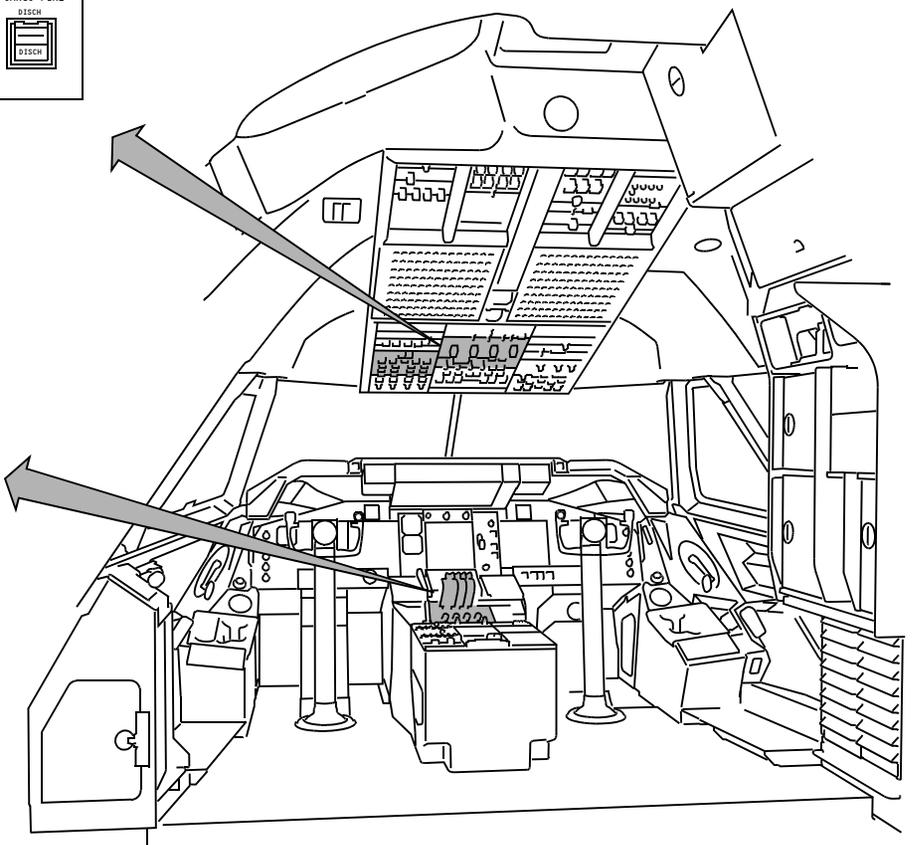


APU SWITCH - PULL
(IF NOT ILLUMINATED, MAY REQUIRE PUSHING AND HOLDING THE BUTTON UNDER THE SWITCH TO RELEASE)

THRUST LEVERS - RETARD



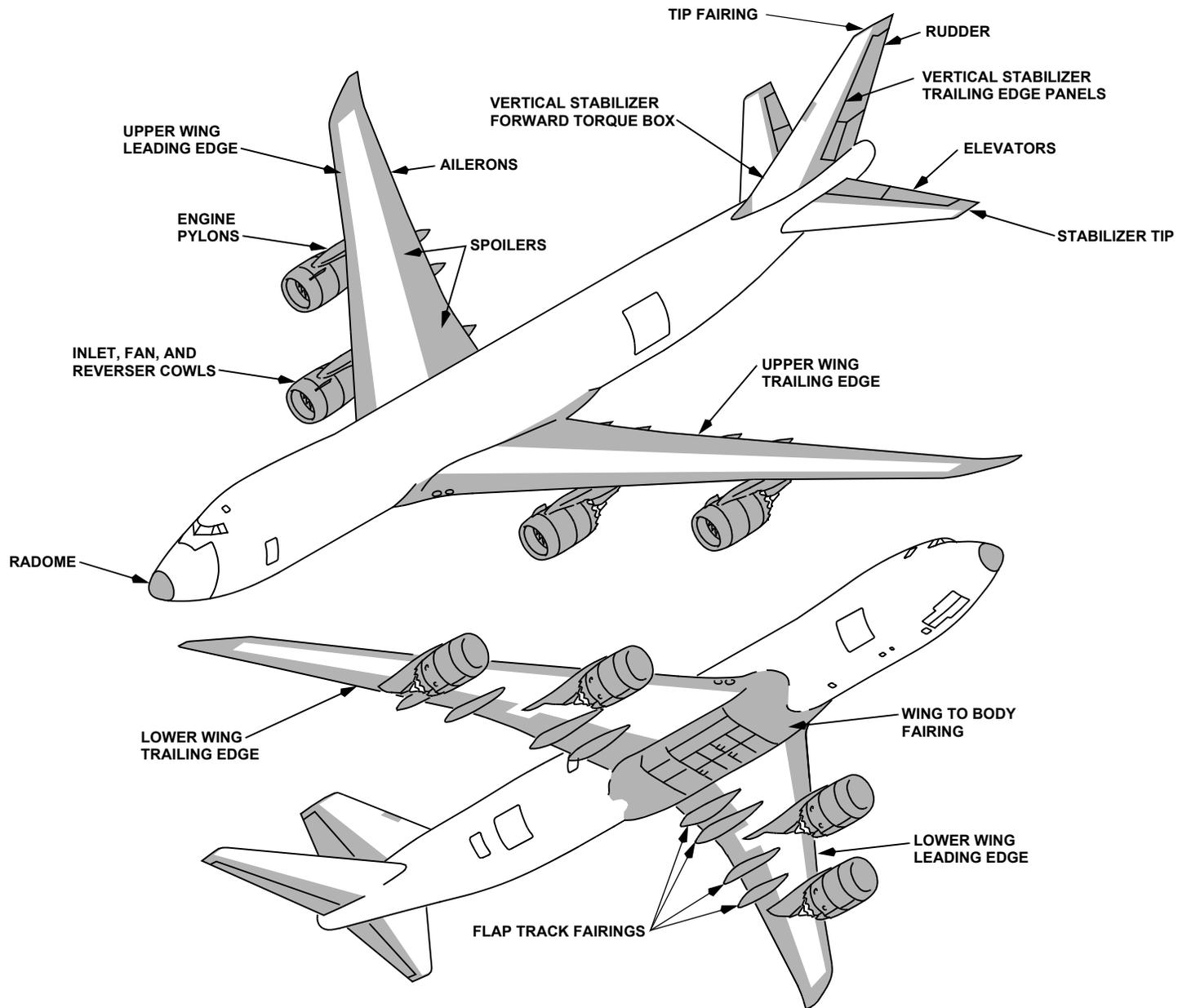
FUEL CONTROL SWITCHES - CUTOFF



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

747-8 FREIGHTER SERIES

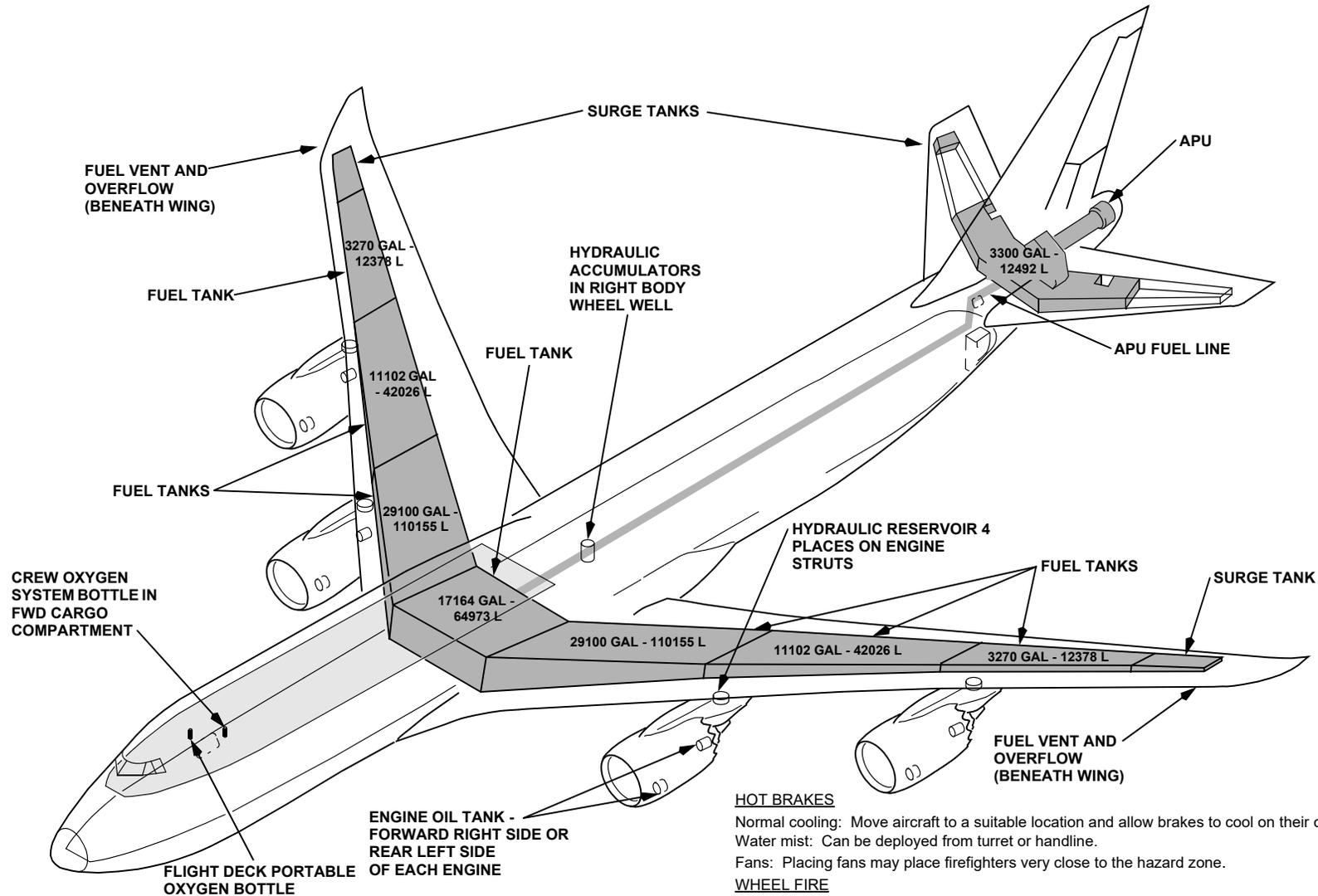
COMPOSITE MATERIALS LOCATIONS



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747-8I

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.

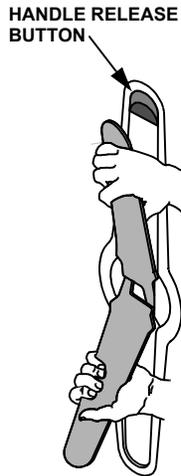
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

747-8I

EMERGENCY RESCUE ACCESS-1

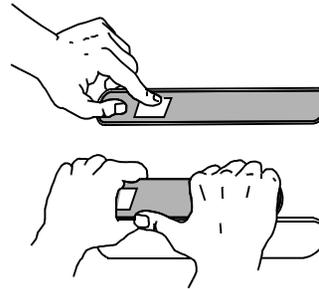
1 ENTRY DOORS EXTERNAL HANDLE (2)



- 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

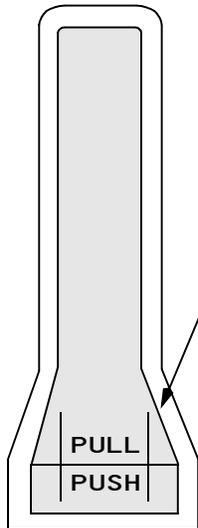
NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

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.

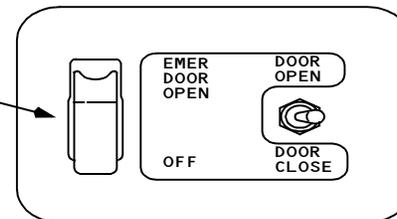
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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

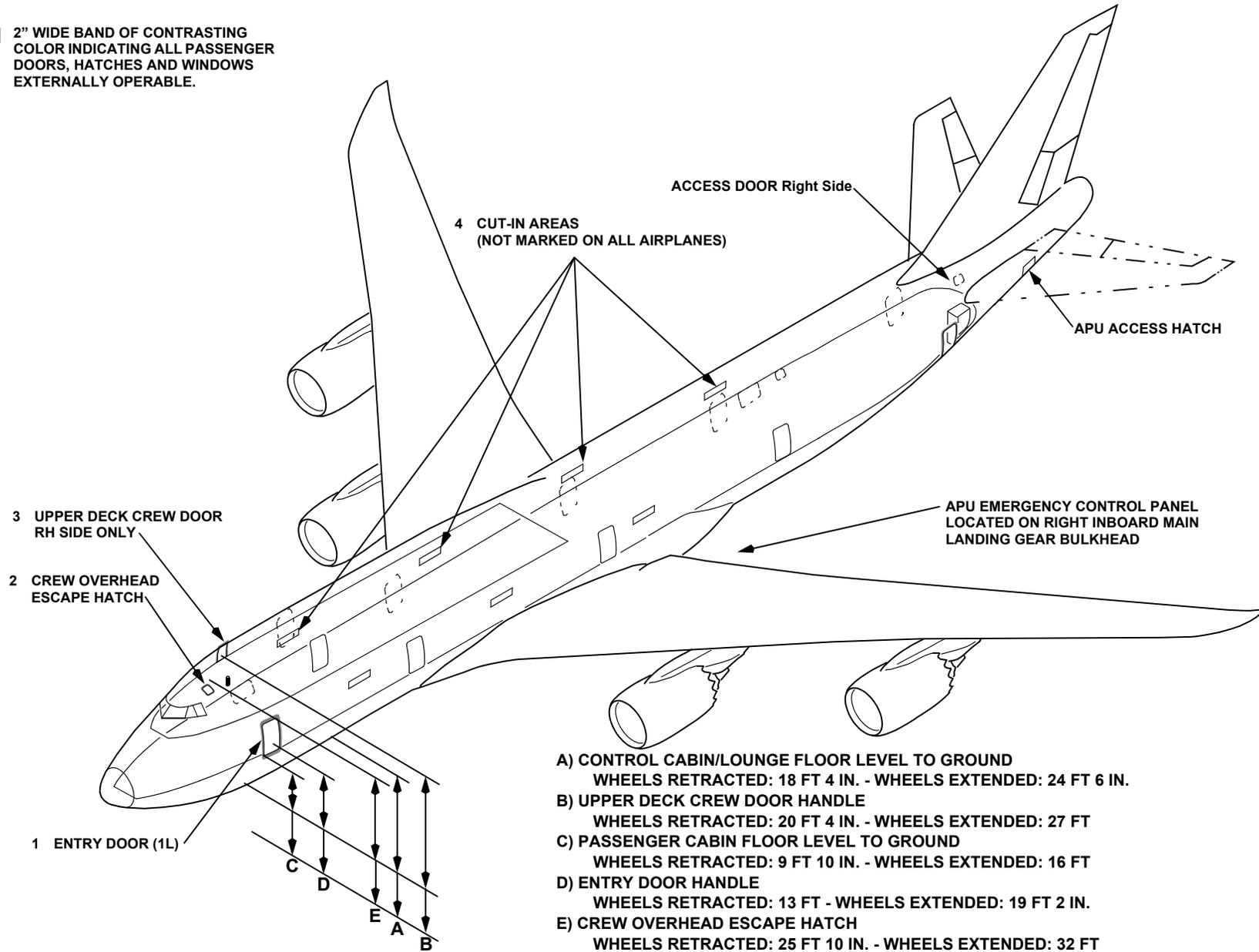
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



747-8I

EMERGENCY RESCUE ACCESS-2

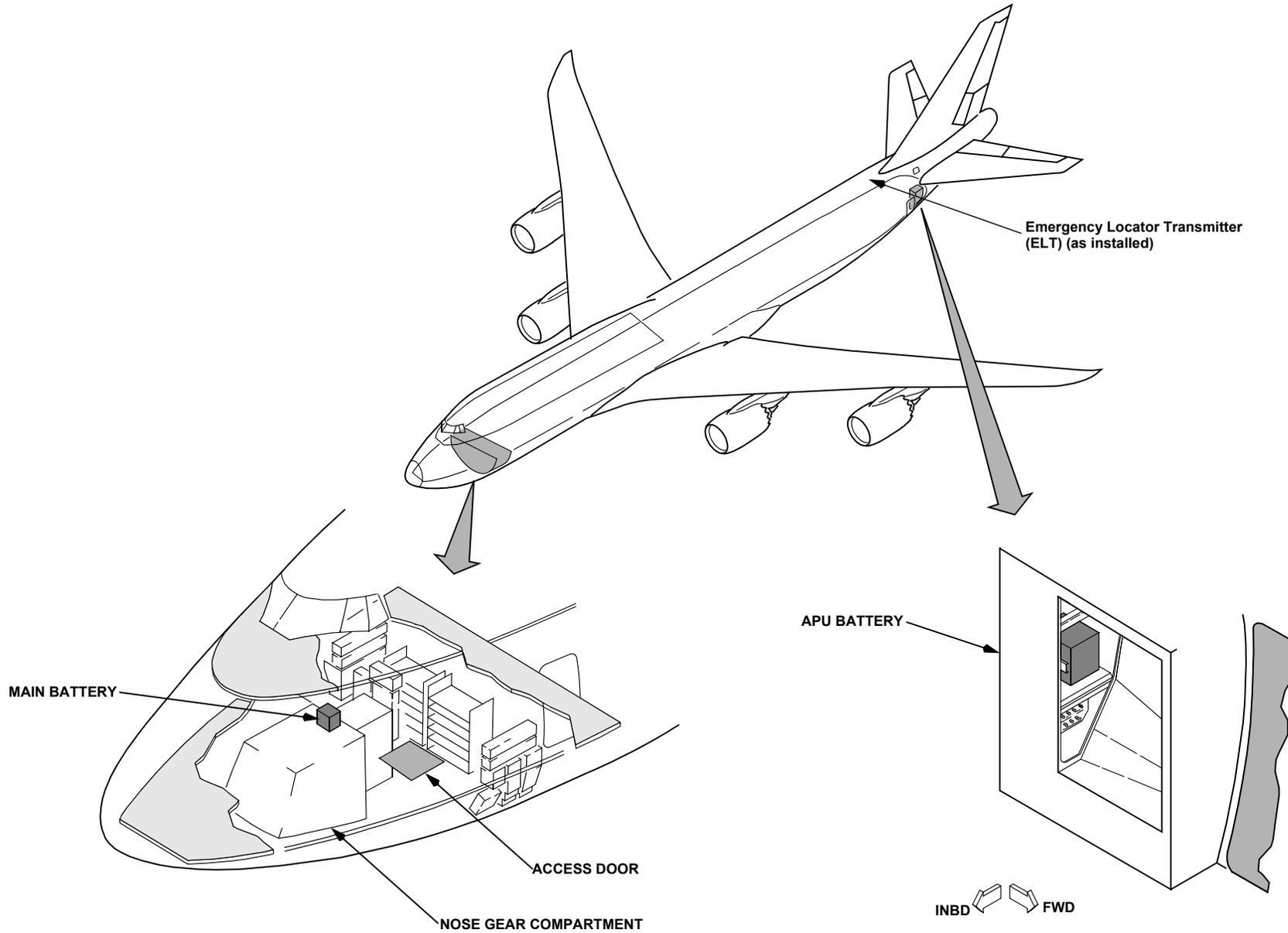
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



- 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

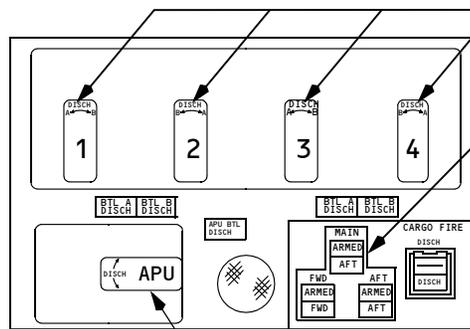
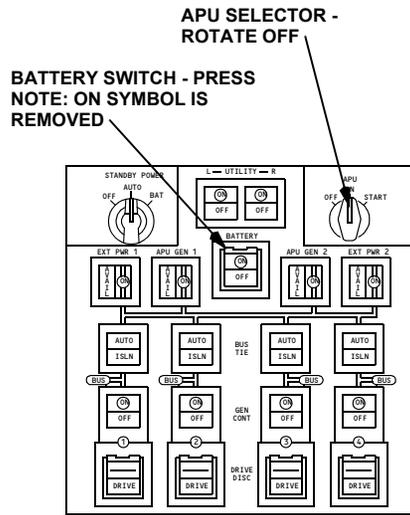
Copyright © Boeing. See title page for details.

BATTERY LOCATIONS



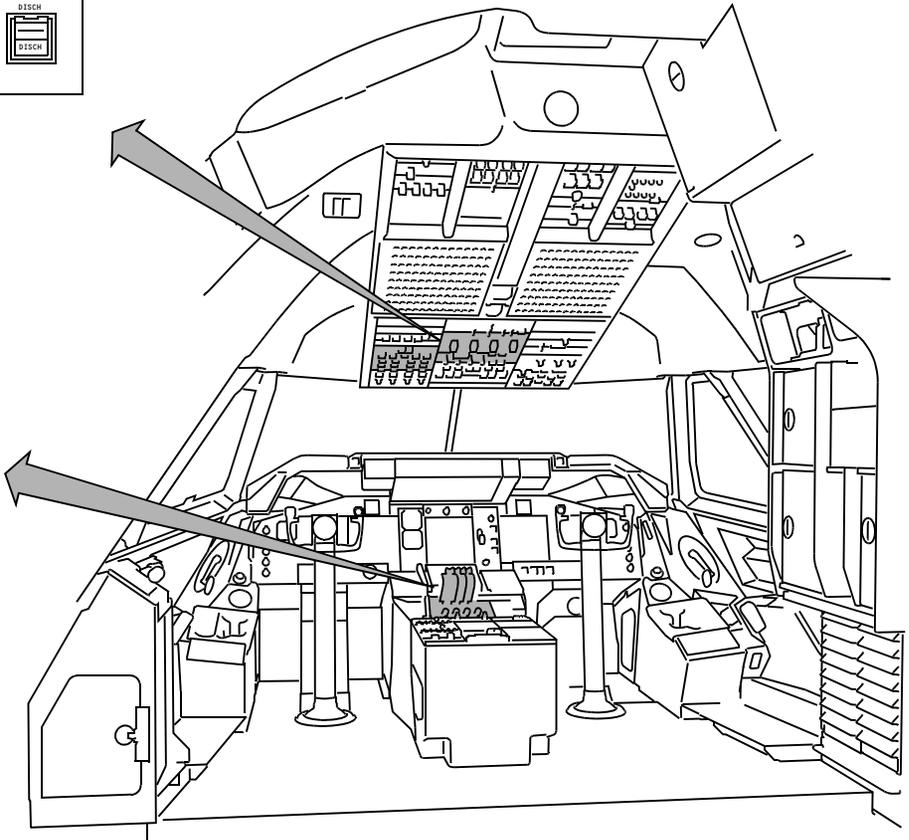
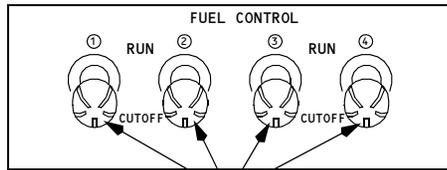
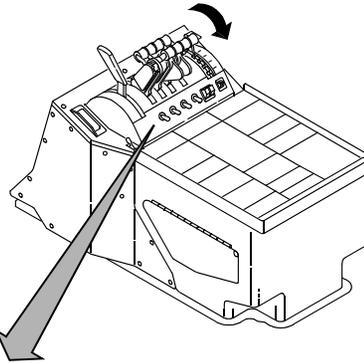
747-81

FLIGHT DECK CONTROL SWITCH LOCATIONS



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

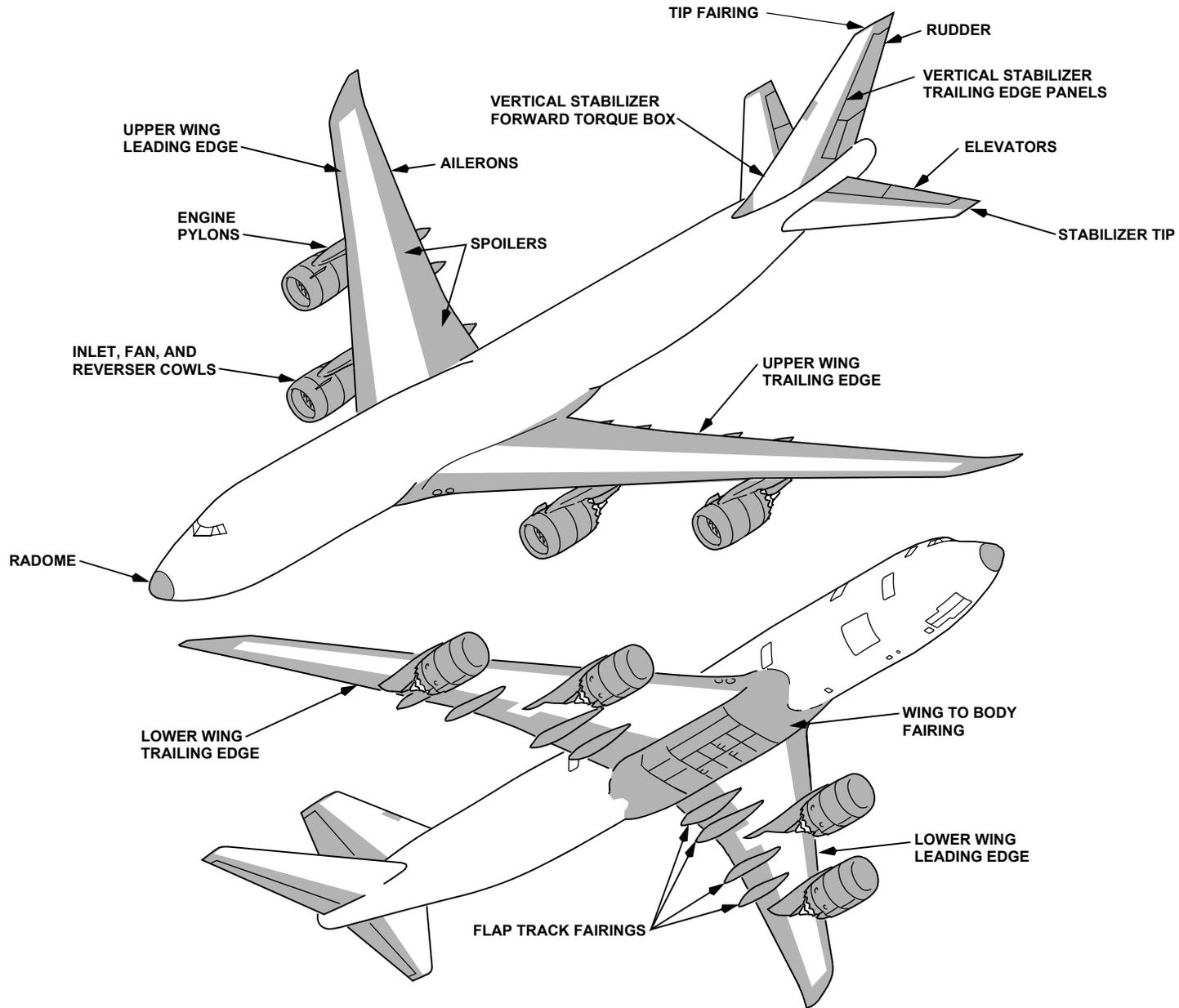
THRUST LEVERS - RETARD



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

747-8I

COMPOSITE MATERIALS LOCATIONS



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747-8I

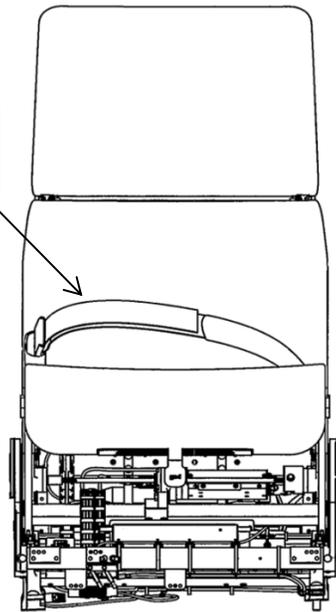
PASSENGER SEATBELT AIRBAGS

Passenger Seatbelt Airbags

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

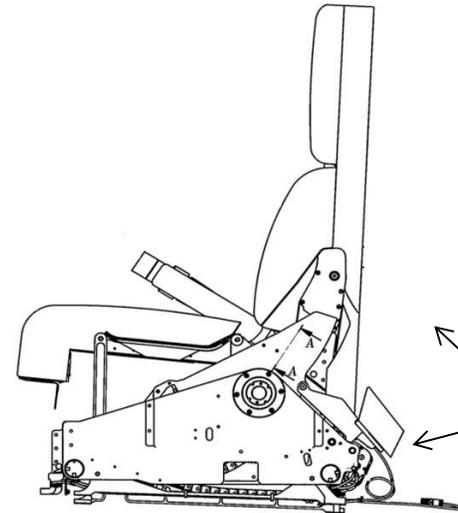
CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

Lap Inflatable Seatbelt



Front View

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

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.



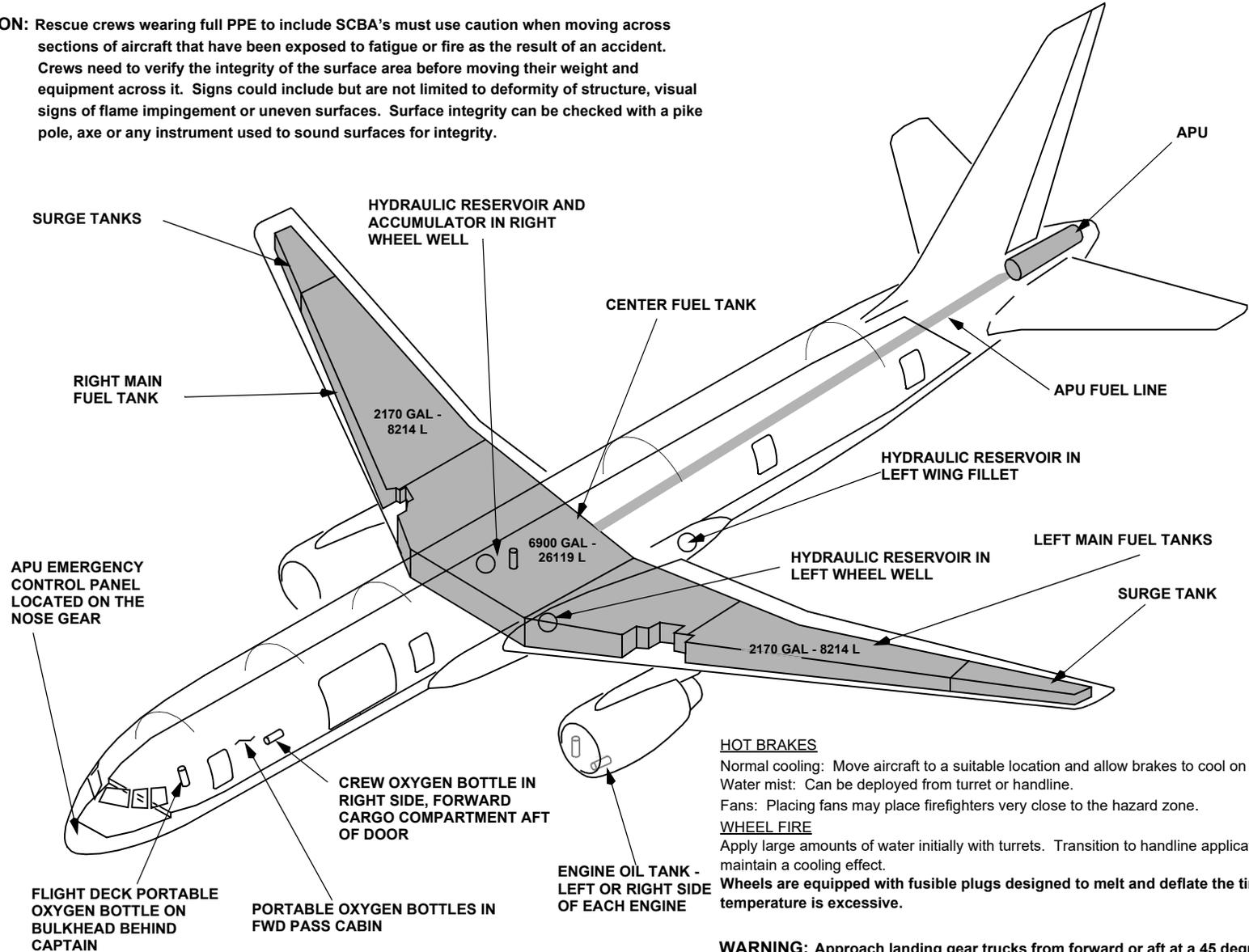
747-81

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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.

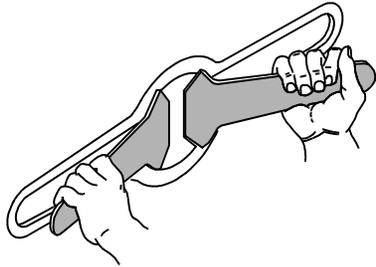
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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

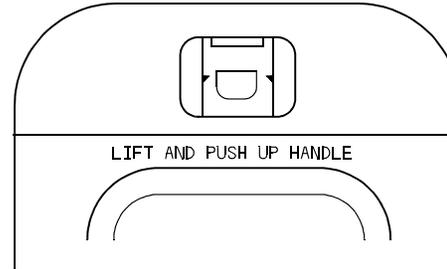
1 ENTRY/SERVICE DOORS EXTERNAL HANDLE



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



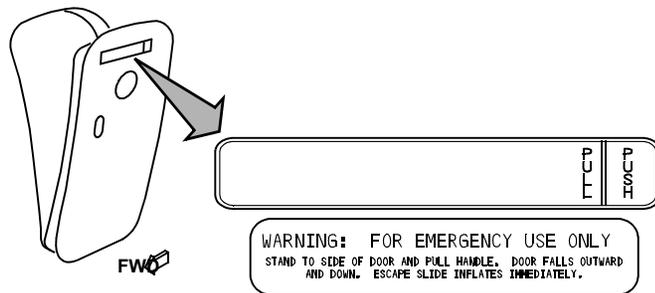
TO OPEN HATCH:

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.

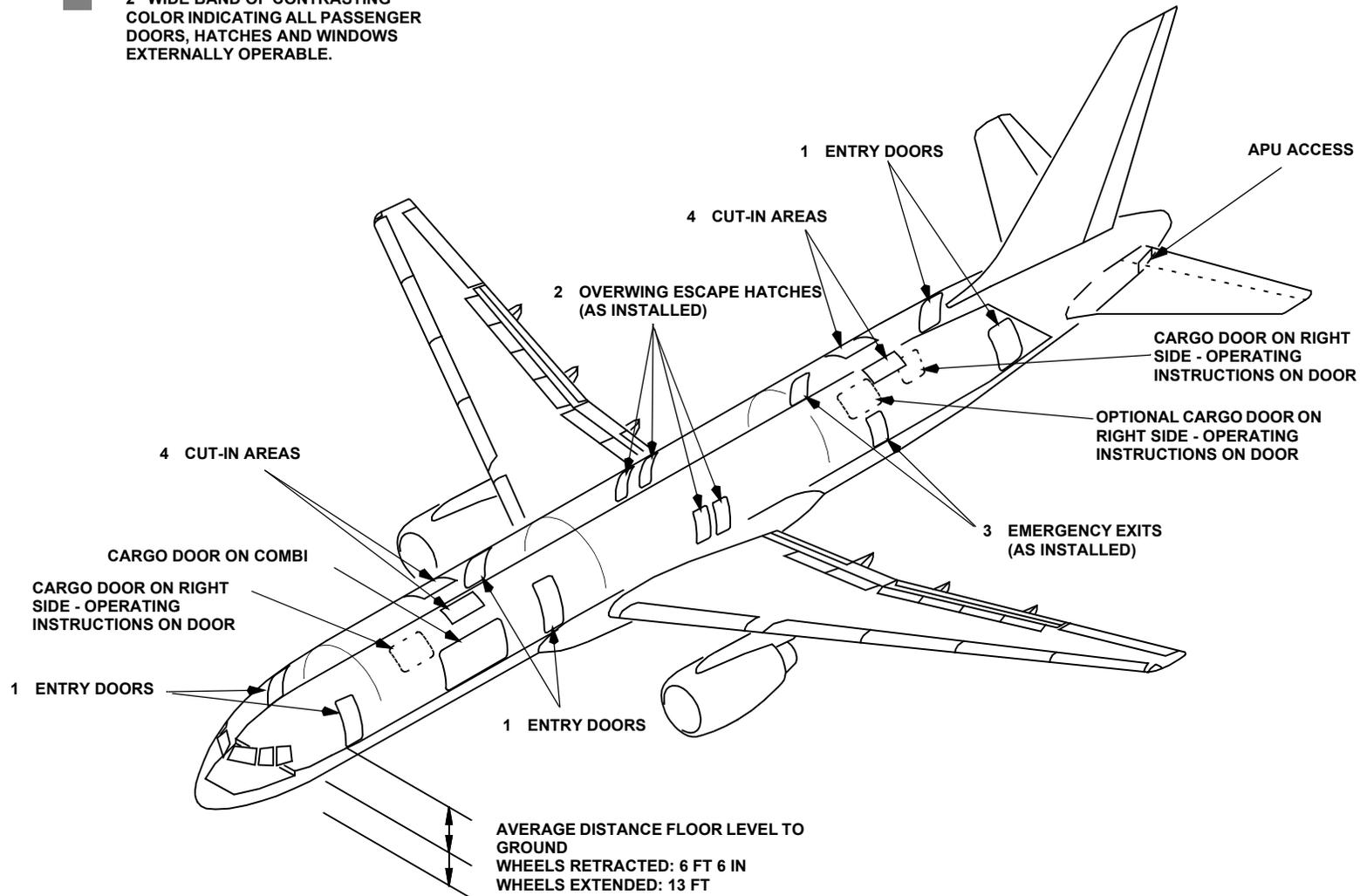
4 CUT-IN AREAS

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

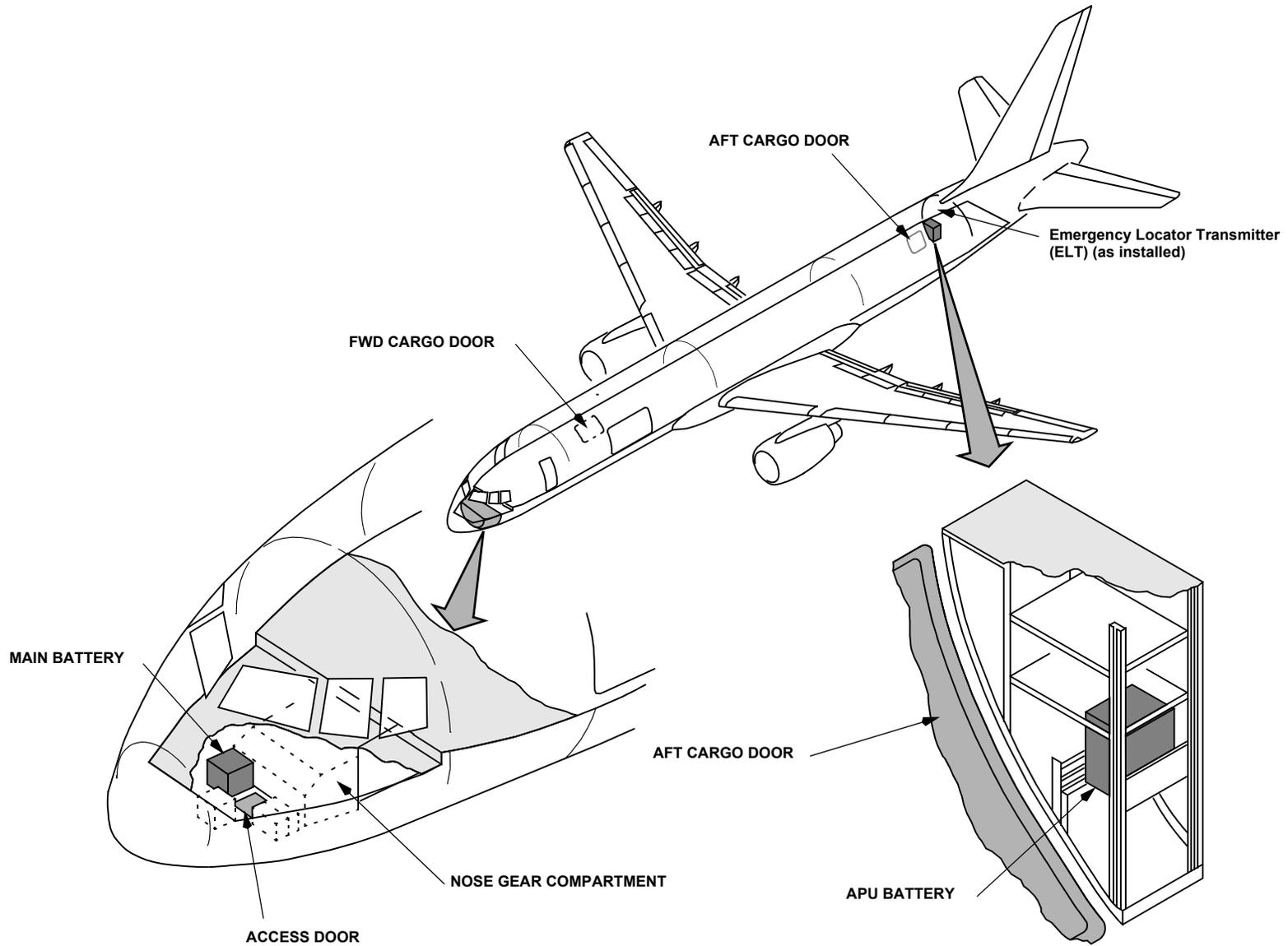
EMERGENCY RESCUE ACCESS-2

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

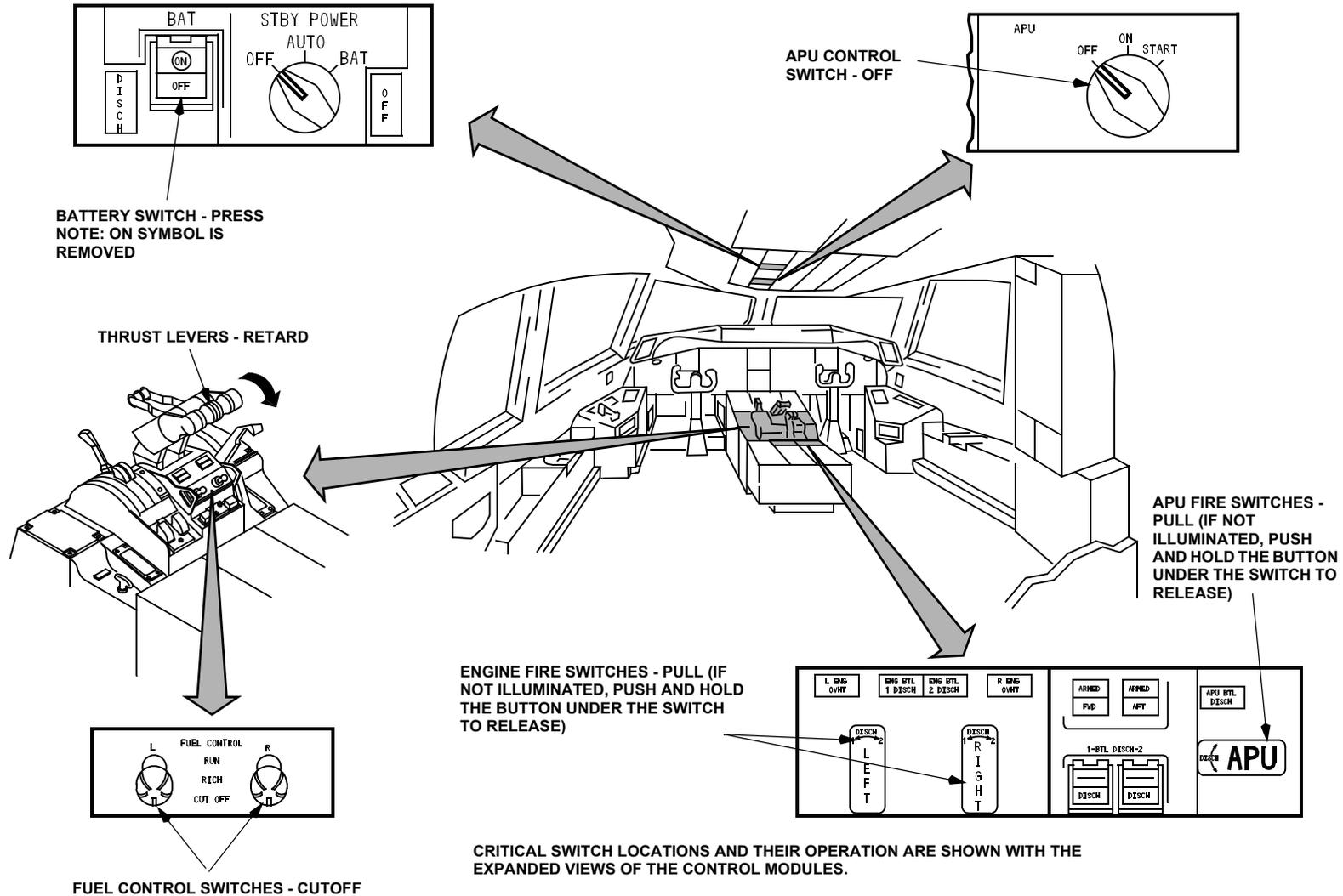


757-200 & 200 COMBI SERIES

BATTERY LOCATIONS



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





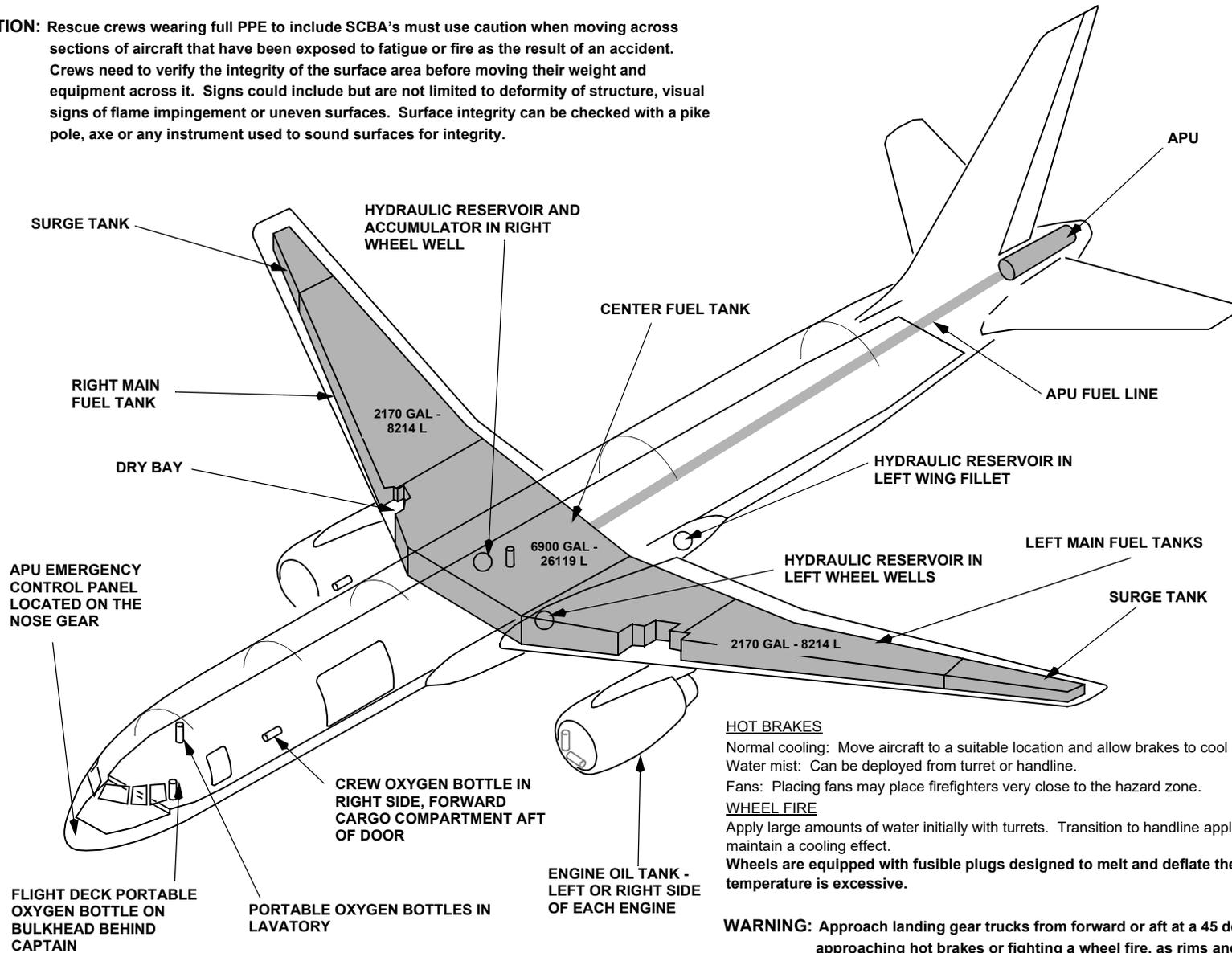
757-200 & 200 COMBI SERIES

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757-200 PACKAGE FREIGHTER

FLAMMABLE MATERIAL LOCATIONS

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.

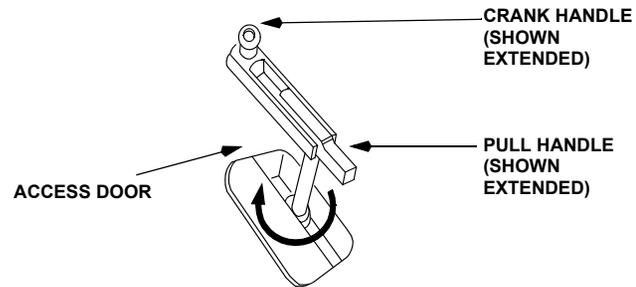
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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 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.

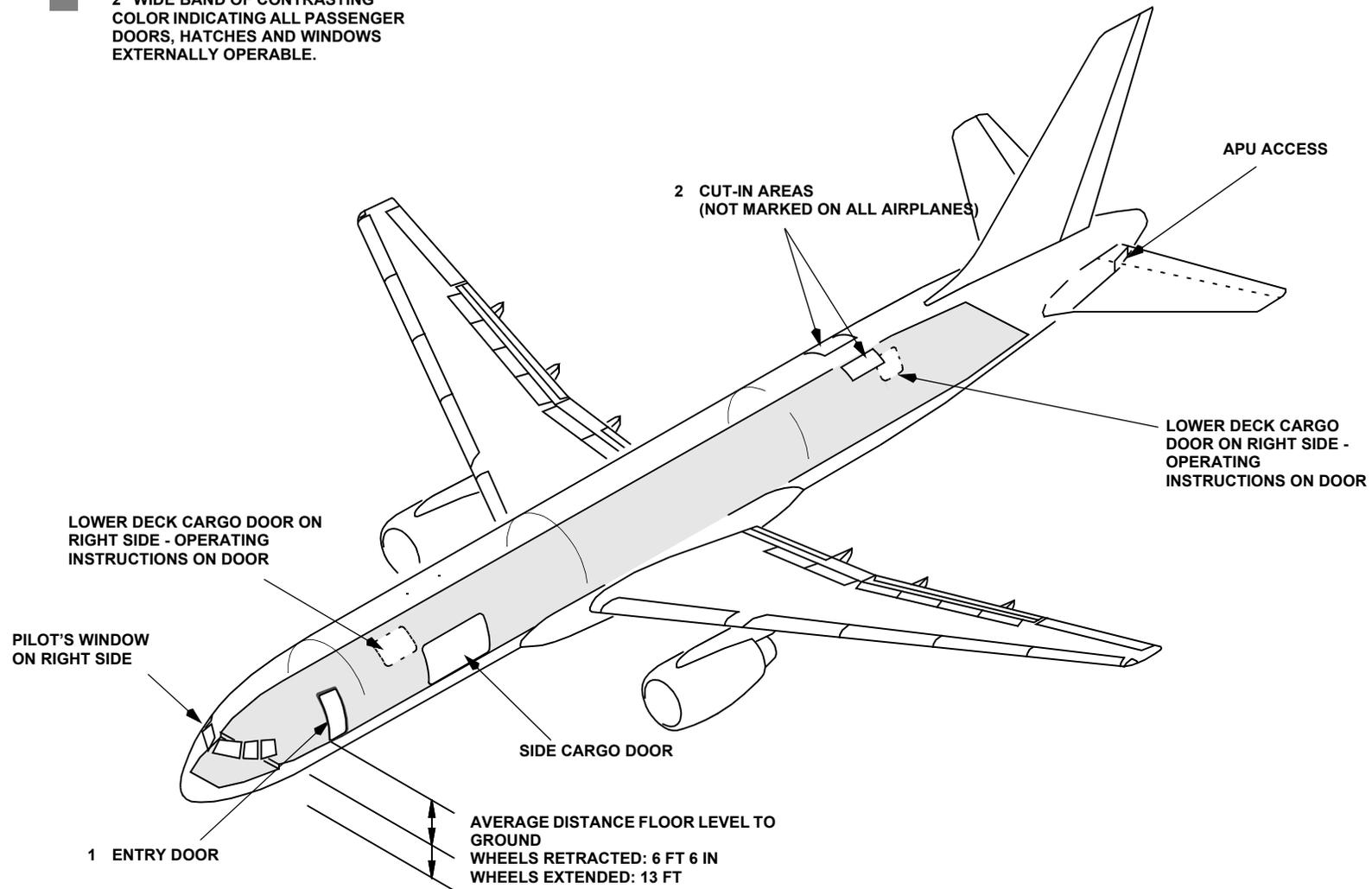
2 CUT-IN AREAS

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

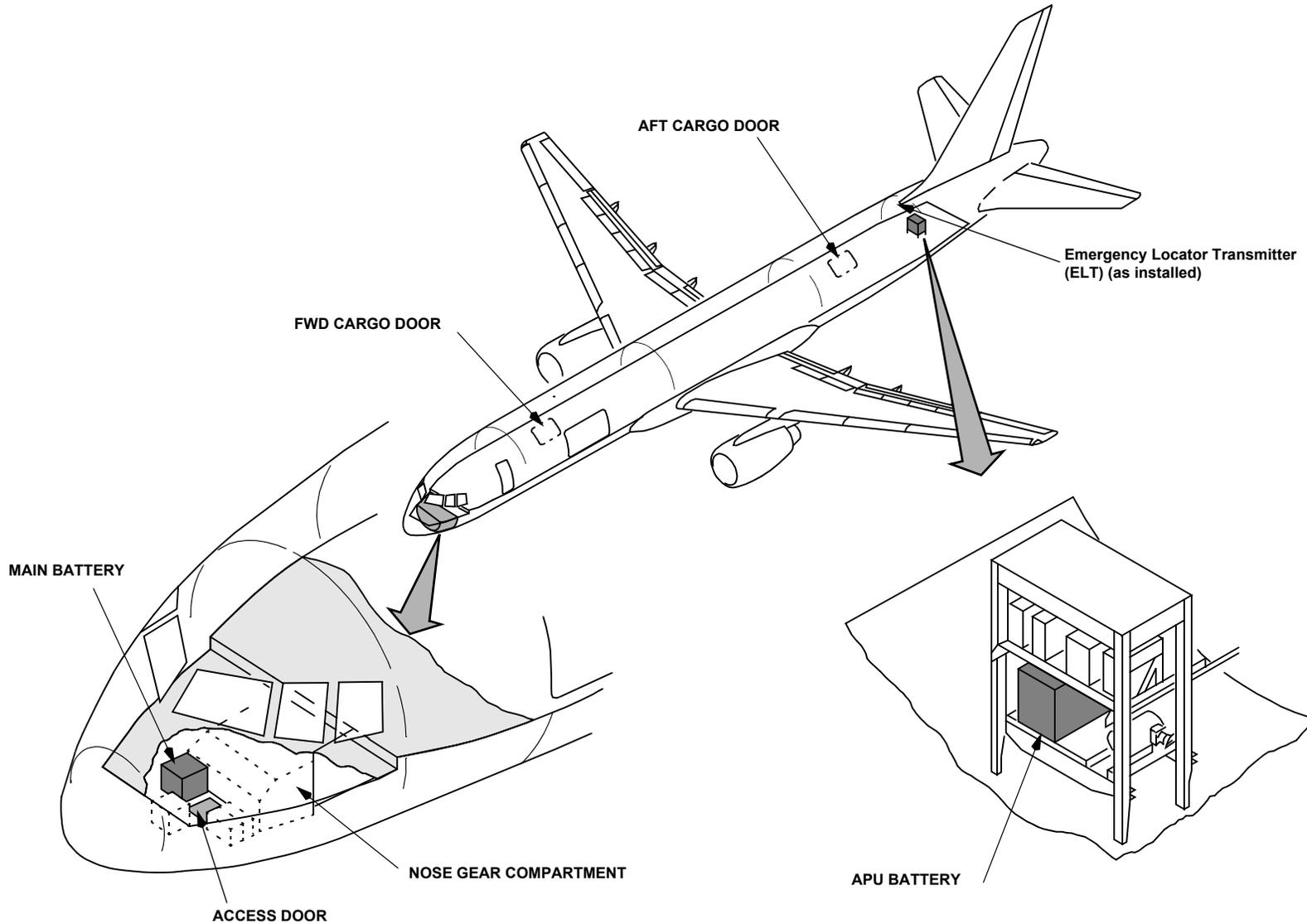
EMERGENCY RESCUE ACCESS-2

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

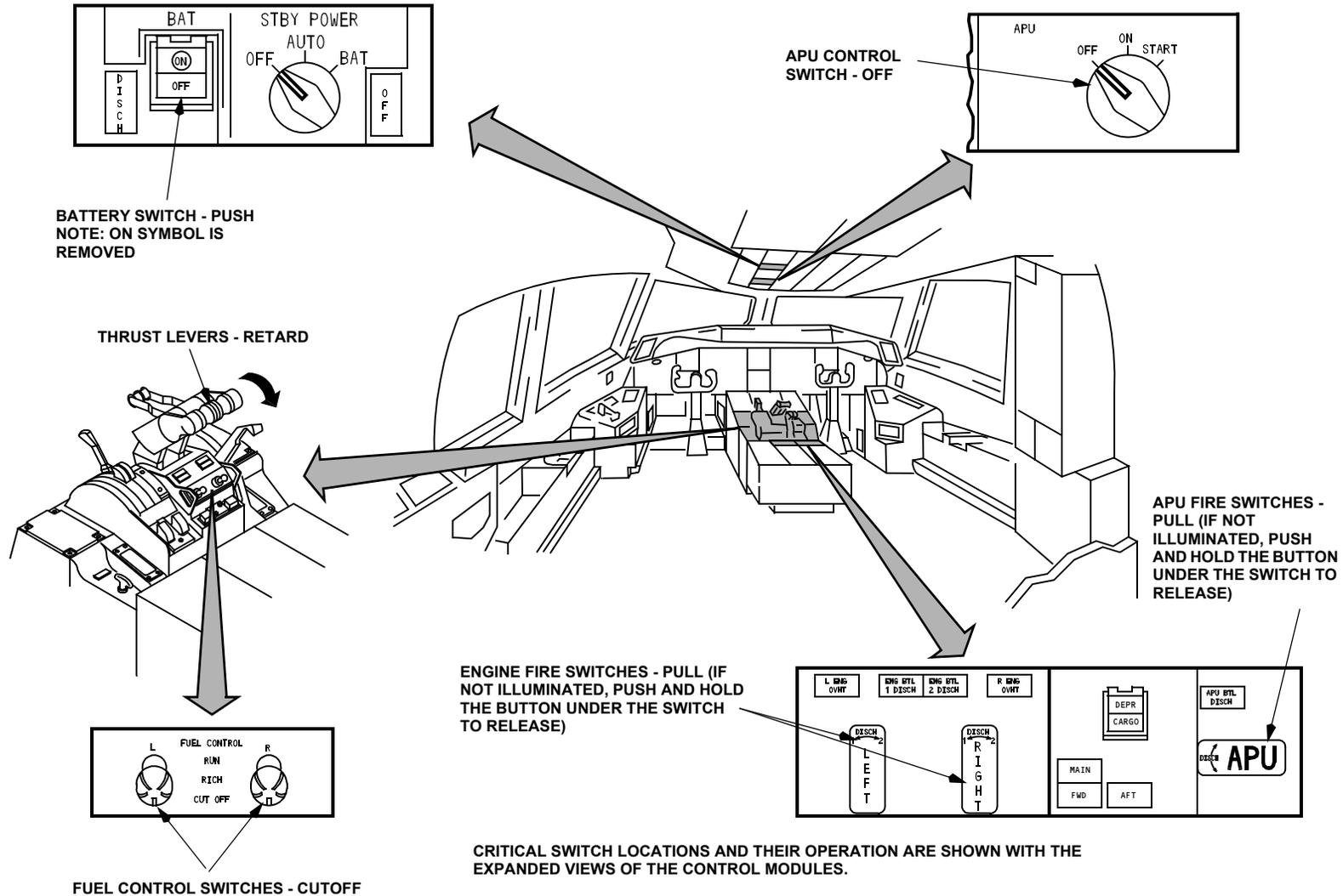


757-200 PACKAGE FREIGHTER

BATTERY LOCATIONS



757-200 PACKAGE FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS





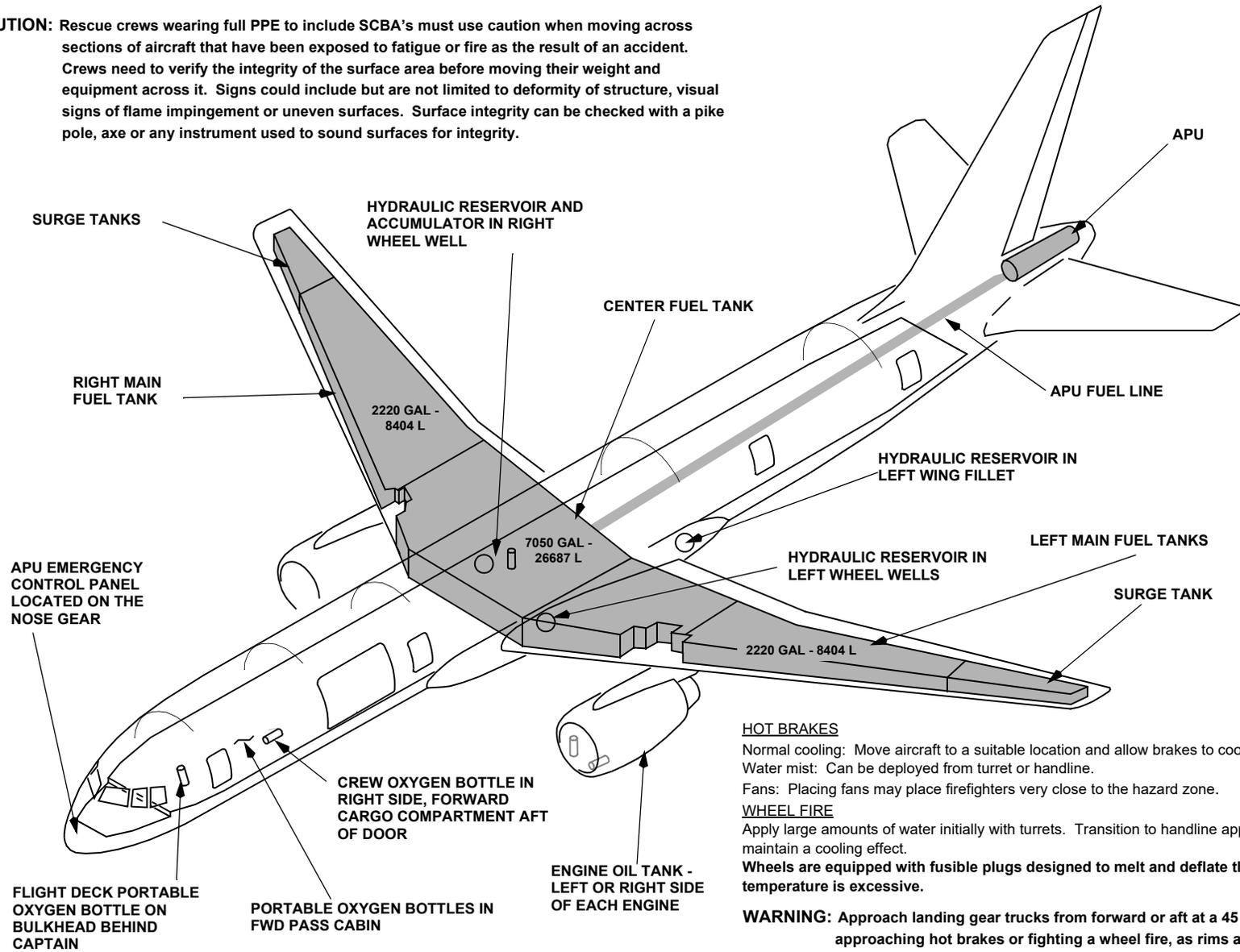
757-200 PACKAGE FREIGHTER

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757-300 SERIES

FLAMMABLE MATERIAL LOCATIONS

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.

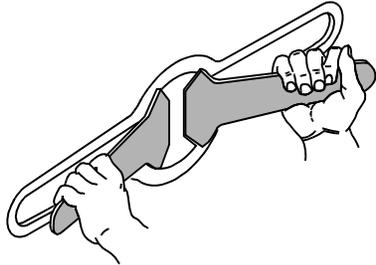
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

757-300 SERIES

EMERGENCY RESCUE ACCESS-1

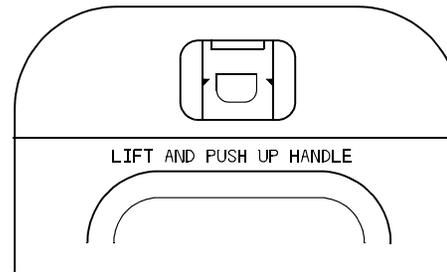
1 ENTRY/SERVICE DOORS EXTERNAL HANDLE



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



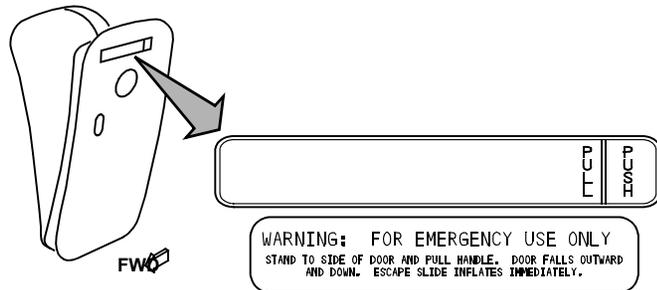
TO OPEN HATCH:

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.

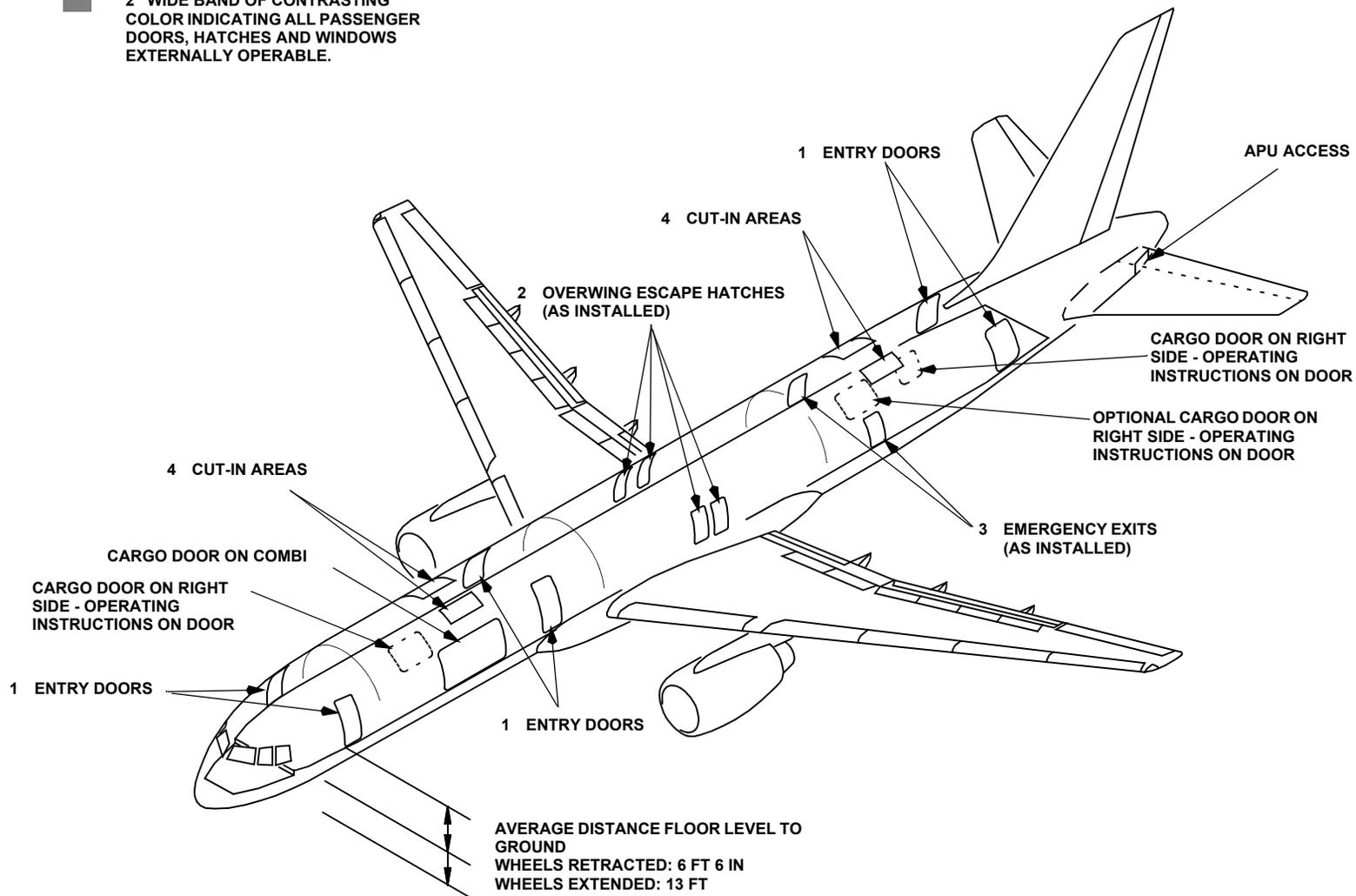
4 CUT-IN AREAS

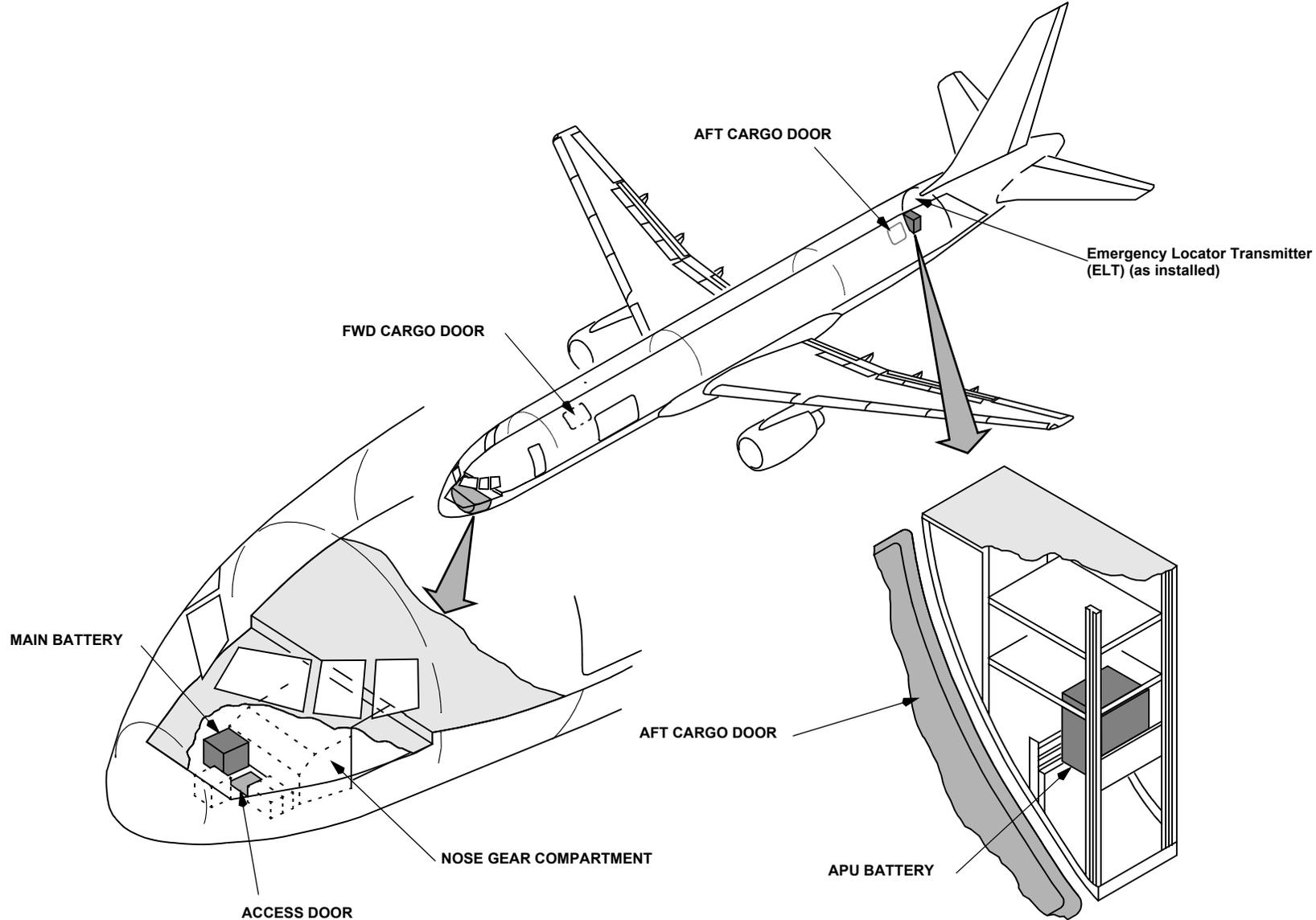
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

757-300 SERIES

EMERGENCY RESCUE ACCESS-2

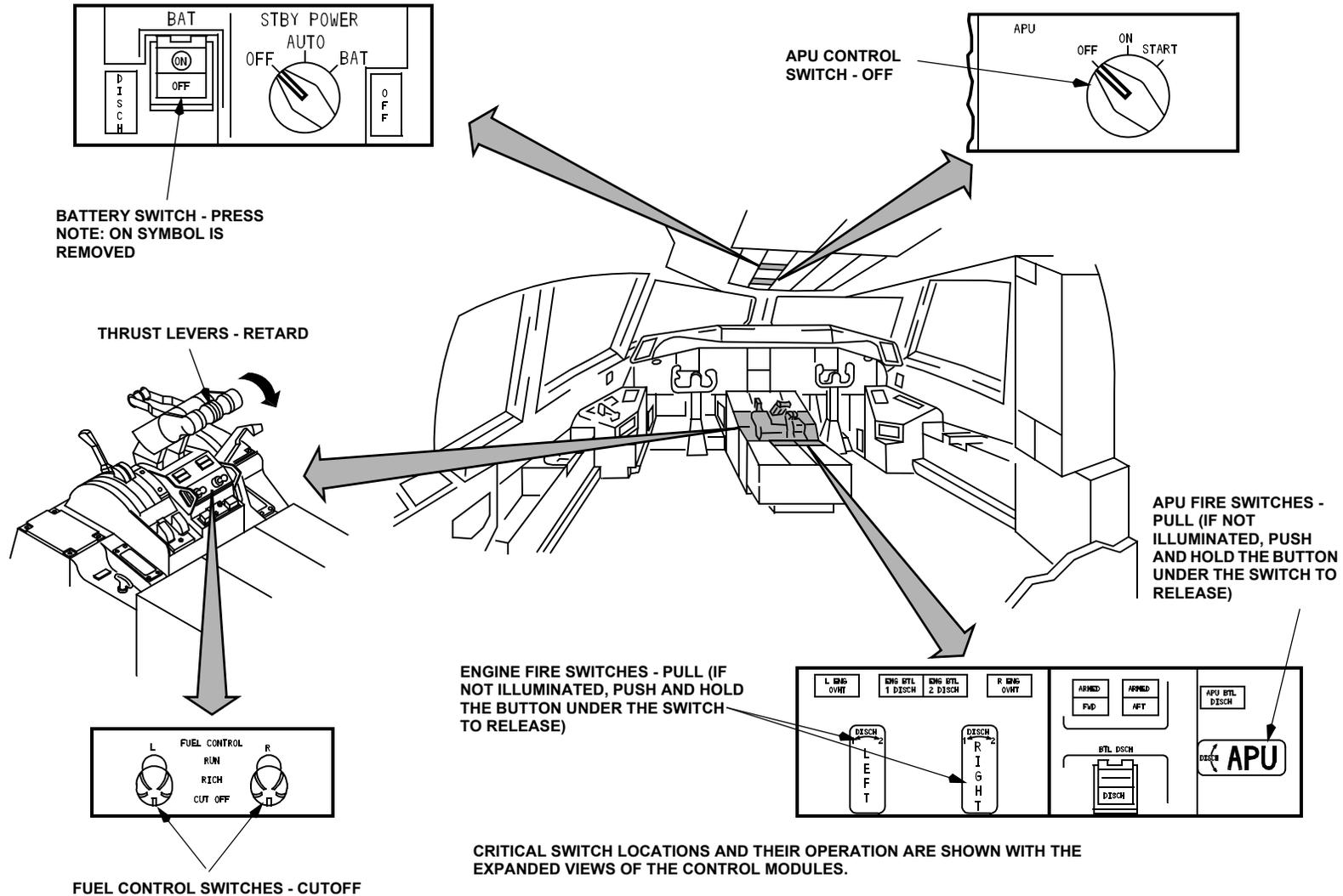
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.





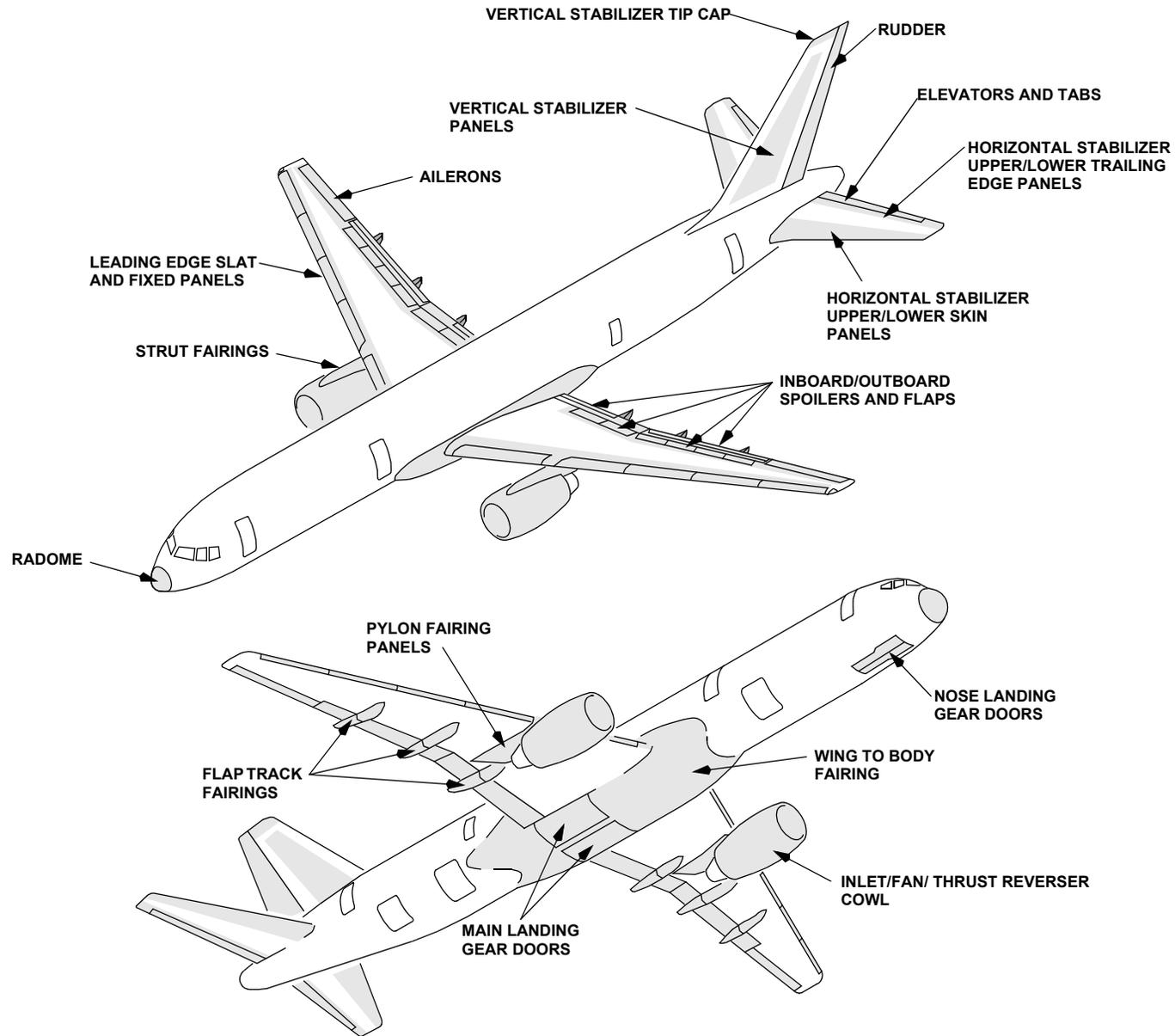
757-300 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



757-300 SERIES

COMPOSITE MATERIALS LOCATIONS

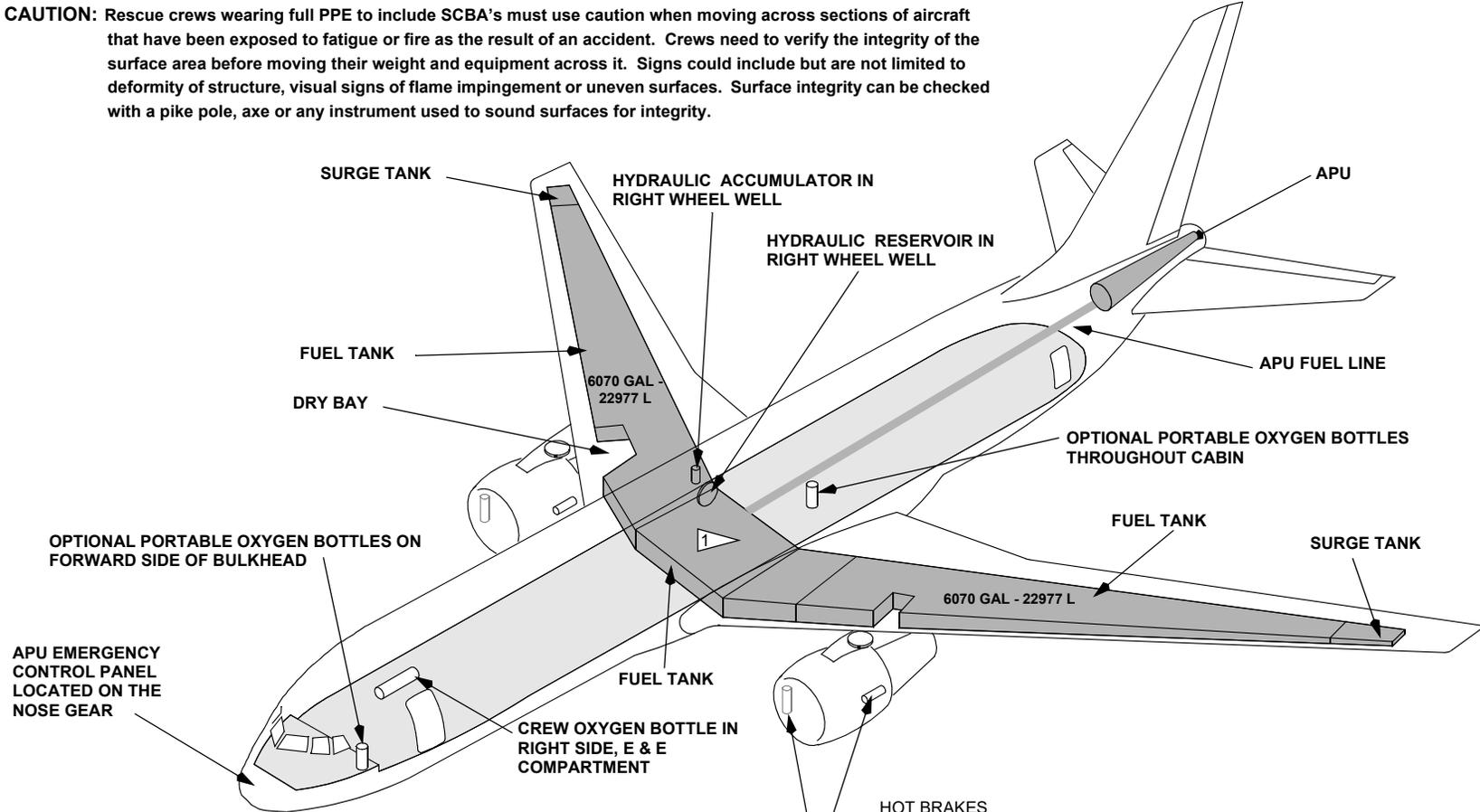


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767 SERIES

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.



1 CENTER FUEL TANK CAPACITIES		
MODEL	GALLONS	LITERS
STANDARD	4,560	17,261
-200 ER	8,310	31,457
-300 ER	12,000	45,425
-400 ER	12,000	45,425

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.

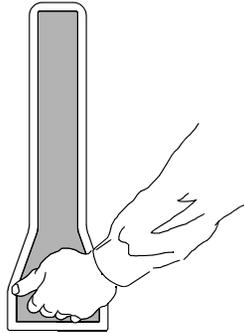
Fans: Placing fans may place firefighters very close to the hazard zone.

WHEEL FIRE

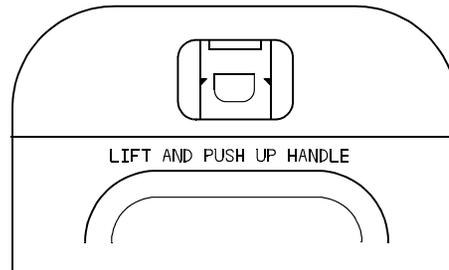
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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

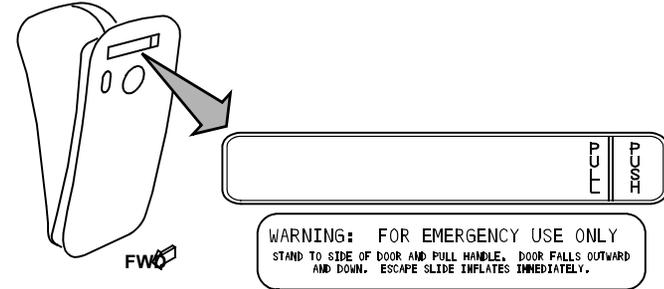
WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

767 SERIES**EMERGENCY RESCUE ACCESS-1****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.

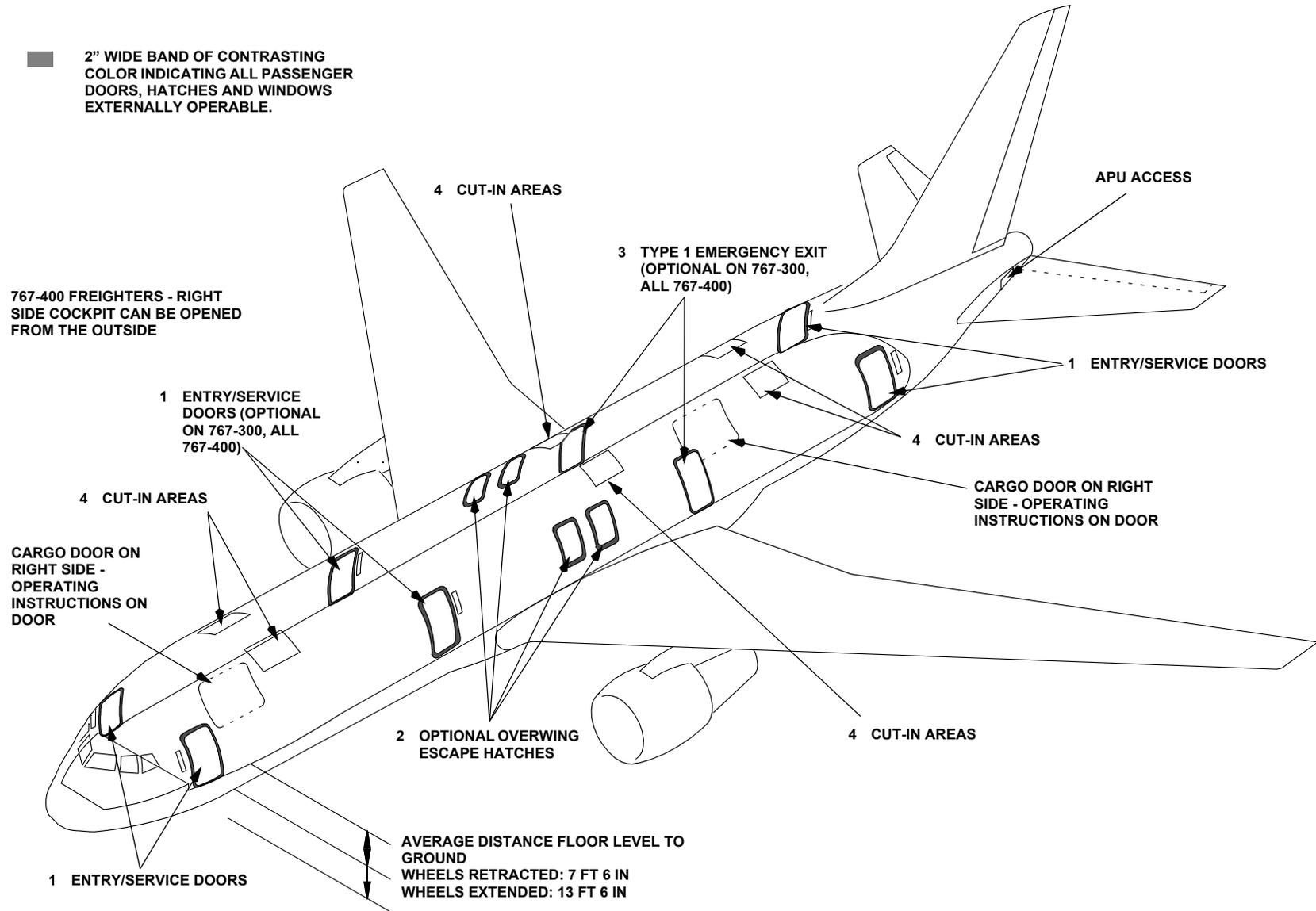
NOTES:

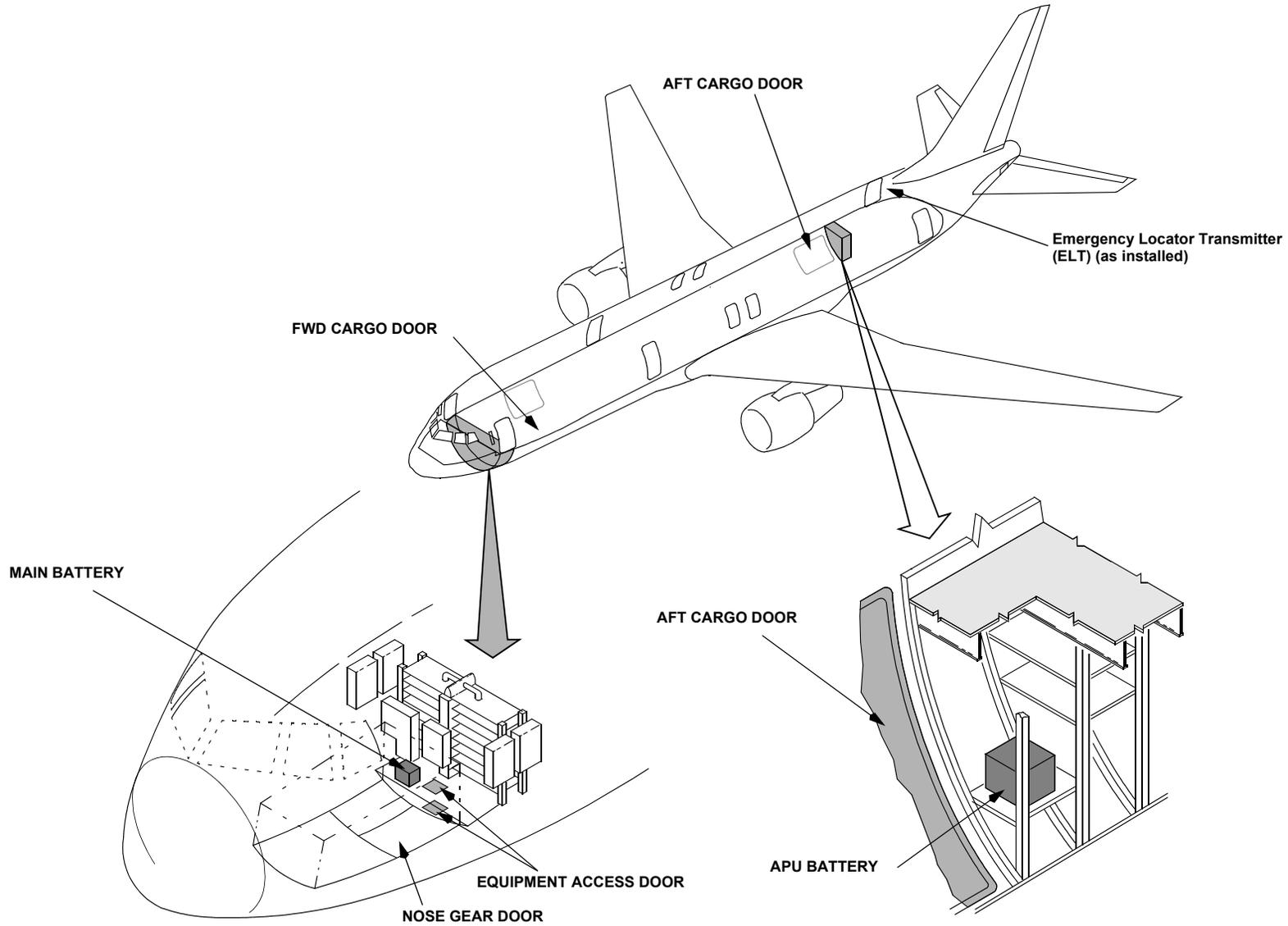
1. FOR ENTRY/SERVICE DOORS AND OVERWING HATCHES, ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE.
2. ON PASSENGER AIRPLANES, COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.
3. ON 767 FREIGHTERS, THE RIGHT SIDE COCKPIT WINDOW CAN BE OPENED FROM THE OUTSIDE.

767 SERIES

EMERGENCY RESCUE ACCESS-2

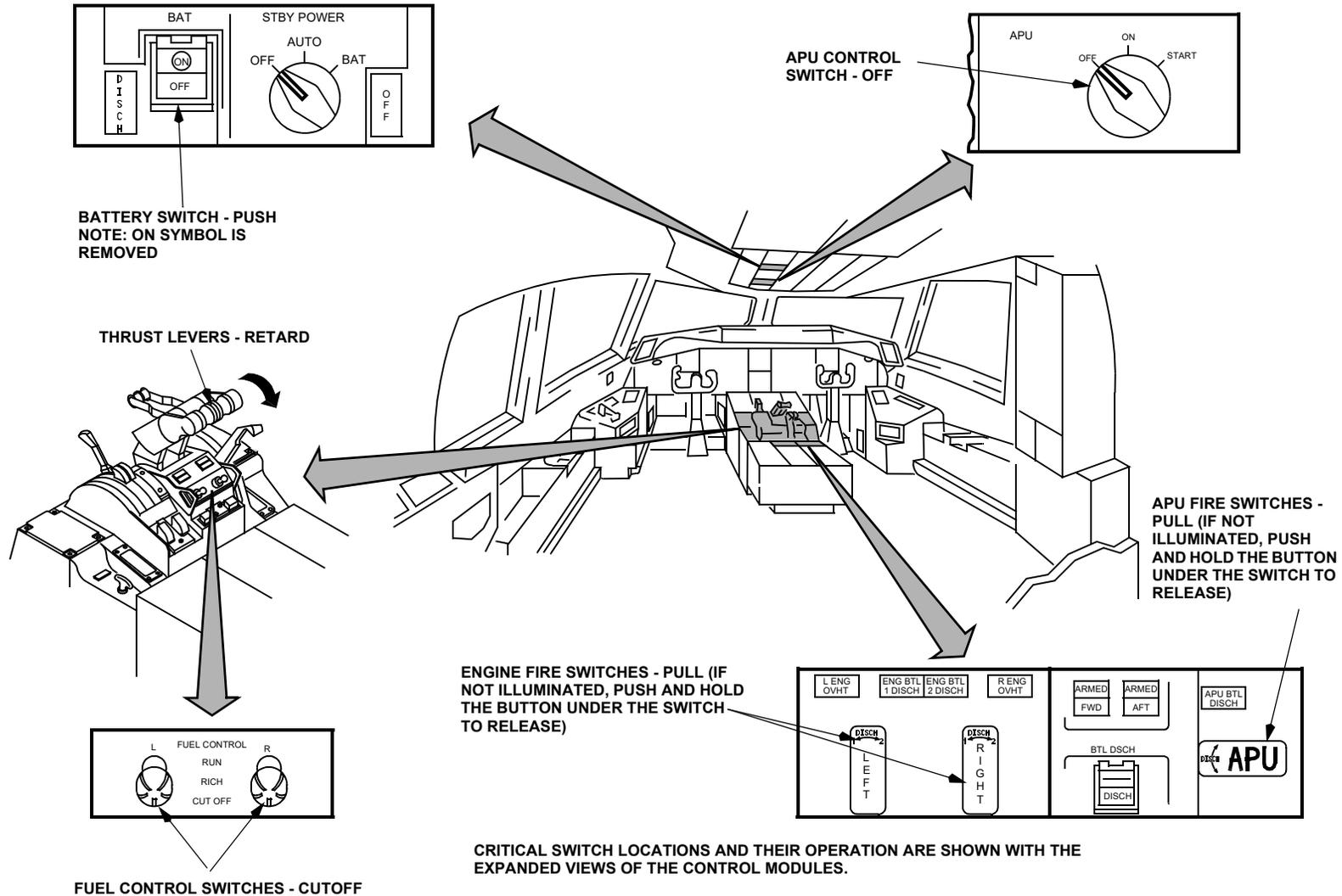
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.





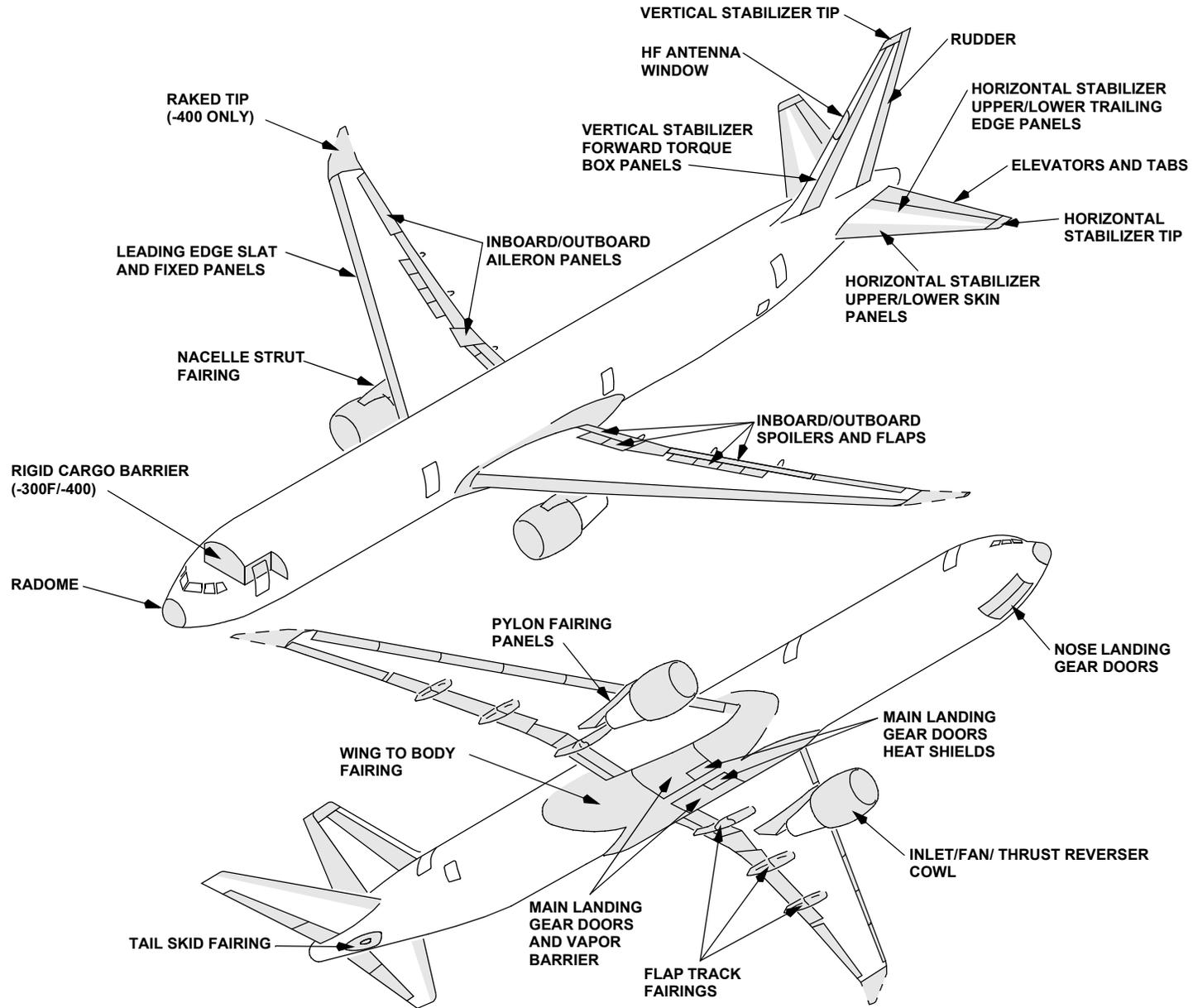
767 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



767 SERIES

COMPOSITE MATERIALS LOCATIONS



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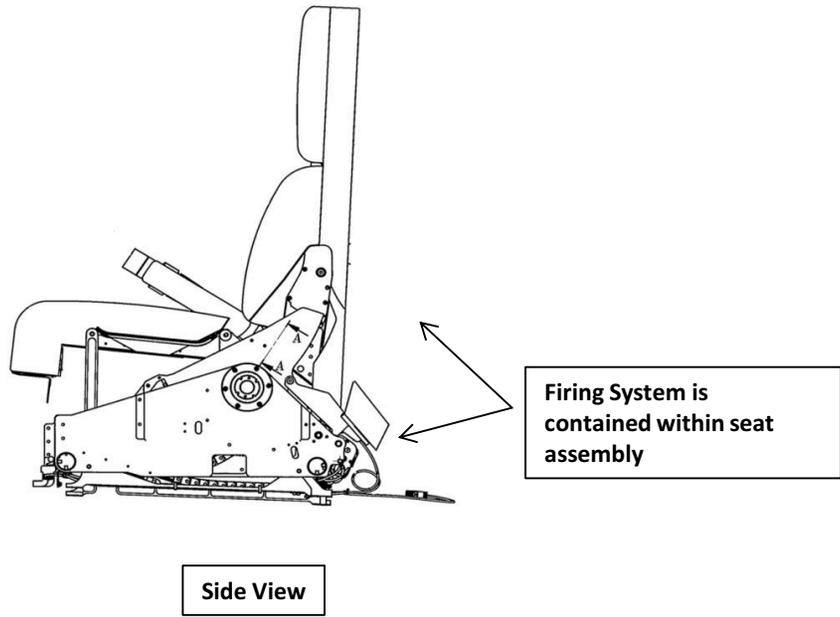
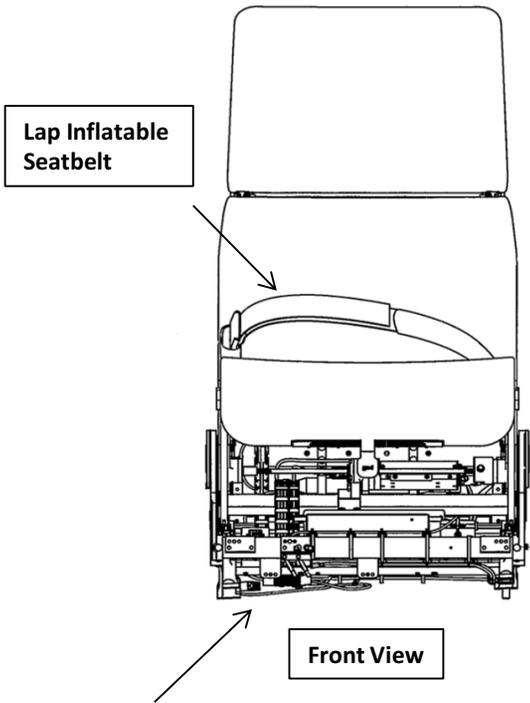
767 SERIES

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.



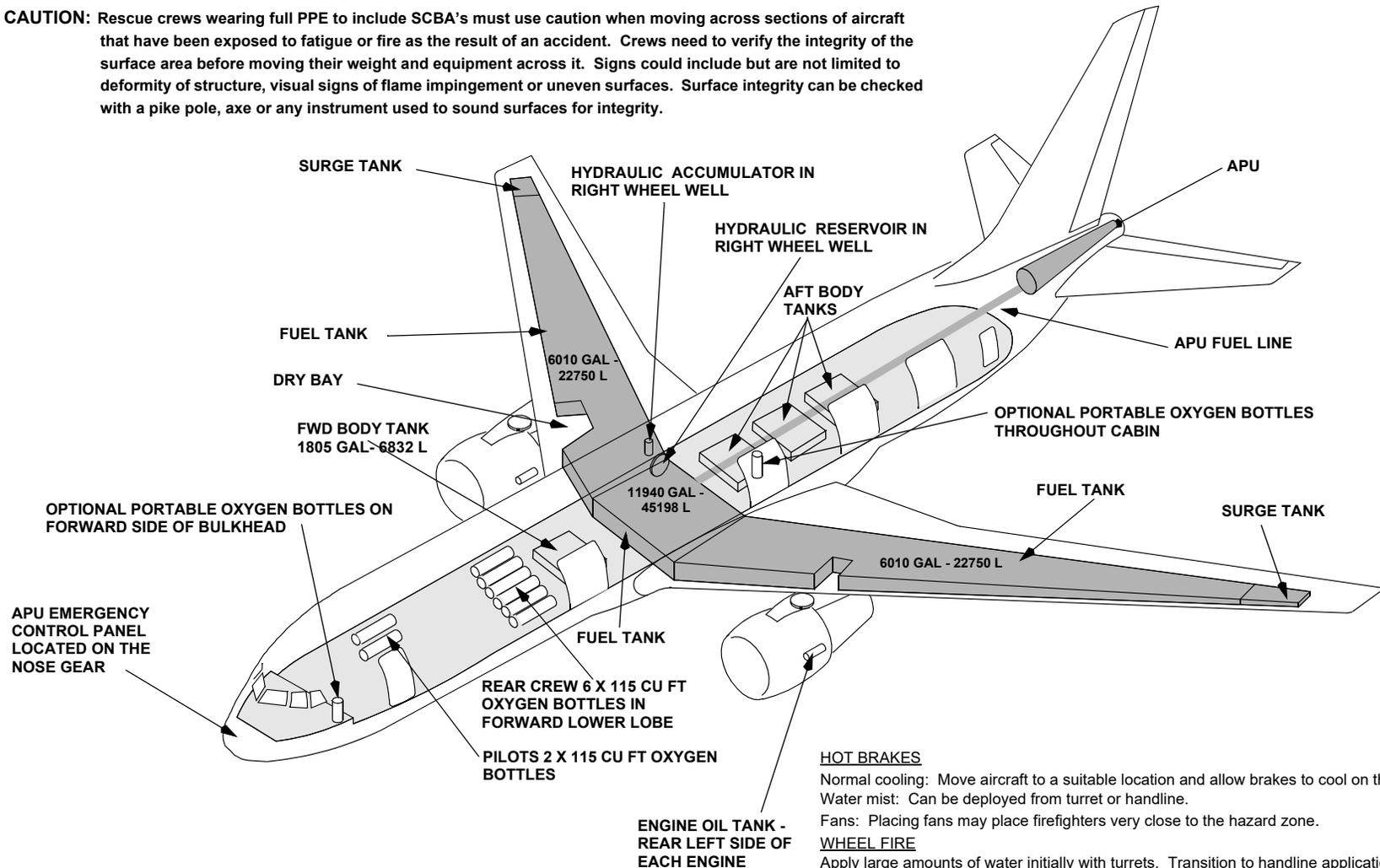
767 SERIES

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767 -2C 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.

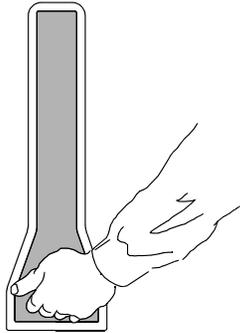
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

767 -2C Freighter

EMERGENCY RESCUE ACCESS-1

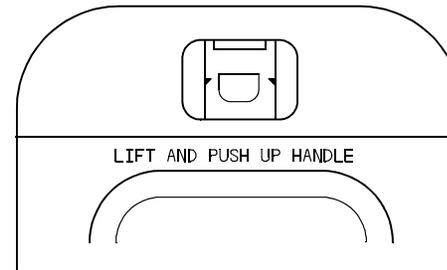
1 ENTRY/SERVICE DOOR EXTERNAL HANDLE



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.

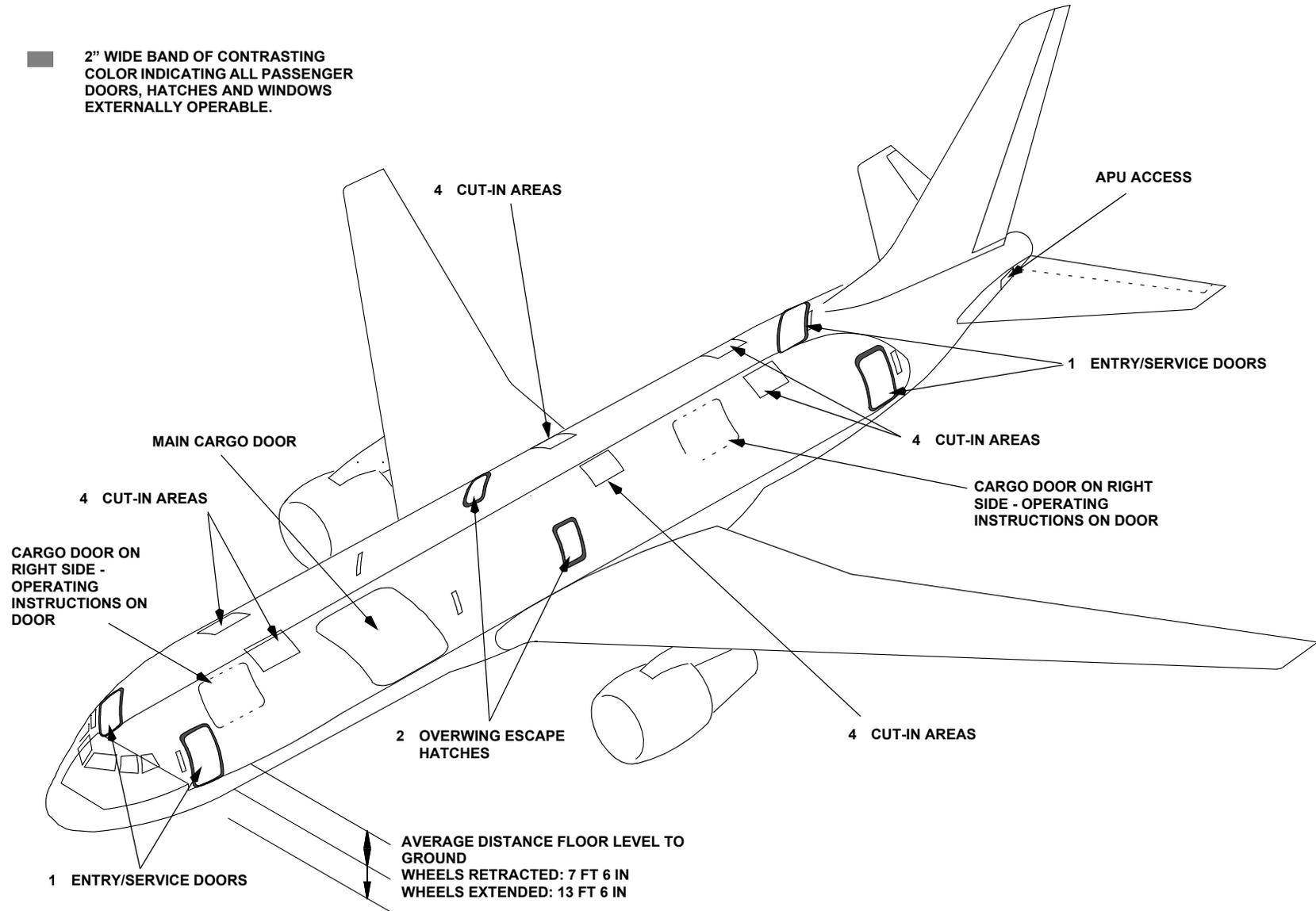
NOTES:

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.

767 -2C Freighter

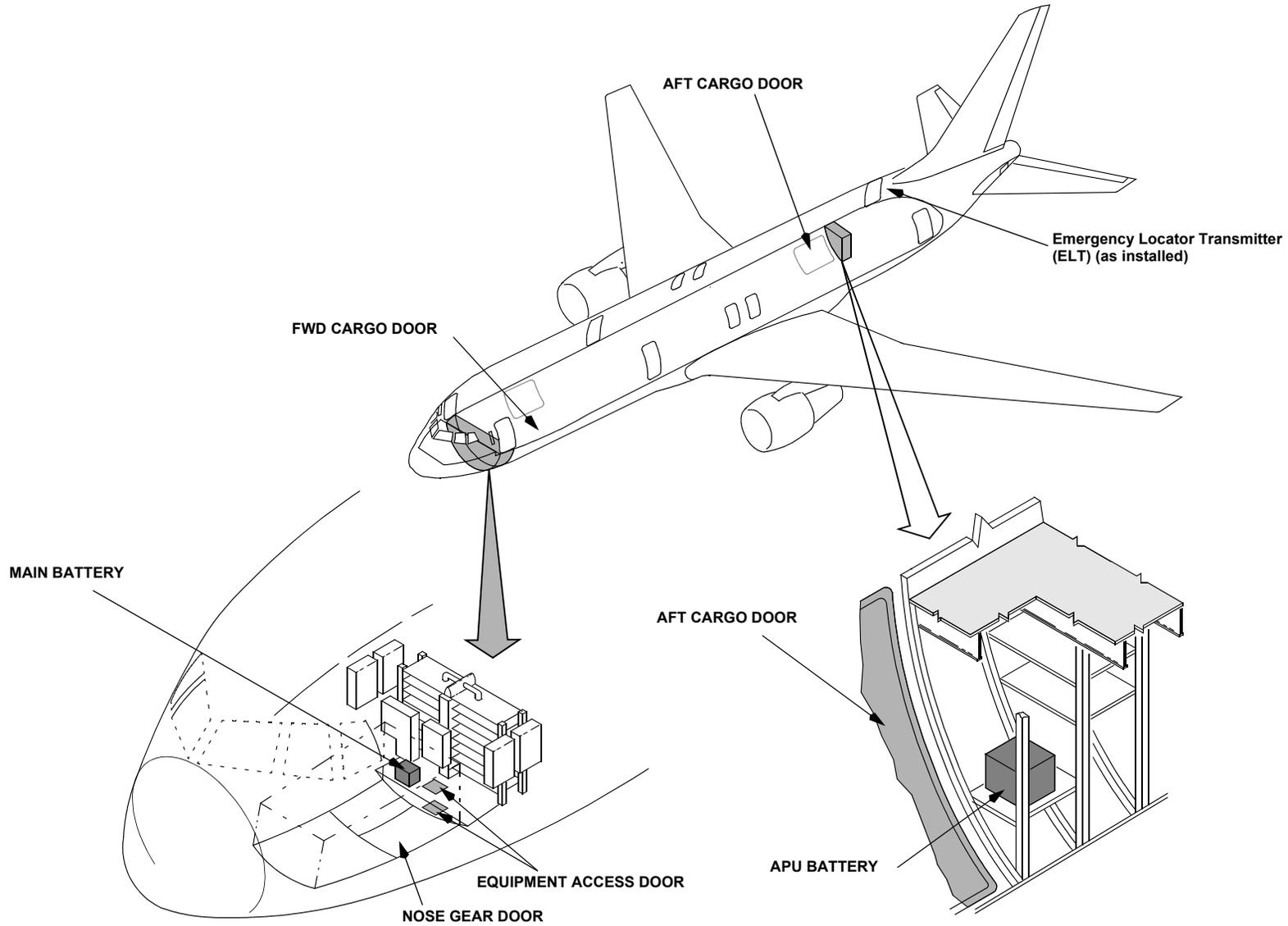
EMERGENCY RESCUE ACCESS-2

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



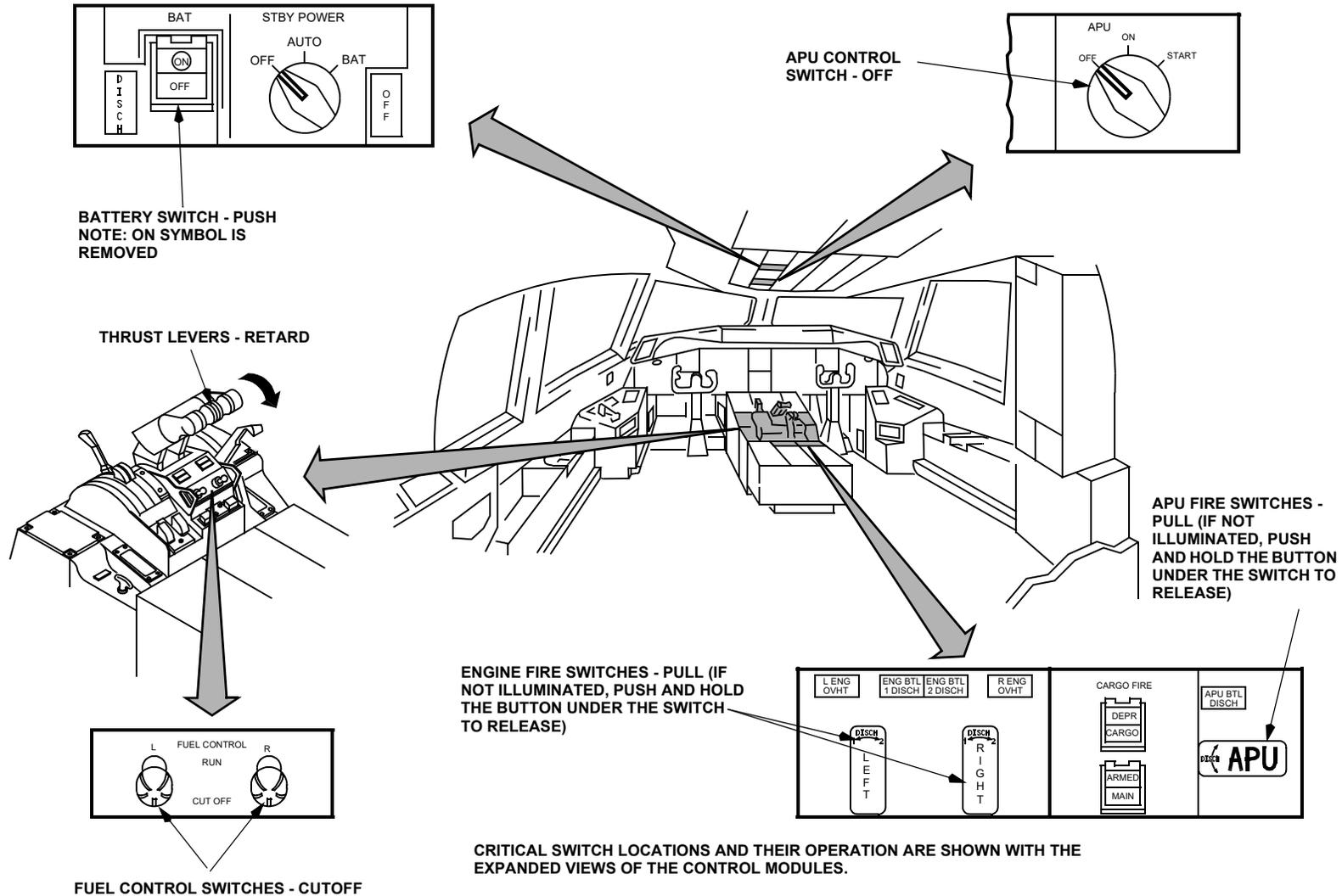
767 -2C Freighter

BATTERY LOCATIONS



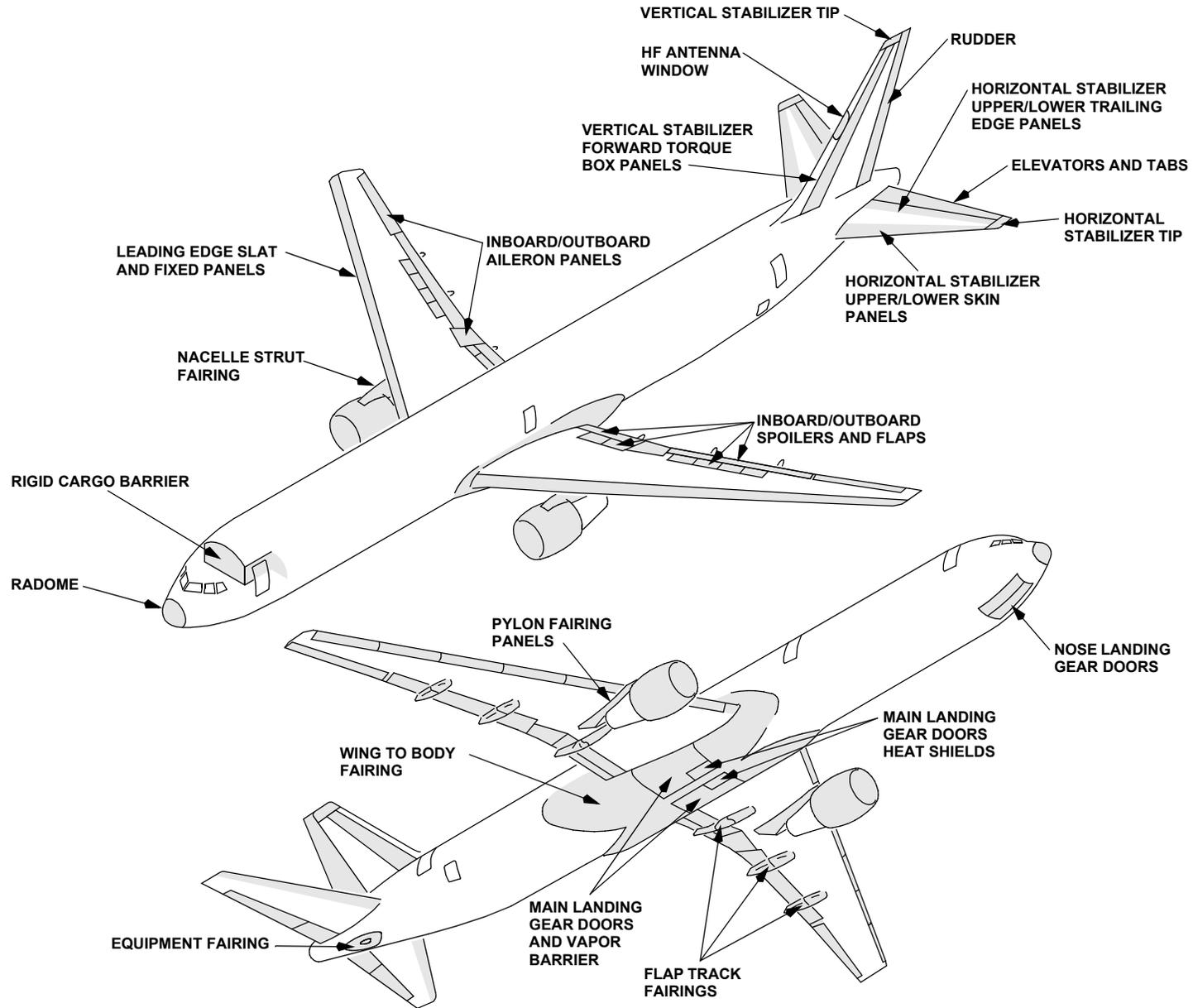
767 -2C Freighter

FLIGHT DECK CONTROL SWITCH LOCATIONS



767 -2C Freighter

COMPOSITE MATERIALS LOCATIONS

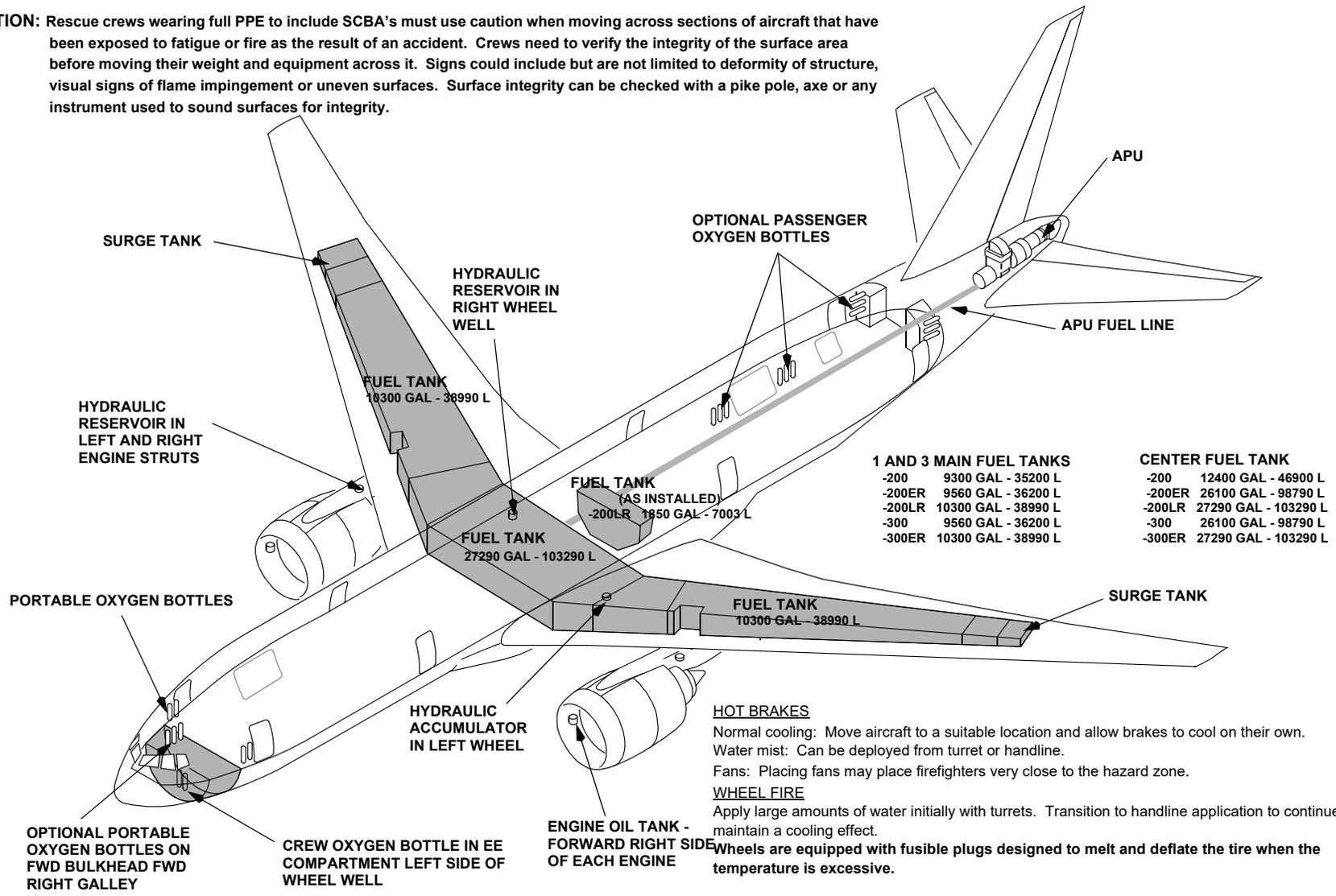


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777-200 & 777-300 SERIES

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.

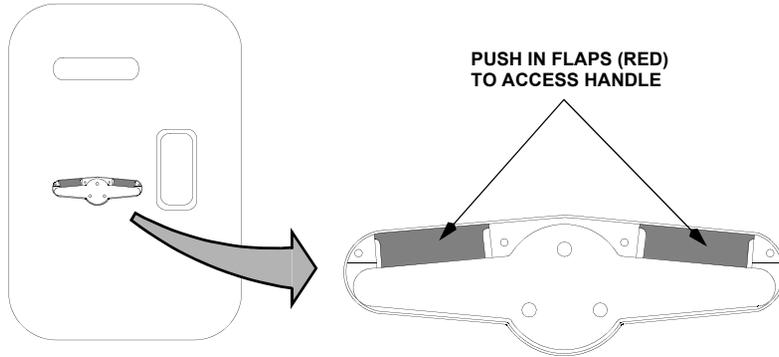
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777-200 & 777-300 SERIES

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.

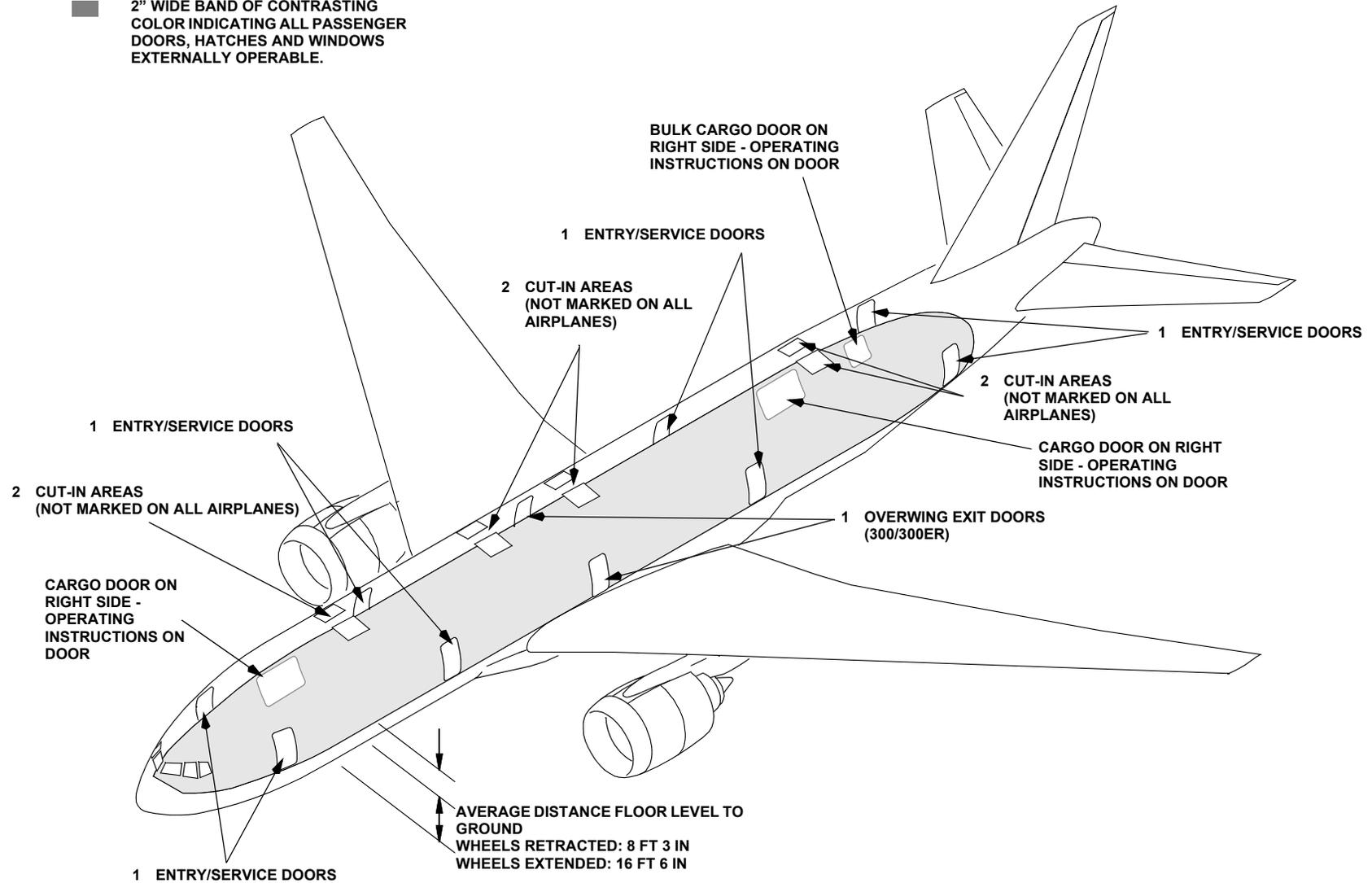
TO OPEN DOOR:

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

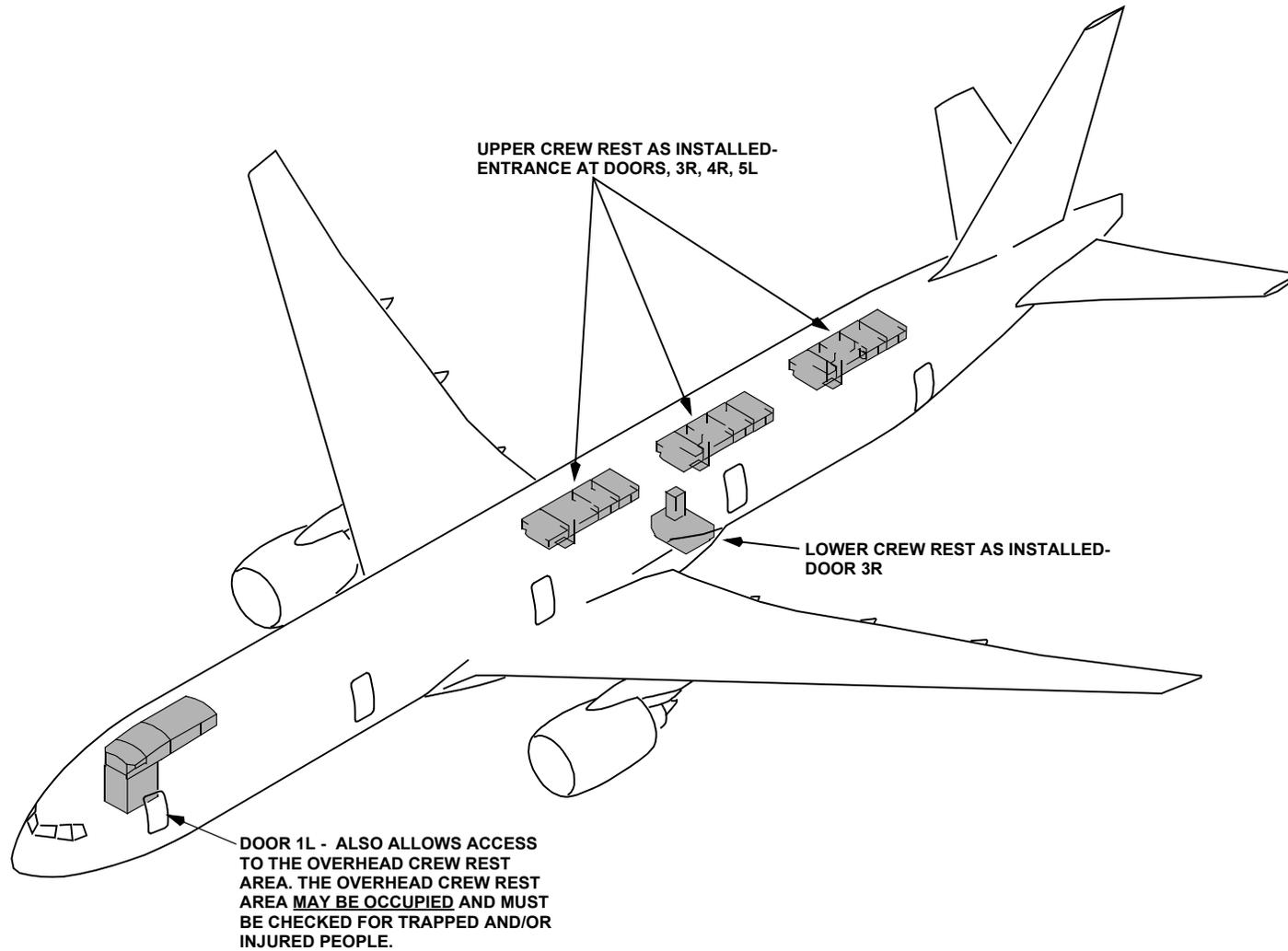
EMERGENCY RESCUE ACCESS-2

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



777-200 & 777-300 SERIES

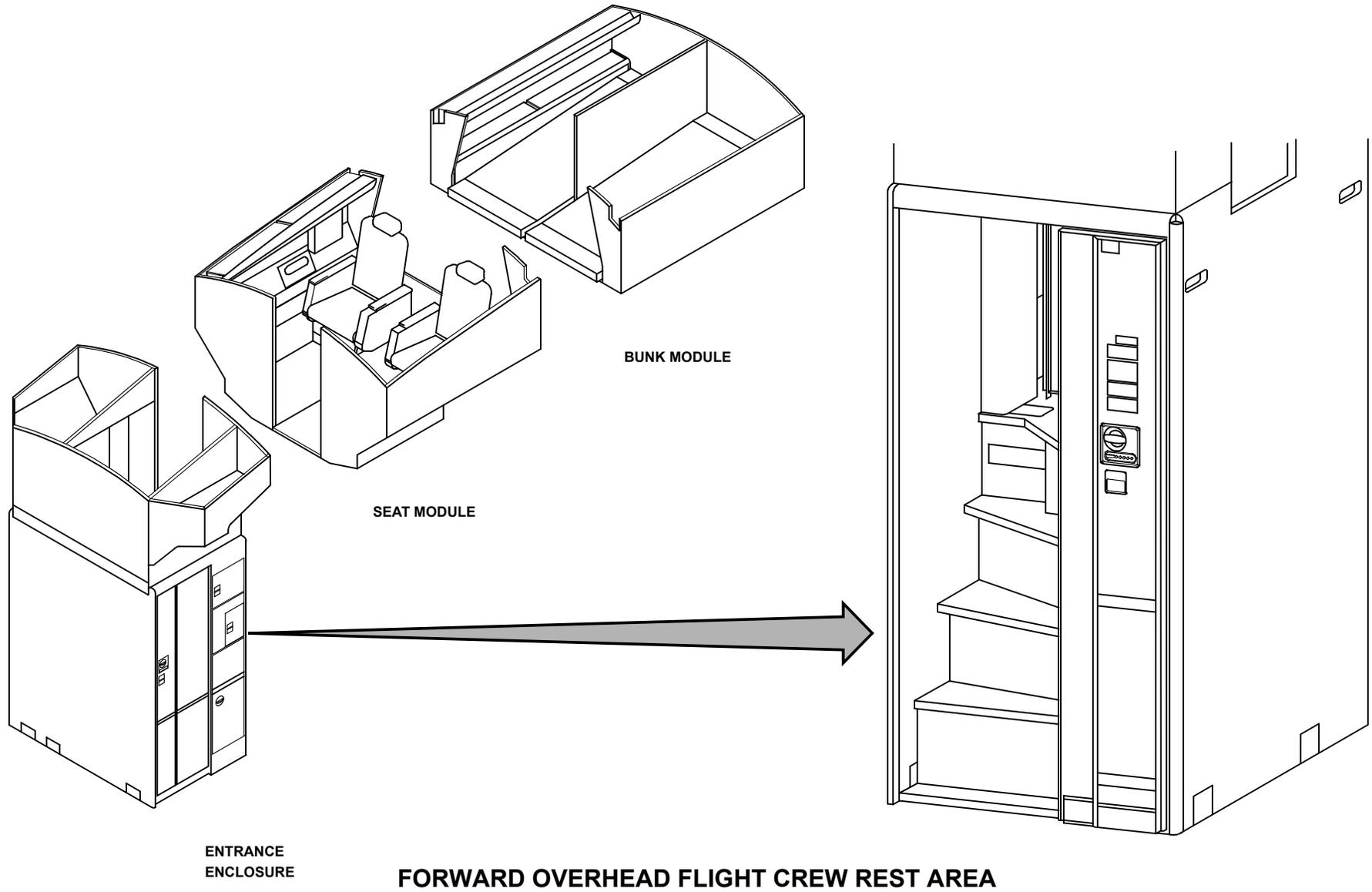
EMERGENCY RESCUE ACCESS-3



UPPER AND LOWER CREW REST AREAS

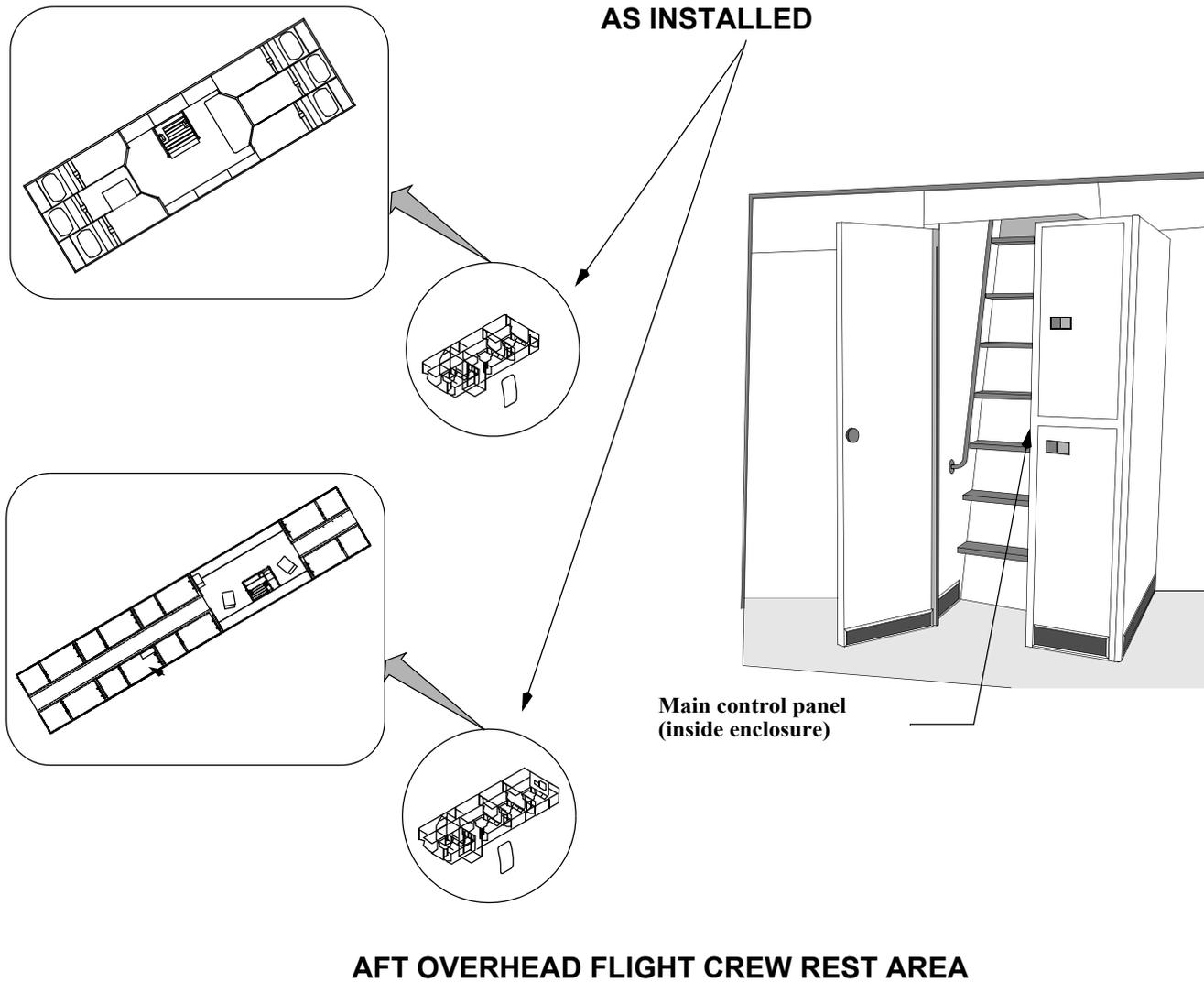
777-200 & 777-300 SERIES

EMERGENCY RESCUE ACCESS-4



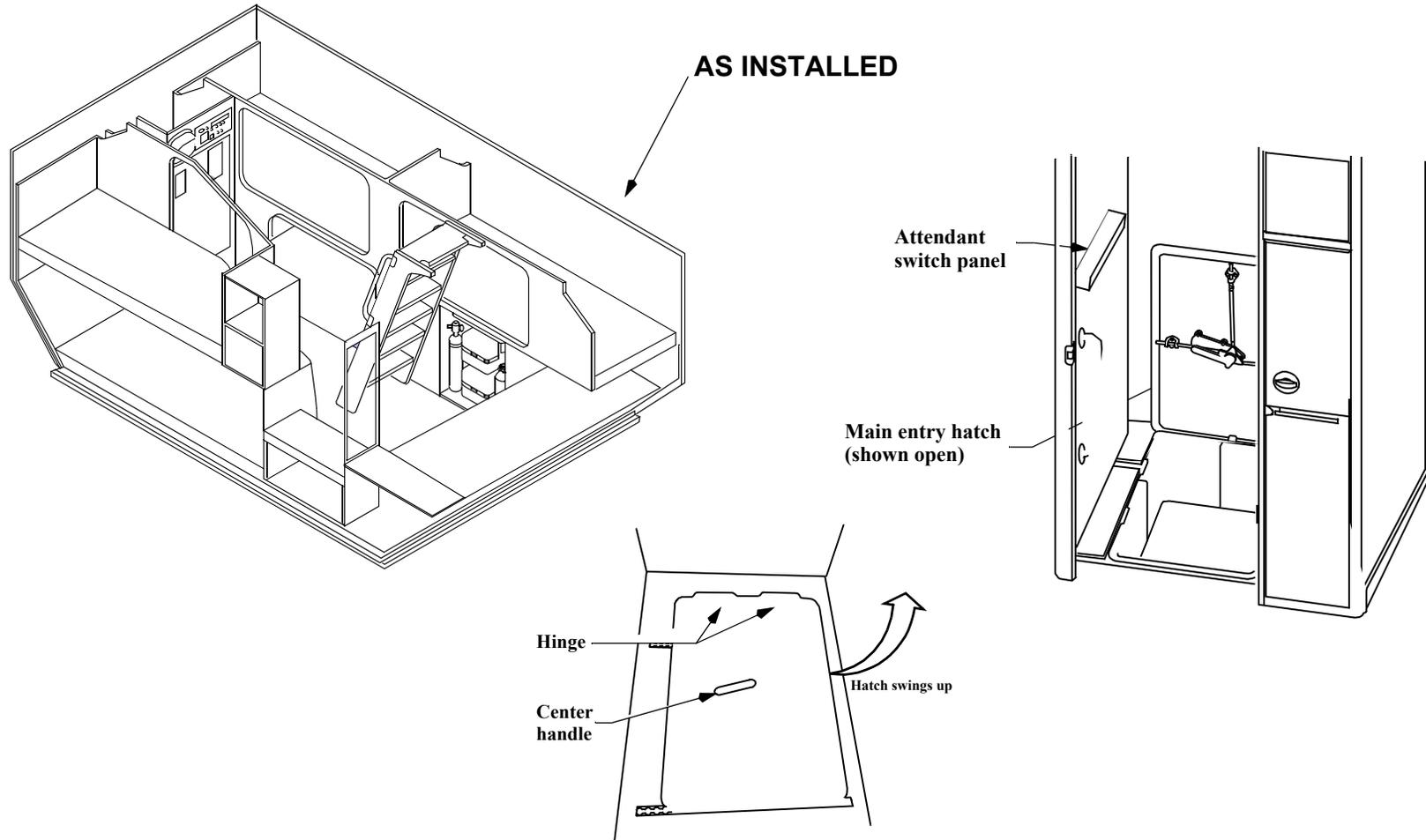
777-200 & 777-300 SERIES

EMERGENCY RESCUE ACCESS-5



777-200 & 777-300 SERIES

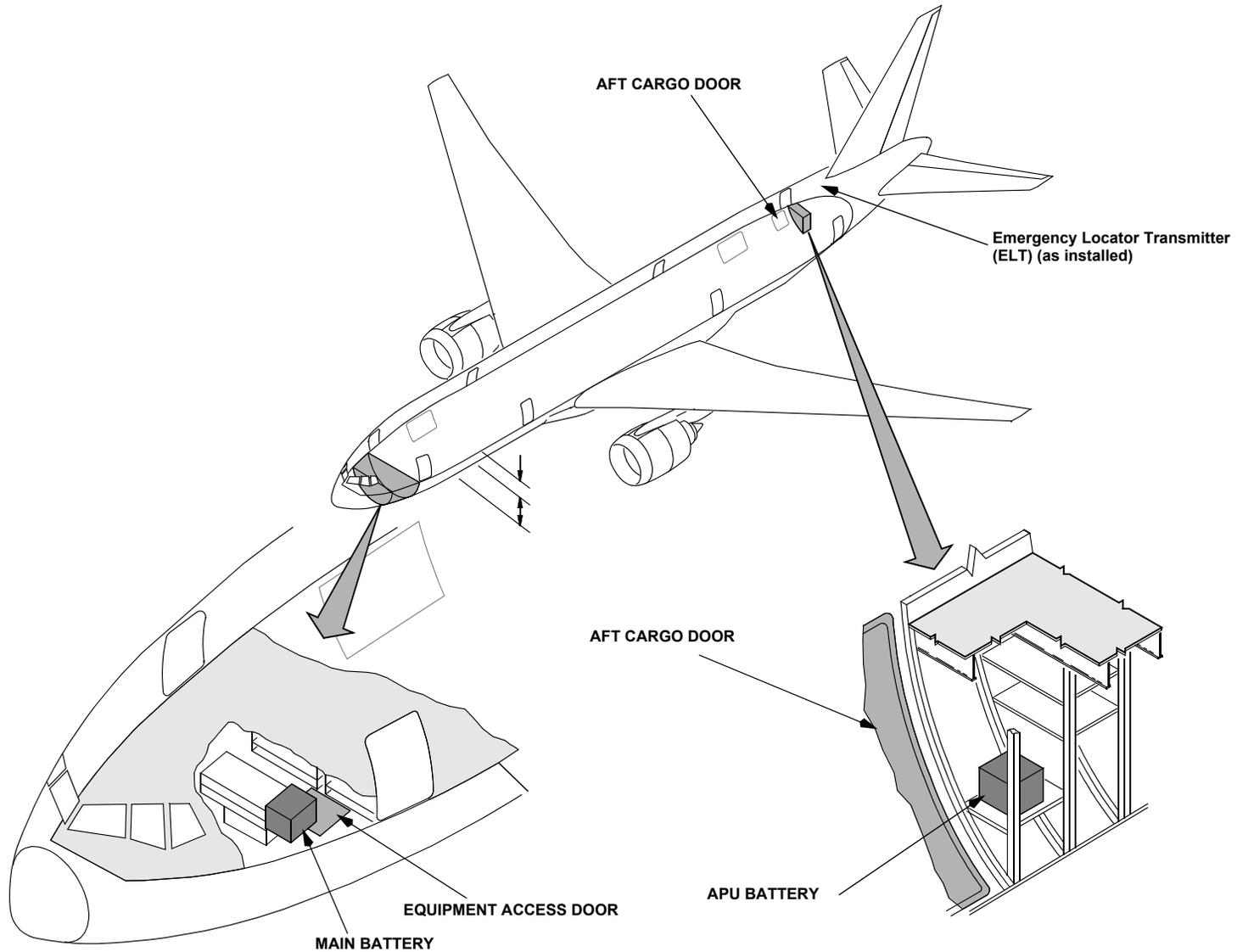
EMERGENCY RESCUE ACCESS-6



LOWER FLIGHT CREW REST AREA

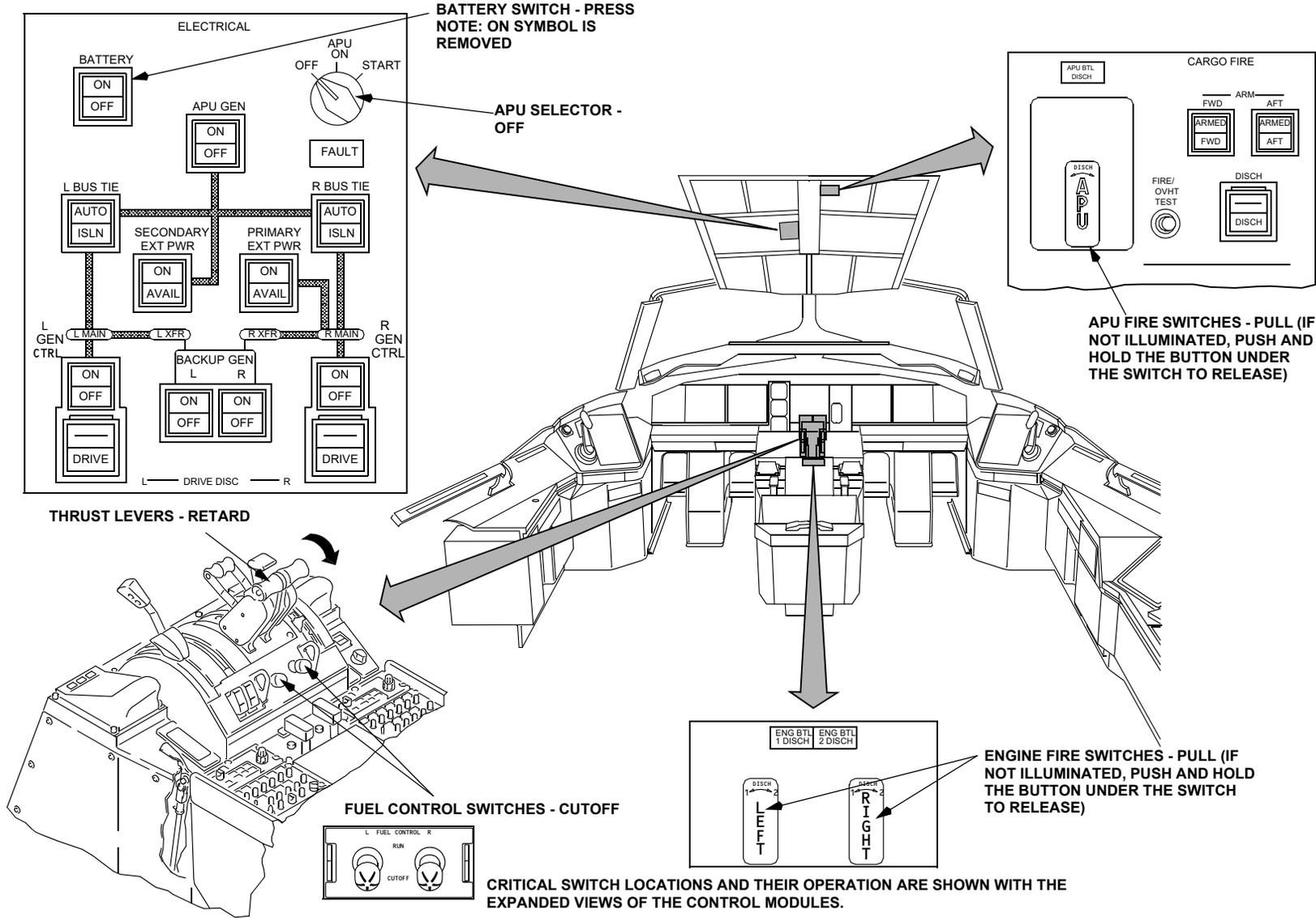
777-200 & 777-300 SERIES

BATTERY LOCATIONS



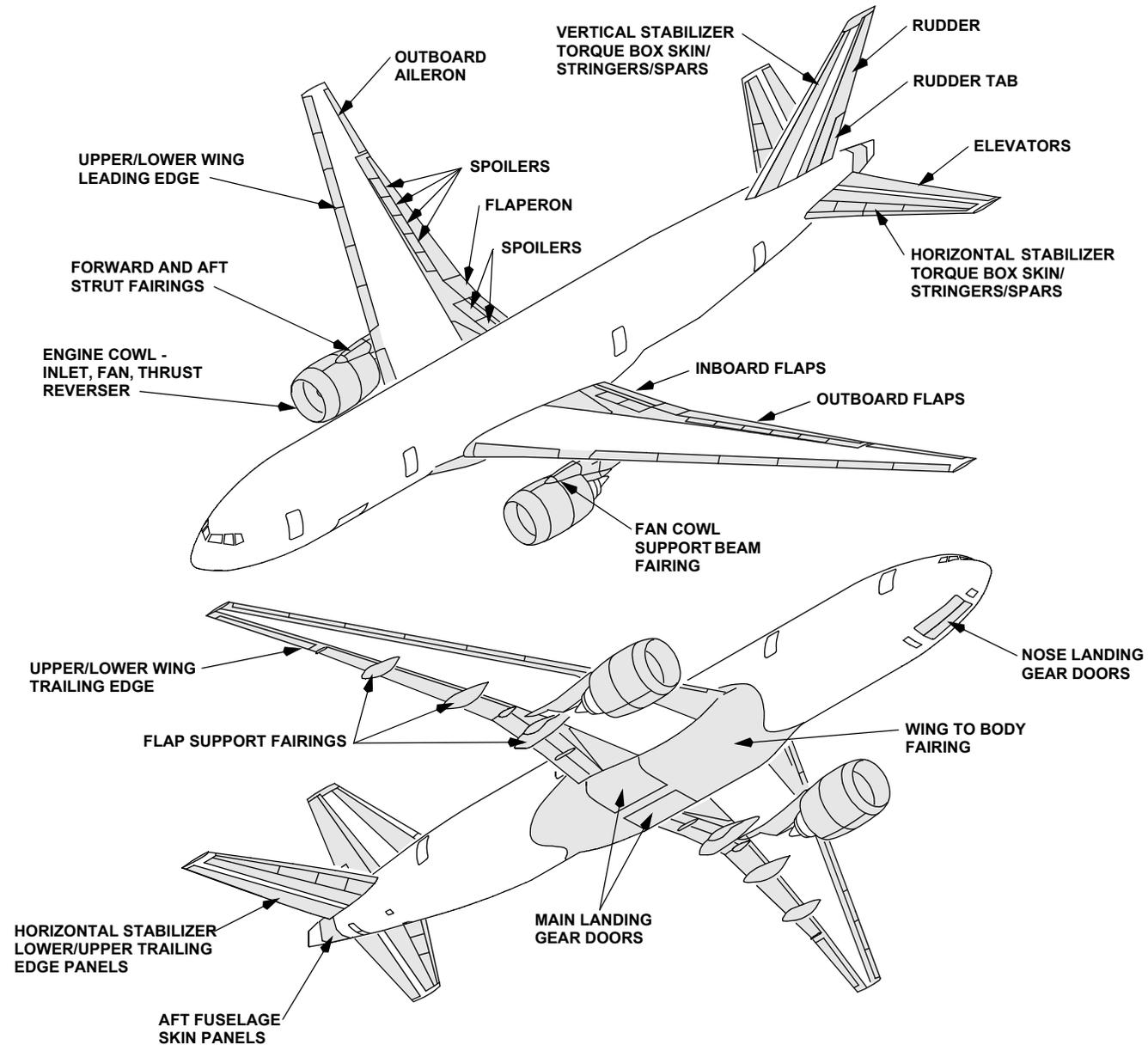
777-200 & 777-300 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



777-200 & 777-300 SERIES

COMPOSITE MATERIALS LOCATIONS



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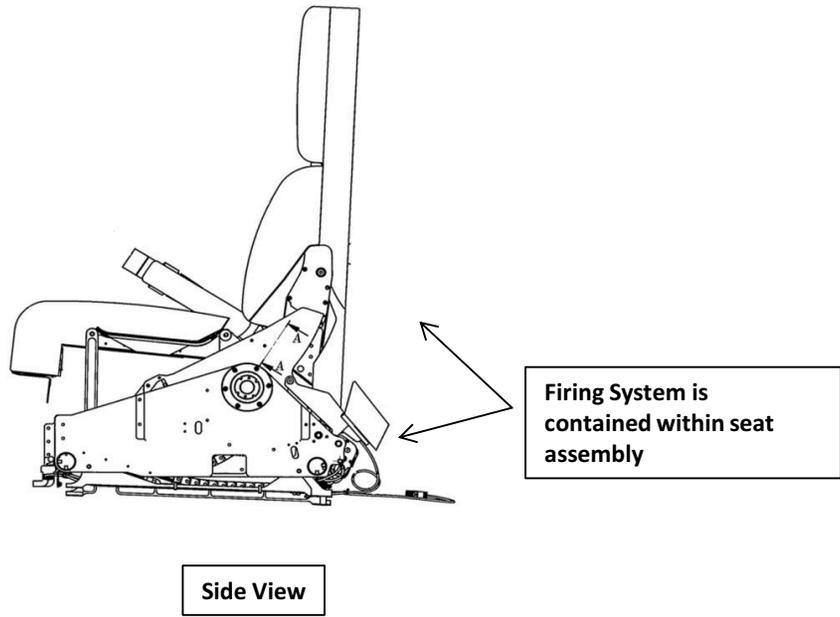
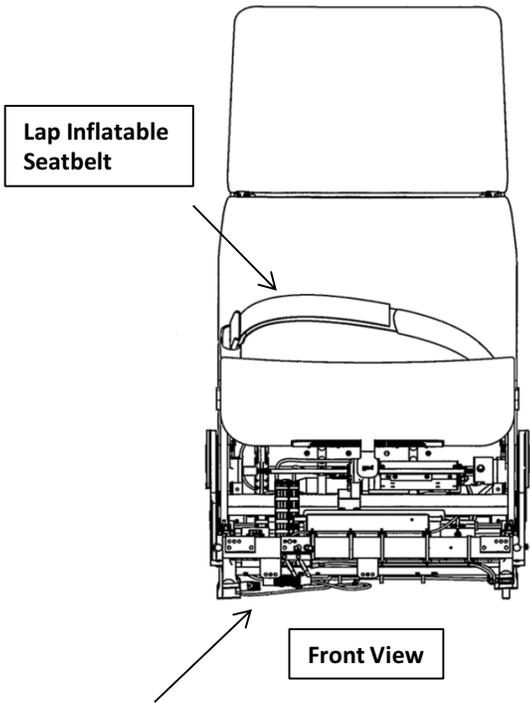
777-200 & 777-300 SERIES

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.

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.



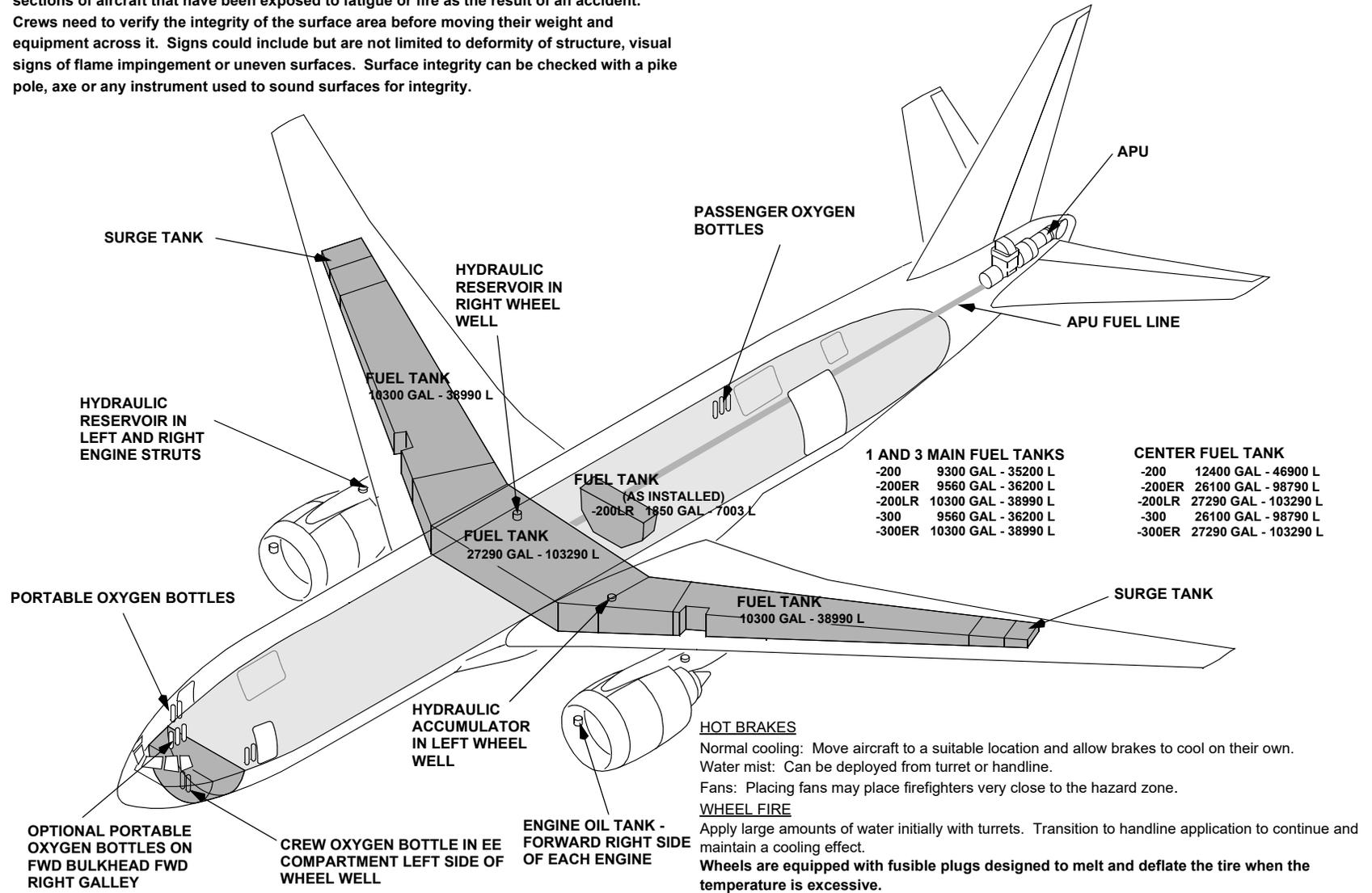
777-200 & 777-300 SERIES

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777 FREIGHTER SERIES

FLAMMABLE MATERIAL LOCATIONS

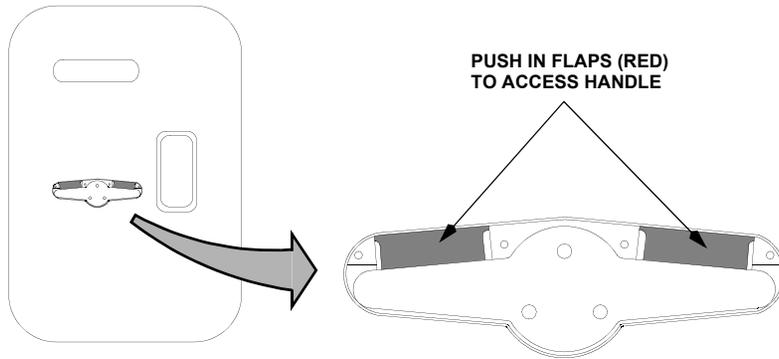
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WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

777 FREIGHTER SERIES

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.**

EMERGENCY RESCUE ACCESS-1

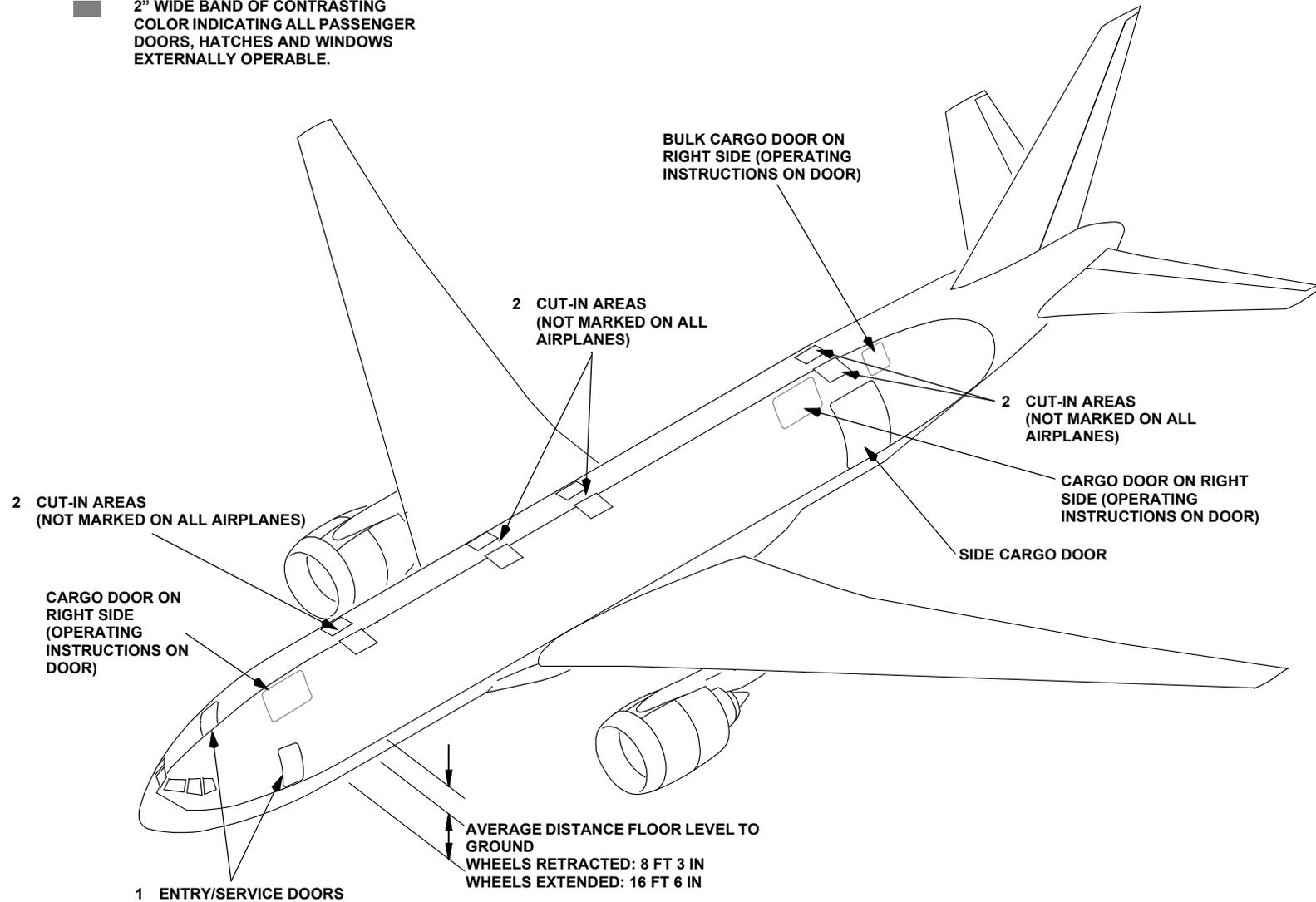
2 CUT-IN AREAS

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.

777 FREIGHTER SERIES

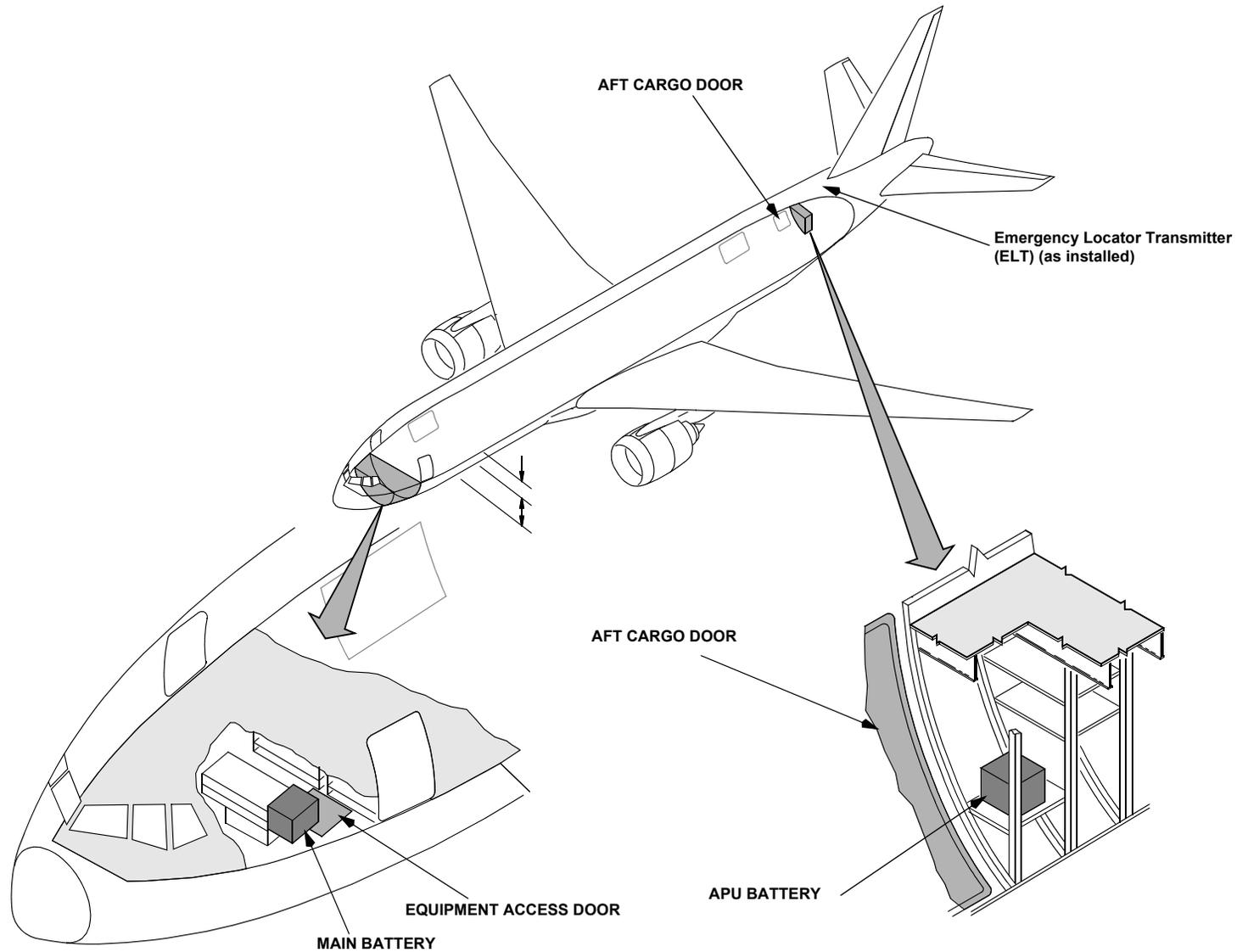
EMERGENCY RESCUE ACCESS-2

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



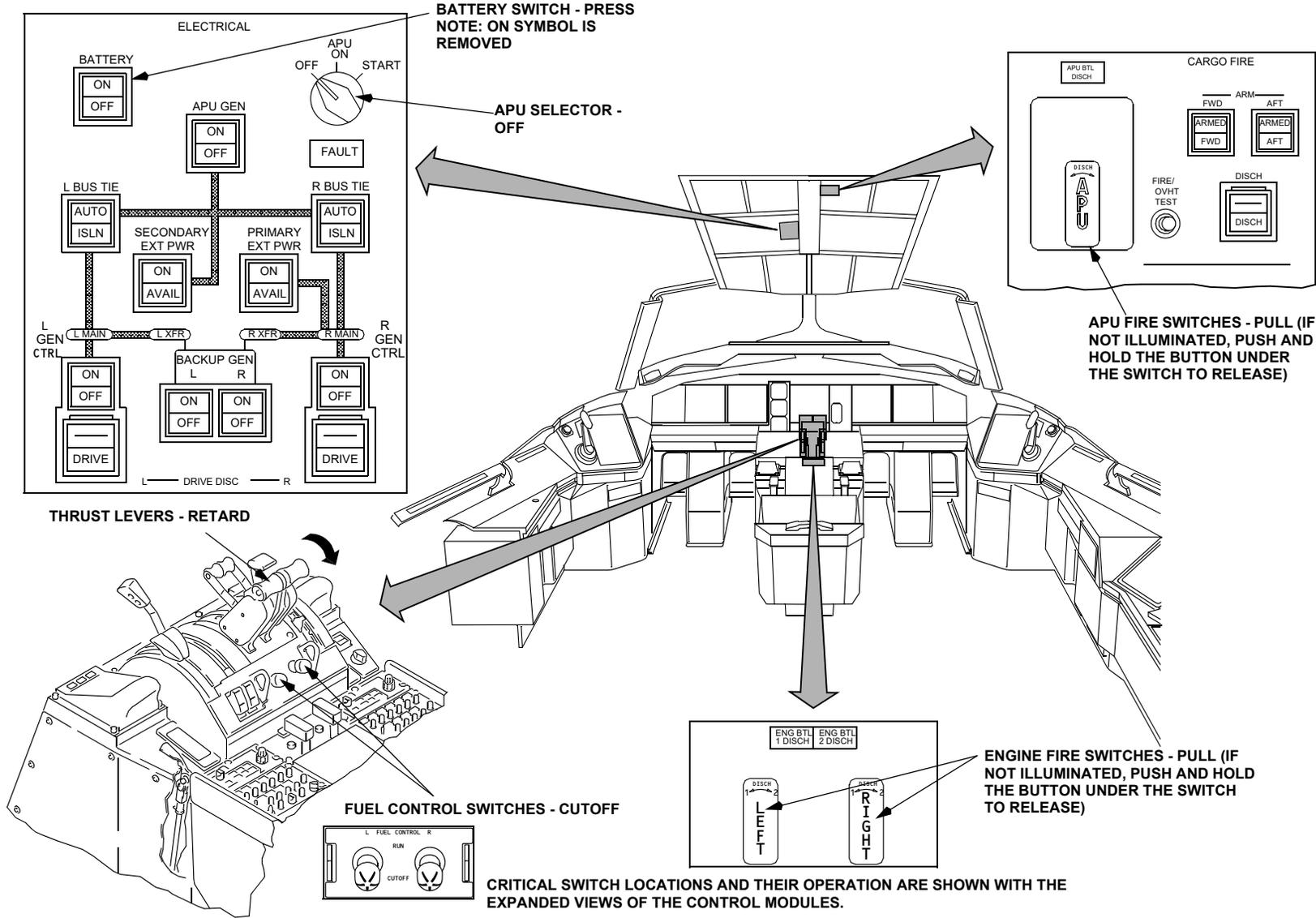
777 FREIGHTER SERIES

BATTERY LOCATIONS



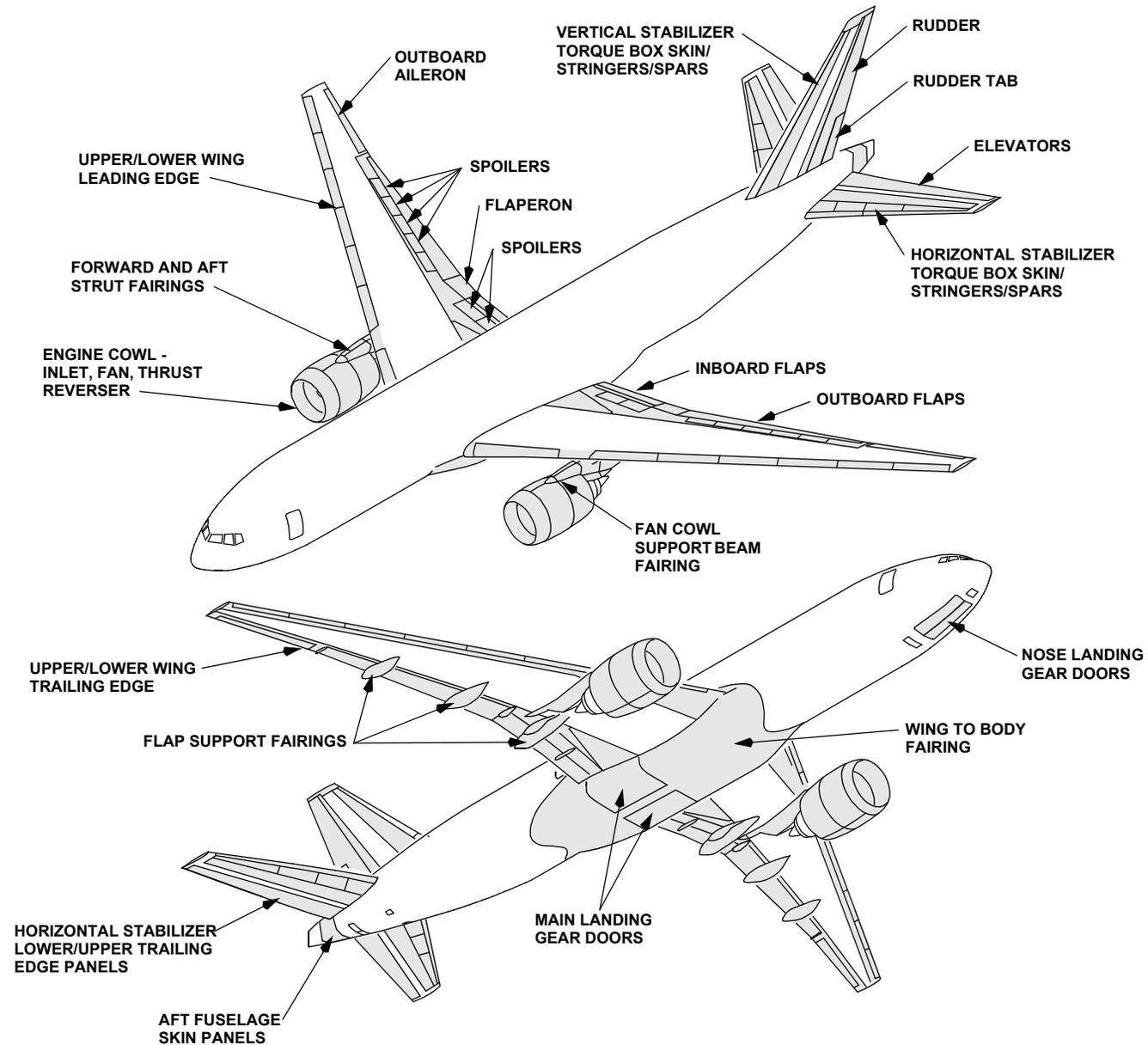
777 FREIGHTER SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



777 FREIGHTER SERIES

COMPOSITE MATERIALS LOCATIONS

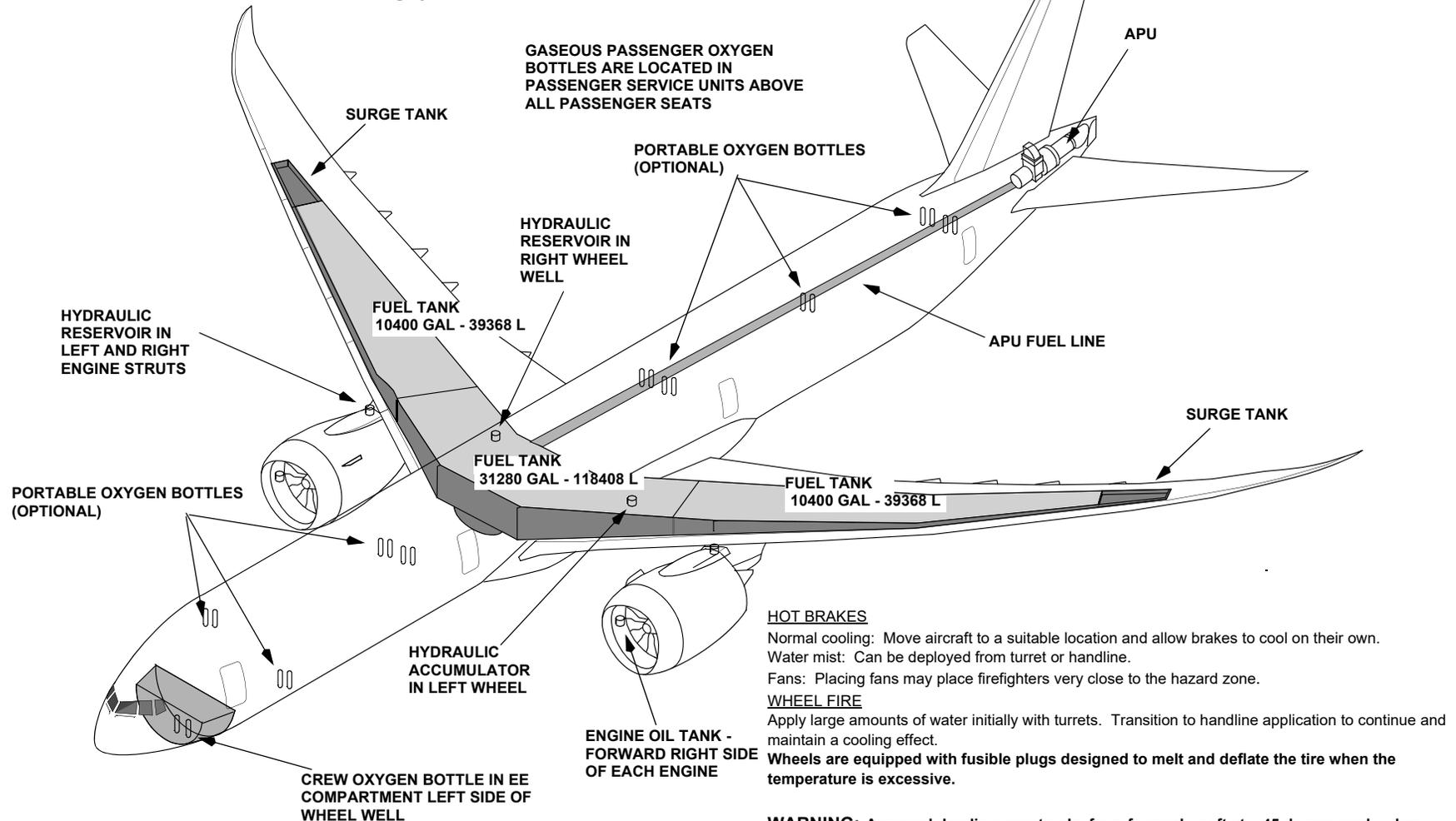


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777-8 & 777-9 SERIES

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.

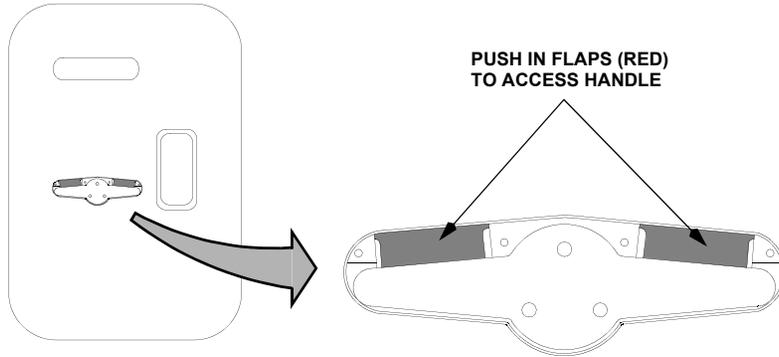
Copyright © Boeing. See title page for details.

777-8 & 777-9 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:

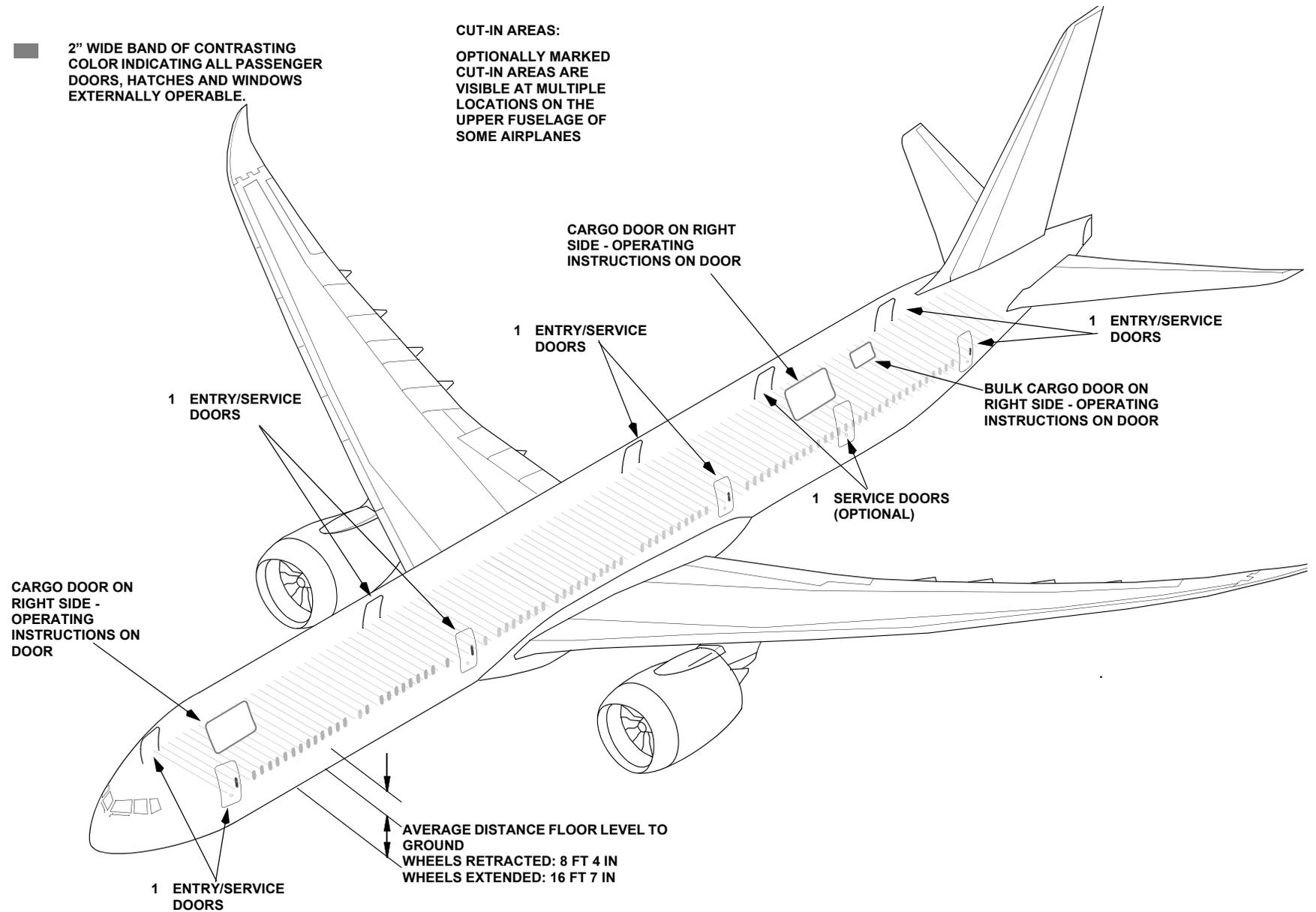
1. PUSH IN RED FLAPS.
2. PULL HANDLE FROM RECESS.
3. ROTATE HANDLE 180 DEGREES IN THE DIRECTION OF THE "OPEN" ARROW.
4. PULL DOOR OUTWARD.

777-8 & 777-9 SERIES

EMERGENCY RESCUE ACCESS-2

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

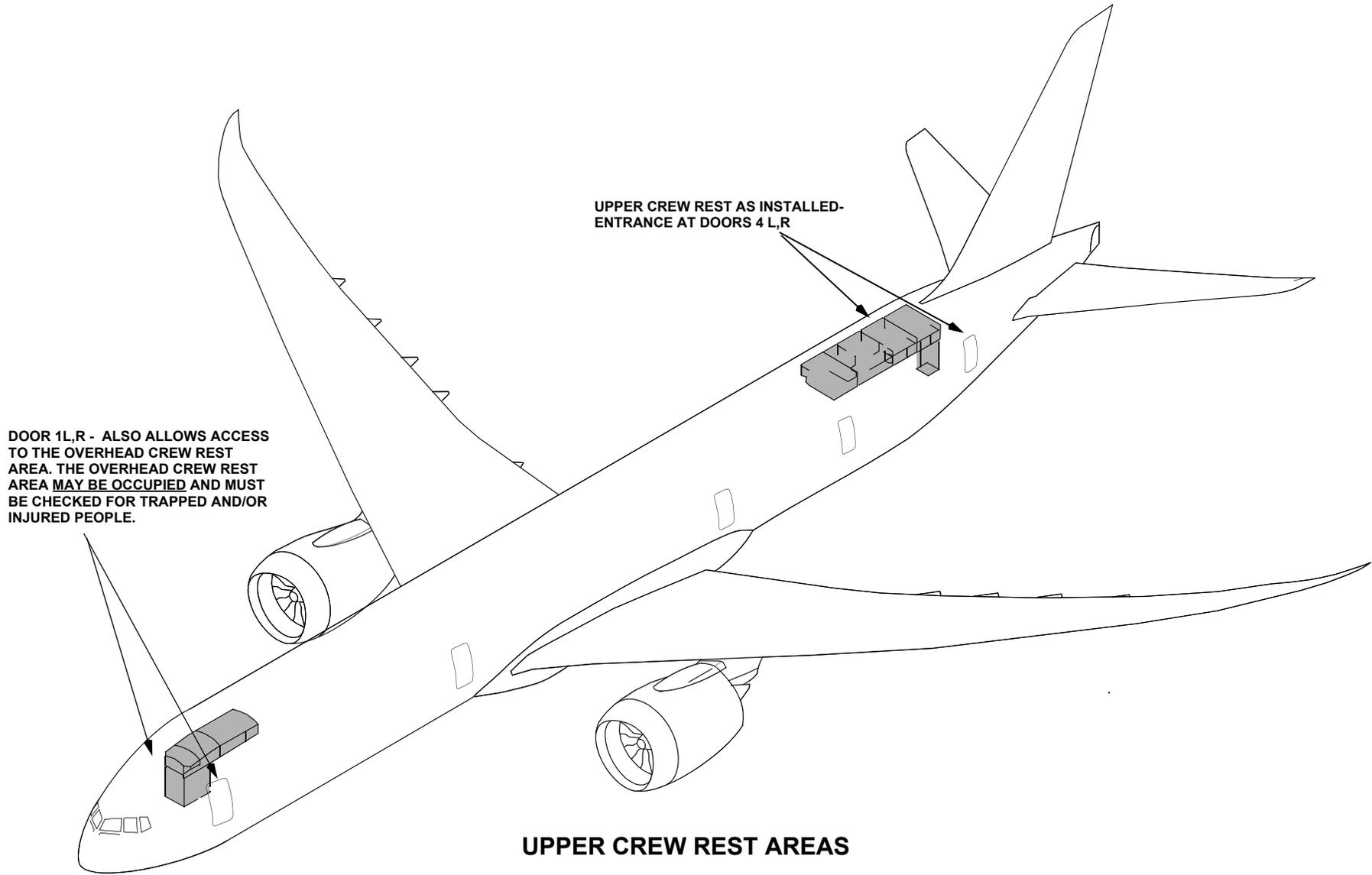
CUT-IN AREAS:
OPTIONALLY MARKED CUT-IN AREAS ARE VISIBLE AT MULTIPLE LOCATIONS ON THE UPPER FUSELAGE OF SOME AIRPLANES



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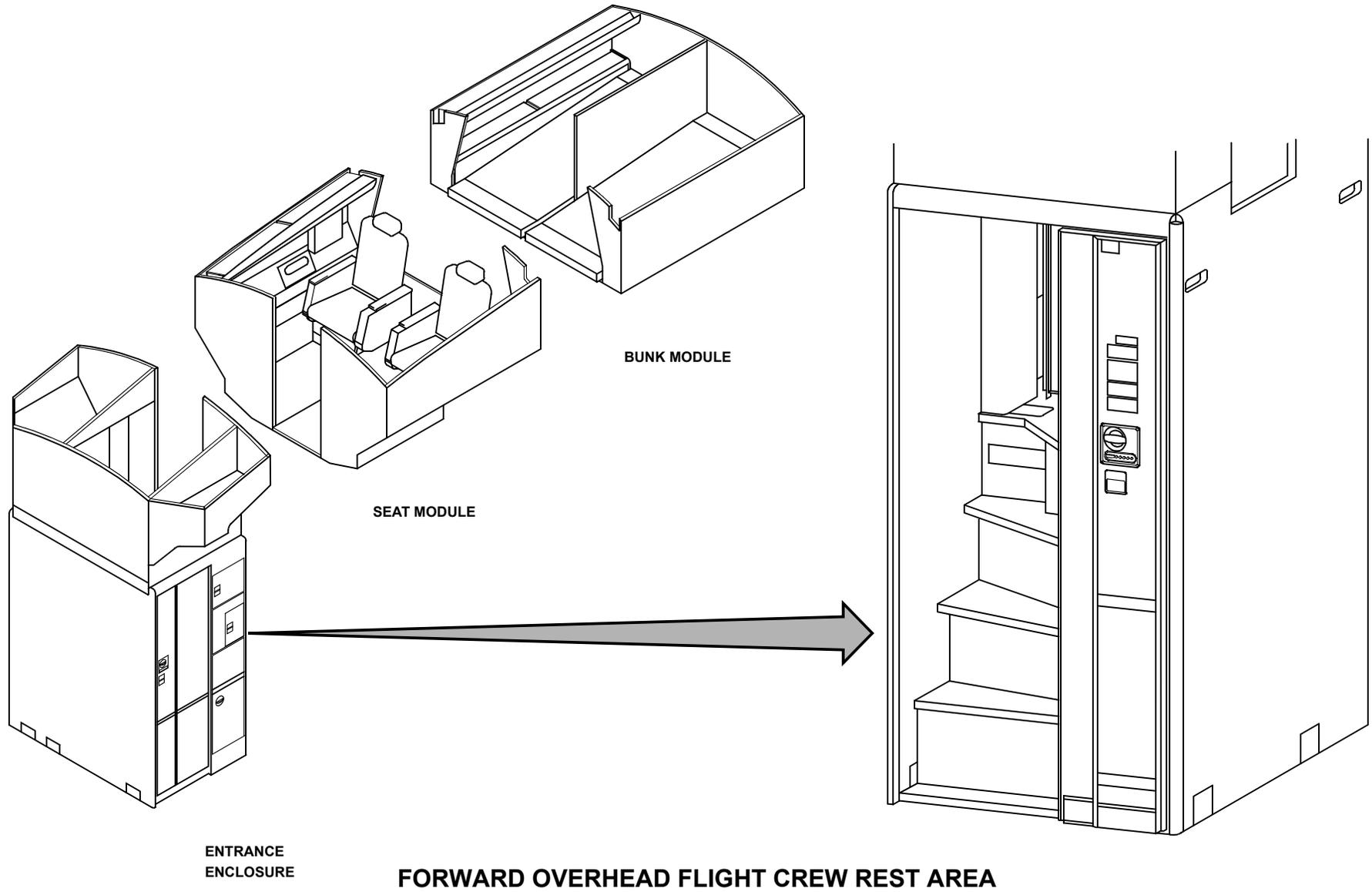
777-8 & 777-9 SERIES

EMERGENCY RESCUE ACCESS-3



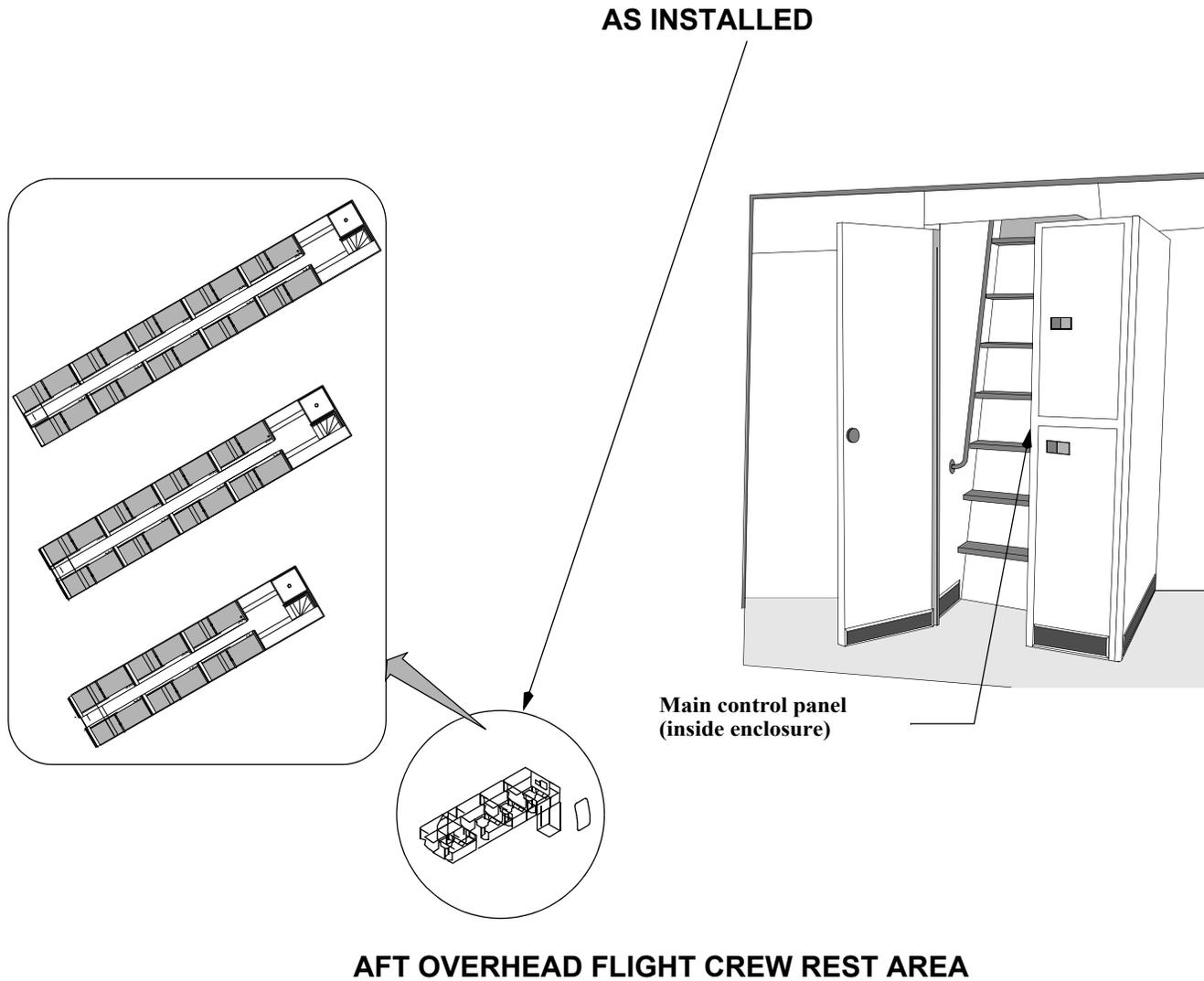
777-8 & 777-9 SERIES

EMERGENCY RESCUE ACCESS-4



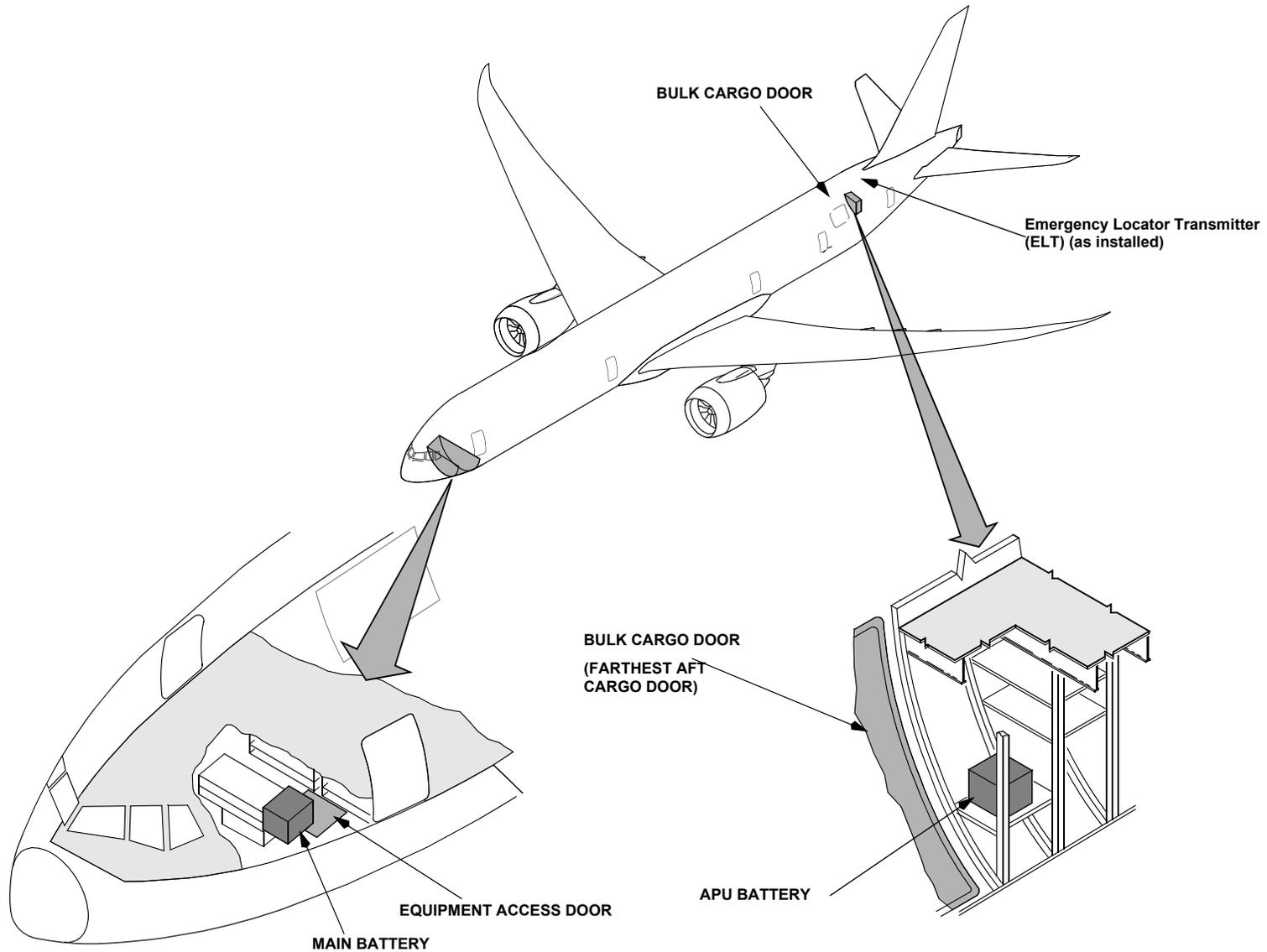
777-8 & 777-9 SERIES

EMERGENCY RESCUE ACCESS-5



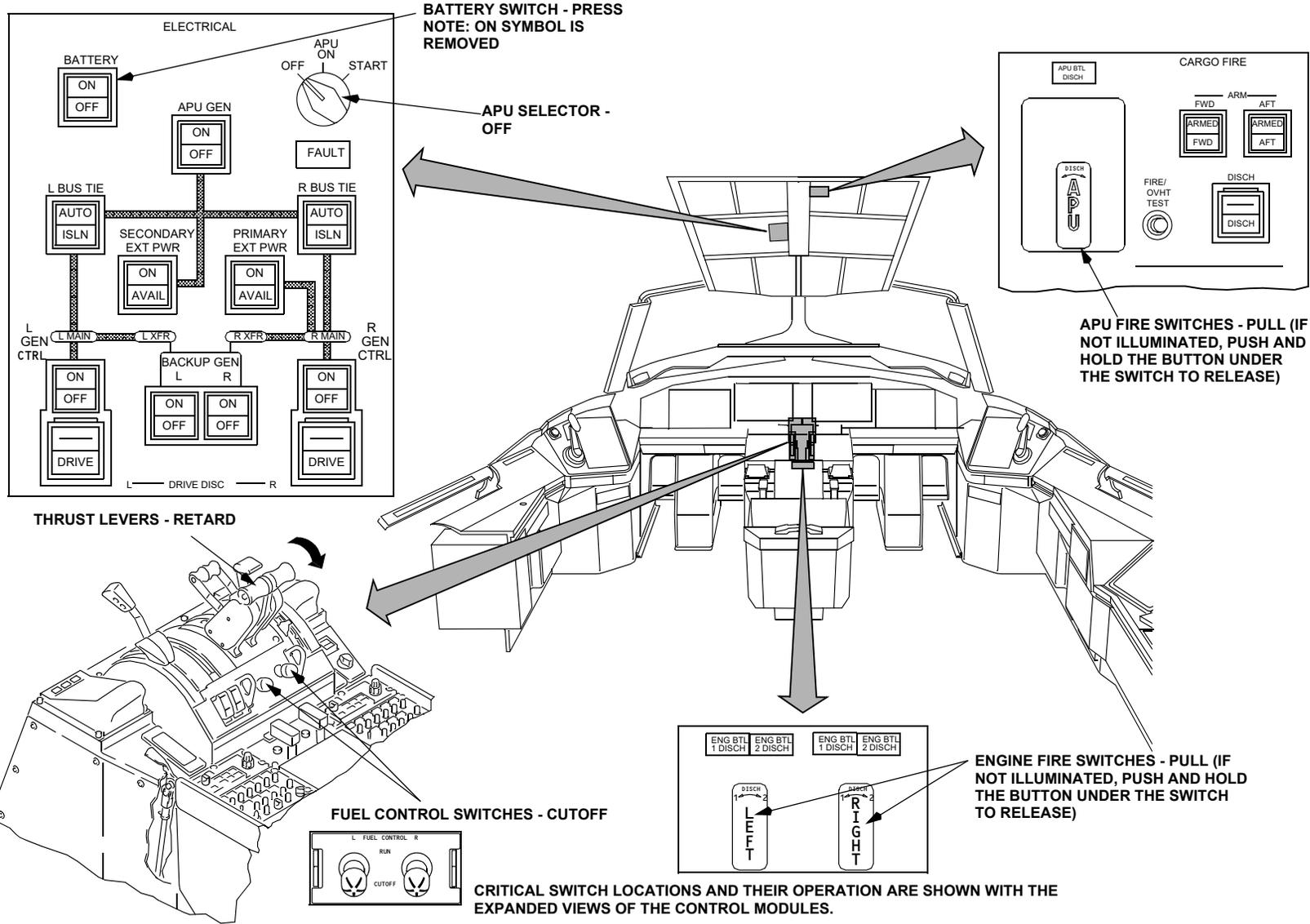
777-8 & 777-9 SERIES

BATTERY LOCATIONS



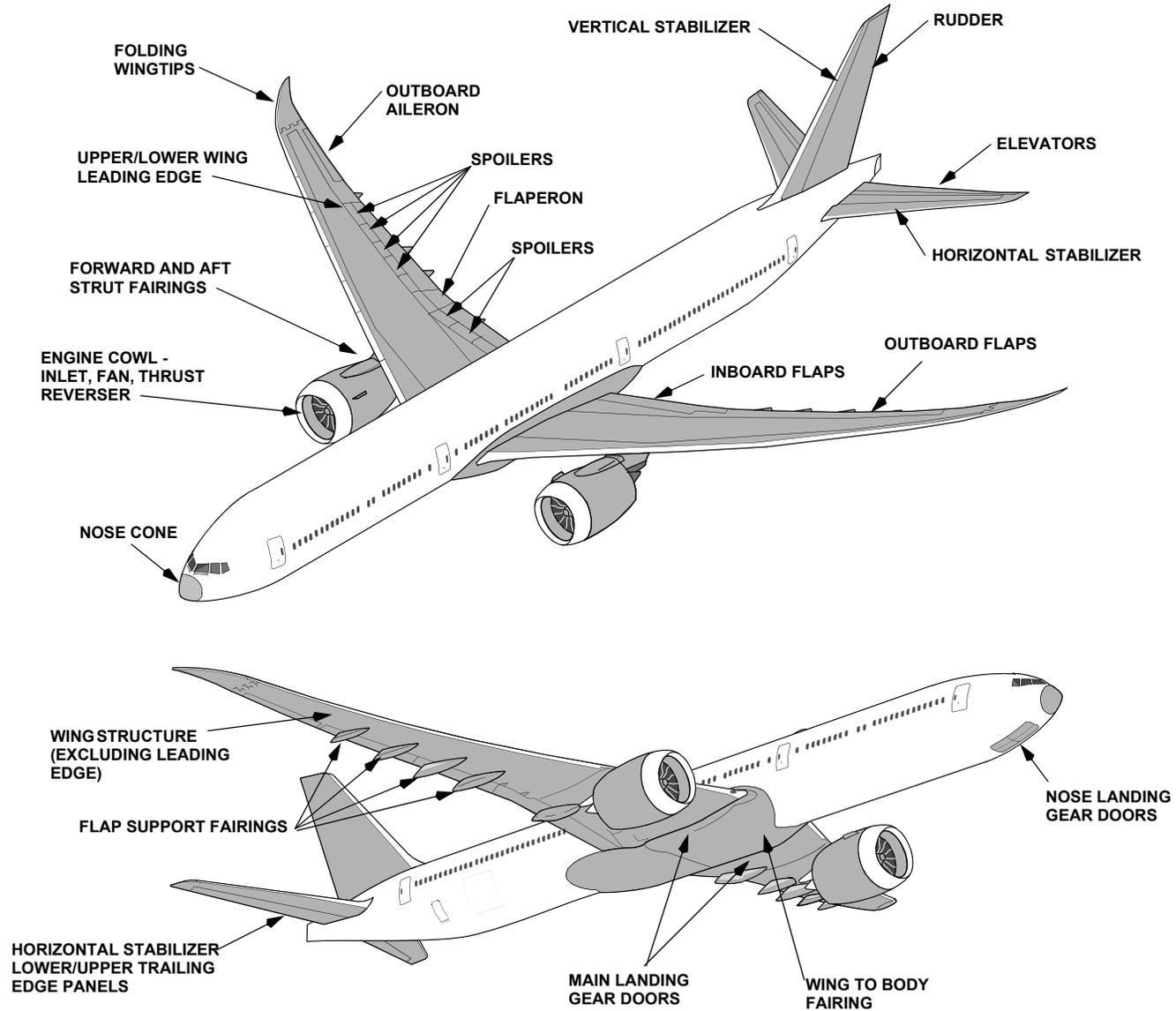
777-8 & 777-9 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



777-8 & 777-9 SERIES

COMPOSITE MATERIALS LOCATIONS



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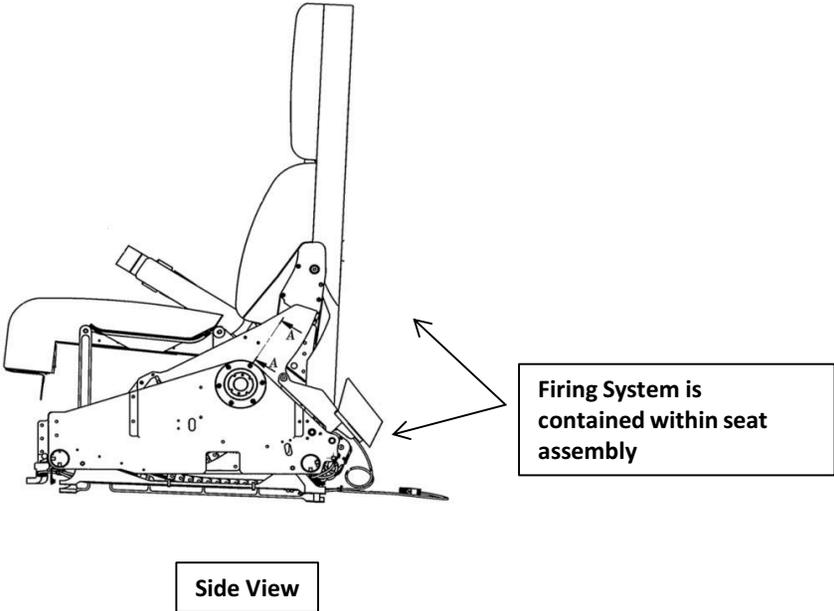
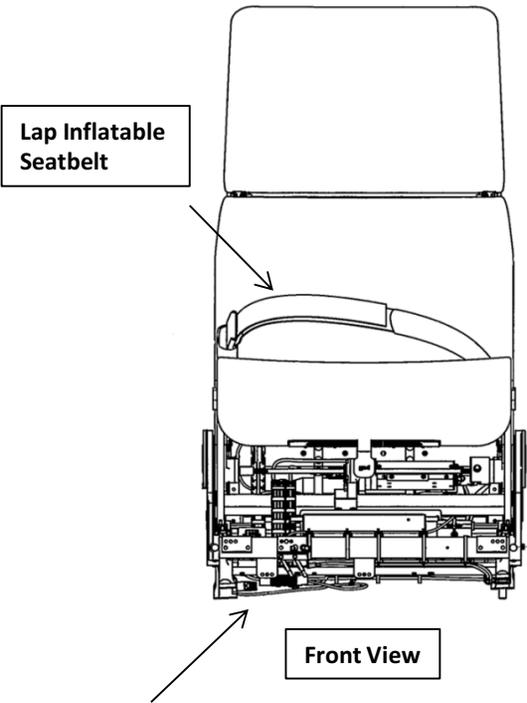
777-8 & 777-9 SERIES

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.



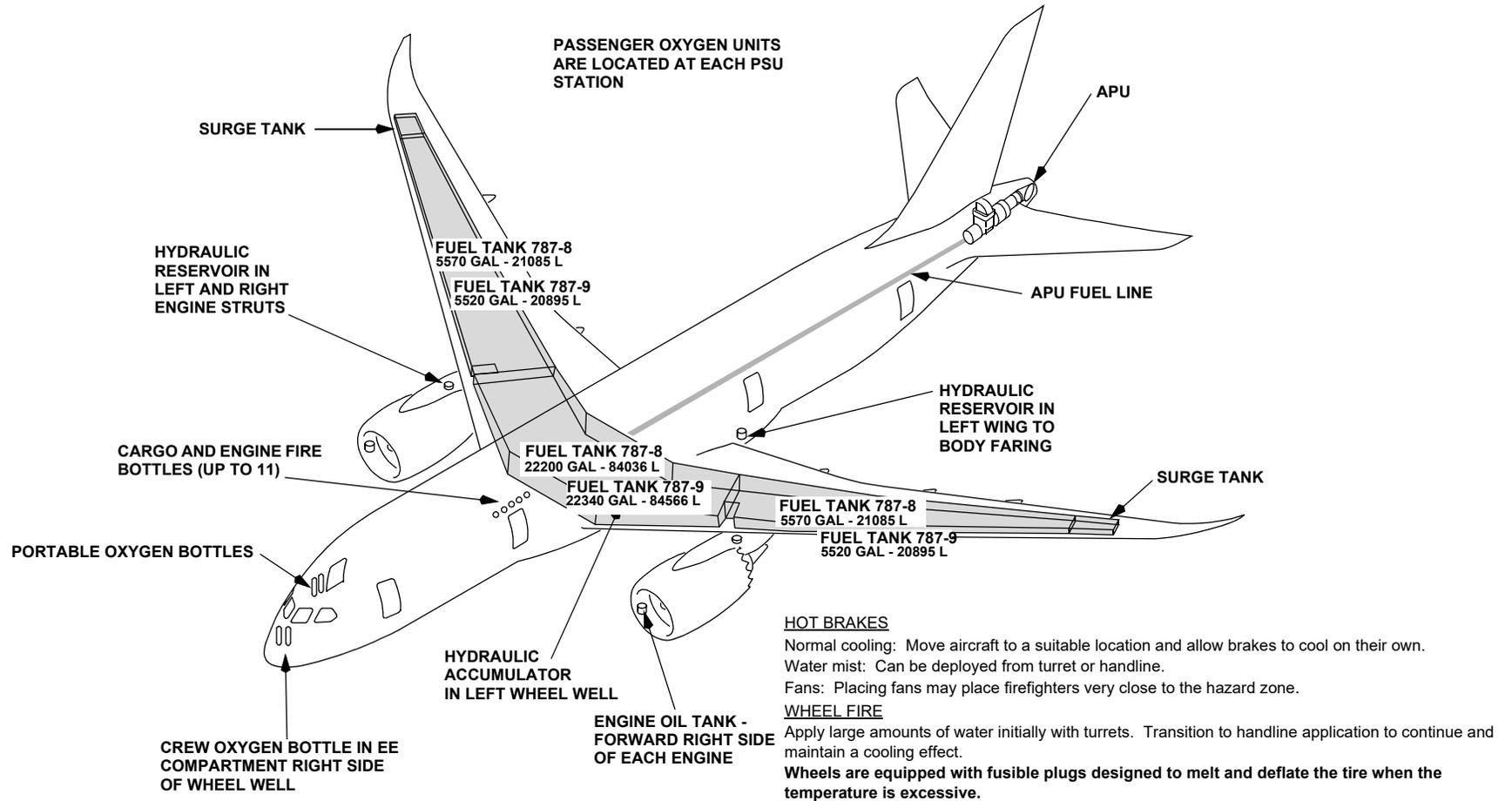
Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.

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.

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.

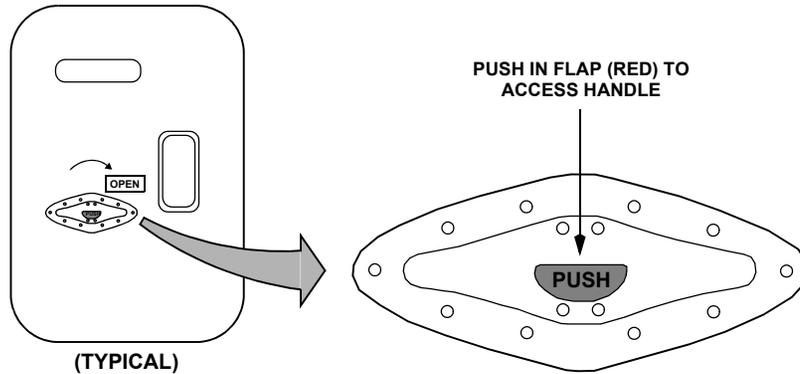


WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

787 SERIES

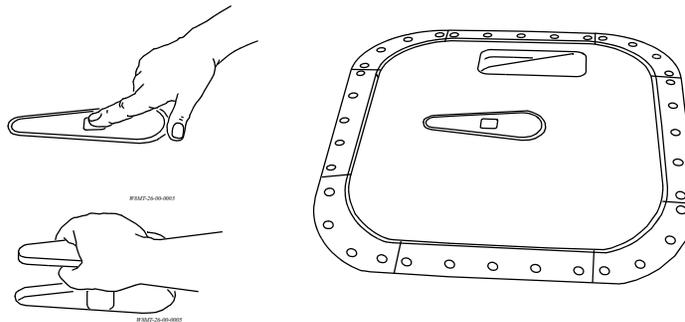
EMERGENCY RESCUE ACCESS-1

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.

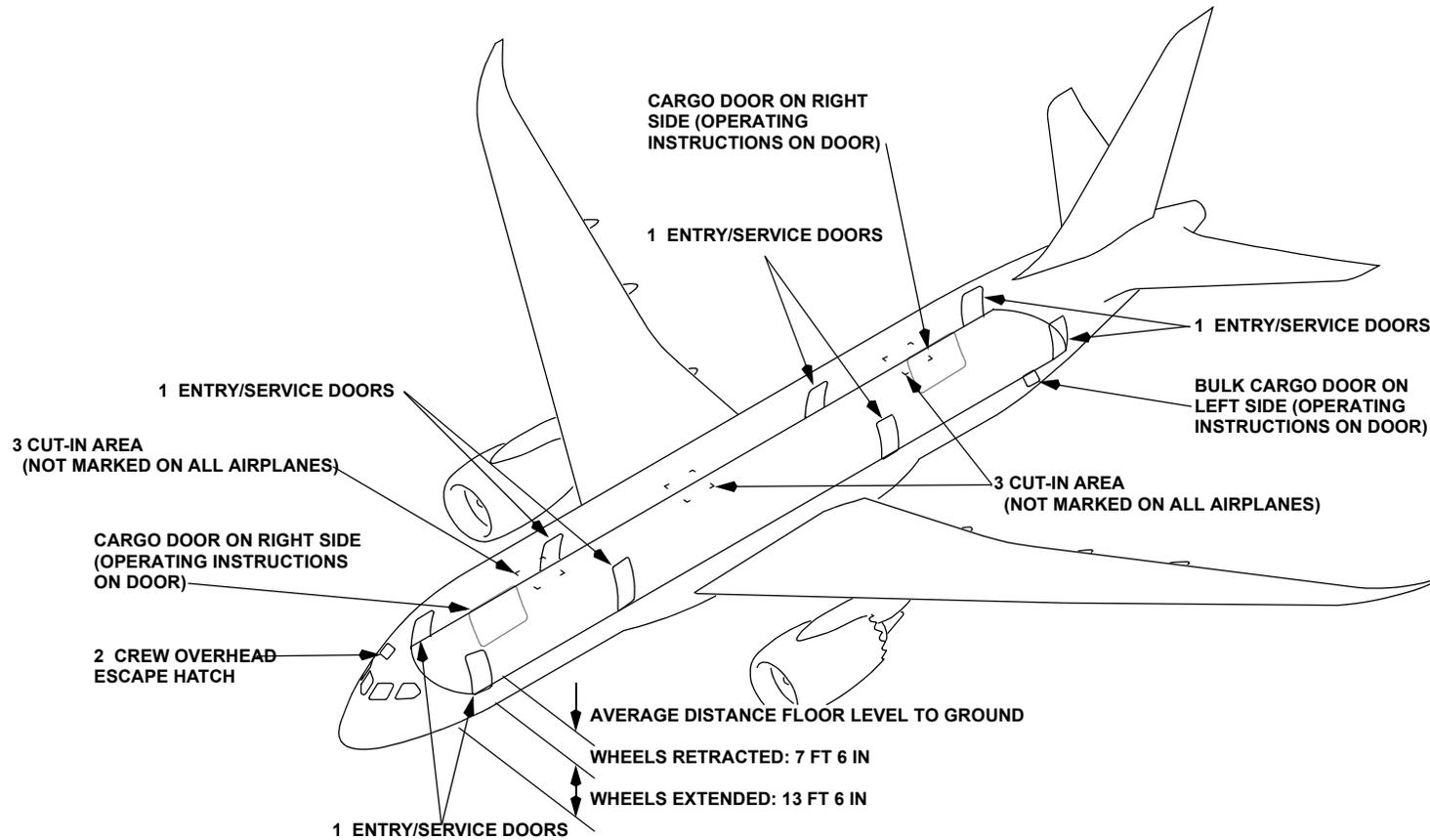
2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



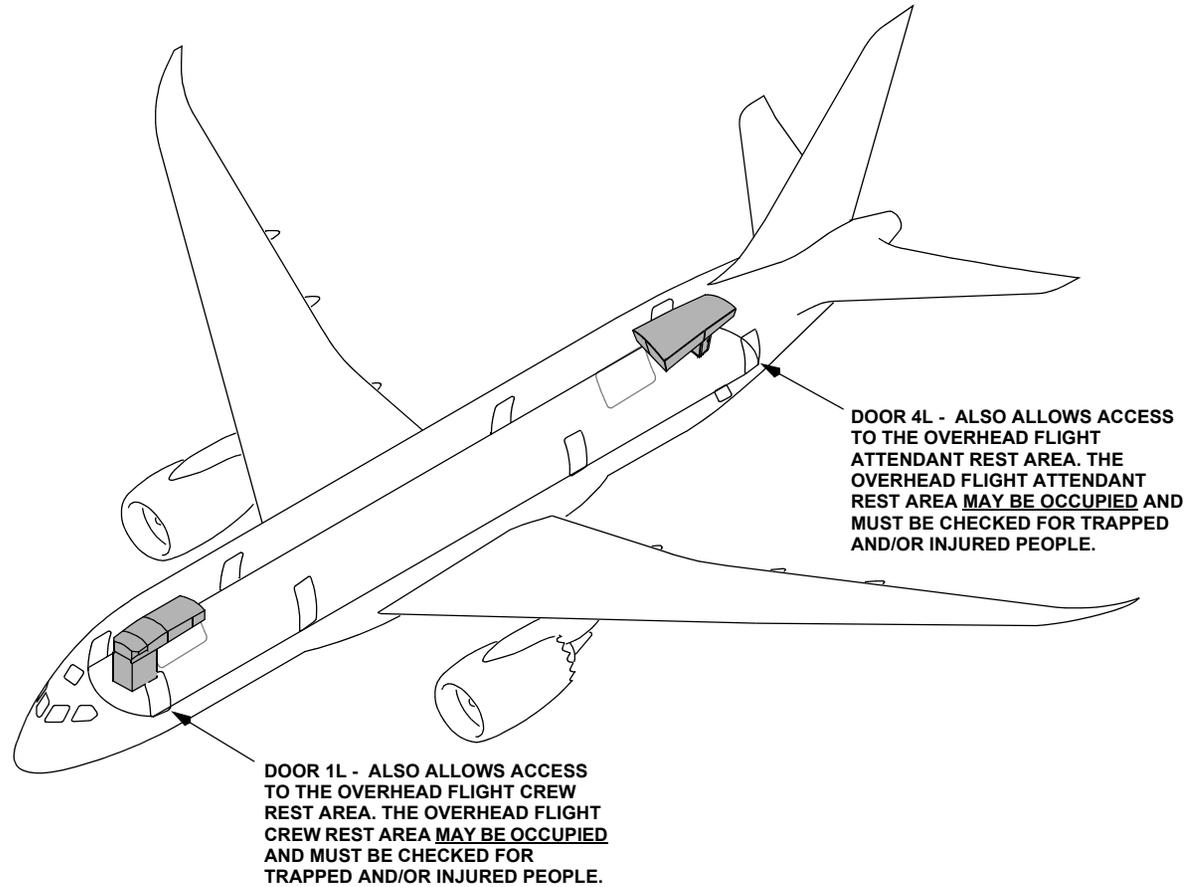
- TO OPEN HATCH:**
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
 2. ROTATE HANDLE 180°.
 3. PUSH HATCH INWARD.

787 SERIES

EMERGENCY RESCUE ACCESS-2

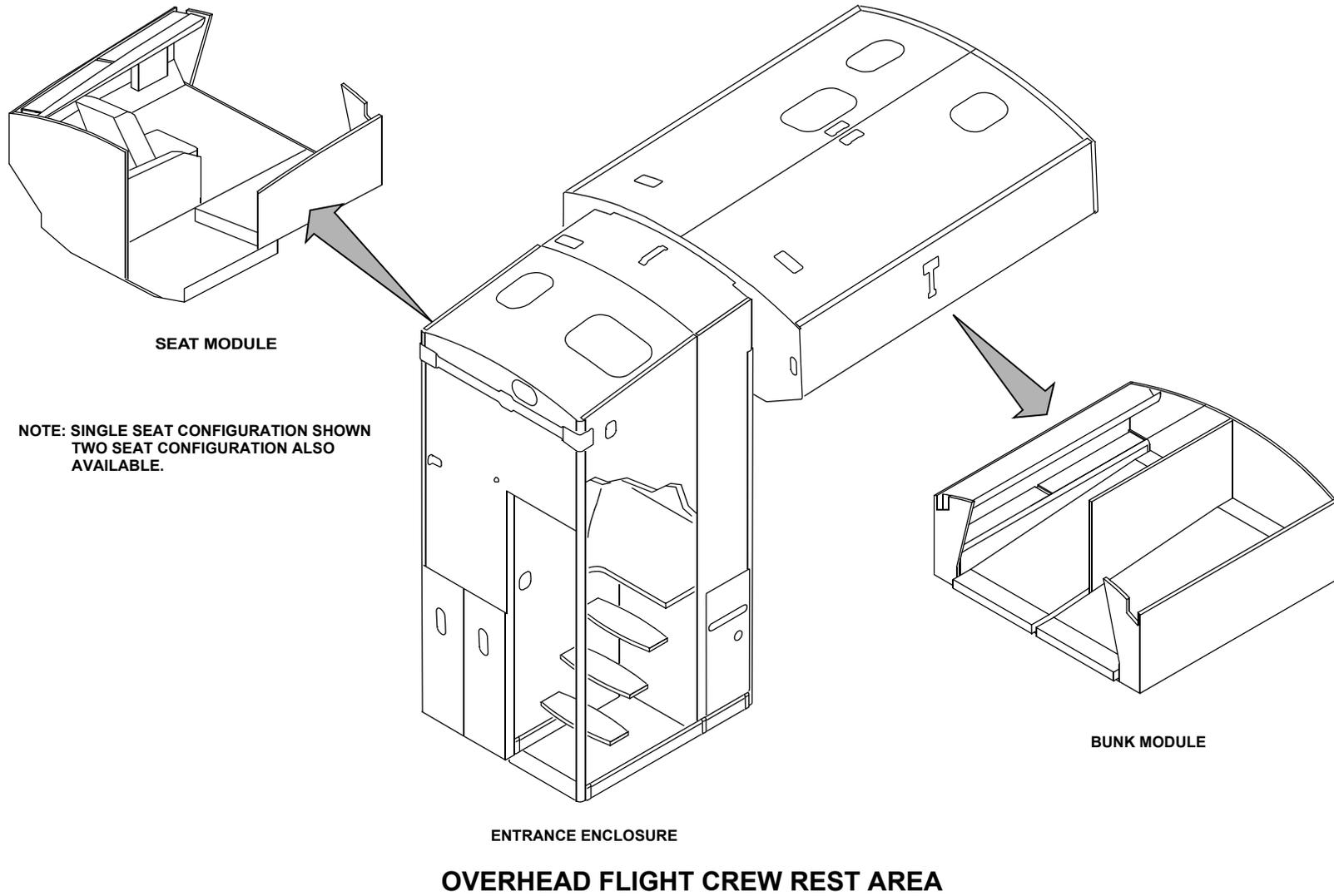


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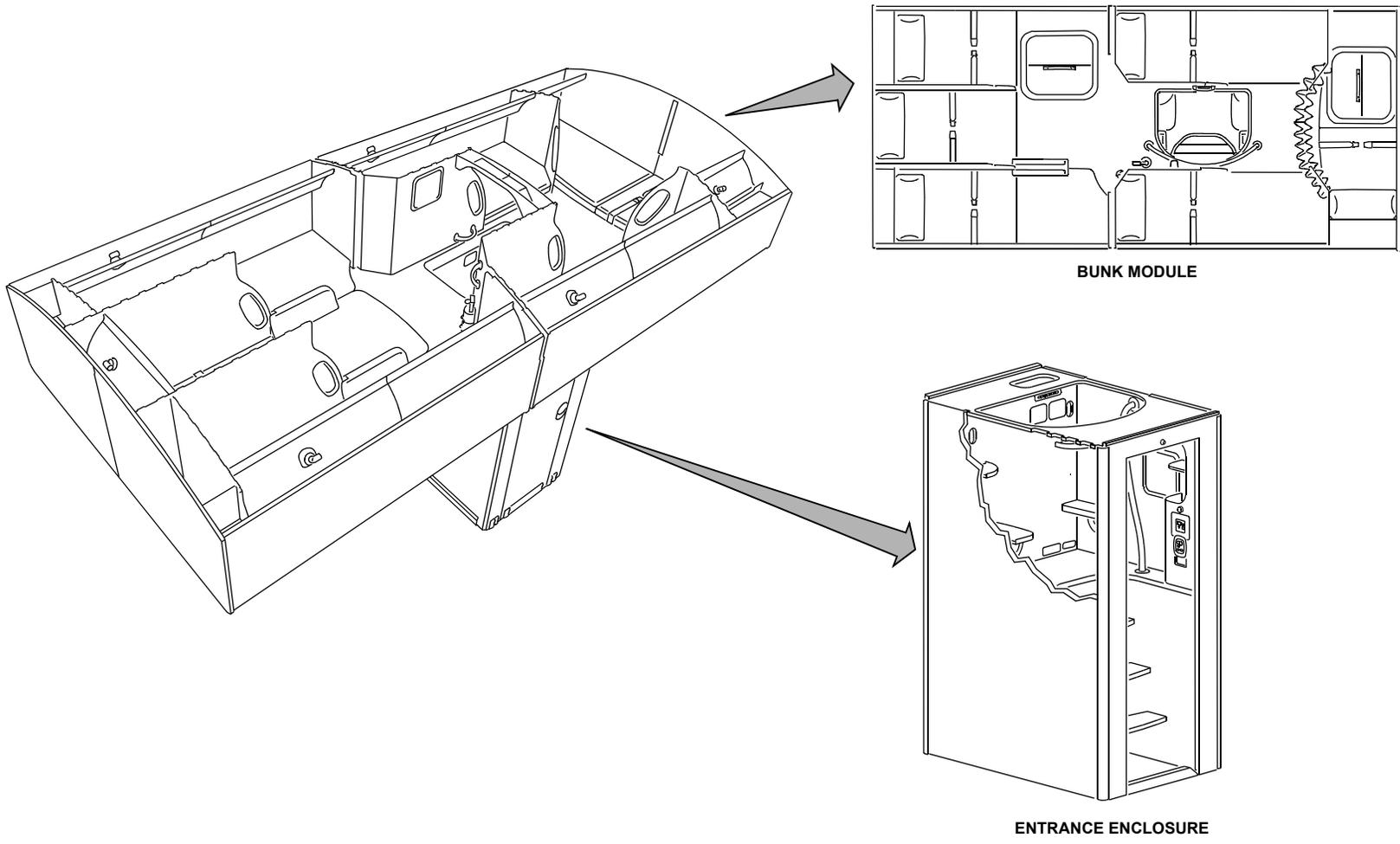
787 SERIES

EMERGENCY RESCUE ACCESS-4



787 SERIES

EMERGENCY RESCUE ACCESS-5



OVERHEAD FLIGHT ATTENDANT REST AREA

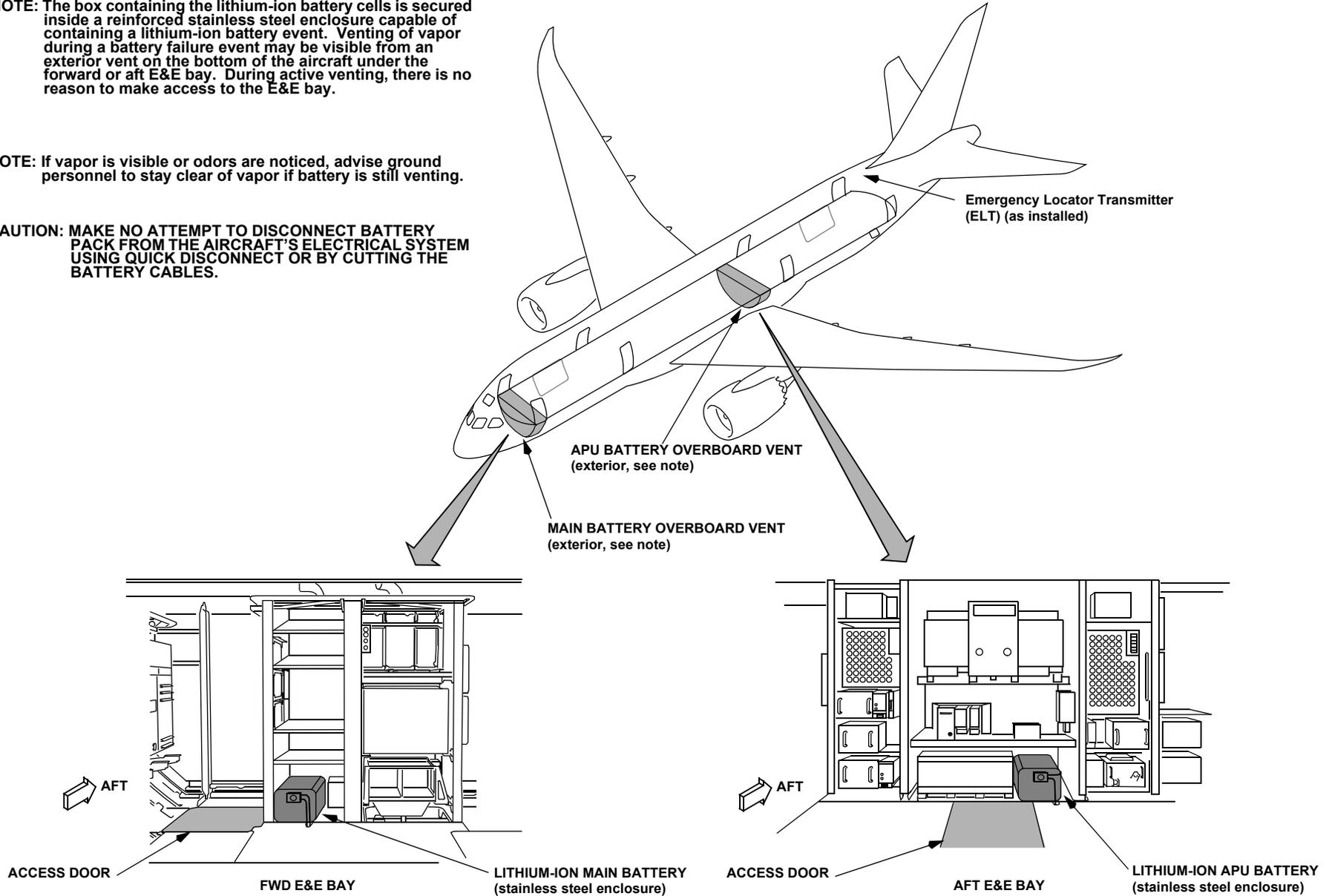
787 SERIES

BATTERY LOCATIONS

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.

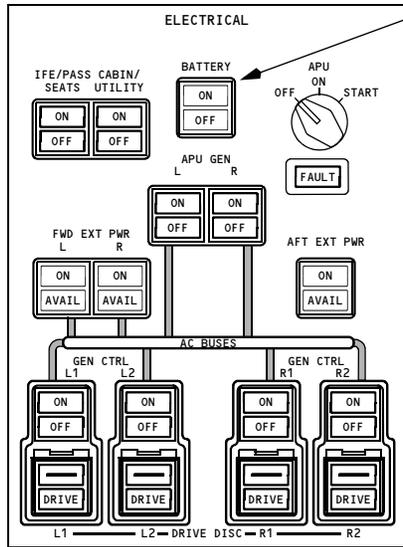
CAUTION: MAKE NO ATTEMPT TO DISCONNECT BATTERY PACK FROM THE AIRCRAFT'S ELECTRICAL SYSTEM USING QUICK DISCONNECT OR BY CUTTING THE BATTERY CABLES.



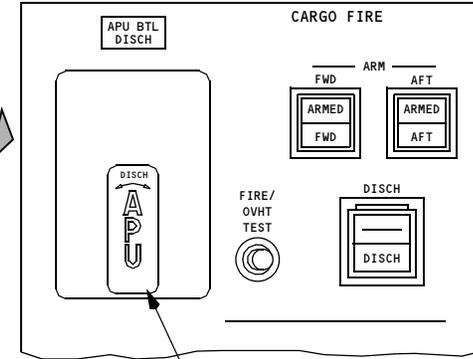
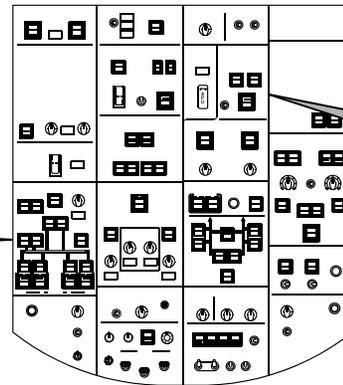
Copyright © Boeing. See title page for details.

787 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

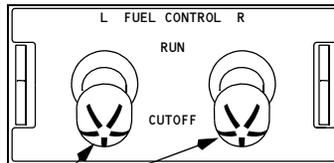
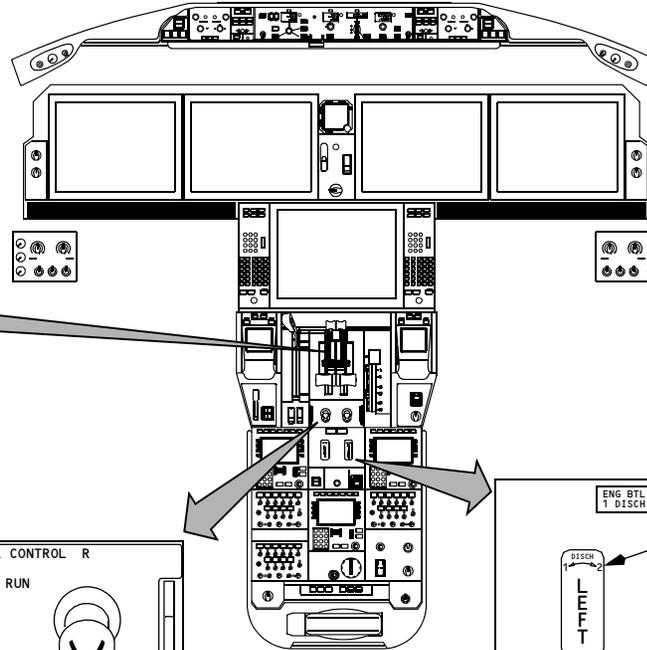
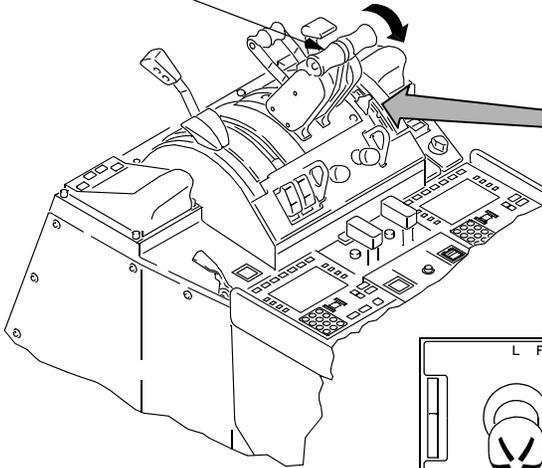


BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED

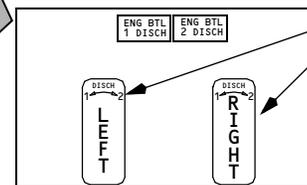


APU FIRE SWITCH - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

THRUST LEVERS - RETARD



FUEL CONTROL SWITCHES - CUTOFF

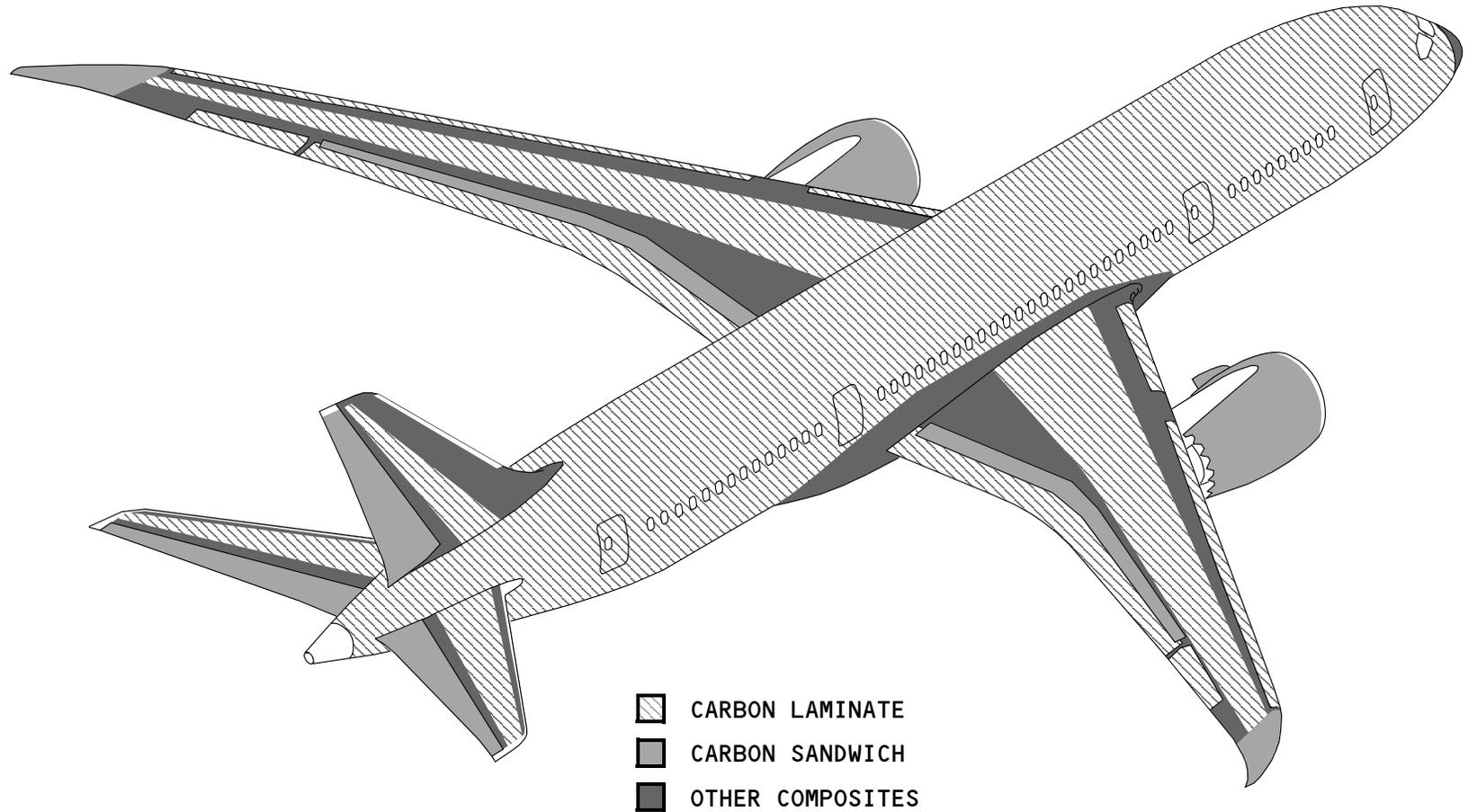


ENGINE FIRE SWITCHES - PULL (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

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

787 SERIES

COMPOSITE MATERIALS LOCATIONS



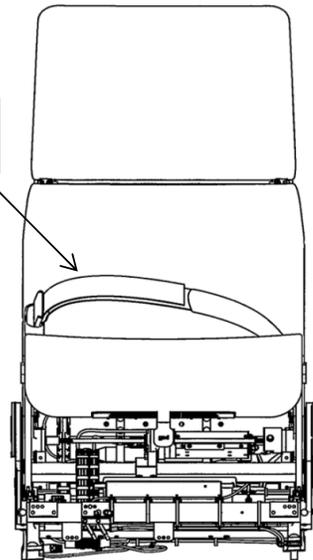
Copyright © Boeing. See title page for details.

Passenger Seatbelt Airbags

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

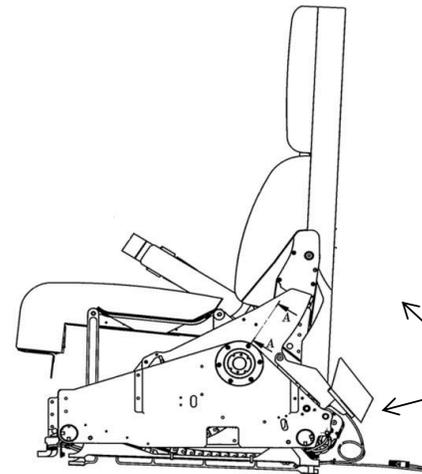
CAUTION: AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

Lap Inflatable Seatbelt



Front View

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

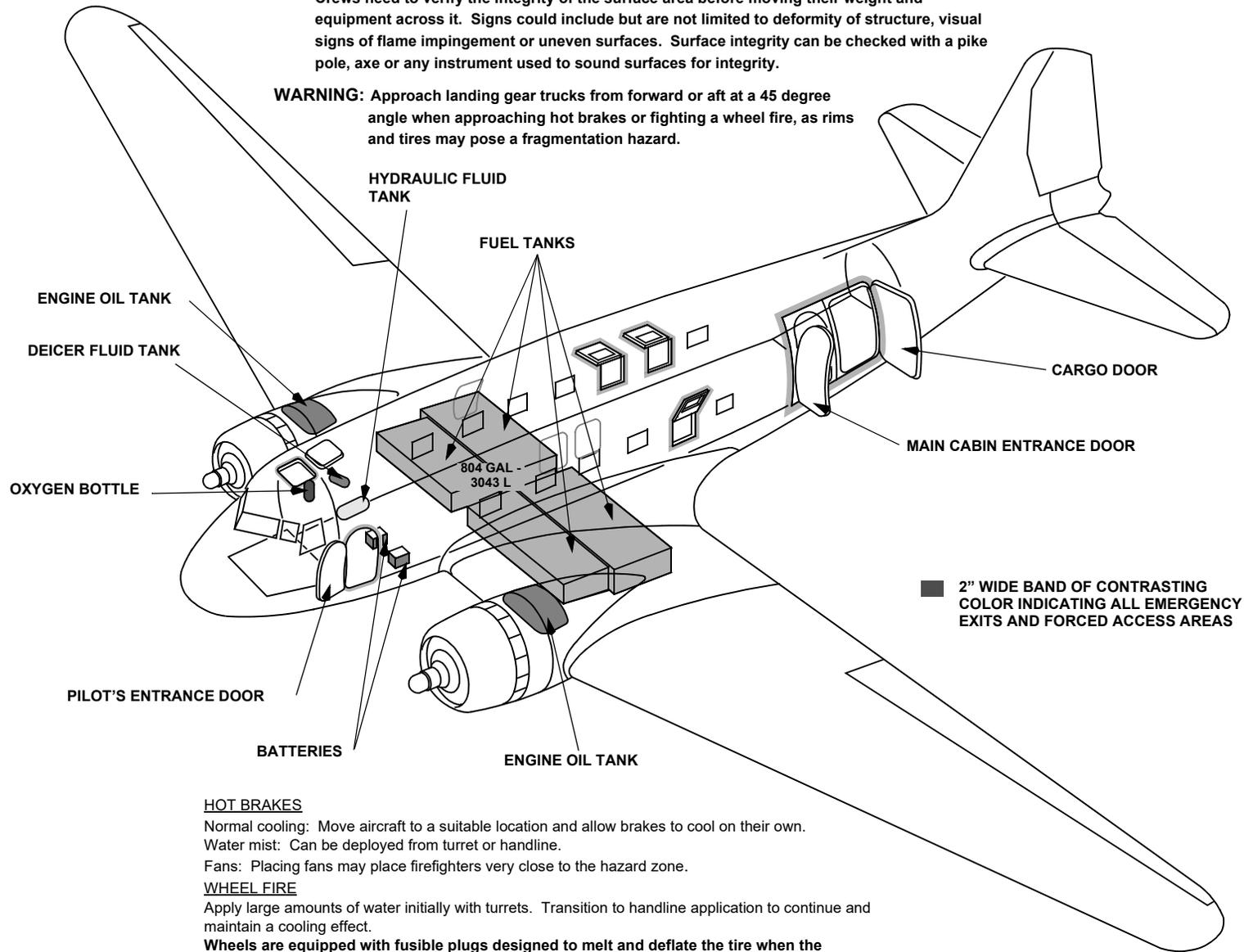
WARNING: DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.

DC3 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.

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.



DC3 SERIES

Intentionally Blank

DC-6 SERIES

FLAMMABLE MATERIAL LOCATIONS

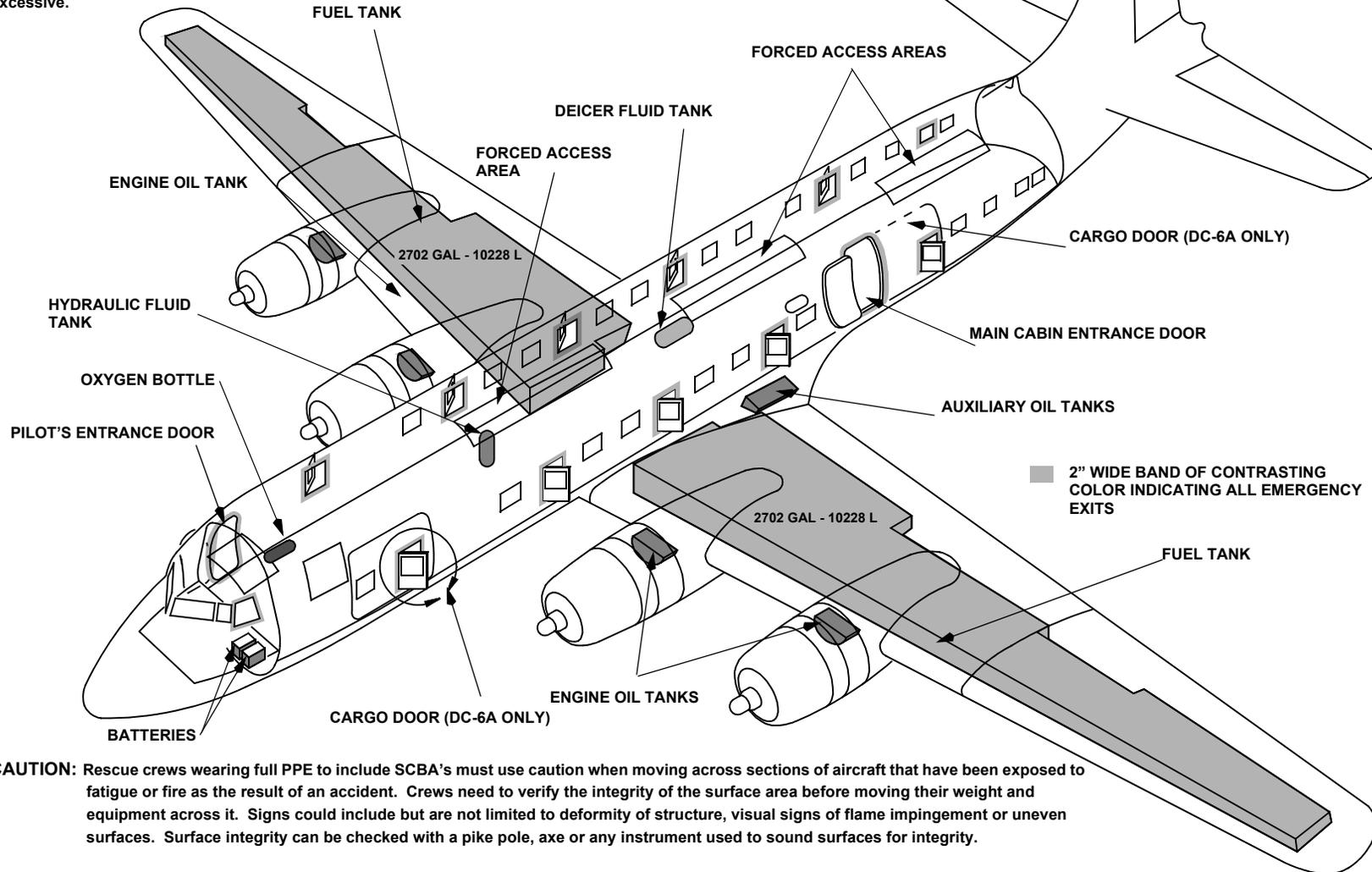
HOT BRAKES

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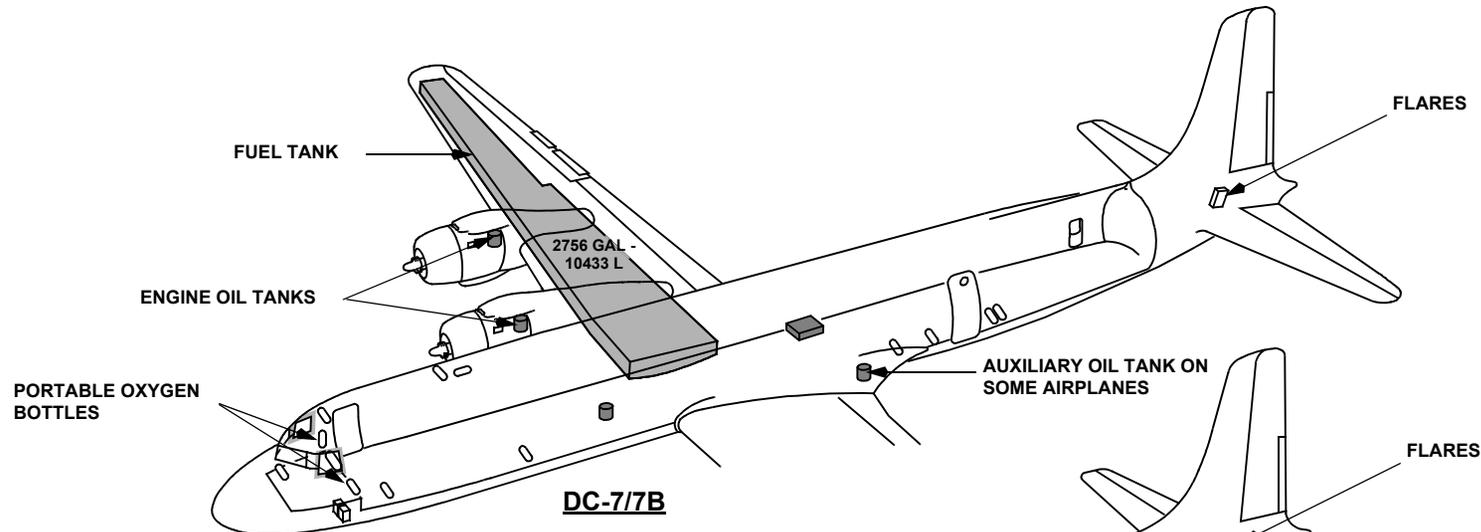


DC-6 SERIES

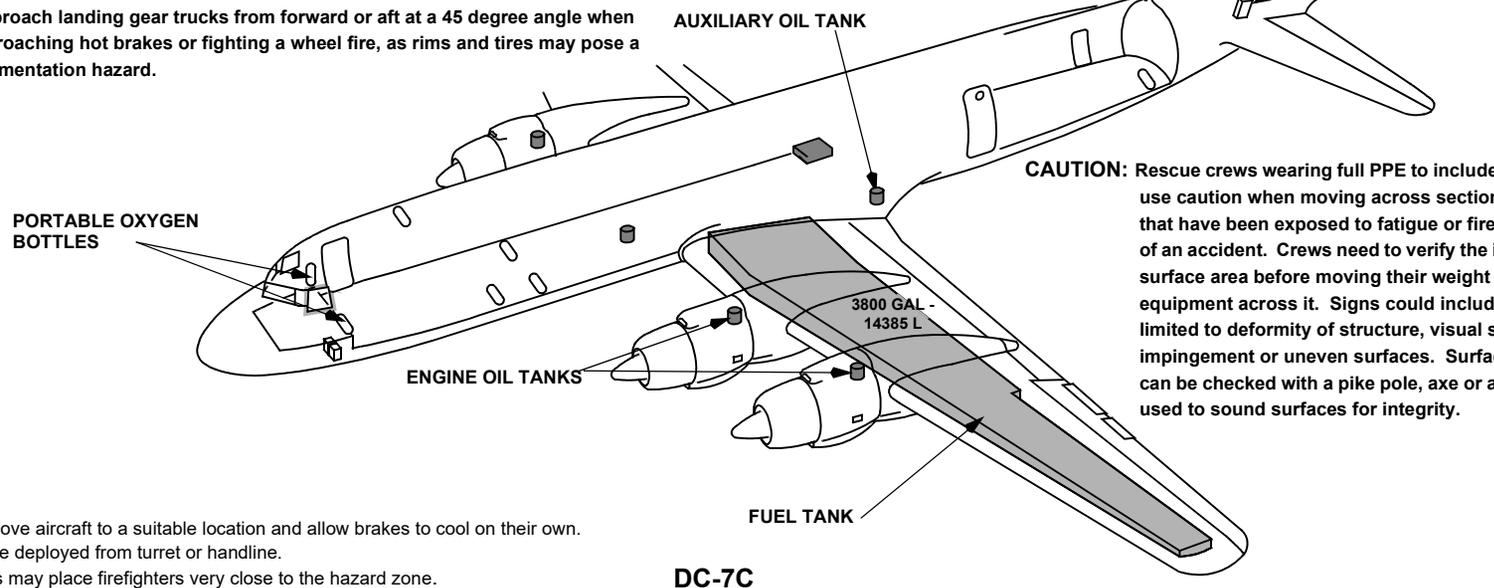
Intentionally Blank

DC-7 SERIES

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.

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

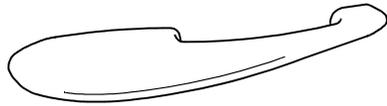
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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

DC-7 SERIES

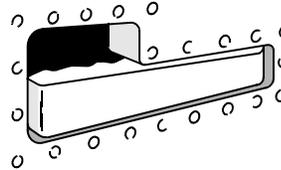
EMERGENCY RESCUE ACCESS

1 CREW AND MAIN CABIN DOORS EXTERNAL HANDLE



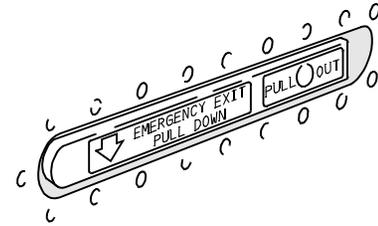
- TO OPEN DOOR:
1. ROTATE HANDLE COUNTERCLOCKWISE.
 2. PULL DOOR OUTWARD.

2 EMERGENCY EXIT DOORS EXTERNAL HANDLE



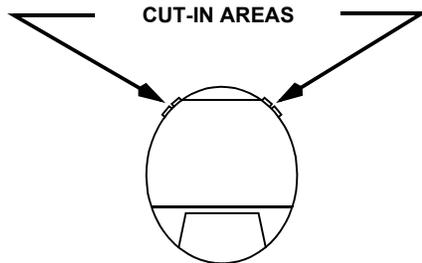
- TO OPEN DOOR:
1. PULL HANDLE OUT.
 2. PUSH DOOR INWARD.

3 ESCAPE HATCH EXTERNAL HANDLE



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

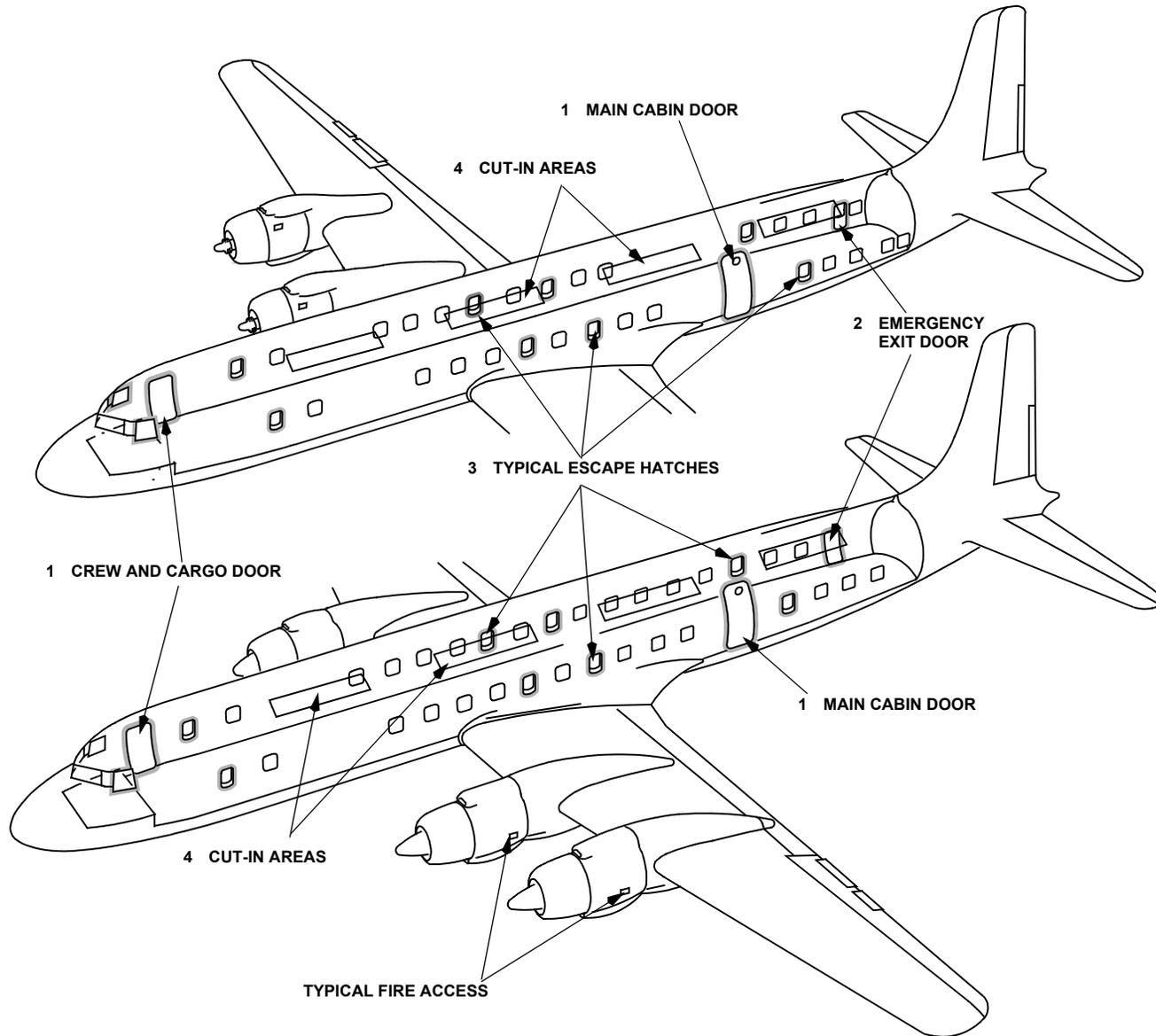
4 CUT-IN AREAS



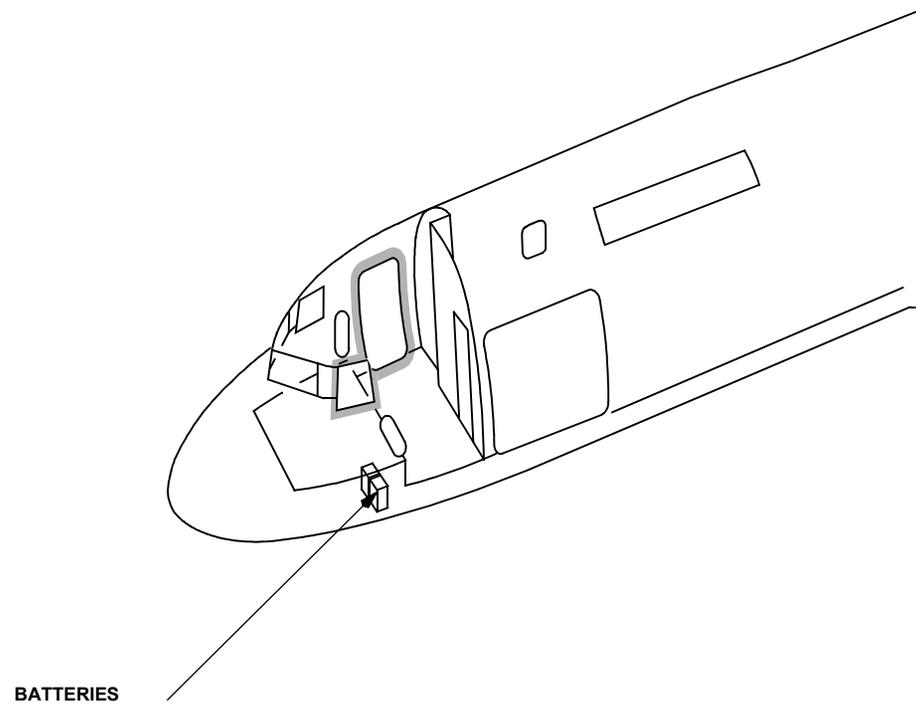
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

DC-7 SERIES

EMERGENCY RESCUE ACCESS



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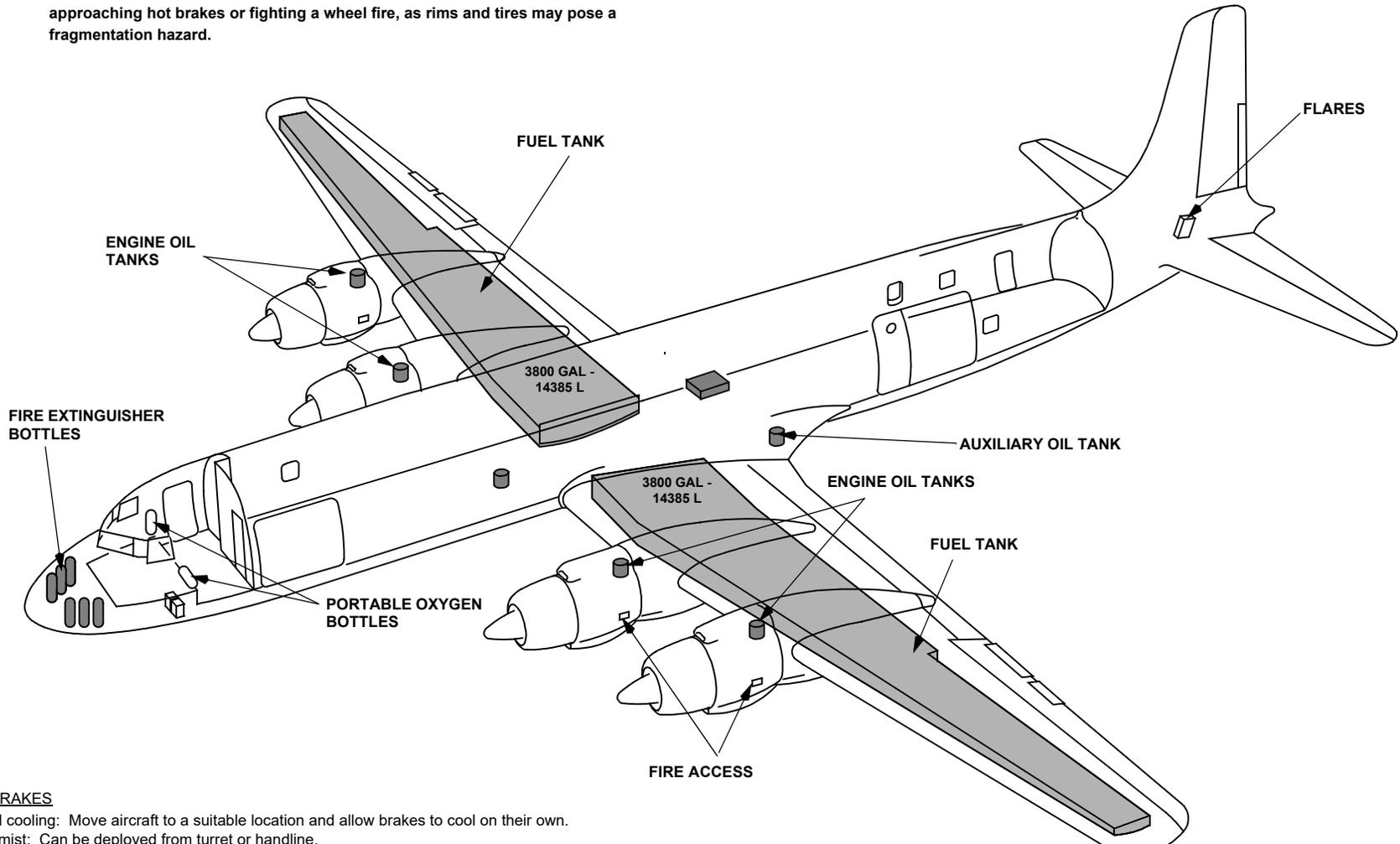


BATTERIES

DC-7 FREIGHTER SERIES

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.



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

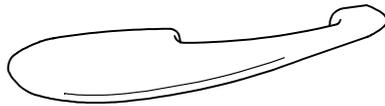
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

DC-7 FREIGHTER SERIES

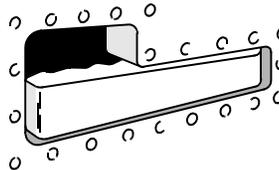
EMERGENCY RESCUE ACCESS-1

1 CREW AND MAIN CABIN DOORS EXTERNAL HANDLE



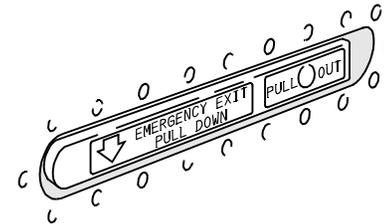
TO OPEN DOOR:
1. ROTATE HANDLE COUNTERCLOCKWISE.
2. PULL DOOR OUTWARD.

2 EMERGENCY EXIT DOORS EXTERNAL HANDLE



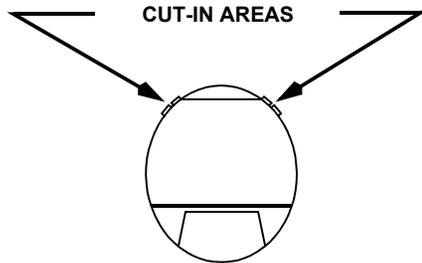
TO OPEN DOOR:
1. PULL HANDLE OUT.
2. PUSH DOOR INWARD.

3 ESCAPE HATCH EXTERNAL HANDLE



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

4 CUT-IN AREAS

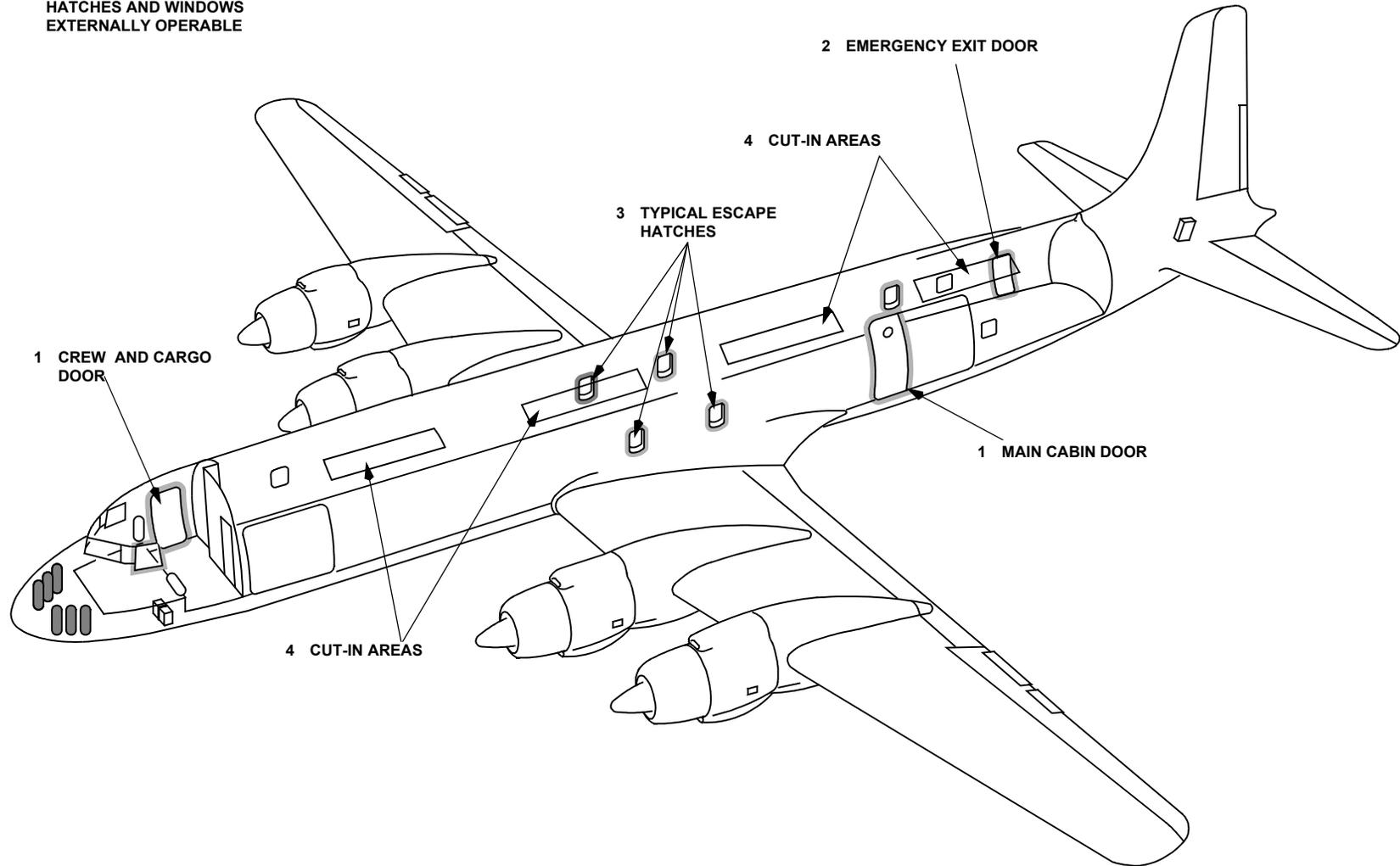


NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

DC-7 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-2

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





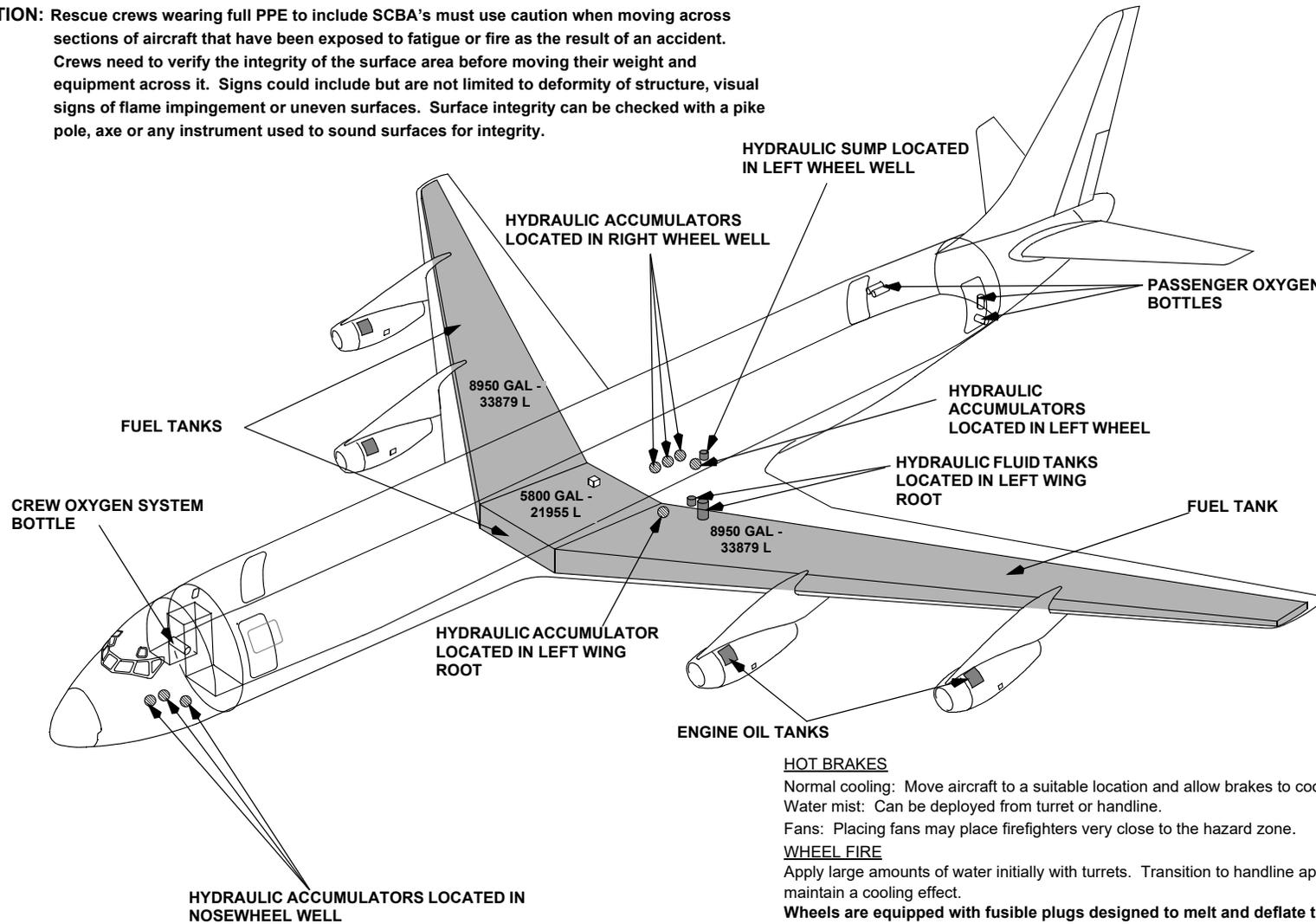
DC-7 FREIGHTER SERIES

Intentionally Blank

DC-8 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

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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.

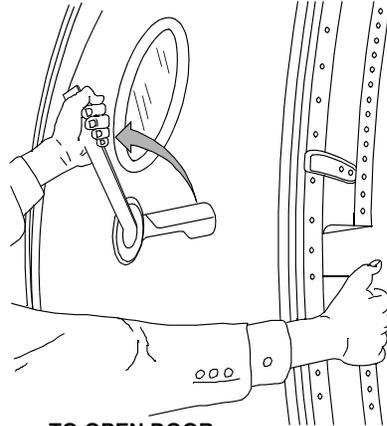
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

DC-8 SERIES

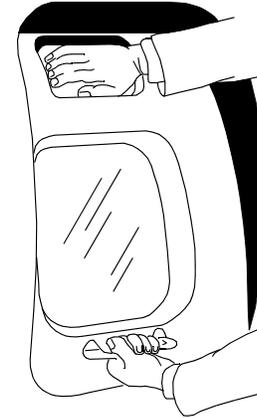
EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



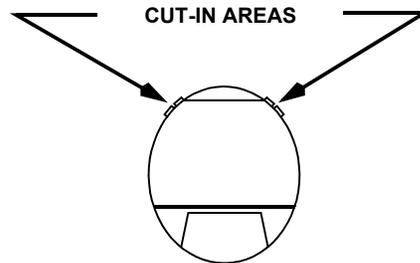
- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE FORWARD.
 3. PULL DOOR OPEN.

2 EMERGENCY EXIT



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

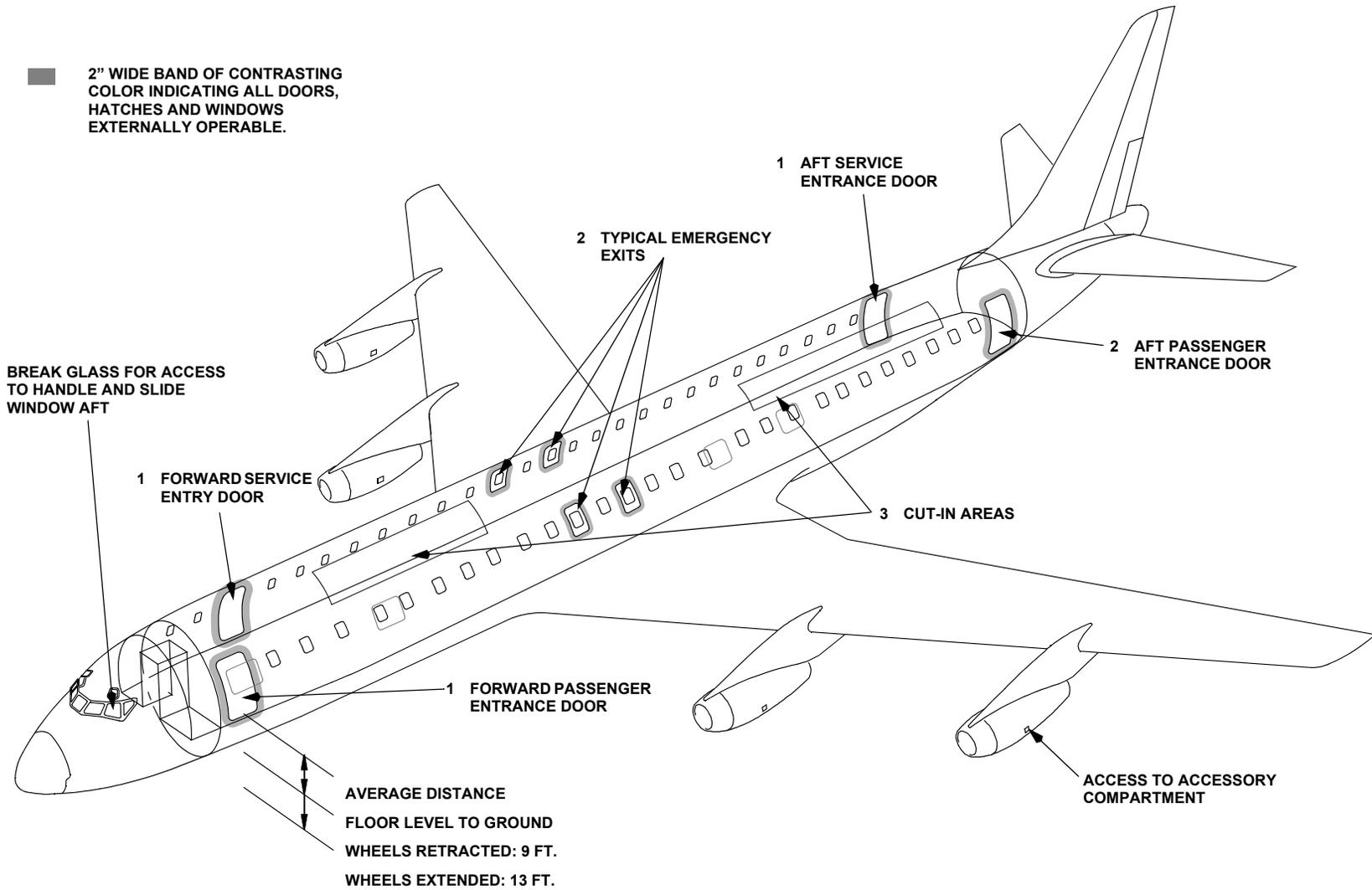
3 CUT-IN AREAS



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.

DC-8 SERIES

EMERGENCY RESCUE ACCESS-2



■ 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

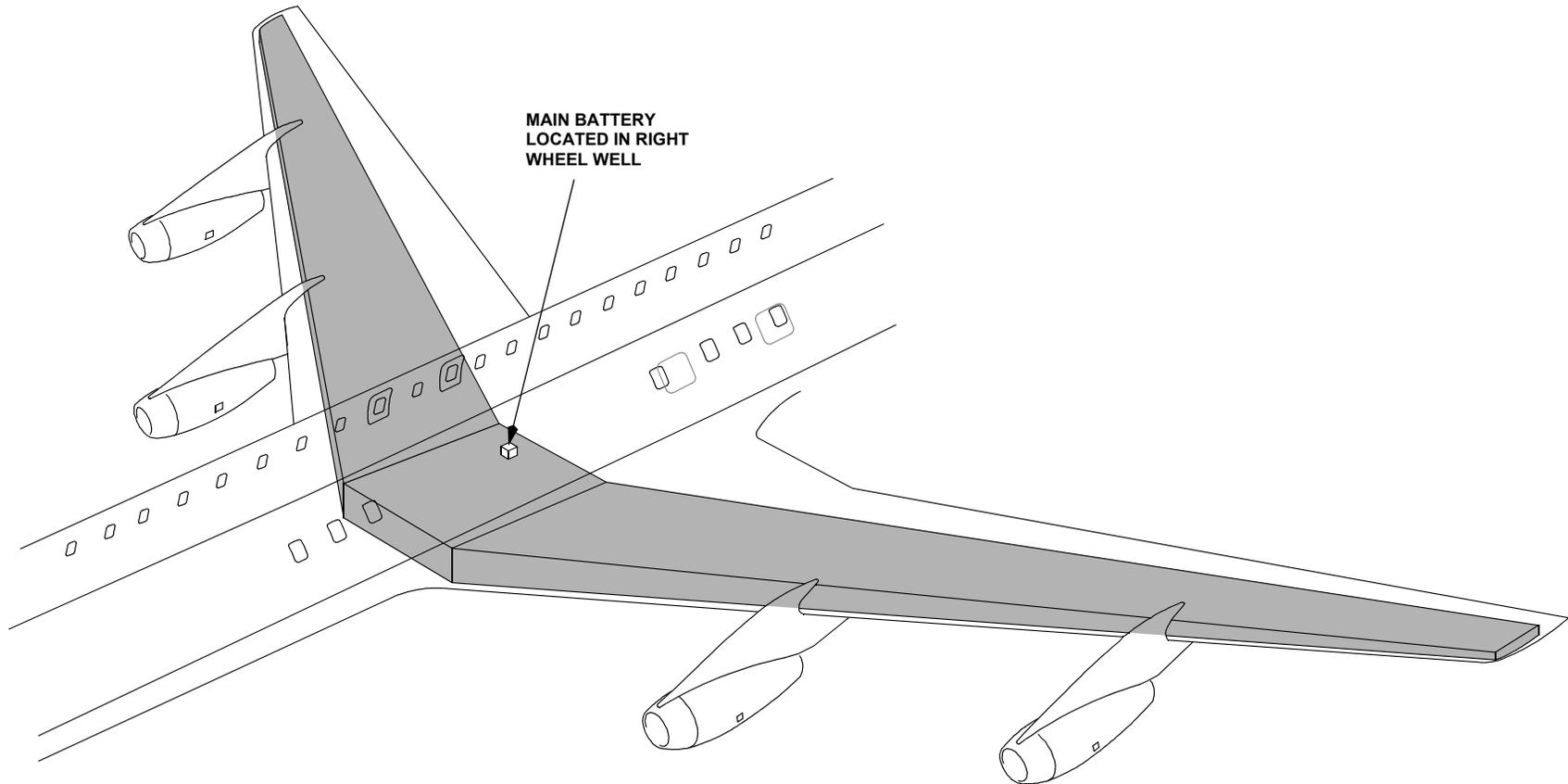
1 AFT SERVICE ENTRANCE DOOR

2 AFT PASSENGER ENTRANCE DOOR

3 CUT-IN AREAS

ACCESS TO ACCESSORY COMPARTMENT

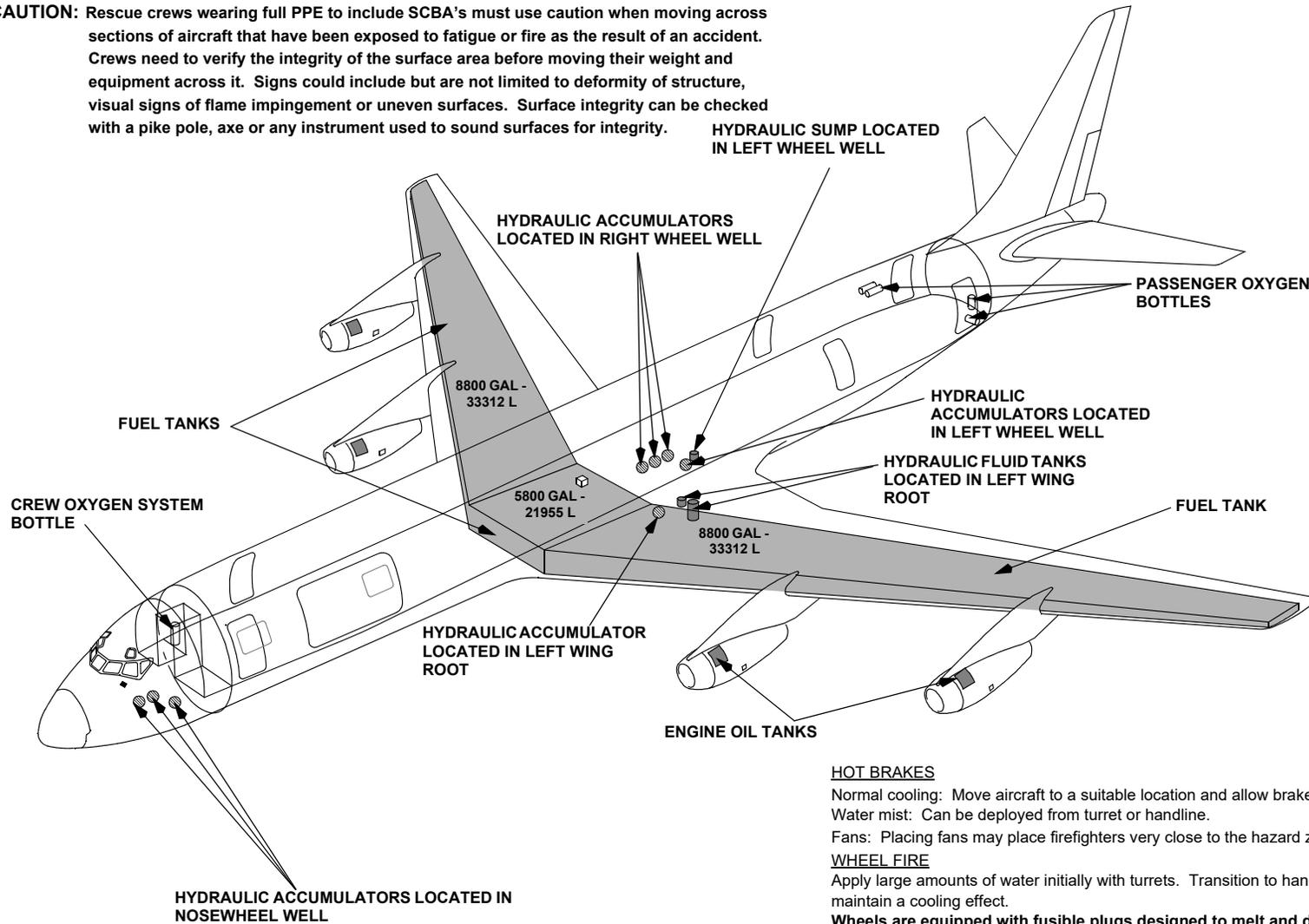
AVERAGE DISTANCE
FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 9 FT.
WHEELS EXTENDED: 13 FT.



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

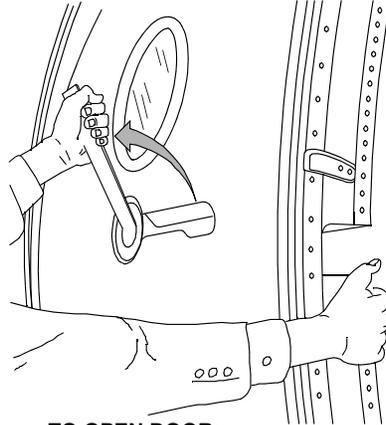
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
 Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

DC-8 FREIGHTER SERIES

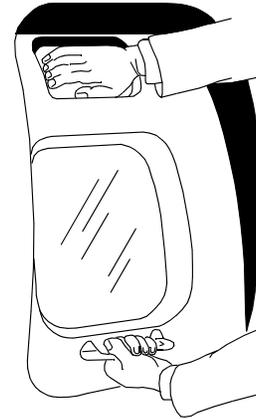
EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



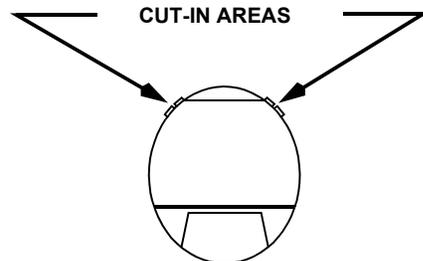
- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE FORWARD.
 3. PULL DOOR OPEN.

2 EMERGENCY EXIT



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

3 CUT-IN AREAS

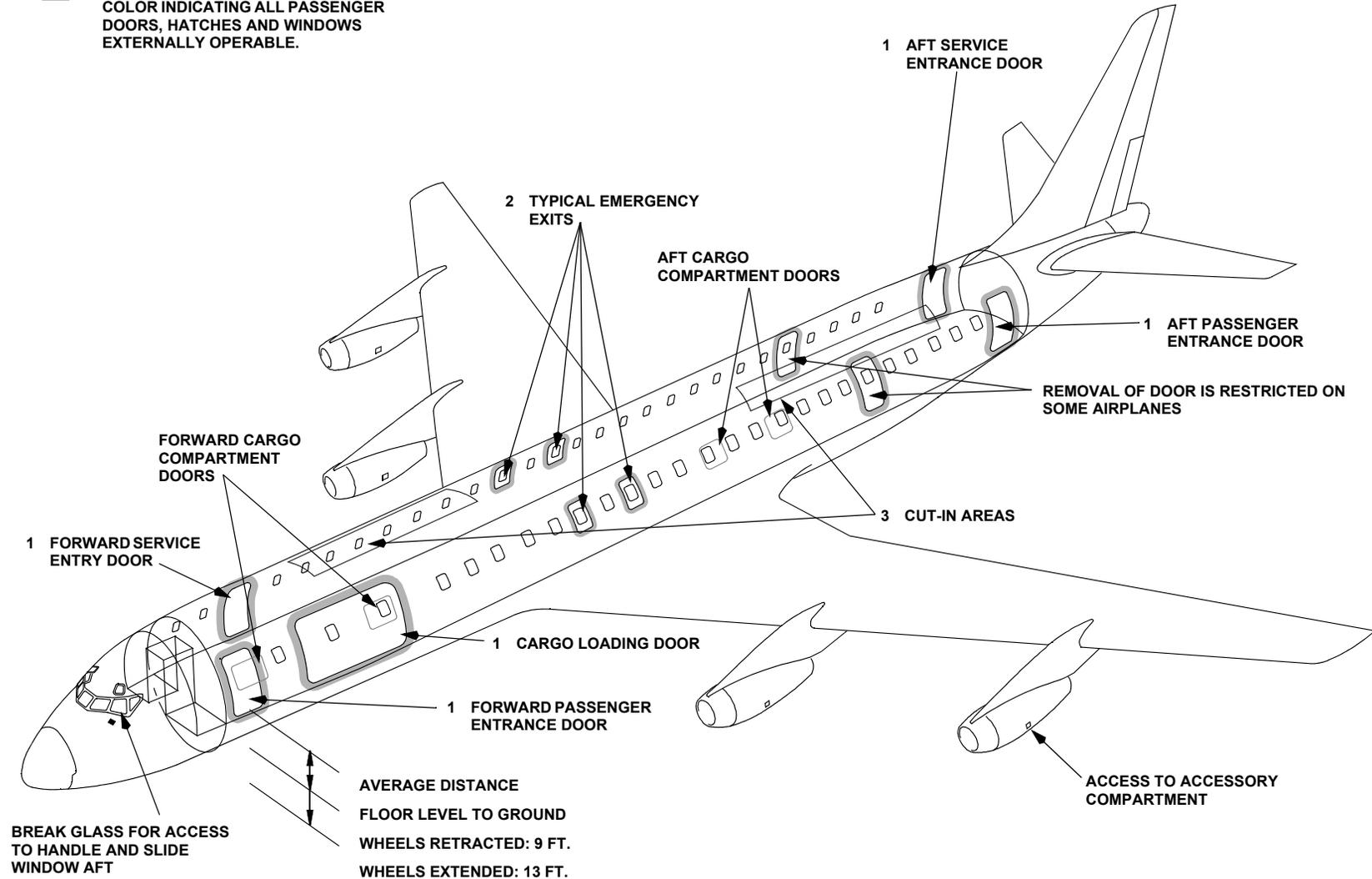


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DC-8 FREIGHTER SERIES

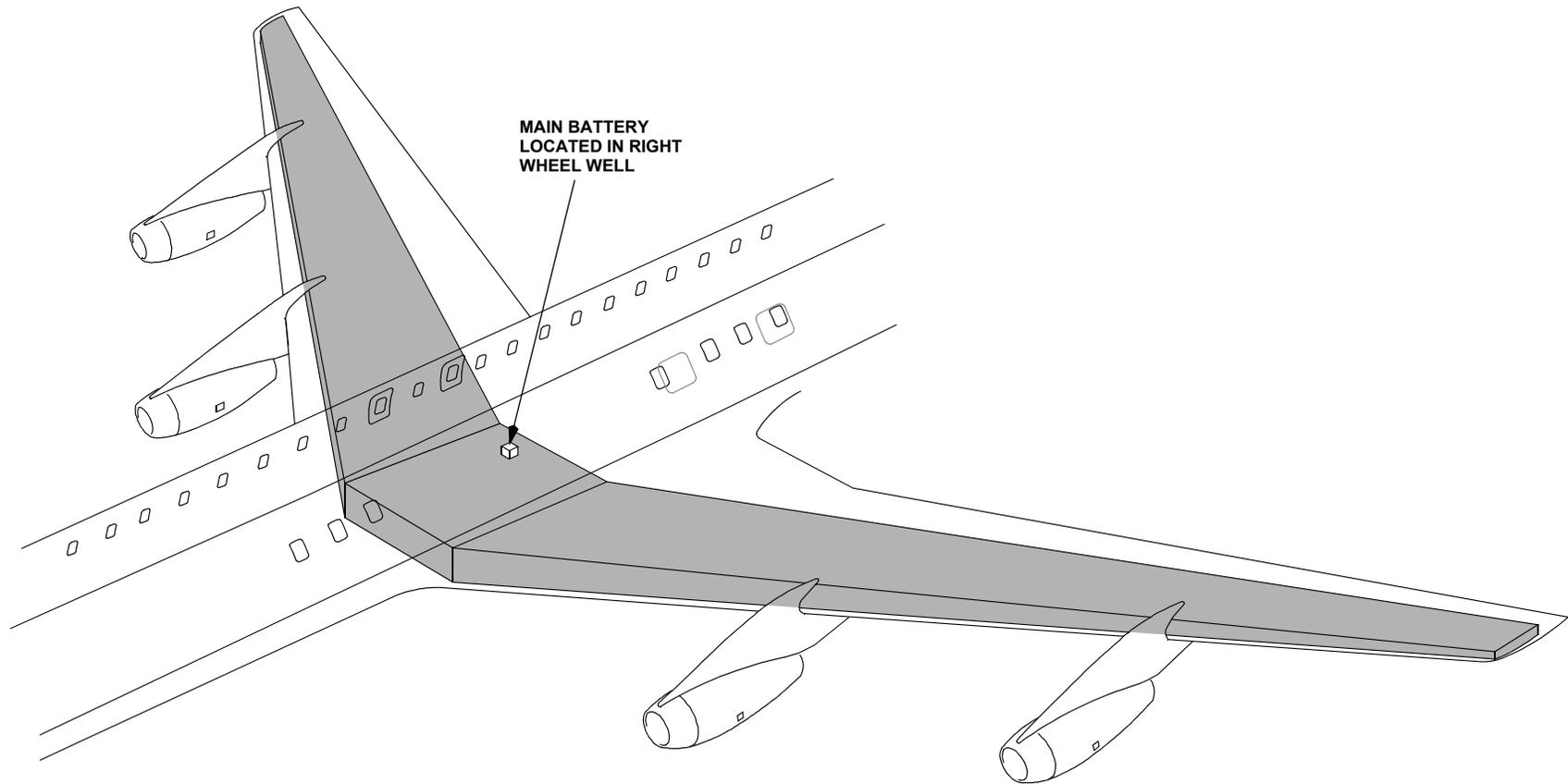
EMERGENCY RESCUE ACCESS-2

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



DC-8 FREIGHTER SERIES

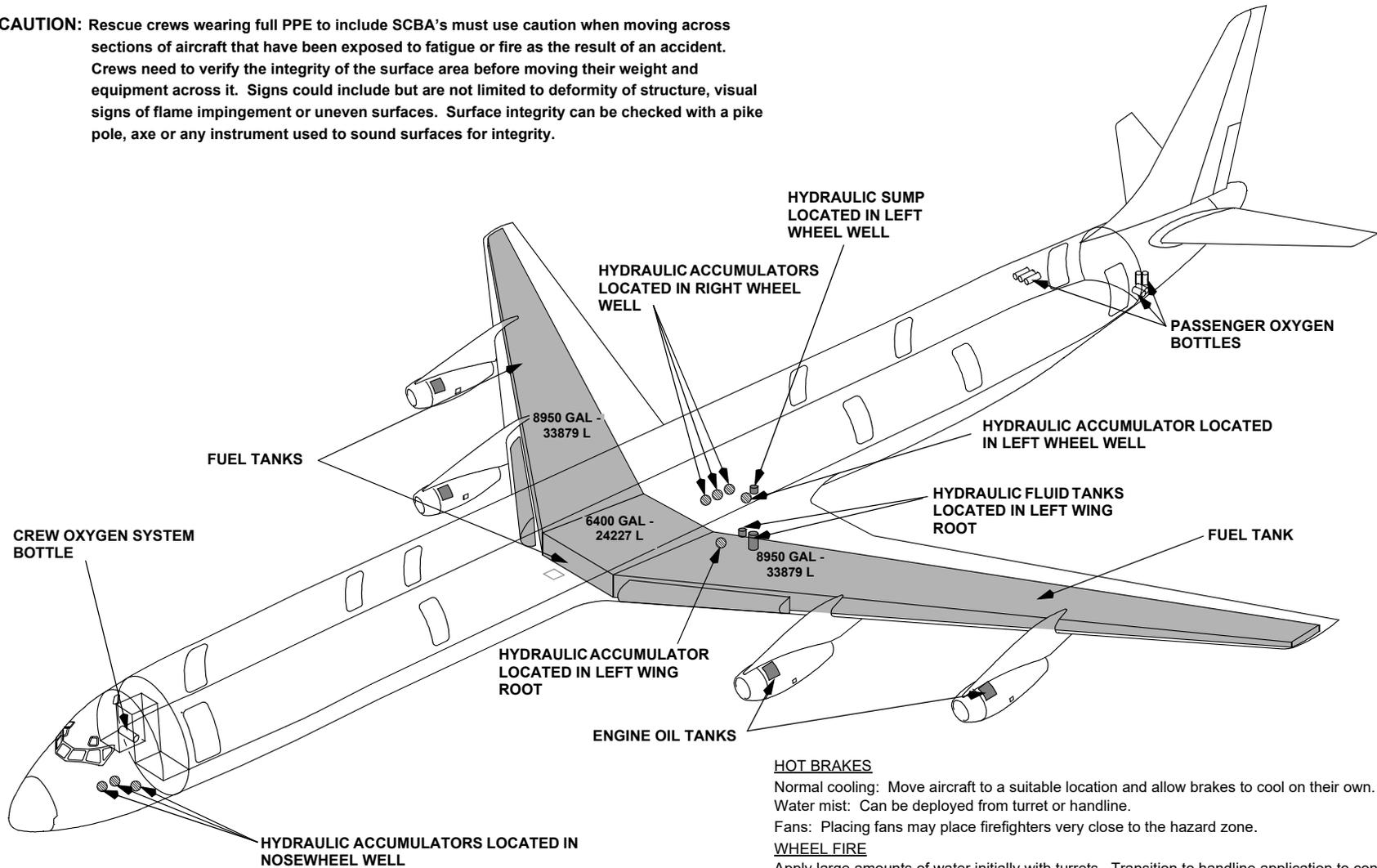
BATTERY LOCATIONS



DC-8-61 SERIES

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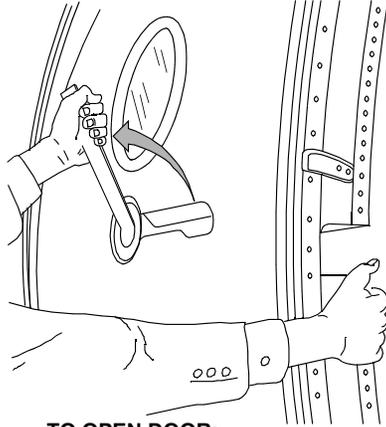
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Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

DC-8-61 SERIES

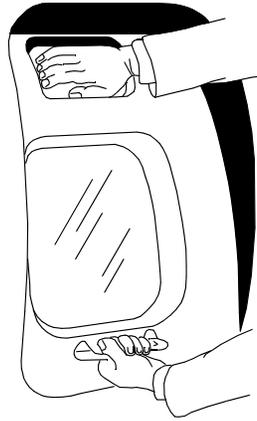
EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



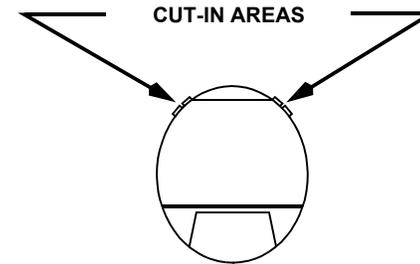
- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE FORWARD.
 3. PULL DOOR OPEN.

2 EMERGENCY EXIT



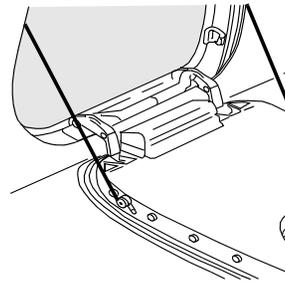
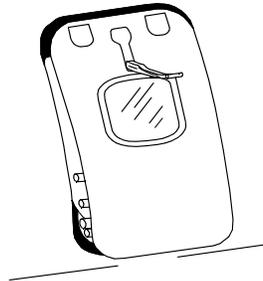
- TO OPEN DOOR:**
1. HOLD HANDLE.
 2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 CUT-IN AREAS



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

4 EMERGENCY EXIT DOORS

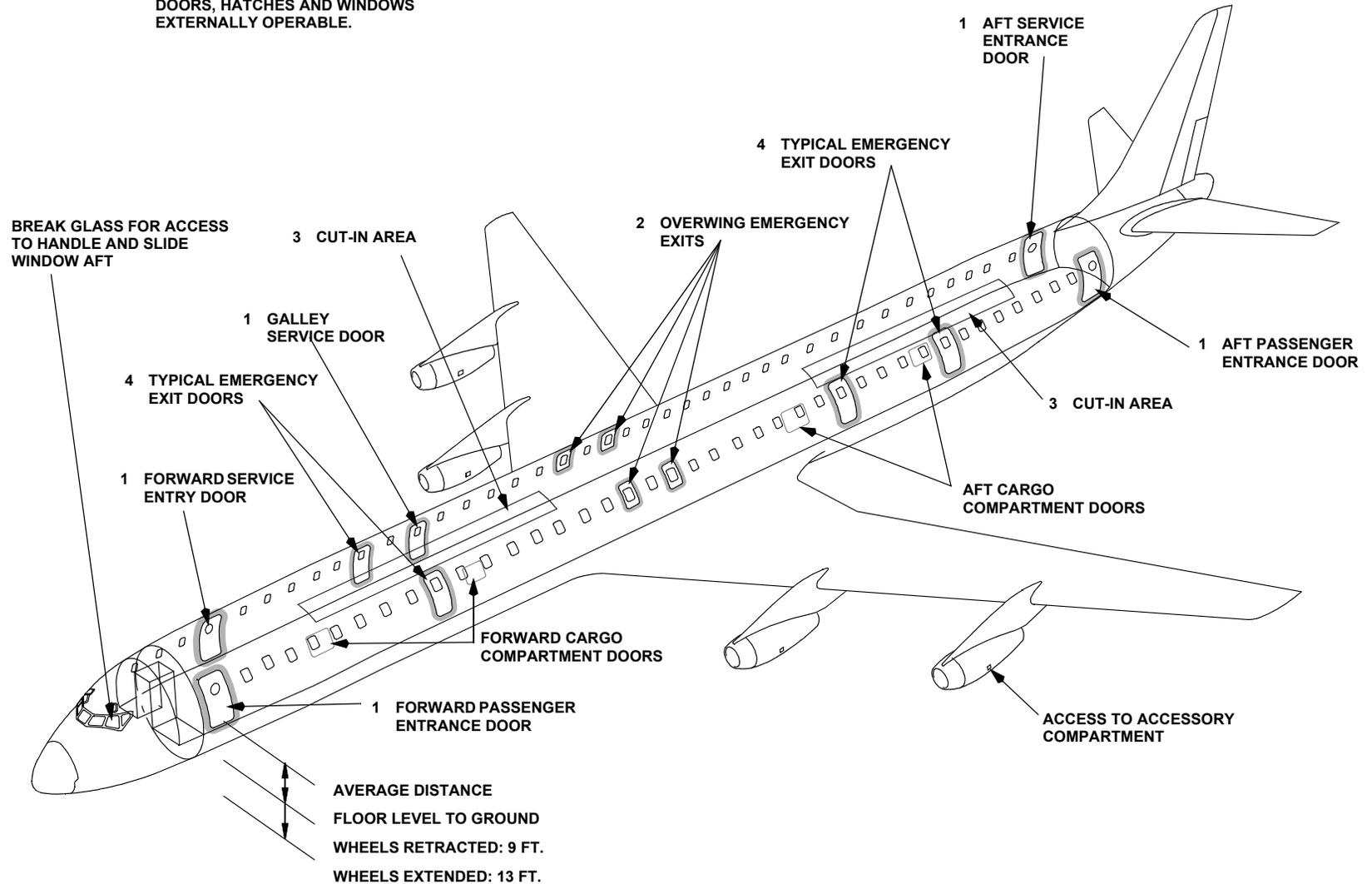


- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
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 3. PULL DOOR OPEN.

DC-8-61 SERIES

EMERGENCY RESCUE ACCESS-2

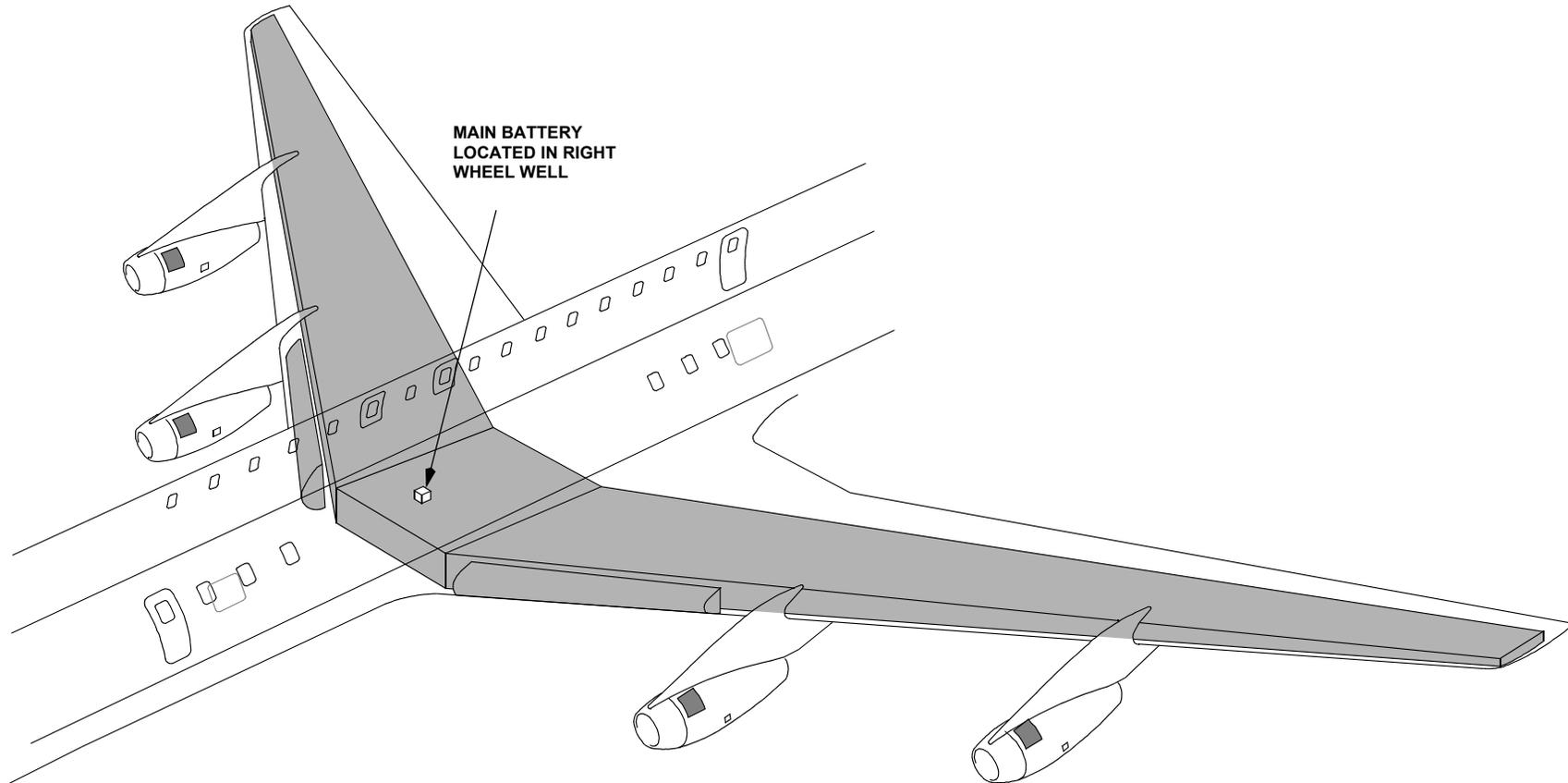
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



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DC-8-61 SERIES

BATTERY LOCATIONS

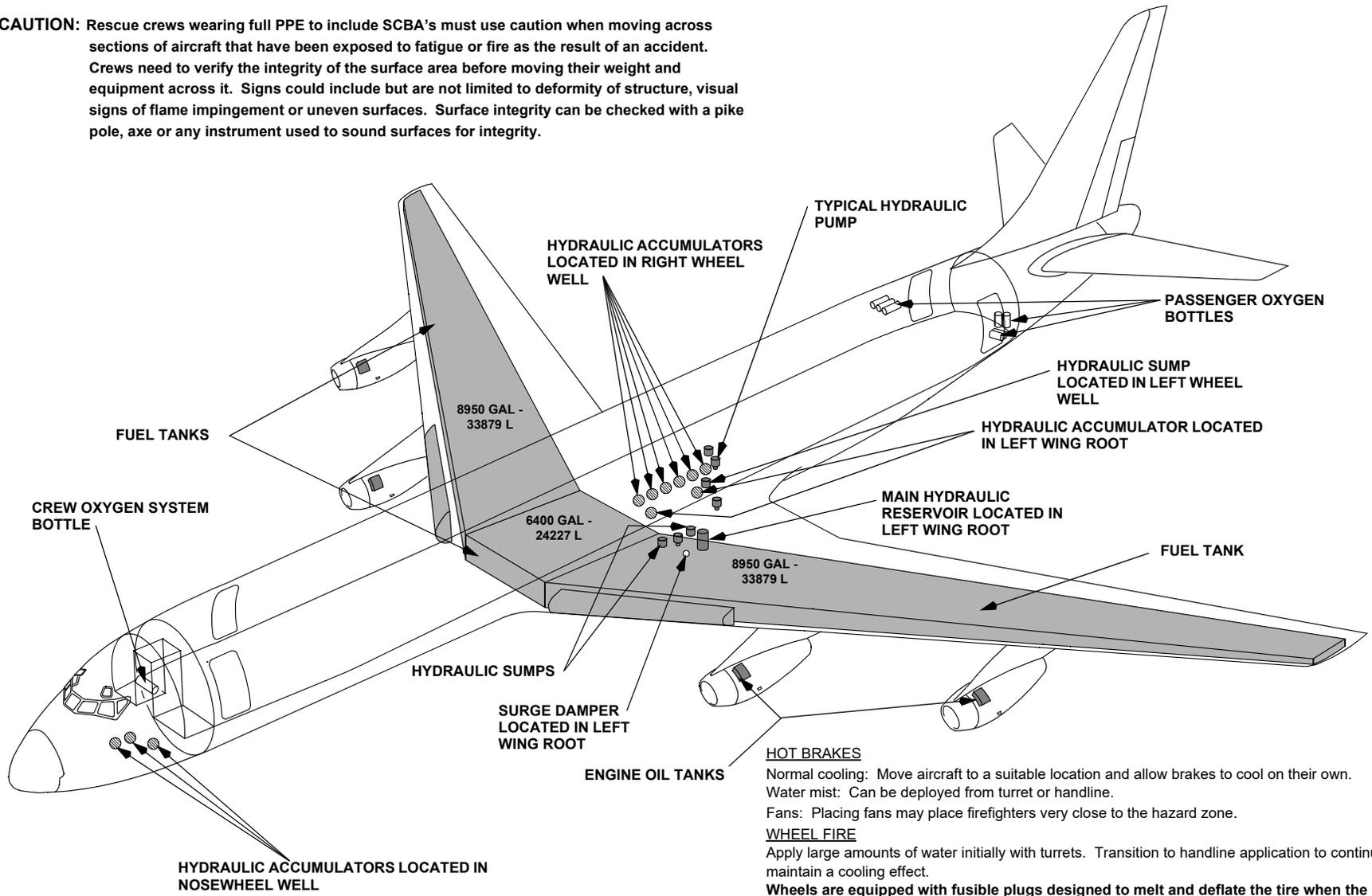


**MAIN BATTERY
LOCATED IN RIGHT
WHEEL WELL**

DC-8-62 SERIES

FLAMMABLE MATERIAL LOCATIONS

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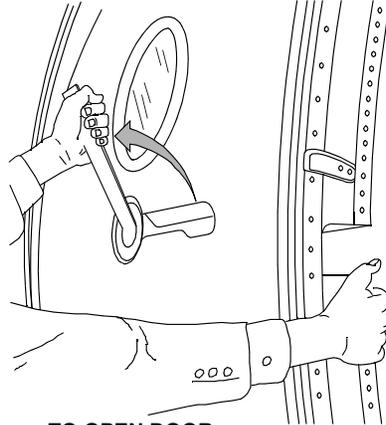
WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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DC-8-62 SERIES

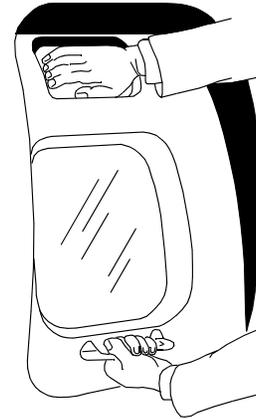
EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



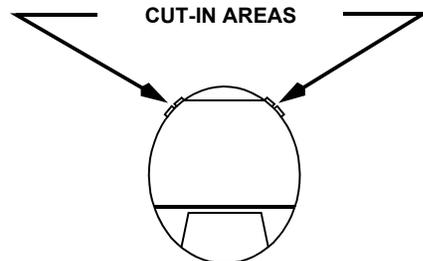
- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE FORWARD.
 3. PULL DOOR OPEN.

2 EMERGENCY EXIT



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

3 CUT-IN AREAS

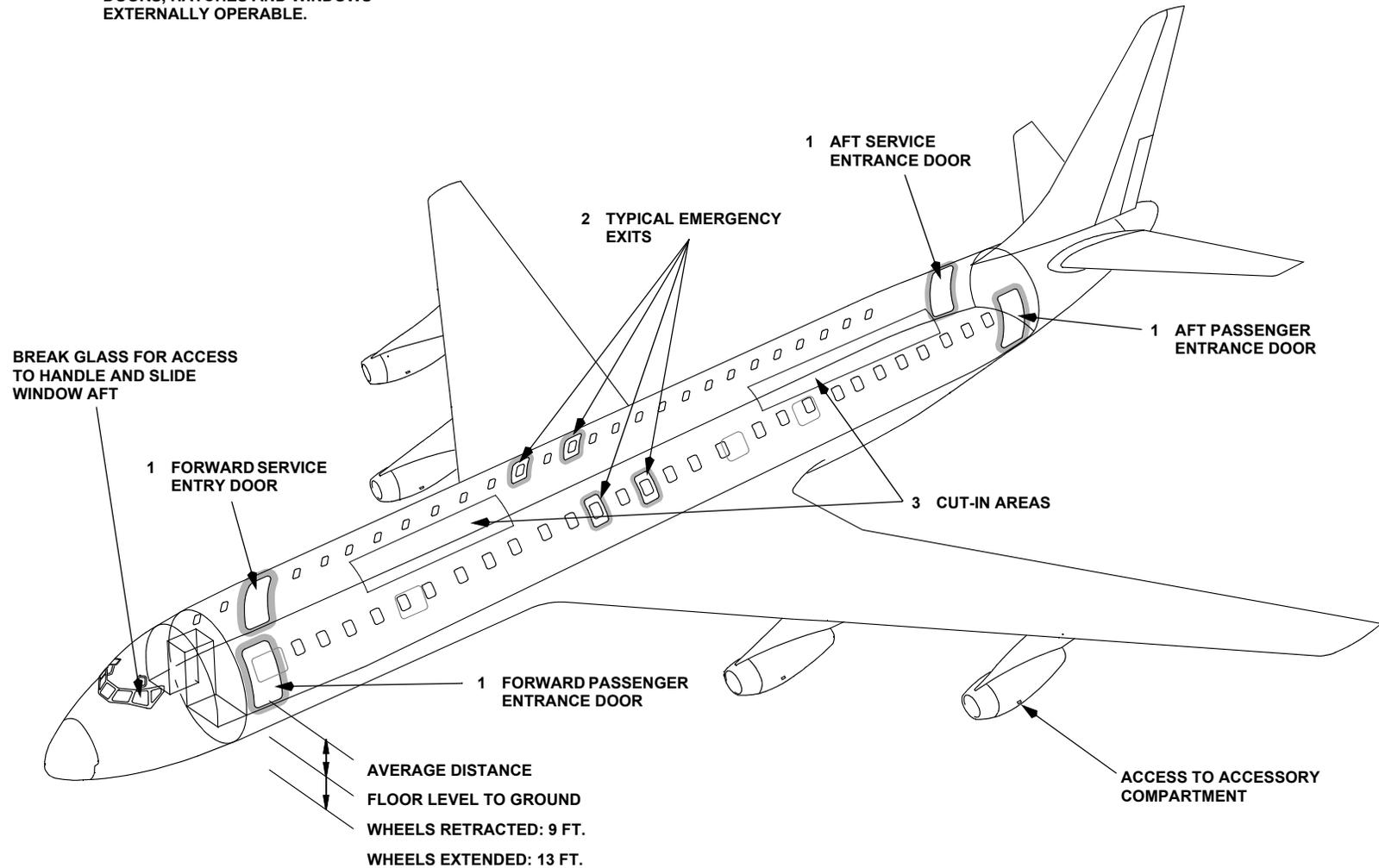


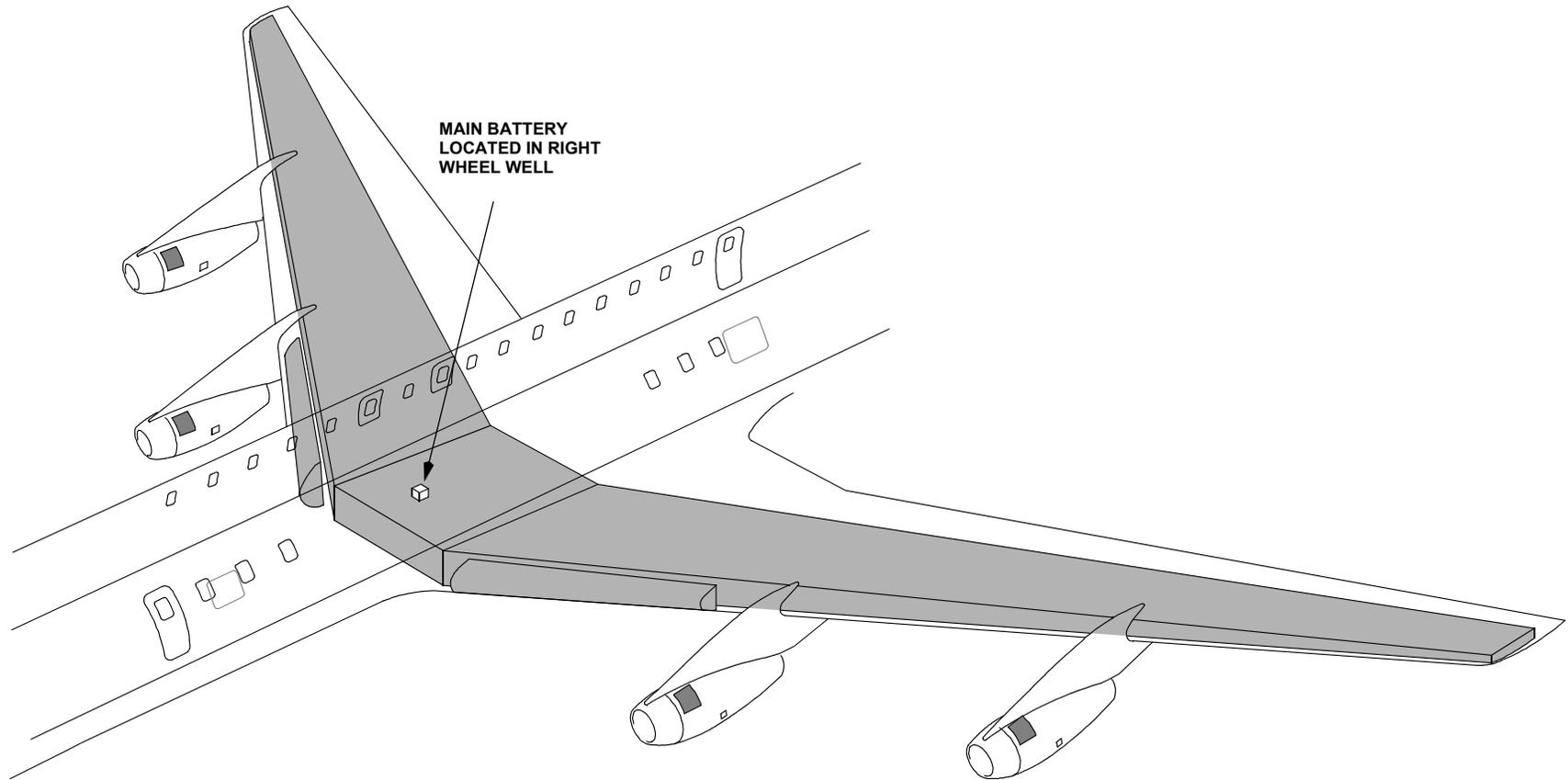
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DC-8-62 SERIES

EMERGENCY RESCUE ACCESS-2

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

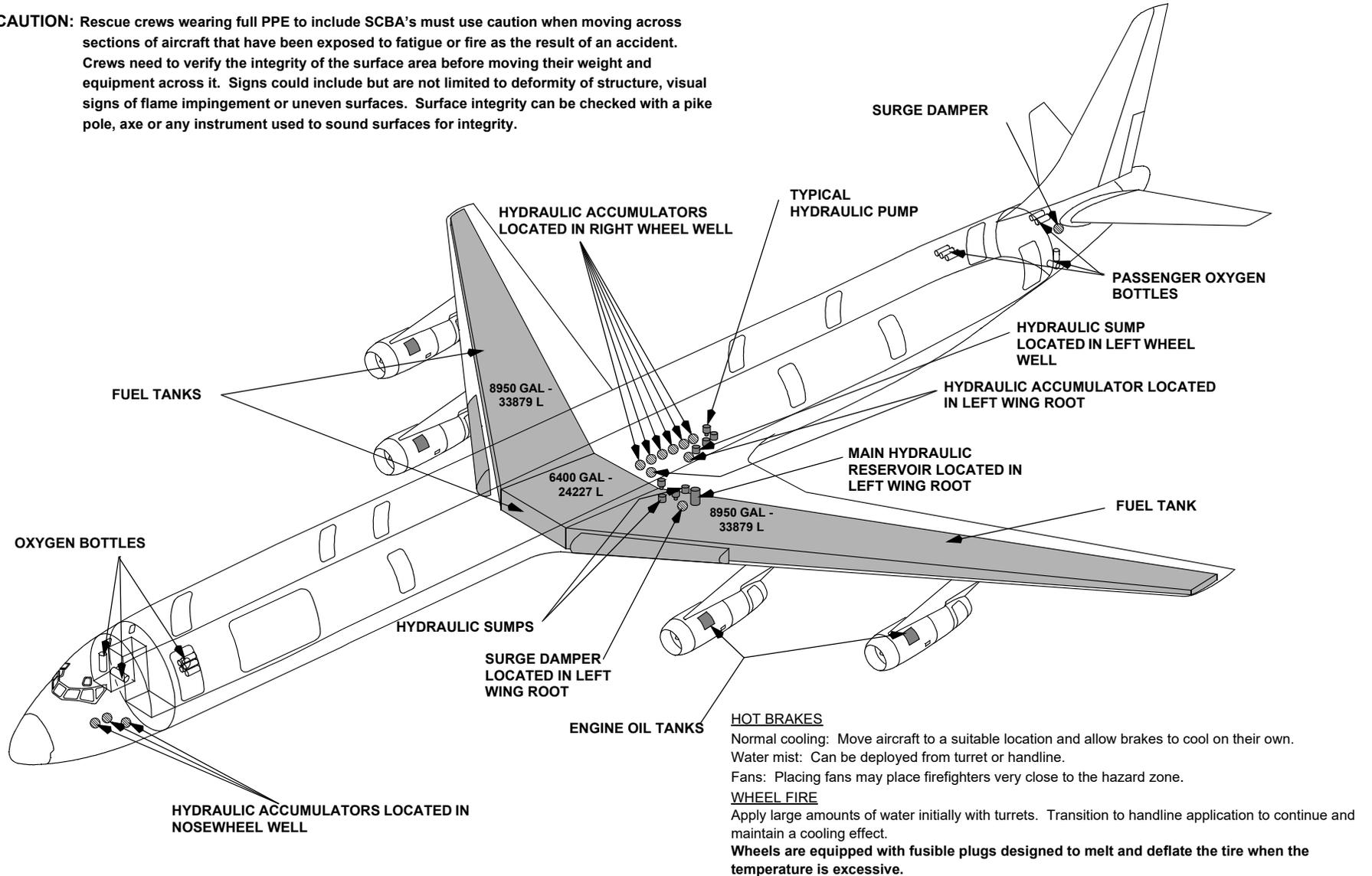




DC-8-63 SERIES

FLAMMABLE MATERIAL LOCATIONS

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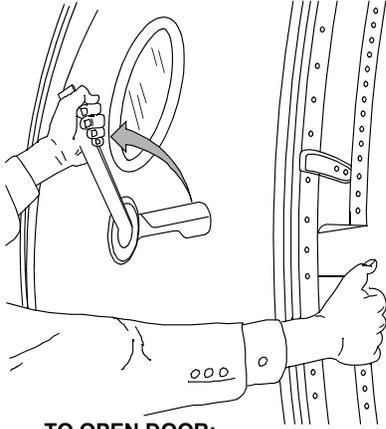
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DC-8-63 SERIES

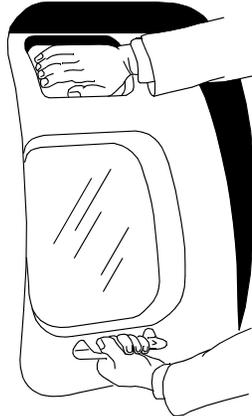
EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



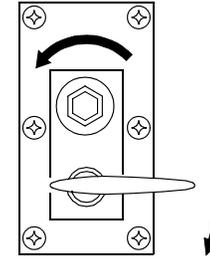
- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE FORWARD.
 3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS



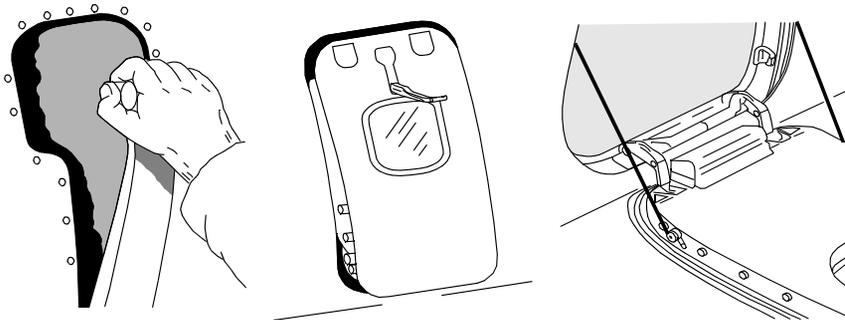
- TO OPEN DOOR:**
1. HOLD HANDLE.
 2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



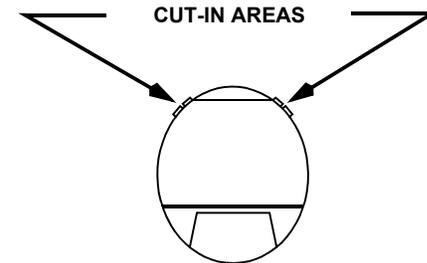
- TO OPEN DOOR:**
1. PUSH LOCKPIN HANDLE DOWN AND HOLD.
 2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH.
 3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4 EMERGENCY EXIT DOORS



- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
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 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.

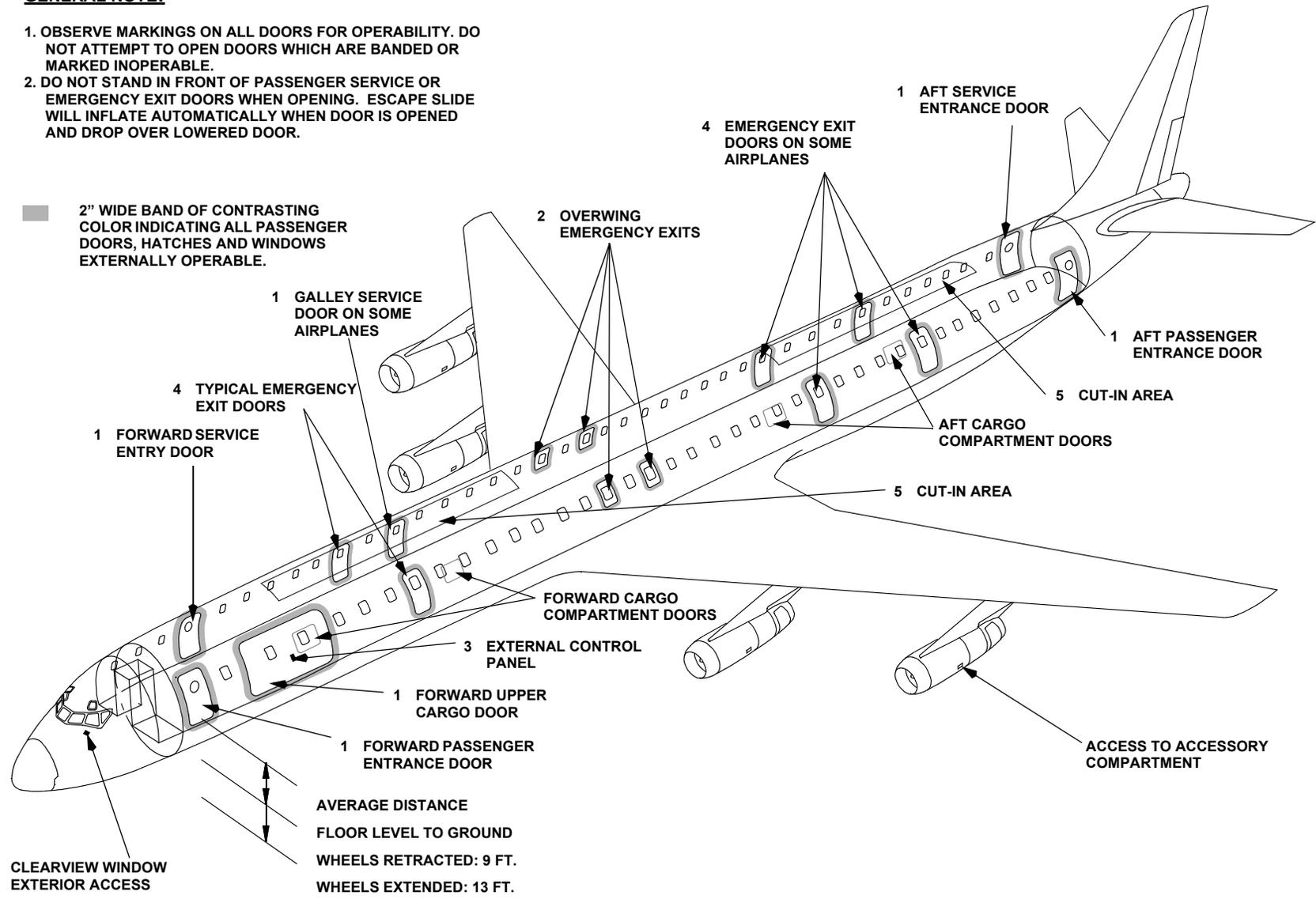
DC-8-63 SERIES

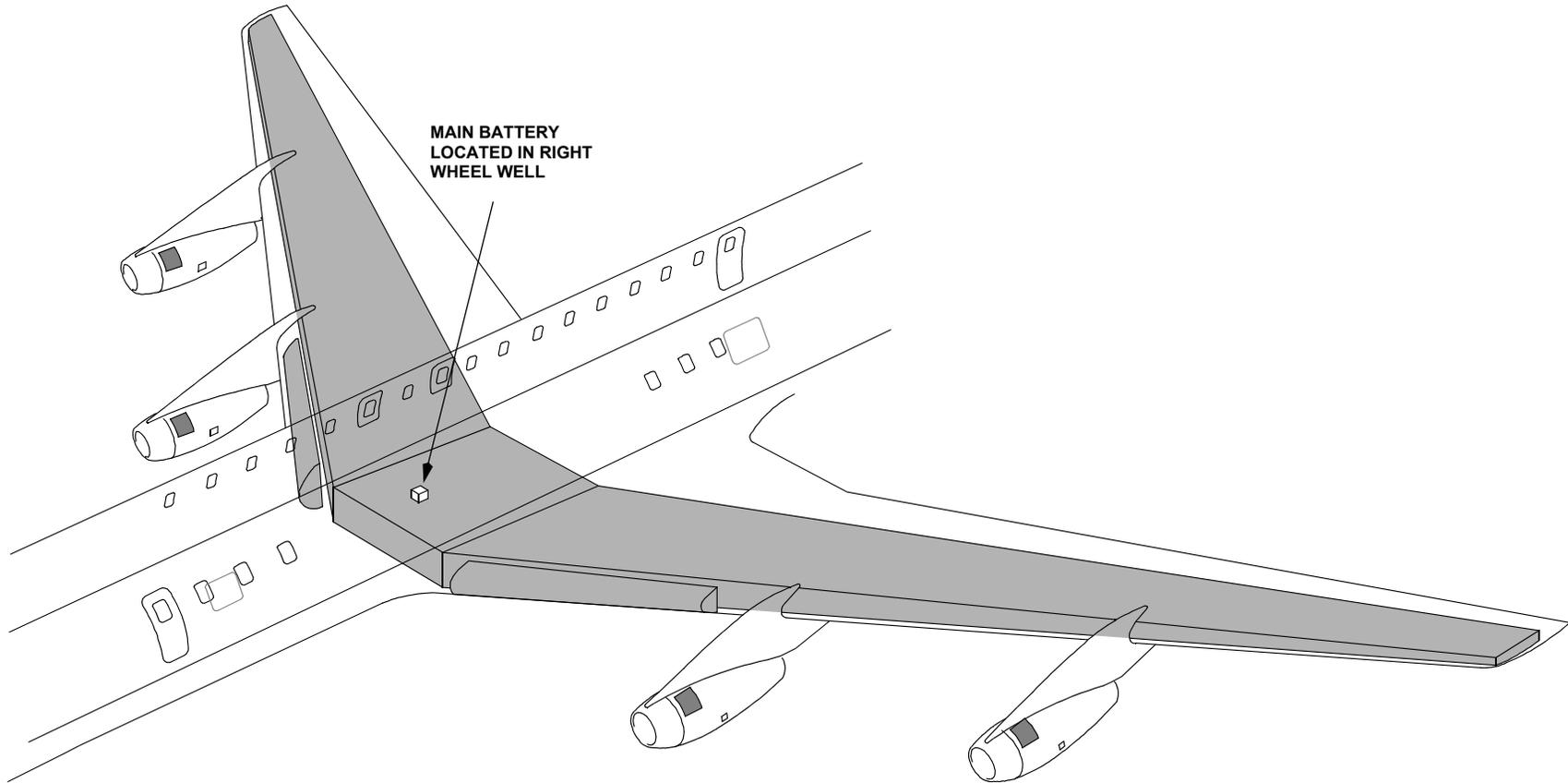
EMERGENCY RESCUE ACCESS-2

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.

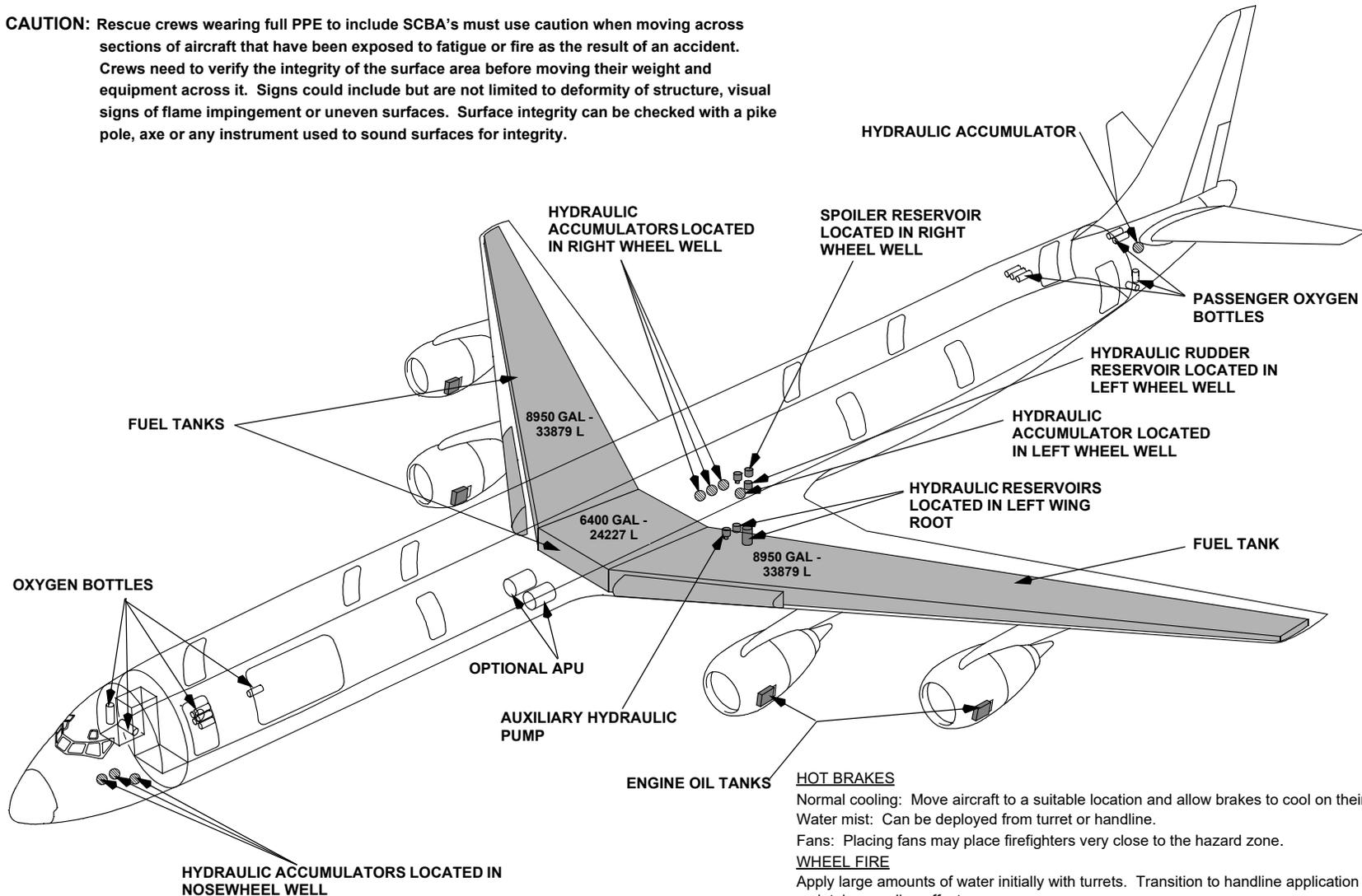




DC-8-71 SERIES

FLAMMABLE MATERIAL LOCATIONS

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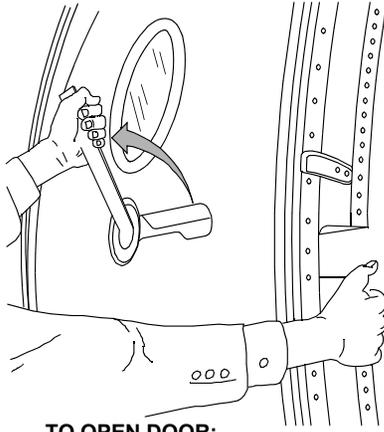
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DC-8-71 SERIES

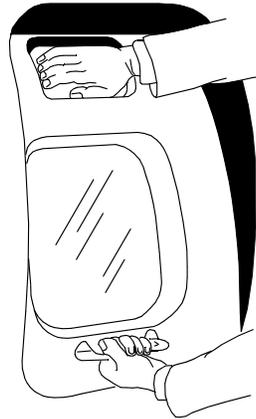
EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



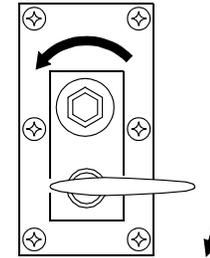
- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE FORWARD.
 3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS



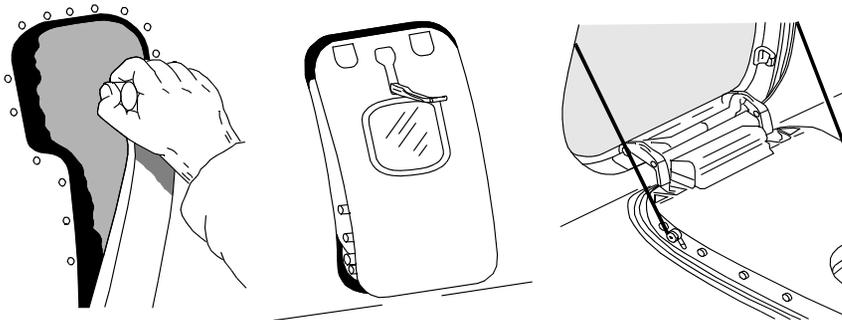
- TO OPEN DOOR:**
1. HOLD HANDLE.
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3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



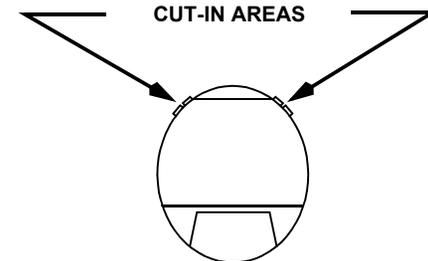
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4 EMERGENCY EXIT DOORS



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5 CUT-IN AREAS



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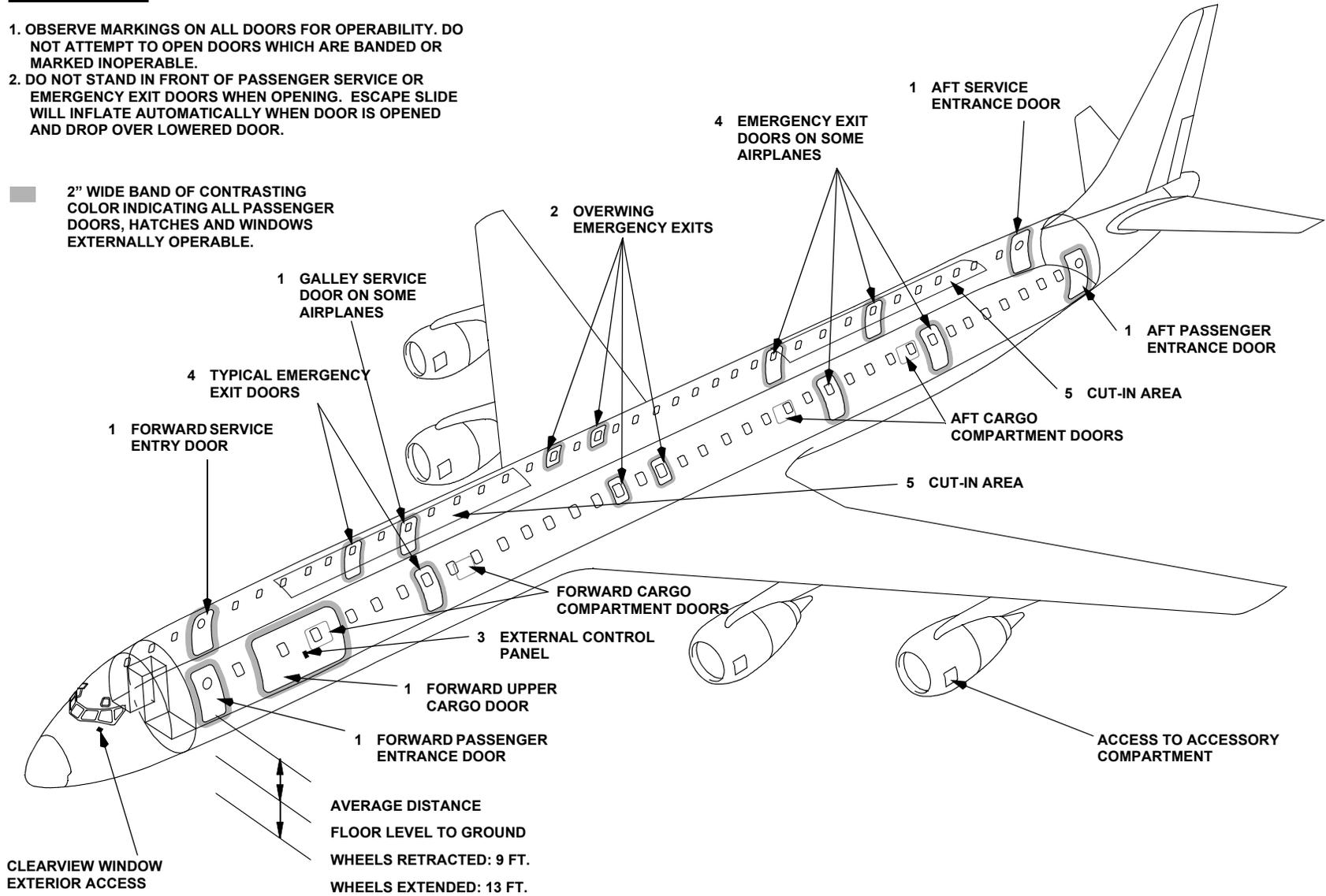
DC-8-71 SERIES

EMERGENCY RESCUE ACCESS-2

GENERAL NOTE:

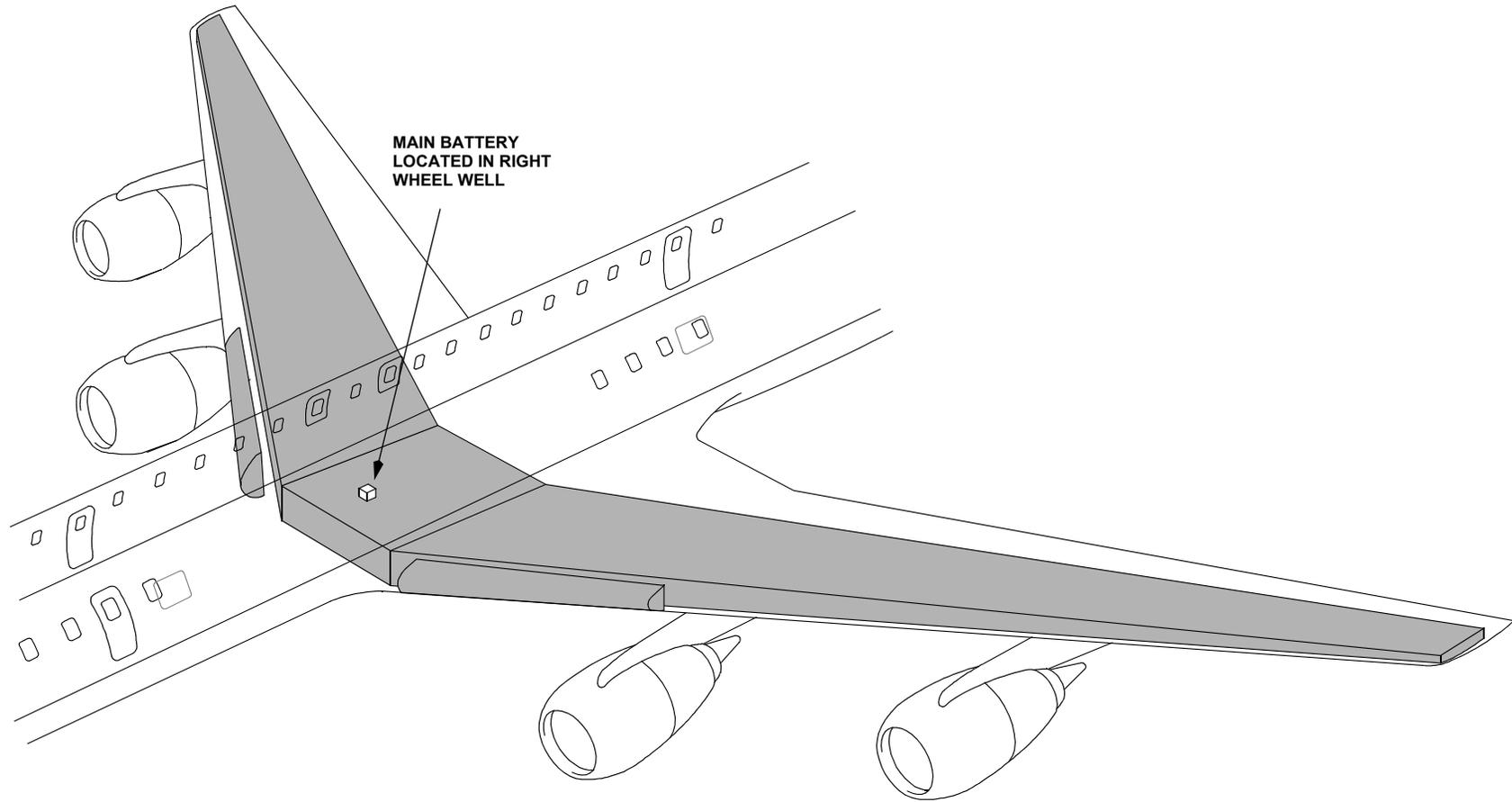
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DC-8-71 SERIES

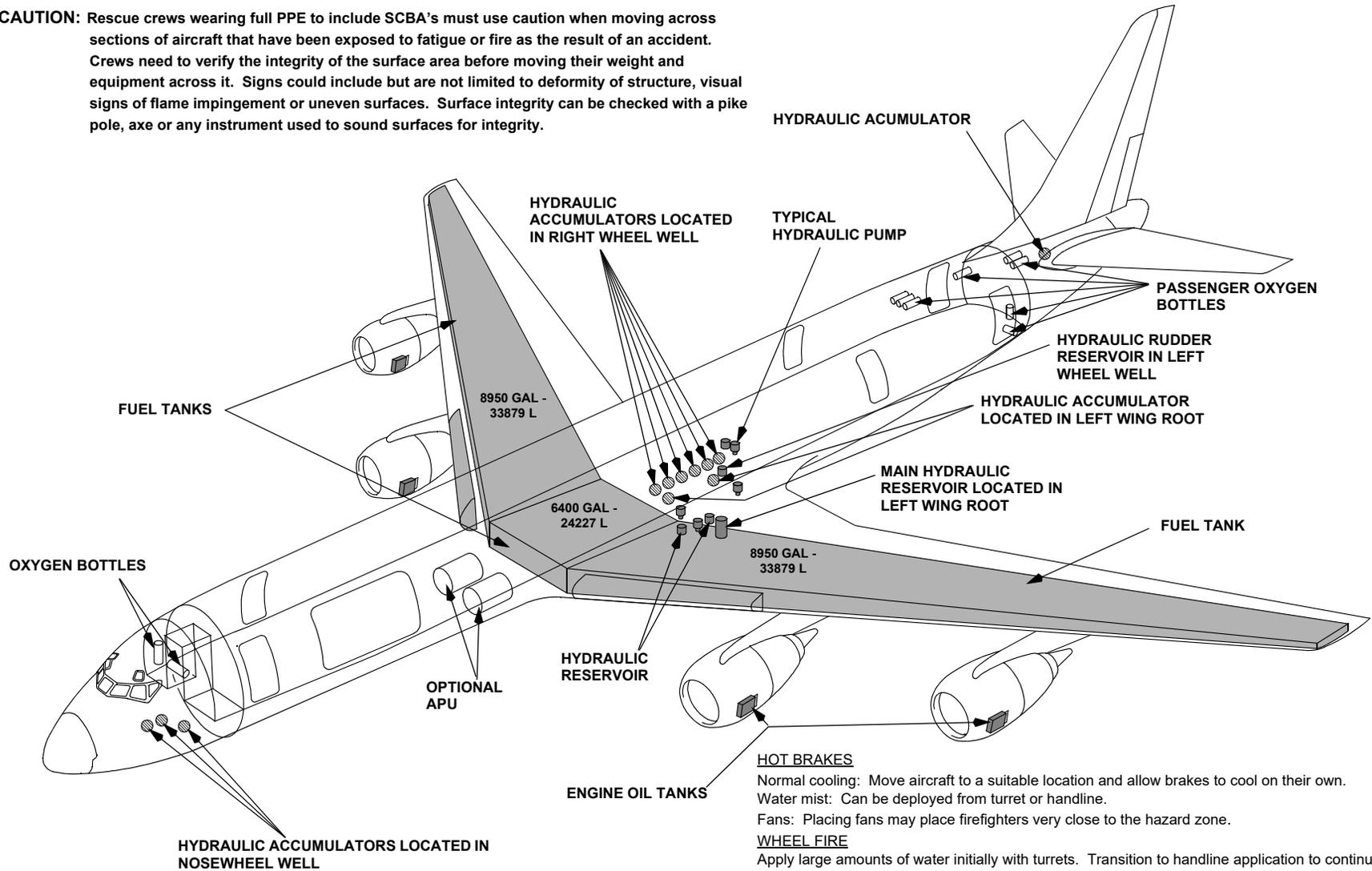
BATTERY LOCATIONS



DC-8-72 SERIES

FLAMMABLE MATERIAL LOCATIONS

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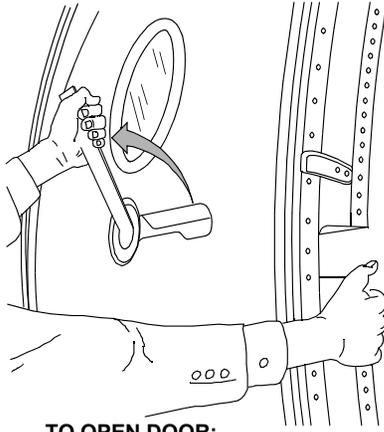
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DC-8-72 SERIES

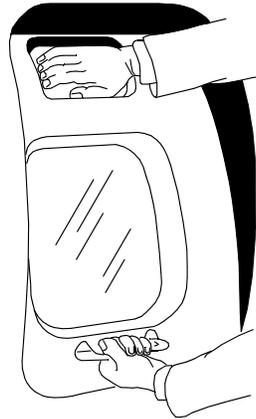
EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



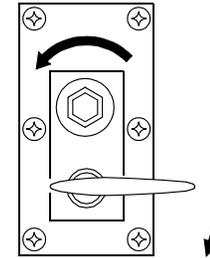
- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE FORWARD.
 3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS



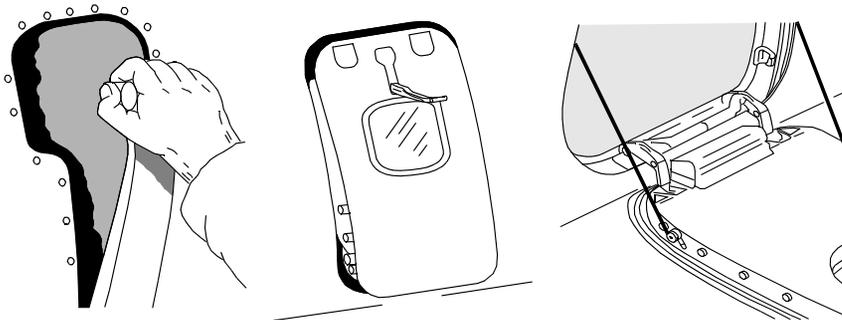
- TO OPEN DOOR:**
1. HOLD HANDLE.
 2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



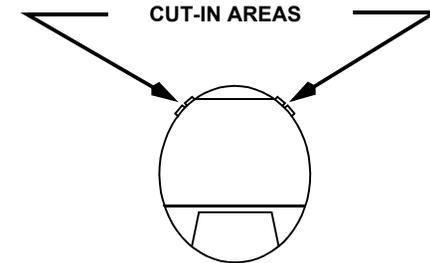
- TO OPEN DOOR:**
1. PUSH LOCKPIN HANDLE DOWN AND HOLD.
 2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH.
 3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4 EMERGENCY EXIT DOORS



- 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.

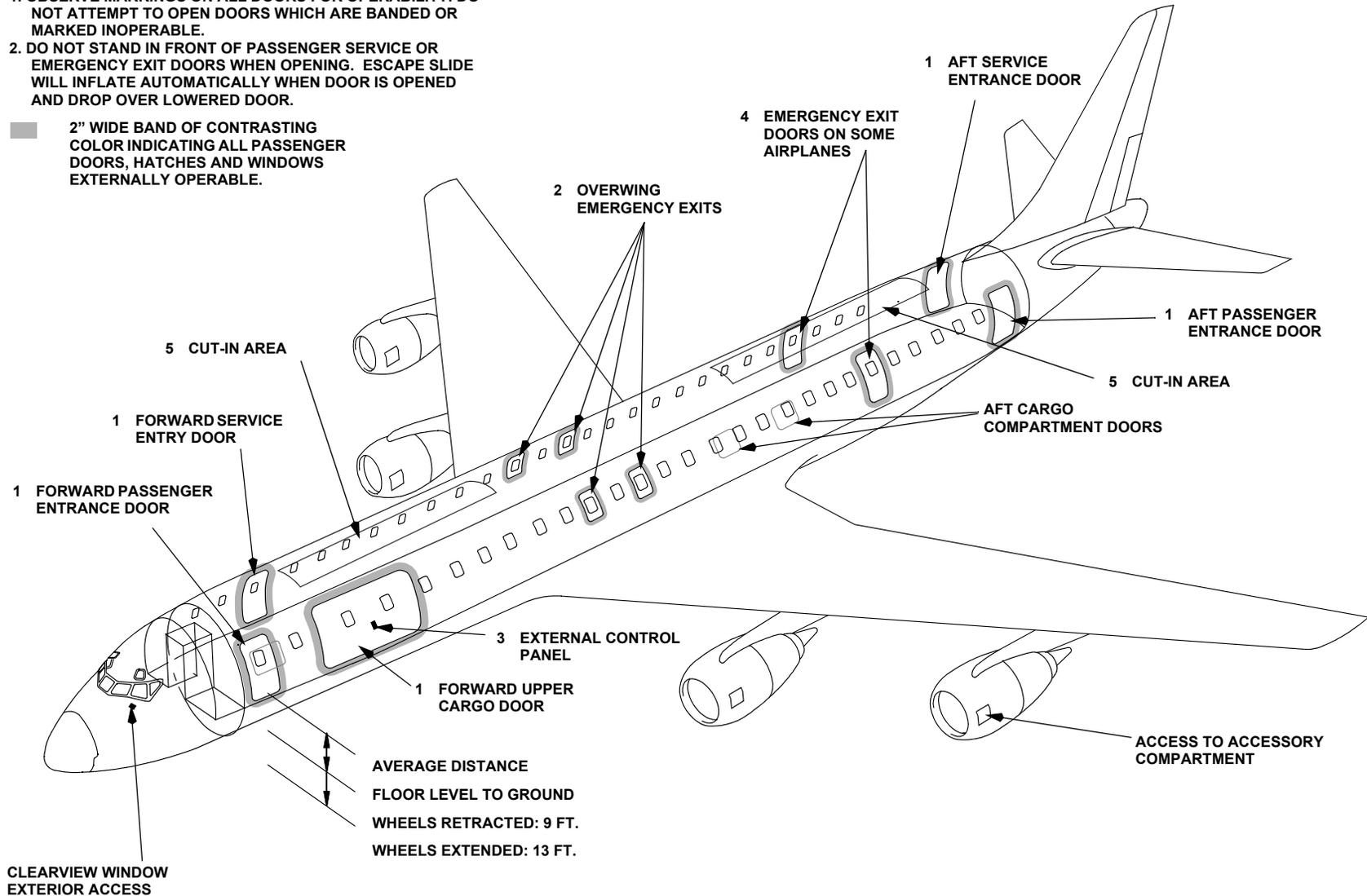
DC-8-72 SERIES

EMERGENCY RESCUE ACCESS-2

GENERAL NOTE:

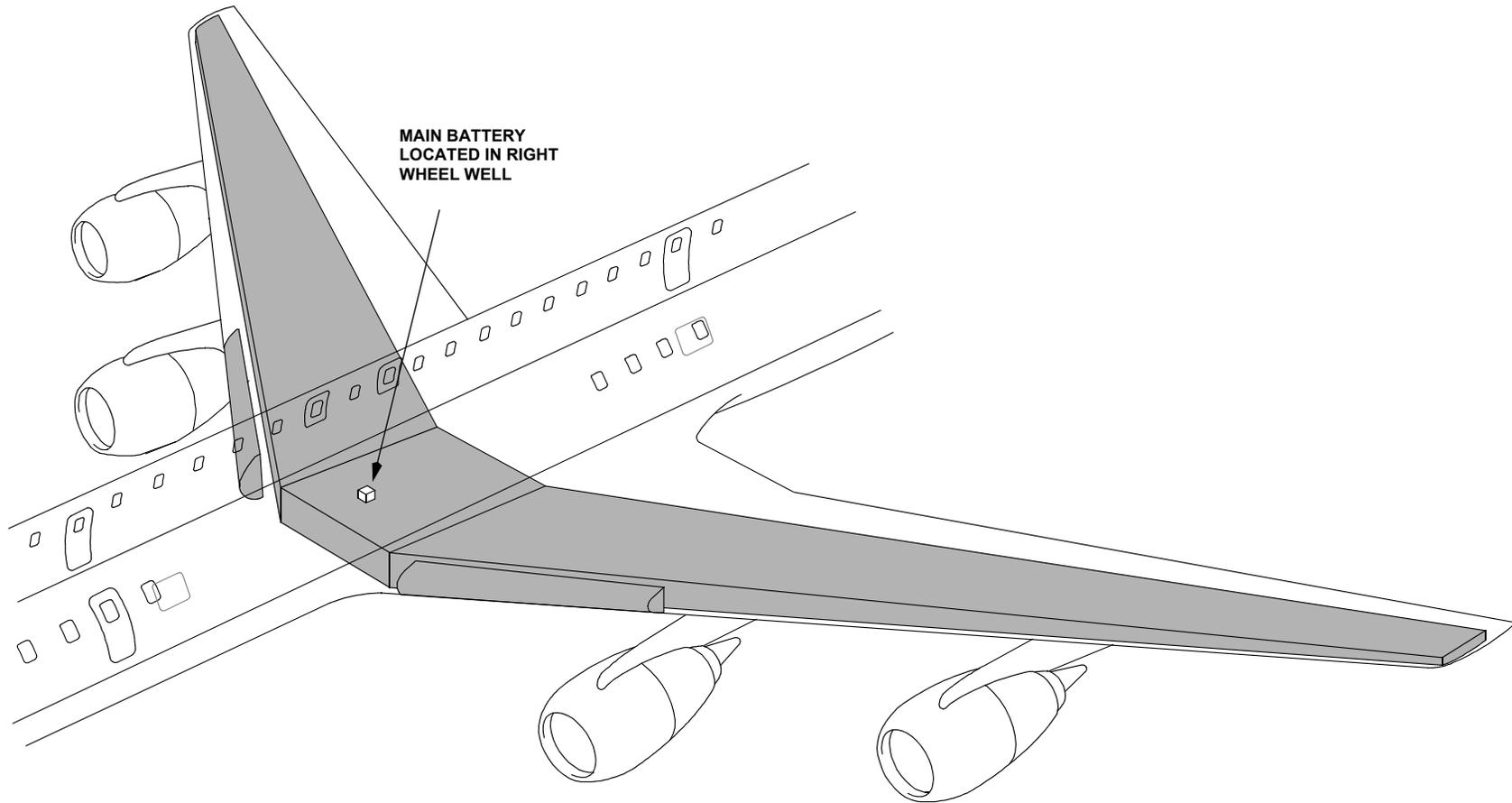
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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



DC-8-72 SERIES

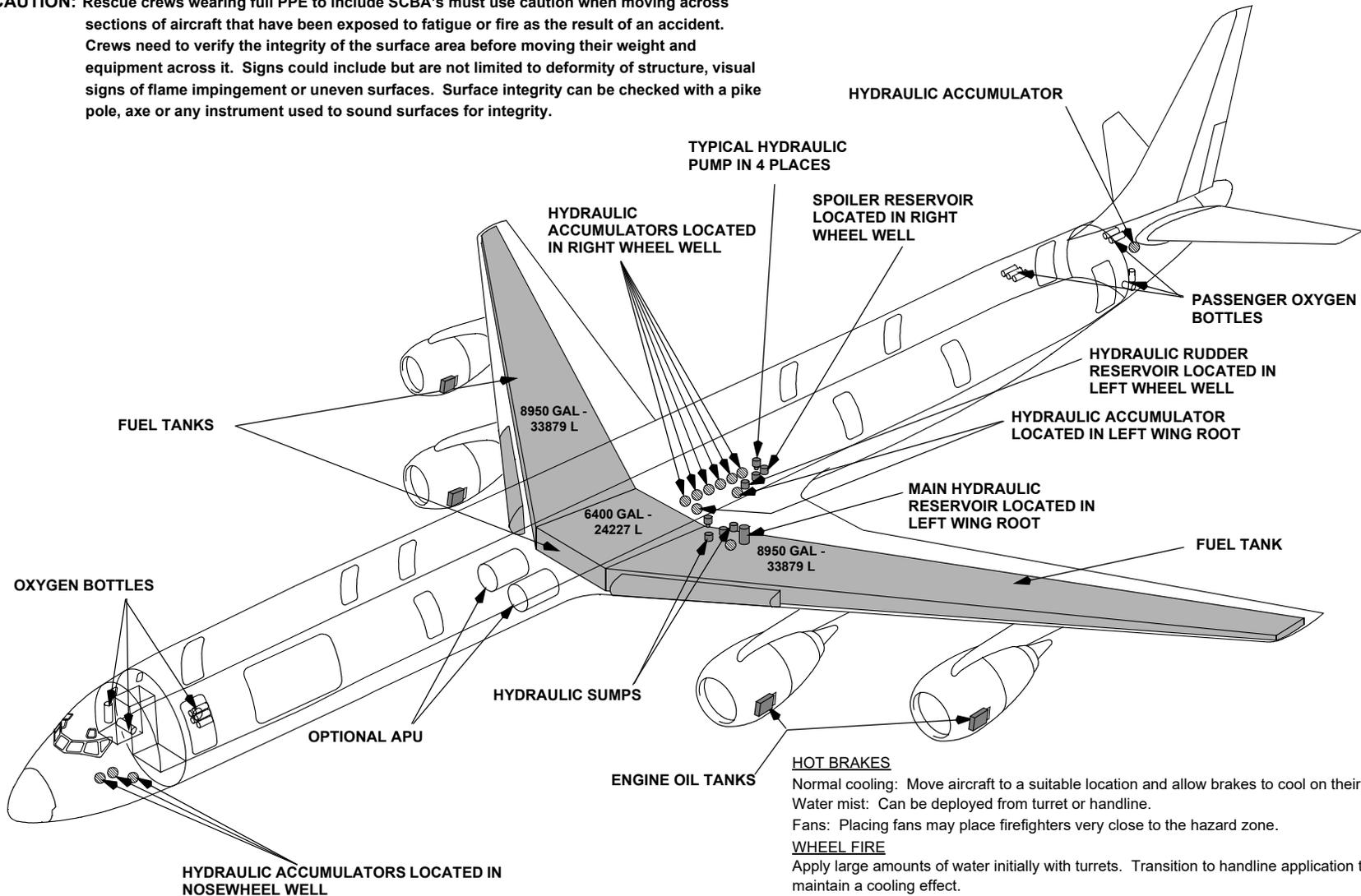
BATTERY LOCATIONS



DC-8-73 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.

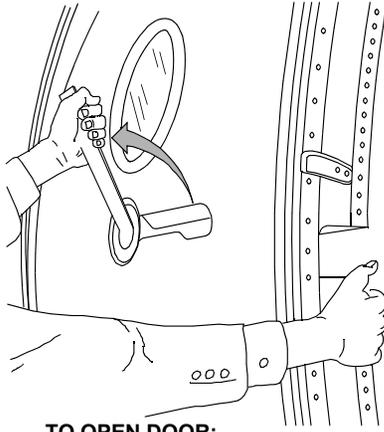
WHEEL FIRE
 Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
 Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

DC-8-73 SERIES

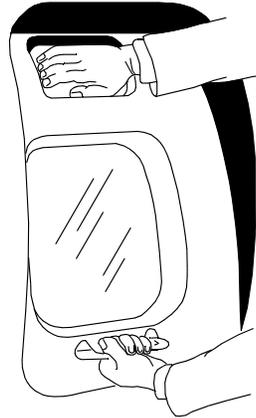
EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



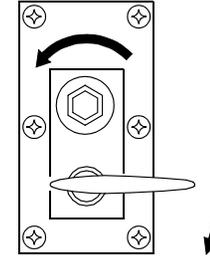
- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE FORWARD.
 3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXITS



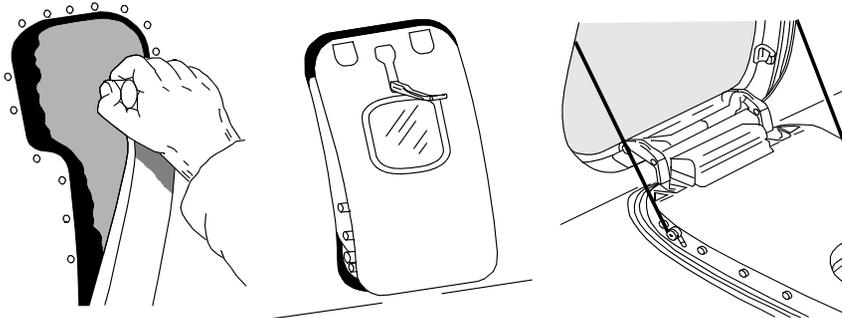
- TO OPEN DOOR:**
1. HOLD HANDLE.
 2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



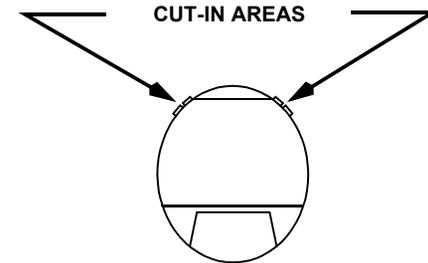
- TO OPEN DOOR:**
1. PUSH LOCKPIN HANDLE DOWN AND HOLD.
 2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH.
 3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

4 EMERGENCY EXIT DOORS



- 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.

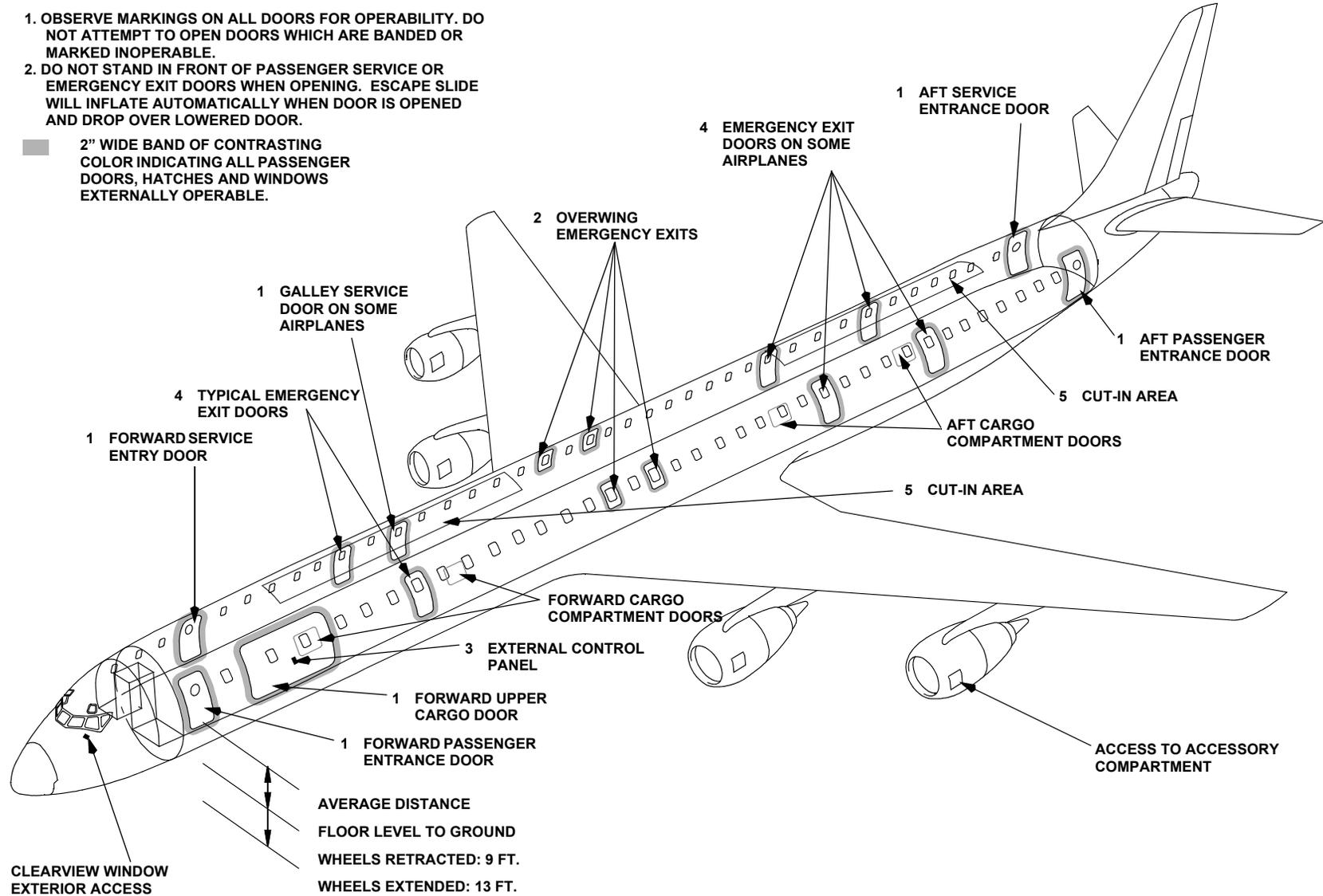
DC-8-73 SERIES

EMERGENCY RESCUE ACCESS-2

GENERAL NOTE:

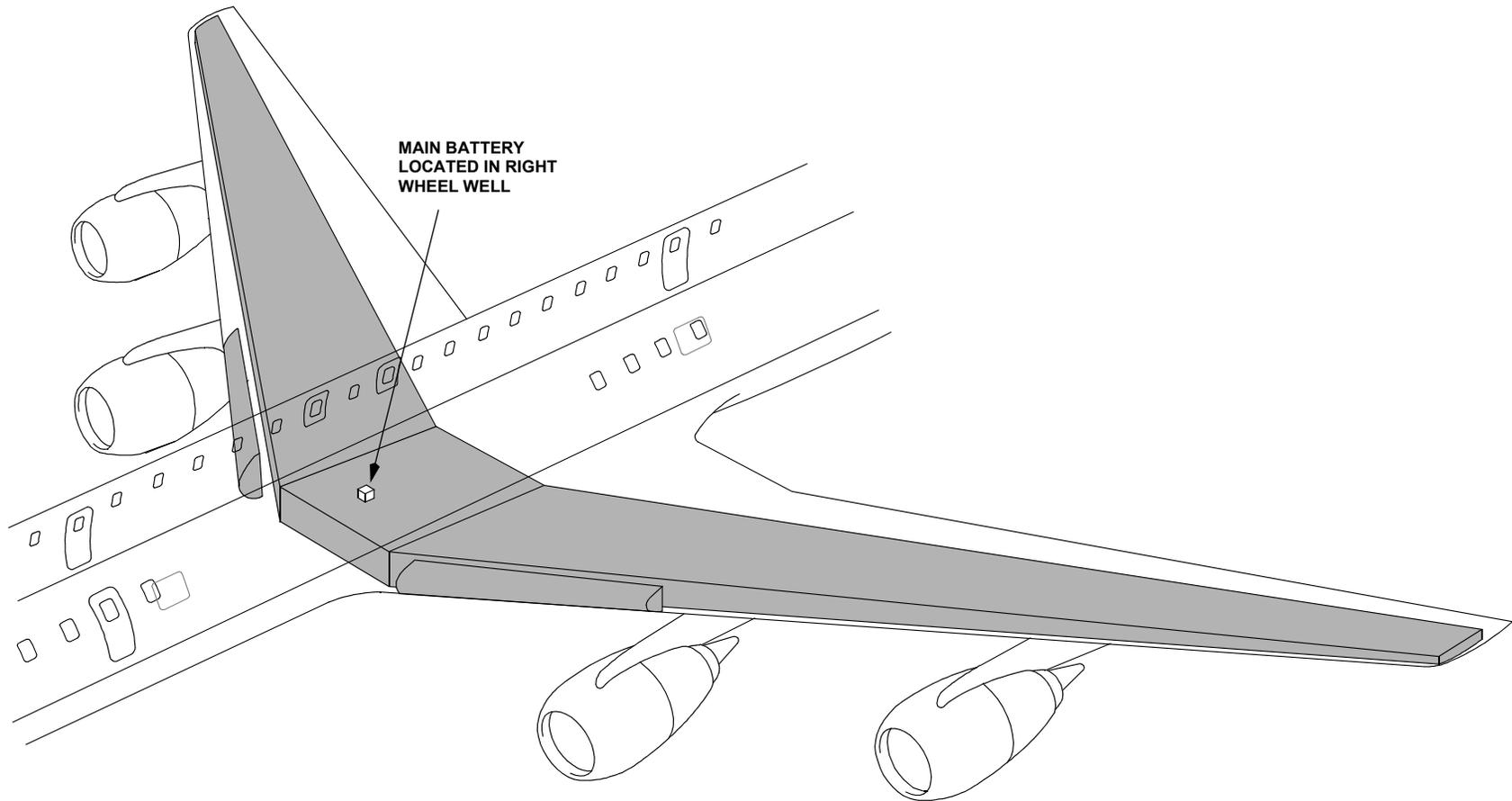
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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



DC-8-73 SERIES

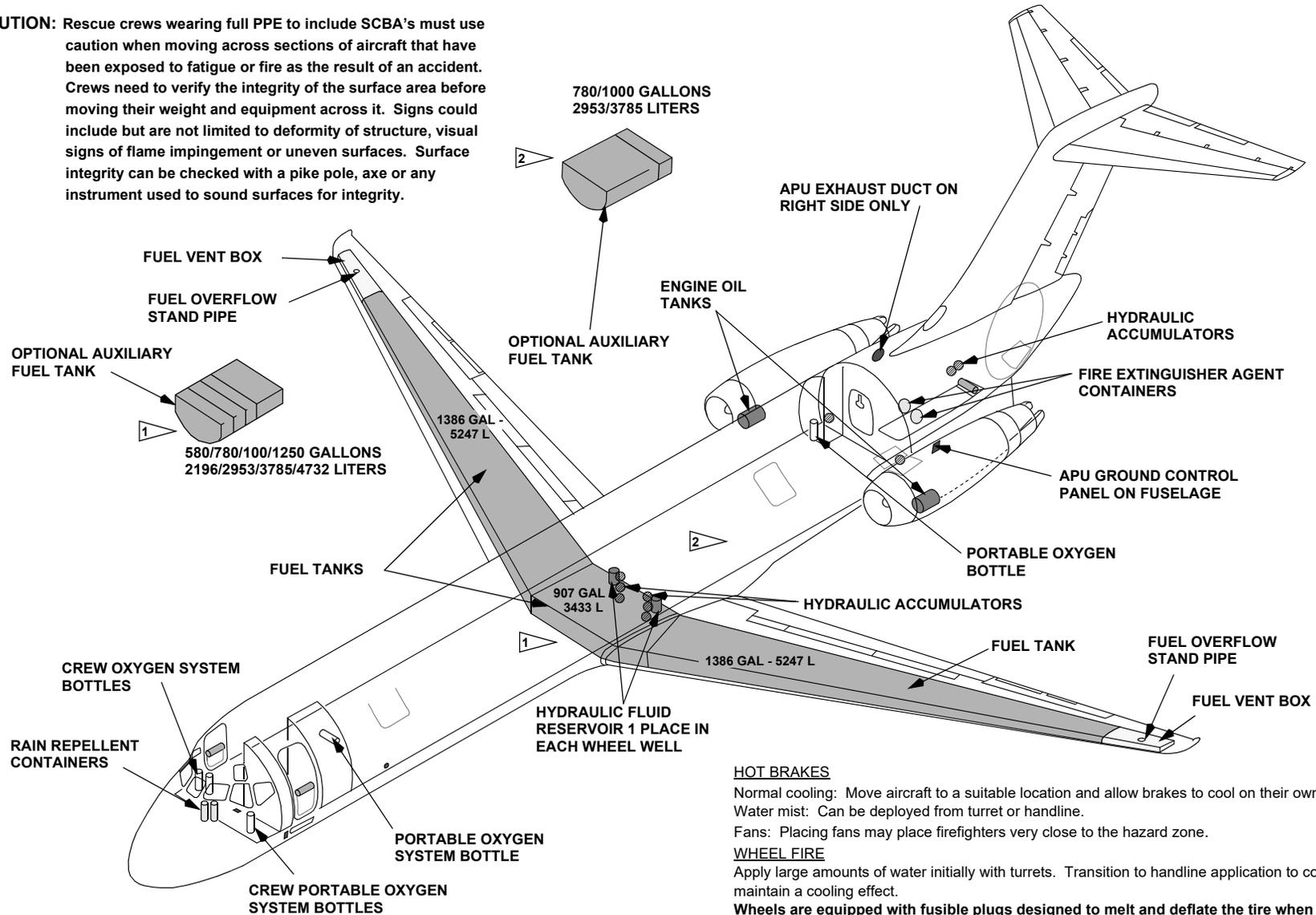
BATTERY LOCATIONS



DC-9 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.

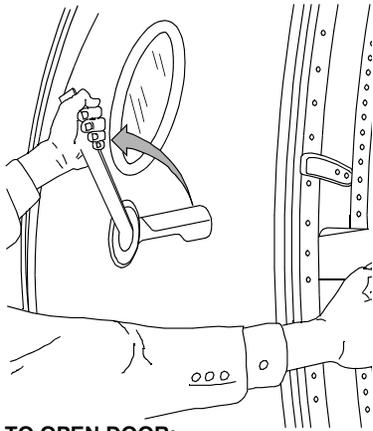
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

DC-9 SERIES

EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



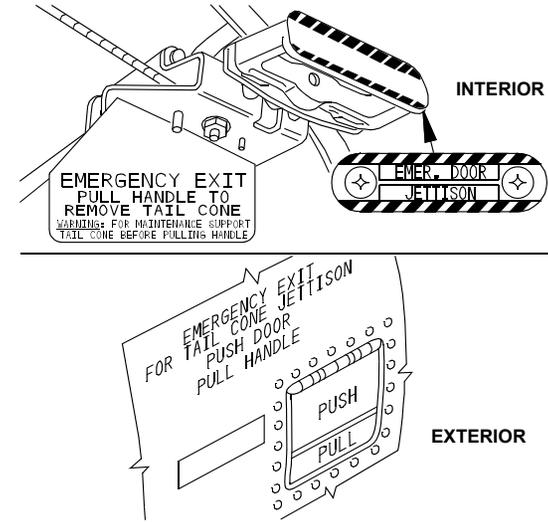
- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE.
 3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXIT

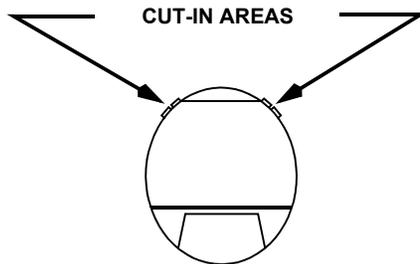


- TO OPEN DOOR:**
1. PUSH HANDLE.
 2. PULL HANDLE AND AT THE SAME TIME, PUSH IN ON TOP OF DOOR.
 3. LIFT UP FORCIBLY.

3 TAIL CONE JETTISON LATCH



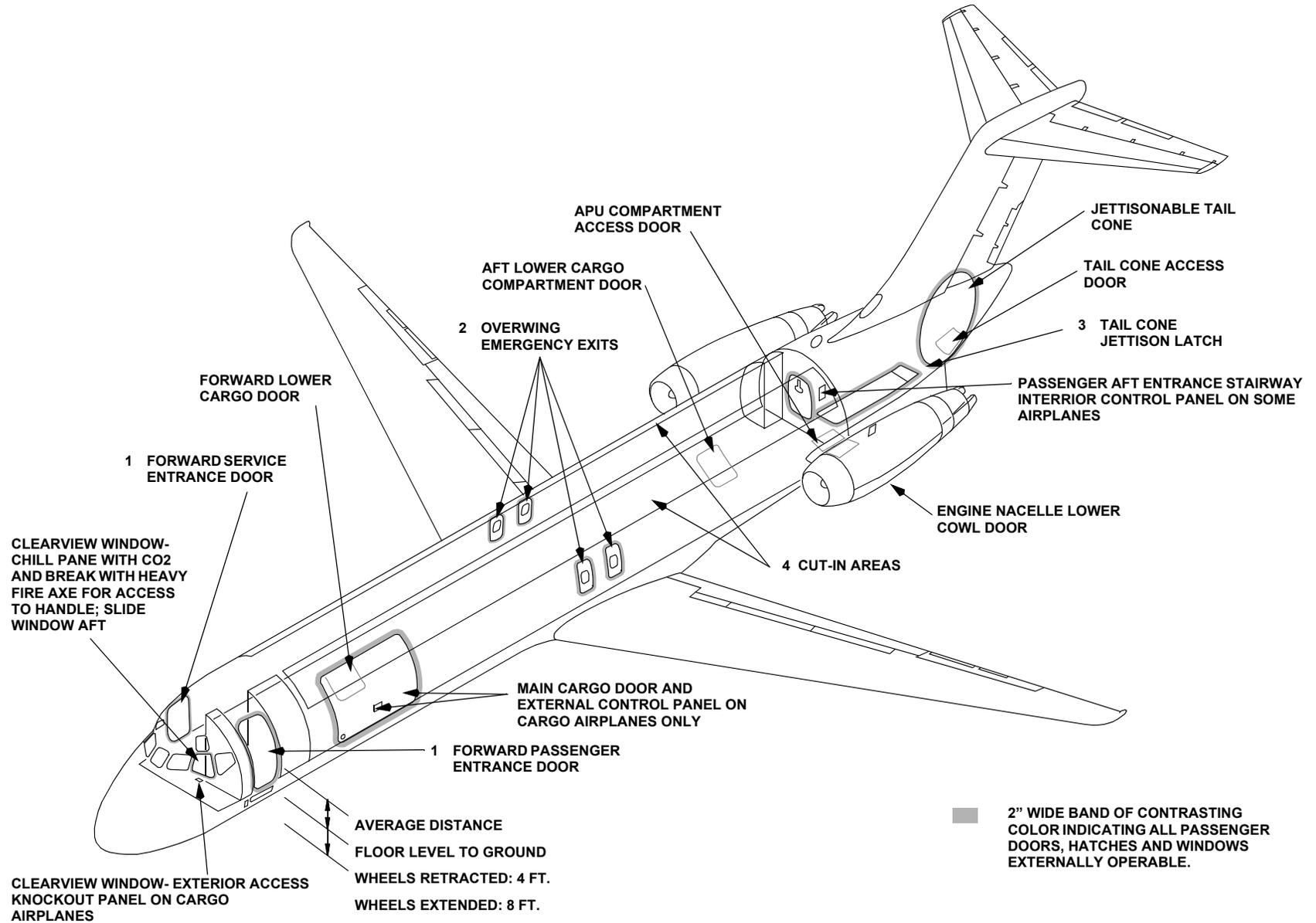
4 CUT-IN AREAS



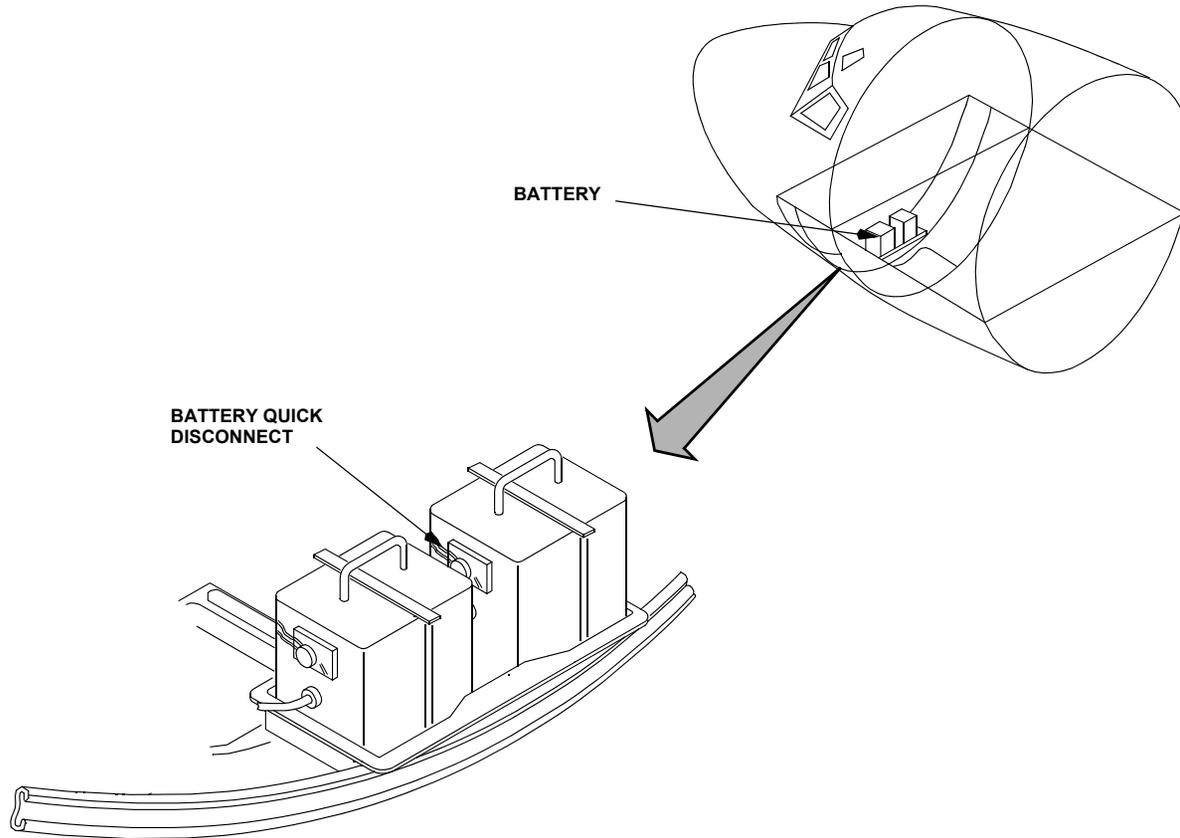
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

DC-9 SERIES

EMERGENCY RESCUE ACCESS-2

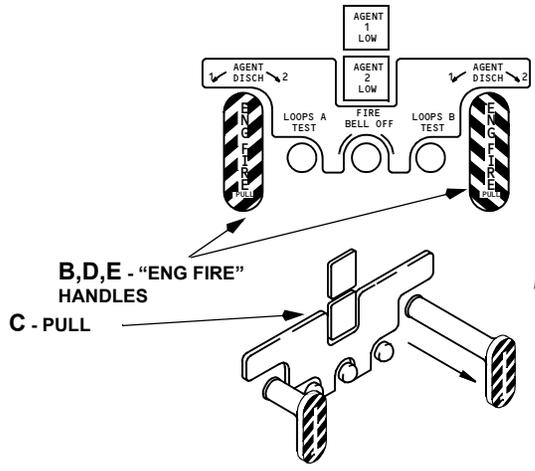


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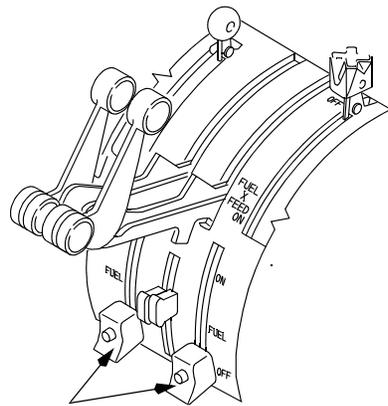


DC-9 SERIES

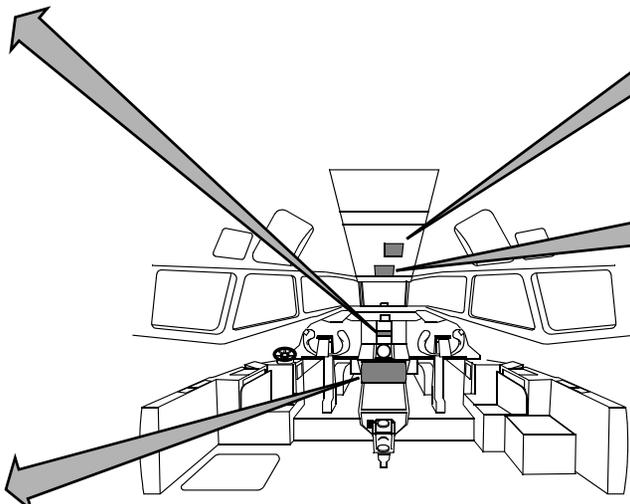
FLIGHT DECK CONTROL SWITCH LOCATIONS



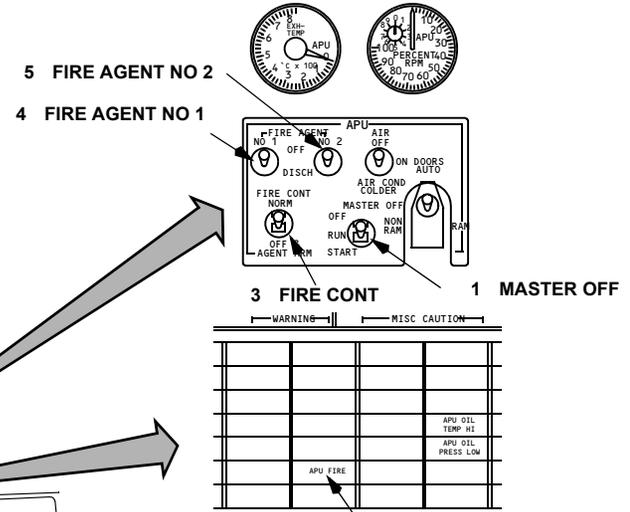
B, D, E - "ENG FIRE" HANDLES
C - PULL



A - FUEL CONTROL LEVERS



APU CONTROL PANEL



5 FIRE AGENT NO 2
4 FIRE AGENT NO 1

3 FIRE CONT **1 MASTER OFF**

2 "APU FIRE" LIGHT

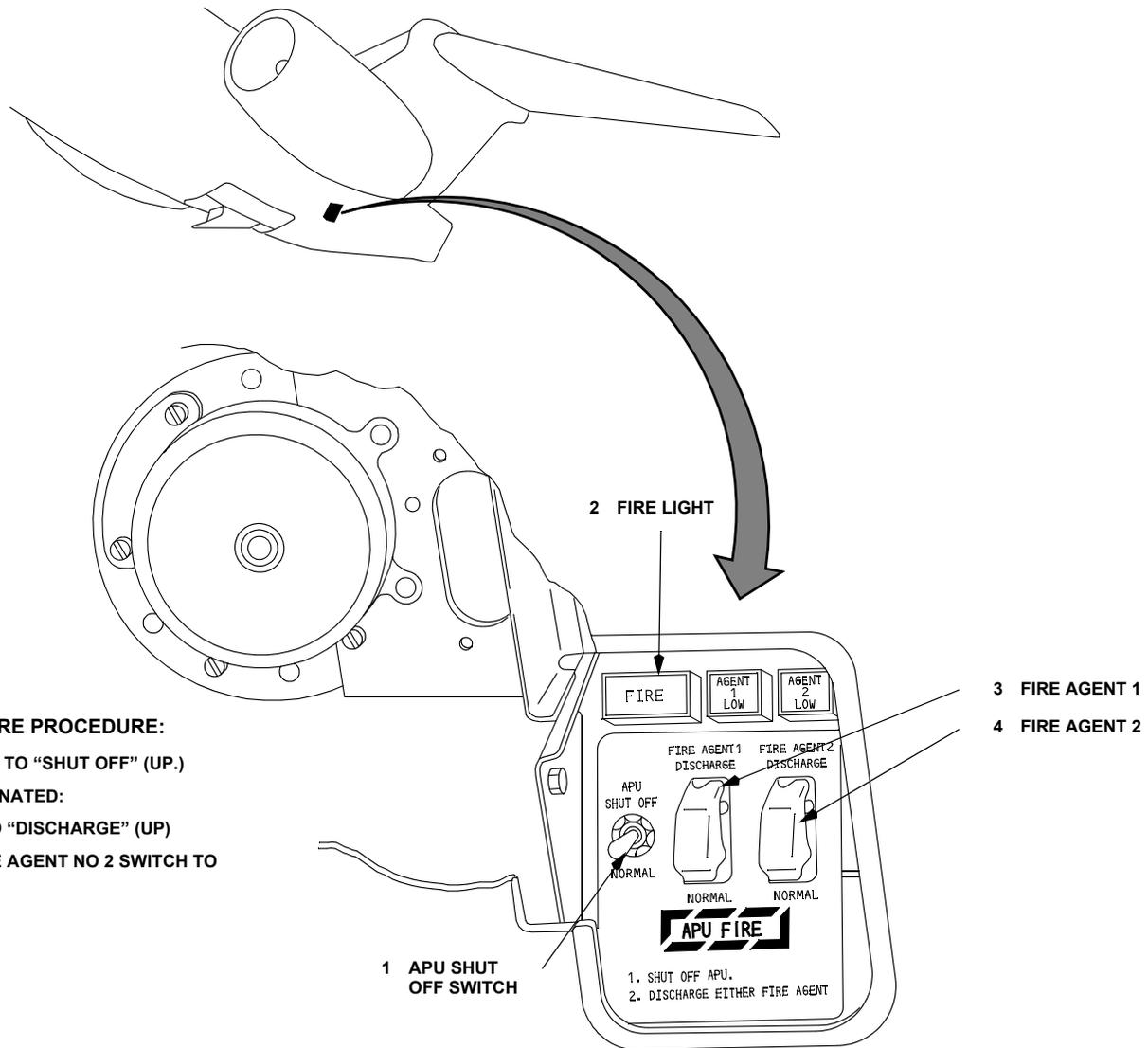
ENGINE SHUTDOWN AND FIRE PROCEDURE:

- 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.)

1. SHUT OFF APU.
2. DISCHARGE EITHER FIRE AGENT

DC-10 SERIES

FLAMMABLE MATERIAL LOCATIONS

HOT BRAKES

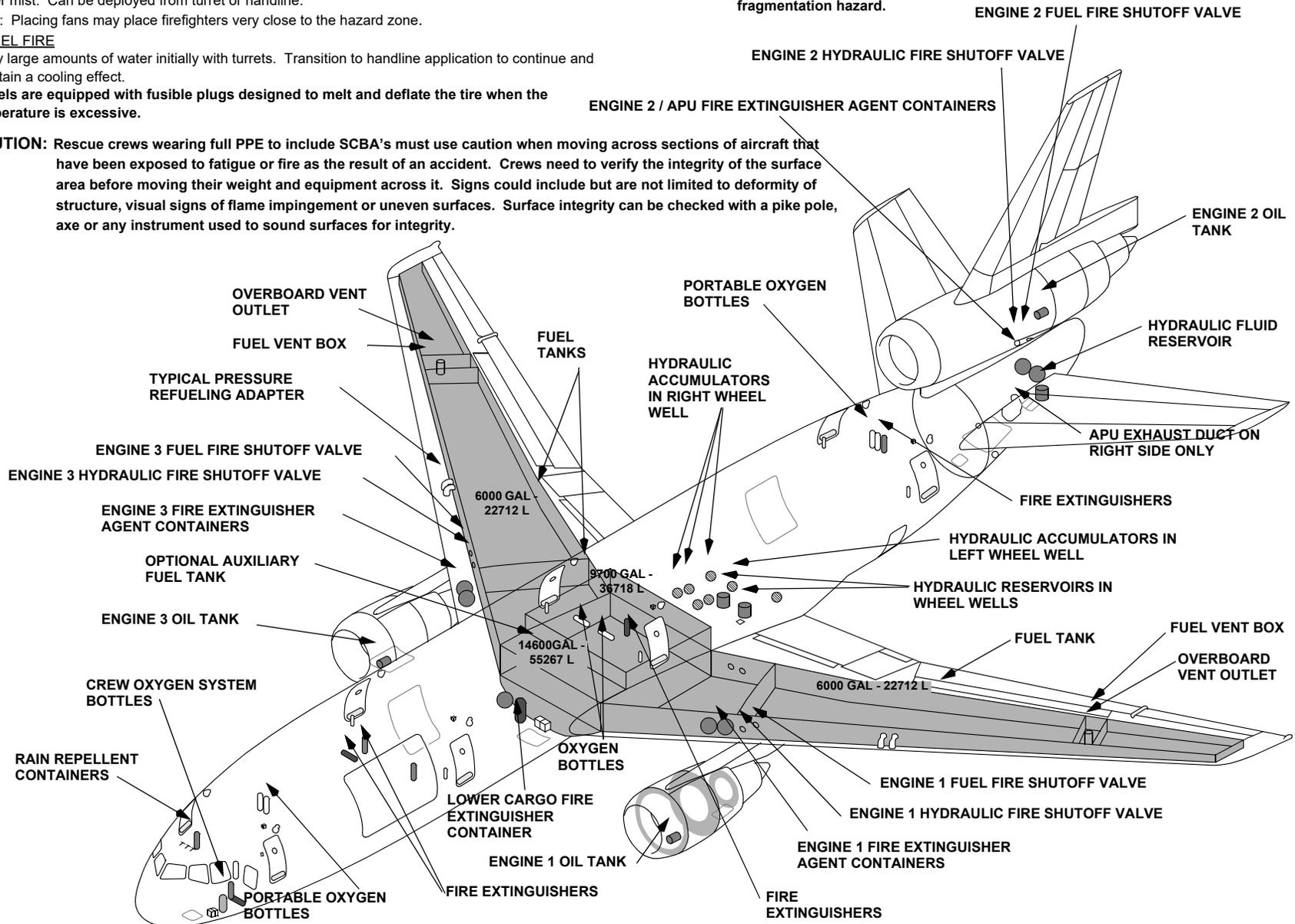
Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
 Water mist: Can be deployed from turret or handline.
 Fans: Placing fans may place firefighters very close to the hazard zone.

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.

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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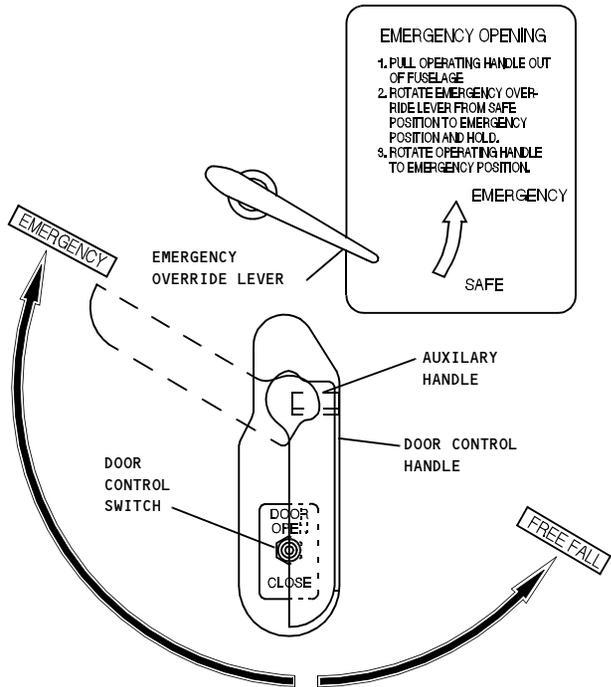
DC-10 SERIES

1 PASSENGER AND SERVICE DOORS

EMERGENCY RESCUE ACCESS-1

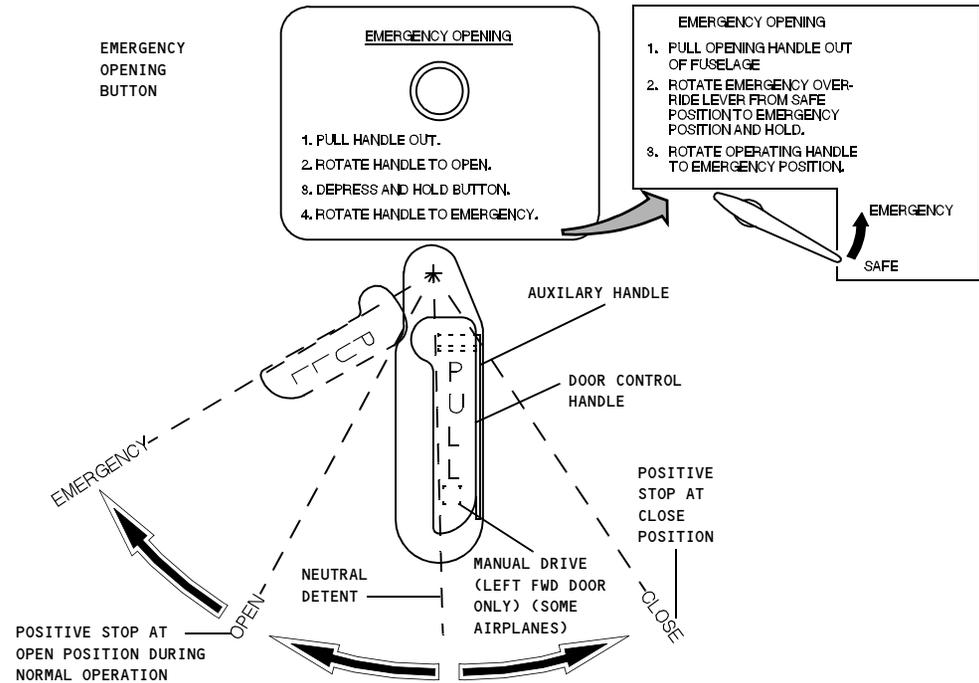
PUSH BUTTON TYPE

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.



NON PUSH BUTTON TYPE

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

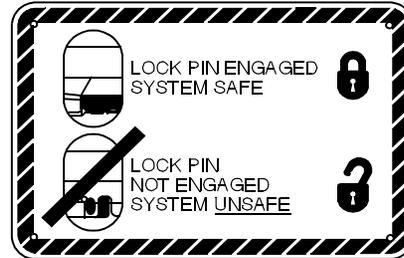
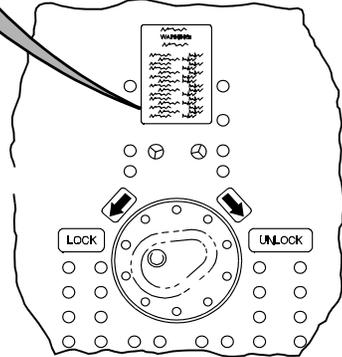
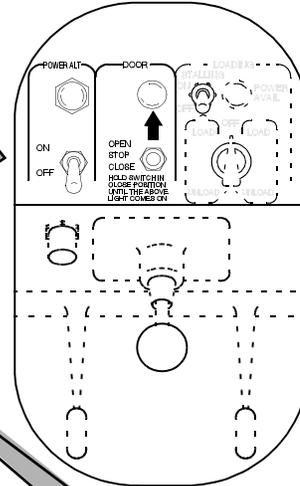
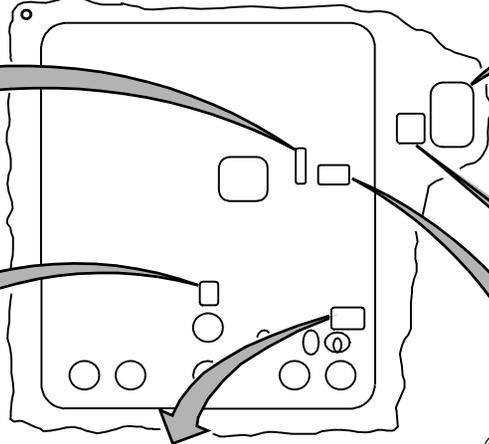
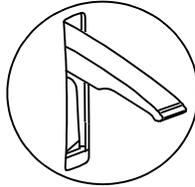


DC-10 SERIES

2 CARGO ACCESS DOORS

EMERGENCY RESCUE ACCESS-2

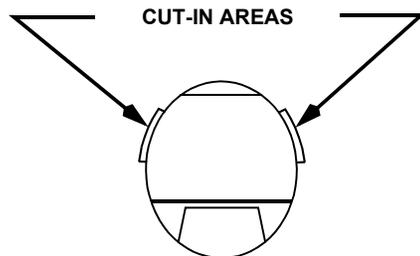
MANUAL OPERATION
WARNING:
 DOOR MAY SPRING OPEN
 PRIOR TO MANUALLY UNLATCHING.
 MANUALLY CRANK DOOR ACTUATOR
 TO THE FULLY CLOSED POSITION.
 DO NOT ATTEMPT TO PRY DOOR
 OPEN, OR OPEN DOOR ELECTRICALLY
 IF DOOR IS COVERED WITH ICE.
DO NOT USE POWER TOOLS
TO UNLOCK AND UNLATCH DOOR:
 1. PLACE VENT DOOR HANDLE IN
 OPEN POSITION.
 2. TURN ACTUATOR DRIVE UNTIL
 LATCHES ARE OPEN.
TO LATCH AND LOCK DOOR:
 1. TURN ACTUATOR DRIVE UNTIL
 VENT DOOR HANDLE CAN BE
 CLOSED.



CAUTION
 DO NOT FORCE HANDLE
 IF HANDLE WILL NOT OPERATE
 RESTORE POWER TO DOOR AND
 HOLD DOOR CONTROL SWITCH
 TO DOOR CLOSE POSITION FOR
 ADDITIONAL THREE SECONDS
 MOVE HANDLE TO CLOSE POSITION



4 CUT-IN AREAS

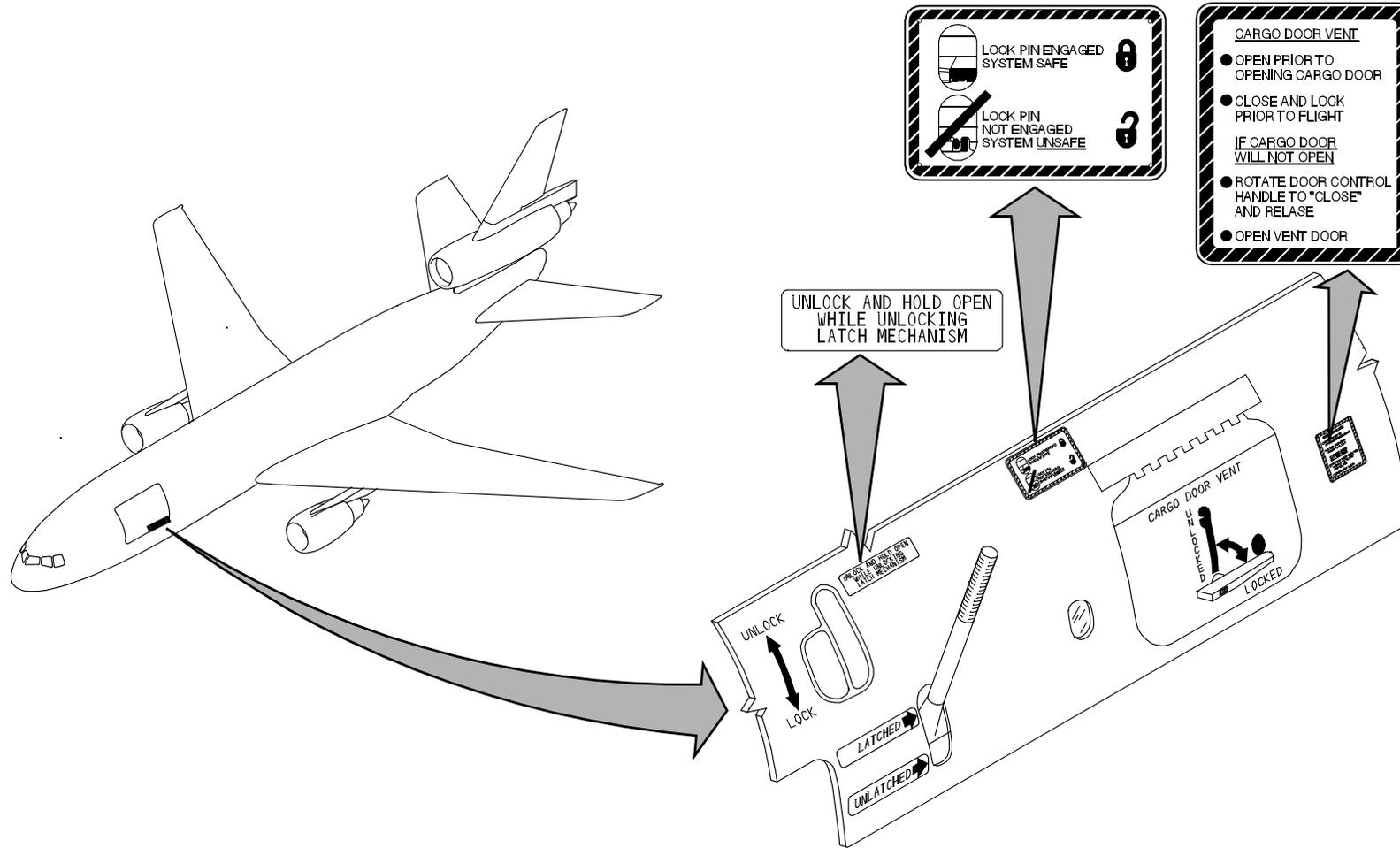


NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

DC-10 SERIES

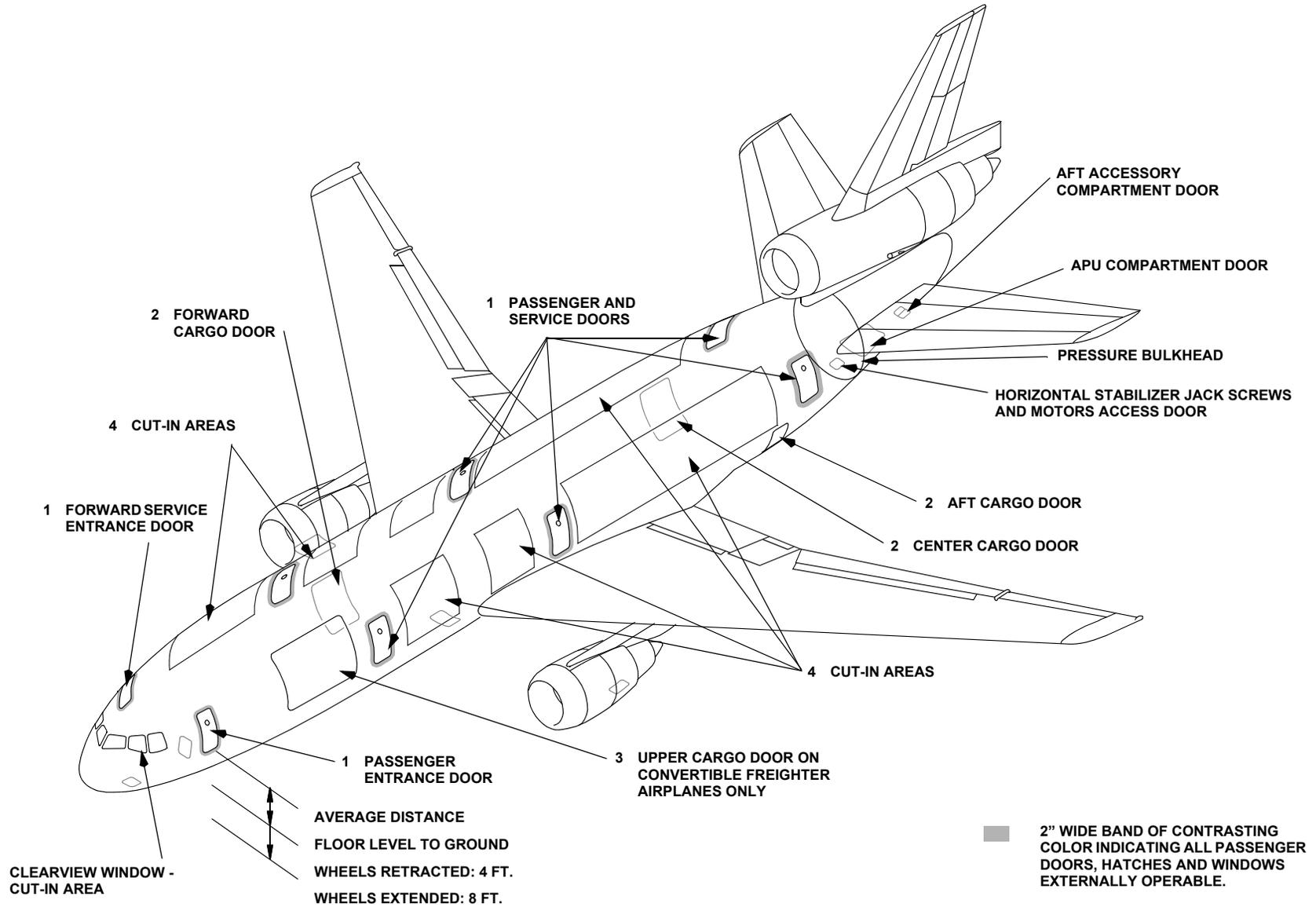
3 UPPER CARGO DOOR (CONVERTIBLE FREIGHTER AIRPLANES ONLY)

EMERGENCY RESCUE ACCESS-3



DC-10 SERIES

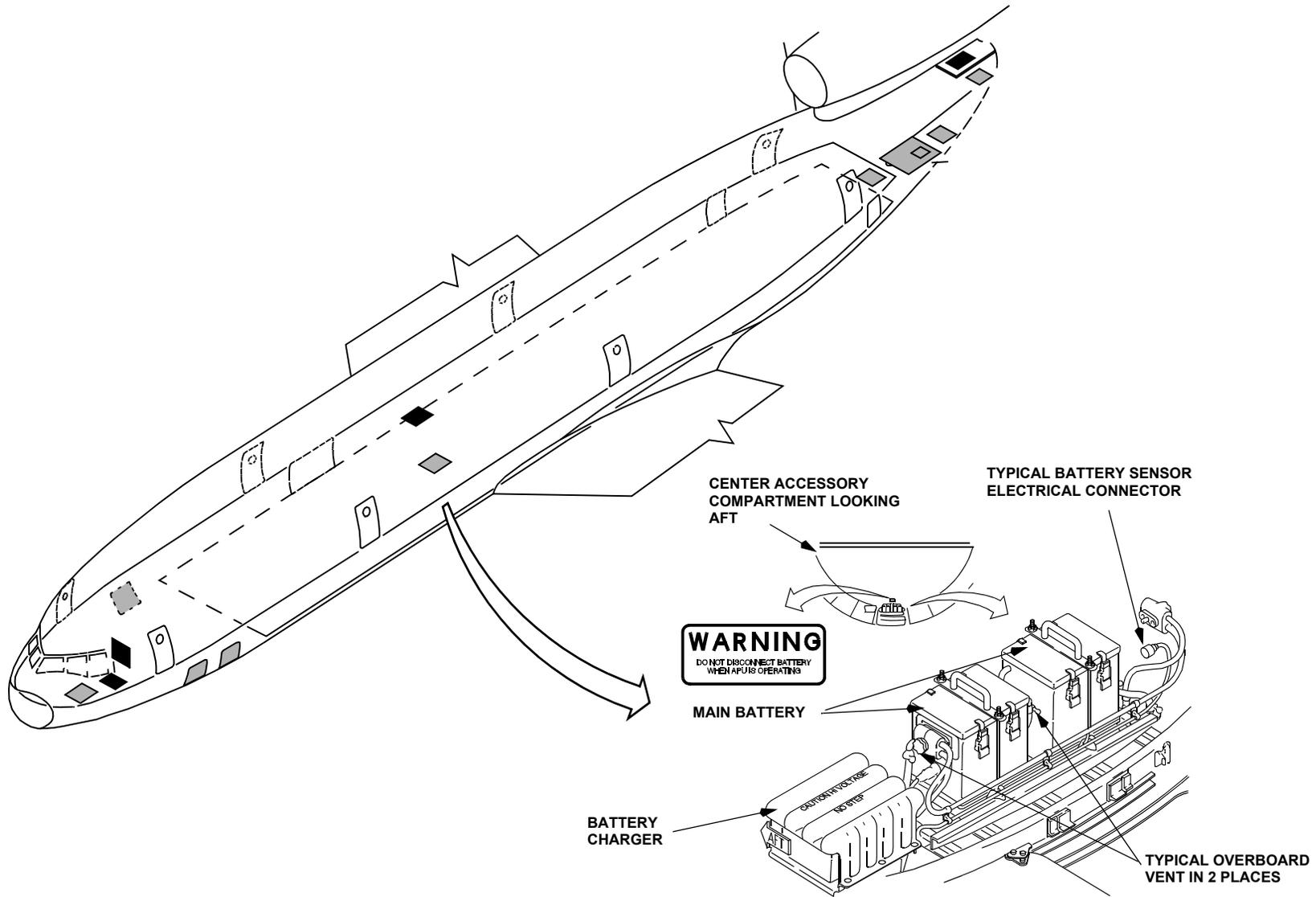
EMERGENCY RESCUE ACCESS-4



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DC-10 SERIES

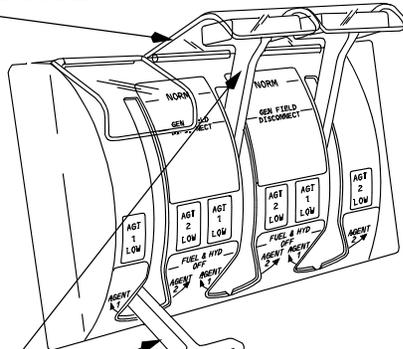
BATTERY LOCATIONS



DC-10 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

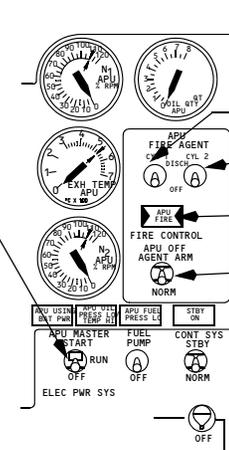
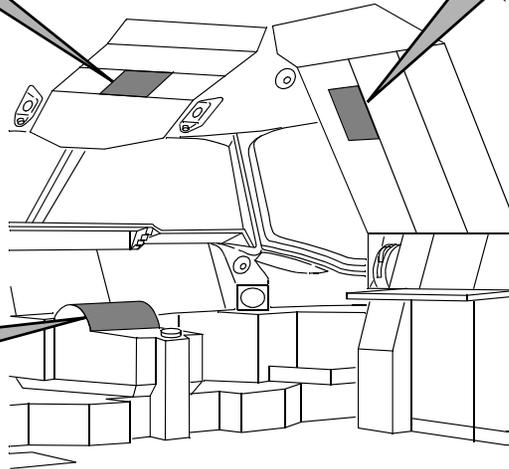
3 - ENG FIRE HANDLE COVERS



2 - ENG FIRE HANDLE

4,5,6 - ENG FIRE HANDLE

1 APU MASTER



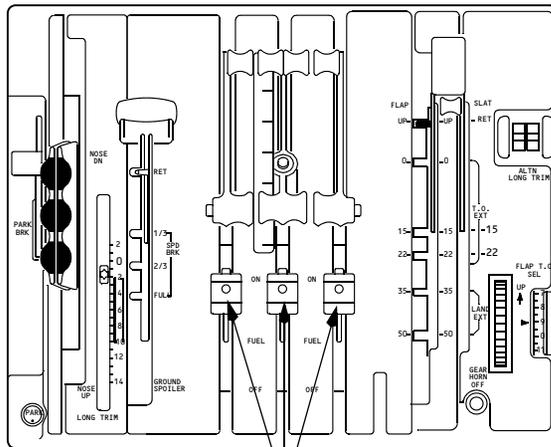
4 CYL 1

5 CYL 2

2 APU FIRE

3 APU OFF & AGENT ARE

FLIGHT ENGINEER'S UPPER INSTRUMENT PANEL NO. 1



1,2 - FUEL LEVERS

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

ENGINE SHUTDOWN AND FIRE PROCEDURE:

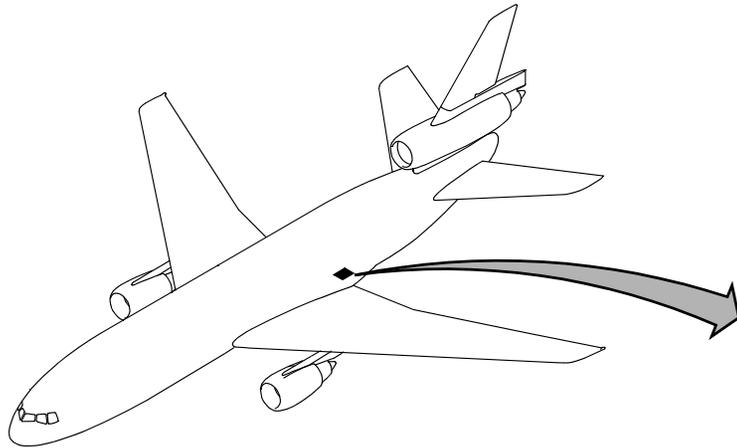
1. FUEL LEVER(S) FROM "ON" TO "OFF" (DOWN)
2. IF LIGHT(S) IN FUEL LEVER(S) OR "ENG FIRE" HANDLE(S) ARE ILLUMINATED:
3. LIFT "ENG/FIRE" HANDLE COVER(S)
4. PULL HANDLE(S) DOWN AND FORWARD
5. WHILE HOLDING FORWARD PRESSURE ON HANDLE, TWIST HANDLE CLOCKWISE AND HOLD
6. AFTER 30 SECONDS, TWIST HANDLE COUNTERCLOCKWISE.

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.)

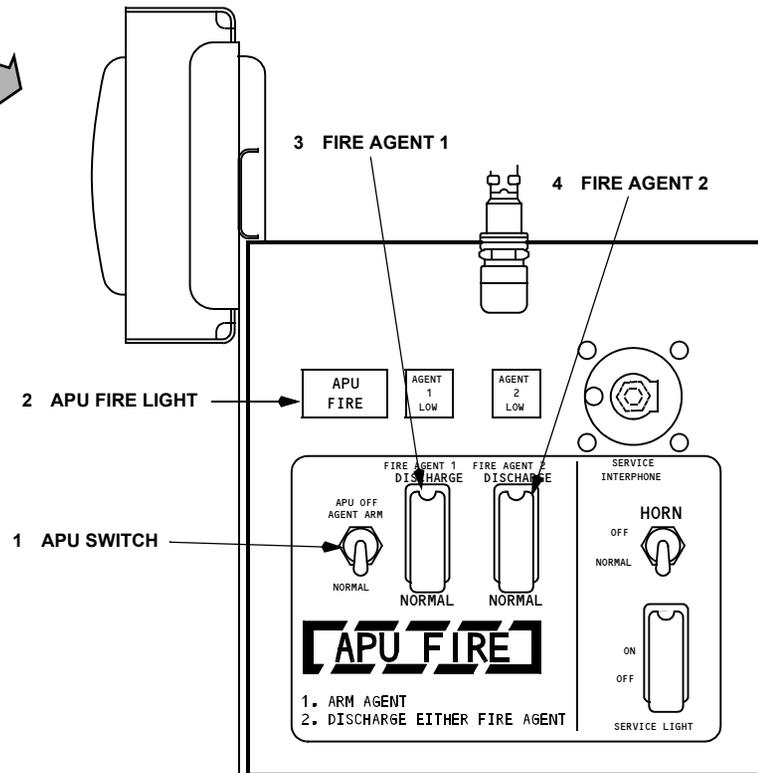
DC-10 SERIES

EXTERNAL APU FIRE CONTROLS



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

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.

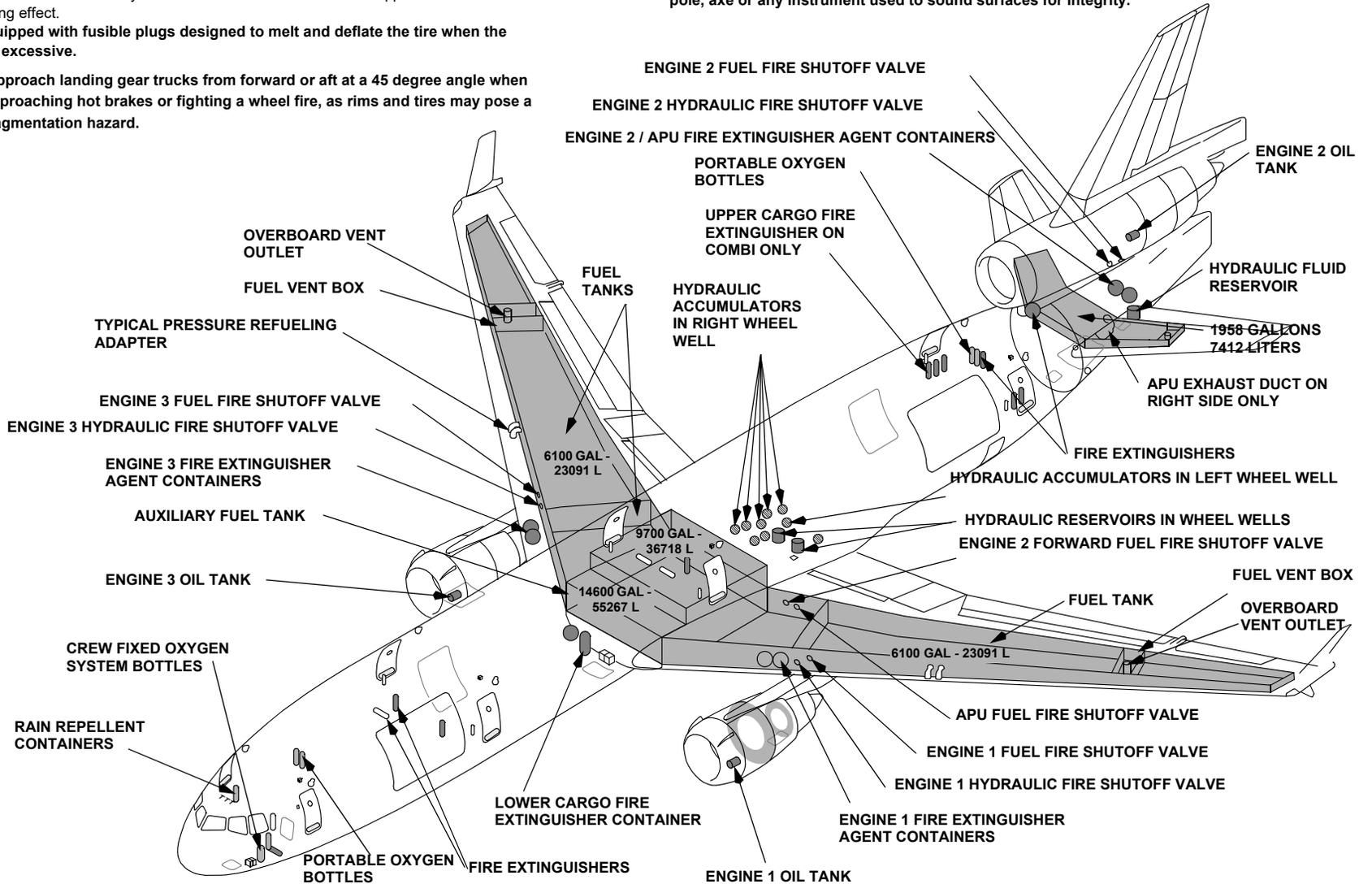
WHEEL FIRE

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.

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.



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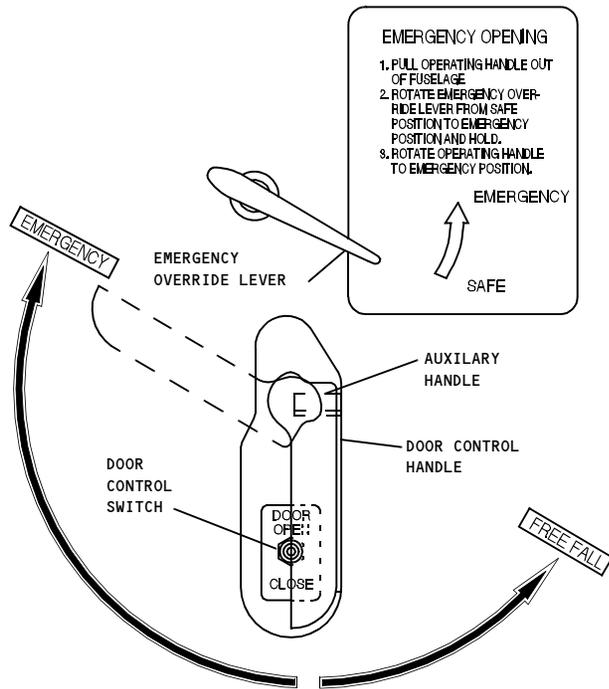
MD-11 SERIES

1 PASSENGER AND SERVICE DOORS

EMERGENCY RESCUE ACCESS-1

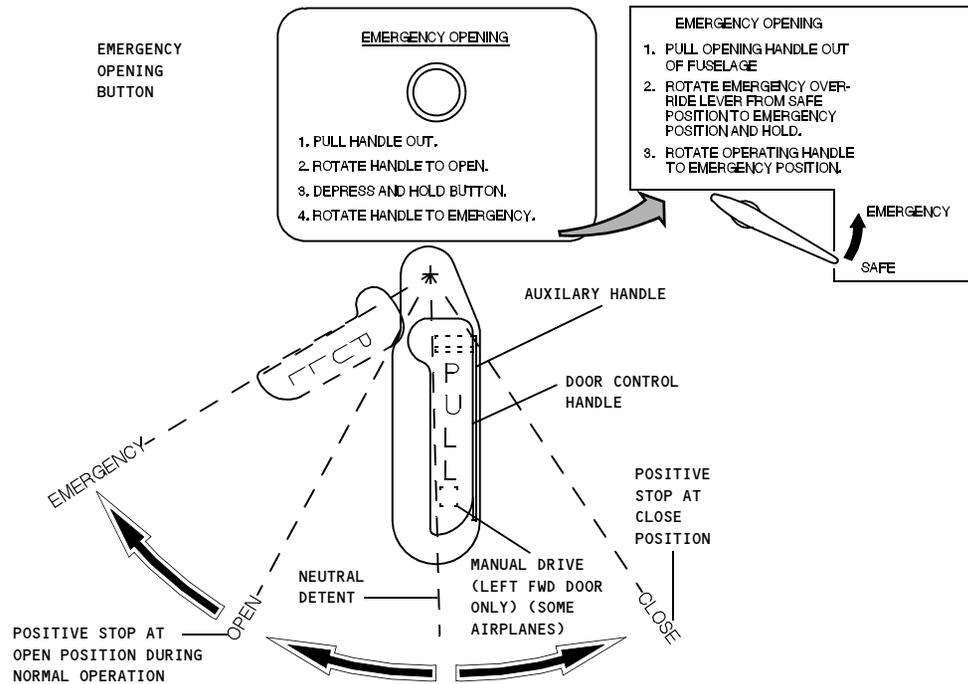
PUSH BUTTON TYPE

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.



NON PUSH BUTTON TYPE

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

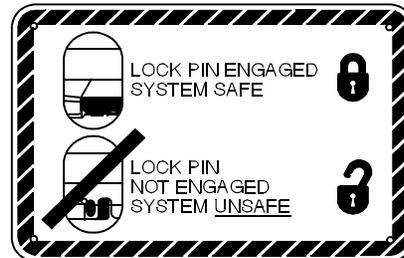
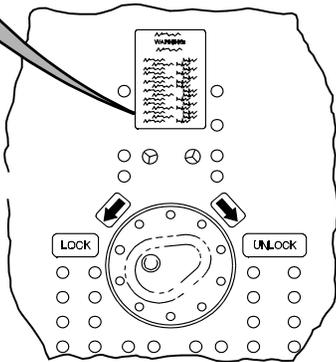
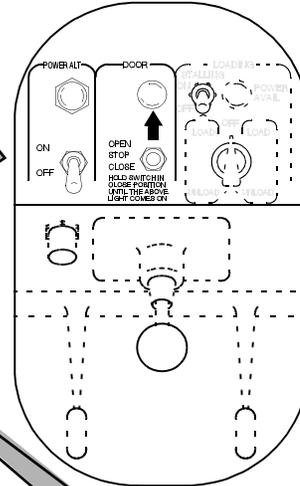
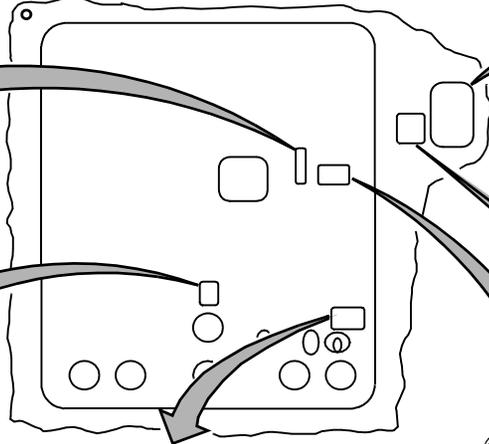
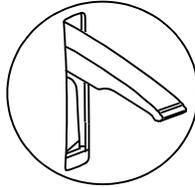


MD-11 SERIES

2 CARGO ACCESS DOORS

EMERGENCY RESCUE ACCESS-2

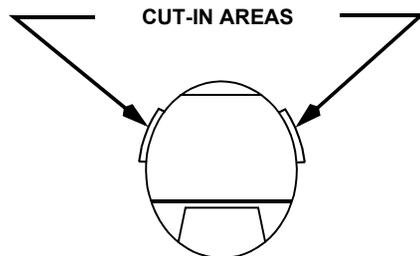
MANUAL OPERATION
WARNING:
 DOOR MAY SPRING OPEN
 PRIOR TO MANUALLY UNLATCHING.
 MANUALLY CRANK DOOR ACTUATOR
 TO THE FULLY CLOSED POSITION.
 DO NOT ATTEMPT TO PRY DOOR
 OPEN, OR OPEN DOOR ELECTRICALLY
 IF DOOR IS COVERED WITH ICE.
DO NOT USE POWER TOOLS
TO UNLOCK AND UNLATCH DOOR:
 1. PLACE VENT DOOR HANDLE IN
 OPEN POSITION.
 2. TURN ACTUATOR DRIVE UNTIL
 LATCHES ARE OPEN.
TO LATCH AND LOCK DOOR:
 1. TURN ACTUATOR DRIVE UNTIL
 VENT DOOR HANDLE CAN BE
 CLOSED.



CAUTION
 DO NOT FORCE HANDLE
 IF HANDLE WILL NOT OPERATE
 RESTORE POWER TO DOOR AND
 HOLD DOOR CONTROL SWITCH
 TO DOOR CLOSE POSITION FOR
 ADDITIONAL THREE SECONDS
 MOVE HANDLE TO CLOSE POSITION



4 CUT-IN AREAS

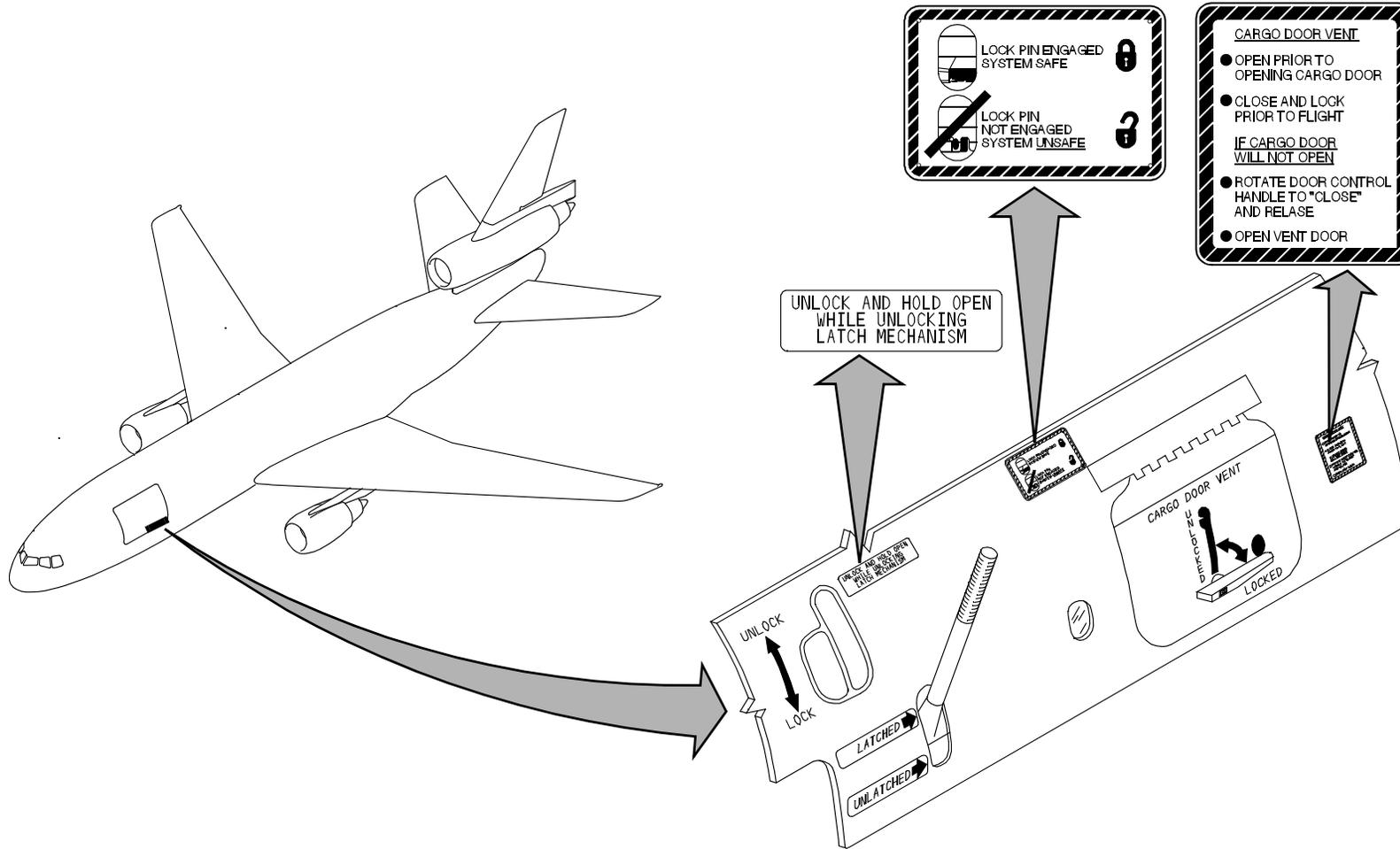


NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

MD-11 SERIES

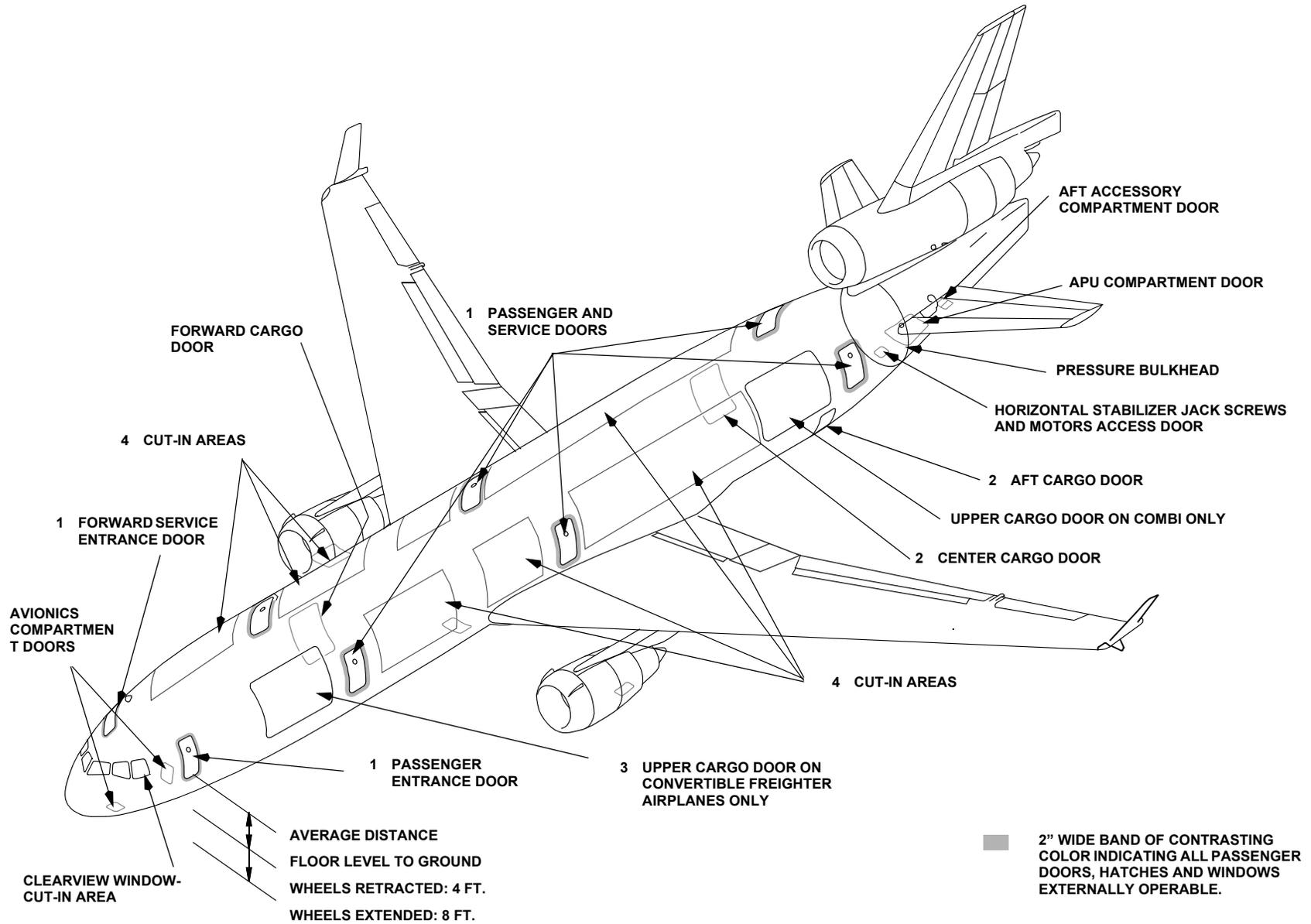
3 UPPER CARGO DOOR

EMERGENCY RESCUE ACCESS-3



MD-11 SERIES

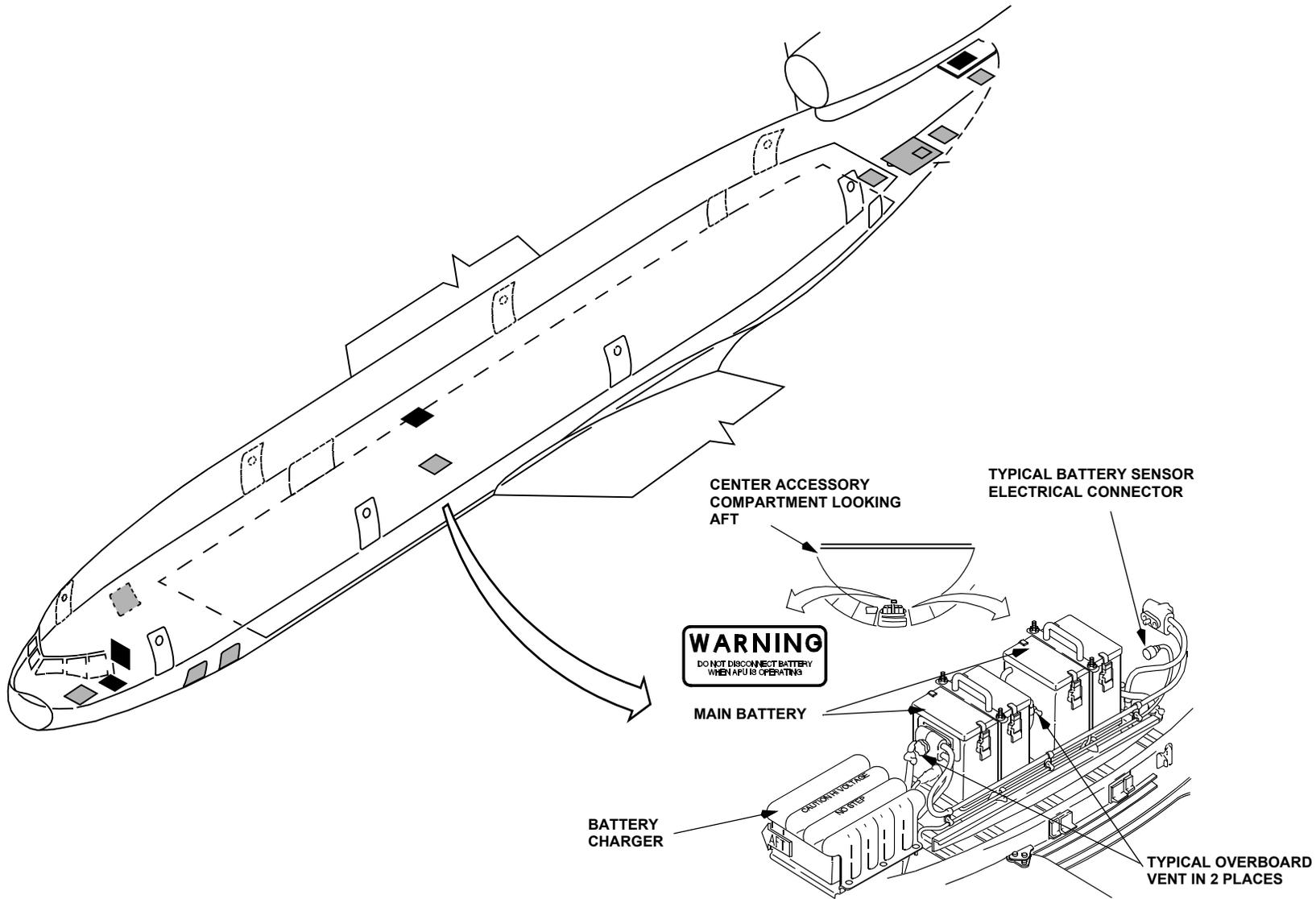
EMERGENCY RESCUE ACCESS-4



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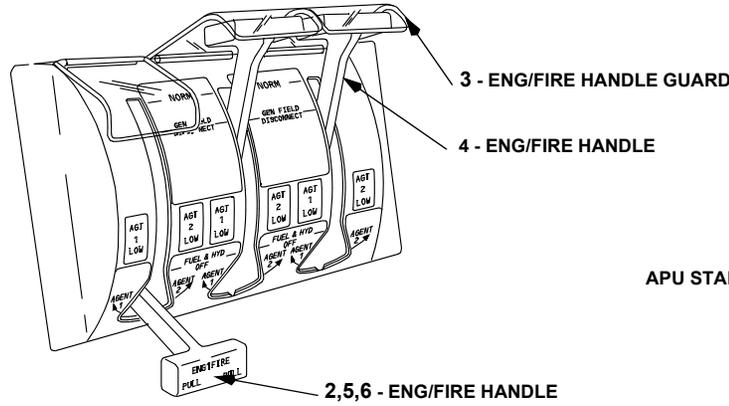
MD-11 SERIES

BATTERY LOCATIONS

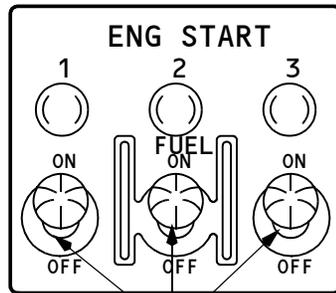


MD-11 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



AFT OVERHEAD PANEL

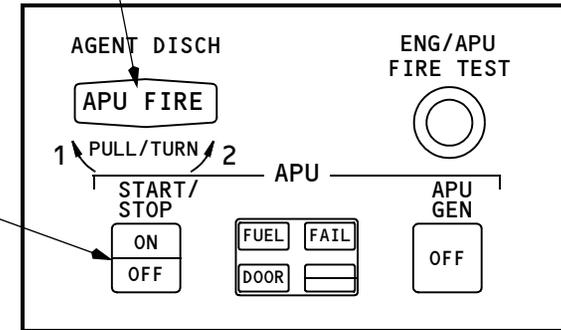


1 - ENGINE FUEL SWITCHES

CONTROL STAND

APU START/STOP SWITCH

2,3 APU FIRE HANDLE



AFT OVERHEAD PANEL

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.

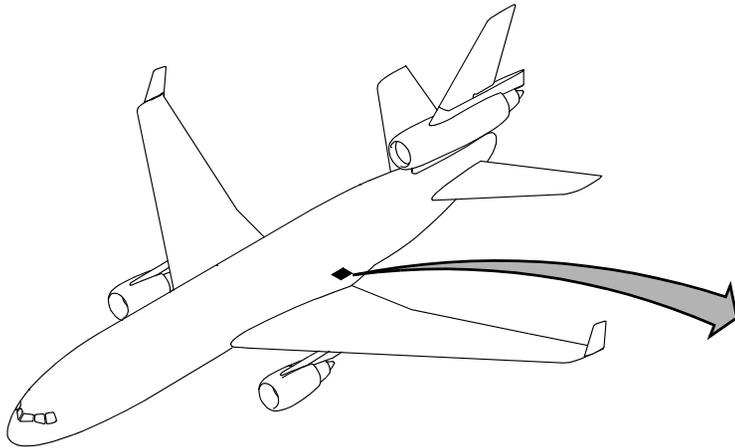
ENGINE SHUTDOWN AND FIRE PROCEDURE:

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.

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

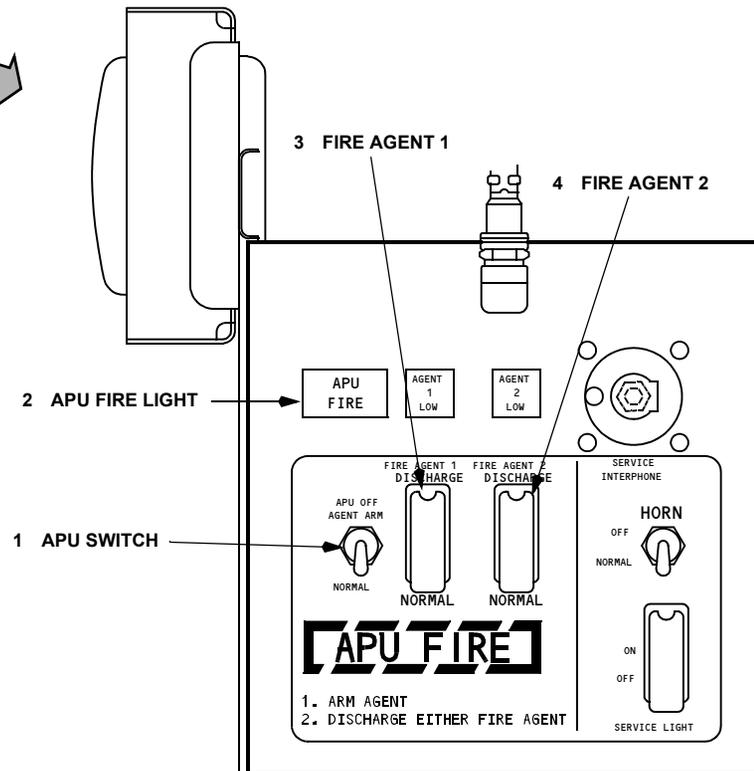
MD-11 SERIES

EXTERNAL APU FIRE CONTROLS



APU SHUTDOWN AND FIRE PROCEDURE:

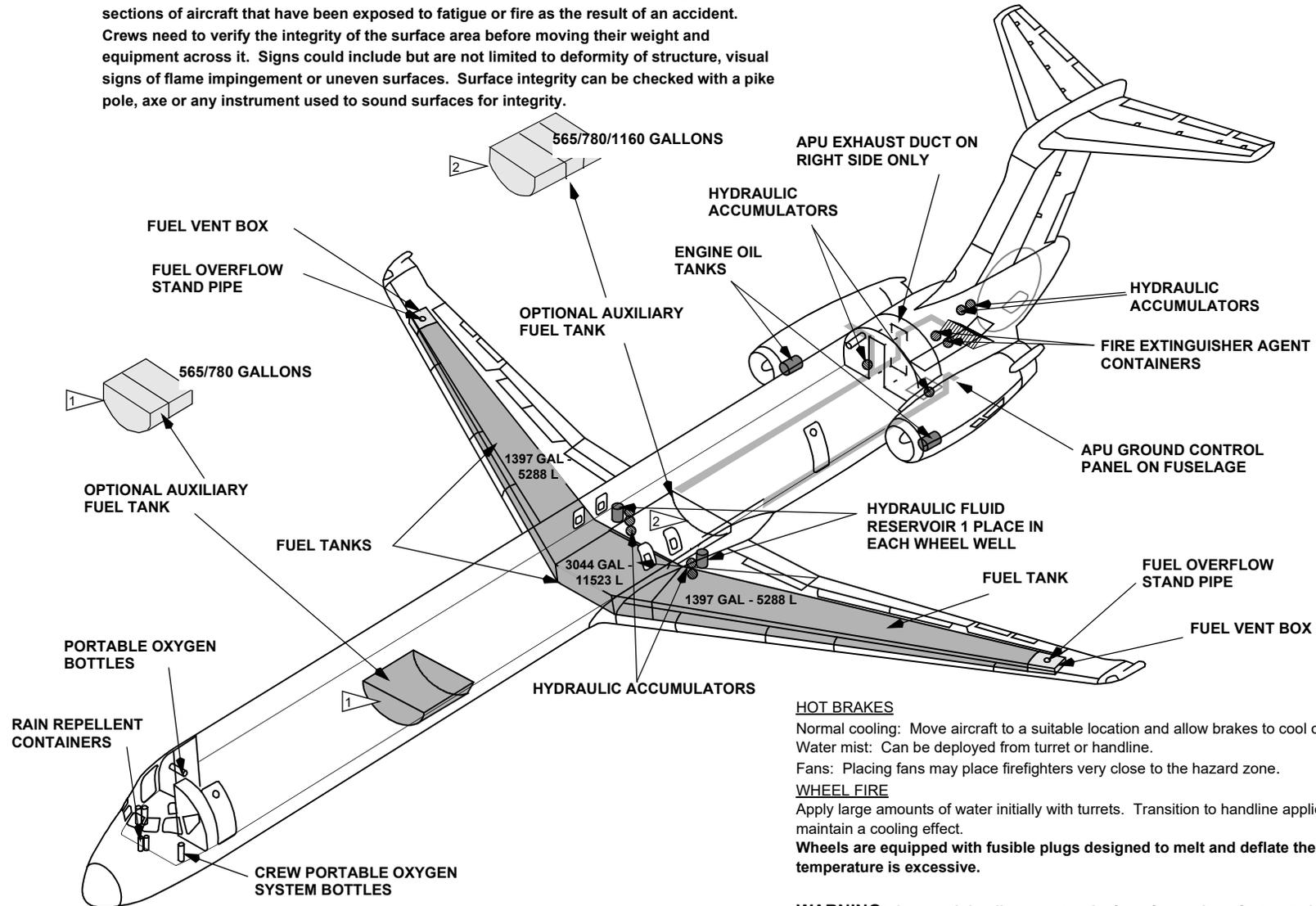
1. TURN APU SWITCH TO "OFF" (UP).
2. IF APU FIRE LIGHT IS ON...
3. FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP).
4. AFTER 30 SECONDS, FIRE AGENT 2 SWITCH TO "DISCHARGE" (UP).



MD-80 SERIES

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.

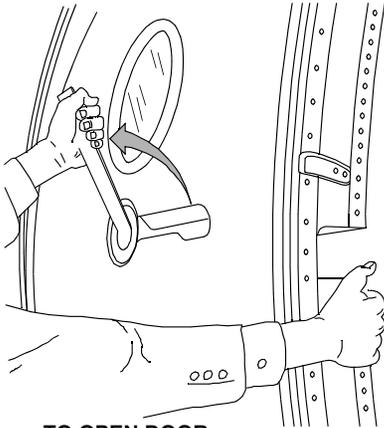
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

MD-80 SERIES

EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS



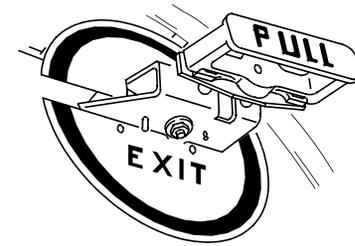
- TO OPEN DOOR
1. PULL HANDLE FROM RECESS.
 2. ROTATE HANDLE.
 3. PULL DOOR OPEN.

2 OVERWING EMERGENCY EXIT

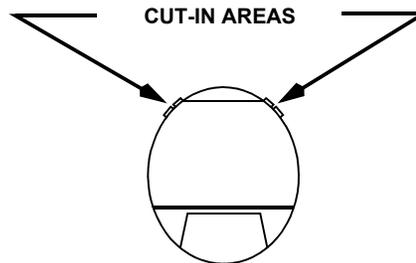


- TO OPEN DOOR
1. PUSH HANDLE.
 2. PULL HANDLE AND PUSH IN ON TOP OF DOOR.
 3. LIFT UP FORCIBLY.

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.

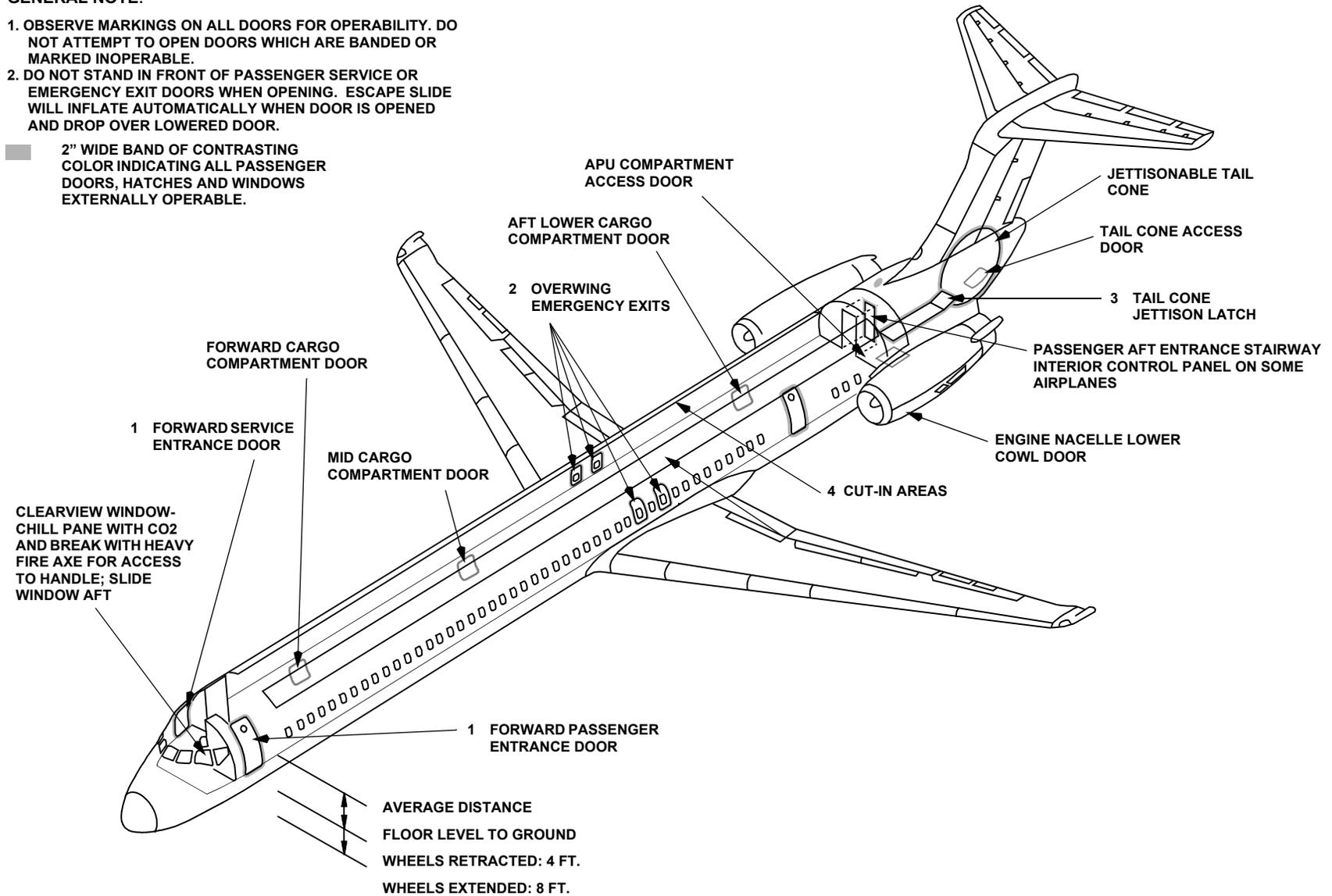
MD-80 SERIES

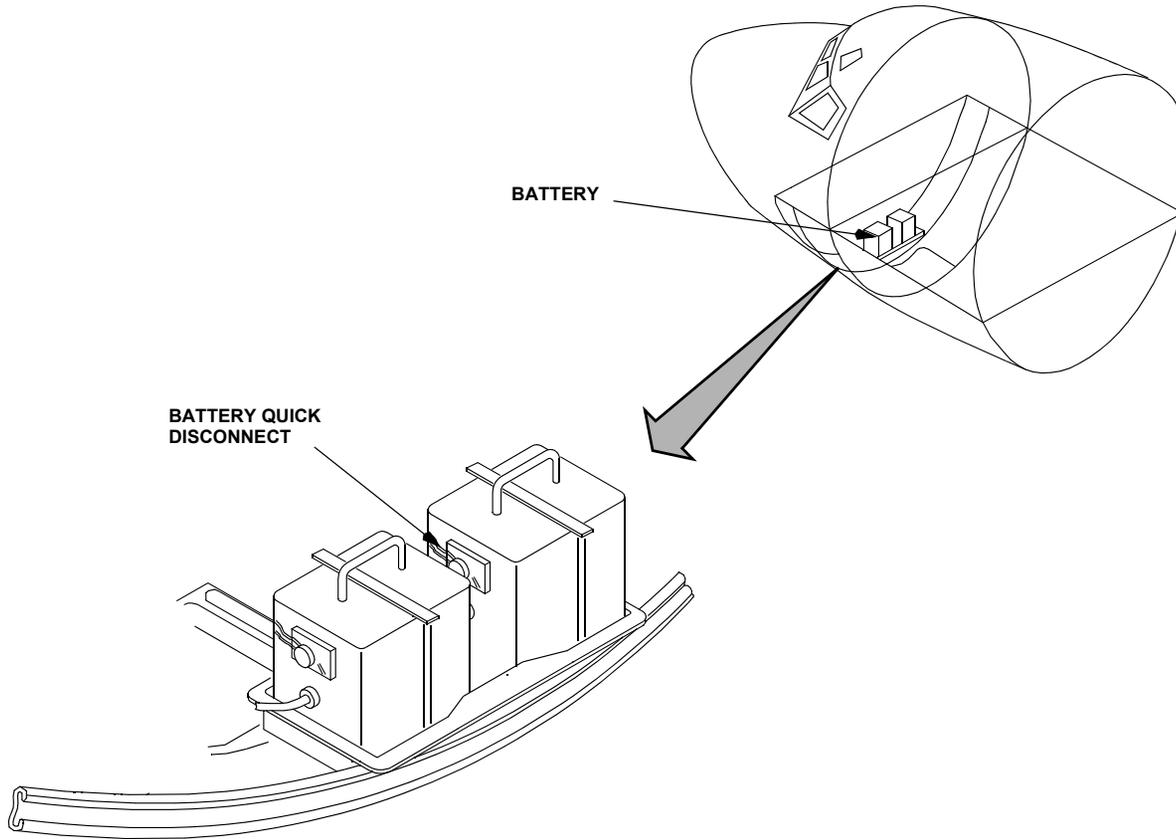
EMERGENCY RESCUE ACCESS-2

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.

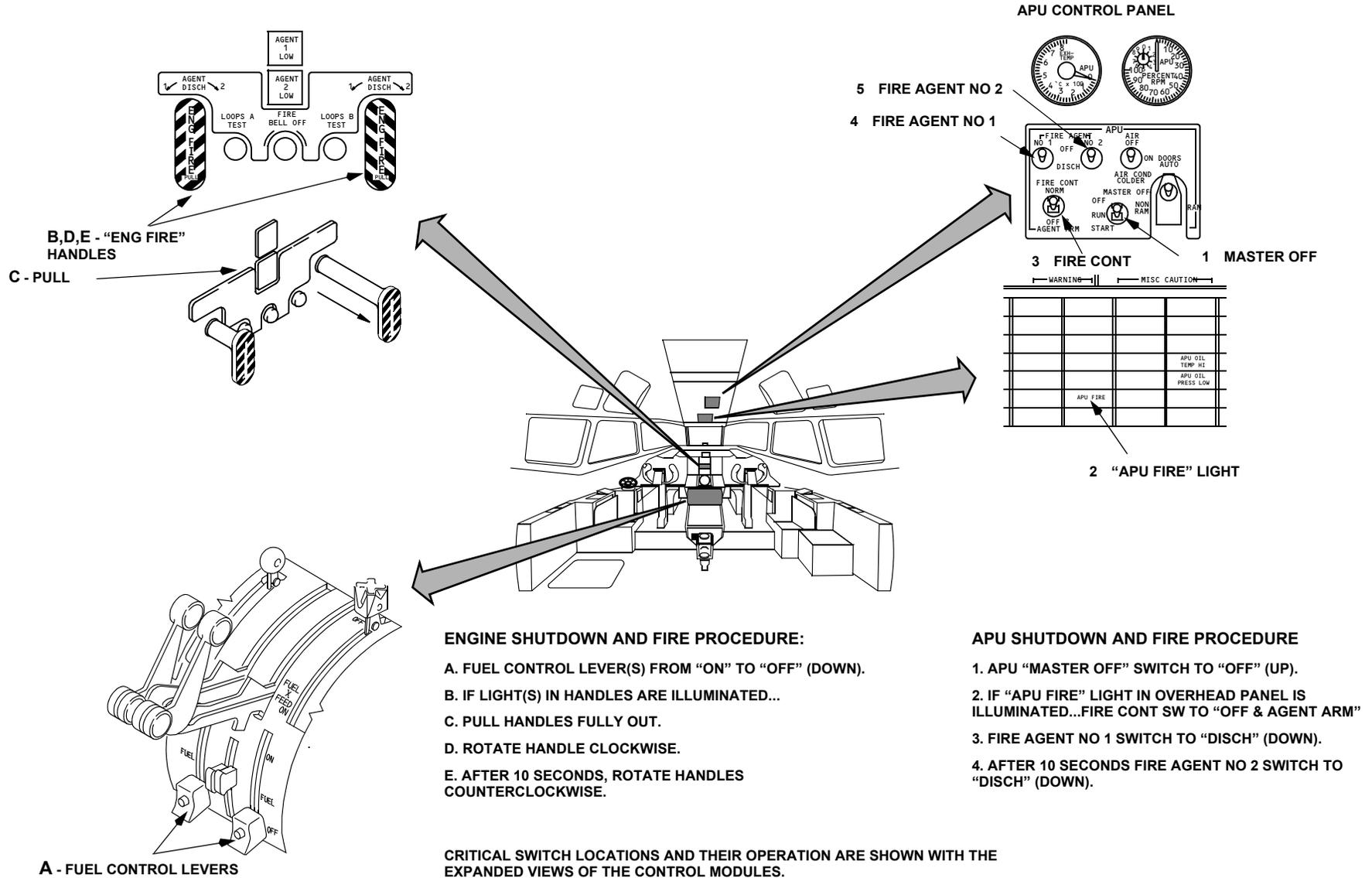
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.





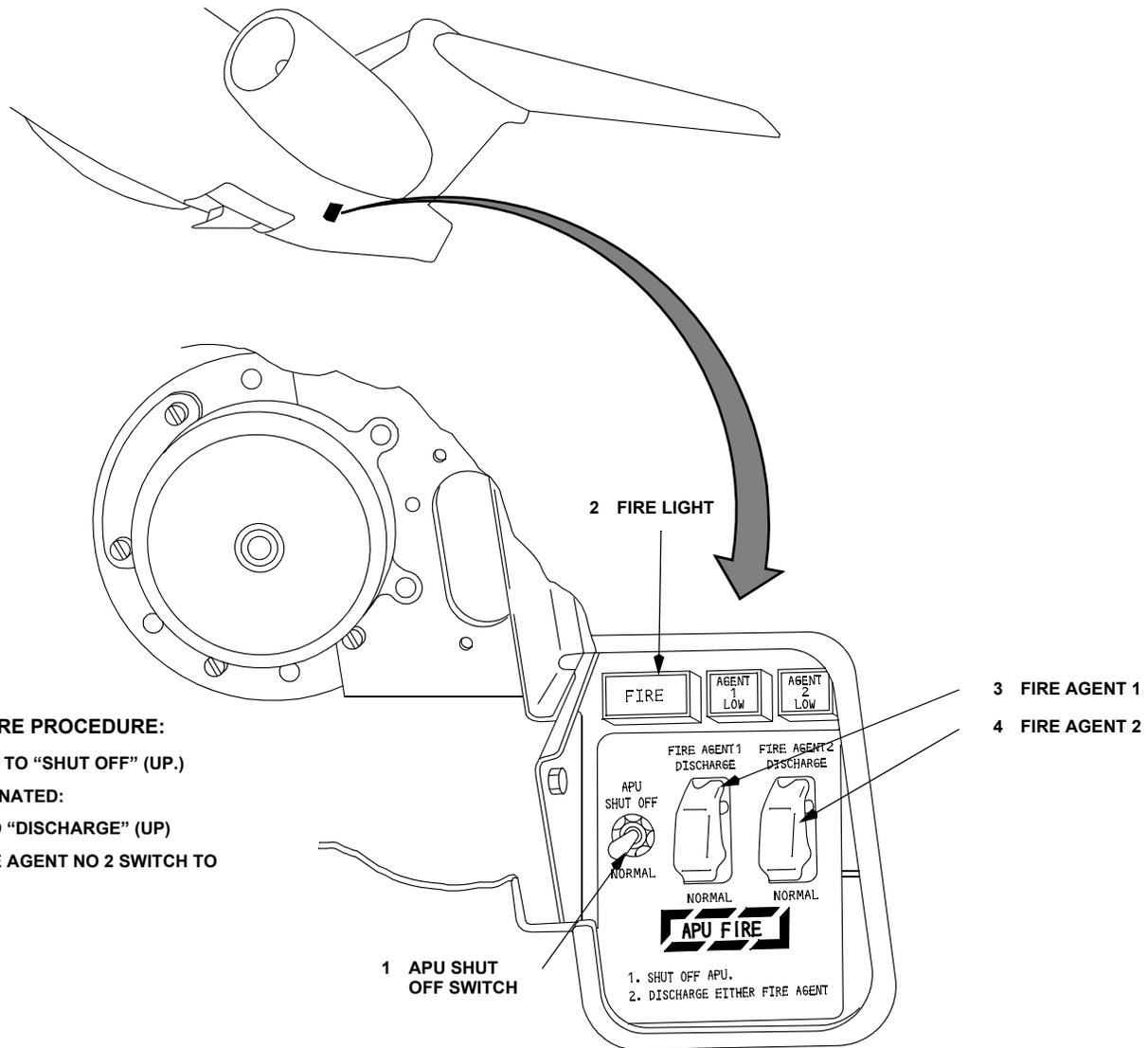
MD-80 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



MD-80 SERIES

EXTERNAL APU FIRE CONTROLS



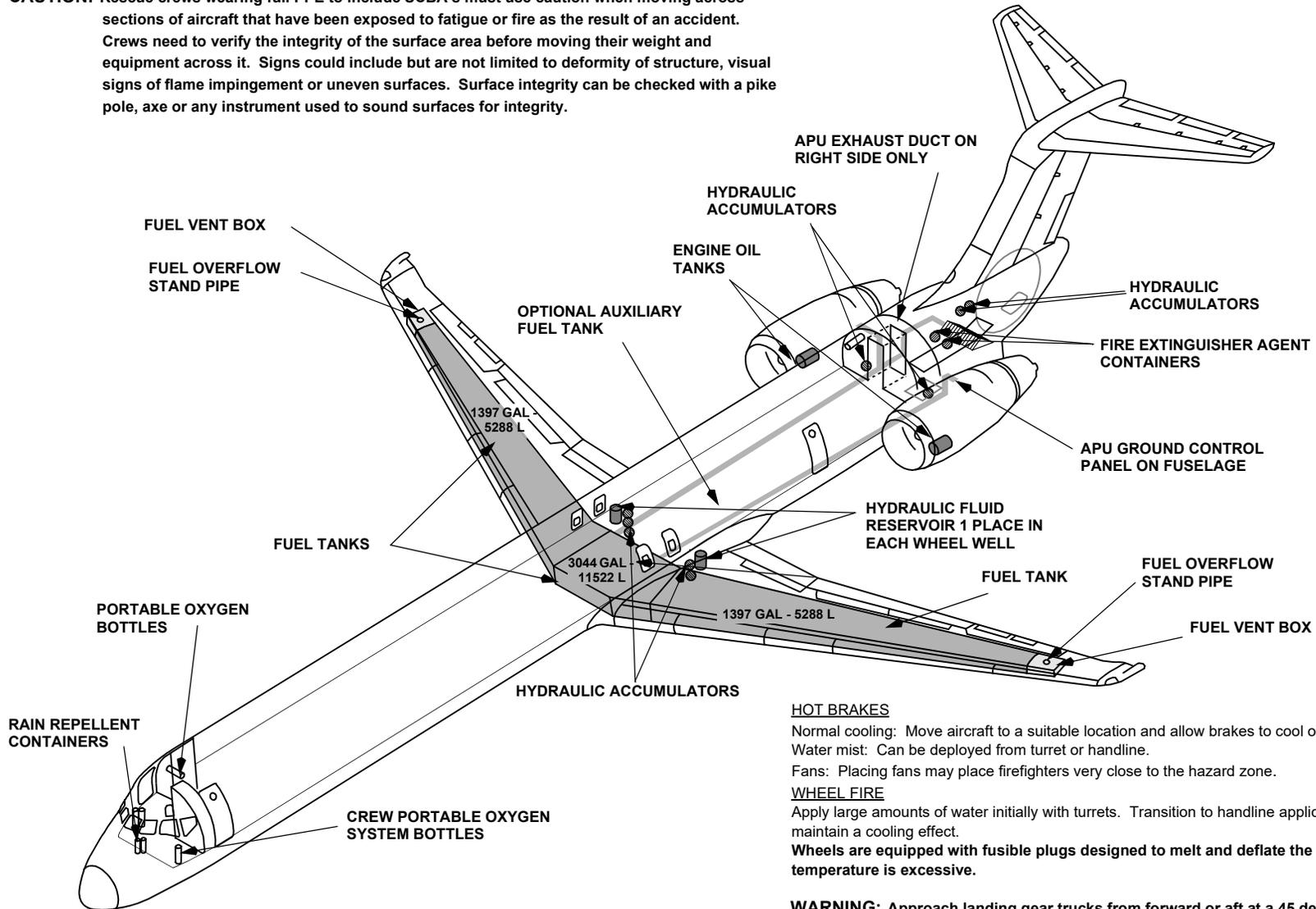
APU SHUTDOWN AND FIRE PROCEDURE:

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.)

MD-90 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.

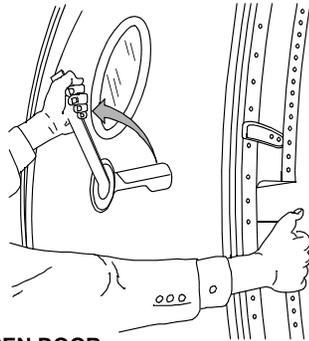
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

MD-90 SERIES

EMERGENCY RESCUE ACCESS-1

1 PASSENGER DOOR AND STAIRWAY

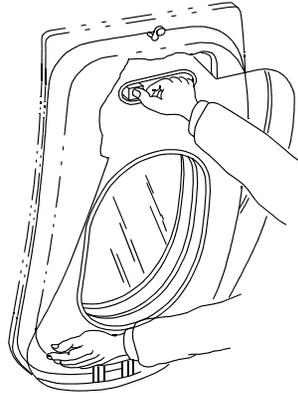


TO OPEN DOOR:

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.

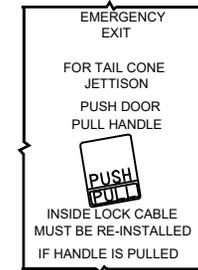
2 OVERWING EMERGENCY EXIT



TO OPEN DOOR:

1. UNLATCH.
2. PULL HANDLE.
3. LIFT OUT.

3 TAIL CONE JETTISON/SLIDE DEPLOYMENT

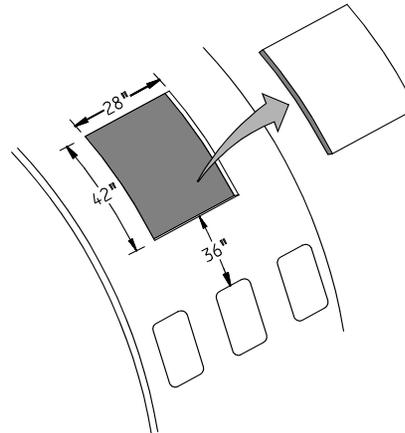


TO JETTISON TAIL CONE AND INFLATE SLIDE

1. PUSH DOOR.
2. PULL HANDLE.
3. SLIDE INFLATES AUTOMATICALLY.

NOTE: HANDLE IS 10 FEET ABOVE THE GROUND.

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.

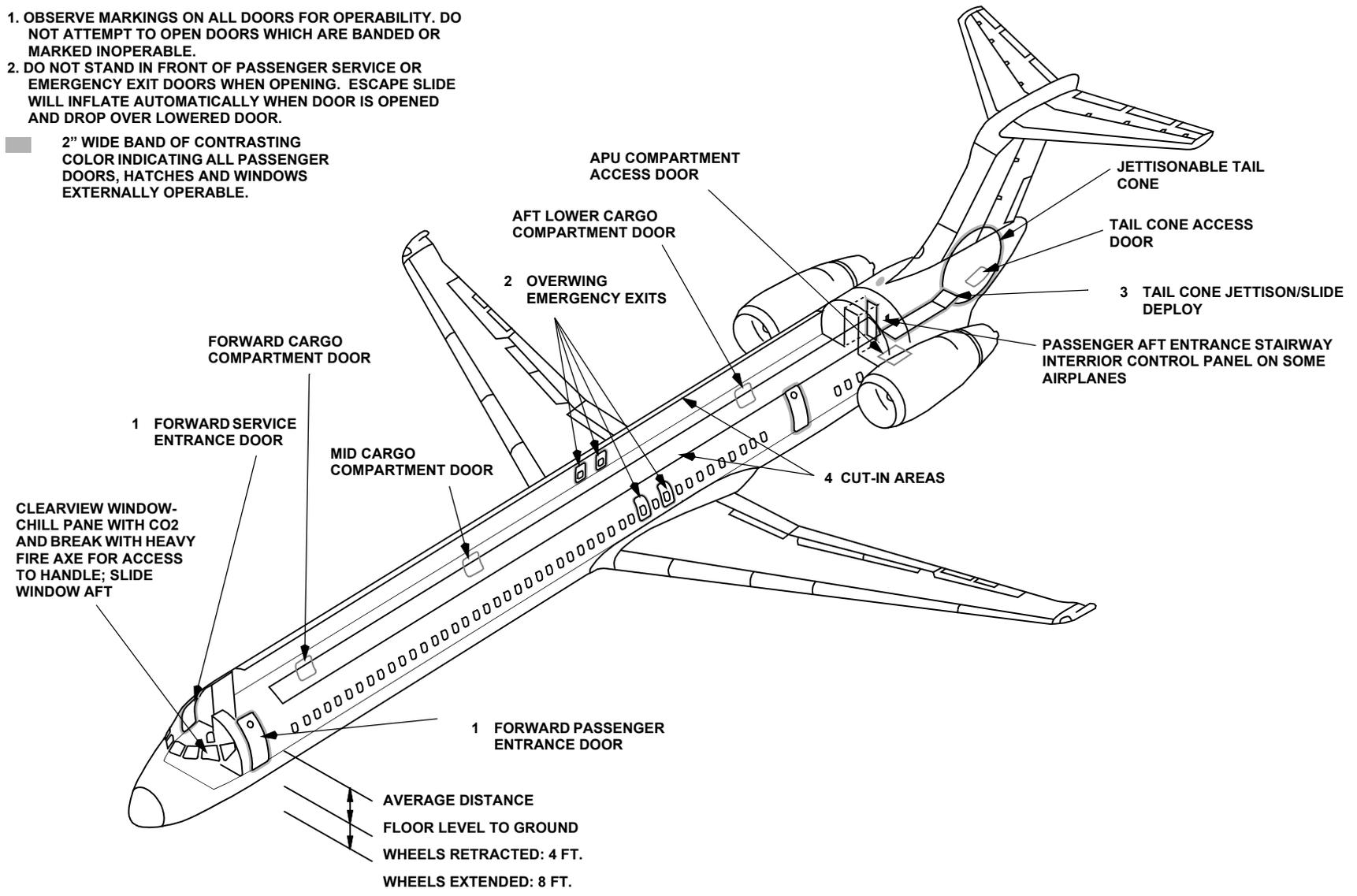
MD-90 SERIES

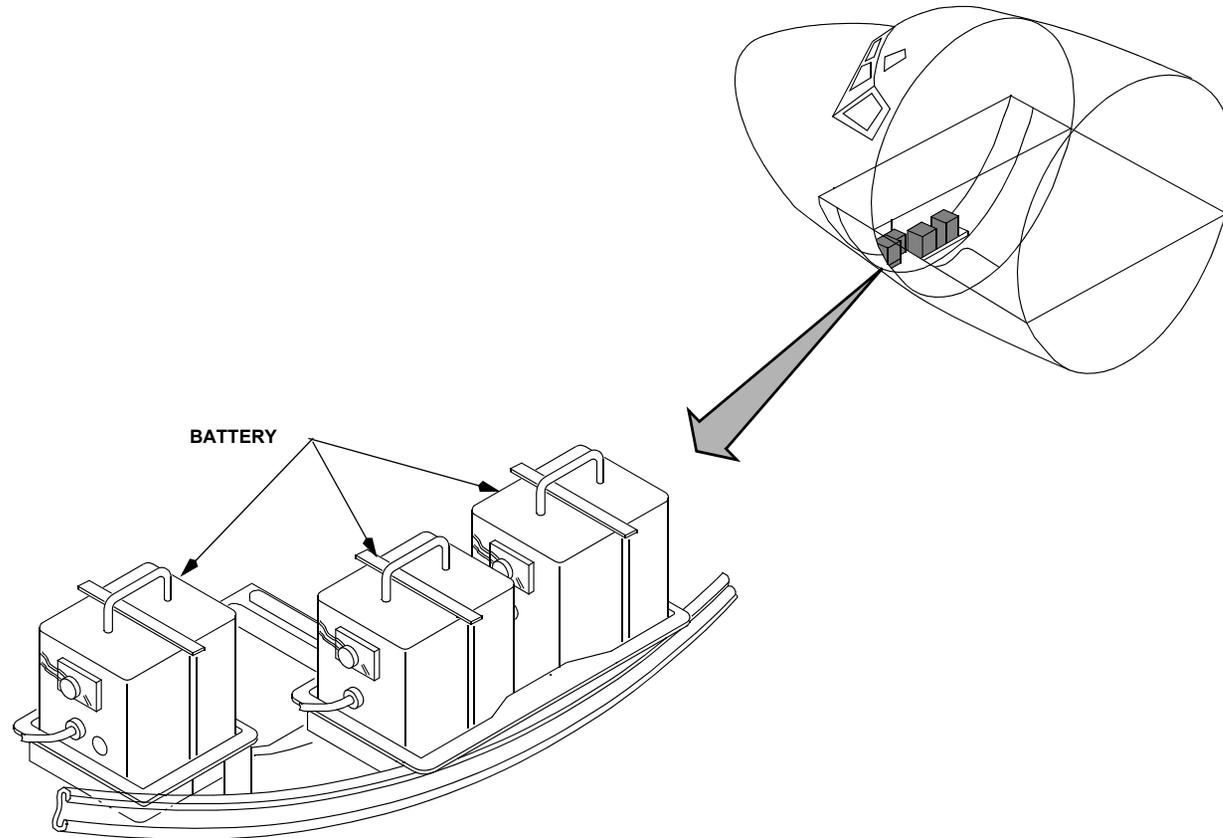
EMERGENCY RESCUE ACCESS-2

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.

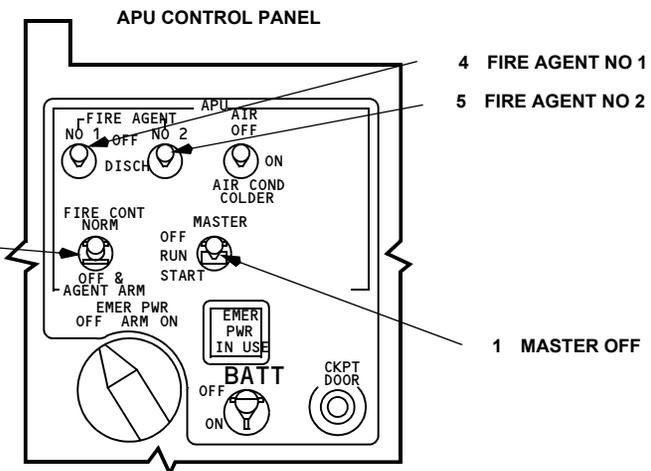
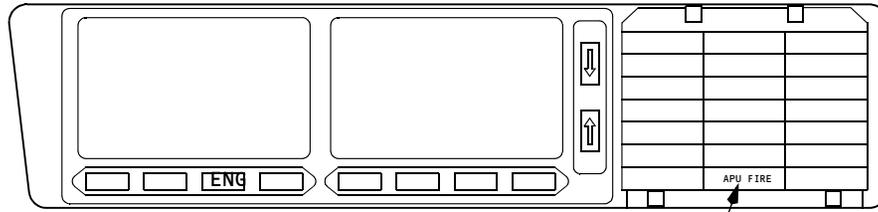
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.





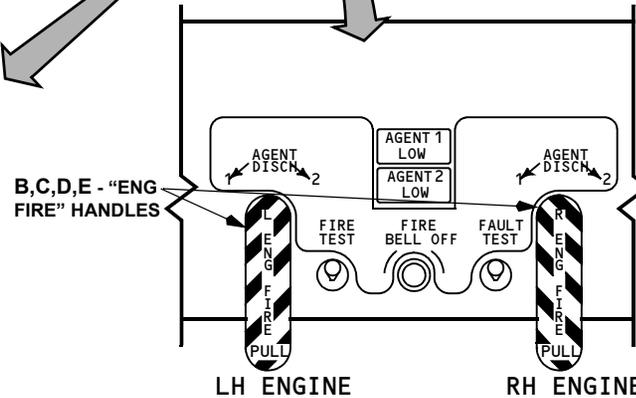
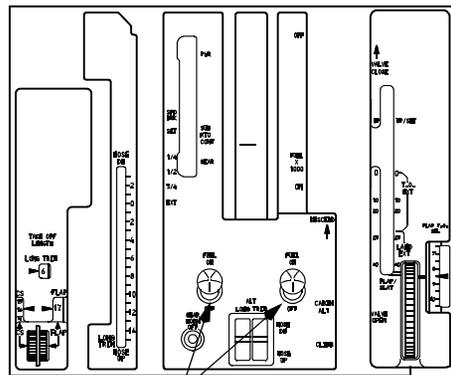
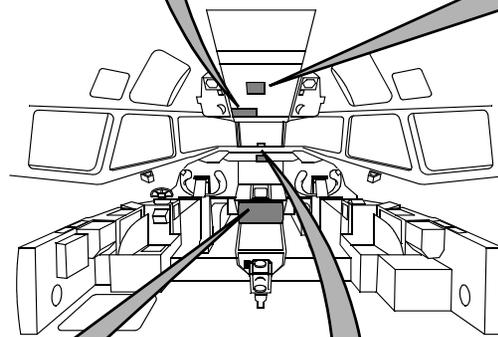
MD-90 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



ENGINE SHUTDOWN AND FIRE PROCEDURE:

- A. FUEL SWITCHES 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.



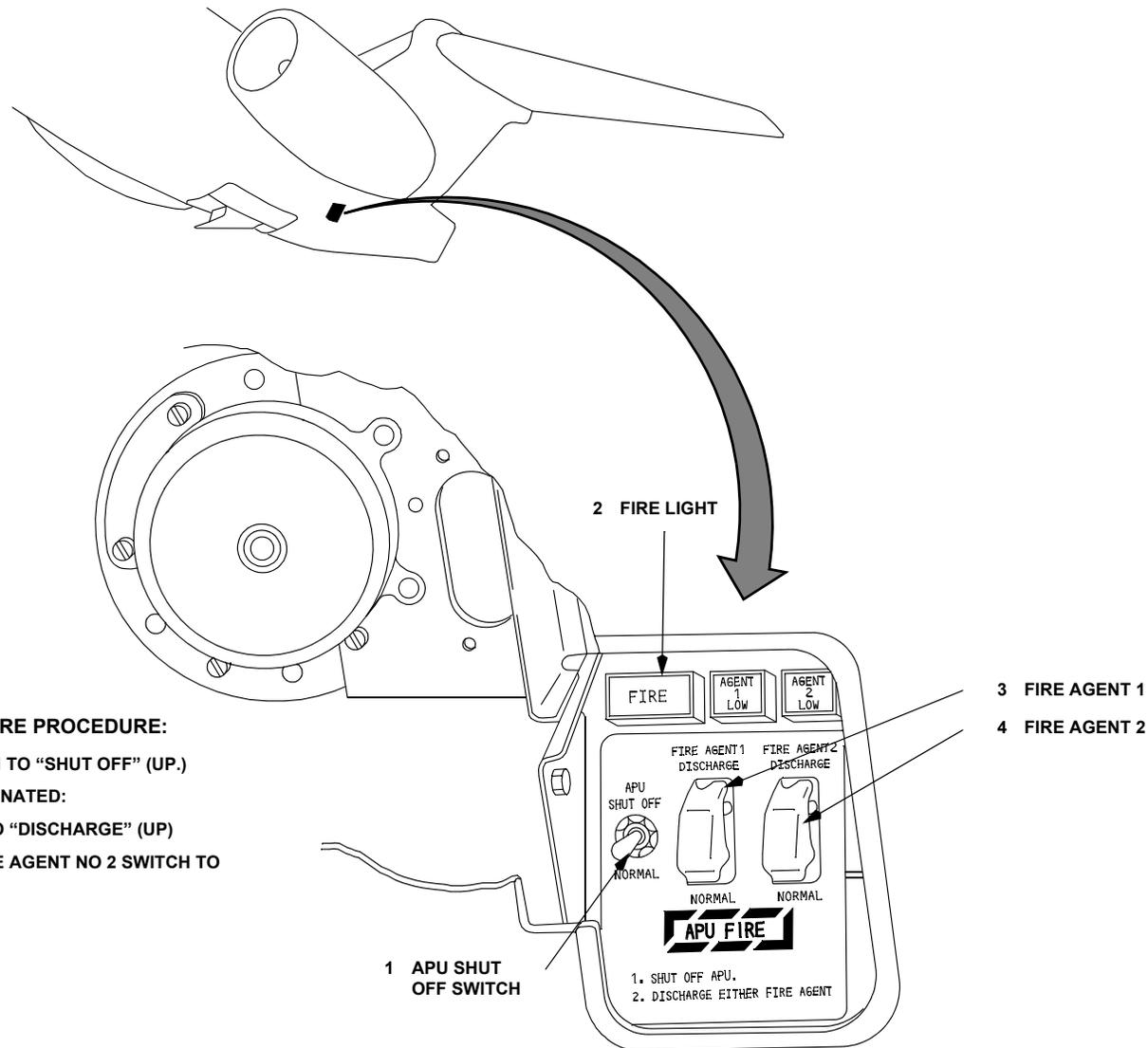
APU SHUTDOWN AND FIRE PROCEDURE

- 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.

MD-90 SERIES

EXTERNAL APU FIRE CONTROLS



P-8

GOVERNMENT PURPOSE AND RIGHTS

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Contractor: The Boeing Company and/or subcontractor/supplier asserting rights.

Contractor Address: P.O. Box 3707, 7755 E. Marginal Way, Seattle, WA 98124

Expiration Date: 14 June 2009

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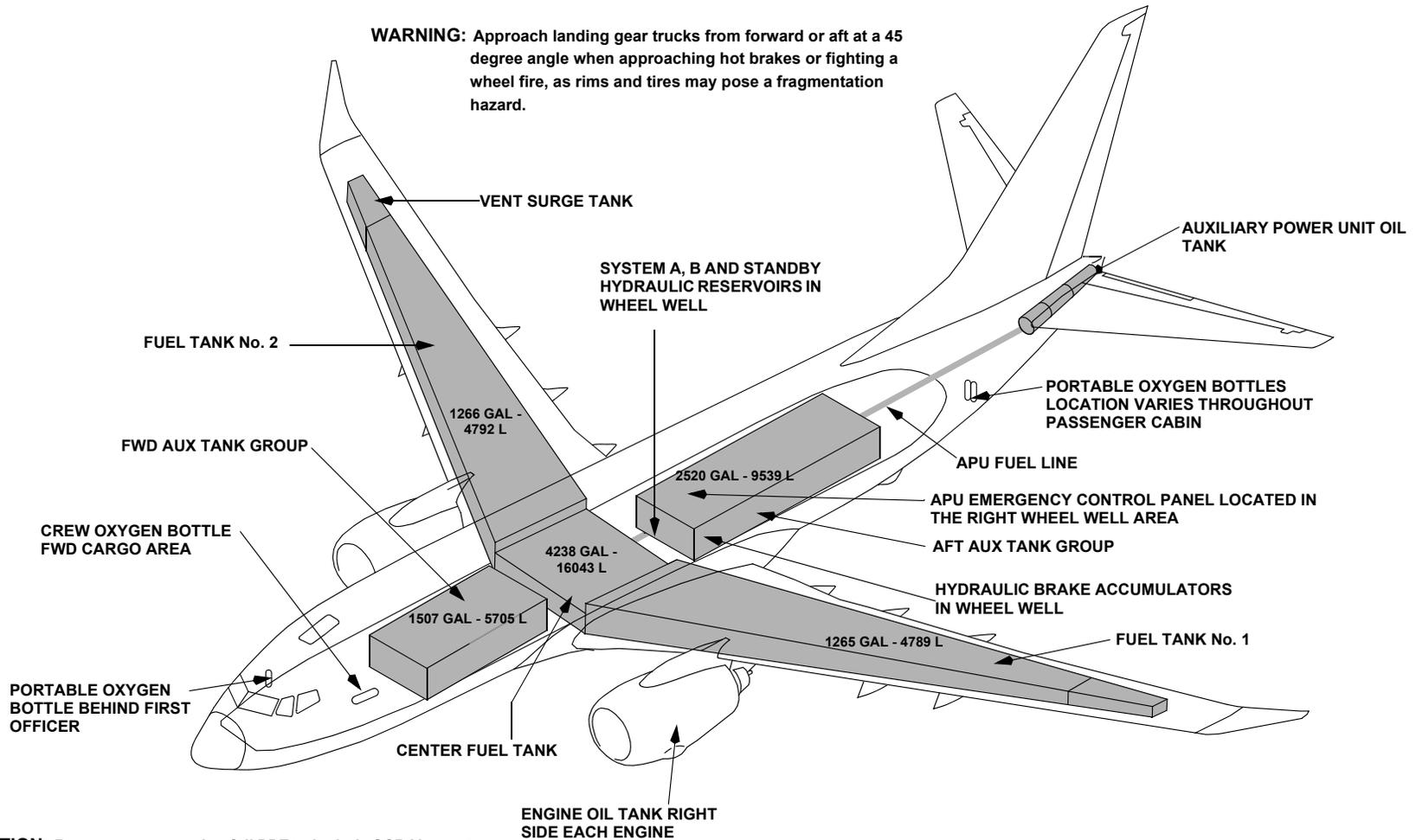
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FLAMMABLE MATERIAL LOCATIONS



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WHEEL FIRE

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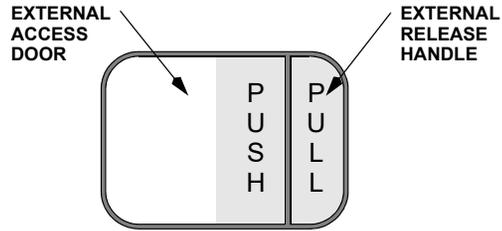
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P-8

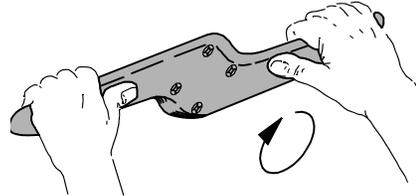
EMERGENCY RESCUE ACCESS-1

**1 CO-PILOT'S SLIDING WINDOW
(PILOT'S WINDOW - AS INSTALLED)**



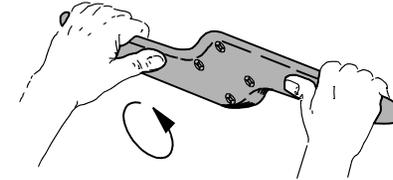
- TO OPEN WINDOW FROM OUTSIDE:**
1. PUSH IN EXTERNAL ACCESS DOOR.
 2. PULL EXTERNAL RELEASE HANDLE.
 3. SLIDE WINDOW OPEN.

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



- TO OPEN DOOR:**
1. PULL HANDLE OUTWARD.
 2. ROTATE CLOCKWISE.
 3. FORWARD DOOR OPENS OUTWARD, AFT DOOR OPENS INWARD.

**3 FWD SERVICE DOOR
EXTERNAL HANDLE (RH SIDE)**



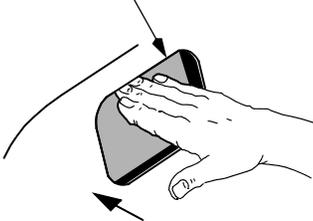
- TO OPEN DOOR:**
1. PULL HANDLE OUTWARD.
 2. ROTATE COUNTERCLOCKWISE.
 3. PULL DOOR OUTWARD.

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

4 EMERGENCY OVERWING EXIT DOOR



**EXTERIOR OVERWING
EMERGENCY EXIT
PUSH PANEL**



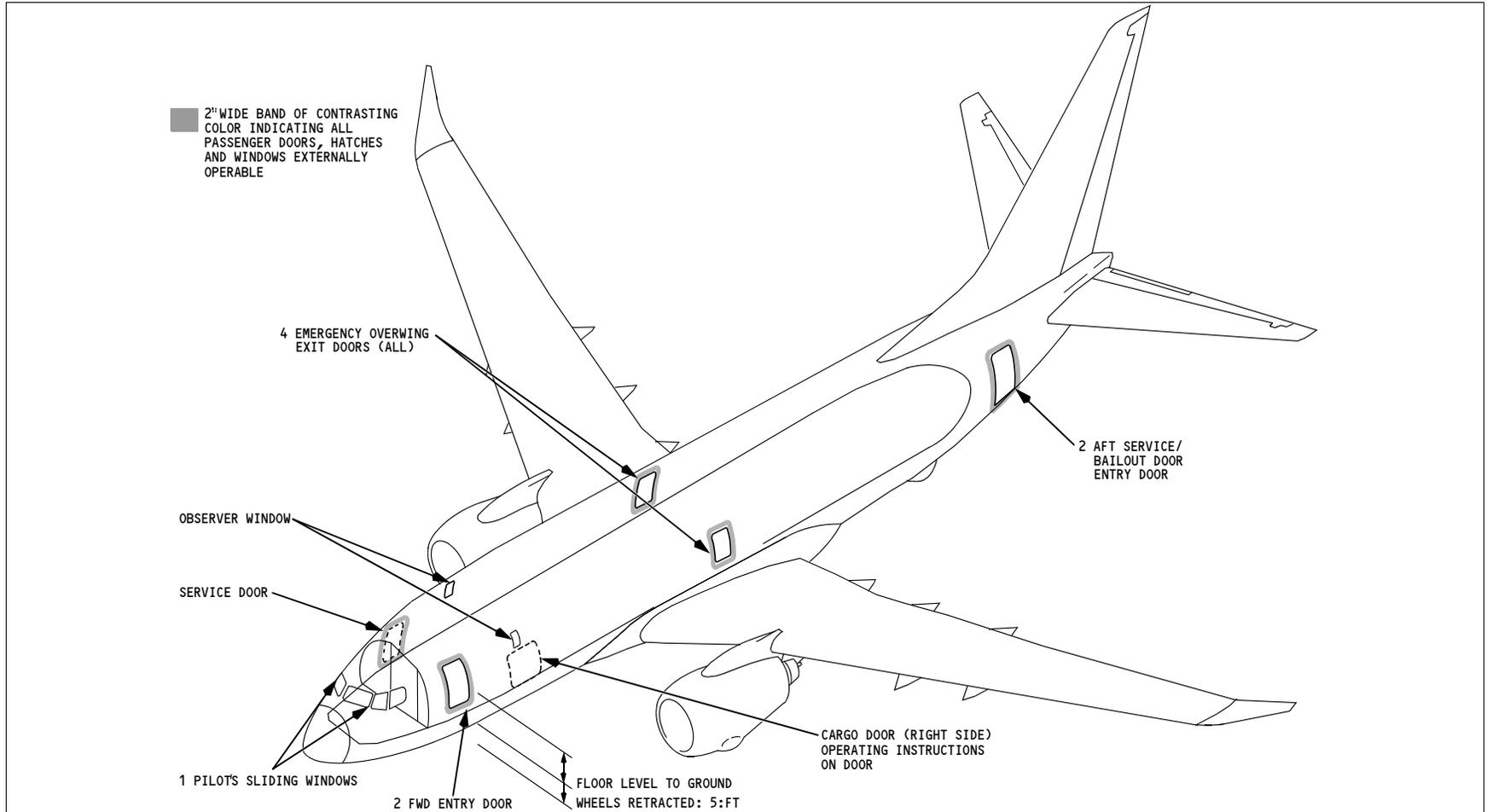
- TO OPEN DOOR FROM OUTSIDE:**
1. HOLD KNEE AGAINST LOWER PORTION OF DOOR.
 2. PUSH IN EXTERIOR OVERWING EMERGENCY EXIT PUSH PANEL.
 3. DOOR OPENS OUT AND UP AUTOMATICALLY.

WARNING: 737-600/700/800/900 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 SEAT BELTS

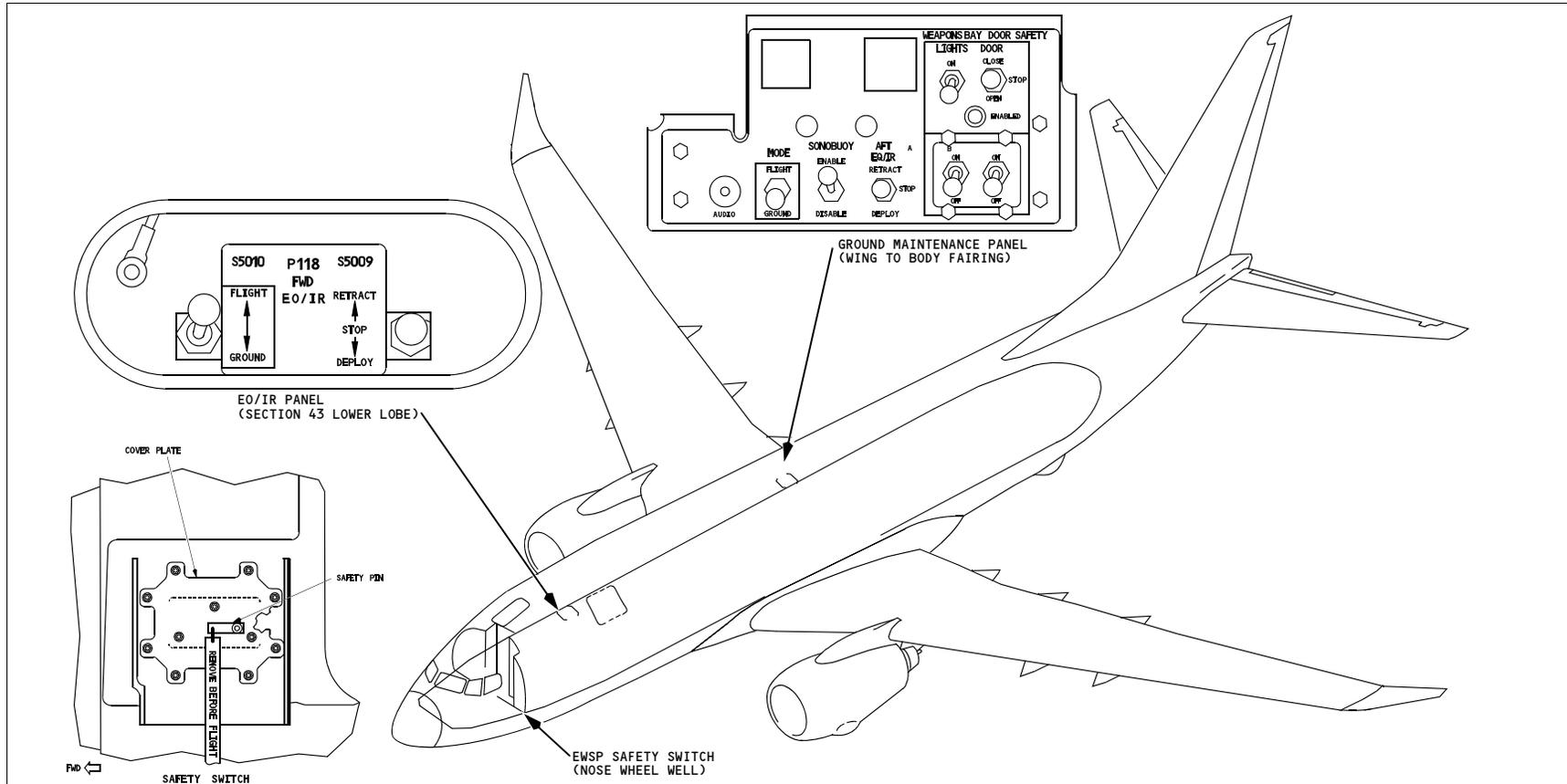
NOTE: NO SEATS ON THE P-8 CONTAIN SEATBELT AIRBAGS. SEATS CONTAIN STANDARD 4 OR 5 POINT, CENTER BUCKLE RESTRAINTS OR STANDARD 2 POINT COMMERCIAL LAP BELTS.

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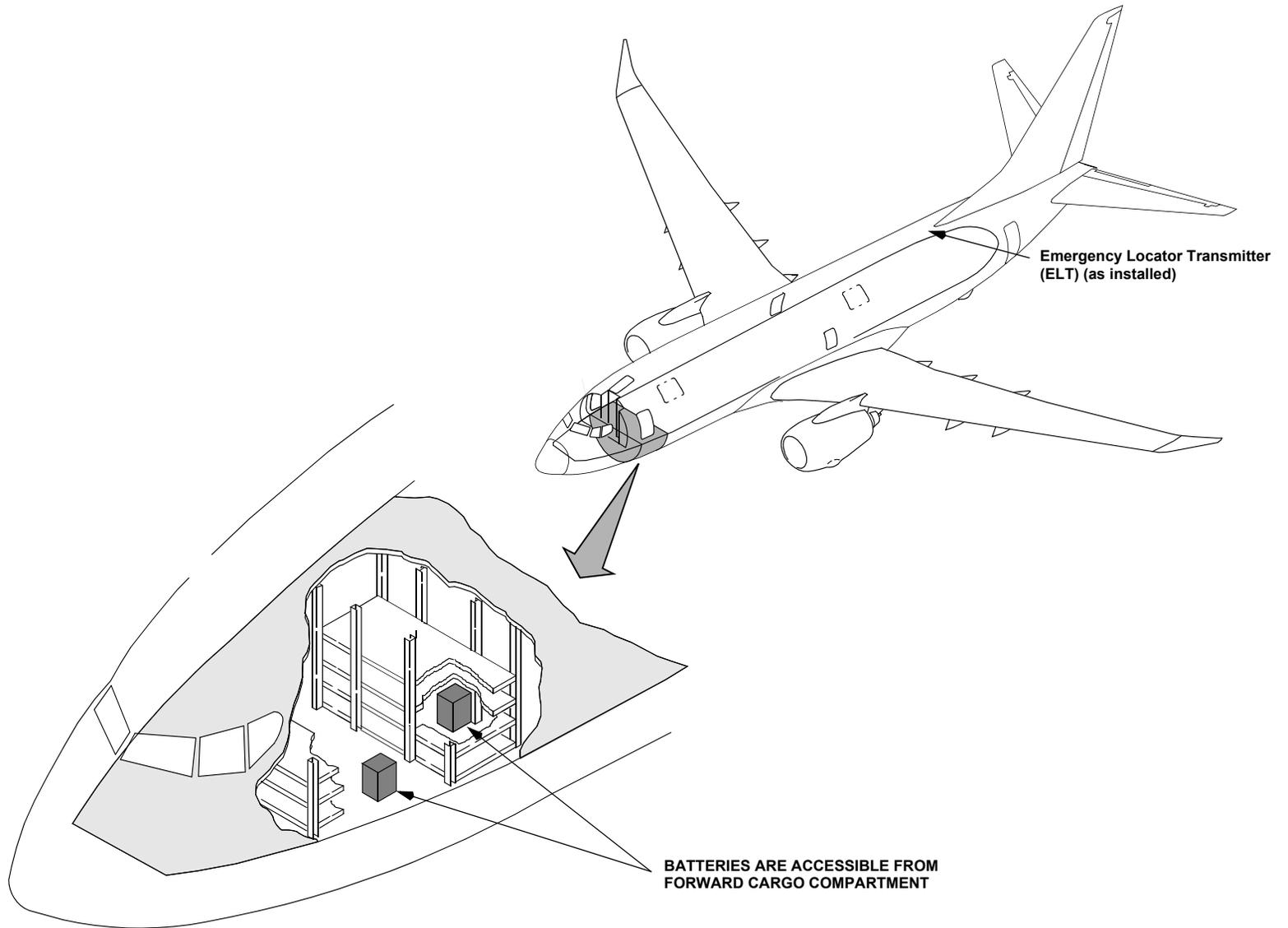


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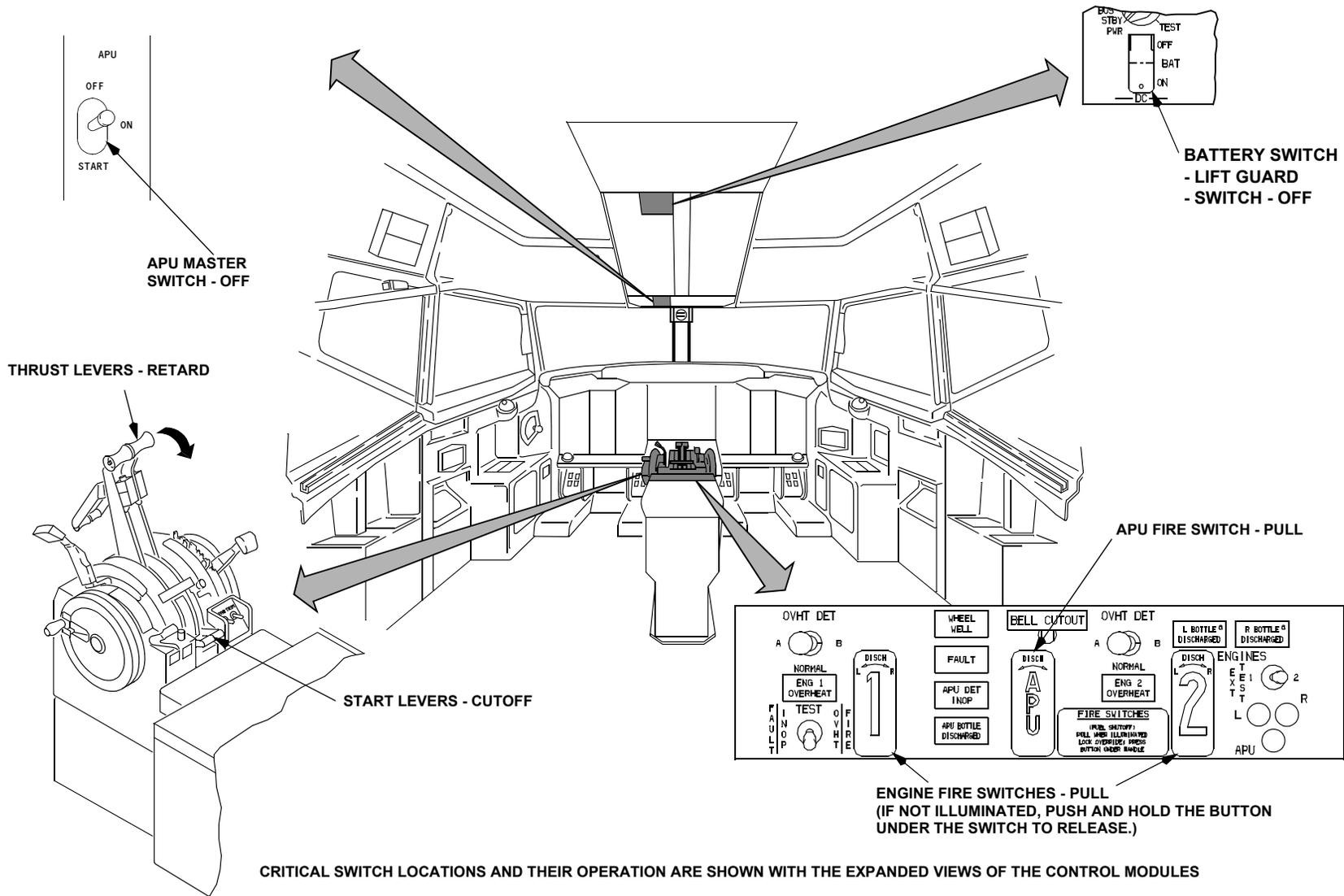
BATTERY LOCATION



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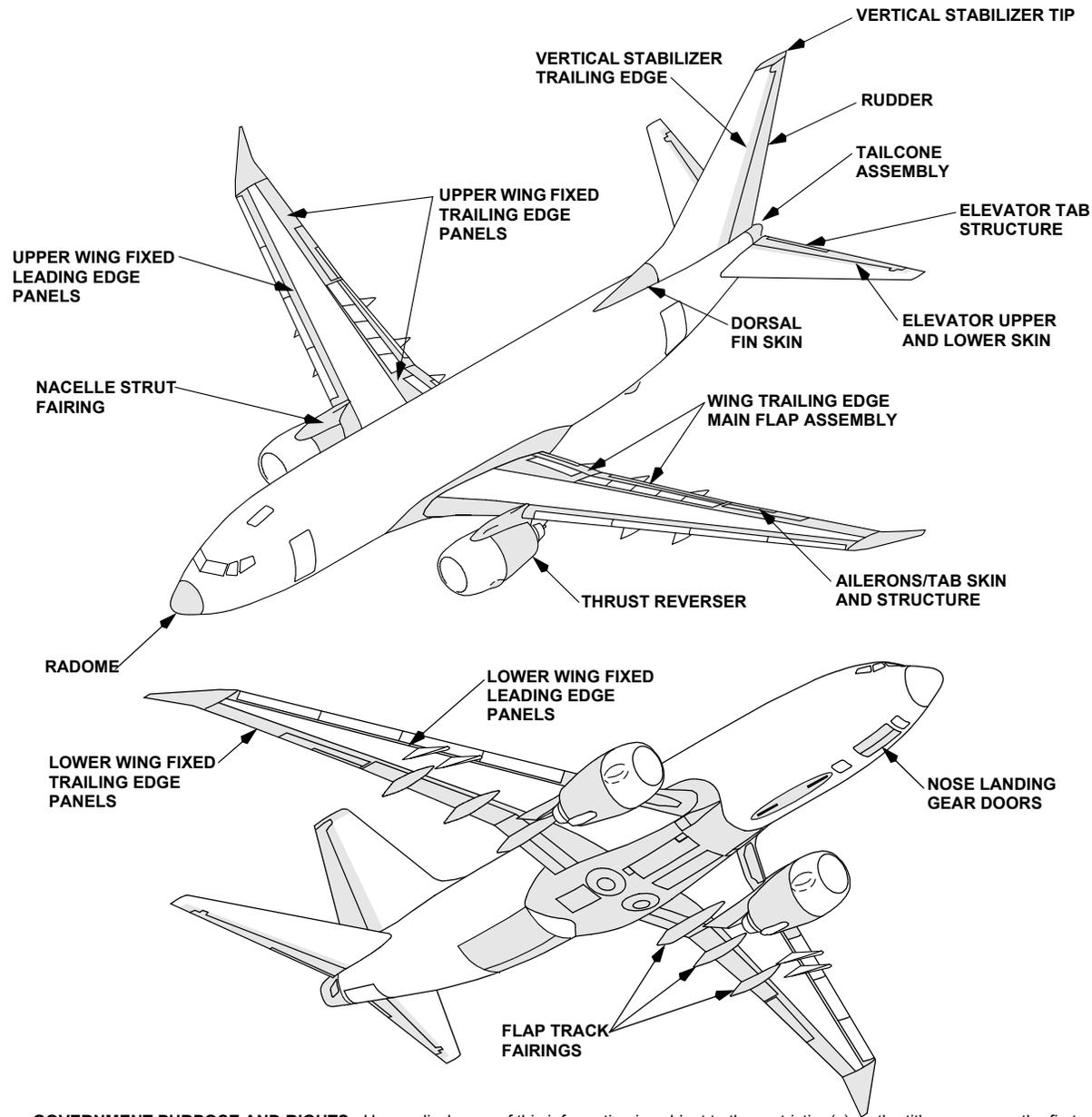
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FLIGHT DECK CONTROL SWITCH LOCATIONS



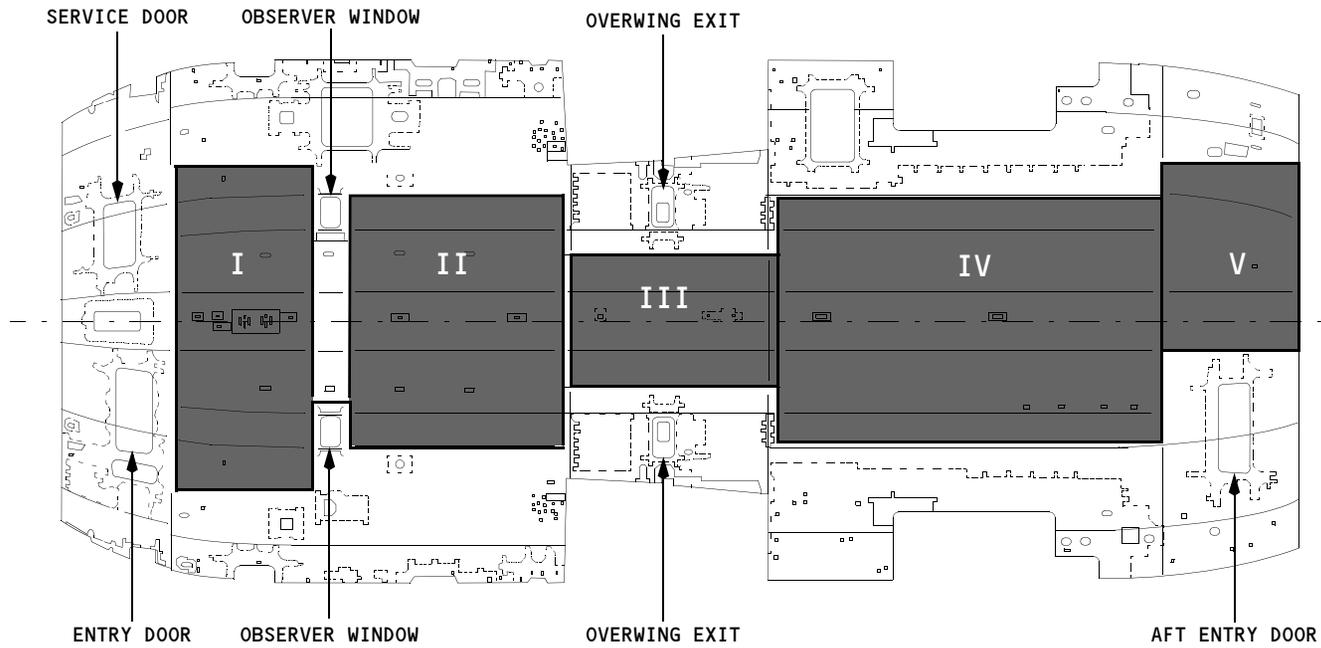
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COMPOSITE MATERIALS LOCATIONS



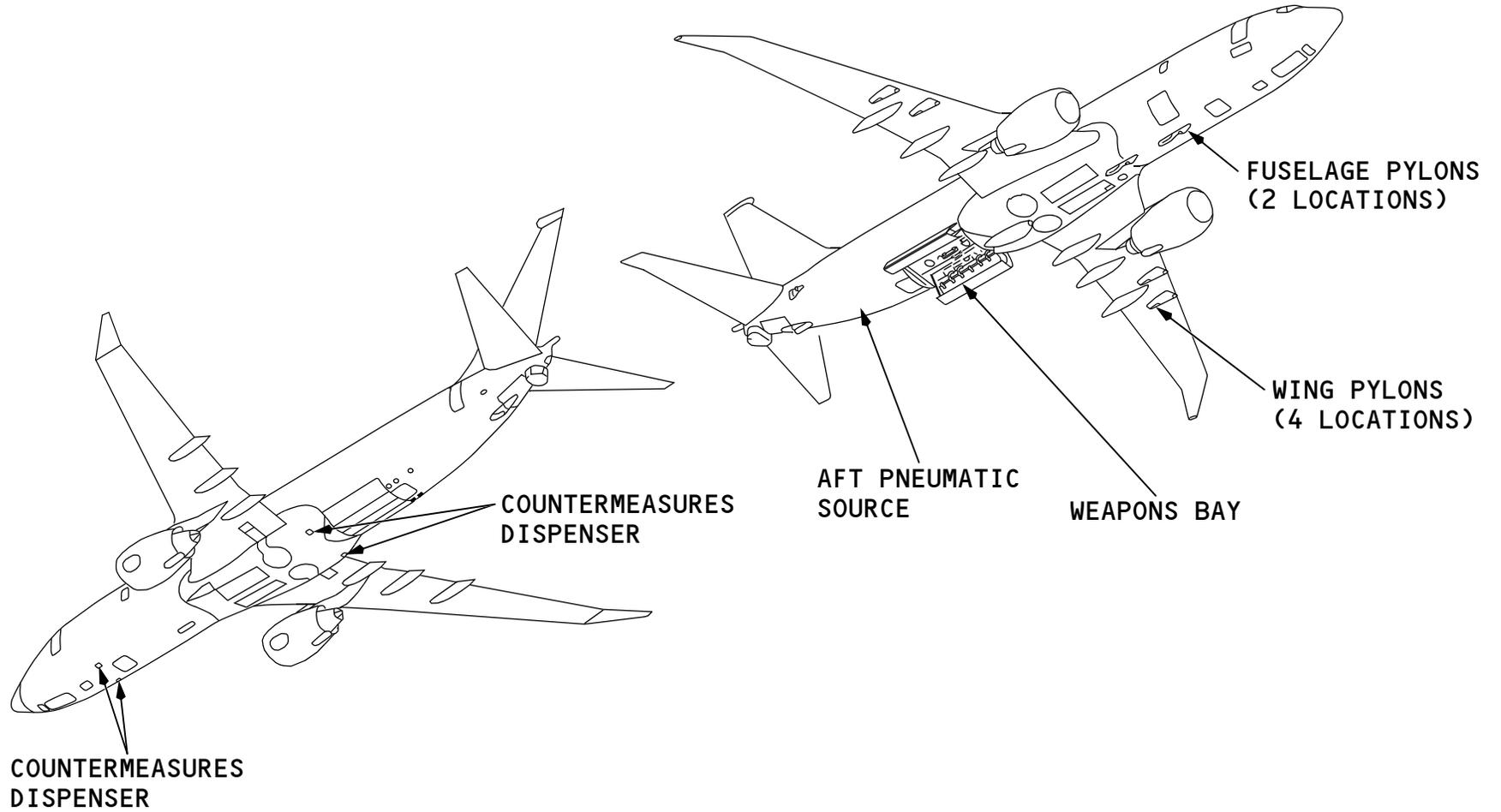
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KEY (SHADED AREAS - PENETRATING NOZZLE INSERTION AREAS)

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