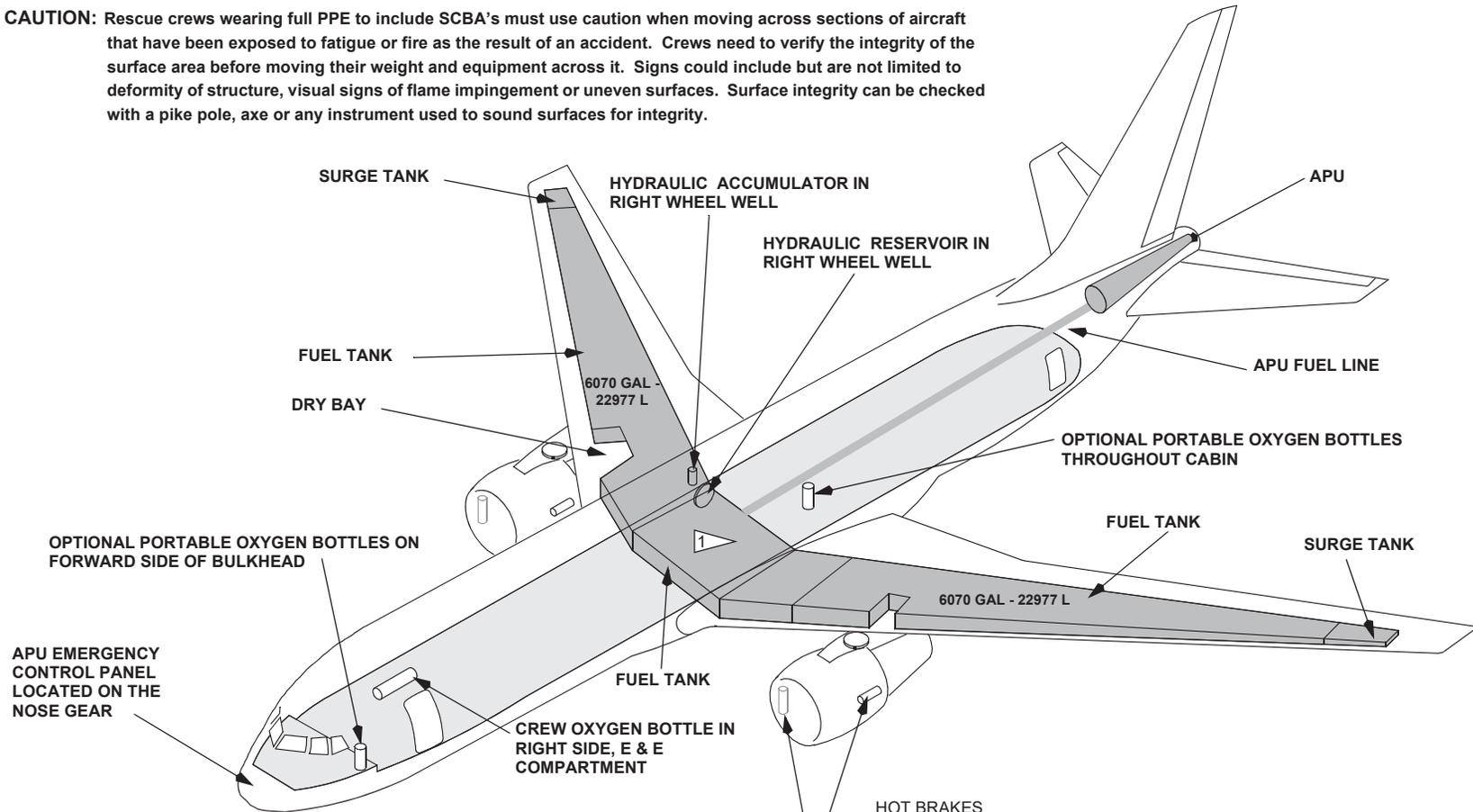# 767 SERIES

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.

SURGE TANK

HYDRAULIC ACCUMULATOR IN RIGHT WHEEL WELL

HYDRAULIC RESERVOIR IN RIGHT WHEEL WELL

APU

FUEL TANK

6070 GAL - 22977 L

APU FUEL LINE

DRY BAY

OPTIONAL PORTABLE OXYGEN BOTTLES THROUGHOUT CABIN

OPTIONAL PORTABLE OXYGEN BOTTLES ON FORWARD SIDE OF BULKHEAD

FUEL TANK

SURGE TANK

6070 GAL - 22977 L

APU EMERGENCY CONTROL PANEL LOCATED ON THE NOSE GEAR

FUEL TANK

CREW OXYGEN BOTTLE IN RIGHT SIDE, E & E COMPARTMENT

ENGINE OIL TANK - FORWARD RIGHT 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.
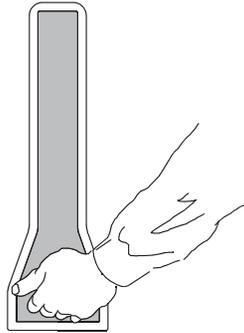Water mist: Can be deployed from turret or handline.
Fans: Placing fans may place firefighters very close to the hazard zone.

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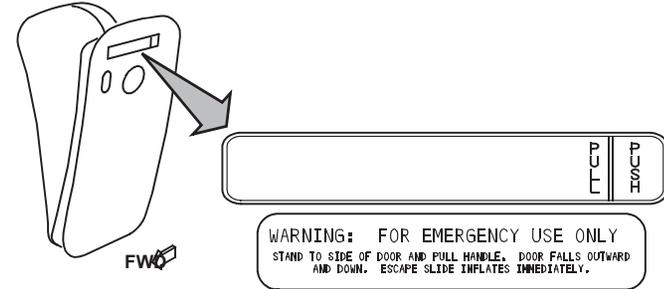
WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

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

767 SERIES

EMERGENCY RESCUE ACCESS-1

1   ENTRY/SERVICE DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PUSH IN DISARM LEVER (RED SURFACE LABLED "PUSH").
2. PULL AND LIFT OPERATING HANDLE TO UNLATCH DOOR.
3. MOVE DOOR UPWARD.

2   OVERWING ESCAPE HATCHES

LIFT AND PUSH UP HANDLE
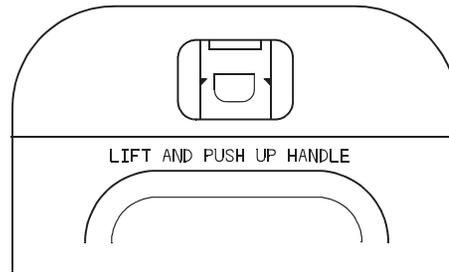
TO OPEN HATCH:
1. LIFT LOWER PORTION OF HANDLE AWAY FROM THE SIDE OF THE AIRPLANE.
2. PUSH INWARD AND UP ON THE HANDLE.
3. PUSH HATCH INWARD.

3   TYPE 1 EMERGENCY EXIT DOOR

FWD

PULL PUSH

WARNING: FOR EMERGENCY USE ONLY
STAND TO SIDE OF DOOR AND PULL HANDLE. DOOR FALLS OUTWARD
AND DOWN. ESCAPE SLIDE INFLATES IMMEDIATELY.

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.
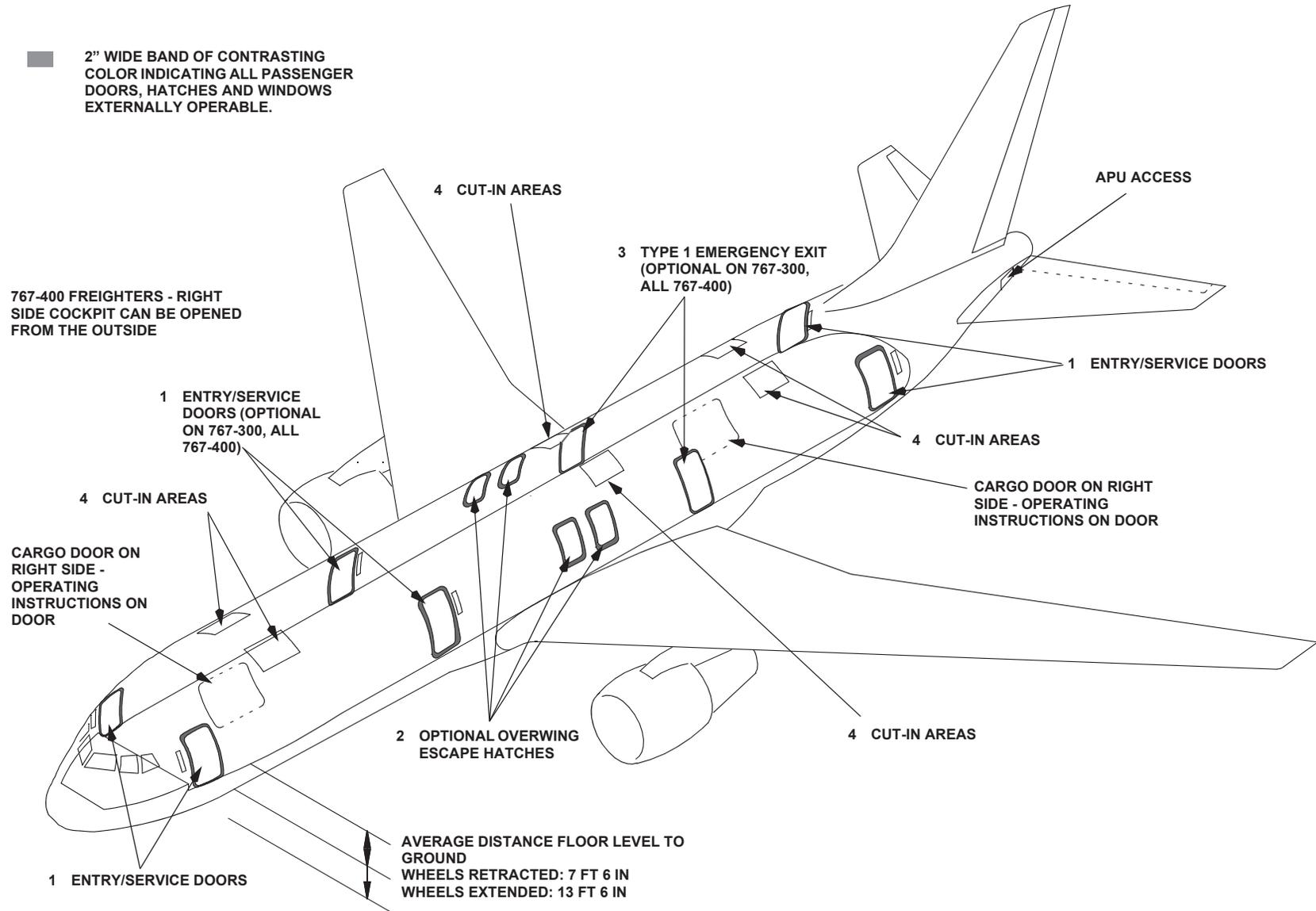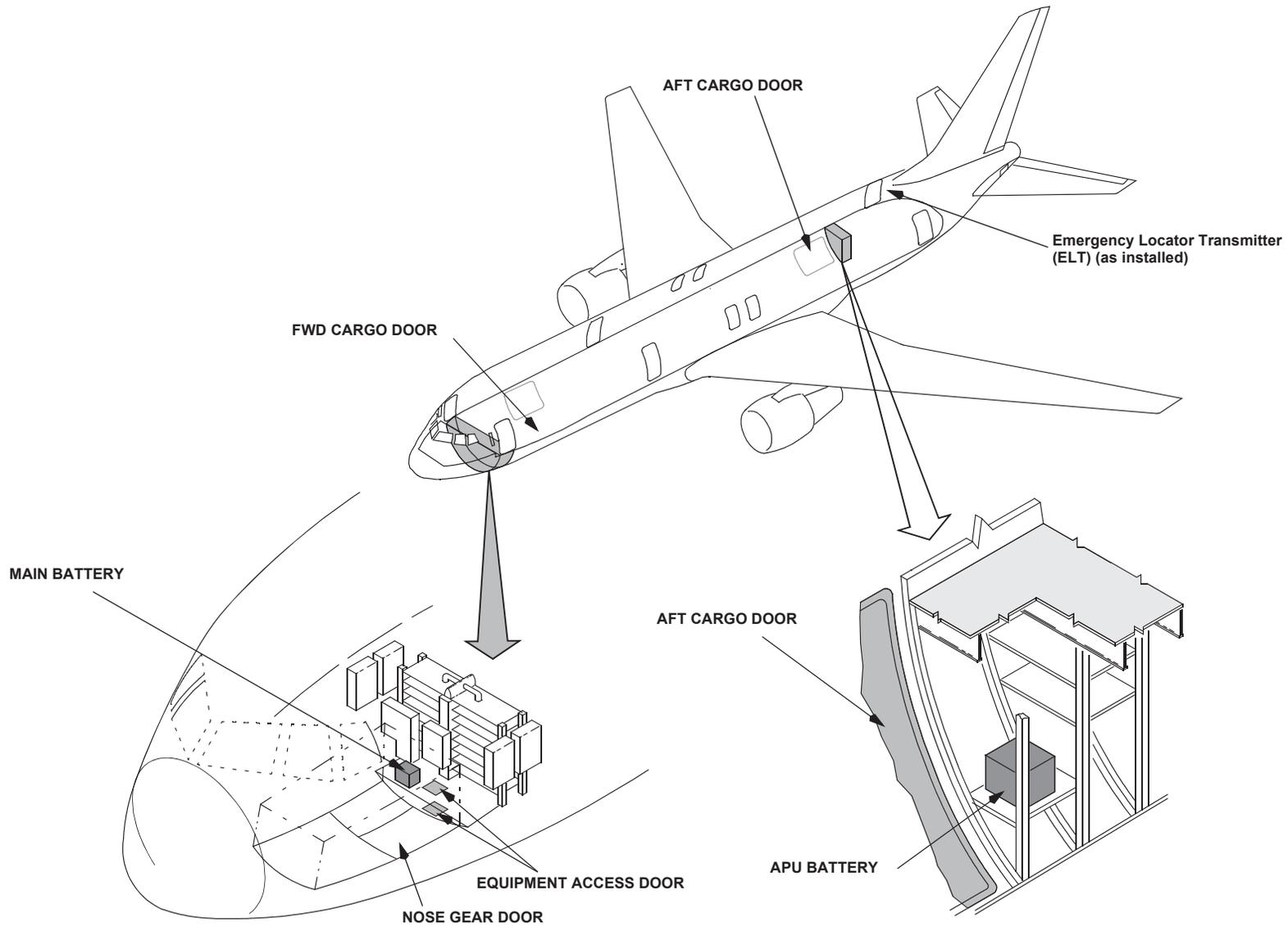
NOTES:

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.

APU ACCESS

4 CUT-IN AREAS

3 TYPE 1 EMERGENCY EXIT (OPTIONAL ON 767-300, ALL 767-400)

767-400 FREIGHTERS - RIGHT SIDE COCKPIT CAN BE OPENED FROM THE OUTSIDE

1 ENTRY/SERVICE DOORS

1 ENTRY/SERVICE DOORS (OPTIONAL ON 767-300, ALL 767-400)

4 CUT-IN AREAS

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

4 CUT-IN AREAS

CARGO DOOR ON RIGHT SIDE - OPERATING INSTRUCTIONS ON DOOR

2 OPTIONAL OVERWING ESCAPE HATCHES

4 CUT-IN AREAS

1 ENTRY/SERVICE DOORS

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 7 FT 6 IN
WHEELS EXTENDED: 13 FT 6 IN

AFT CARGO DOOR

Emergency Locator Transmitter (ELT) (as installed)

FWD CARGO DOOR

MAIN BATTERY

AFT CARGO DOOR

APU BATTERY

EQUIPMENT ACCESS DOOR

NOSE GEAR DOOR

767 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

BAT — STBY POWER
AUTO
OFF — BAT
ON
OFF
DISCH
OFF

**BATTERY SWITCH - PUSH
NOTE: ON SYMBOL IS
REMOVED**

APU
ON
OFF — START

**APU CONTROL
SWITCH - OFF**

THRUST LEVERS - RETARD

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

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

| L ENG OVHT | ENG BTL 1 DISCH | ENG BTL 2 DISCH | R ENG OVHT | ARMED FWD | ARMED AFT | APU BTL DISCH |

DISCH 1 2
LEFT

DISCH 1 2
RIGHT

BTL DSCH
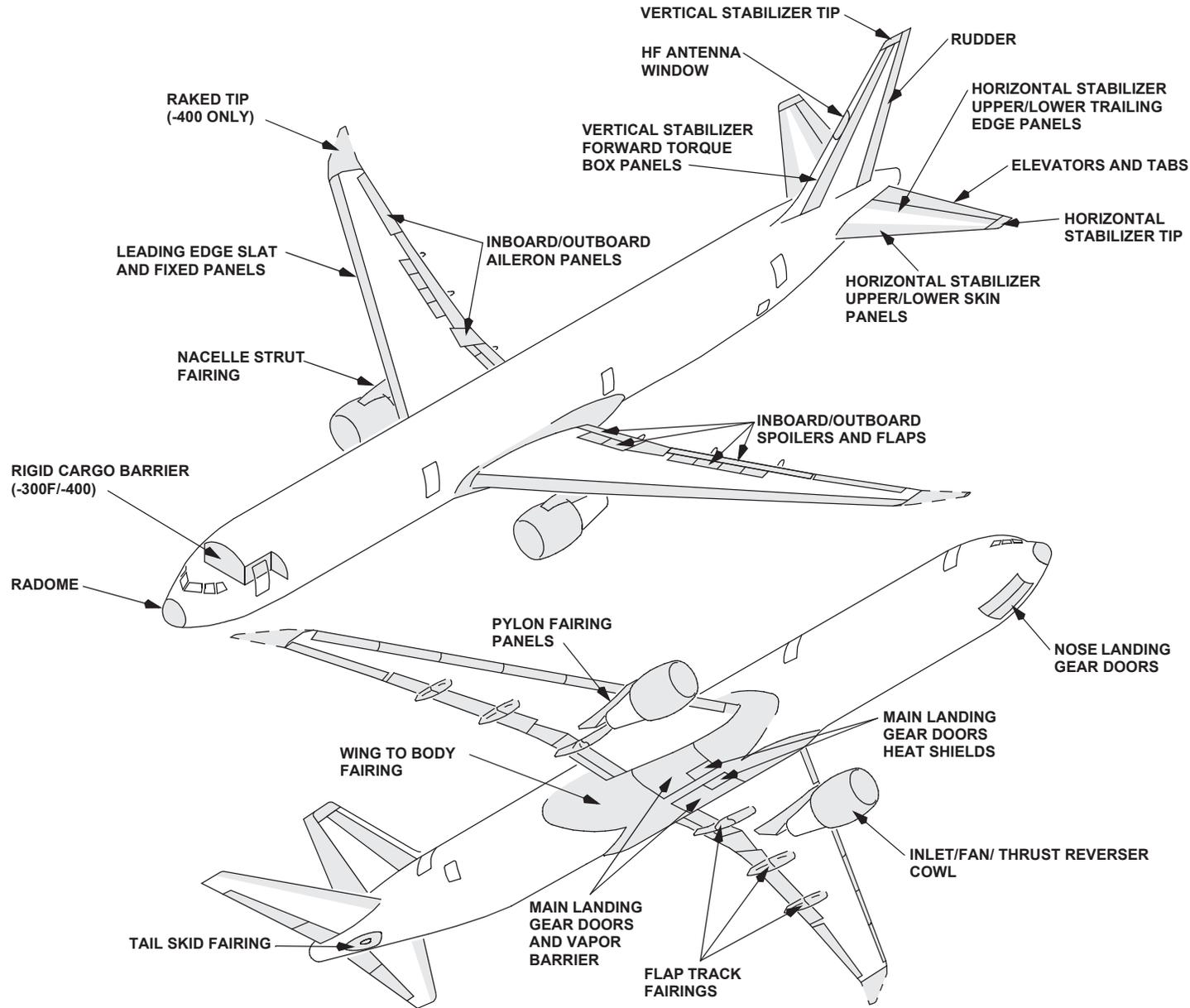DISCH

DISCH APU

L — FUEL CONTROL — R
RUN
RICH
CUT OFF

FUEL CONTROL SWITCHES - CUTOFF

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

767 SERIES

COMPOSITE MATERIALS LOCATIONS

VERTICAL STABILIZER TIP

RUDDER

HF ANTENNA WINDOW

HORIZONTAL STABILIZER UPPER/LOWER TRAILING EDGE PANELS

VERTICAL STABILIZER FORWARD TORQUE BOX PANELS

ELEVATORS AND TABS

HORIZONTAL STABILIZER TIP

RAKED TIP (-400 ONLY)

INBOARD/OUTBOARD AILERON PANELS

HORIZONTAL STABILIZER UPPER/LOWER SKIN PANELS

LEADING EDGE SLAT AND FIXED PANELS

NACELLE STRUT FAIRING

INBOARD/OUTBOARD SPOILERS AND FLAPS

RIGID CARGO BARRIER (-300F/-400)

RADOME

PYLON FAIRING PANELS

NOSE LANDING GEAR DOORS

MAIN LANDING GEAR DOORS HEAT SHIELDS

WING TO BODY FAIRING

INLET/FAN/ THRUST REVERSER COWL

TAIL SKID FAIRING

MAIN LANDING GEAR DOORS AND VAPOR BARRIER

FLAP TRACK FAIRINGS

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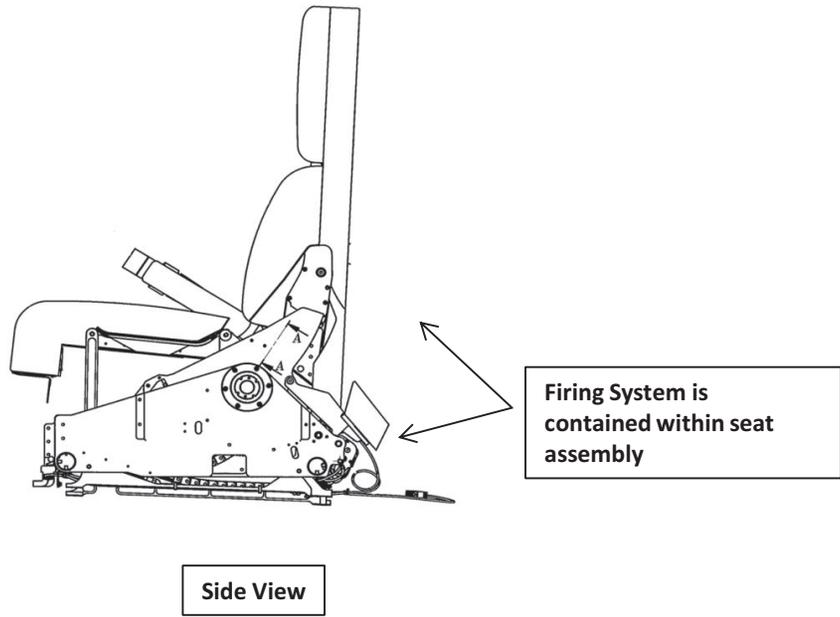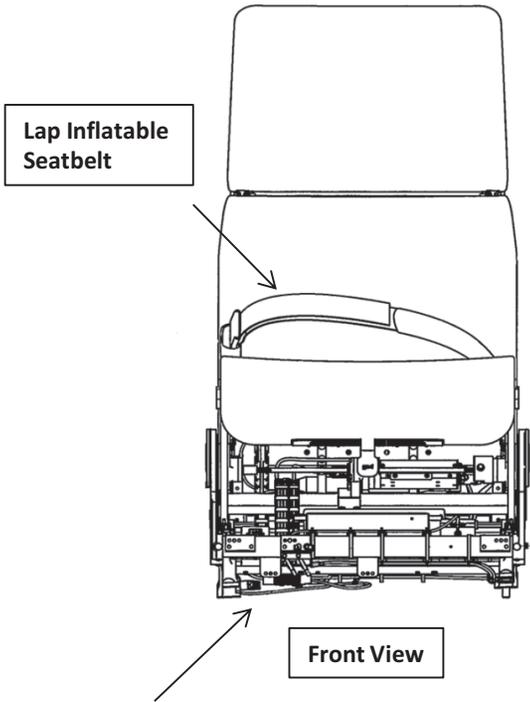
Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.

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.

Intentionally Blank