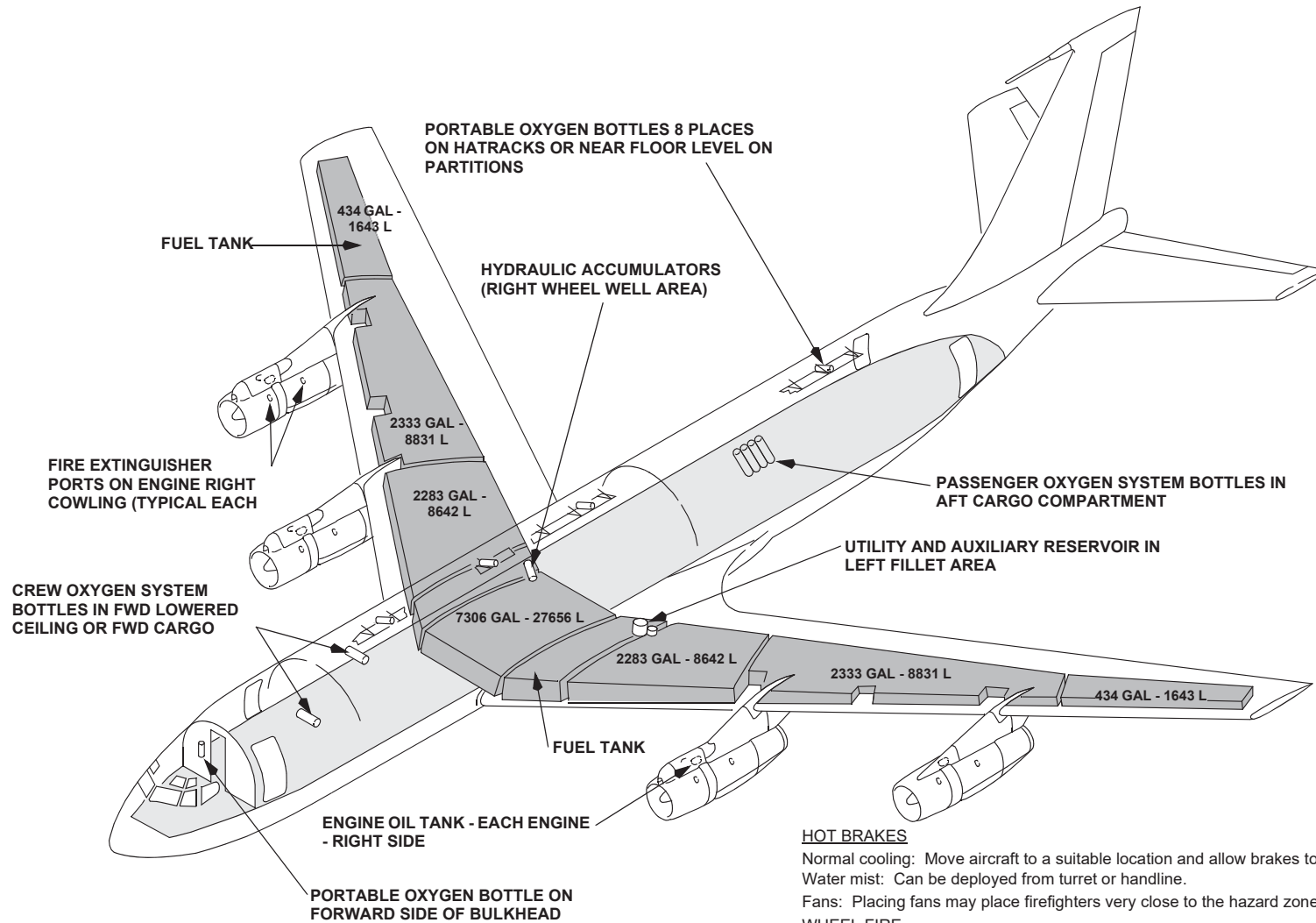


707-100 & 200 SERIES

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.

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.

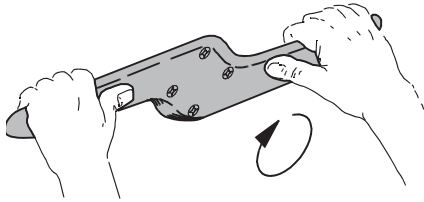
WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

Copyright © Boeing. See title page for details.

707-100 & 200 SERIES

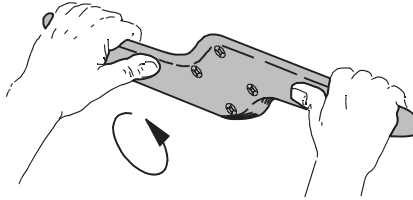
EMERGENCY RESCUE ACCESS-1

1 ENTRY DOOR EXTERNAL HANDLE



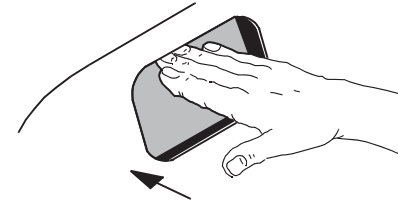
- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
 2. ROTATE CLOCKWISE.
 3. PULL DOOR OUTWARD.

2 GALLEY DOOR EXTERNAL HANDLE



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

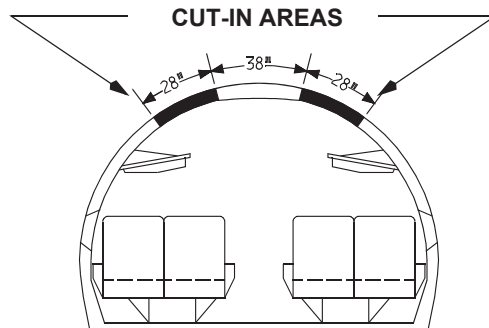
3 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



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

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

4 CUT-IN AREAS

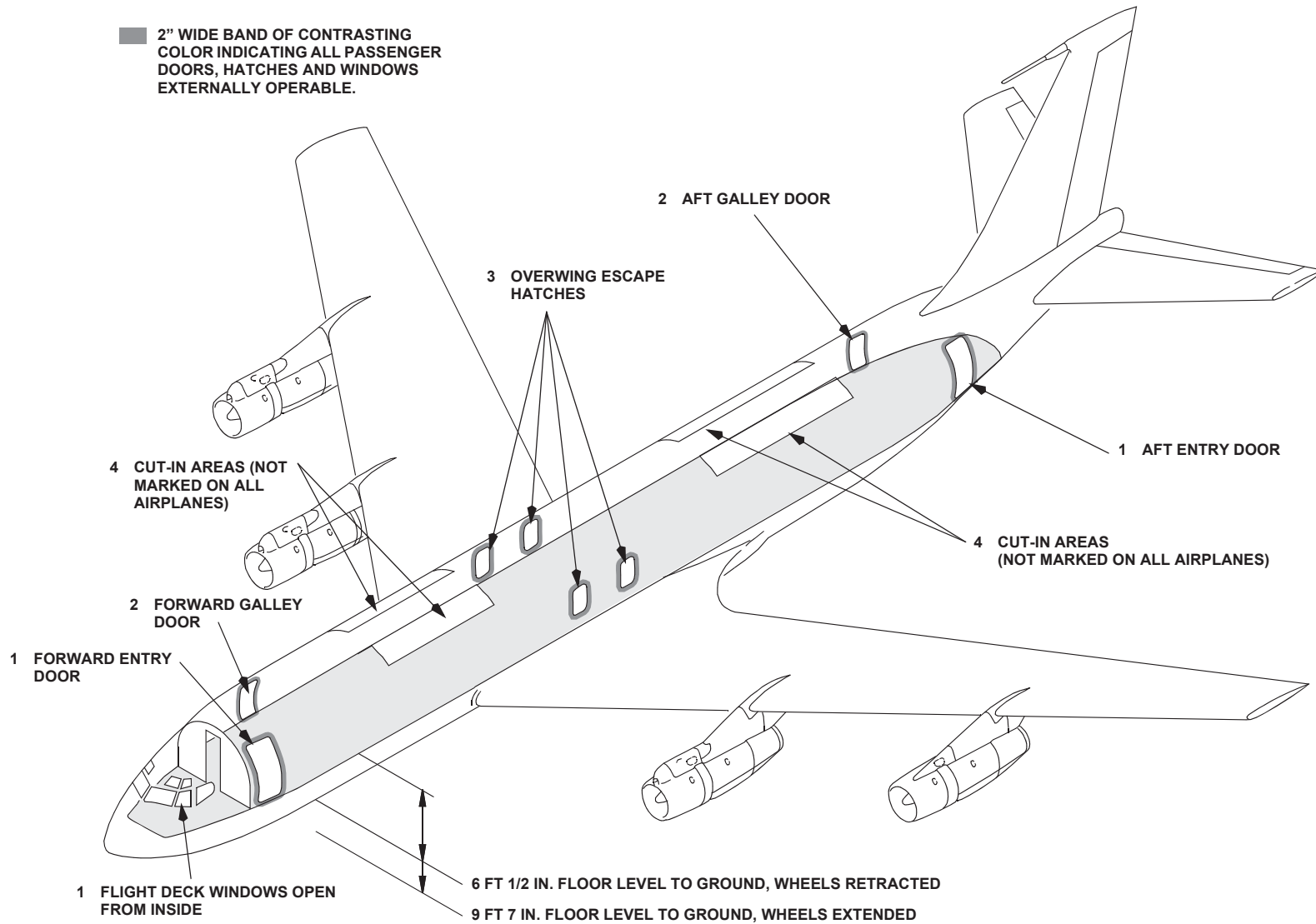


NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

707-100 & 200 SERIES

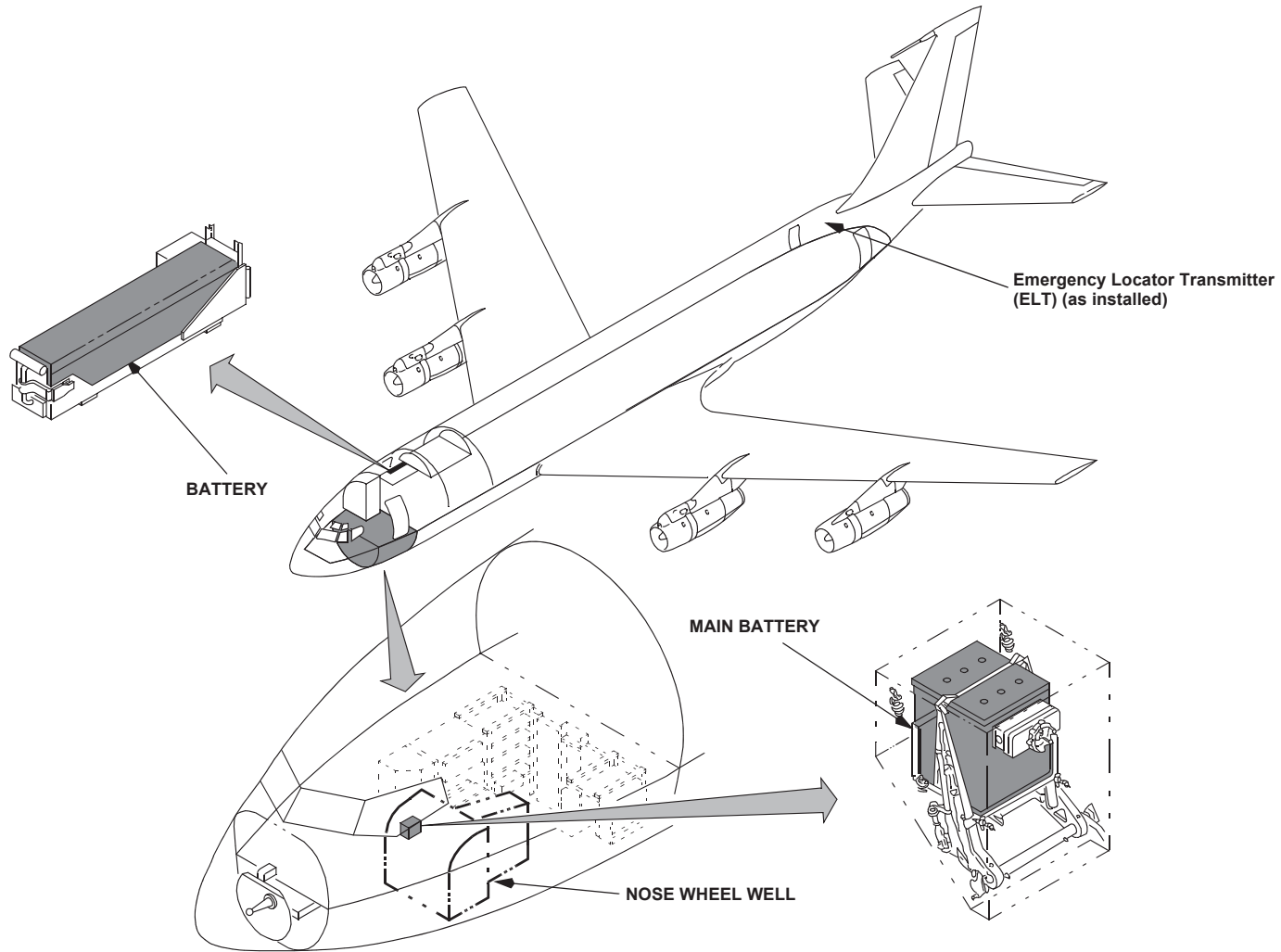
EMERGENCY RESCUE ACCESS-2

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



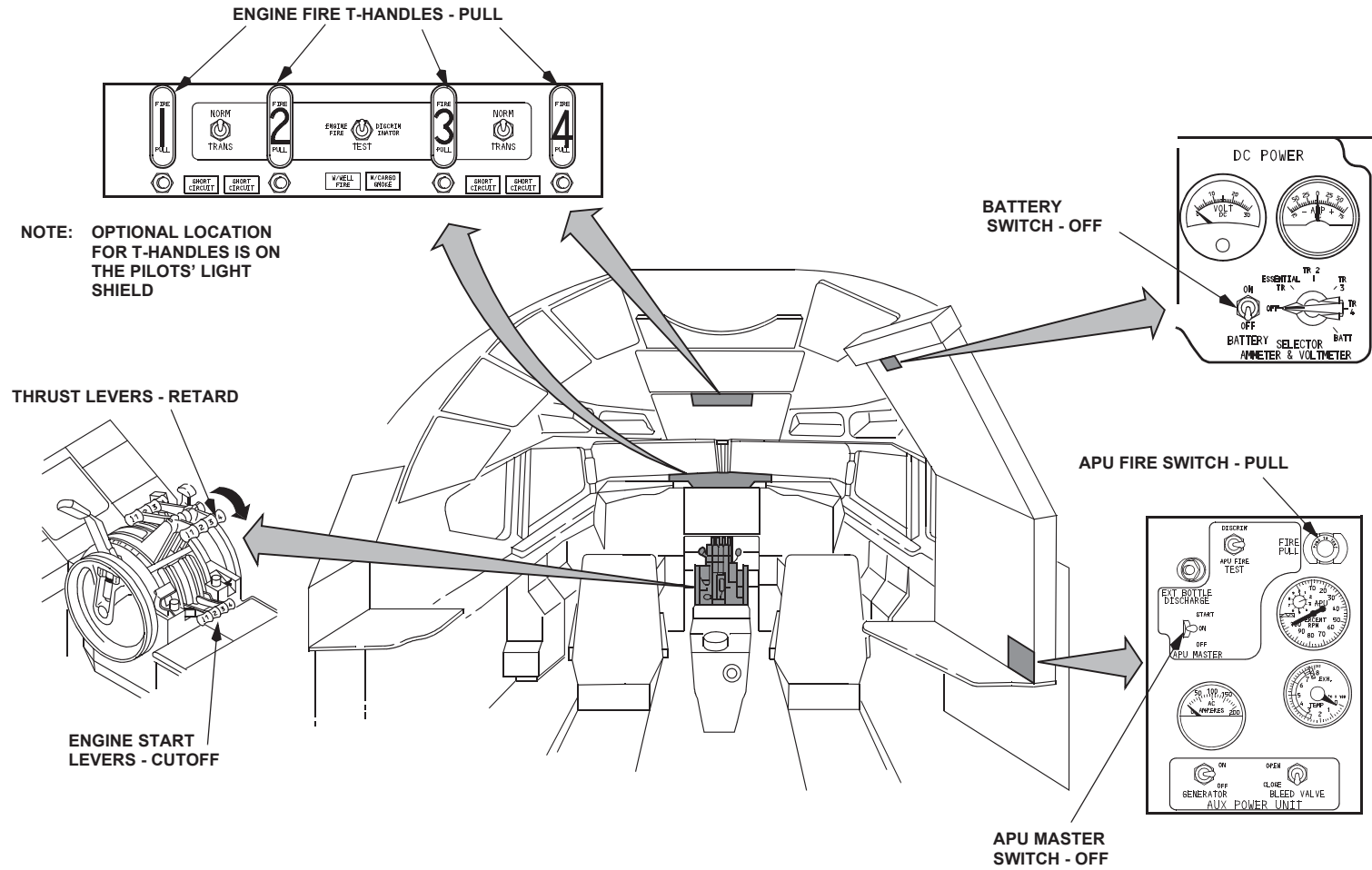
707-100 & 200 SERIES

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

Copyright © Boeing. See title page for details.

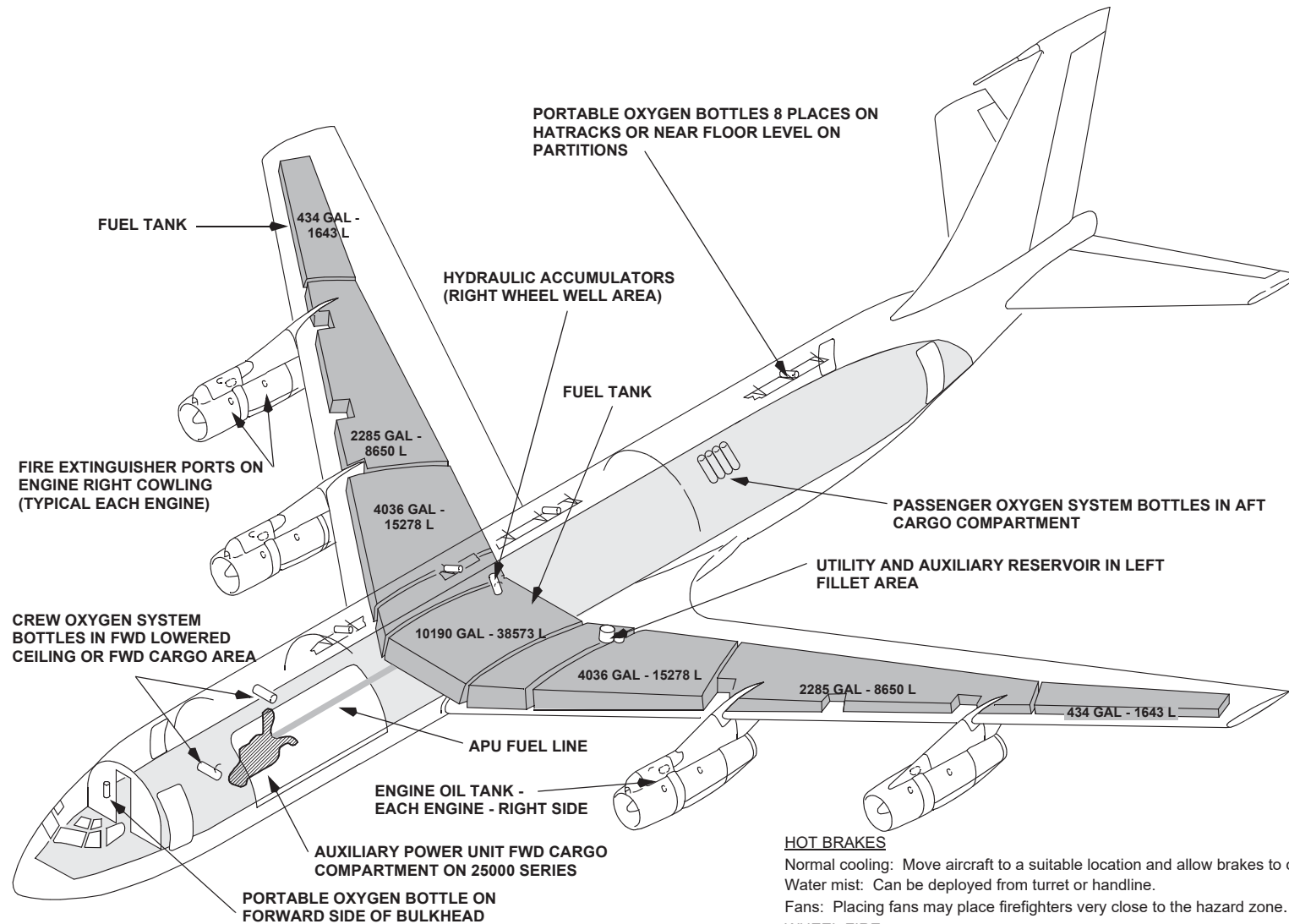


707-100 & 200 SERIES

Intentionally Blank

707-300 & 400 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.

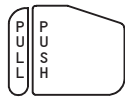
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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.

707-300 & 400 SERIES

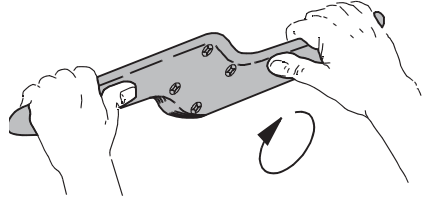
EMERGENCY RESCUE ACCESS-1

1 PILOT'S SLIDING WINDOWS



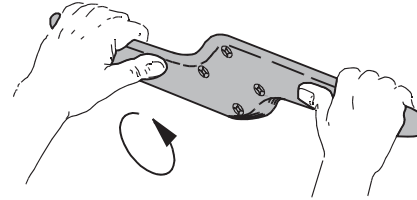
- TO OPEN WINDOW FROM OUTSIDE (RT SIDE ONLY)**
1. PUSH IN EXTERNAL ACCESS DOOR.
 2. PULL EXTERNAL RELEASE HANDLE.
 3. SLIDE WINDOW OPEN.

2 ENTRY DOOR EXTERNAL HANDLE



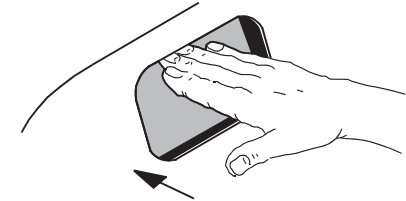
- TO OPEN DOOR:**
1. PULL HANDLE OUTWARD.
 2. ROTATE CLOCKWISE.
 3. PULL DOOR OUTWARD.

3 GALLEY DOOR EXTERNAL HANDLE



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

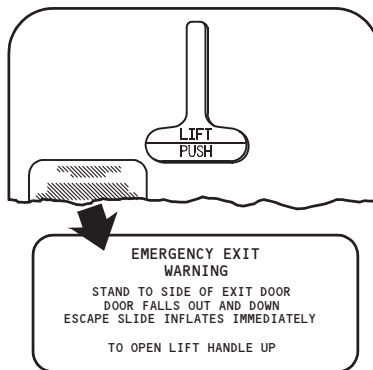
4 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



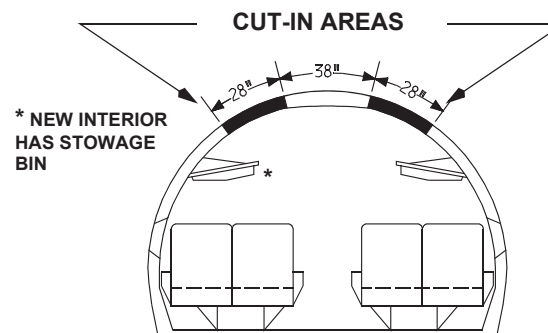
- TO OPEN HATCH:**
1. PUSH IN PANEL.
 2. PUSH HATCH INWARD.

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

5 STATION 990 EMERGENCY EXIT



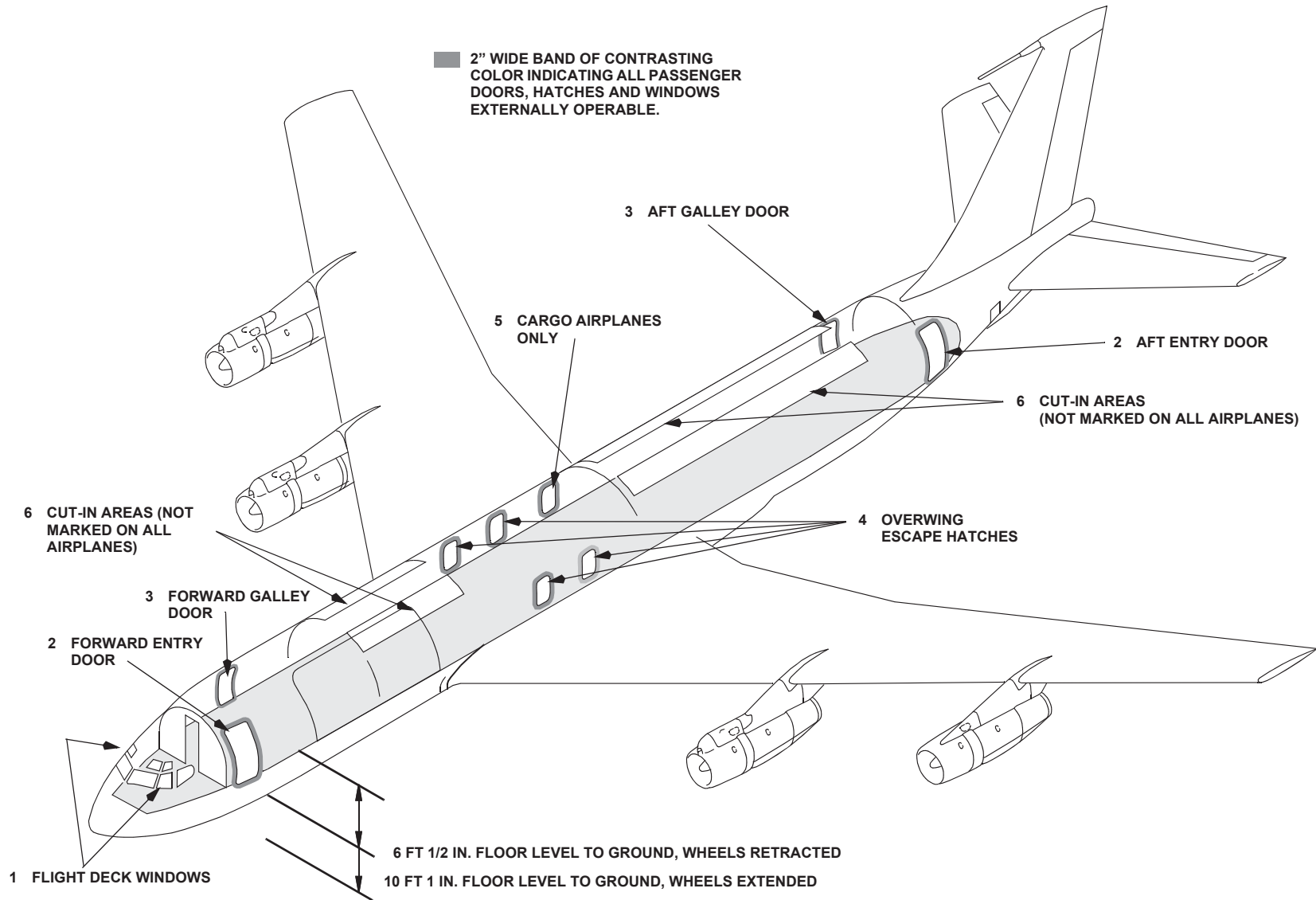
6 CUT-IN AREAS



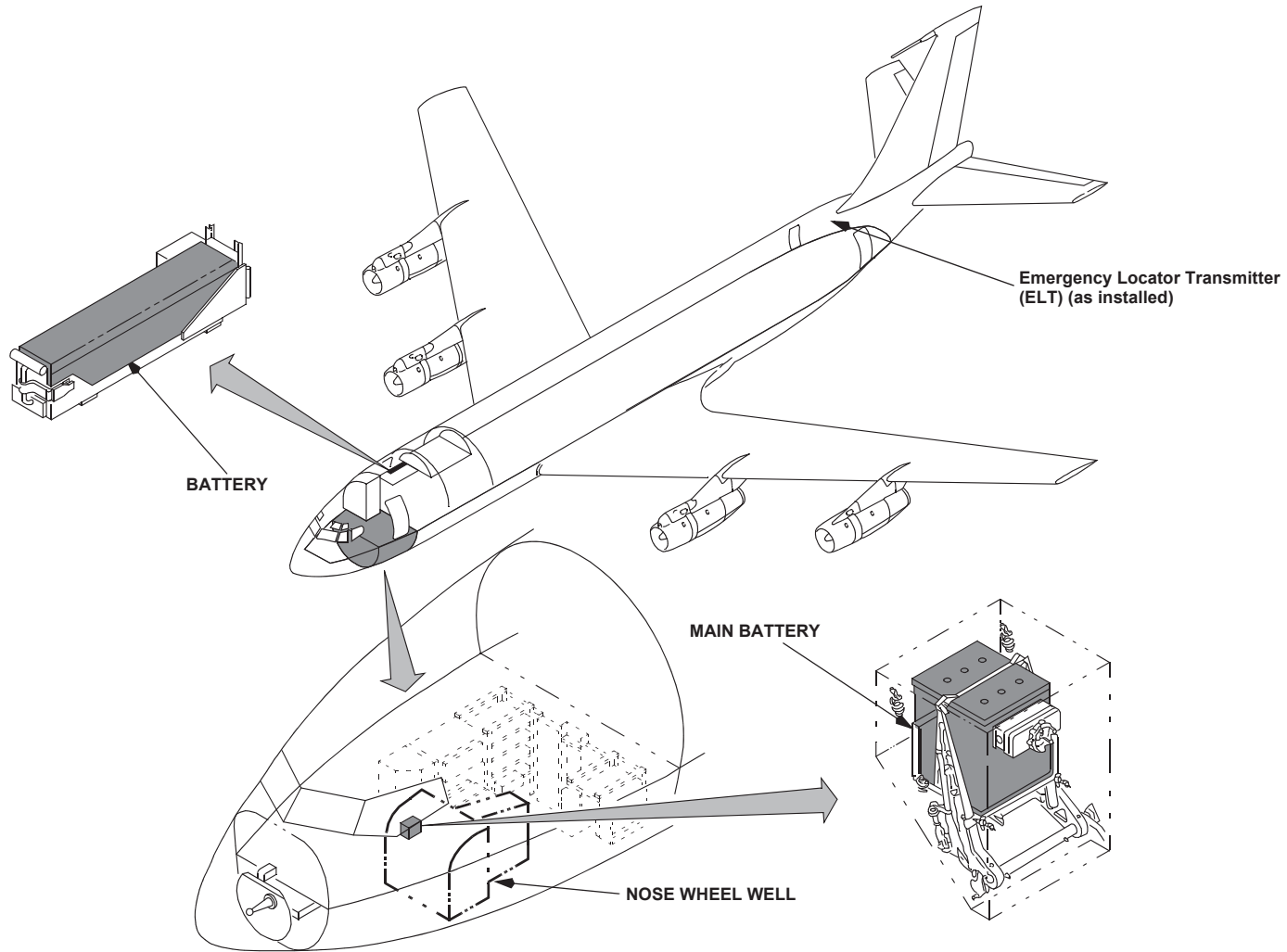
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

707-300 & 400 SERIES

EMERGENCY RESCUE ACCESS-2

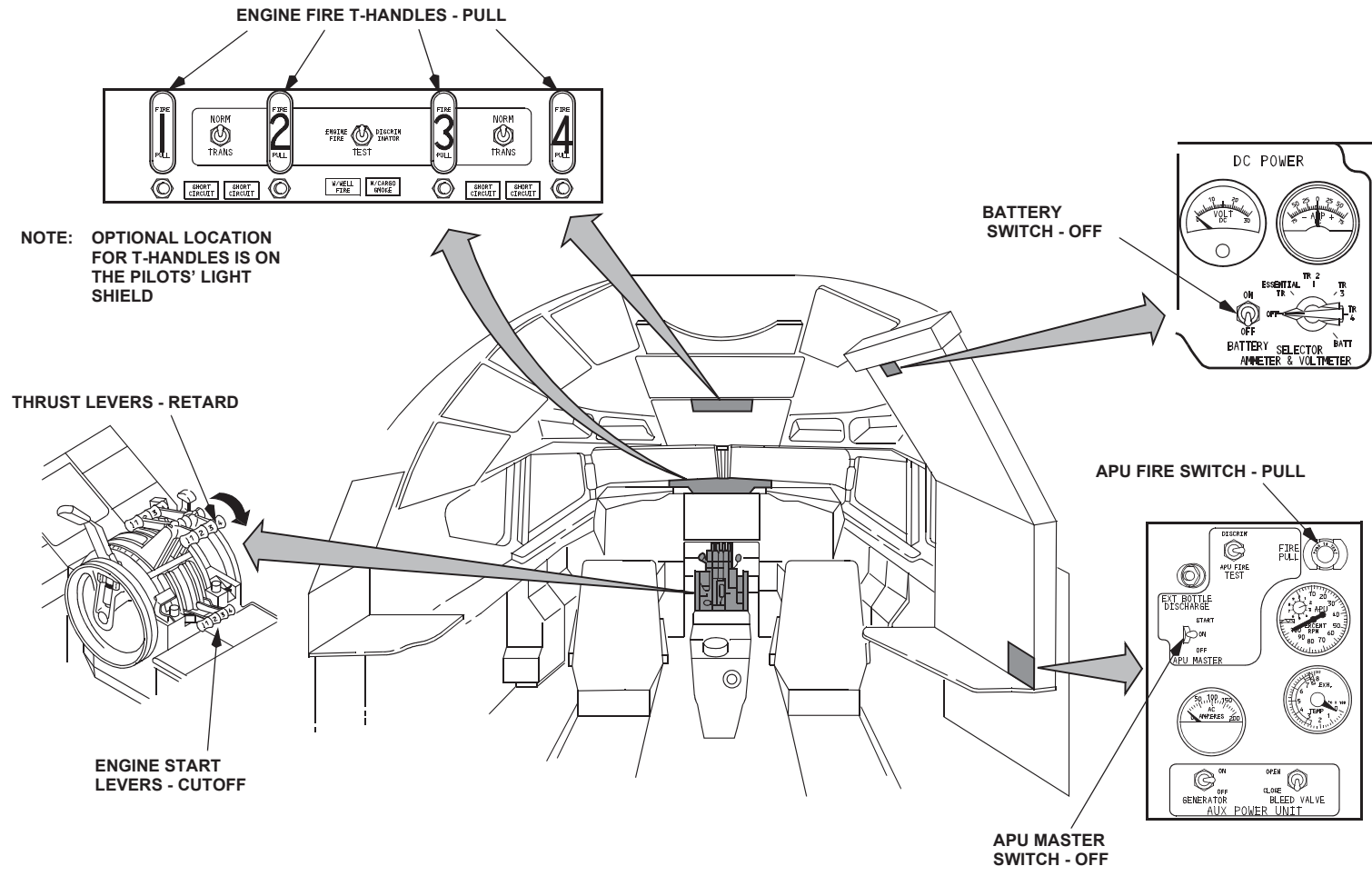


Copyright © Boeing. See title page for details.



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

Copyright © Boeing. See title page for details.



707-300 & 400 SERIES

Intentionally Blank