



## AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

### Commercial

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Every attempt has been made to include as many of the Boeing Company's airplane configuration variables as possible.

Document Number: D6-7829

RevisionNumber: 31

RevisionDate: April 29, 2022

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# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

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**April 29, 2022**

**00.LEP.1**



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**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. |
| P8                  | Added P8 section.   |



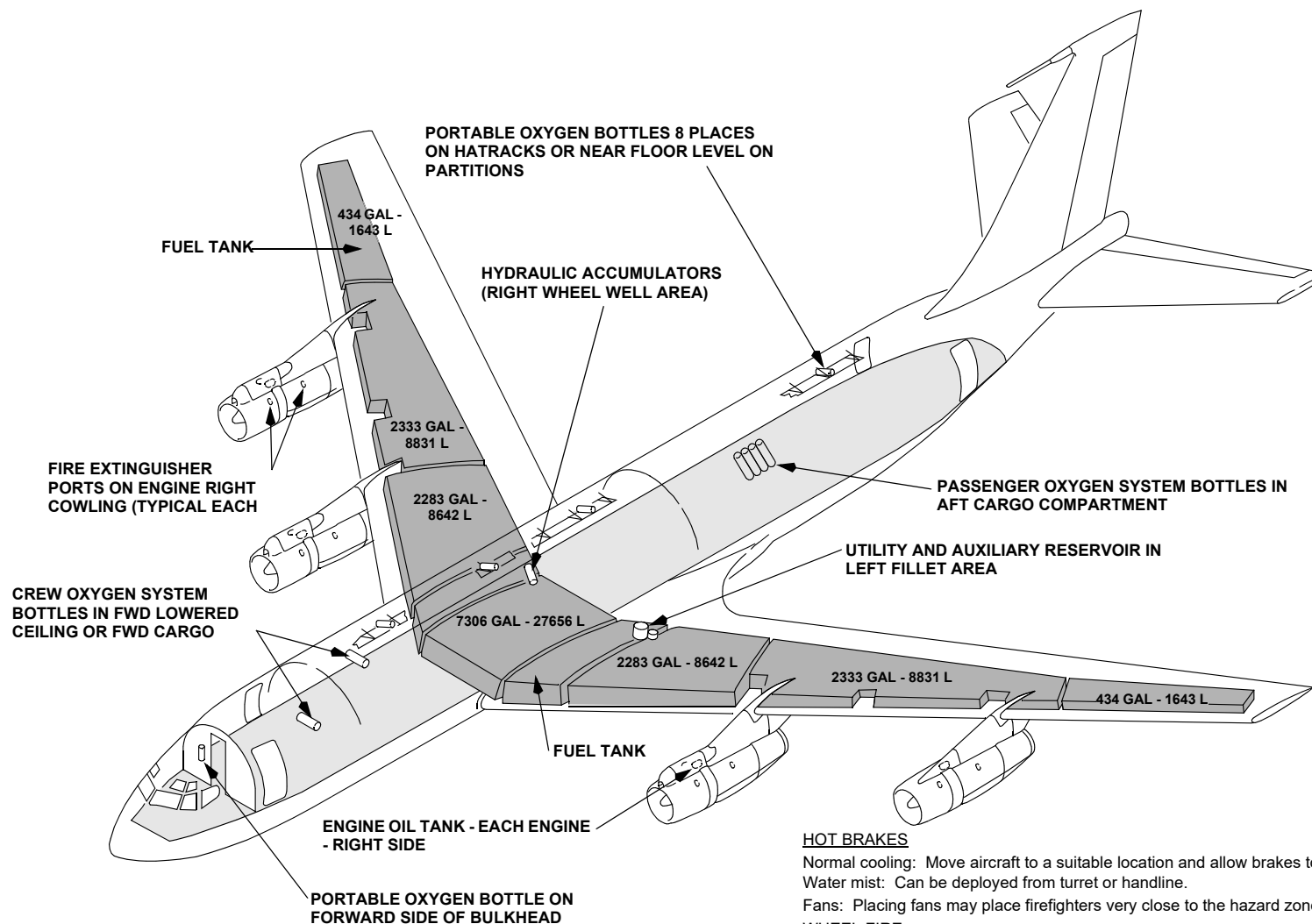
***Flight Crew Operations Manual  
Revision Record***

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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.

## 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.

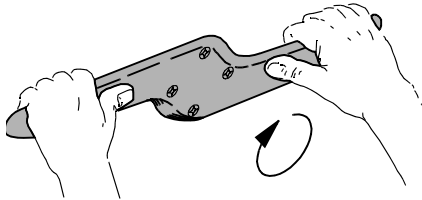
**Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.**

**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.

# 707-100 & 200 SERIES

# EMERGENCY RESCUE ACCESS-1

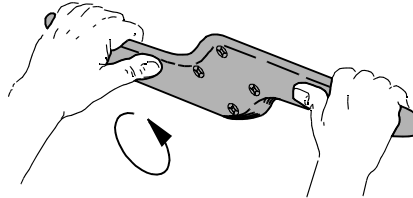
## 1 ENTRY DOOR EXTERNAL HANDLE



TO OPEN DOOR:

1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

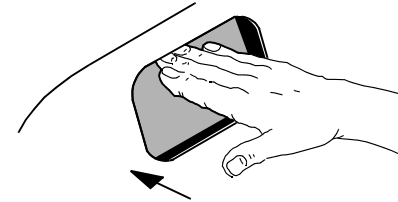
## 2 GALLEY DOOR EXTERNAL HANDLE



TO OPEN DOOR:

1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

## 3 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL

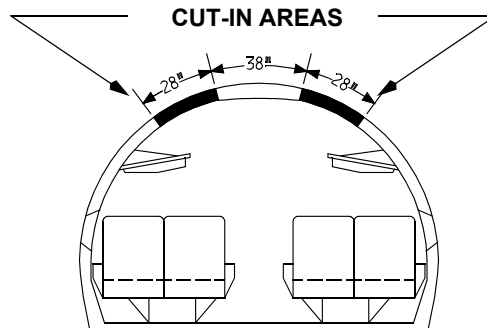


TO OPEN HATCH:

1. PUSH IN PANEL.
2. PUSH HATCH INWARD.

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

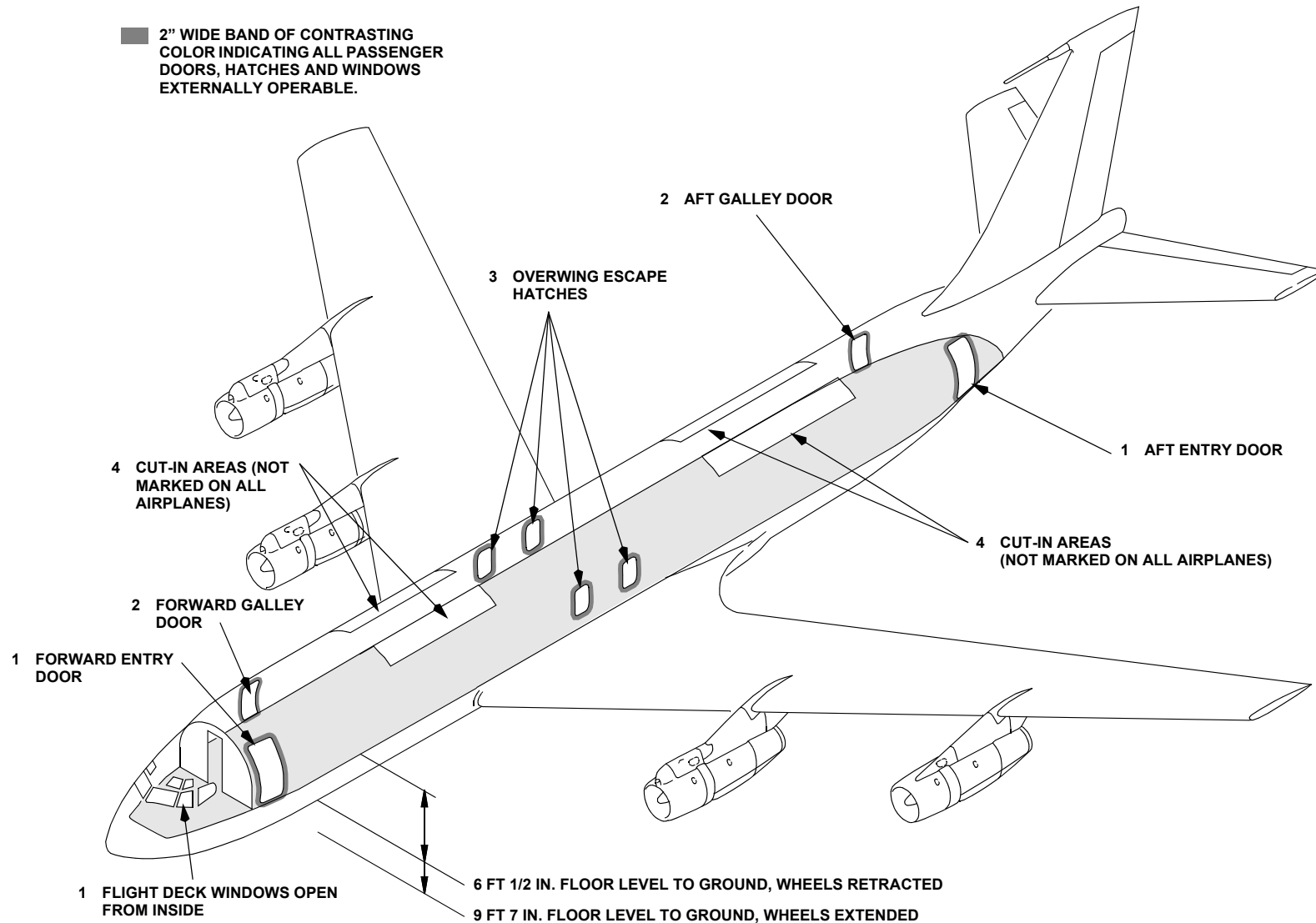
## 4 CUT-IN AREAS



**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.

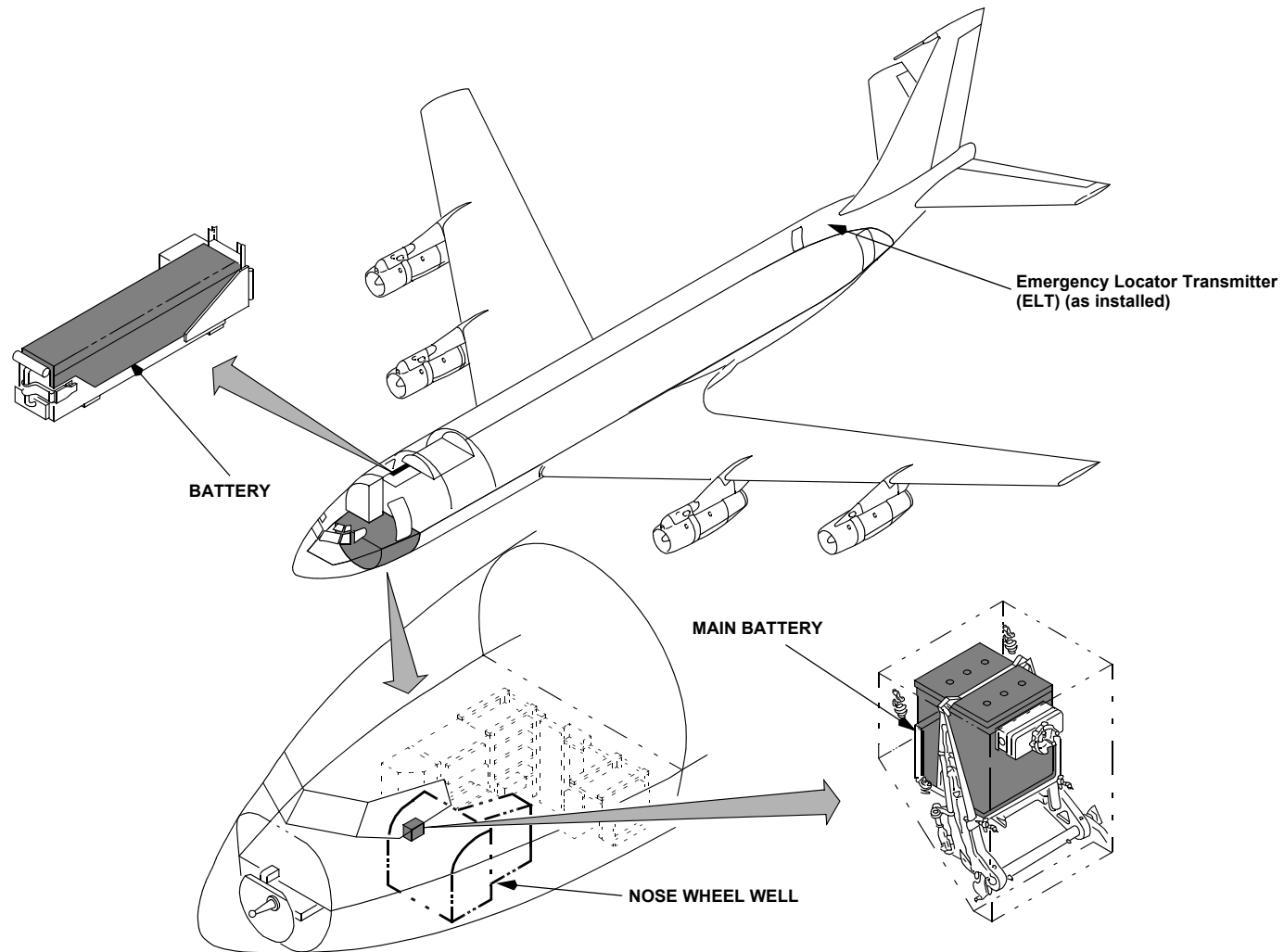
# 707-100 & 200 SERIES

# EMERGENCY RESCUE ACCESS-2



**707-100 & 200 SERIES**

**BATTERY LOCATIONS**



## FLIGHT DECK CONTROL SWITCH LOCATIONS



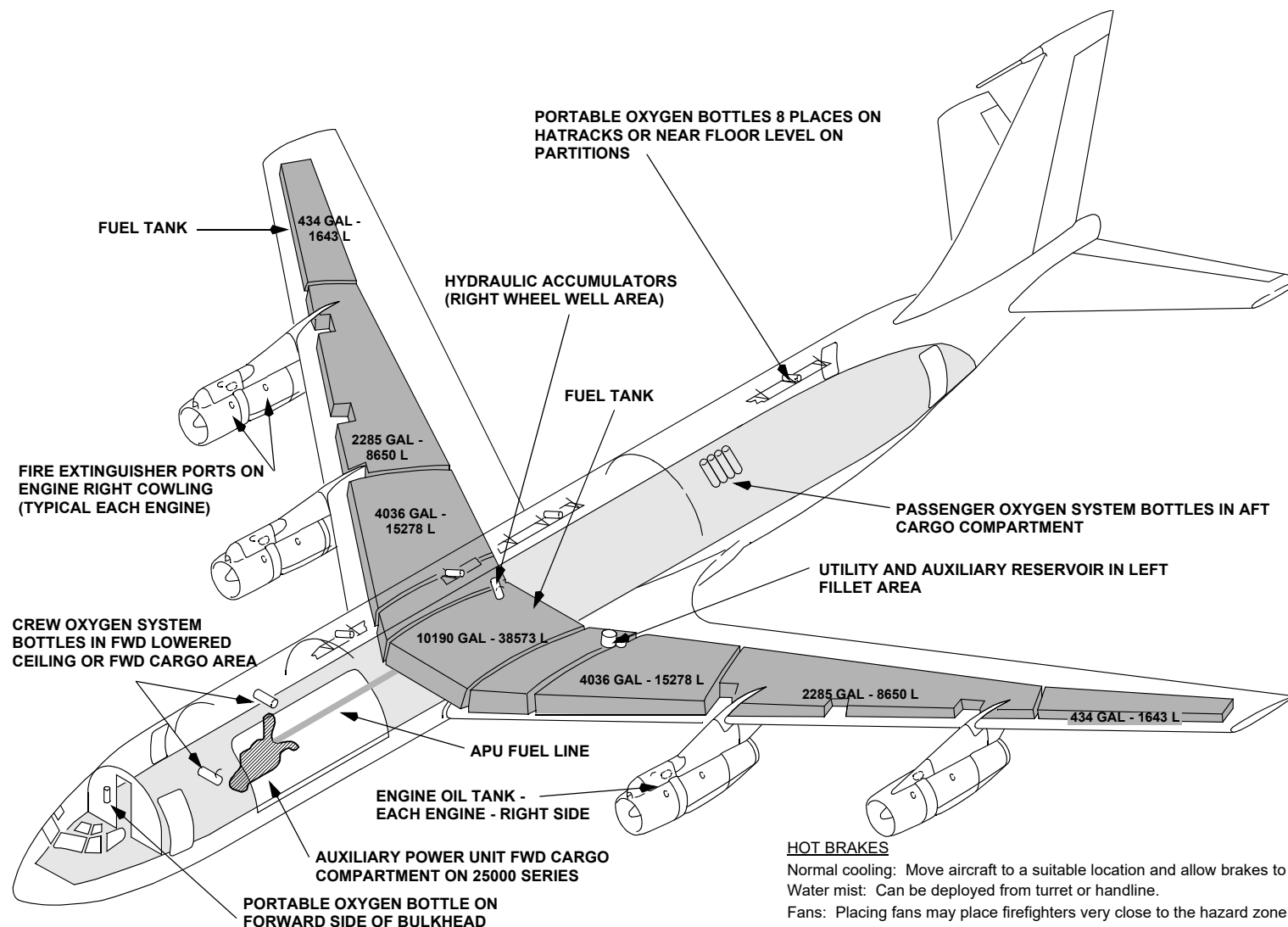


## **707-100 & 200 SERIES**

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# 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.

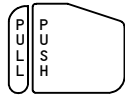
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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

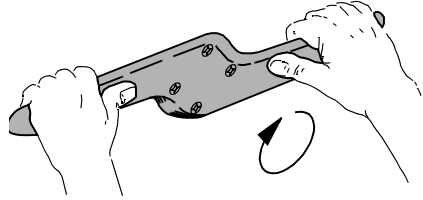
## EMERGENCY RESCUE ACCESS-1

### 1 PILOT'S SLIDING WINDOWS



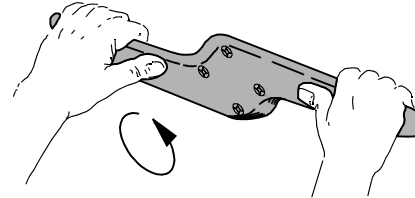
- TO OPEN WINDOW FROM OUTSIDE  
(RT SIDE ONLY)
1. PUSH IN EXTERNAL ACCESS DOOR.
  2. PULL EXTERNAL RELEASE HANDLE.
  3. SLIDE WINDOW OPEN.

### 2 ENTRY DOOR EXTERNAL HANDLE



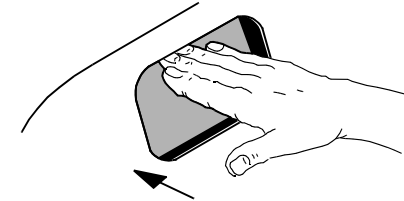
- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
  2. ROTATE CLOCKWISE.
  3. PULL DOOR OUTWARD.

### 3 GALLEY DOOR EXTERNAL HANDLE



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

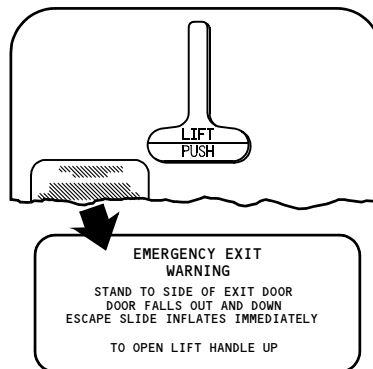
### 4 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



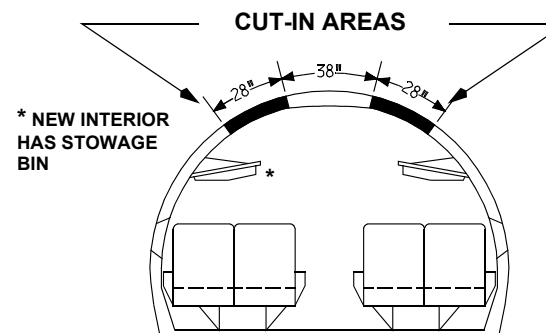
- TO OPEN HATCH:
1. PUSH IN PANEL.
  2. PUSH HATCH INWARD.

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

### 5 STATION 990 EMERGENCY EXIT



### 6 CUT-IN AREAS

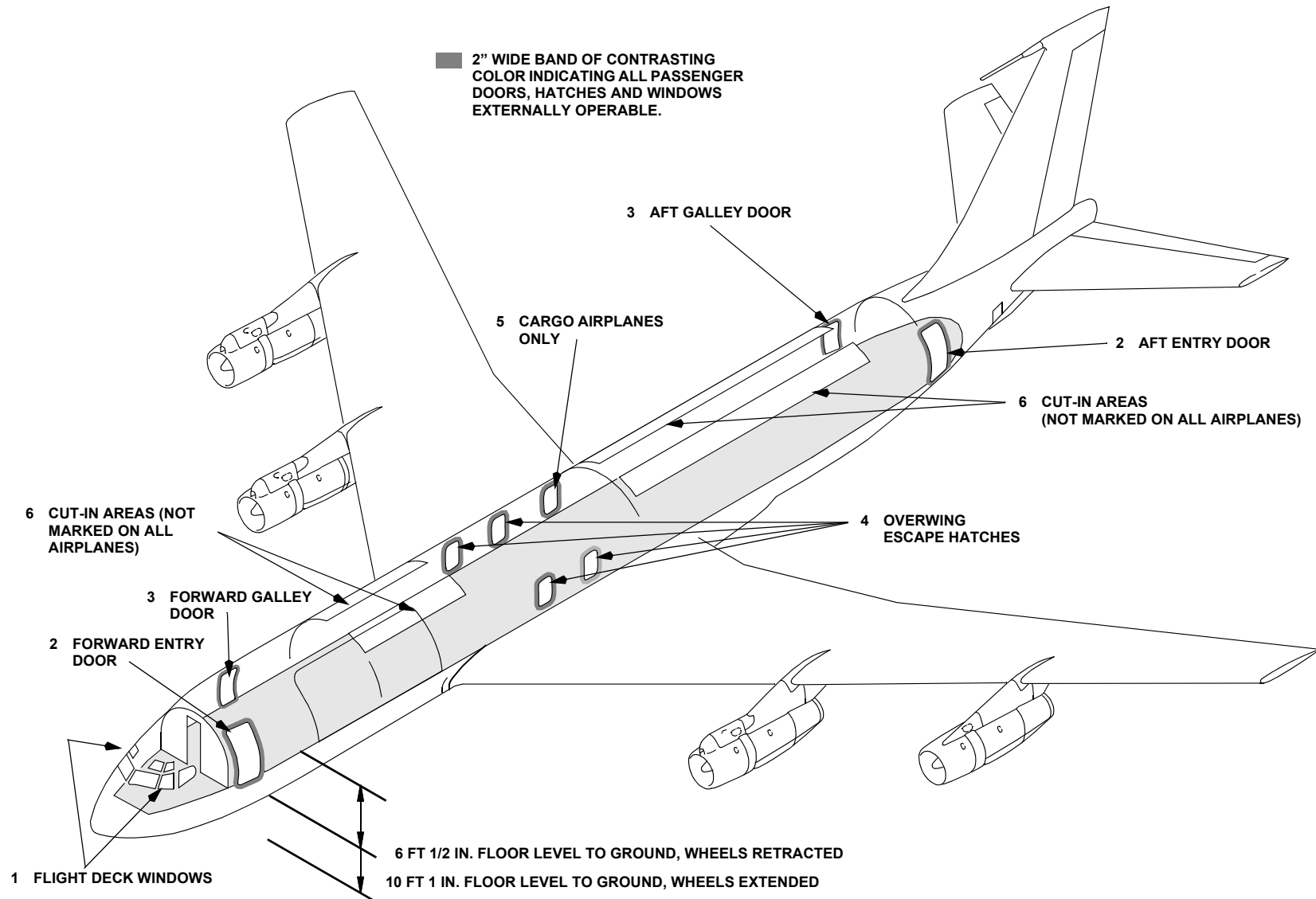


**NOTE:** CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



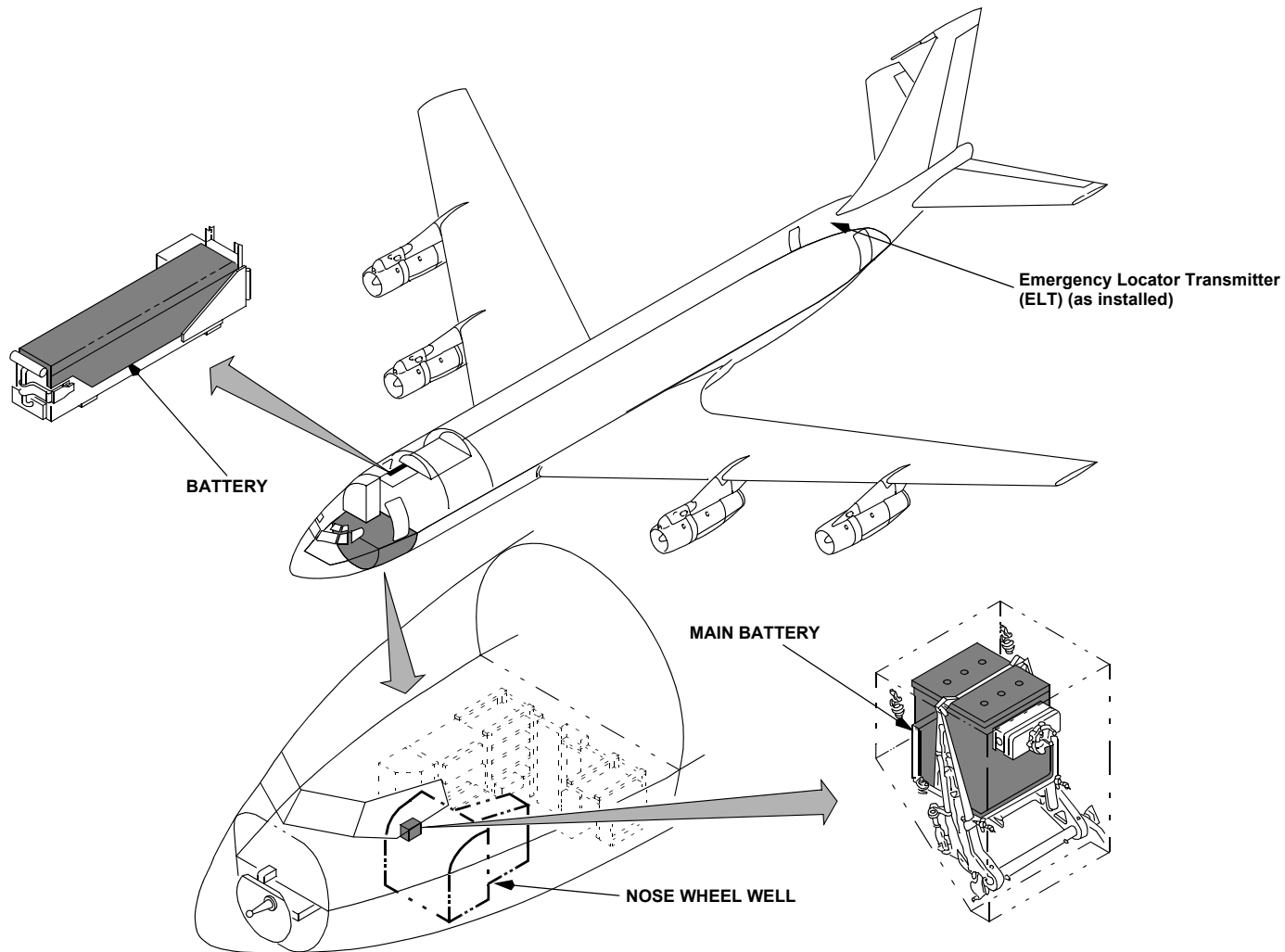
# 707-300 & 400 SERIES

# EMERGENCY RESCUE ACCESS-2



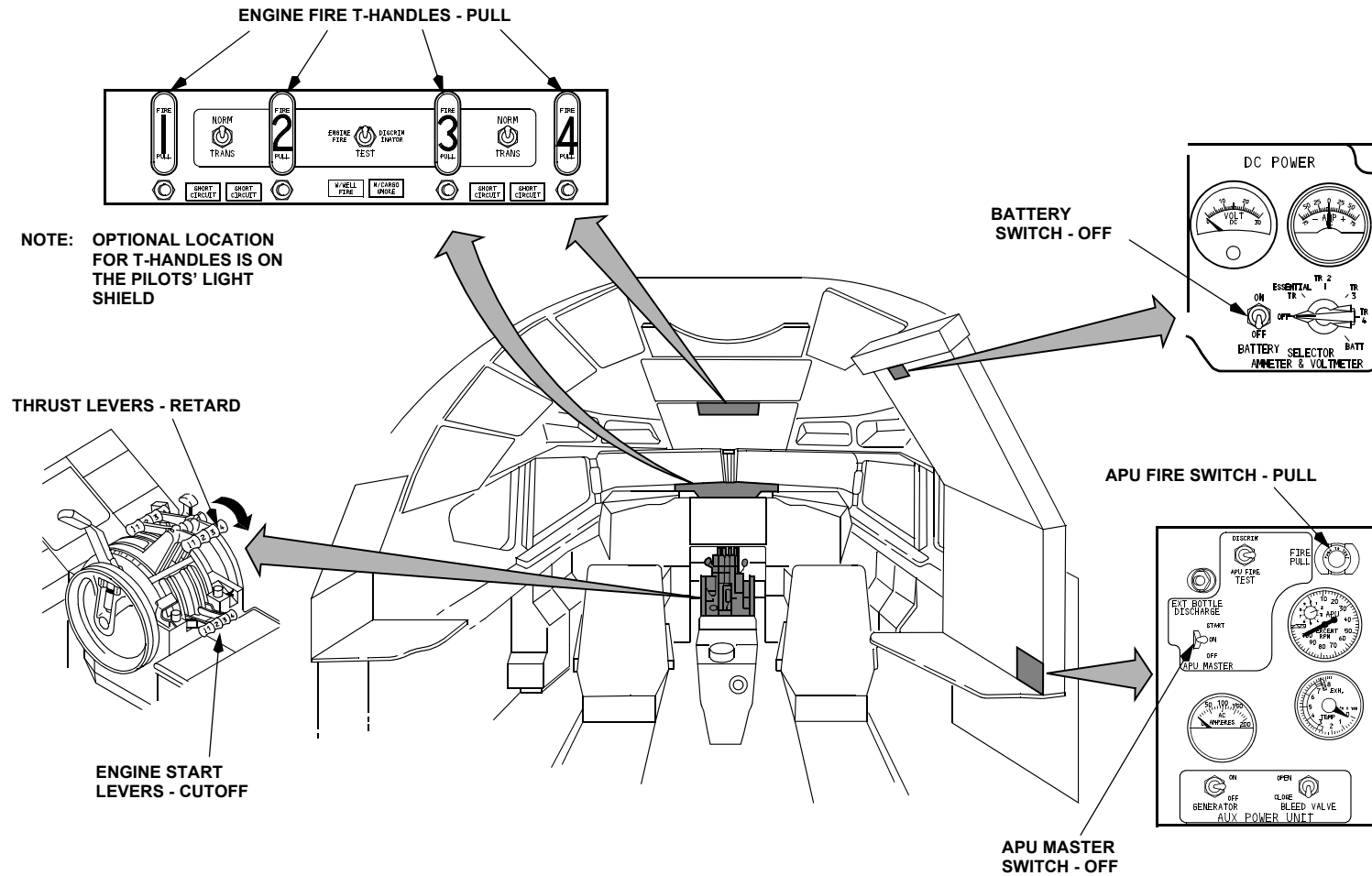
**707-300 & 400 SERIES**

**BATTERY LOCATIONS**



# 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



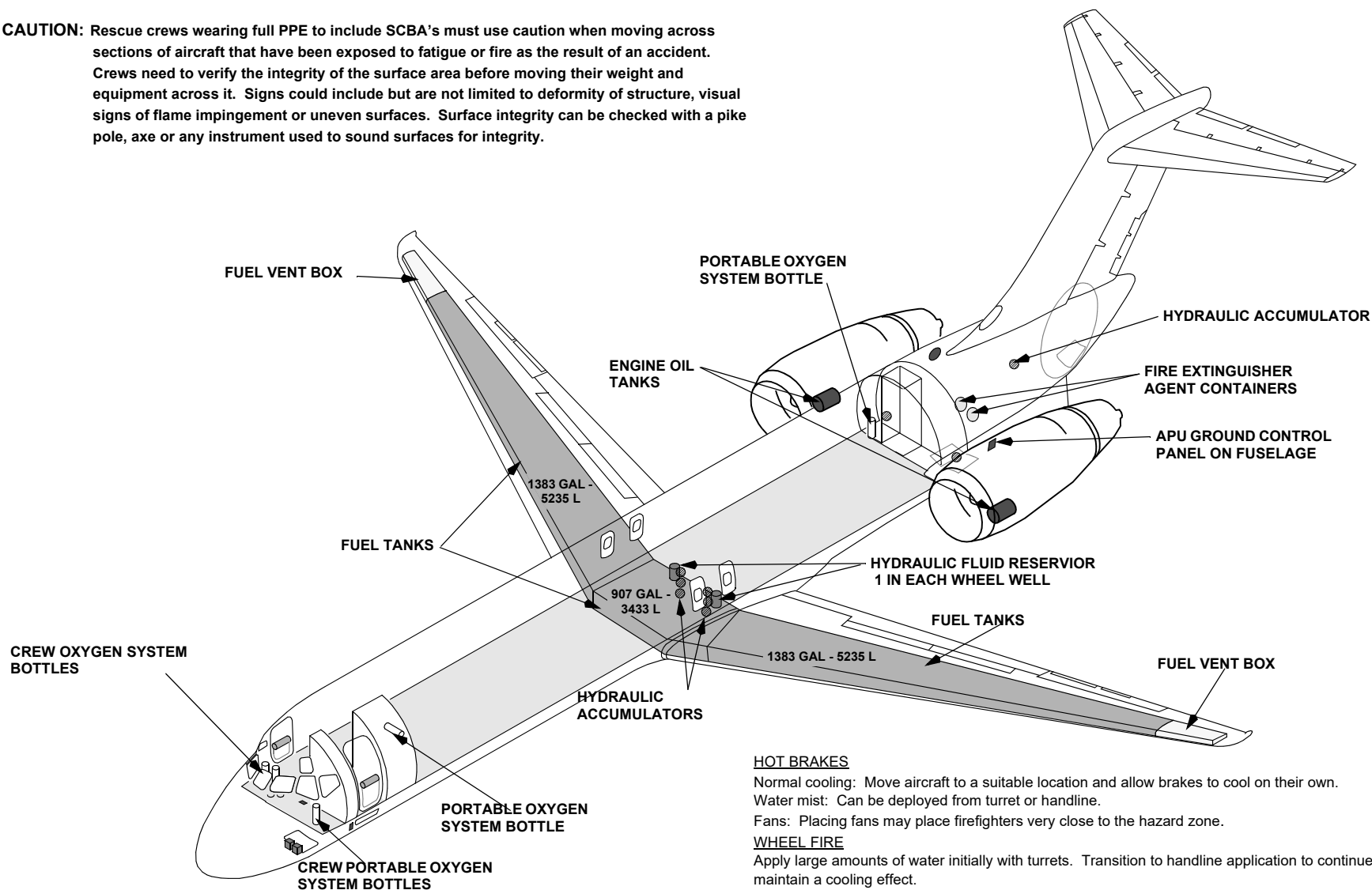
## **707-300 & 400 SERIES**

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# 717 SERIES

# 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.

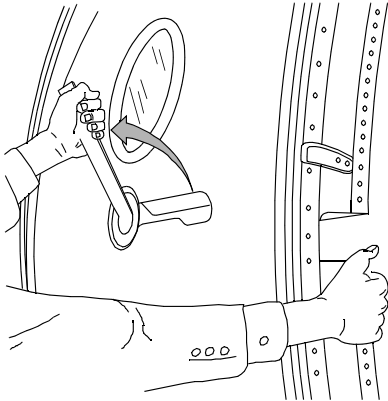
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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.

## 717 SERIES

## EMERGENCY RESCUE ACCESS-1

### 1 PASSENGER AND SERVICE DOORS



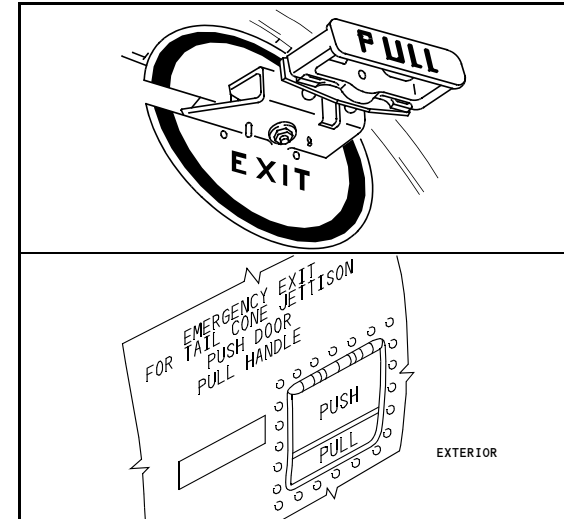
**TO OPEN DOOR:**  
 1. PULL HANDLE FROM RECESS.  
 2. ROTATE HANDLE AFT.  
 3. PULL DOOR OPEN.

### 2 OVERWING EMERGENCY EXITS

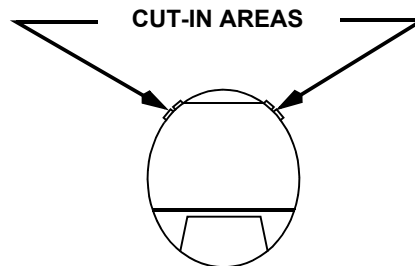


**TO OPEN DOOR:**  
 1. PUSH HANDLE RELEASE.  
 2. PULL THE HANDLE AND, AT THE SAME TIME, PUSH IN TOP OF DOOR FORCIBLY.

### 3 TAIL CONE JETTISON LATCH



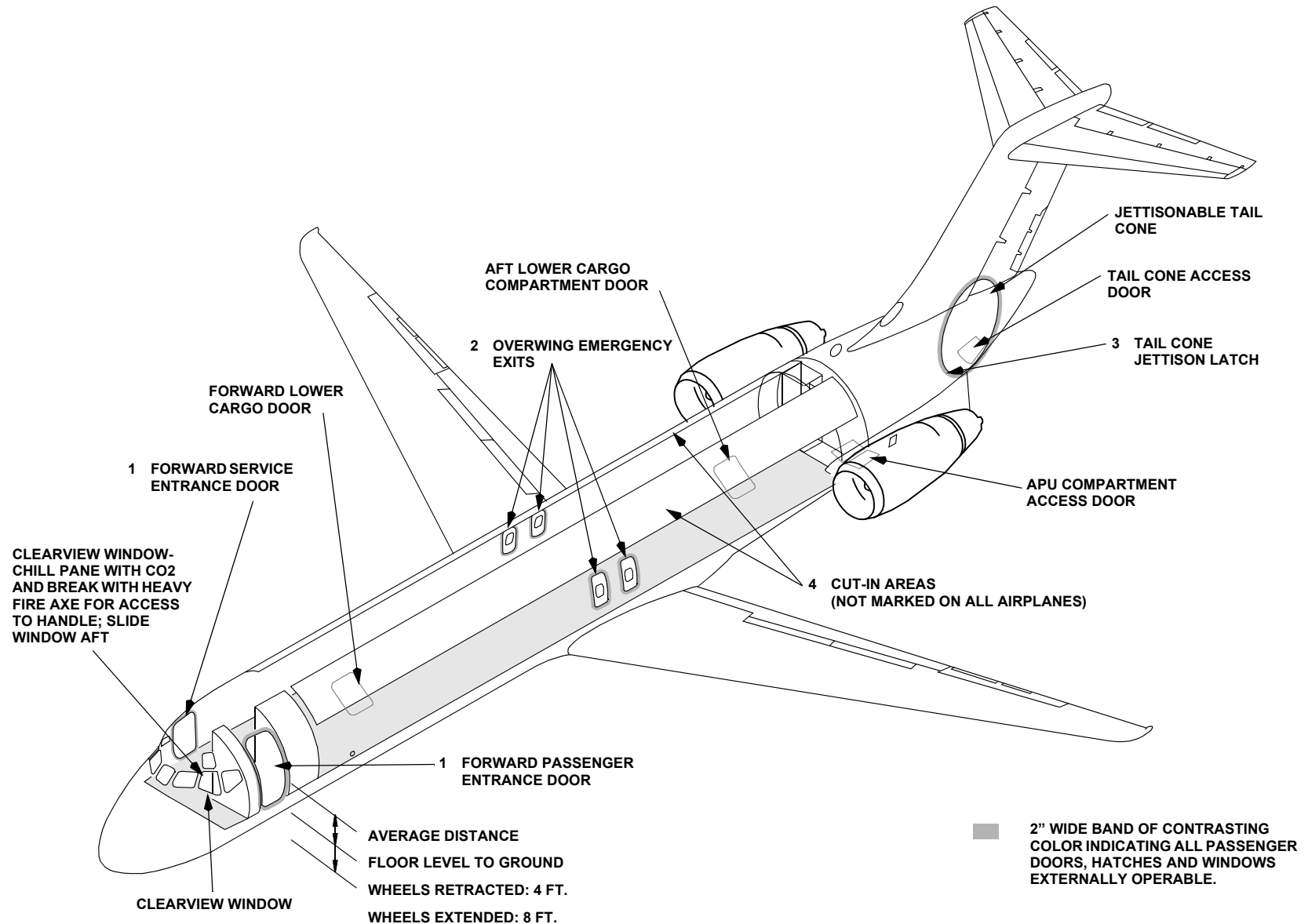
### 4 CUT-IN AREAS



**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.

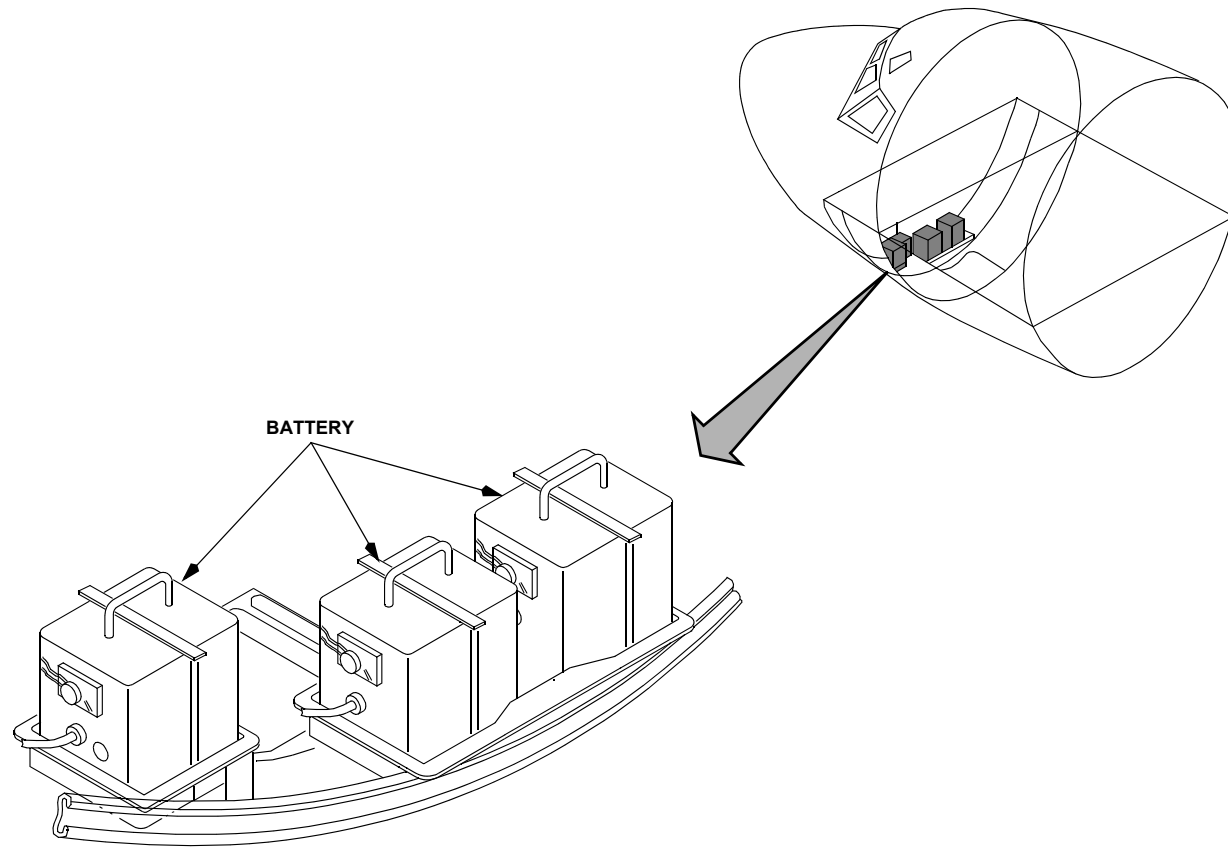
# 717 SERIES

# EMERGENCY RESCUE ACCESS-2



**717 SERIES**

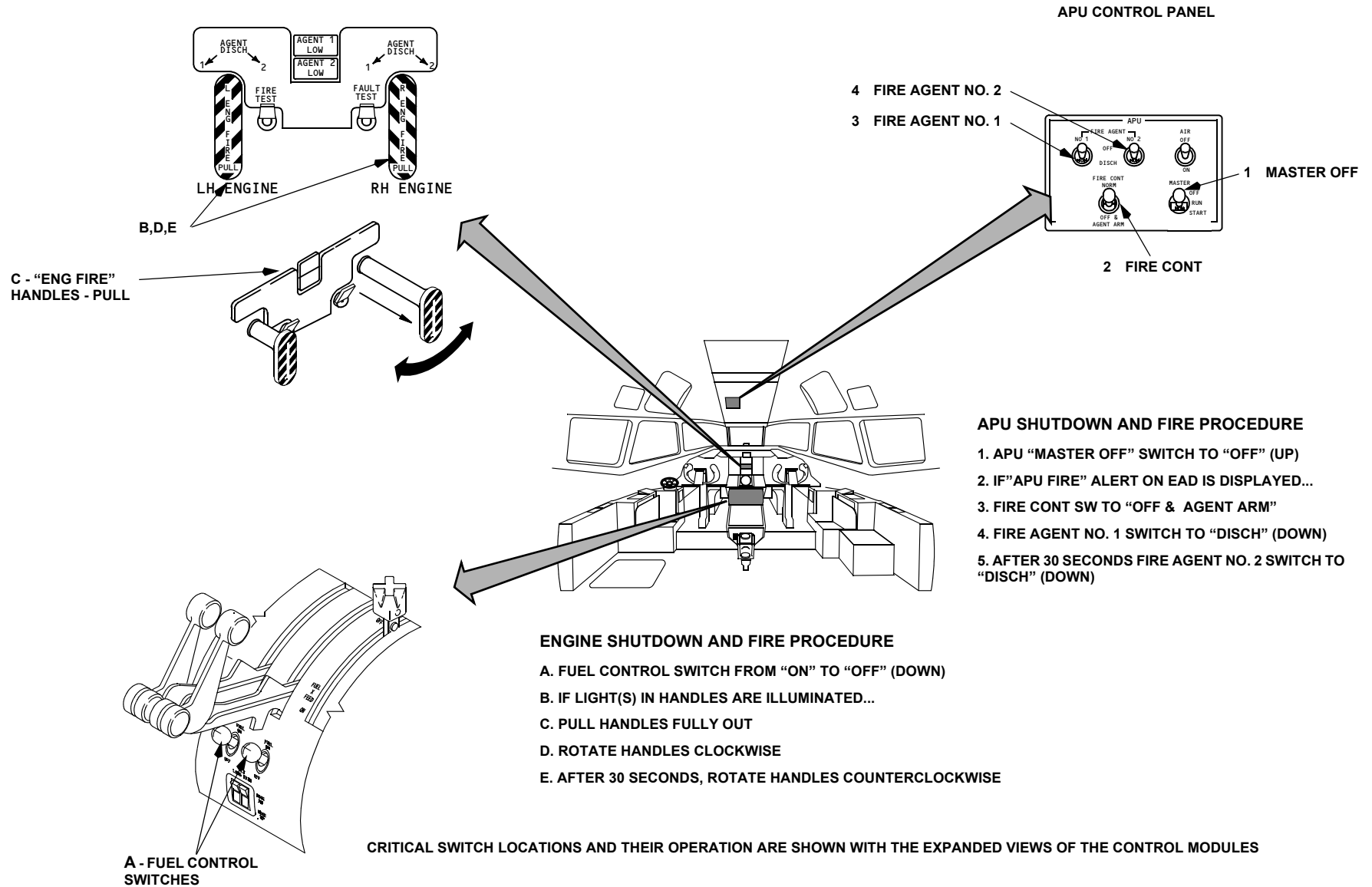
**BATTERY LOCATIONS**





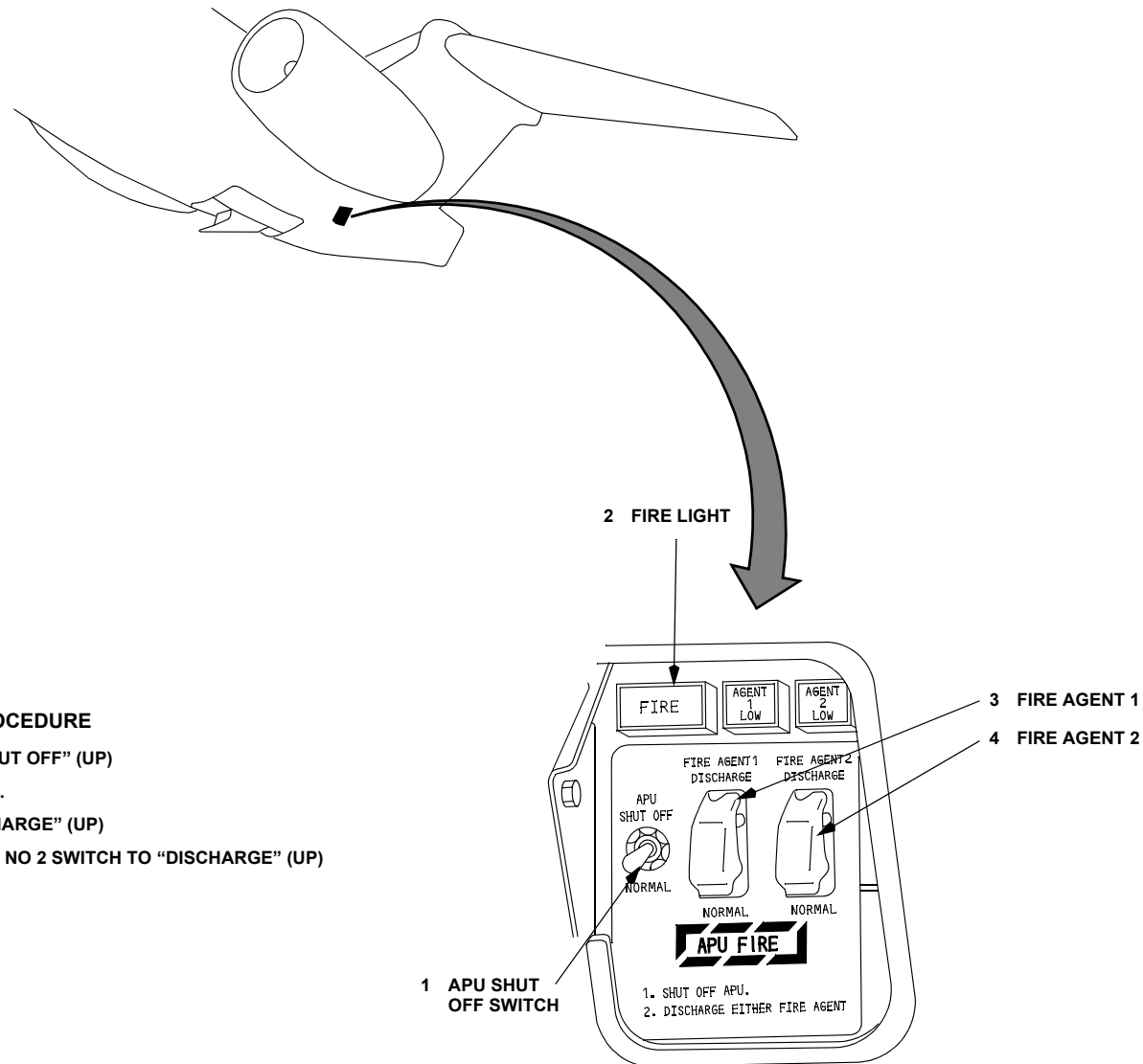
# 717 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



# 717 SERIES

# EXTERNAL APU FIRE CONTROLS

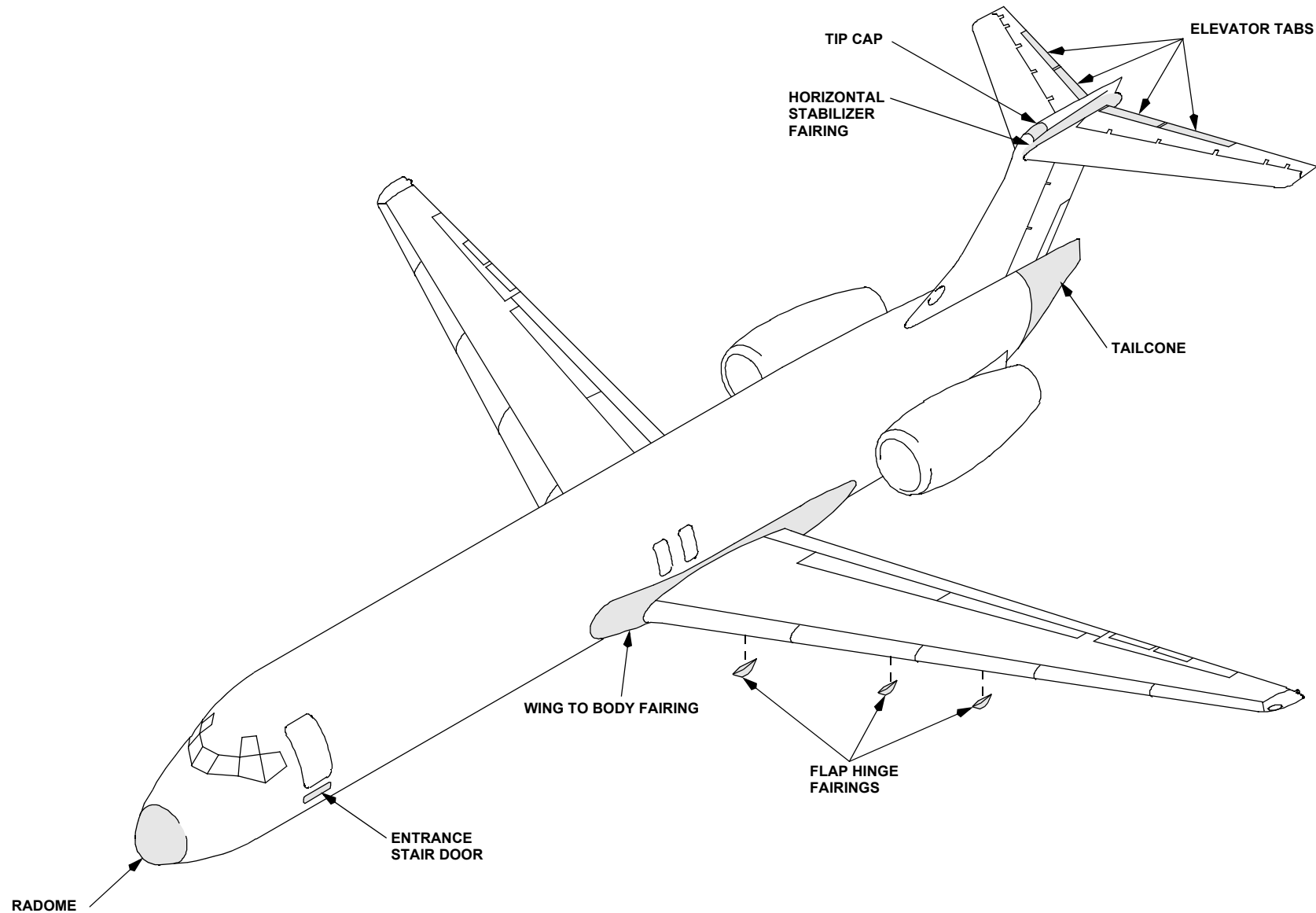


## APU SHUTDOWN AND FIRE PROCEDURE

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 30 SECONDS, FIRE AGENT NO 2 SWITCH TO "DISCHARGE" (UP)

# 717 SERIES

# COMPOSITE MATERIALS LOCATIONS



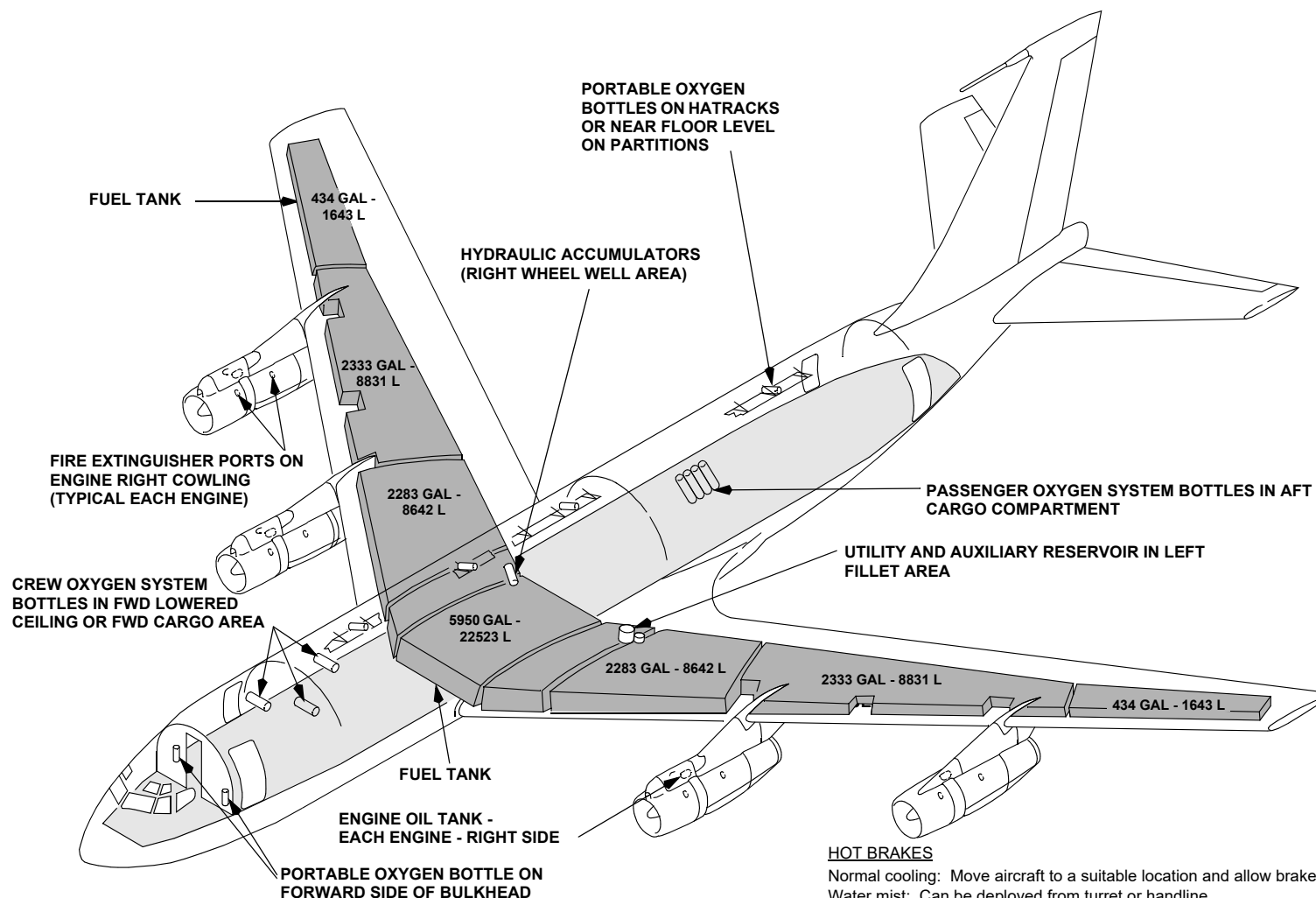


# **717 SERIES**

**Intentionally Blank**

# 720 & 720B SERIES

# 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.

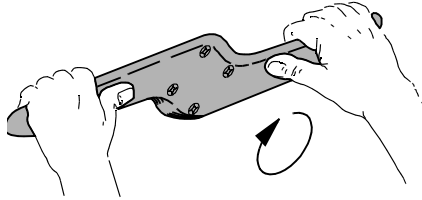
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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.

## 720 & 720B SERIES

## EMERGENCY RESCUE ACCESS-1

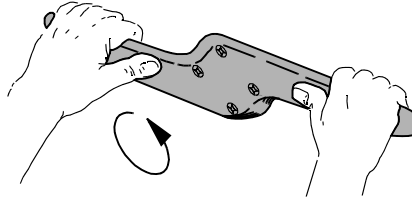
### 1 ENTRY DOOR EXTERNAL HANDLE



TO OPEN DOOR:

1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

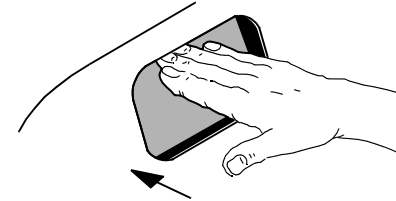
### 2 GALLEY DOOR EXTERNAL HANDLE



TO OPEN DOOR:

1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

### 3 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL

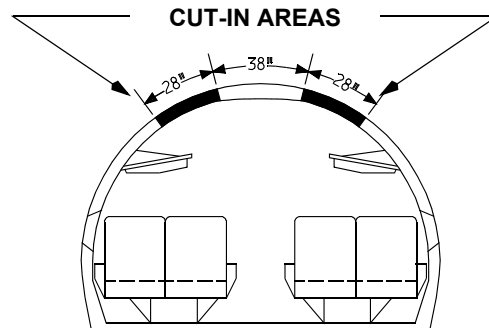


TO OPEN HATCH:

1. PUSH IN PANEL.
2. PUSH HATCH INWARD.

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

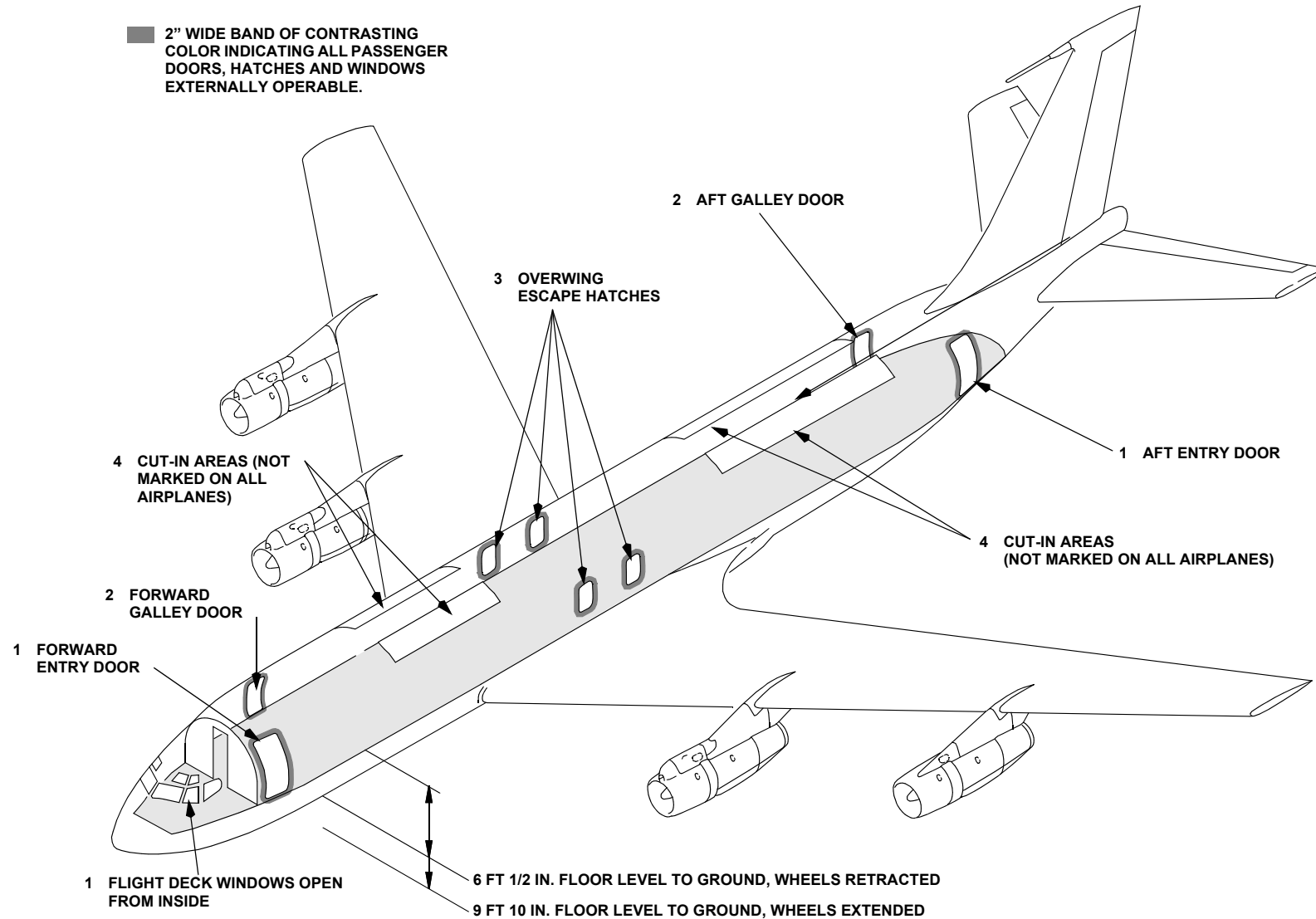
### 4 CUT-IN AREAS



**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.

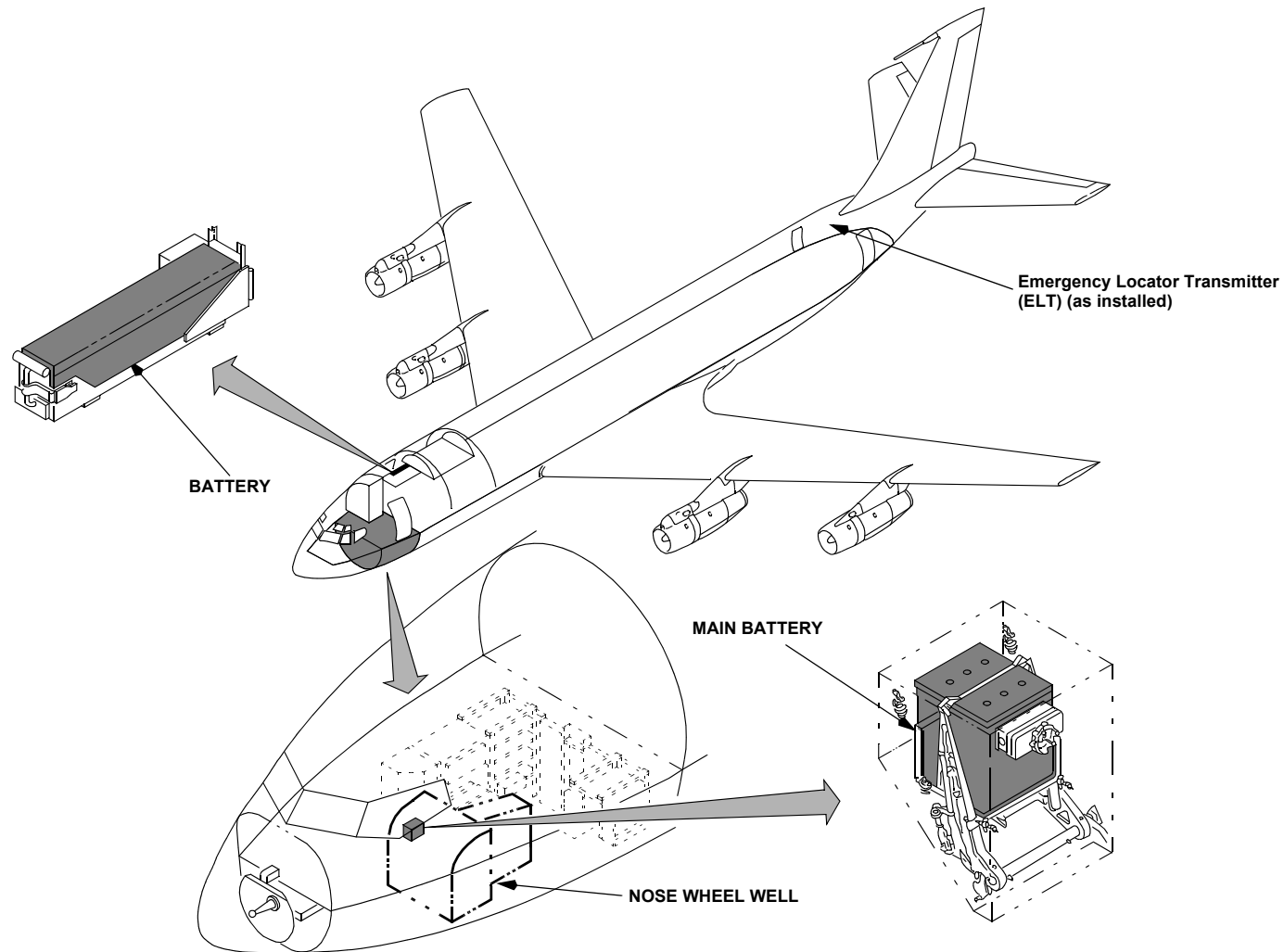
# 720 & 720B SERIES

# EMERGENCY RESCUE ACCESS-2



**720 & 720B SERIES**

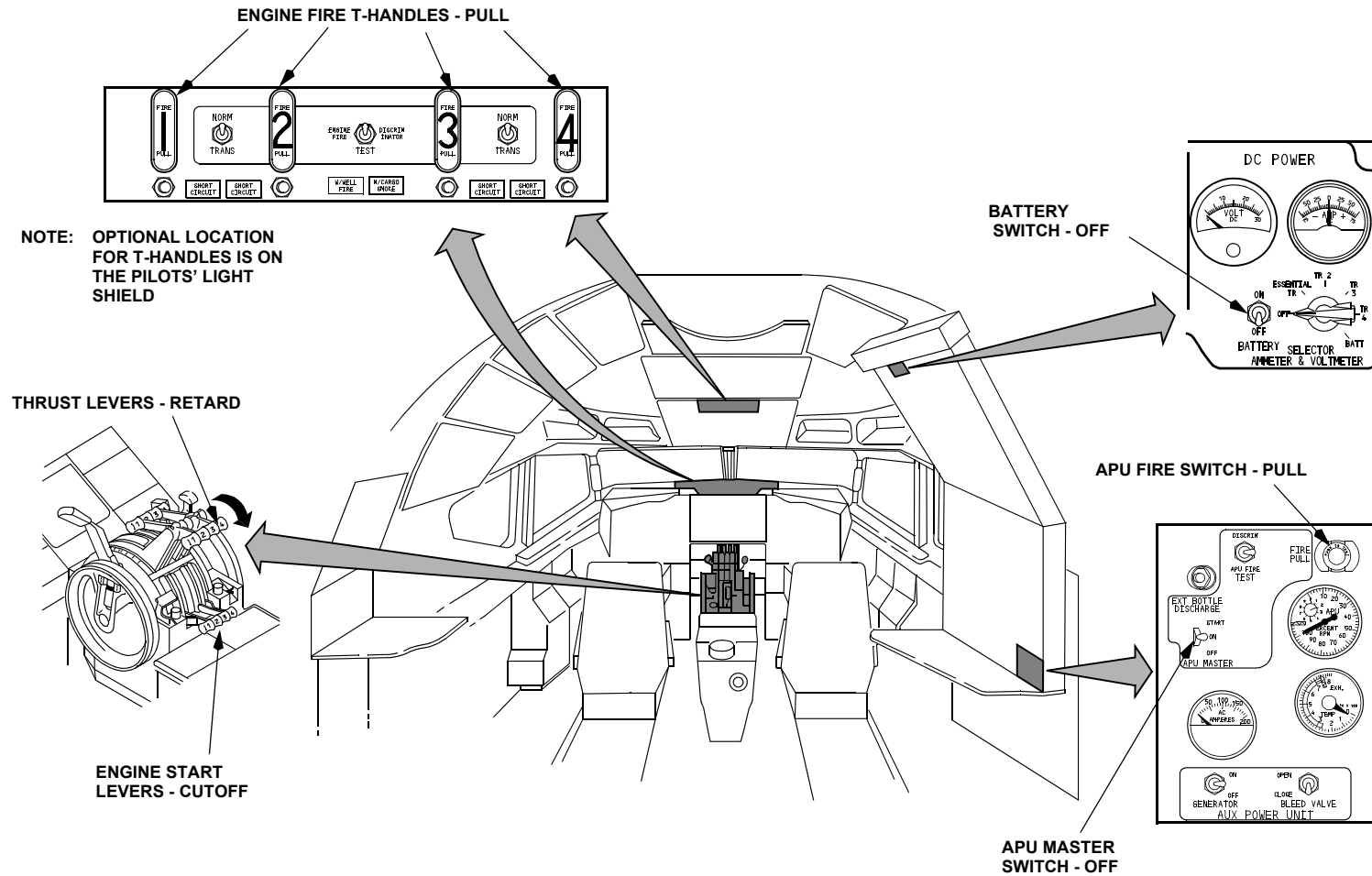
**BATTERY LOCATIONS**





# 720 & 720B SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



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

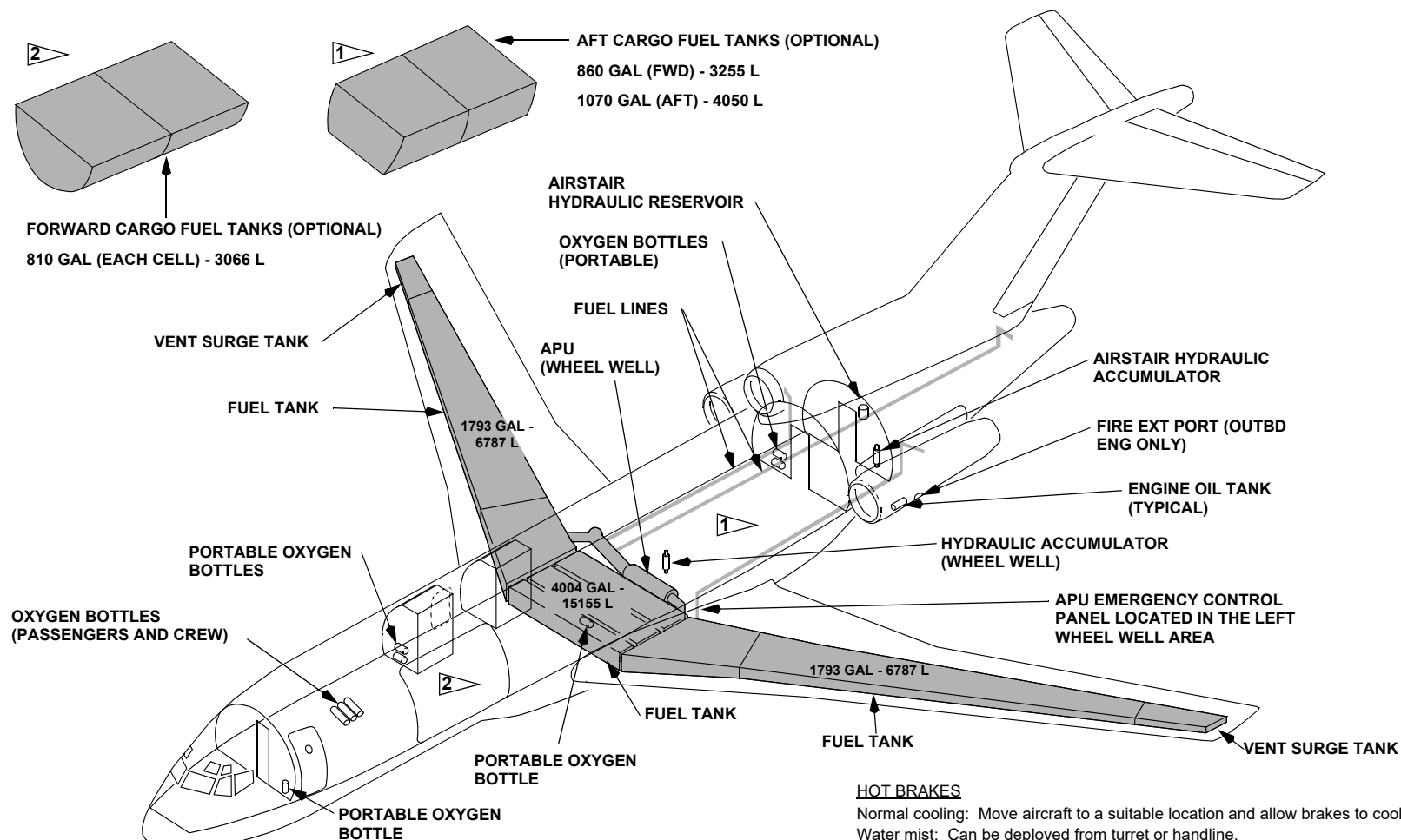


## **720 & 720B SERIES**

**Intentionally Blank**

# 727 SERIES

# 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.

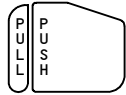
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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.

## 727 SERIES

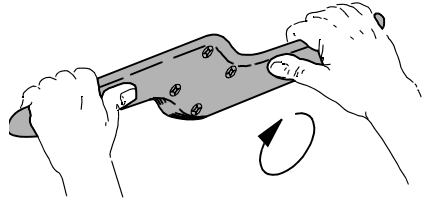
## EMERGENCY RESCUE ACCESS-1

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



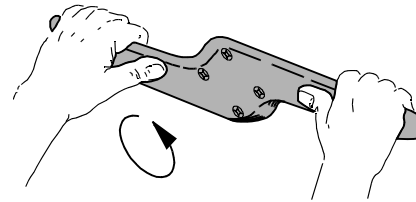
- TO OPEN WINDOW FROM OUTSIDE:
1. PUSH IN EXTERNAL ACCESS DOOR.
  2. PULL EXTERNAL RELEASE HANDLE.
  3. SLIDE WINDOW OPEN.

### 2 FWD ENTRY DOOR EXTERNAL HANDLE



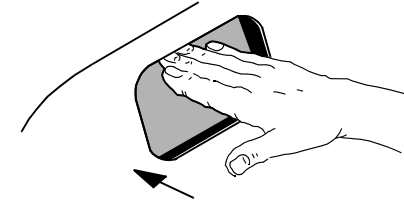
- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
  2. ROTATE CLOCKWISE.
  3. PULL DOOR OUTWARD.

### 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.

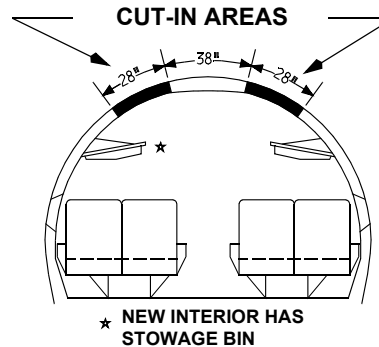
**WARNING:** PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

### 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.

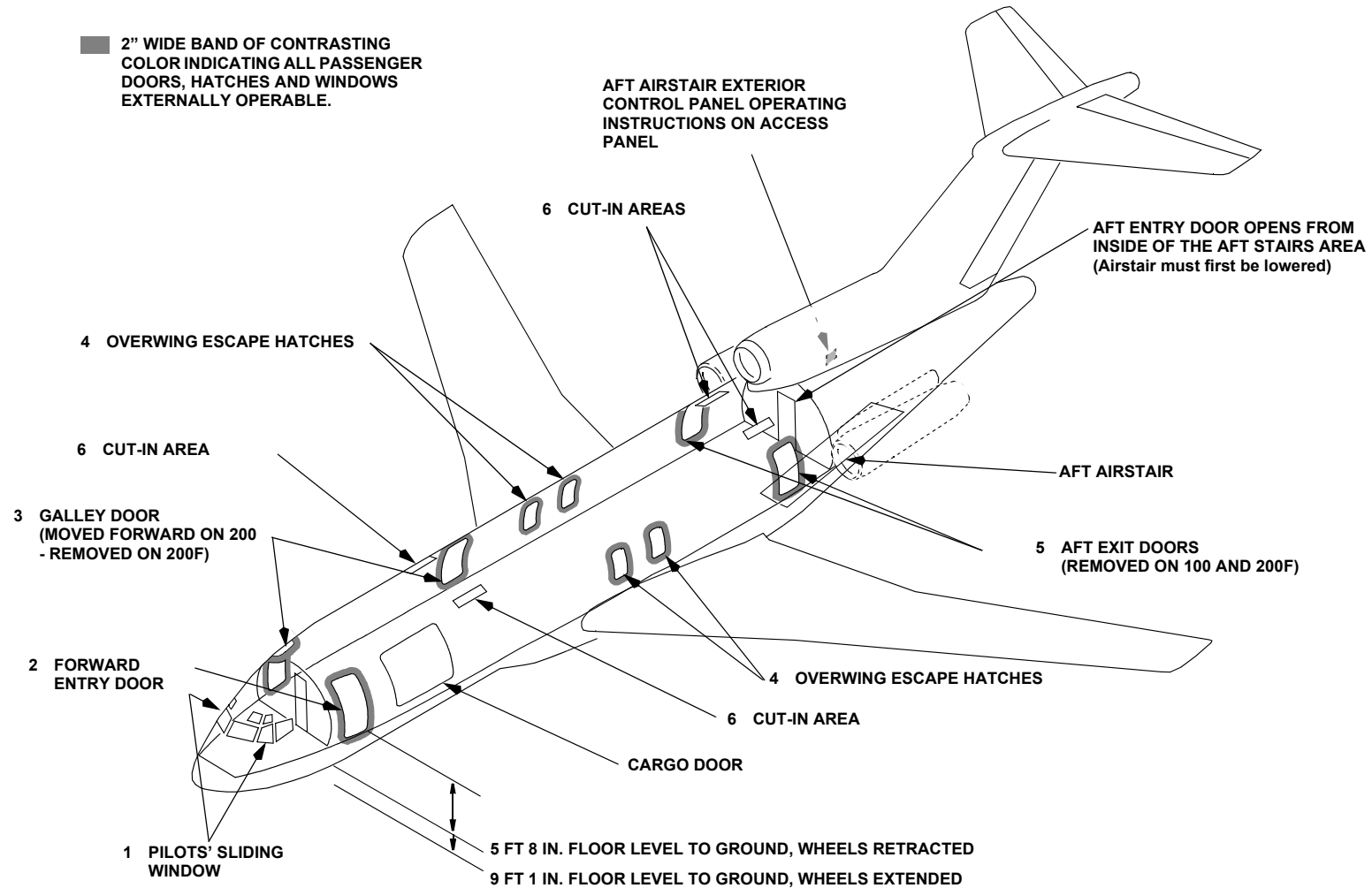
### 6 CUT-IN AREAS



**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.

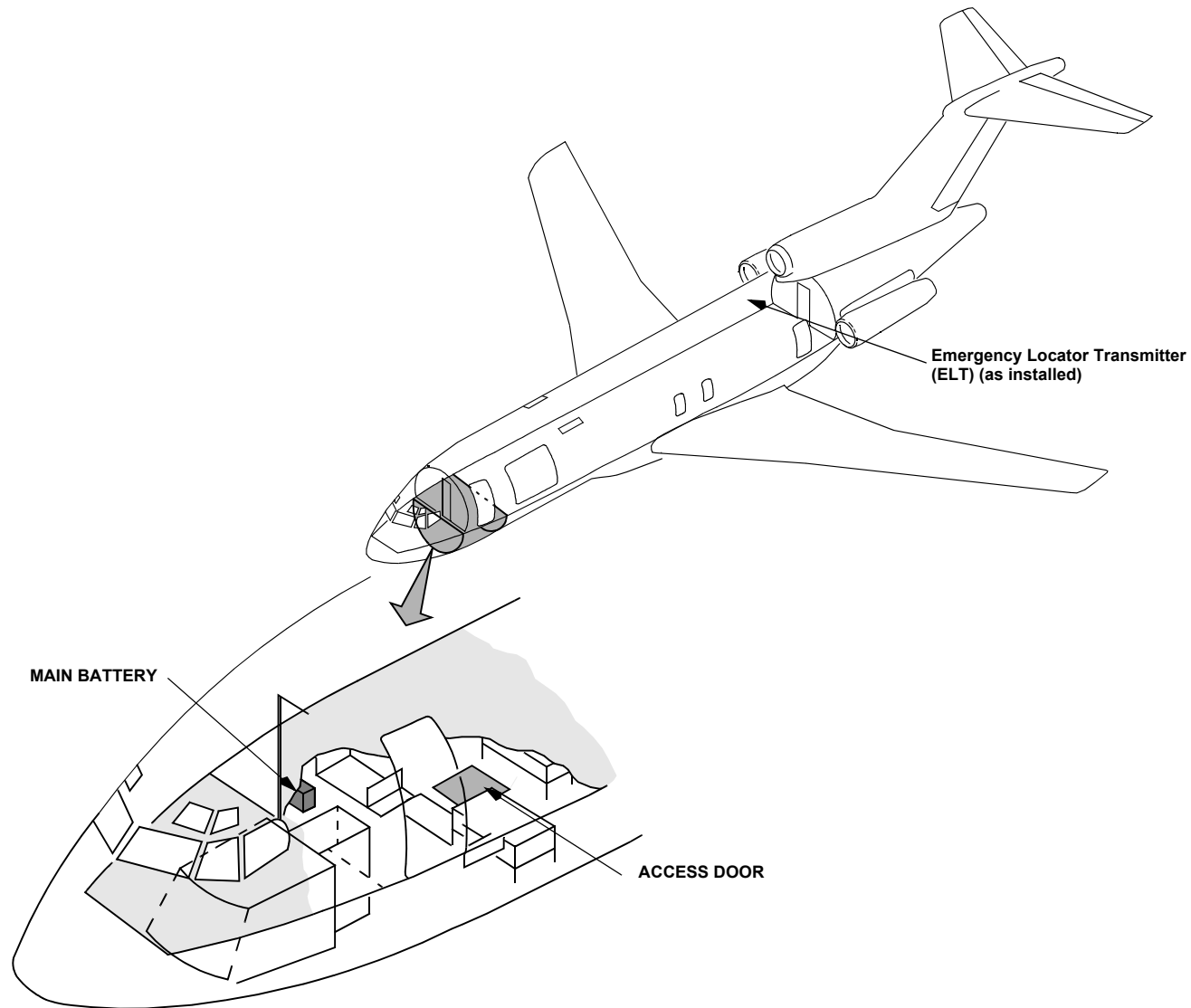
# 727 SERIES

# EMERGENCY RESCUE ACCESS-2



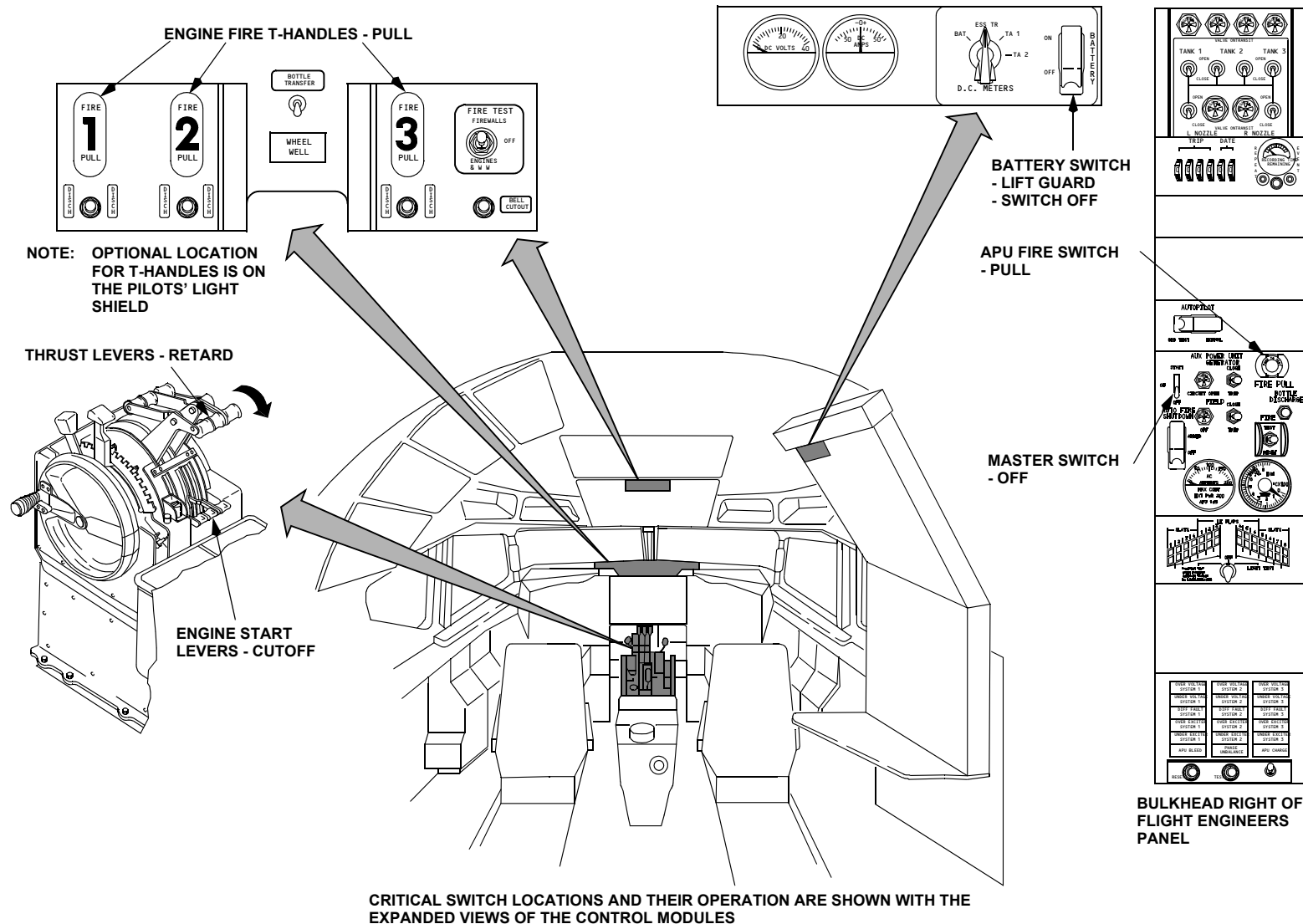
**727 SERIES**

**BATTERY LOCATIONS**



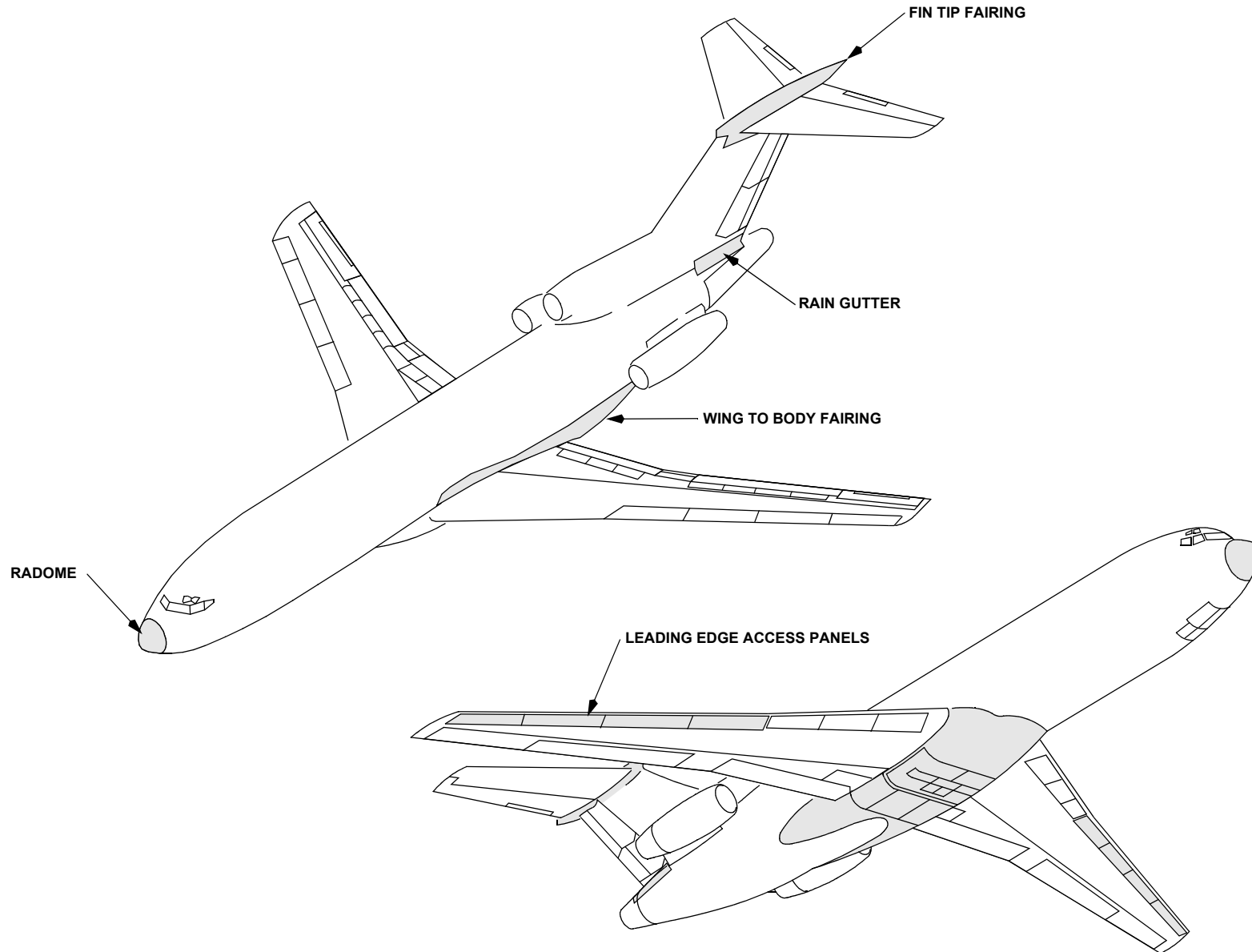
# 727 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



**727 SERIES**

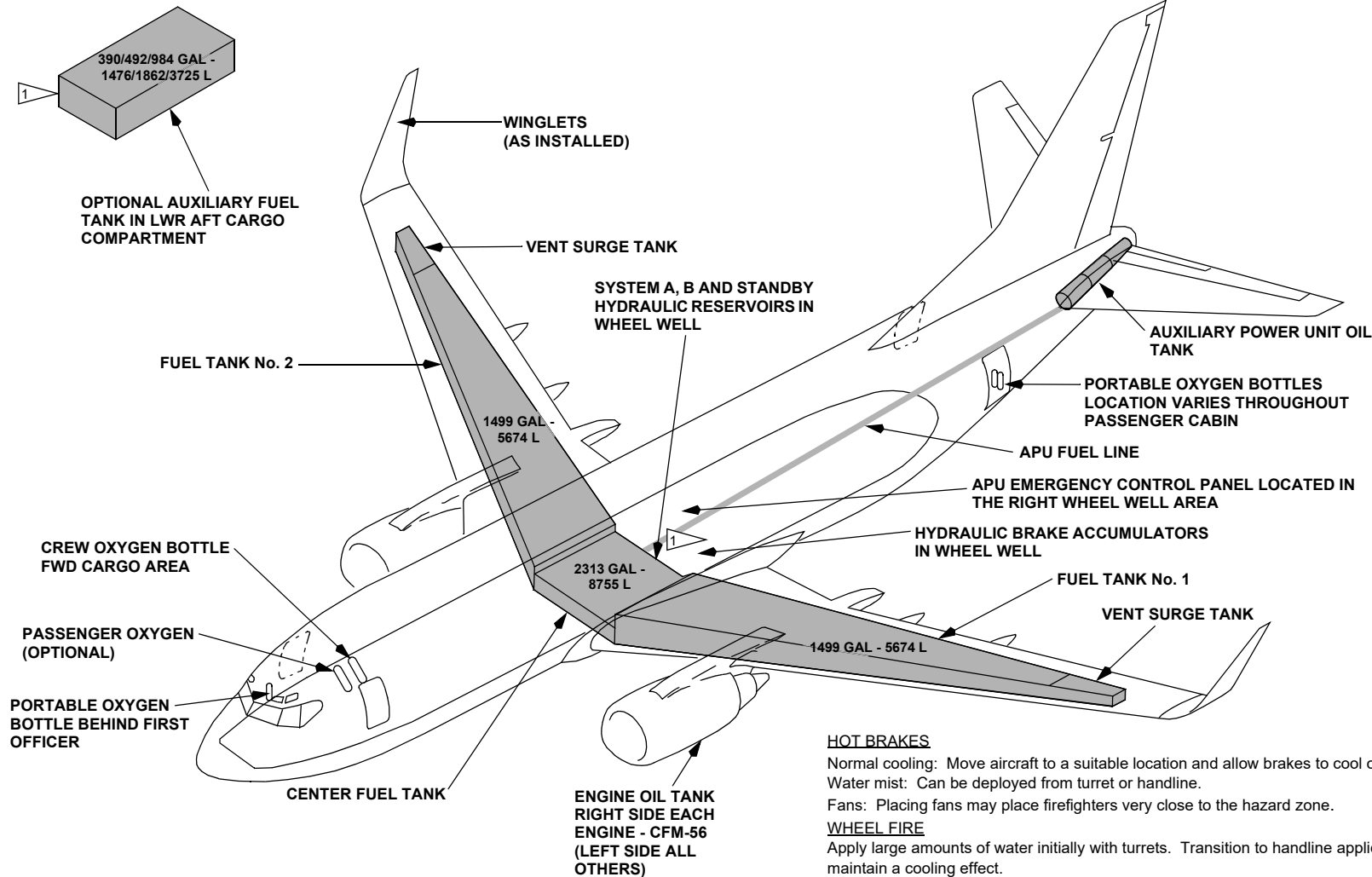
**COMPOSITE MATERIALS LOCATIONS**





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

# 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.

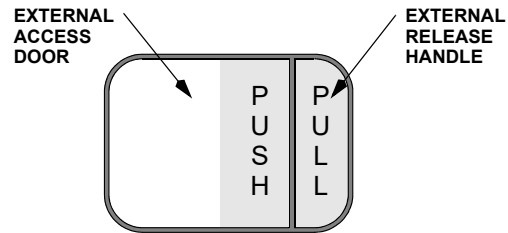
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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.

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

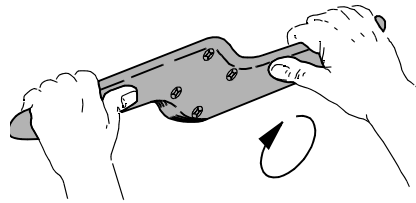
## EMERGENCY RESCUE ACCESS-1

### 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.

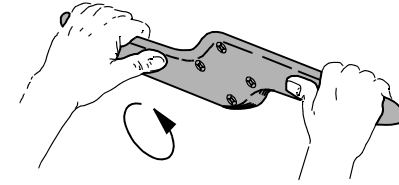
### 2 FWD AND AFT ENTRY DOOR EXTERNAL HANDLE (LH SIDE)



- 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)



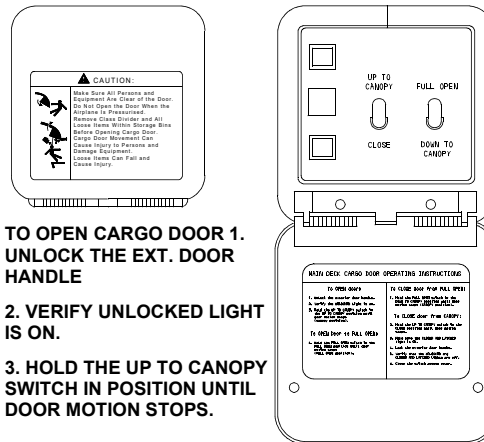
- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
  2. ROTATE COUNTERCLOCKWISE.
  3. PULL DOOR OUTWARD.

### 4 EMERGENCY OVERWING ESCAPE HATCH

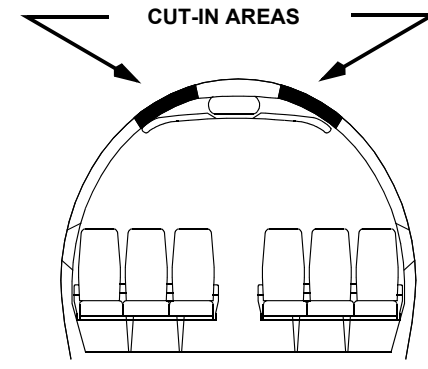


- TO OPEN HATCH FROM OUTSIDE:
1. PUSH IN PANEL.
  2. PUSH HATCH INWARD & LIFT UP.

### 5 CARGO DOOR OPERATION



### 6 CUT-IN AREAS

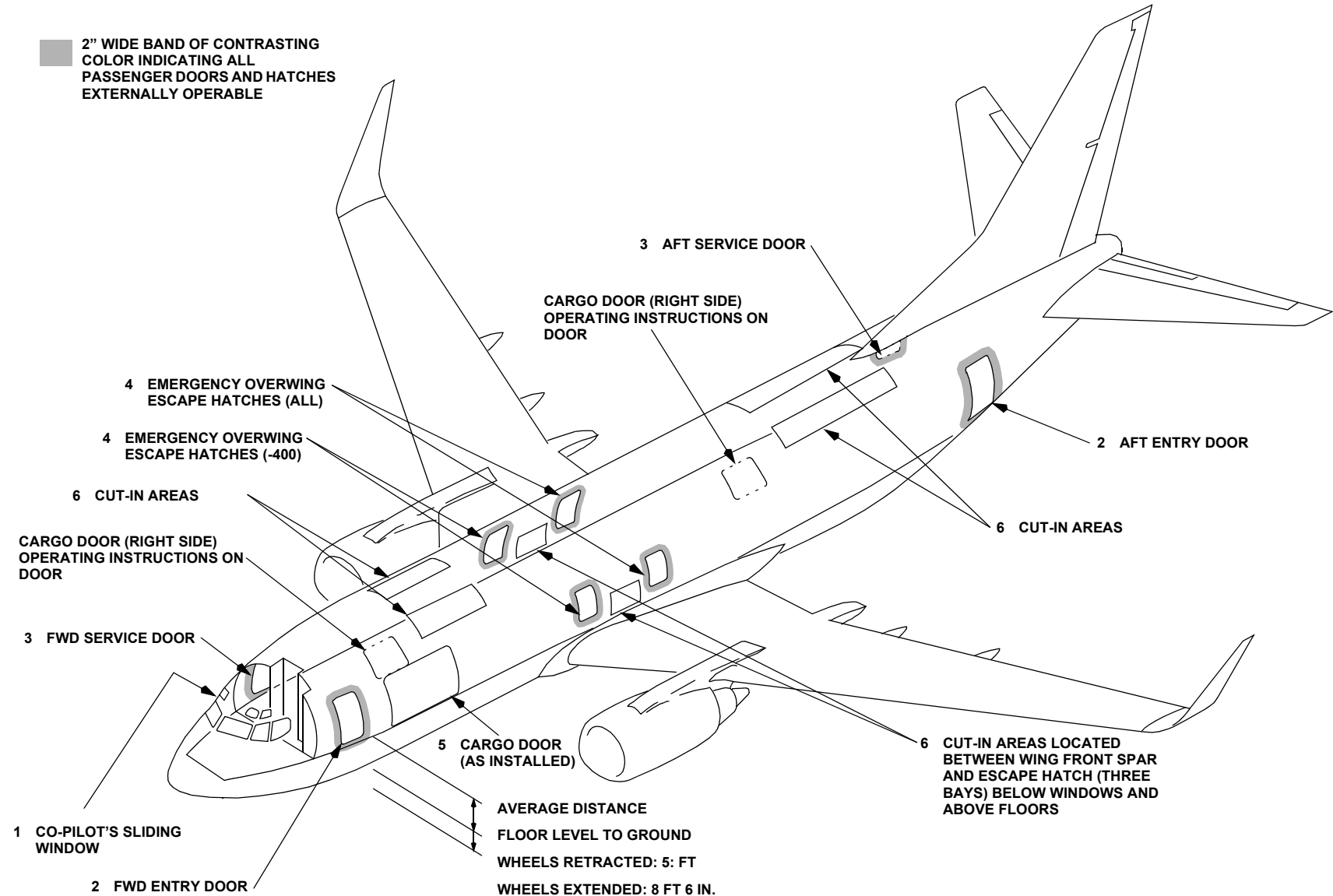


#### NOTE:

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.

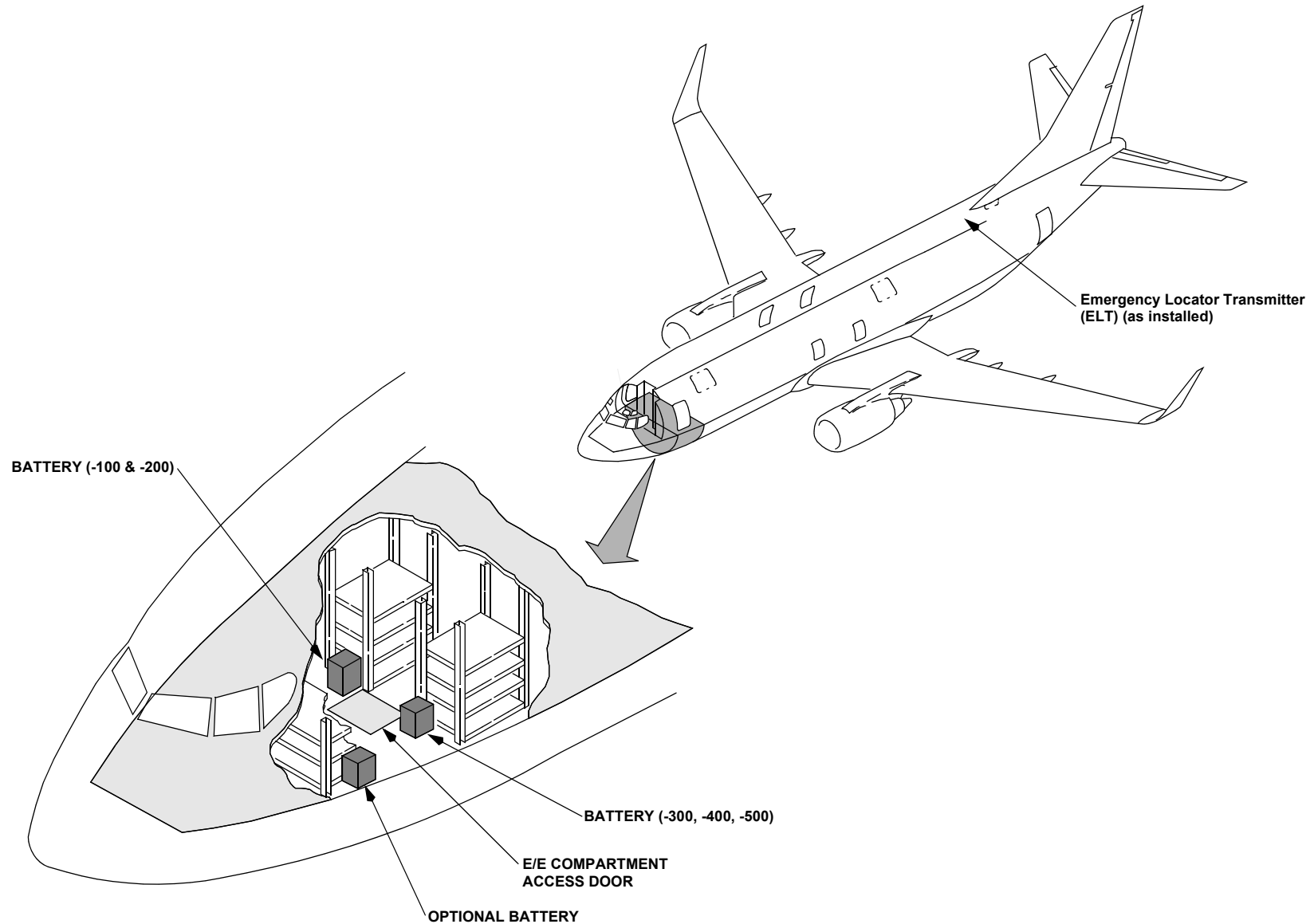
# 737-100/-200/-300/-400/-500 SERIES

# EMERGENCY RESCUE ACCESS-2

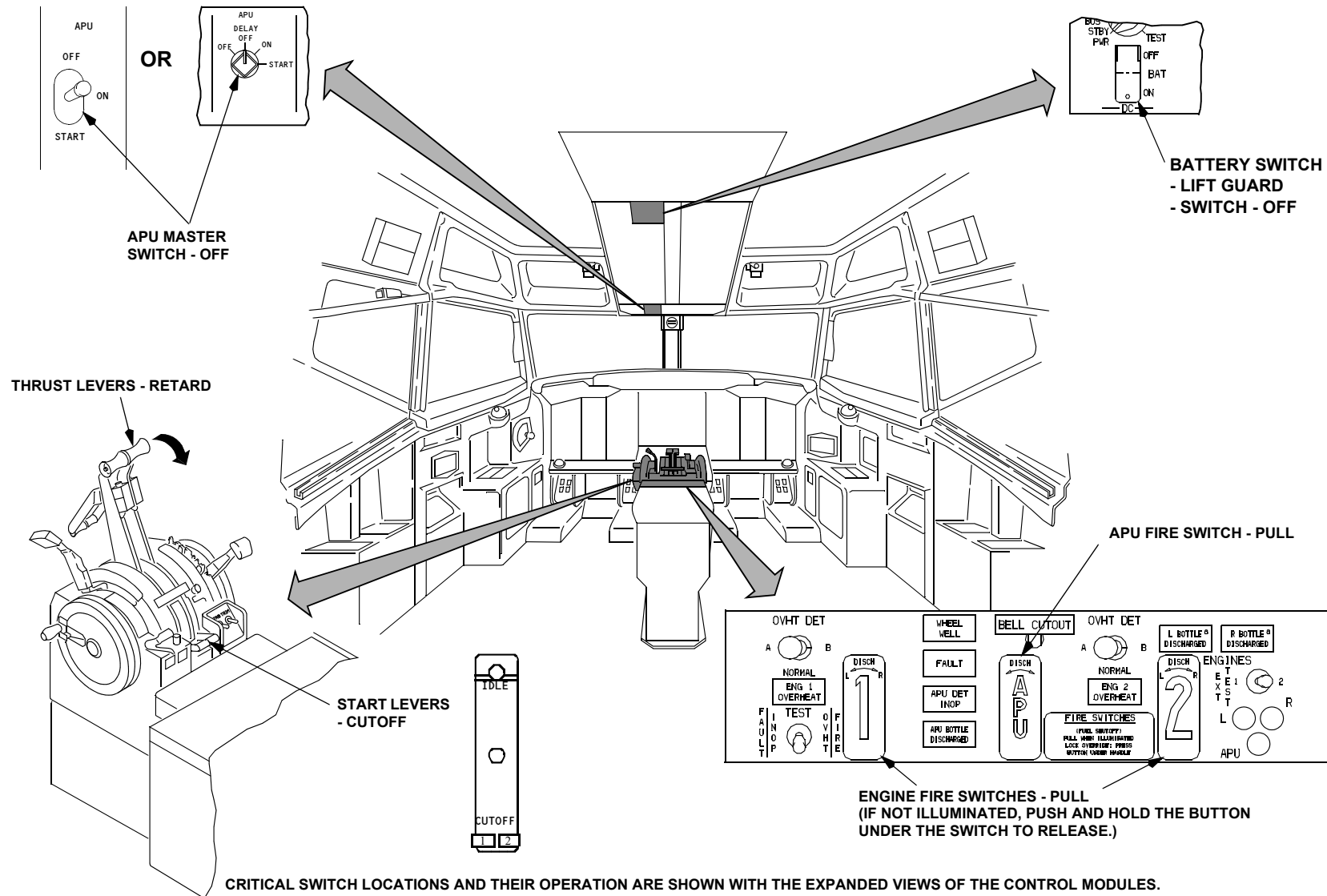


**737-100/-200/-300/-400/-500 SERIES**

**BATTERY LOCATIONS**

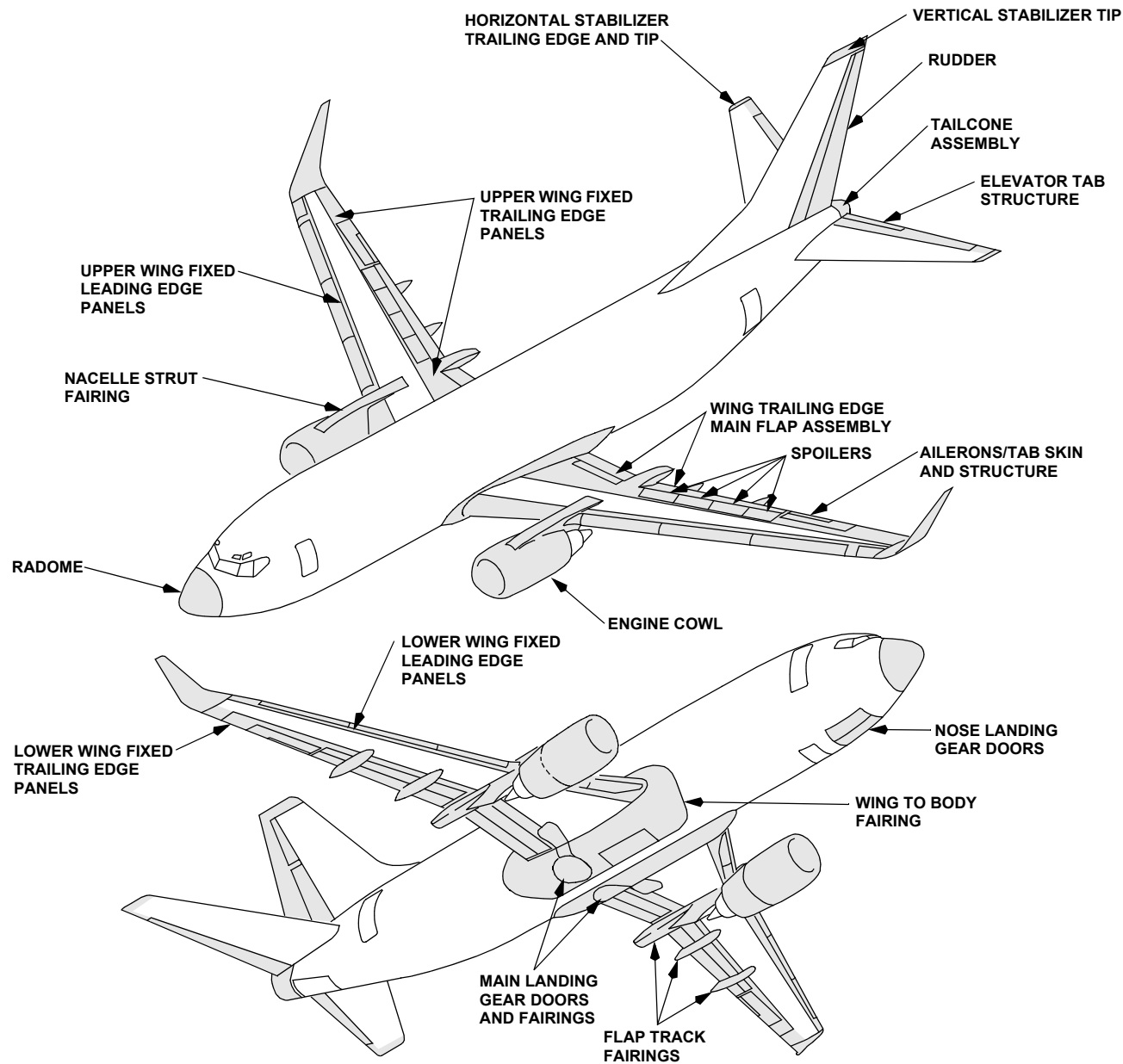


# 737-100/-200/-300/-400/-500 SERIES FLT DECK CONTROL SWITCH LOCATIONS



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

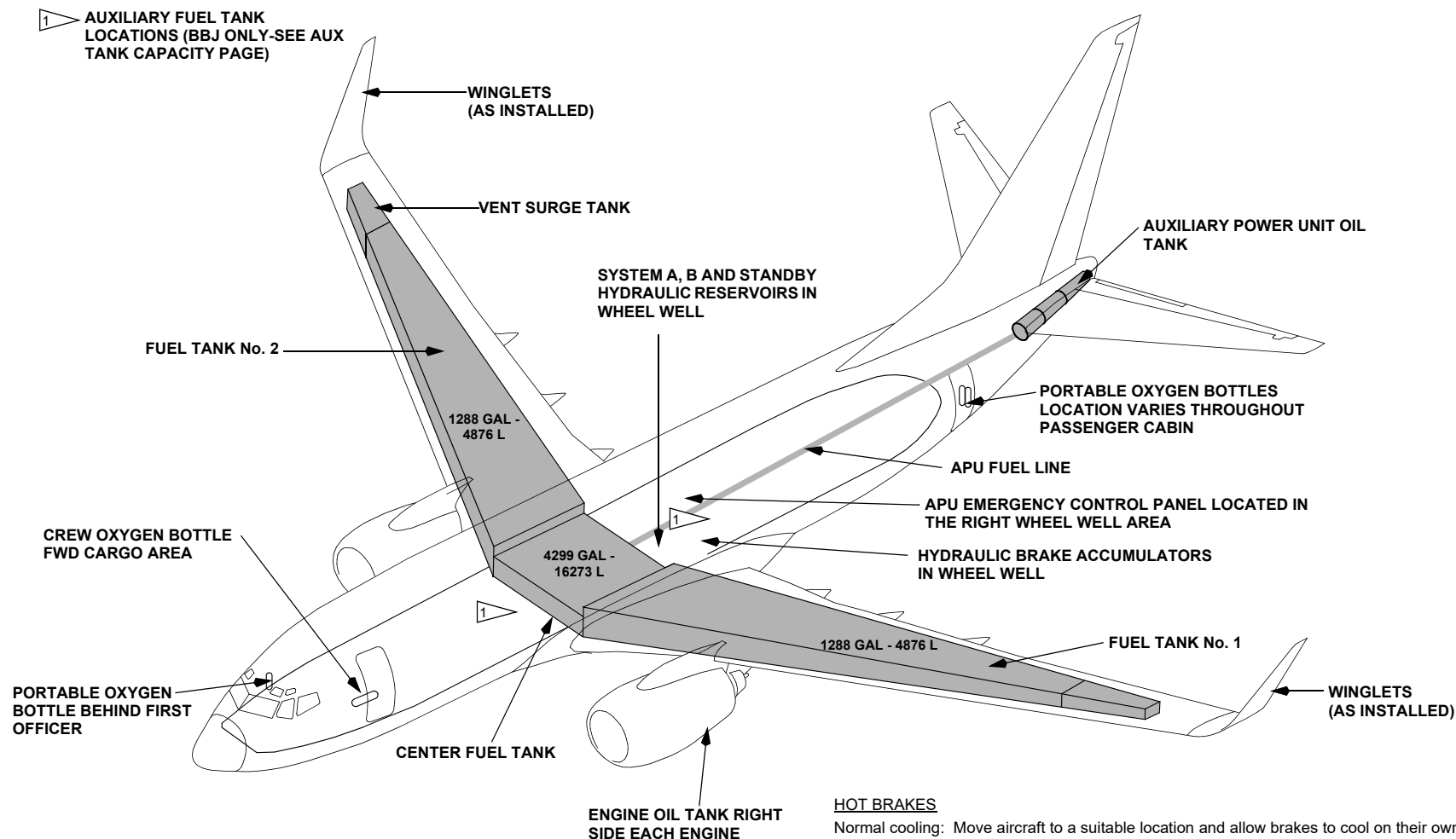
# COMPOSITE MATERIALS LOCATIONS



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

# 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.

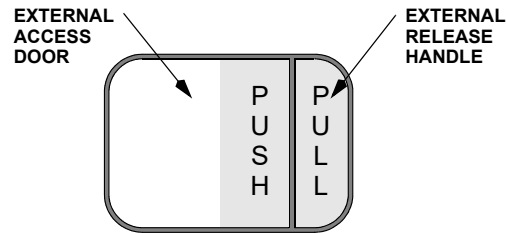
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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.

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

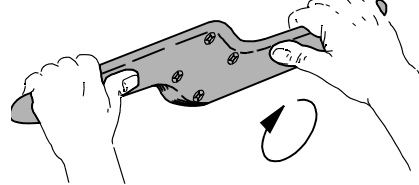
## EMERGENCY RESCUE ACCESS-1

### 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.

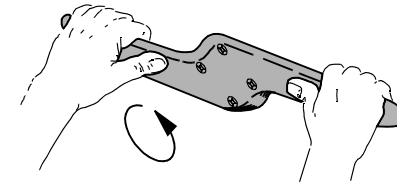
### 2 FWD AND AFT ENTRY DOOR EXTERNAL HANDLE (LH SIDE)



- 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)

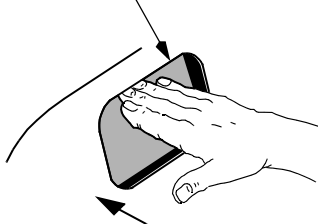


- TO OPEN DOOR:**
1. PULL HANDLE OUTWARD.
  2. ROTATE COUNTERCLOCKWISE.
  3. PULL DOOR OUTWARD.

### 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.

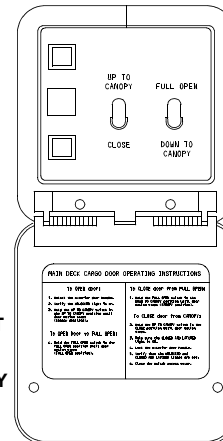
**WARNING:** 737-600/700/800/900 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

### 5 CARGO DOOR OPERATION

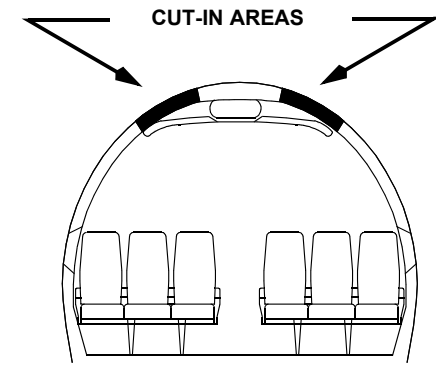


**TO OPEN CARGO DOOR:**

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



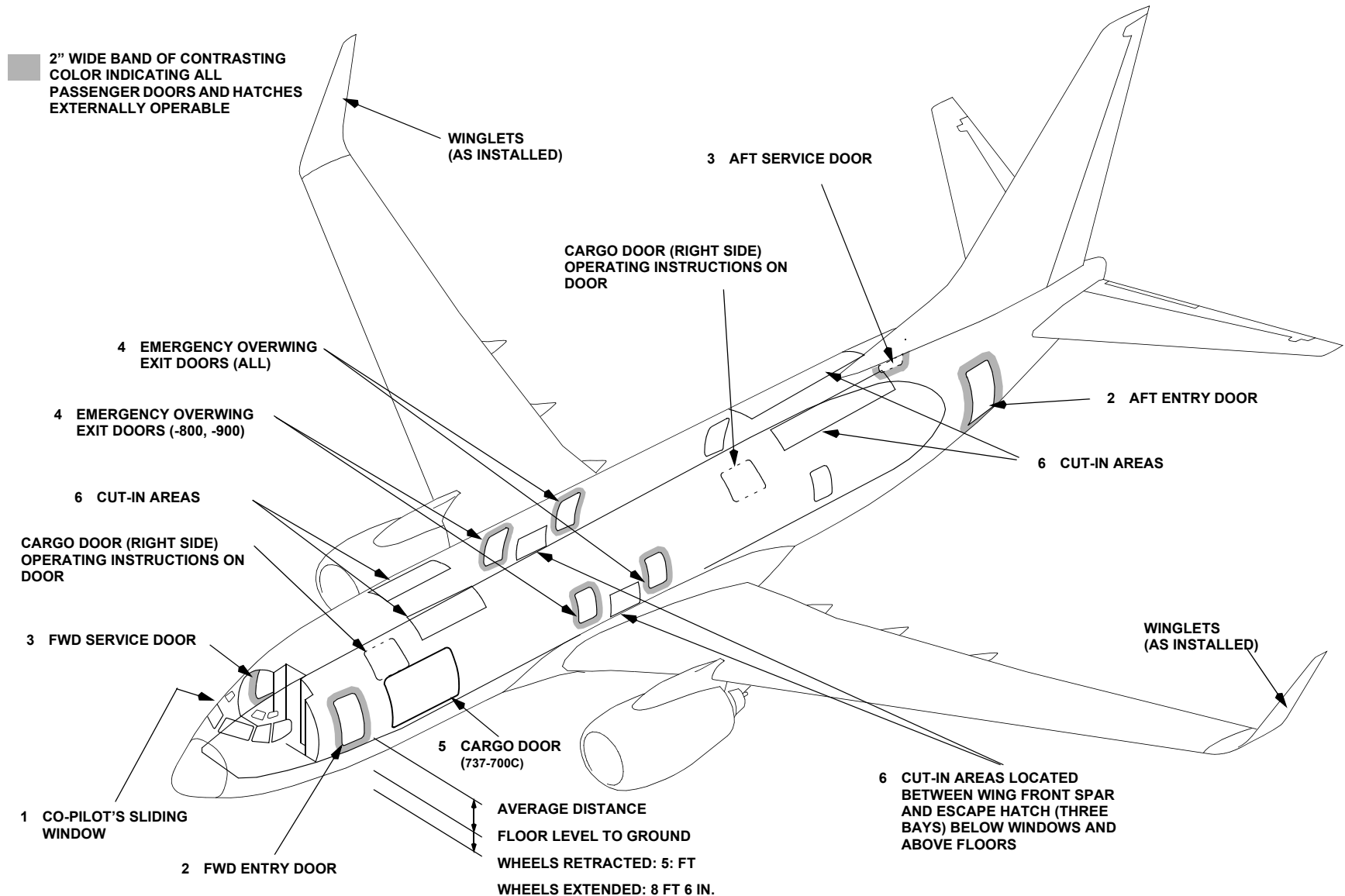
**NOTE:**

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

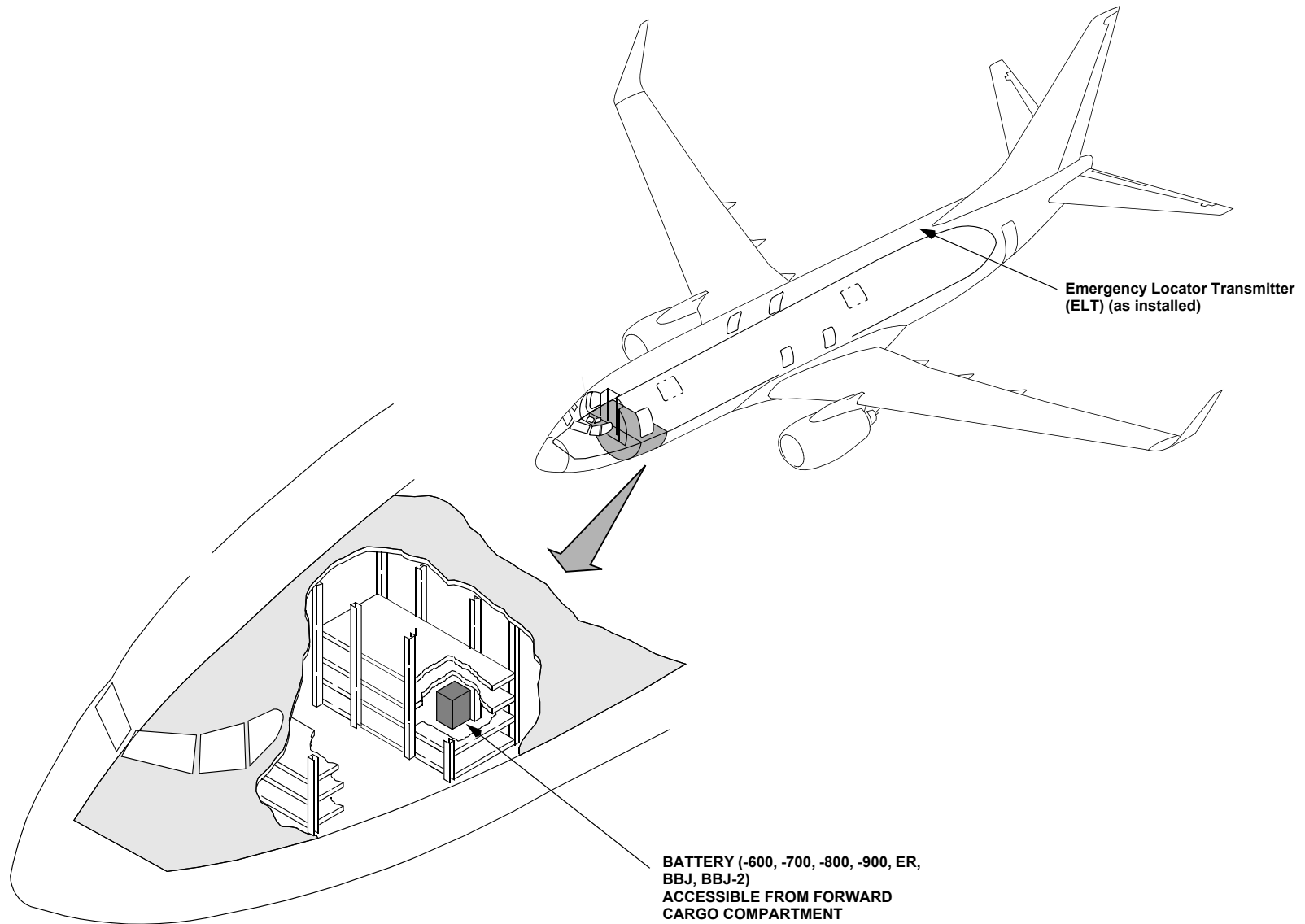
# EMERGENCY RESCUE ACCESS-2



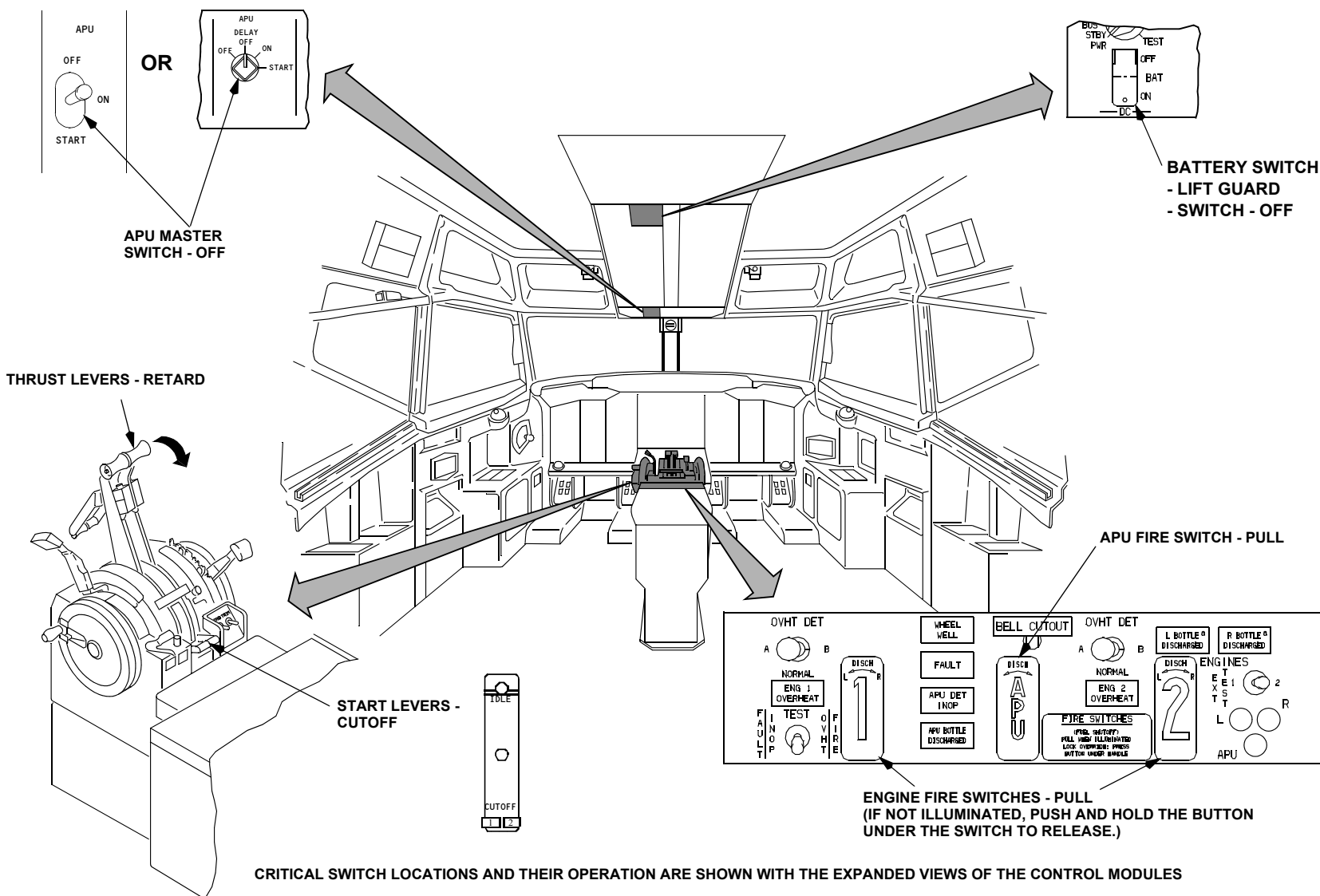
Copyright © Boeing. See title page for details.

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

# **BATTERY LOCATIONS**

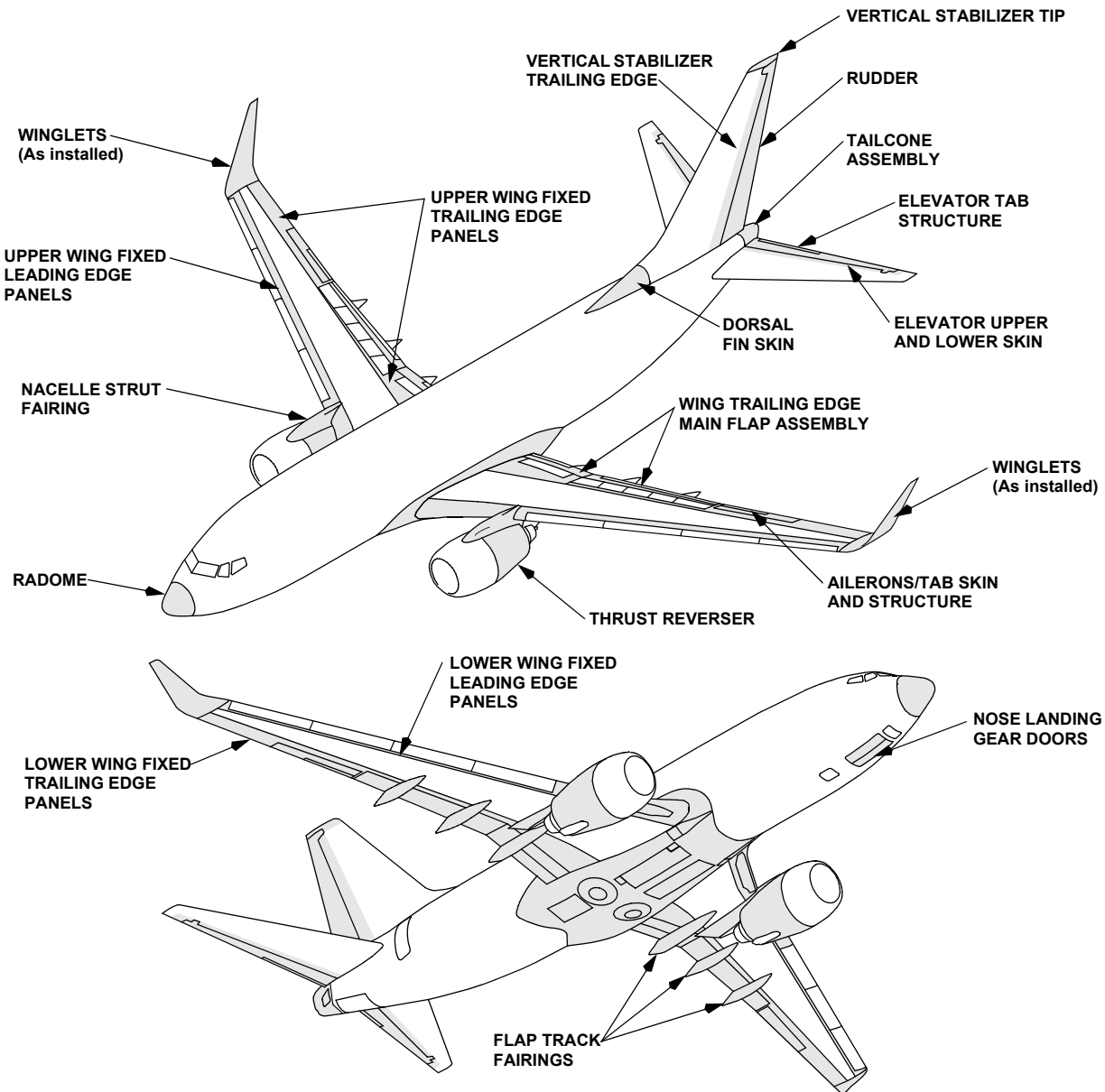


# 737-600/-700/-800/-900/ER/BBJ/BBJ-2 FLT DECK CNTRL SWITCH LOCATIONS



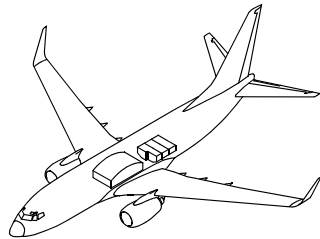
## 737-600/-700/-800/-900/ER/BBJ/BBJ-2

## COMPOSITE MATERIALS LOCATIONS

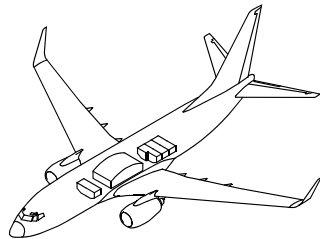


# 737-600/-700/-800/-900/ER/BBJ/BBJ-2

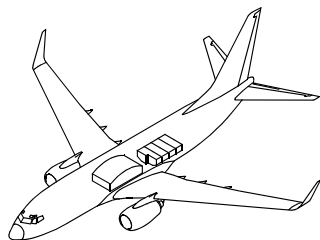
# AUX TANK CAPACITIES



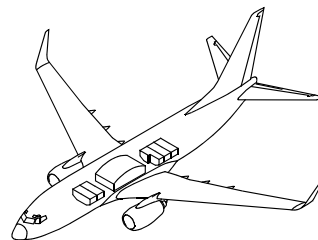
**3 AFT**



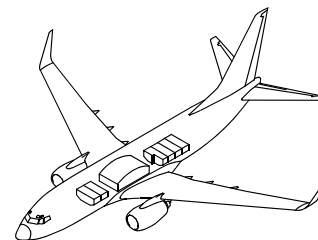
**3 AFT/1 FWD**



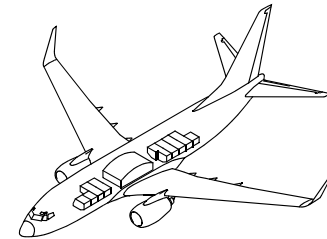
**4 AFT**



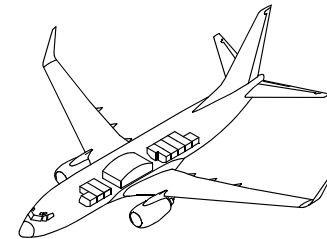
**3 AFT/2 FWD**



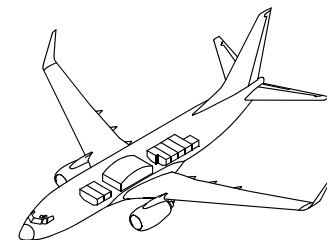
**4 AFT/2 FWD**



**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                   |

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

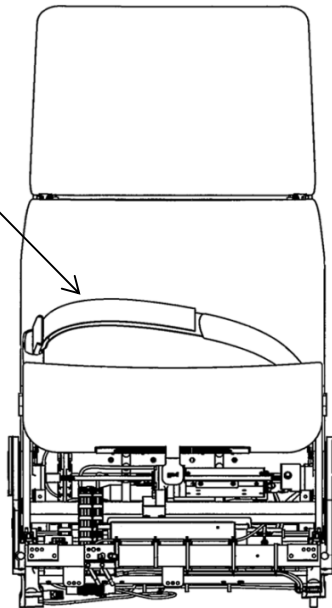
PASSENGER SEATBELT AIRBAGS

## Passenger Seatbelt Airbags

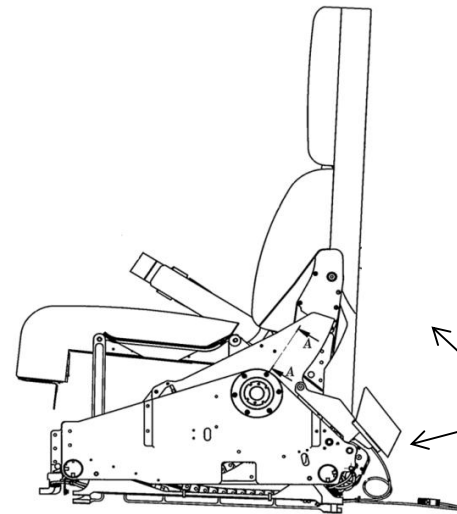
**NOTE:** Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

**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



Side View

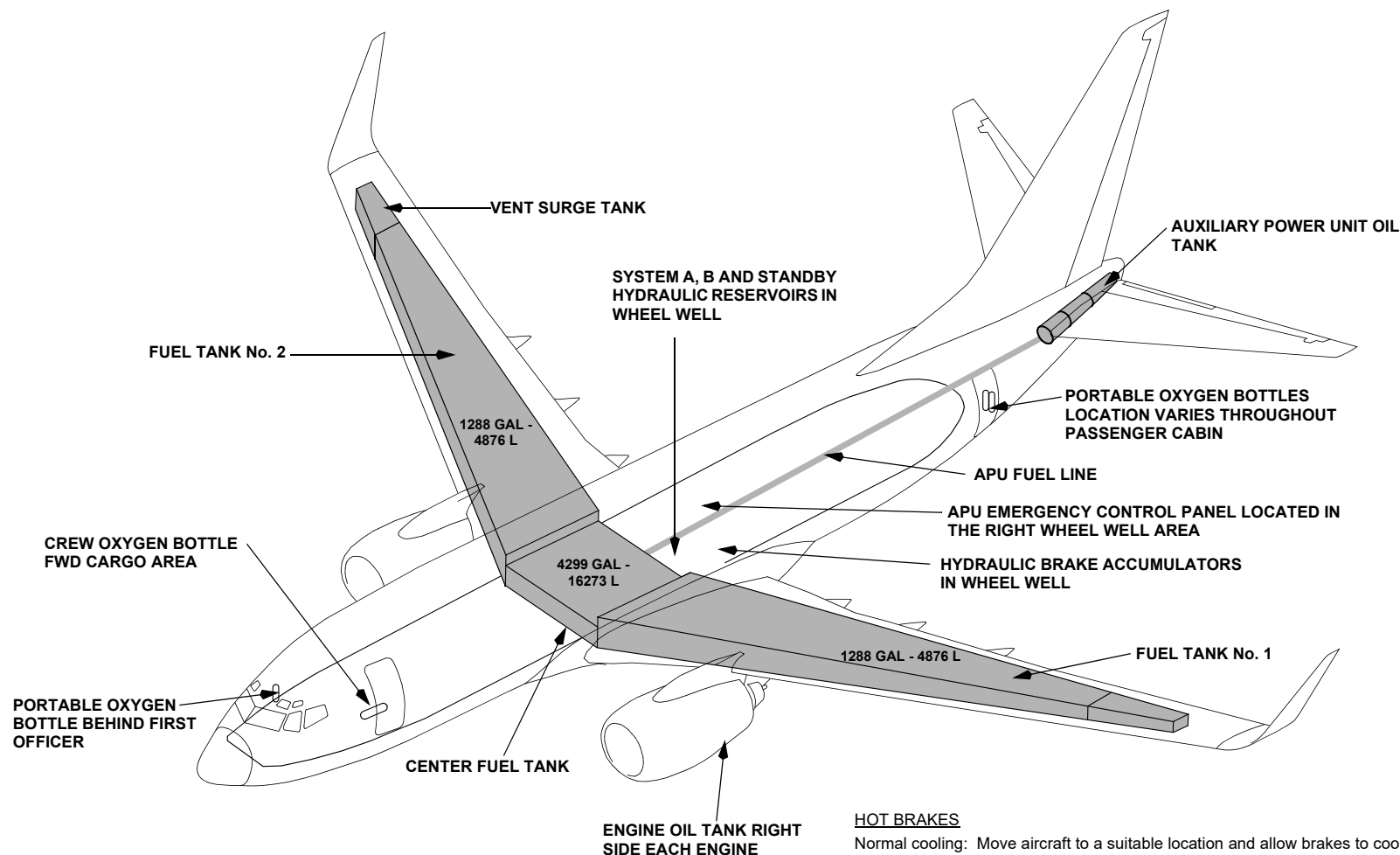
Firing System is  
contained within seat  
assembly

**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.

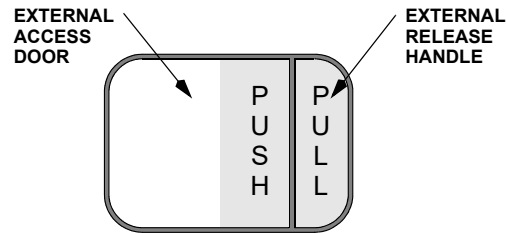
**Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.**

**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

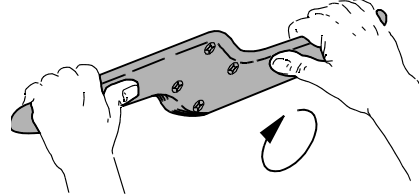
## EMERGENCY RESCUE ACCESS-1

### 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.

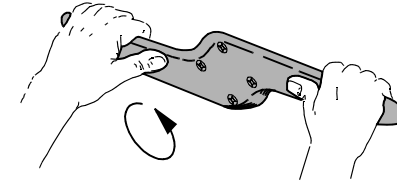
### 2 FWD AND AFT ENTRY DOOR EXTERNAL HANDLE (LH SIDE)



- 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)

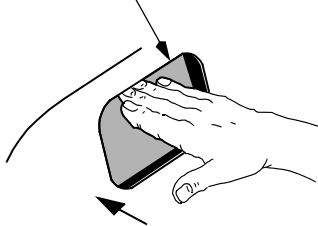


- TO OPEN DOOR:**
1. PULL HANDLE OUTWARD.
  2. ROTATE COUNTERCLOCKWISE.
  3. PULL DOOR OUTWARD.

### 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.

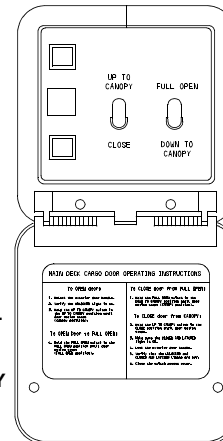
**WARNING:** MAX-7/-8/-9/-10 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

### 5 CARGO DOOR OPERATION

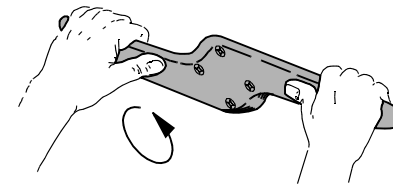


**TO OPEN CARGO DOOR:**

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)



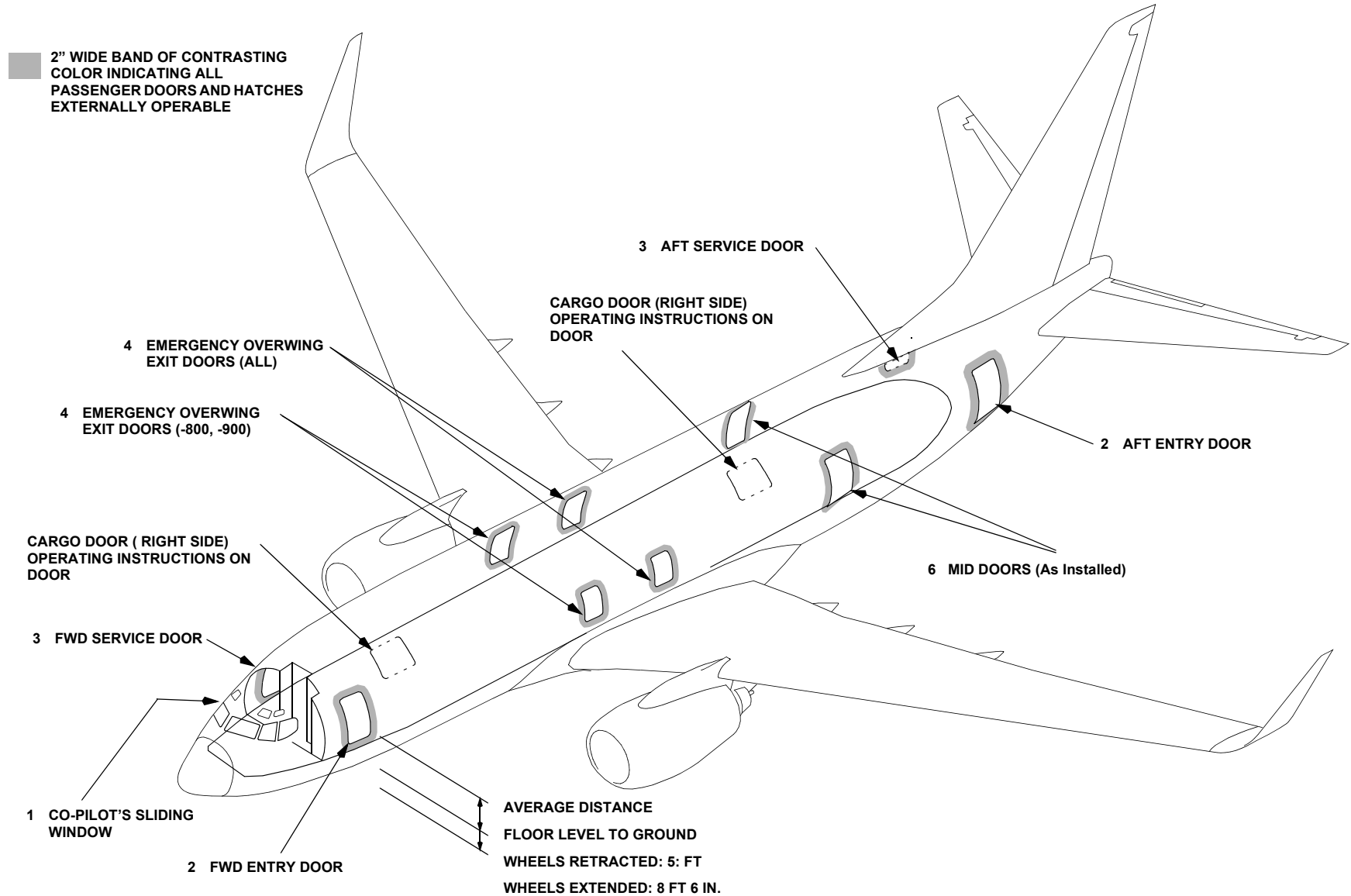
- TO OPEN DOOR:**
1. PULL HANDLE OUTWARD.
  2. ROTATE COUNTERCLOCKWISE.
  3. PULL DOOR OUTWARD.

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



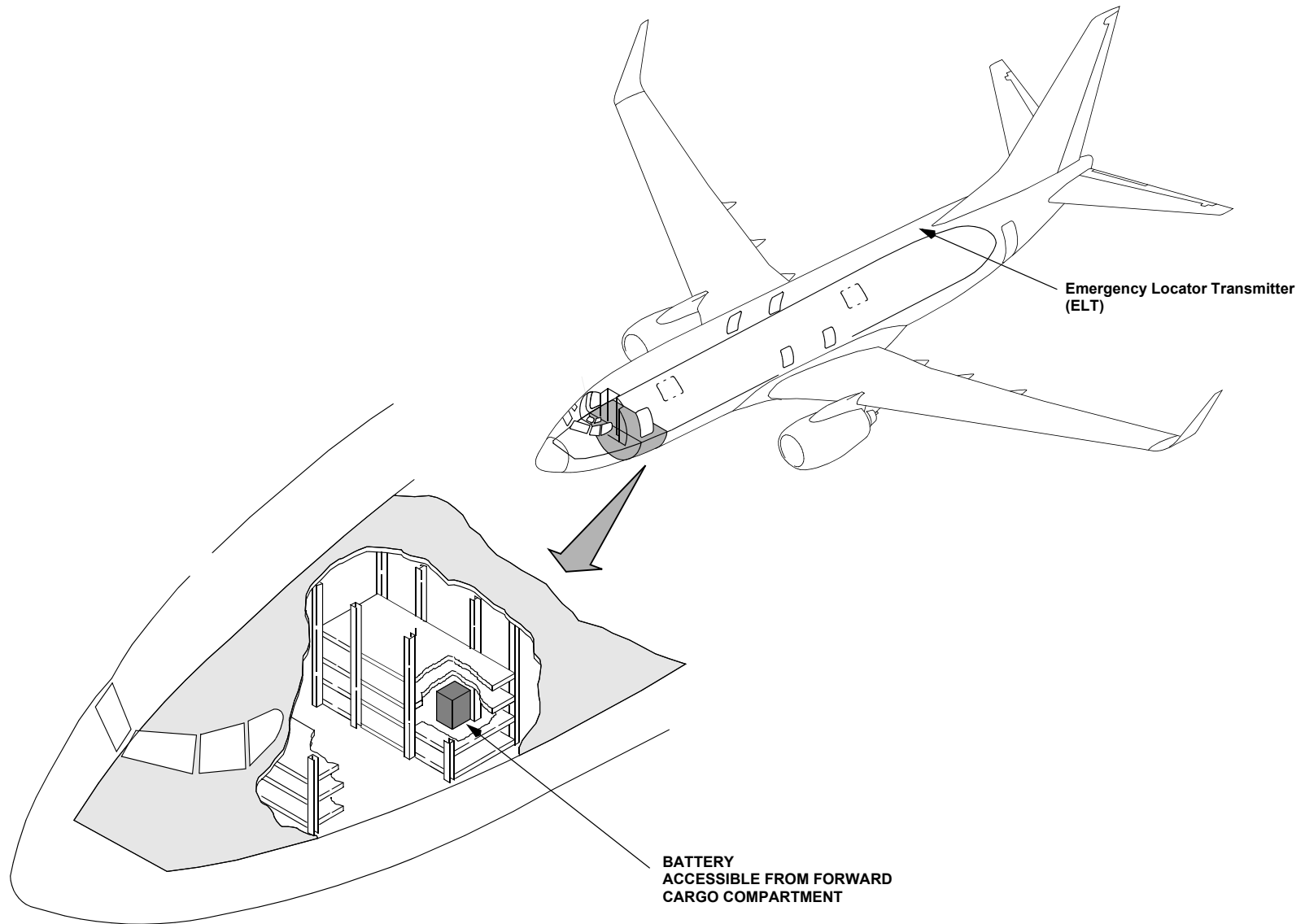
# 737- MAX-7/-8/-9/-10

## EMERGENCY RESCUE ACCESS-2



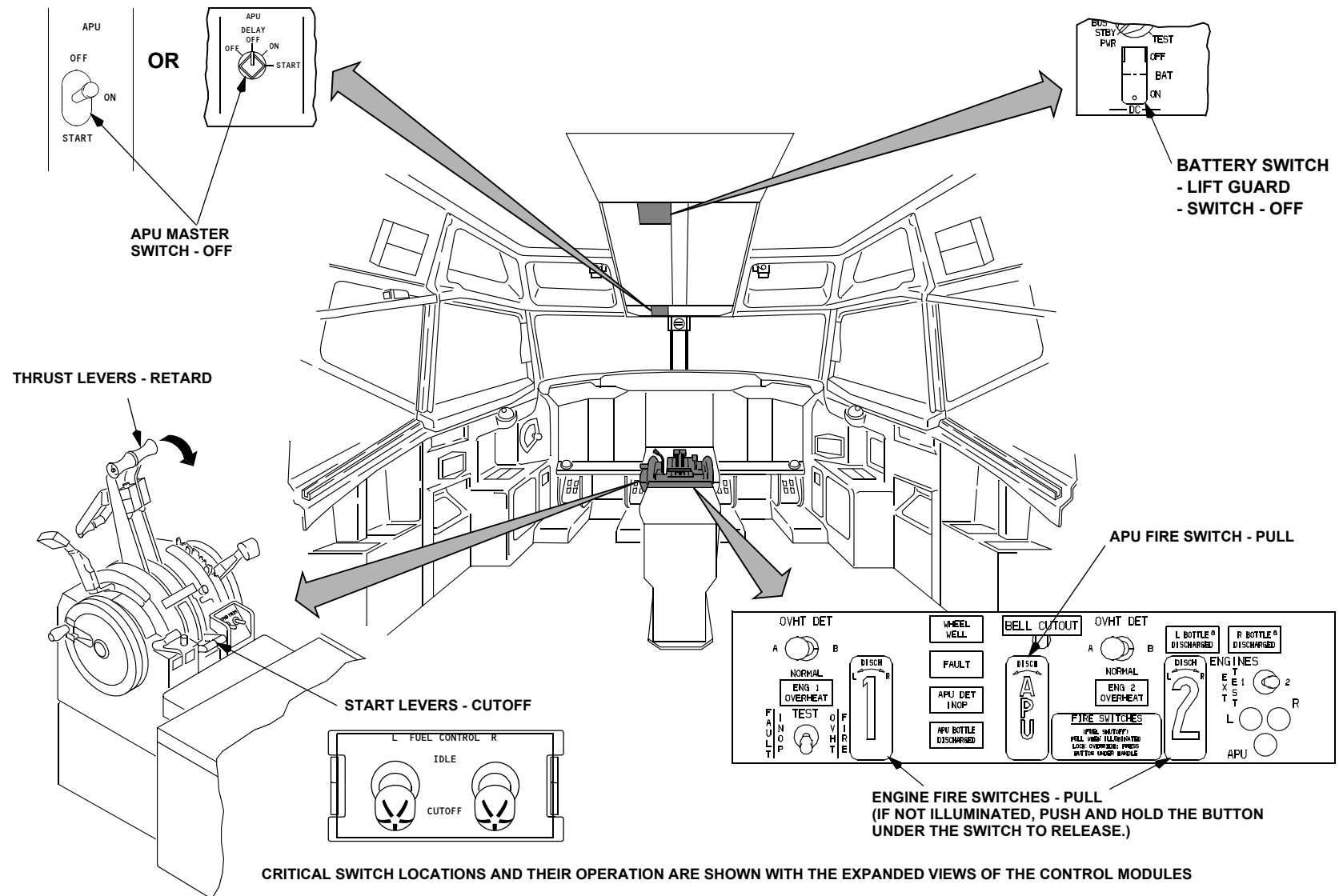
**737- MAX-7/-8/-9/-10**

**BATTERY LOCATIONS**



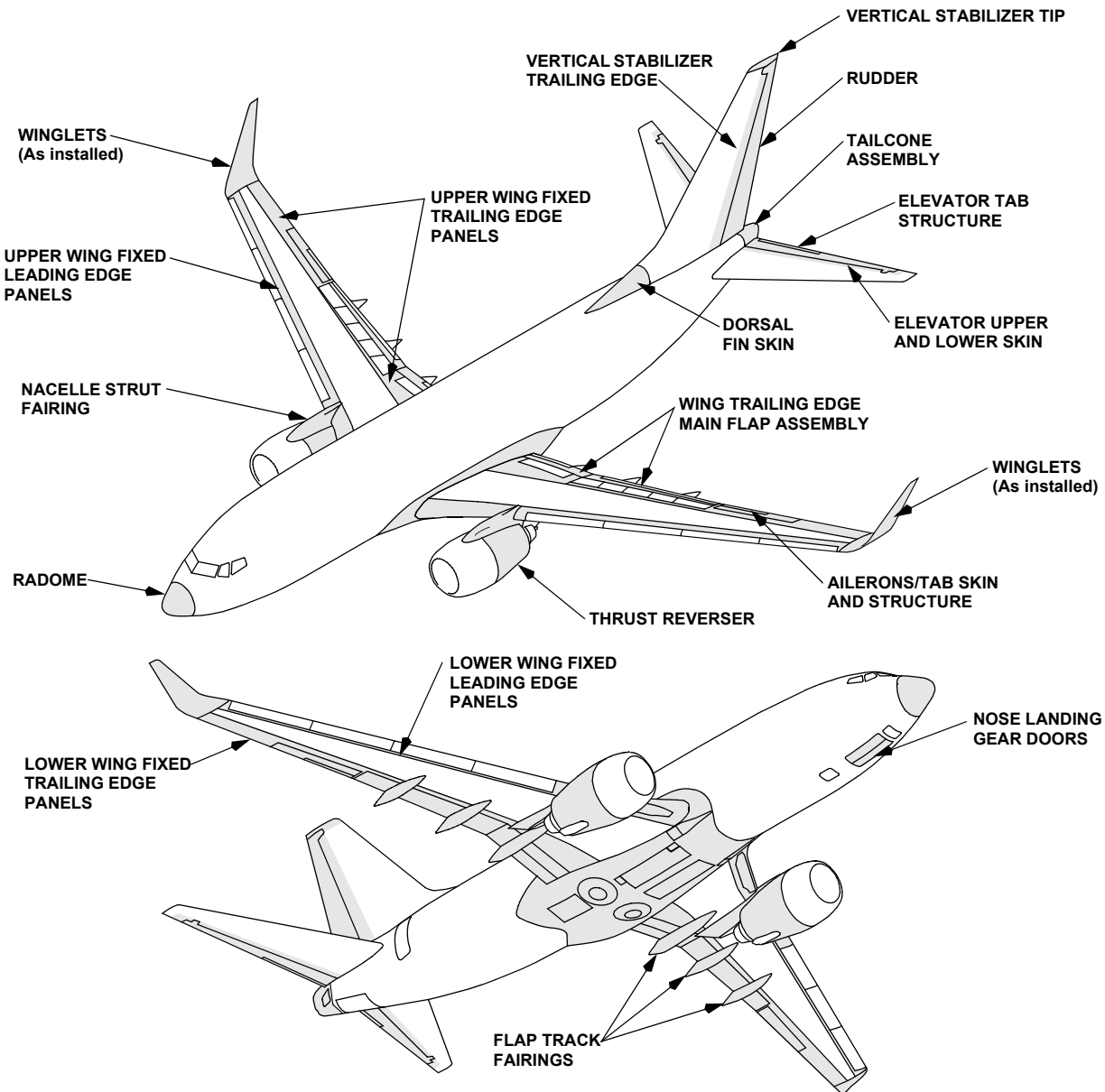
# 737- MAX-7/-8/-9/-10

# FLIGHT DECK CNTRL SWITCH LOCATIONS



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

## COMPOSITE MATERIALS LOCATIONS



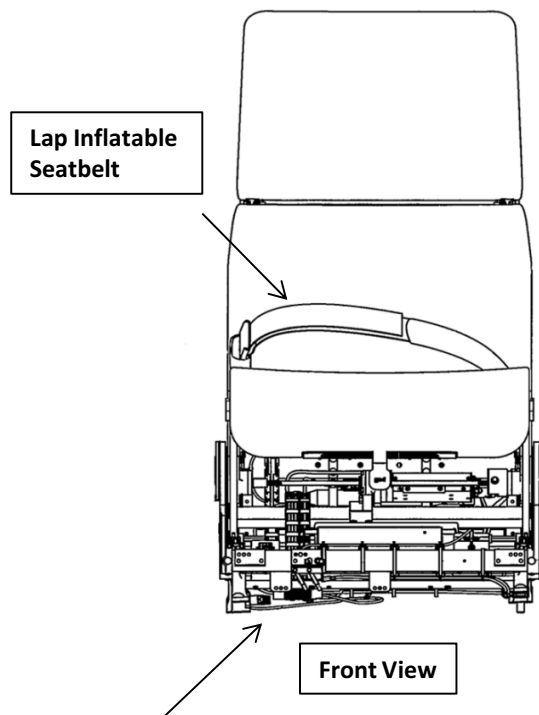
**737- MAX-7/-8/-9/-10**

**PASSENGER SEATBELT AIRBAGS**

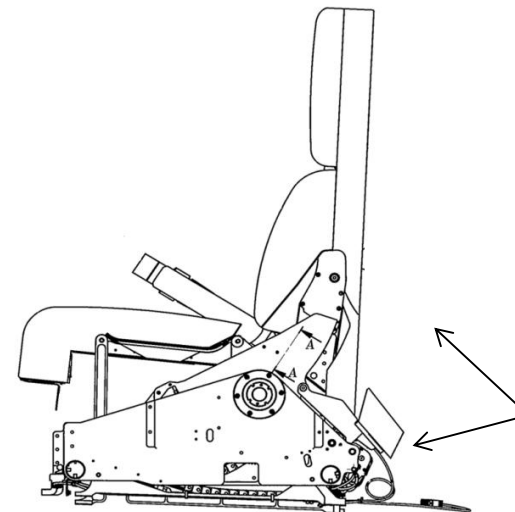
# Passenger Seatbelt Airbags

**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.



Side View

**Firing System is contained within seat assembly**

**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.

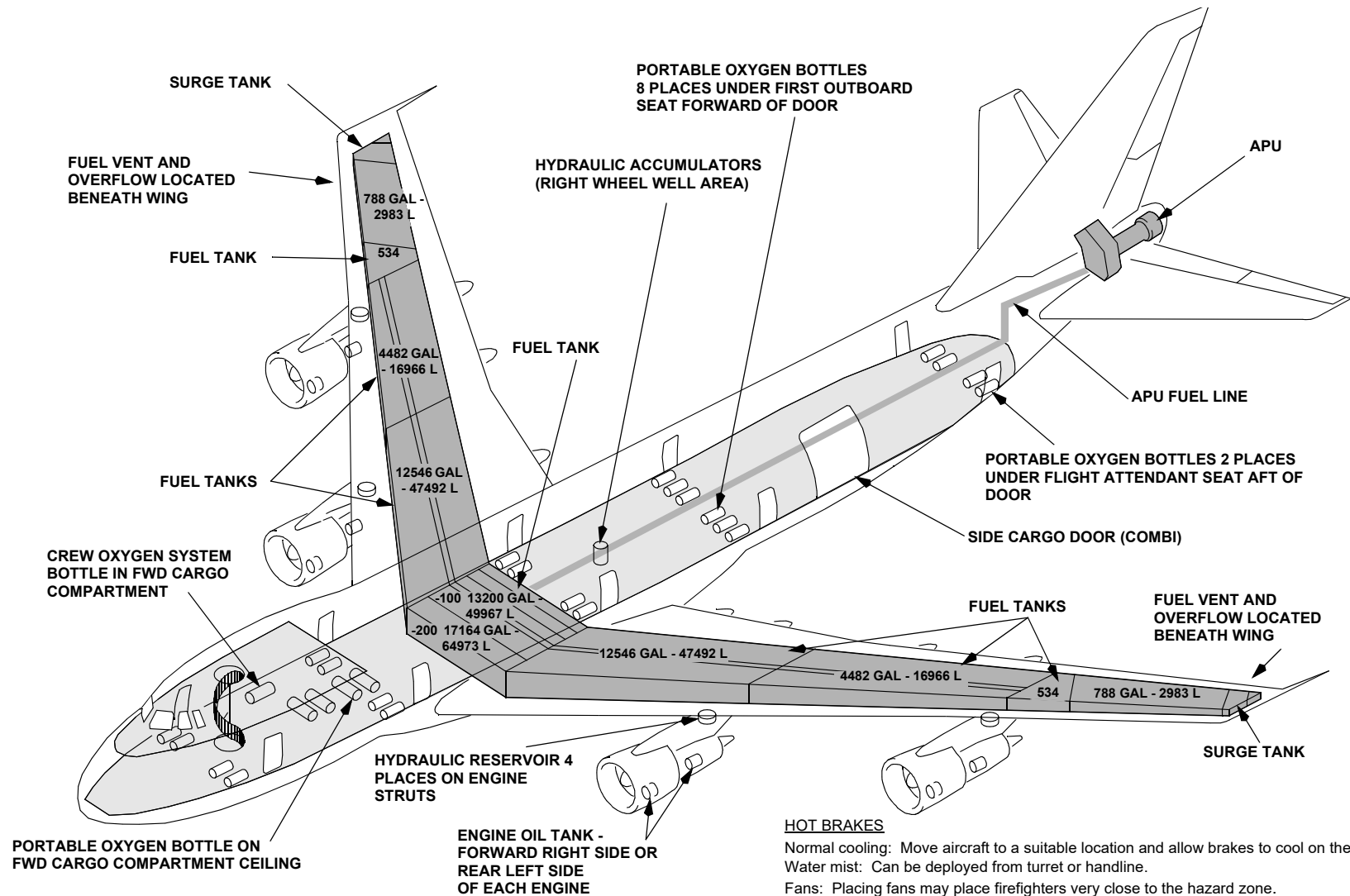


# **737- MAX-7/-8/-9/-10**

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# 747-100 & 200/-100 & 200 COMBI

# 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.

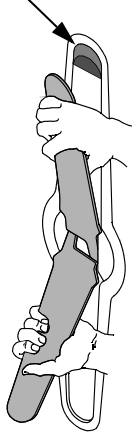
**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

## 747-100 & 200/-100 & 200 COMBI

## EMERGENCY RESCUE ACCESS-1

### 1 ENTRY DOORS (10) EXTERNAL HANDLE

HANDLE RELEASE  
BUTTON

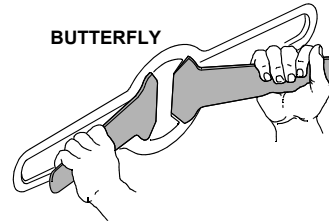


TO OPEN DOOR:

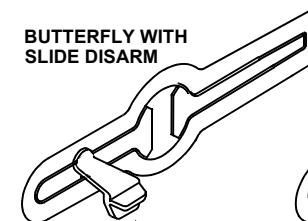
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
3. PULL DOOR OUTWARD

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

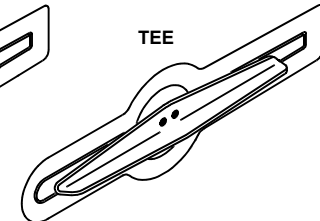
### 2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)



BUTTERFLY



BUTTERFLY WITH  
SLIDE DISARM



TEE

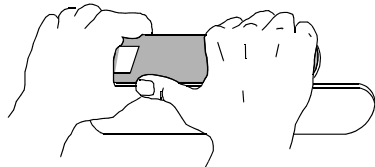
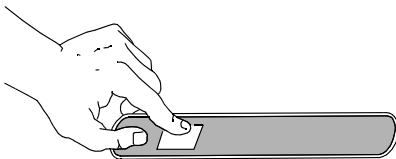
SLIDE DISARM HANDLE

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.

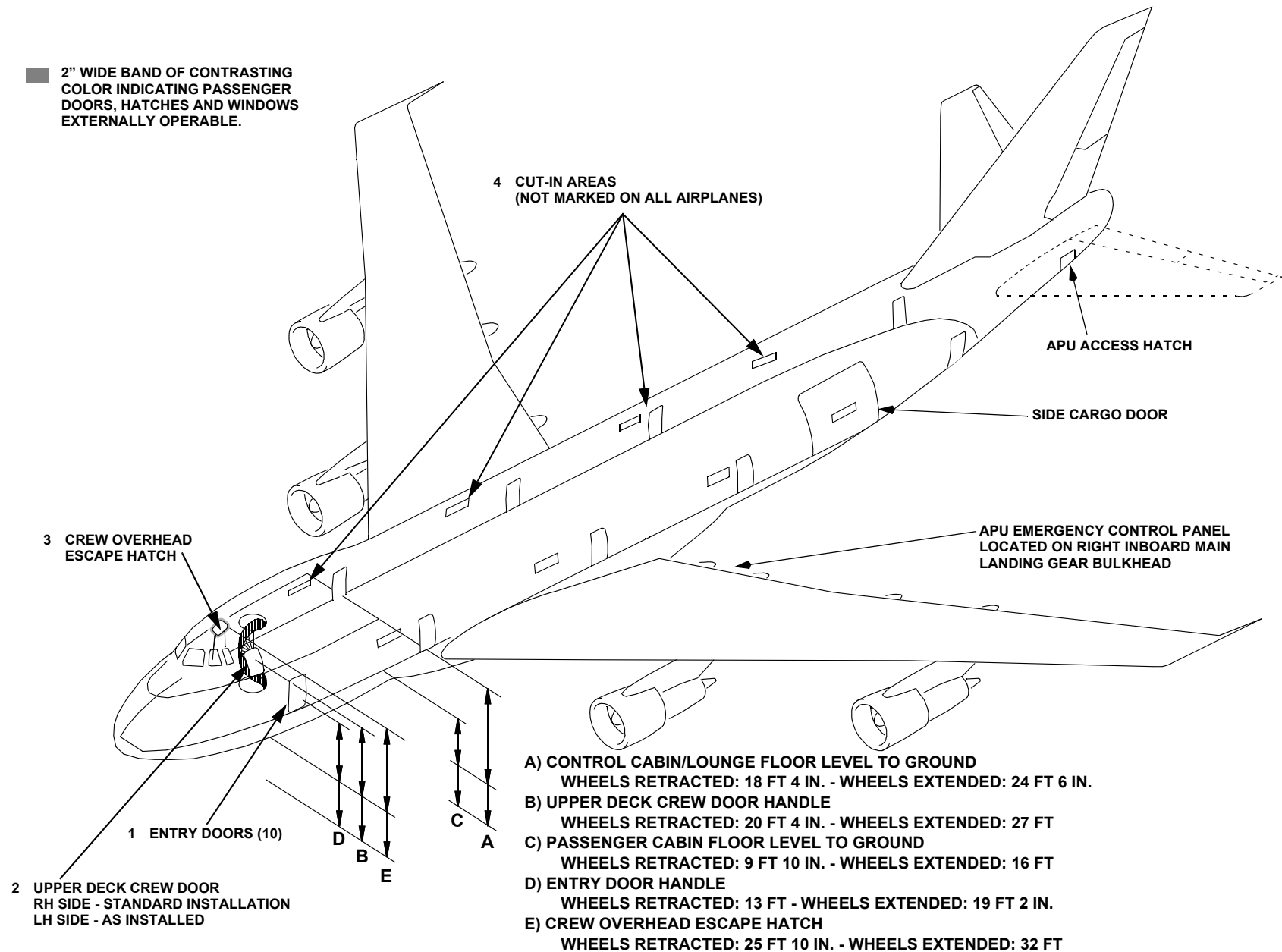
### 4 CUT-IN AREAS

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

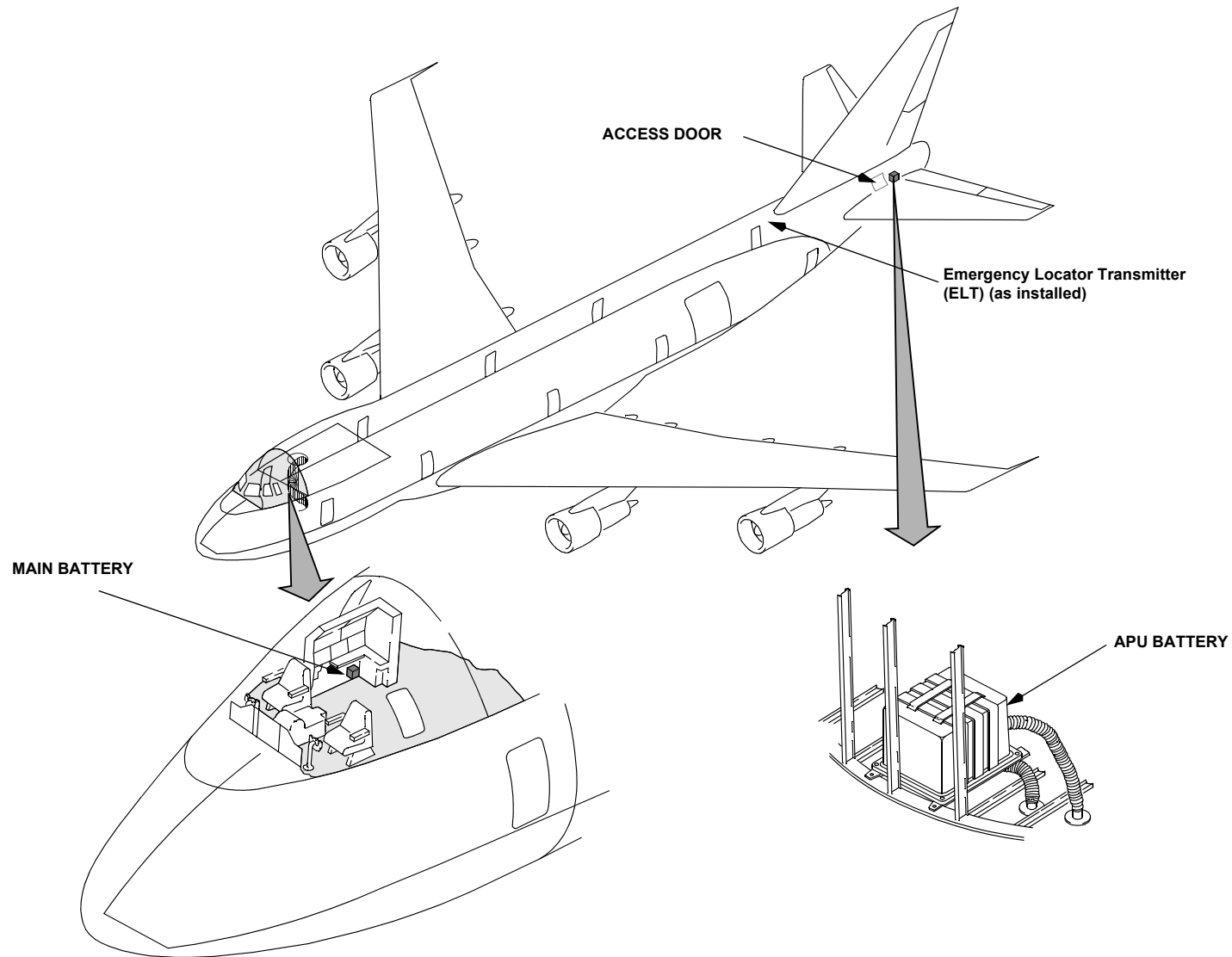
## EMERGENCY RESCUE ACCESS-2



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**747-100 & 200/-100 & 200 COMBI**

**BATTERY LOCATIONS**



**ENGINE FIRE T-HANDLES - PULL**

**APU FIRE T-HANDLE - PULL**

**THRUST LEVERS - RETARD**

**ENGINE START LEVERS - CUTOFF**

**APU MASTER SWITCH - STOP**

**BATTERY SWITCH**  
- LIFT GUARD  
- SWITCH OFF

**NOTE: OPTIONAL LOCATION FOR T-HANDLES IS ON THE PILOTS' LIGHT SHIELD**

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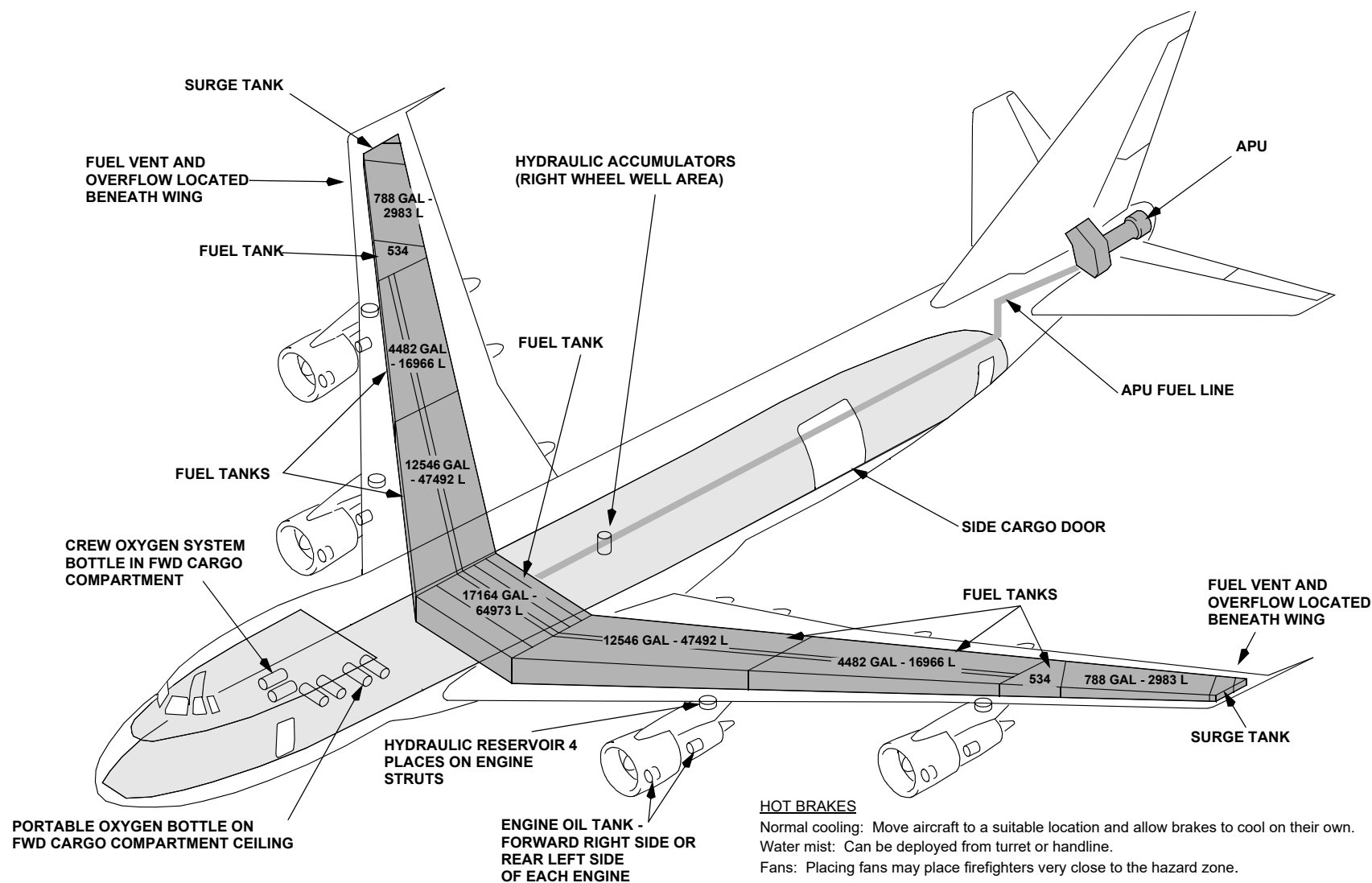


# **747-100 & 200/-100 & 200 COMBI**

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# 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

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

## WHEEL FIRE

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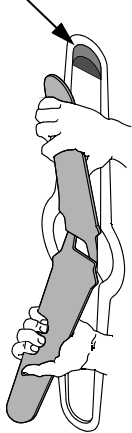
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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.

## 747-200 SPECIAL FREIGHTER

### 1 ENTRY DOORS (10) EXTERNAL HANDLE

HANDLE RELEASE  
BUTTON

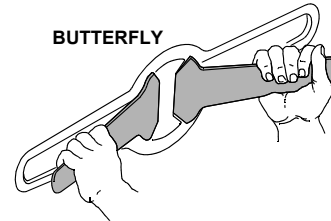


TO OPEN DOOR:

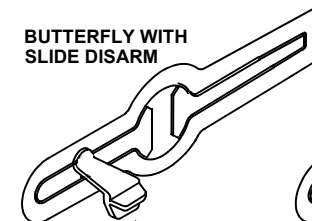
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
3. PULL DOOR OUTWARD

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

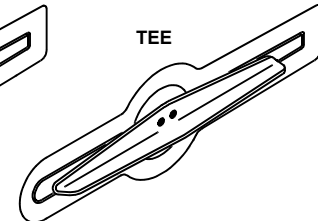
### 2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)



BUTTERFLY



BUTTERFLY WITH  
SLIDE DISARM



TEE

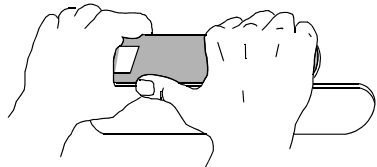
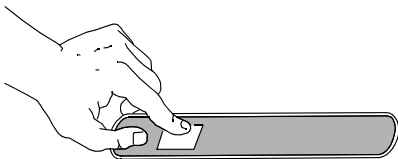
SLIDE DISARM HANDLE

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:

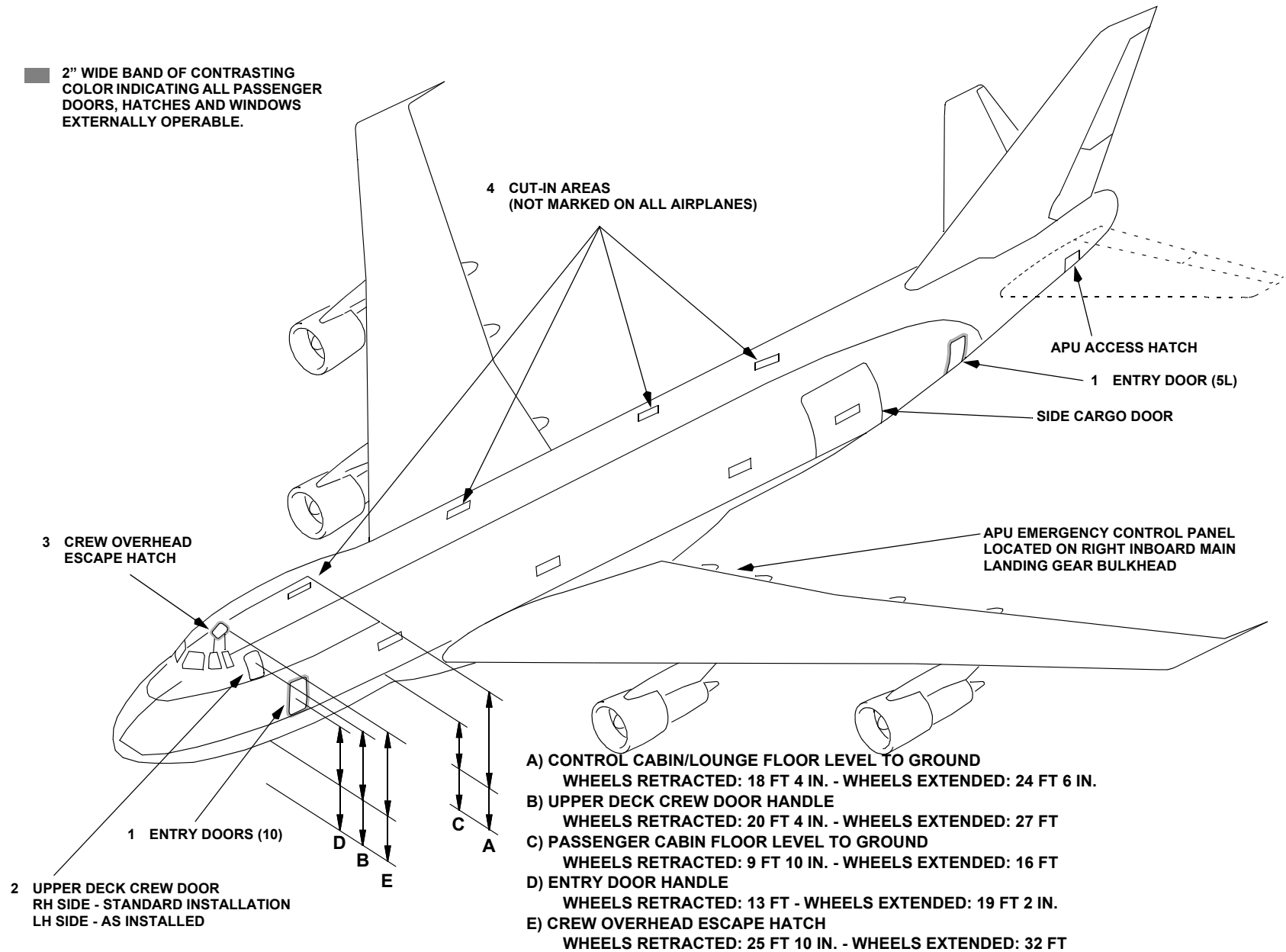
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE
3. PUSH HATCH INWARD.

### 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

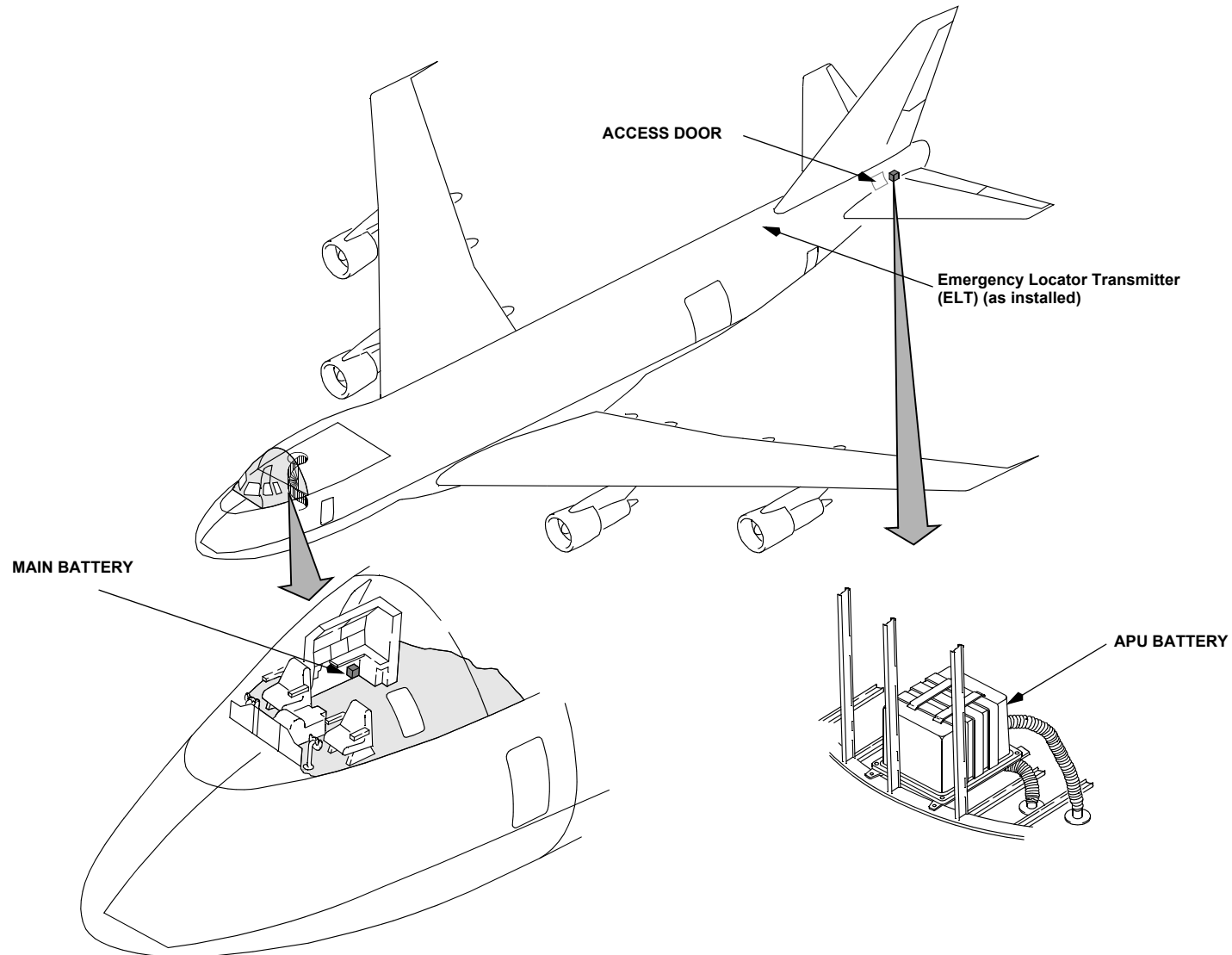
# EMERGENCY RESCUE ACCESS-2



Copyright © Boeing. See title page for details.

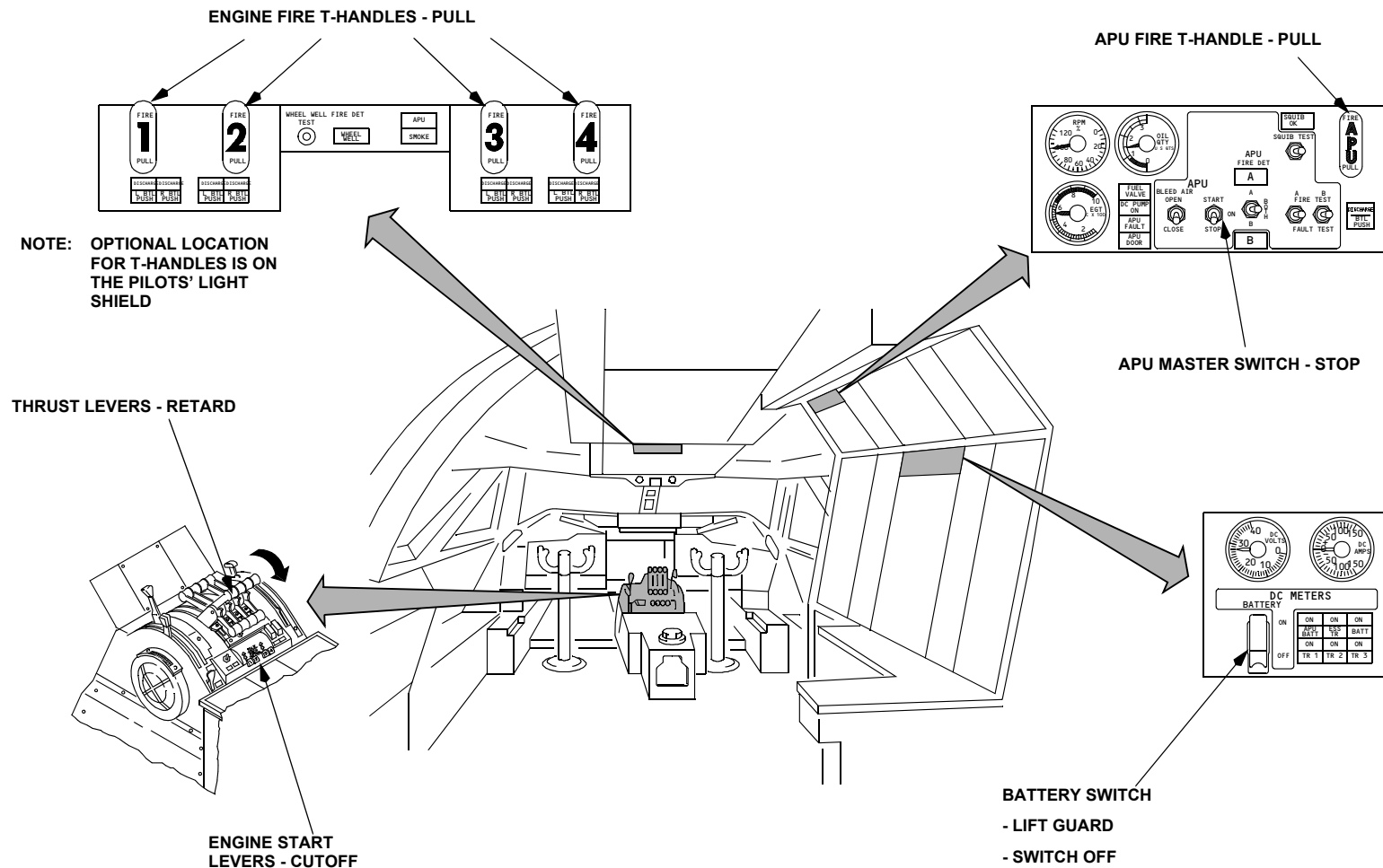
**747-200 SPECIAL FREIGHTER**

**BATTERY LOCATIONS**





# 747-200 SPECIAL FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS



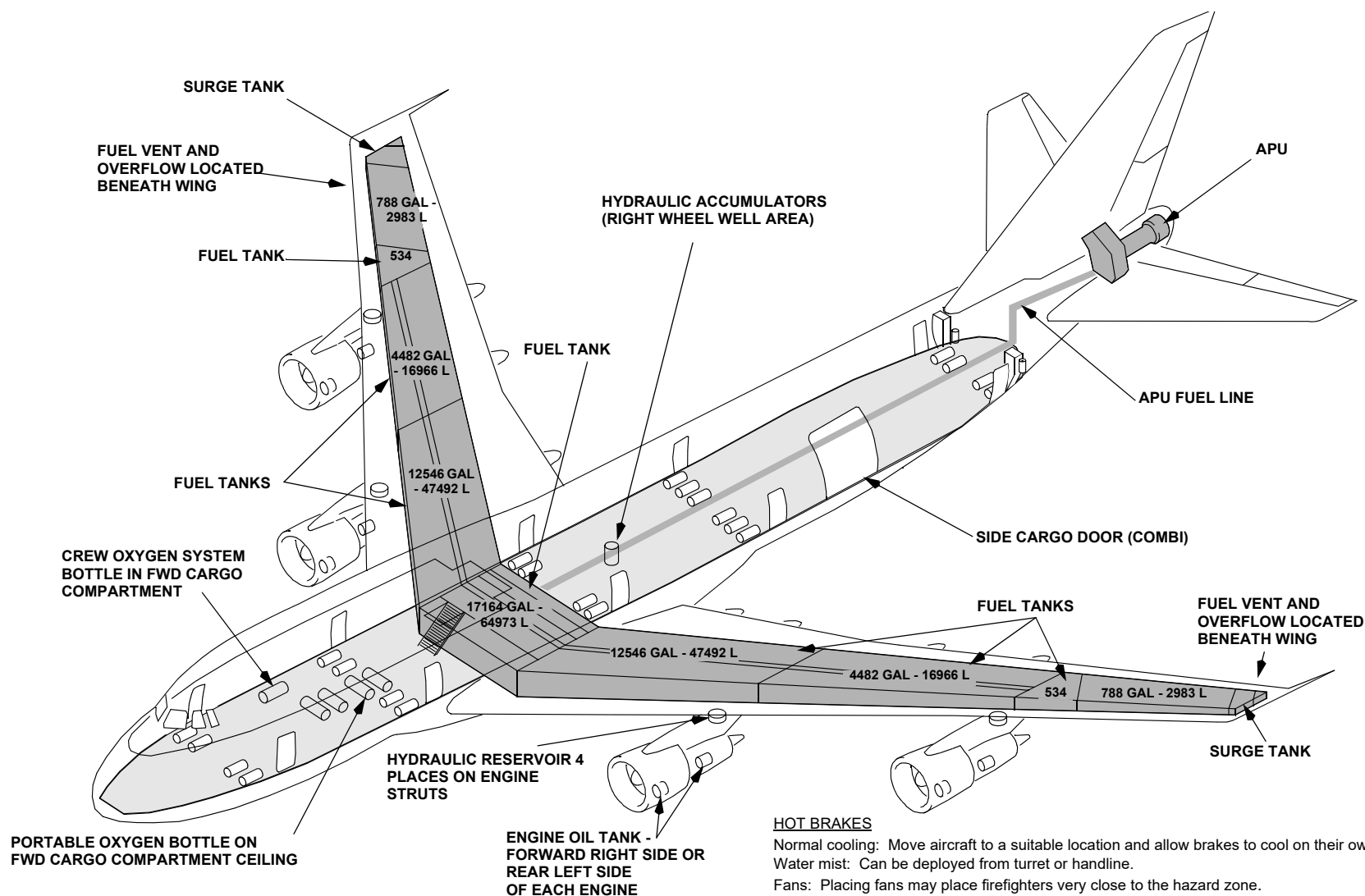


# **747-200 SPECIAL FREIGHTER**

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# 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.

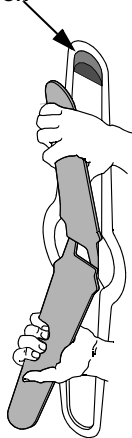
**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

## 747-300 & 300 COMBI SERIES

## EMERGENCY RESCUE ACCESS-1

### 1 ENTRY DOORS (10) EXTERNAL HANDLE

HANDLE RELEASE  
BUTTON

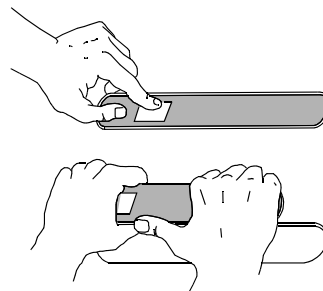


TO OPEN DOOR:

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:

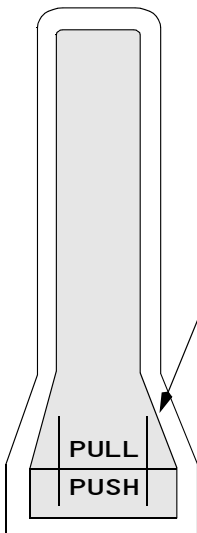
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

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.

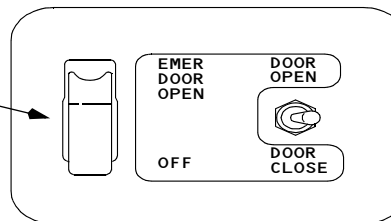
3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

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



### 4 CUT-IN AREAS

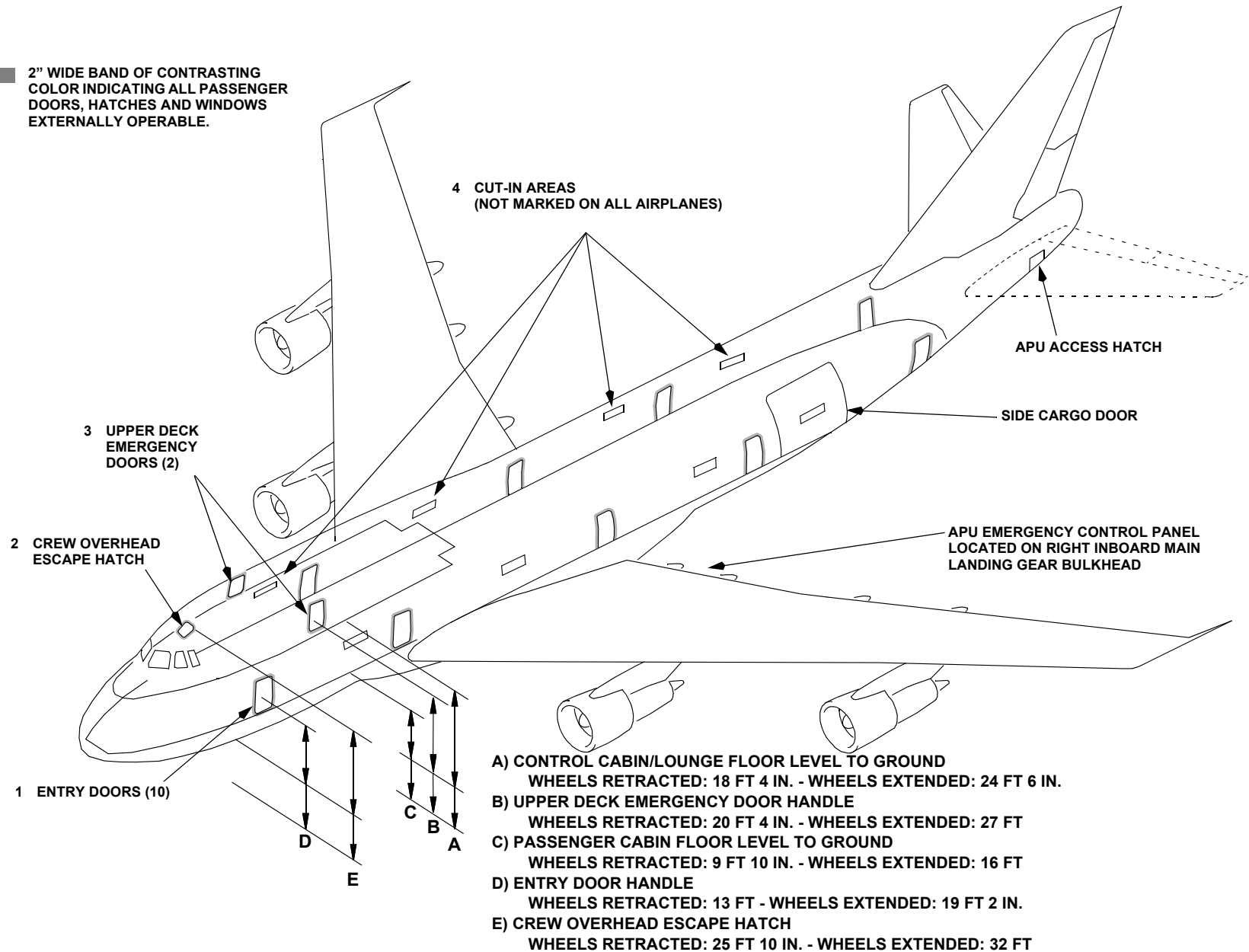
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



# 747-300 & 300 COMBI SERIES

# EMERGENCY RESCUE ACCESS-2

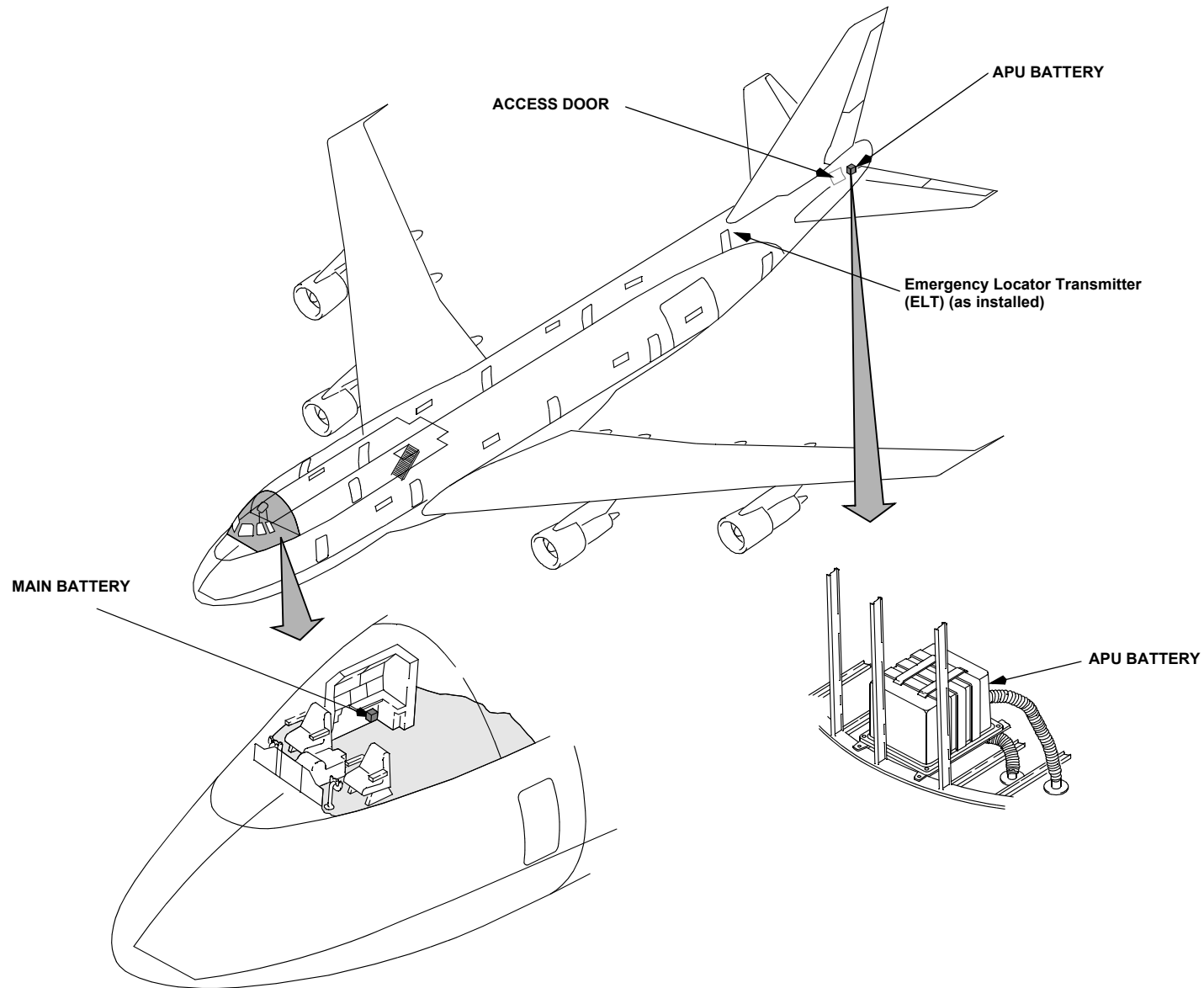
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



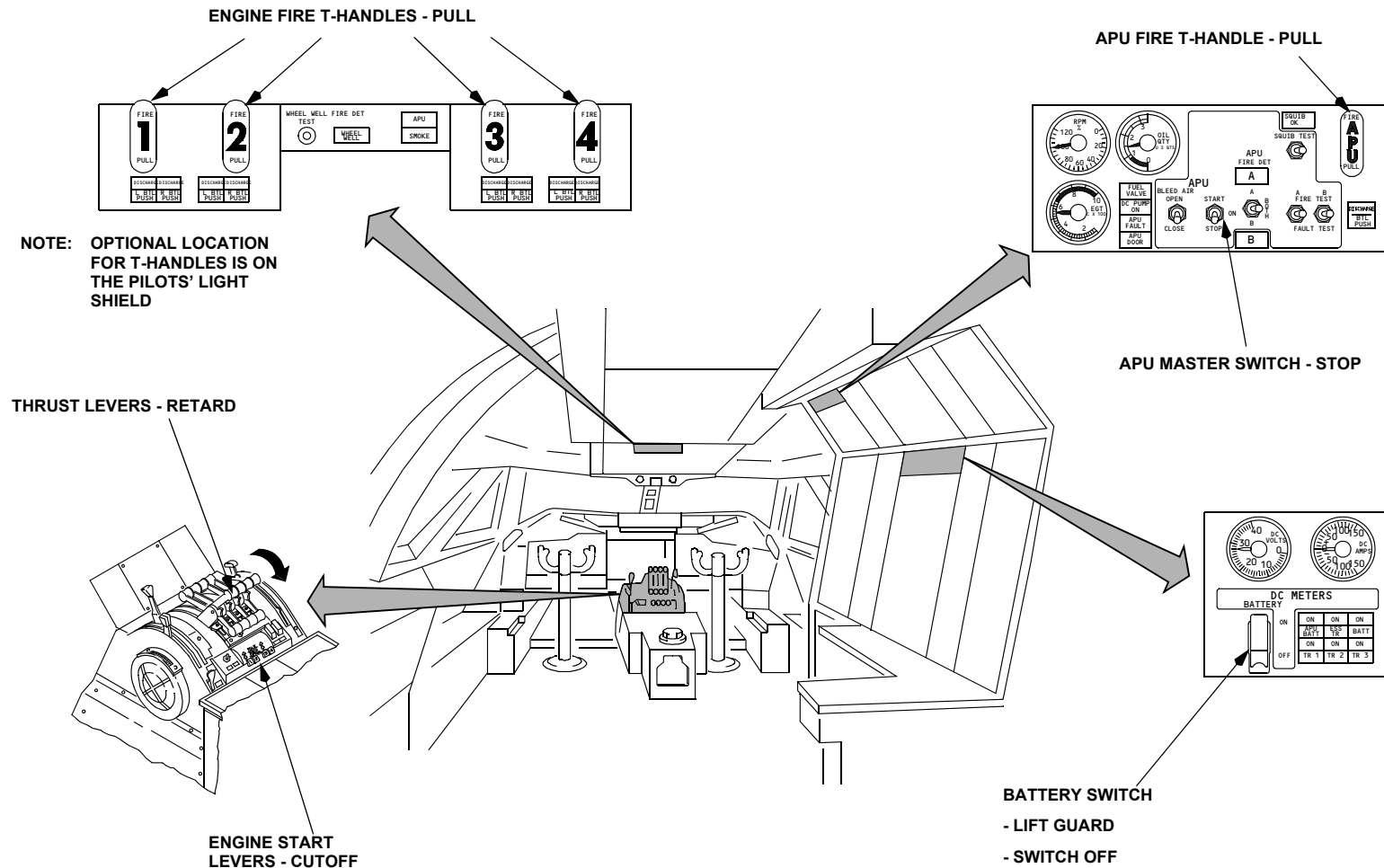
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**747-300 & 300 COMBI SERIES**

**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.

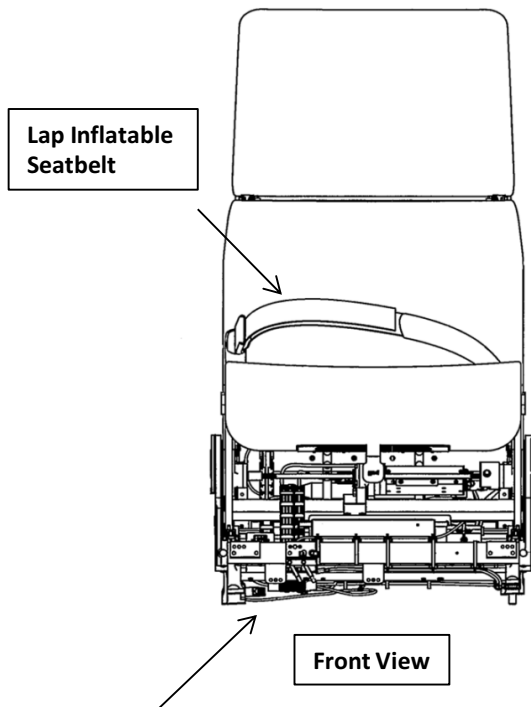
## 747-300 & 300 COMBI SERIES

## PASSENGER SEATBELT AIRBAGS

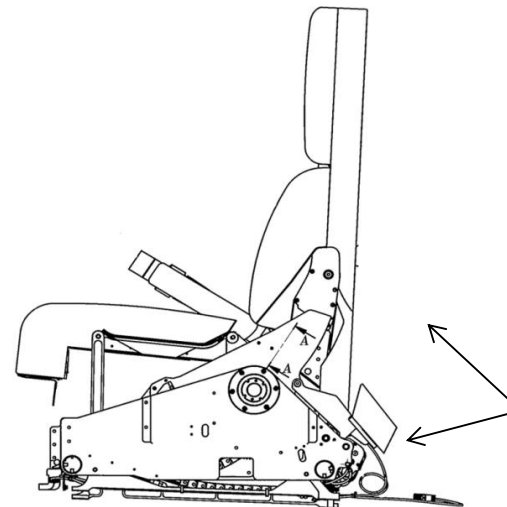
### Passenger Seatbelt Airbags

**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.



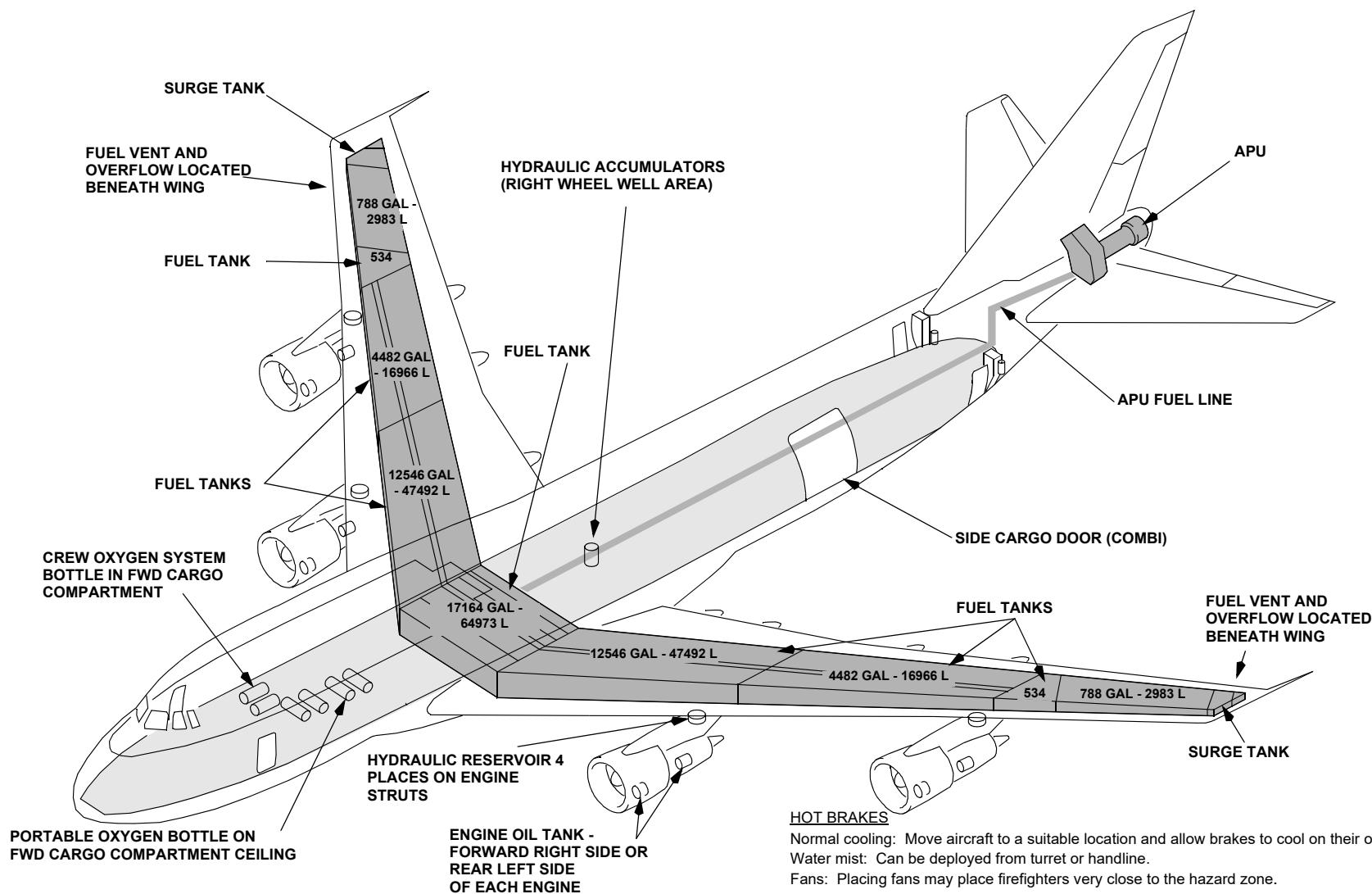
Side View

**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.



## 747-300 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.

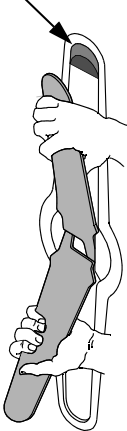
**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

## 747-300 SPECIAL FREIGHTER

## EMERGENCY RESCUE ACCESS-1

### 1 ENTRY DOORS EXTERNAL HANDLE (2)

HANDLE RELEASE  
BUTTON

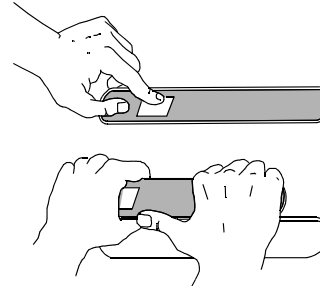


TO OPEN DOOR:

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:

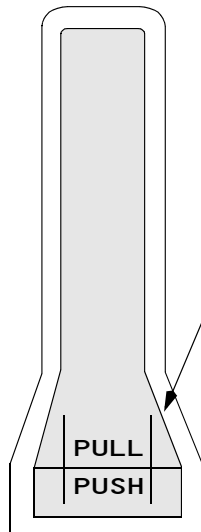
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

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.

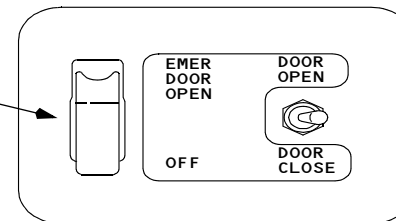
3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

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



### 4 CUT-IN AREAS

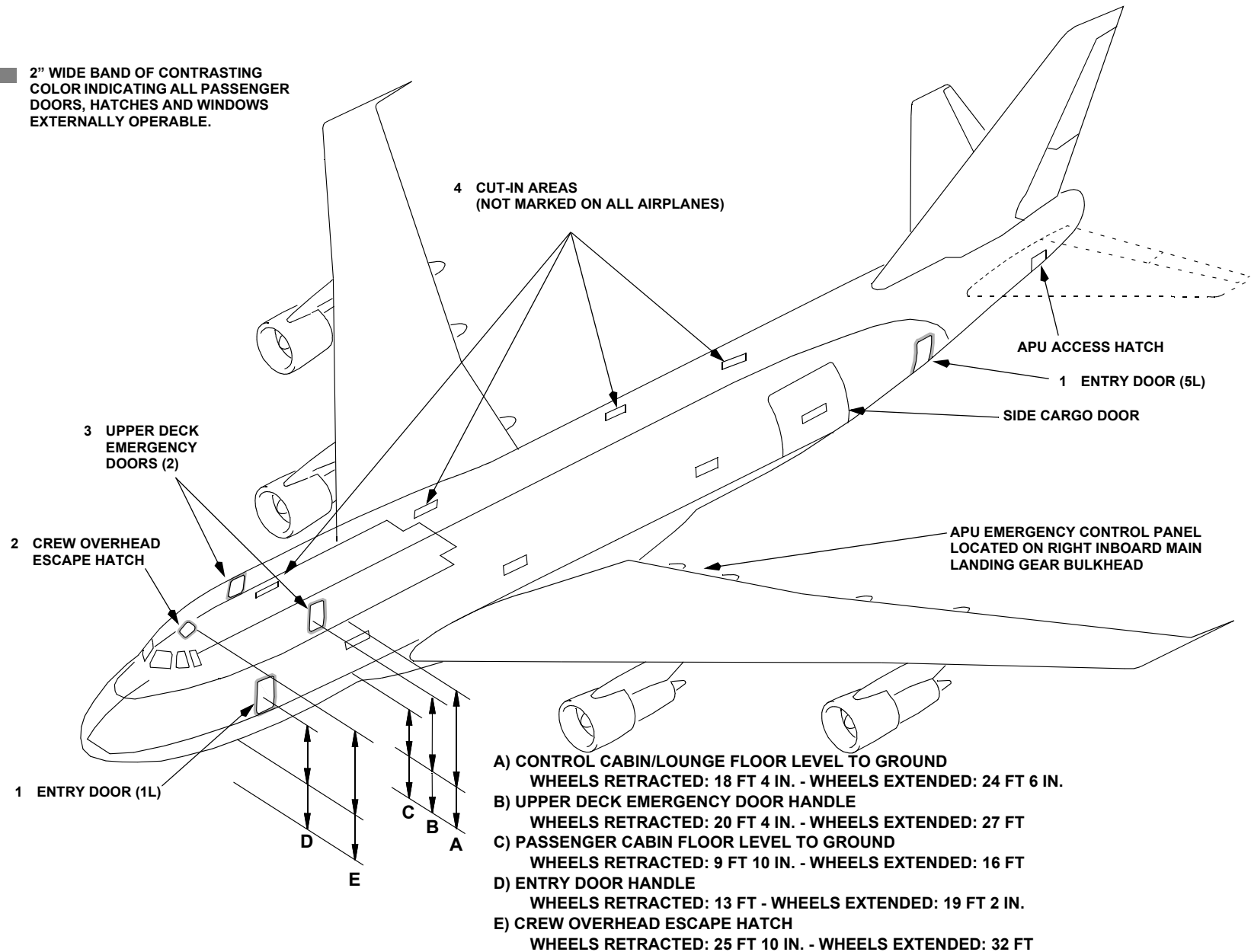
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



# 747-300 SPECIAL FREIGHTER

# EMERGENCY RESCUE ACCESS-2

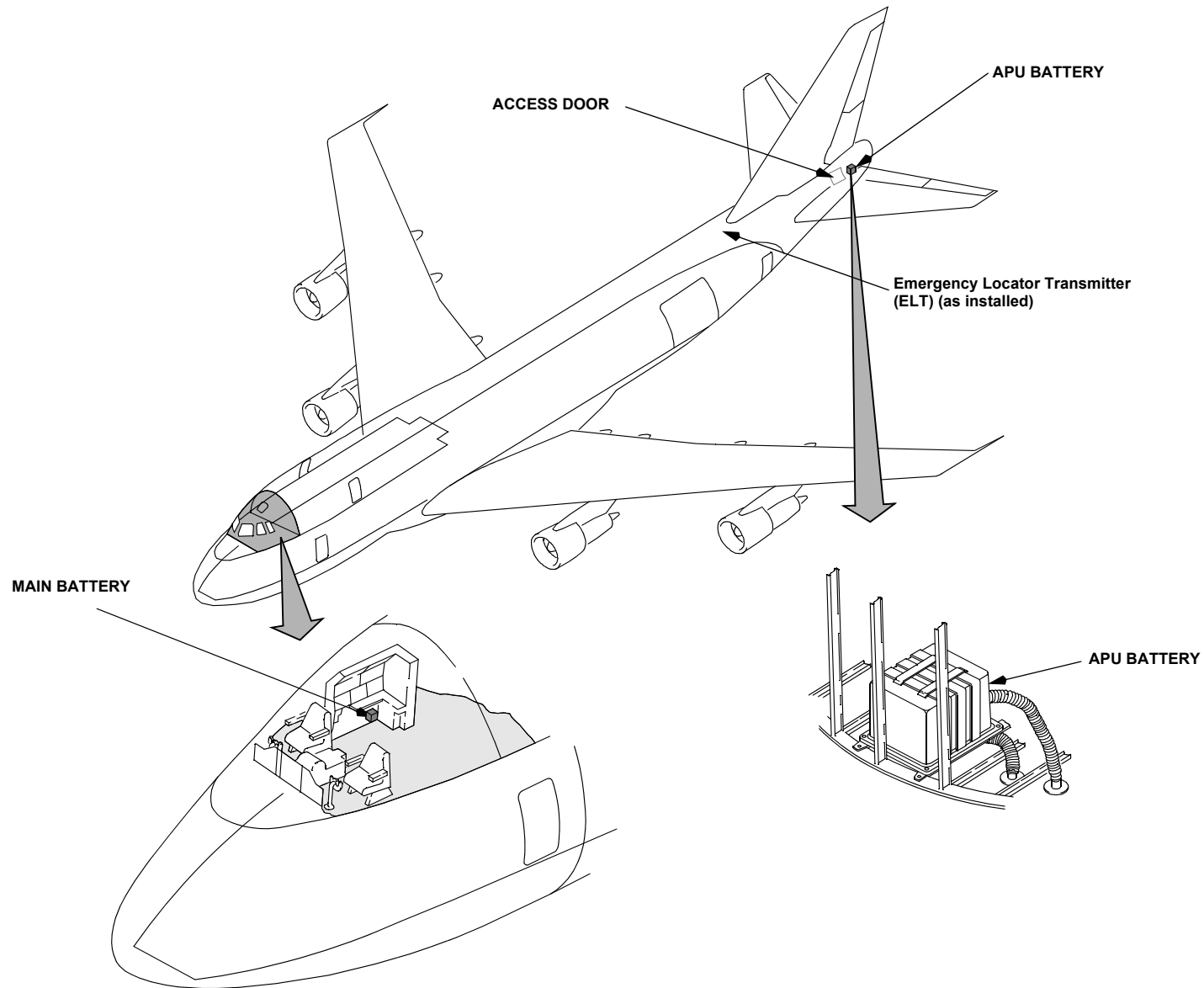
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



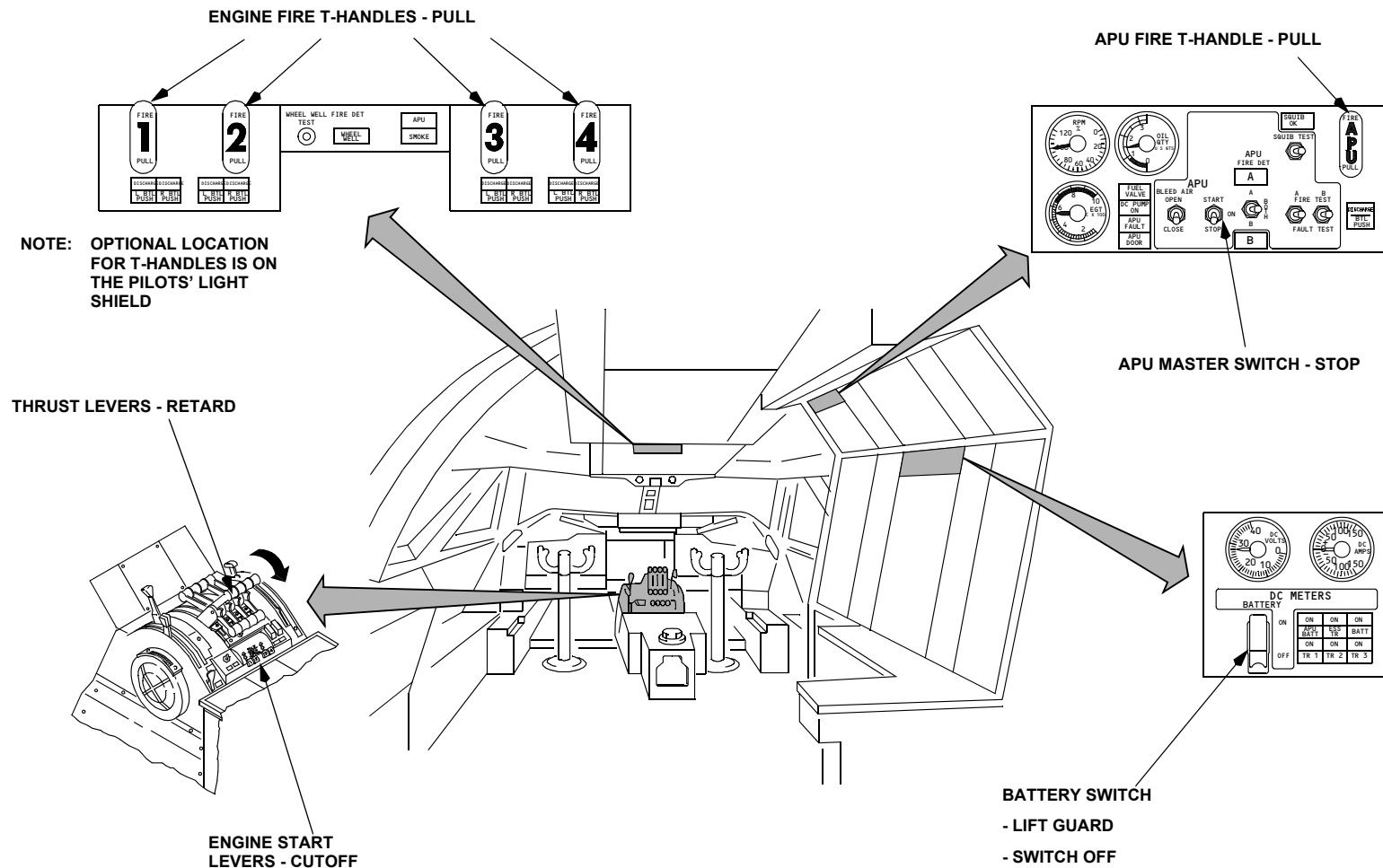
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# 747-300 SPECIAL FREIGHTER

# BATTERY LOCATIONS



# 747-300 SPECIAL FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS



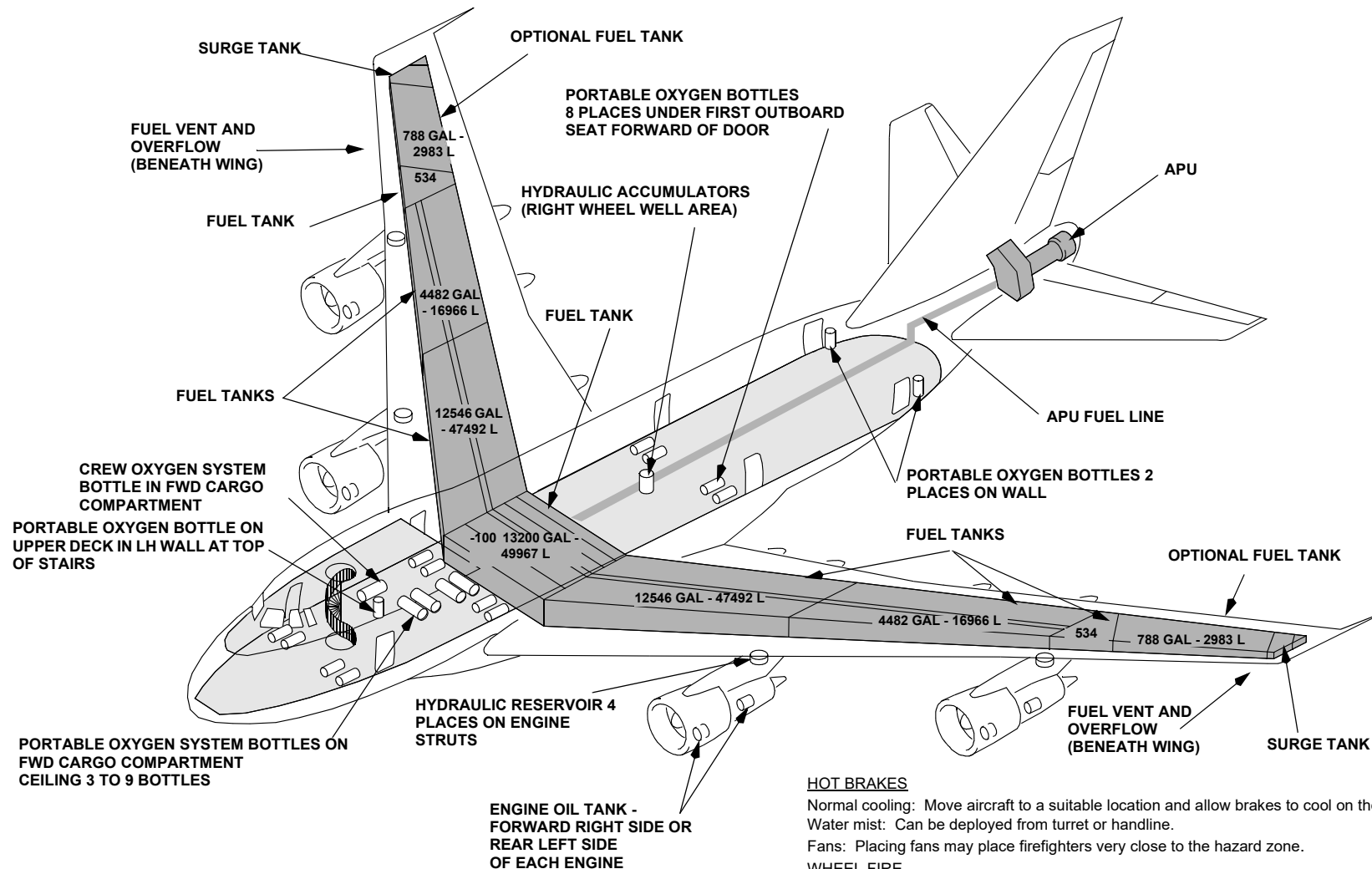


# **747-300 SPECIAL FREIGHTER**

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# 747 SP 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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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.**

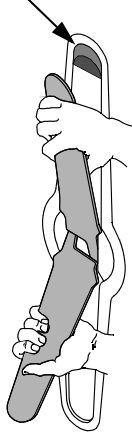
**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

## 747 SP SERIES

## EMERGENCY RESCUE ACCESS-1

### 1 ENTRY DOORS EXTERNAL HANDLE (8)

HANDLE RELEASE  
BUTTON

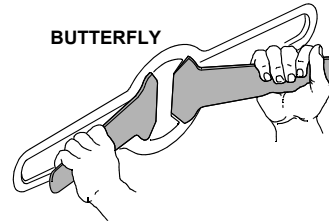


TO OPEN DOOR:

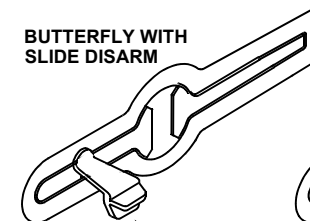
1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
2. ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
3. PULL DOOR OUTWARD

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

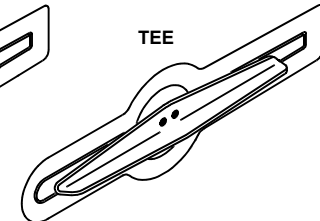
### 2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)



BUTTERFLY



BUTTERFLY WITH  
SLIDE DISARM



TEE

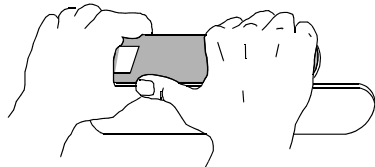
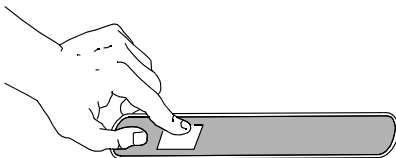
SLIDE DISARM HANDLE

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

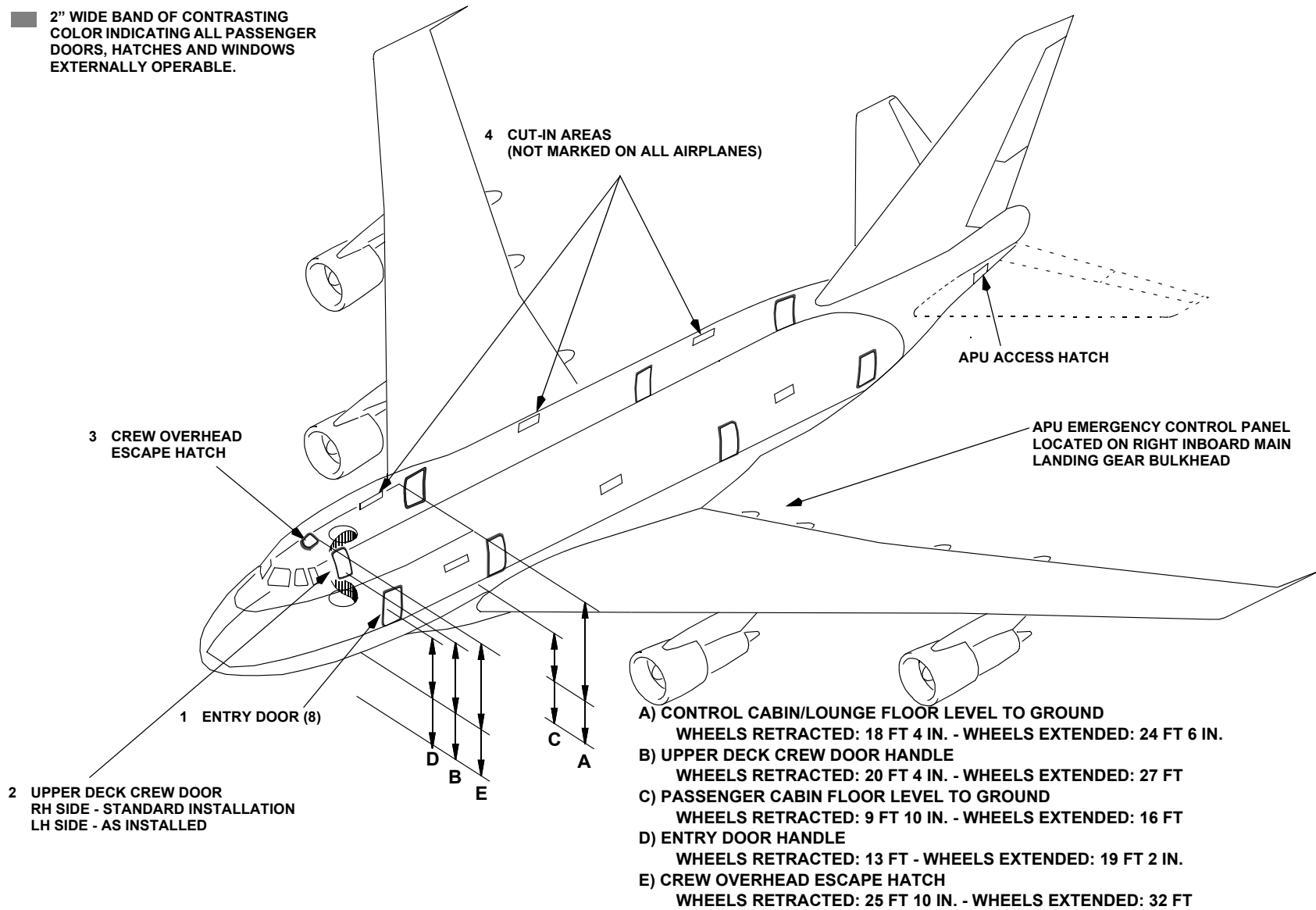
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# 747 SP SERIES

# EMERGENCY RESCUE ACCESS-2

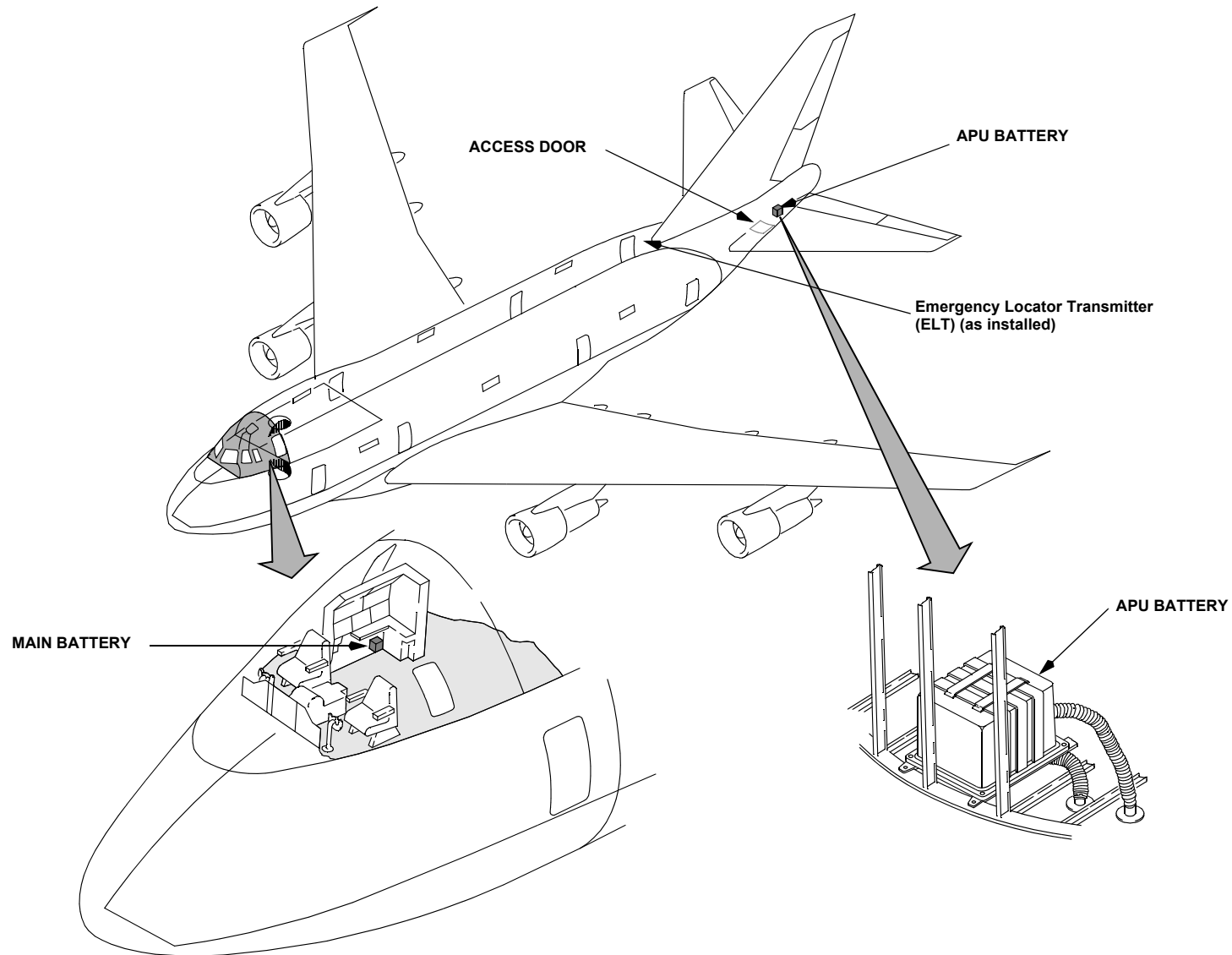
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



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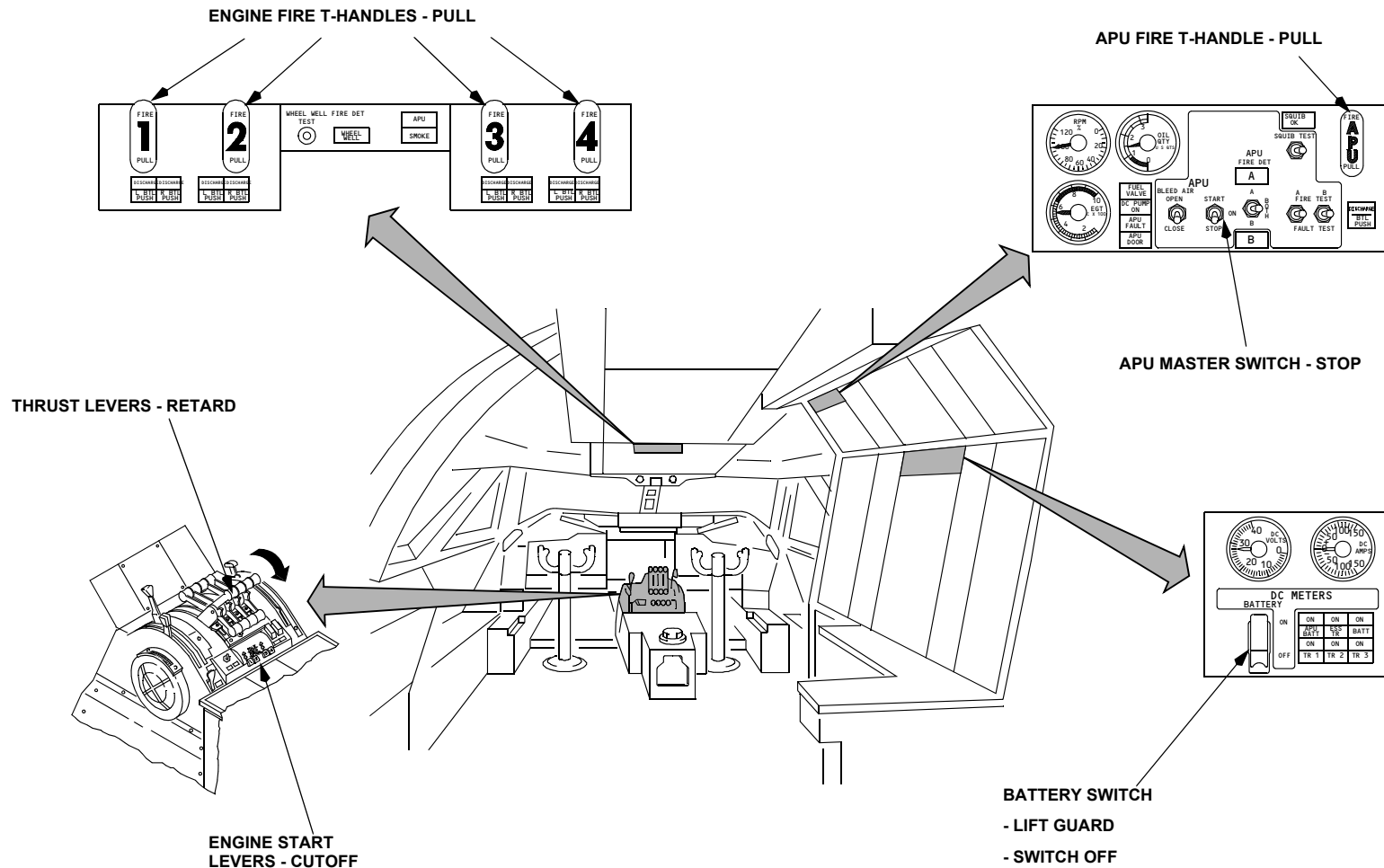
**747 SP SERIES**

**BATTERY LOCATIONS**



# 747 SP SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



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

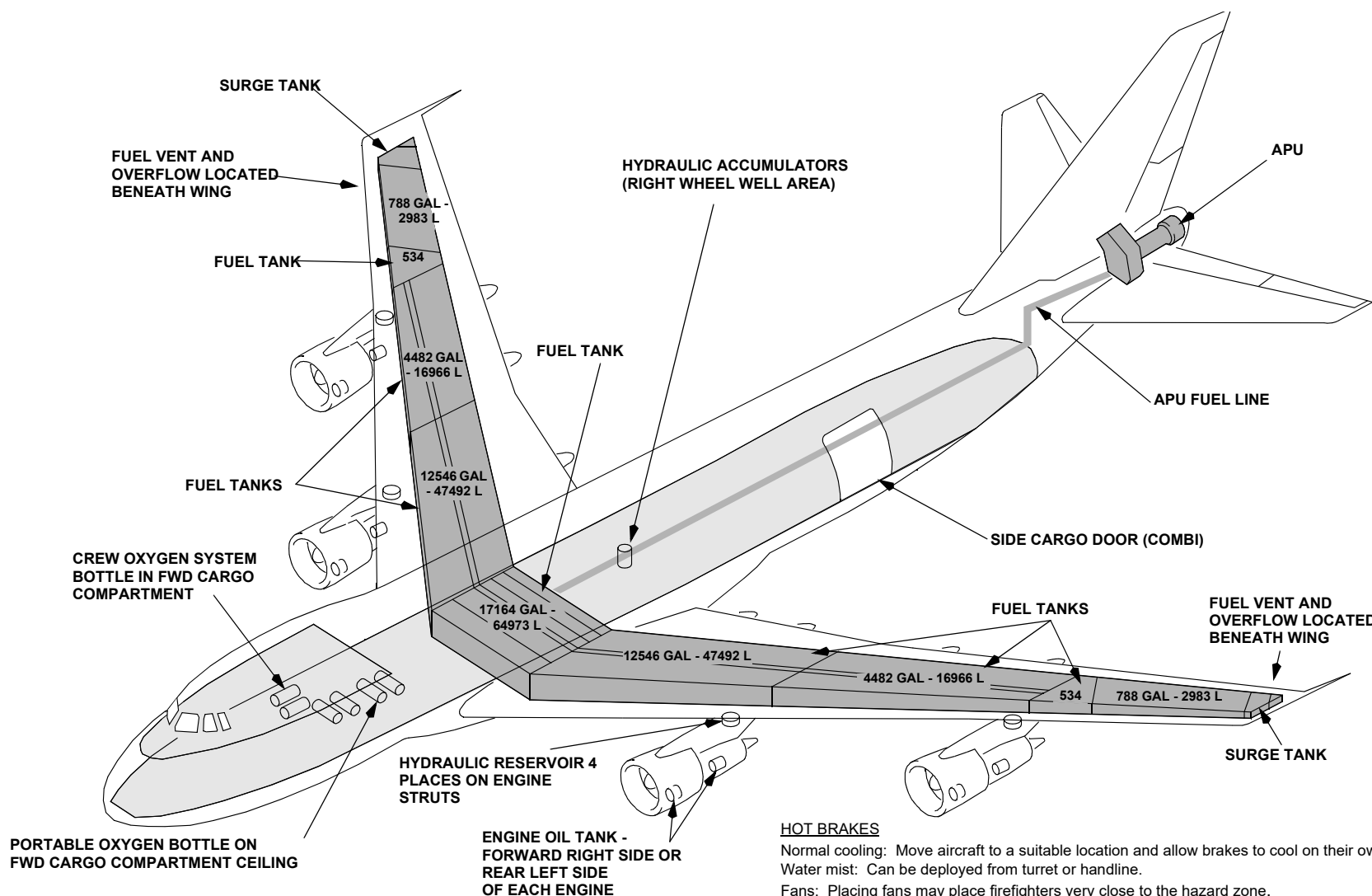


# **747 SP SERIES**

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# 747 FREIGHTER SERIES

# FLAMMABLE MATERIAL LOCATIONS



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## HOT BRAKES

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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.

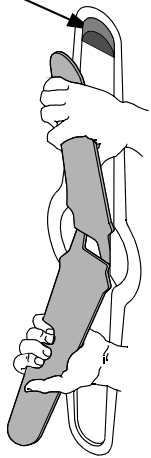
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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## 747 FREIGHTER SERIES

## EMERGENCY RESCUE ACCESS-1

HANDLE RELEASE  
BUTTON



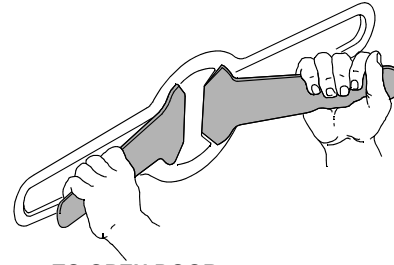
### 1 ENTRY DOORS EXTERNAL HANDLE (2)

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

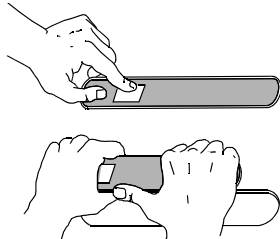


TO OPEN DOOR:

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:

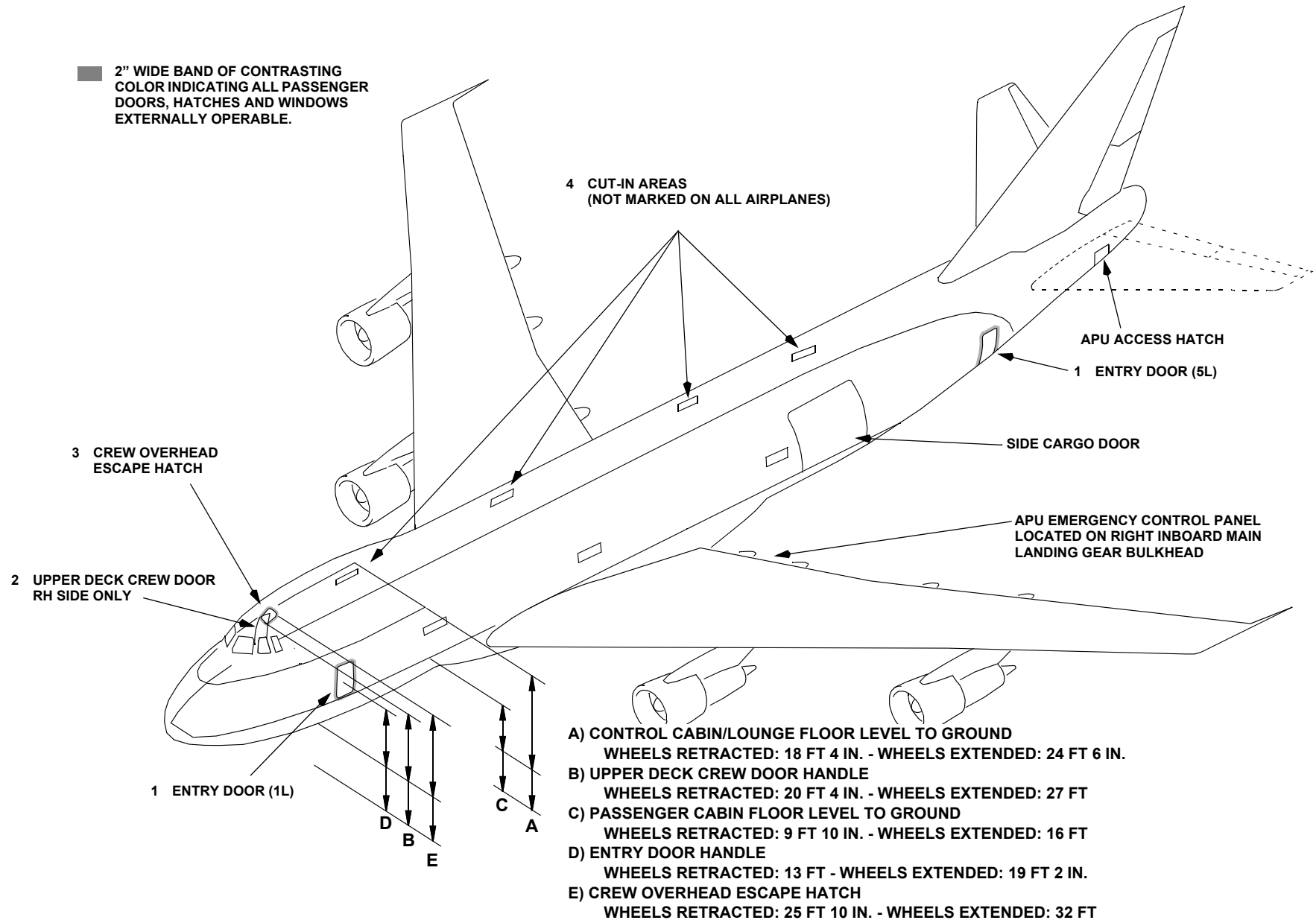
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
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3. PUSH HATCH INWARD.

### 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

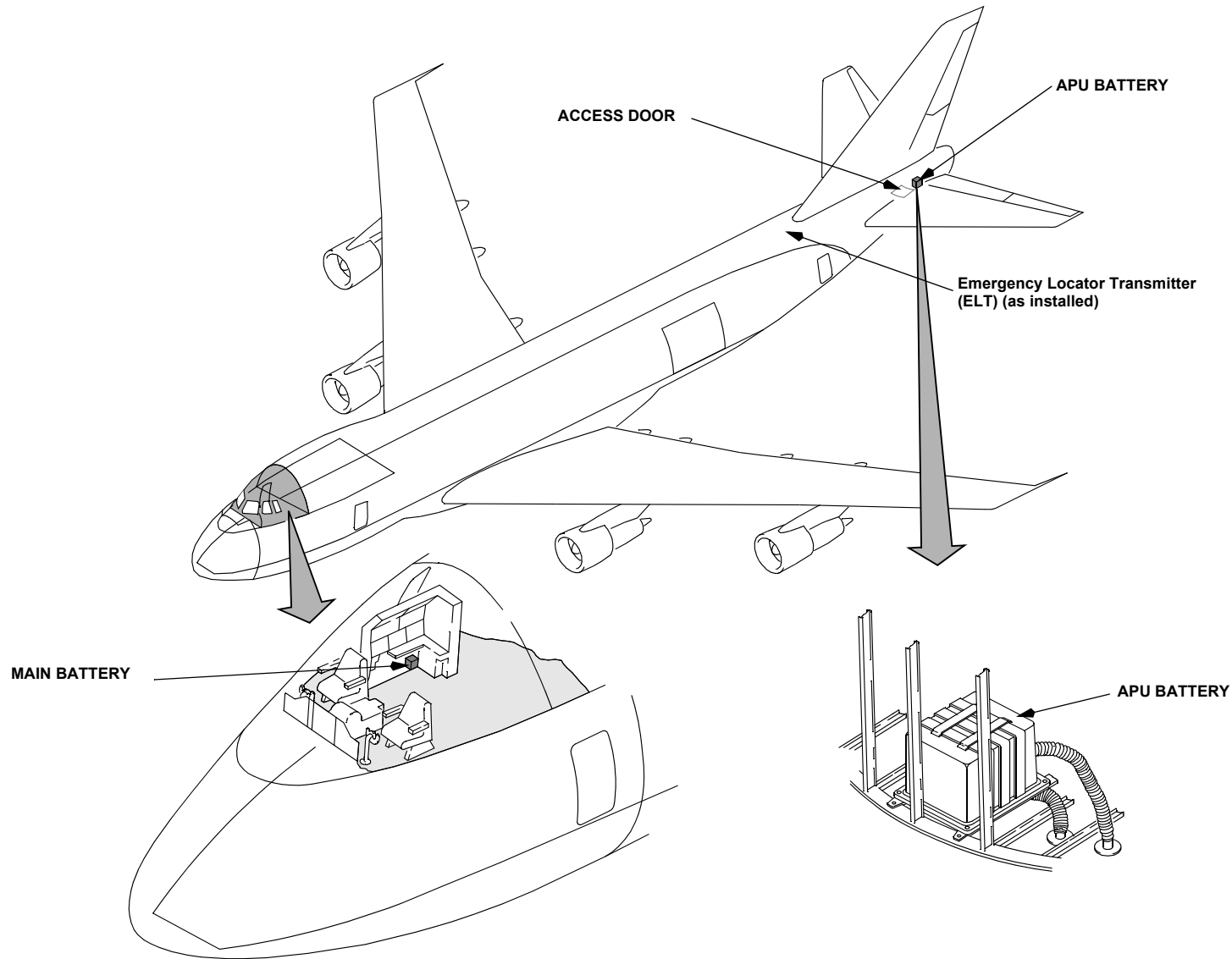
# EMERGENCY RESCUE ACCESS-2



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**747 FREIGHTER SERIES**

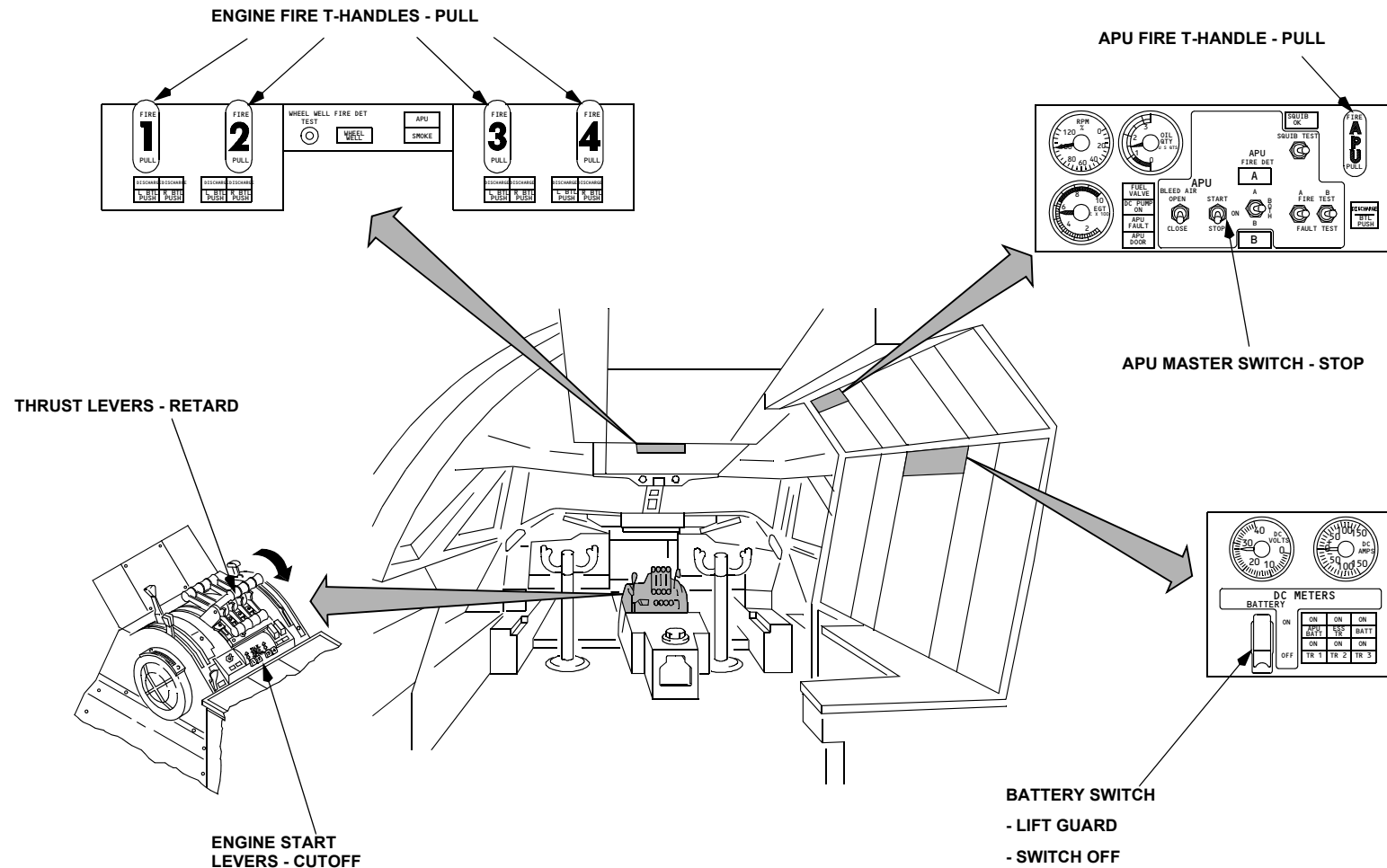
**BATTERY LOCATIONS**





# 747 FREIGHTER SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



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



## **747 FREIGHTER SERIES**

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## FLAMMABLE MATERIAL LOCATIONS

**FUEL VENT AND OVERFLOW (BENEATH WING)**

- SURGE TANKS
- HORIZONTAL STABILIZER FUEL TANK AS INSTALLED, PASSENGER MODELS ONLY
- APU
- APU FUEL LINE
- PORTABLE OXYGEN BOTTLES IN 8 PLACES UNDER OUTBOARD SEAT FORWARD OF DOOR IF PASSENGER AREA OTHERWISE 6 PLACES
- PORTABLE OXYGEN BOTTLES IN 2 PLACES AFT SIDE EACH CLOSET WALL IF USED FOR PASSENGER AREA
- SIDE CARGO DOOR ON COMBI
- HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS
- FUEL TANKS
- UPPER DECK PORTABLE OXYGEN BOTTLES AT OUTBD LEFT AND RIGHT ATT. STA.
- CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT
- PASSENGER OXYGEN SYSTEM BOTTLES ON FWD CARGO COMPARTMENT WALL IMMEDIATELY AFT OF DOOR
- ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE
- HYDRAULIC ACCUMULATORS IN RIGHT BODY WHEEL WELL
- FUEL TANK (AS INSTALLED) -400 3210 GAL - 12151 L
- 2644 GAL - 10009 L
- 8964 GAL - 33932 L
- 25092 GAL - 94983 L
- 17164 GAL - 64973 L
- 25092 GAL - 94983 L
- 8964 GAL - 33932 L
- 2644 GAL - 10009 L
- SURGE TANK
- FUEL VENT AND OVERFLOW (BENEATH WING)

ON: 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 the 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 maintain a cooling effect.  
**Wheels are equipped with fusible plugs designed to melt and deflate the tire**

**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.

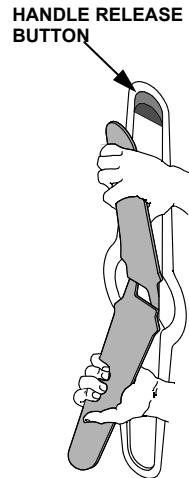
**WHEEL FIRE**  
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

**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)

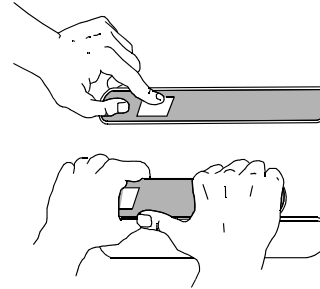


TO OPEN DOOR:

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.

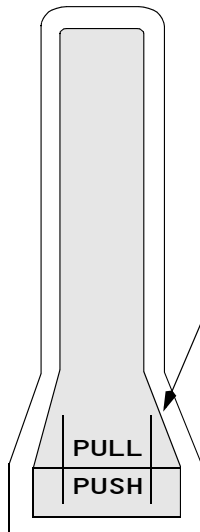
### 2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



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.

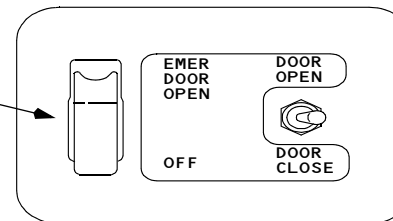
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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.

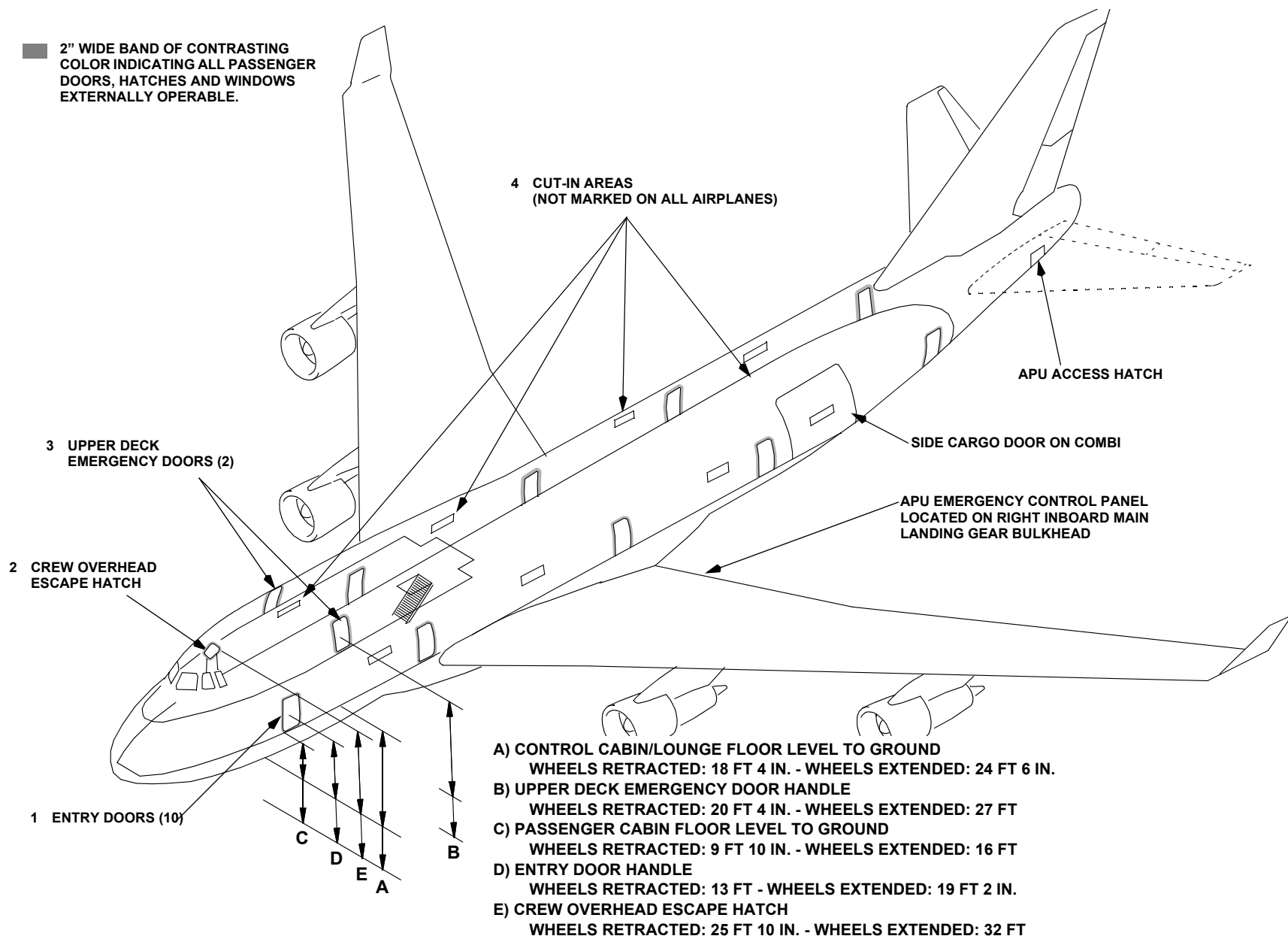
### 4 CUT-IN AREAS

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.



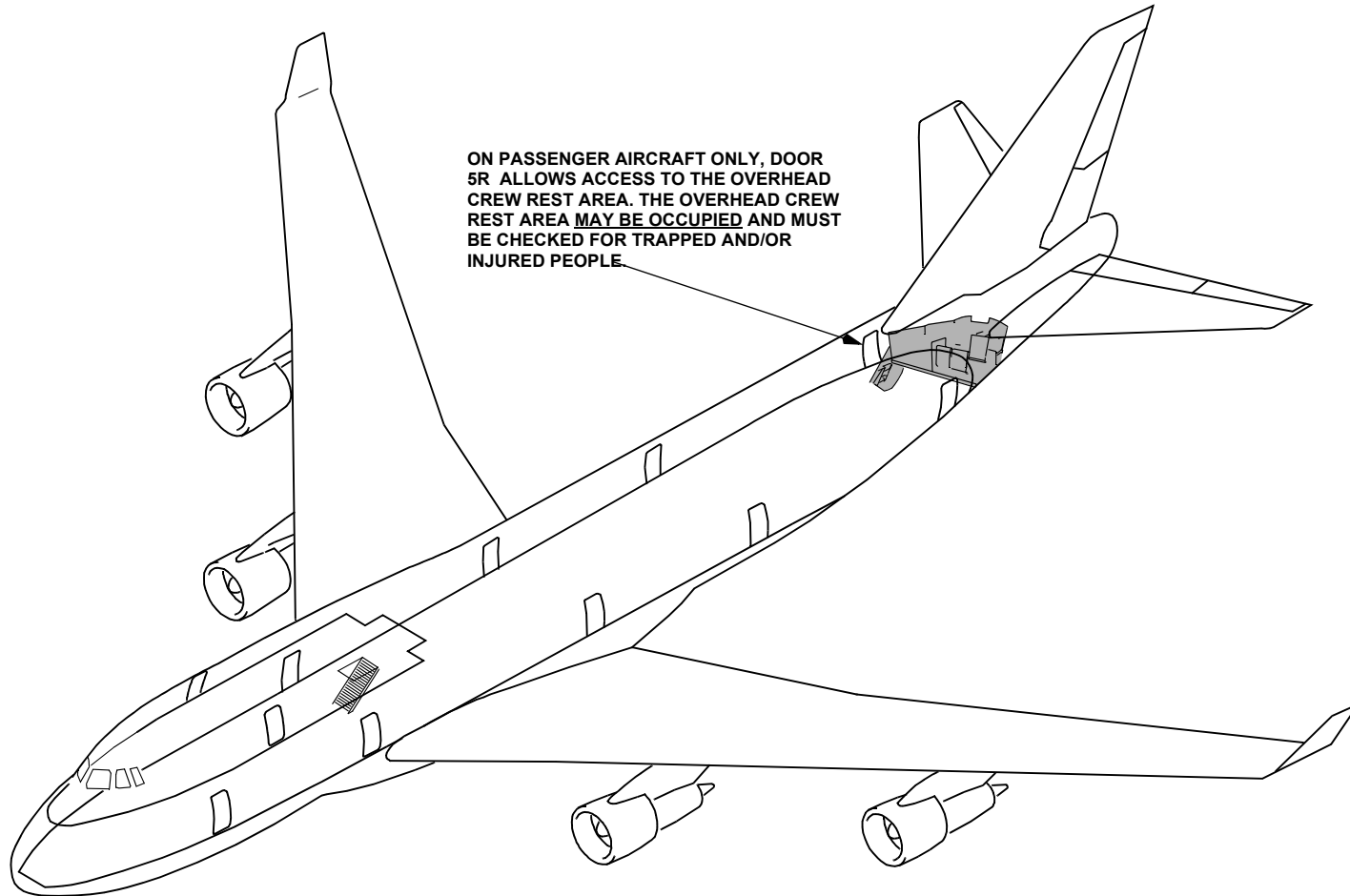
# 747-400 & 400 COMBI SERIES

# EMERGENCY RESCUE ACCESS-2



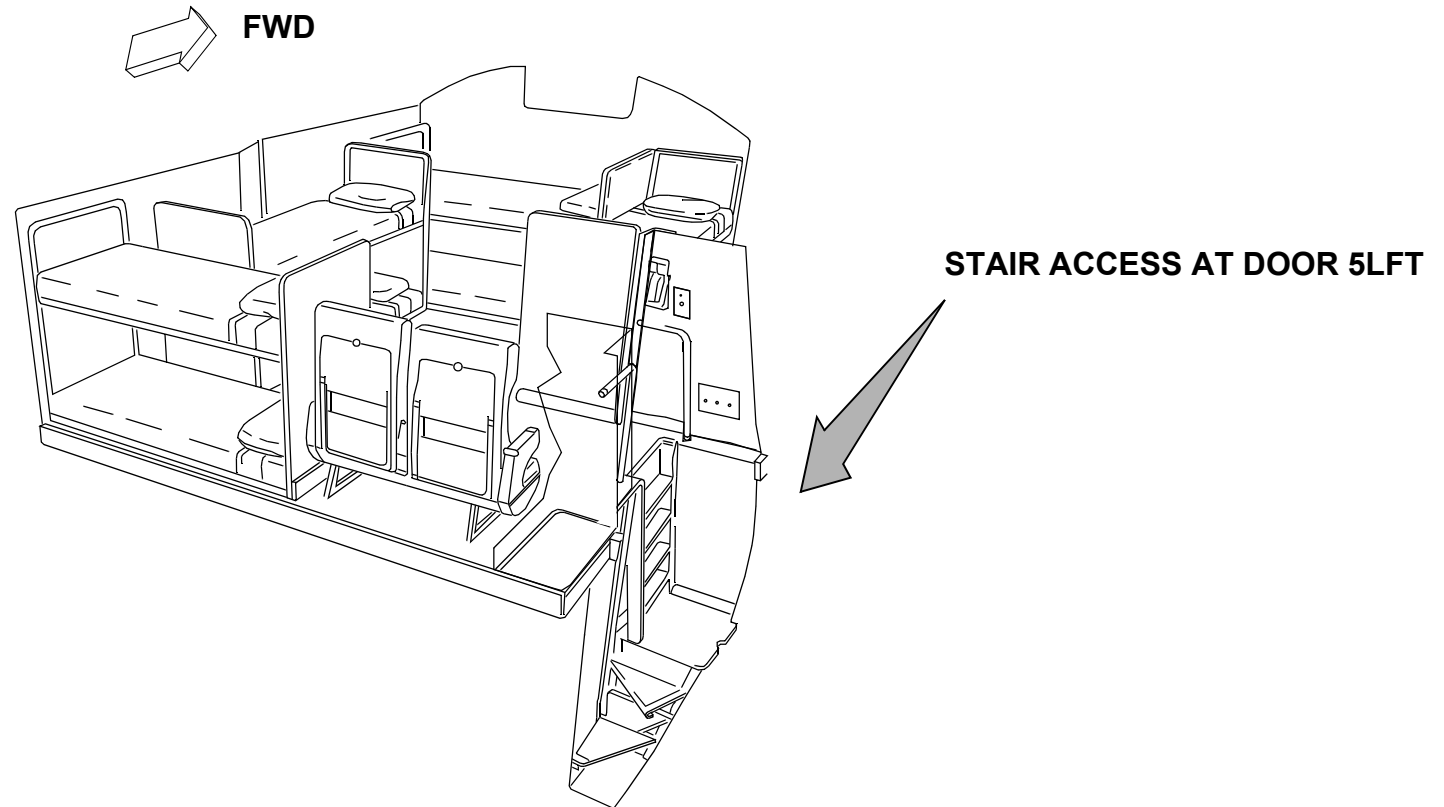
## 747-400 &amp; 400 COMBI SERIES

## EMERGENCY RESCUE ACCESS-3



## 747-400 & 400 COMBI SERIES

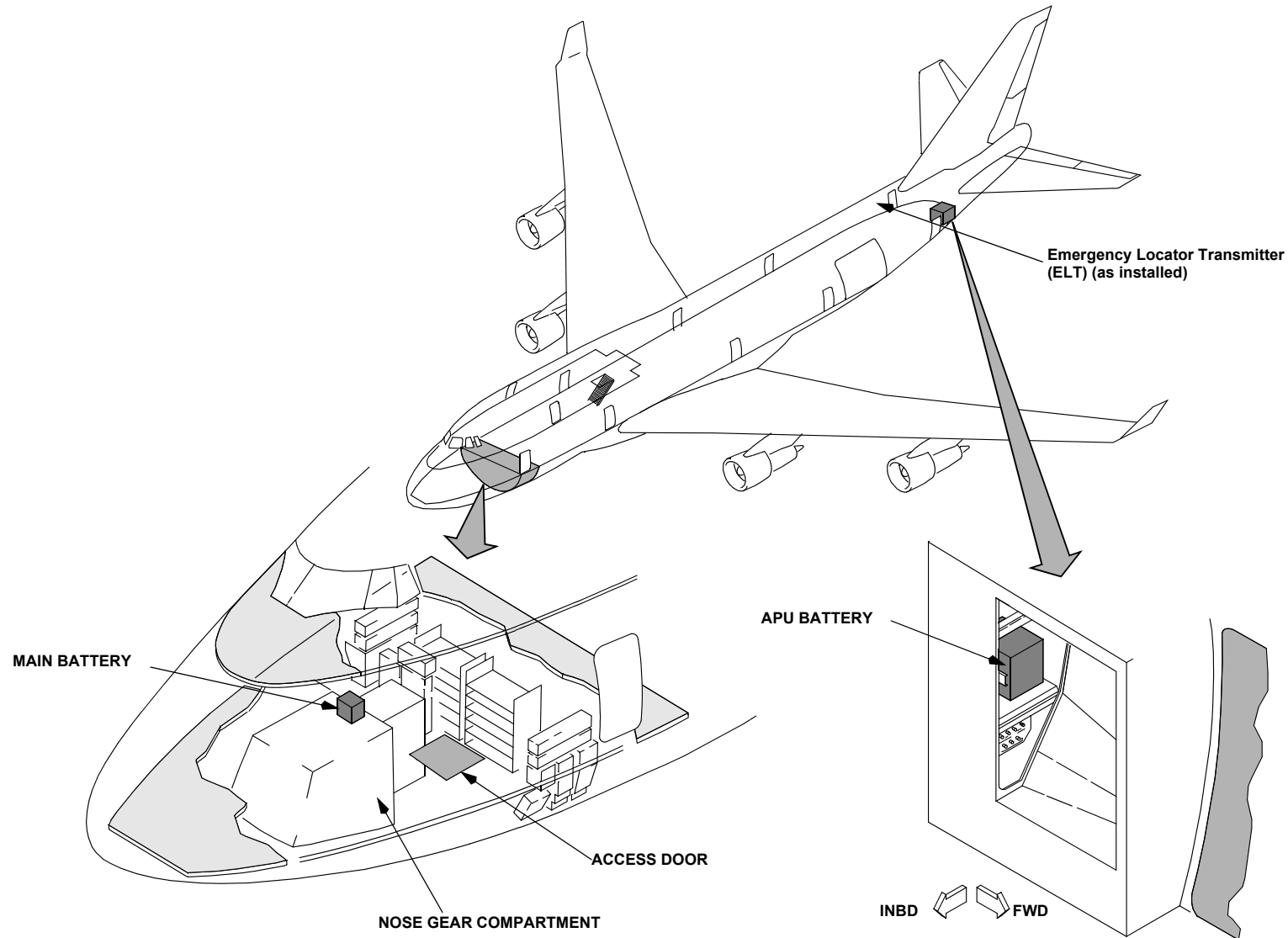
## EMERGENCY RESCUE ACCESS-4



**AFT OVERHEAD FLIGHT CREW REST AREA**

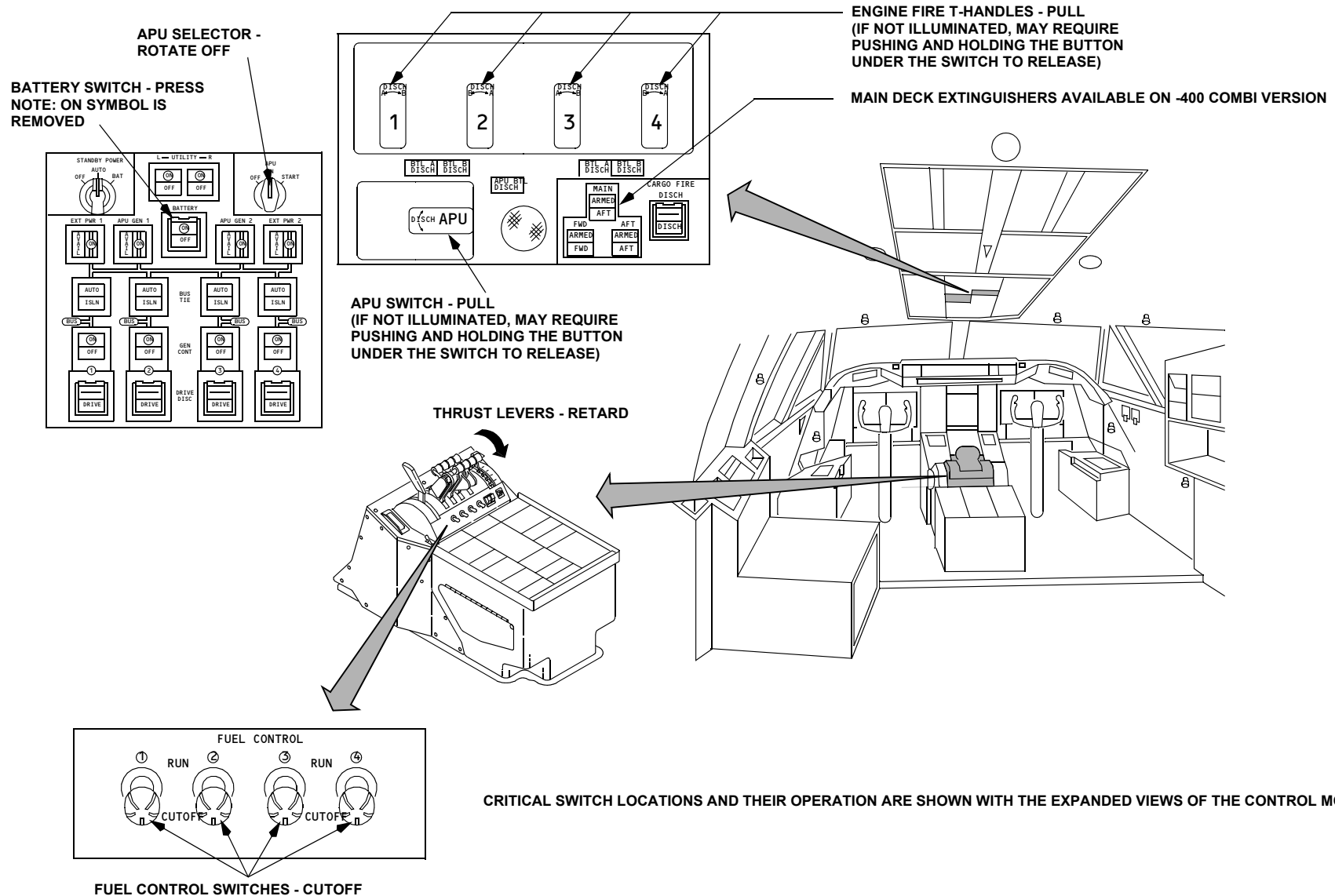
**747-400 & 400 COMBI SERIES**

**BATTERY LOCATIONS**





# 747-400 & 400 COMBI SERIES FLIGHT DECK CONTROL SWITCH LOCATIONS



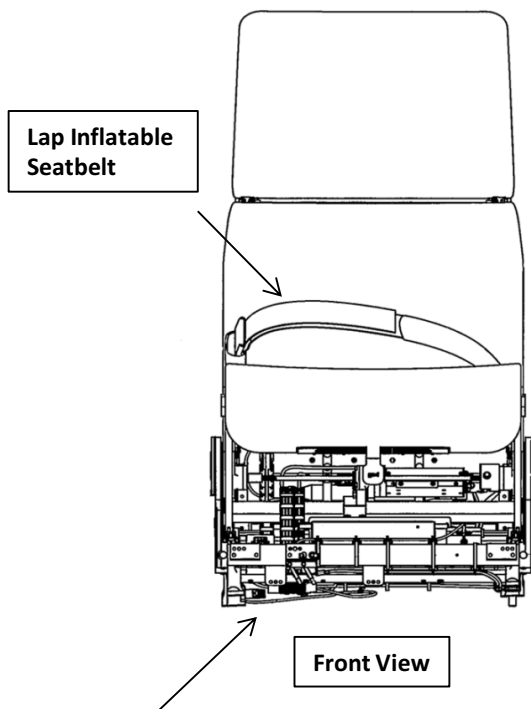
## 747-400 &amp; 400 COMBI SERIES

## PASSENGER SEATBELT AIRBAGS

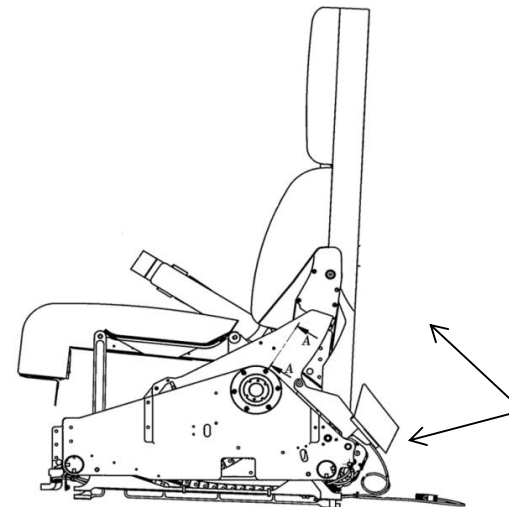
## Passenger Seatbelt Airbags

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.



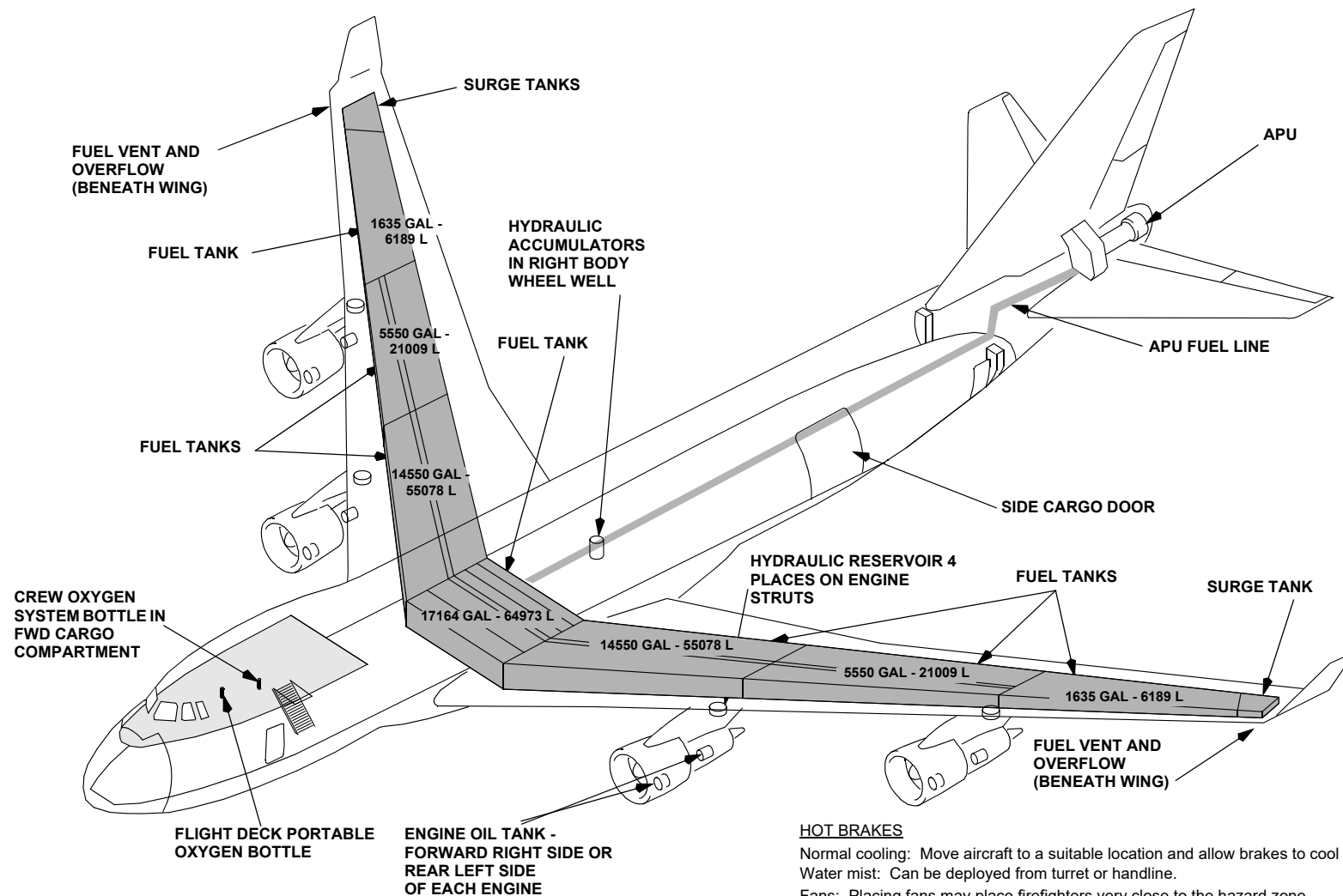
Firing System is contained within seat assembly

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.

# 747-400 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.

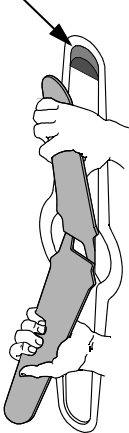
**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

## 747-400 FREIGHTER SERIES

## EMERGENCY RESCUE ACCESS-1

### 1 ENTRY DOORS EXTERNAL HANDLE (2)

HANDLE RELEASE  
BUTTON

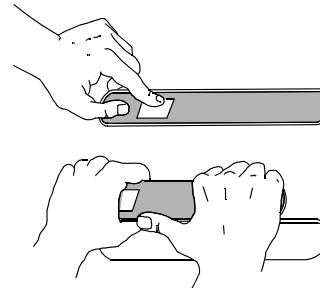


TO OPEN DOOR:

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 DOOR

TO OPEN DOOR:

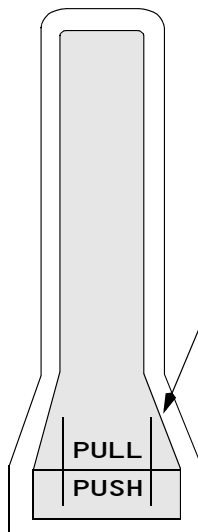
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

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.

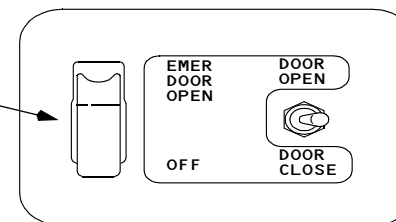
3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

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



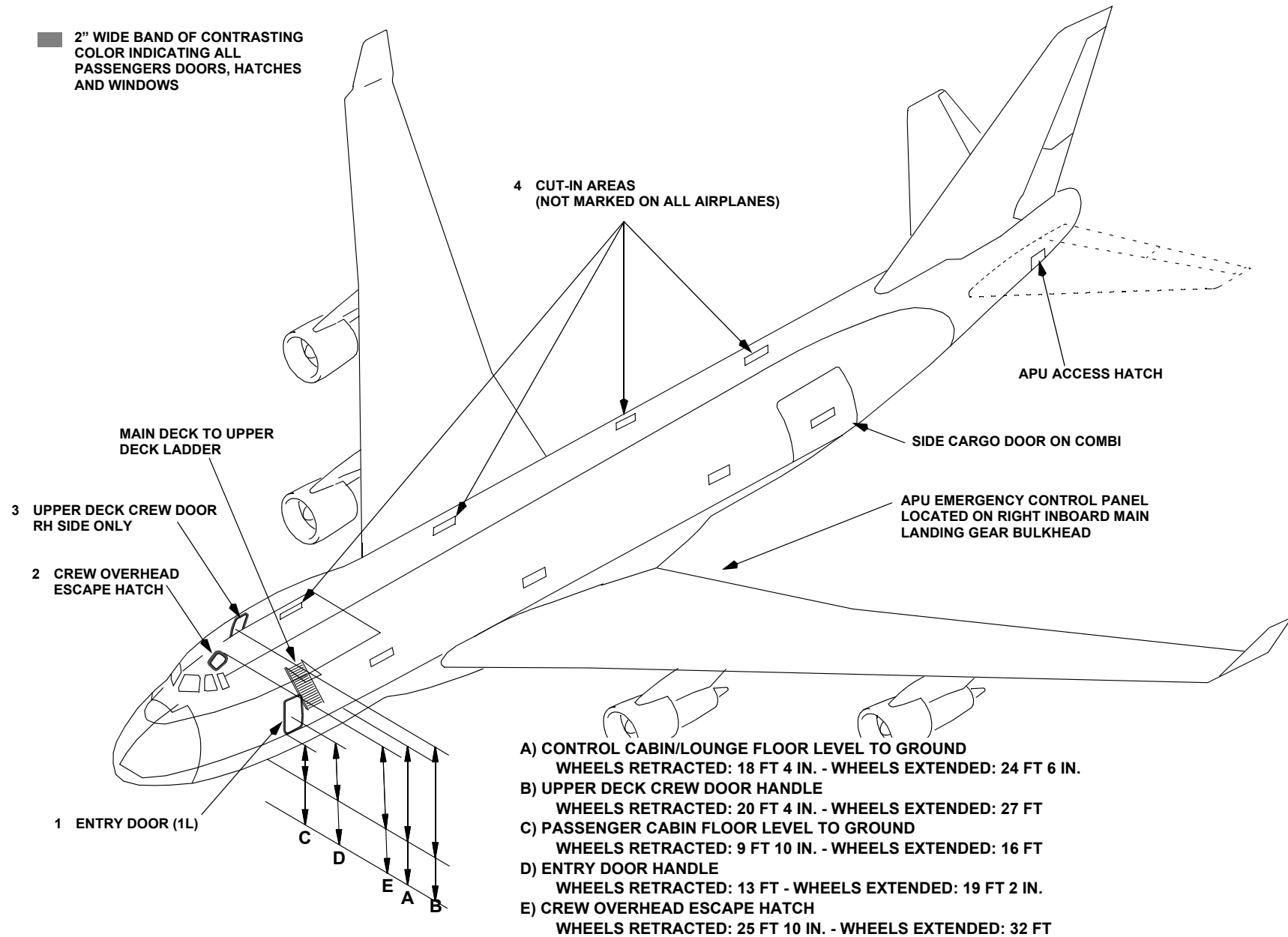
### 4 CUT-IN AREAS

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

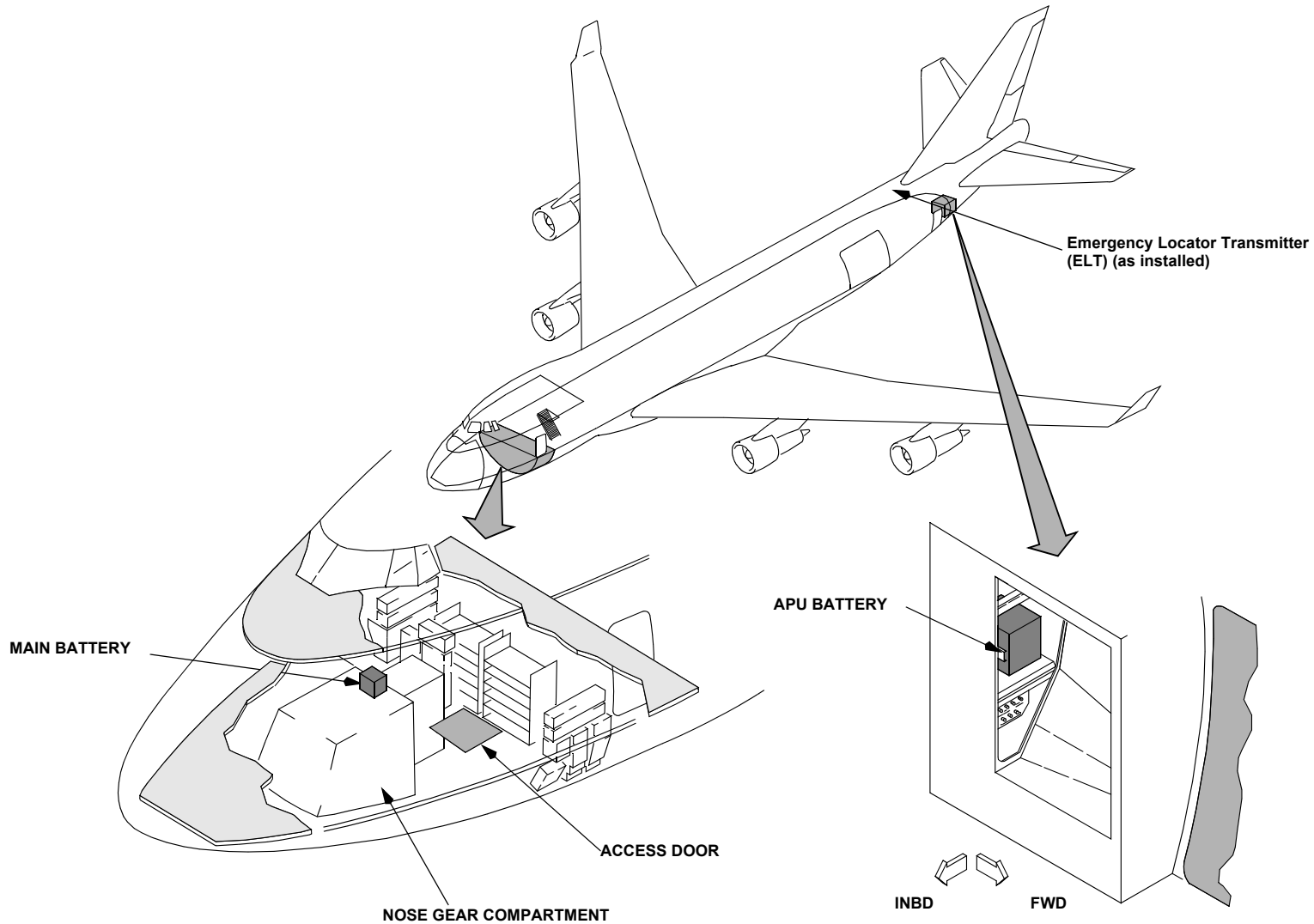
# EMERGENCY RESCUE ACCESS-2



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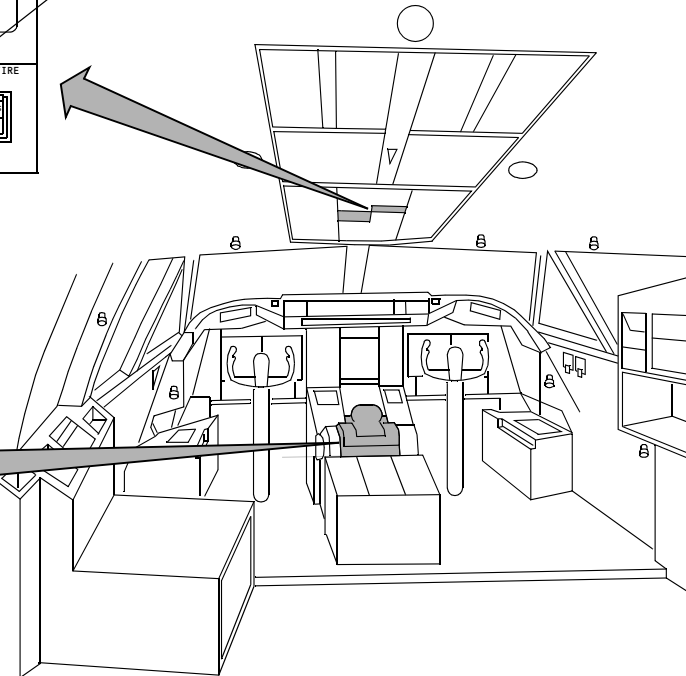
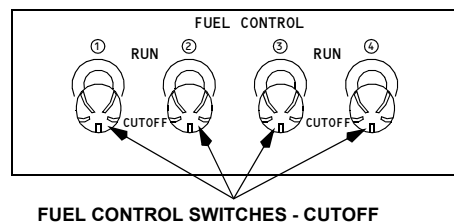
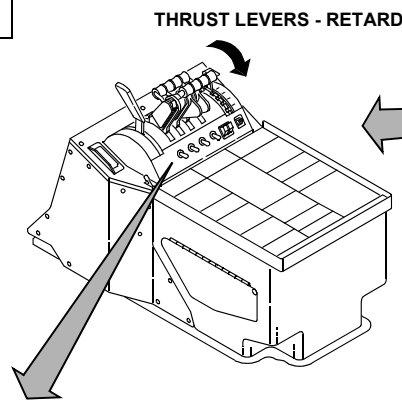
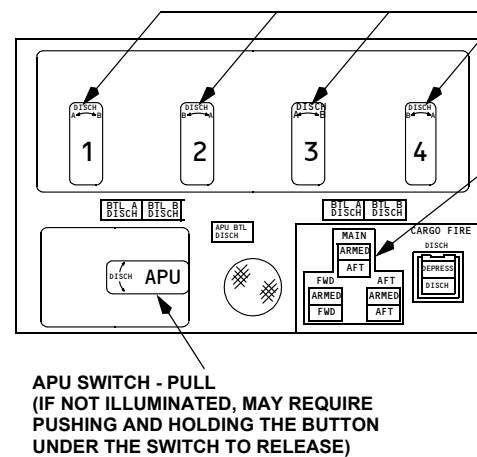
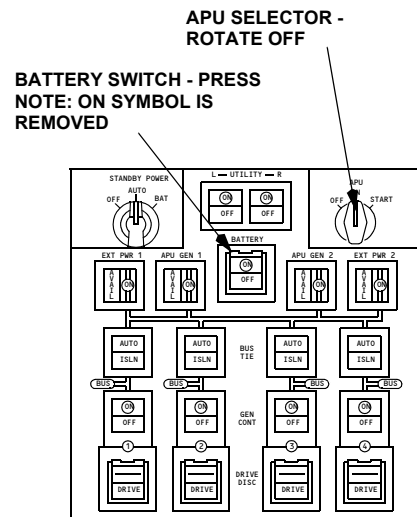
**747-400 FREIGHTER SERIES**

**BATTERY LOCATIONS**



# 747-400 FREIGHTER SERIES

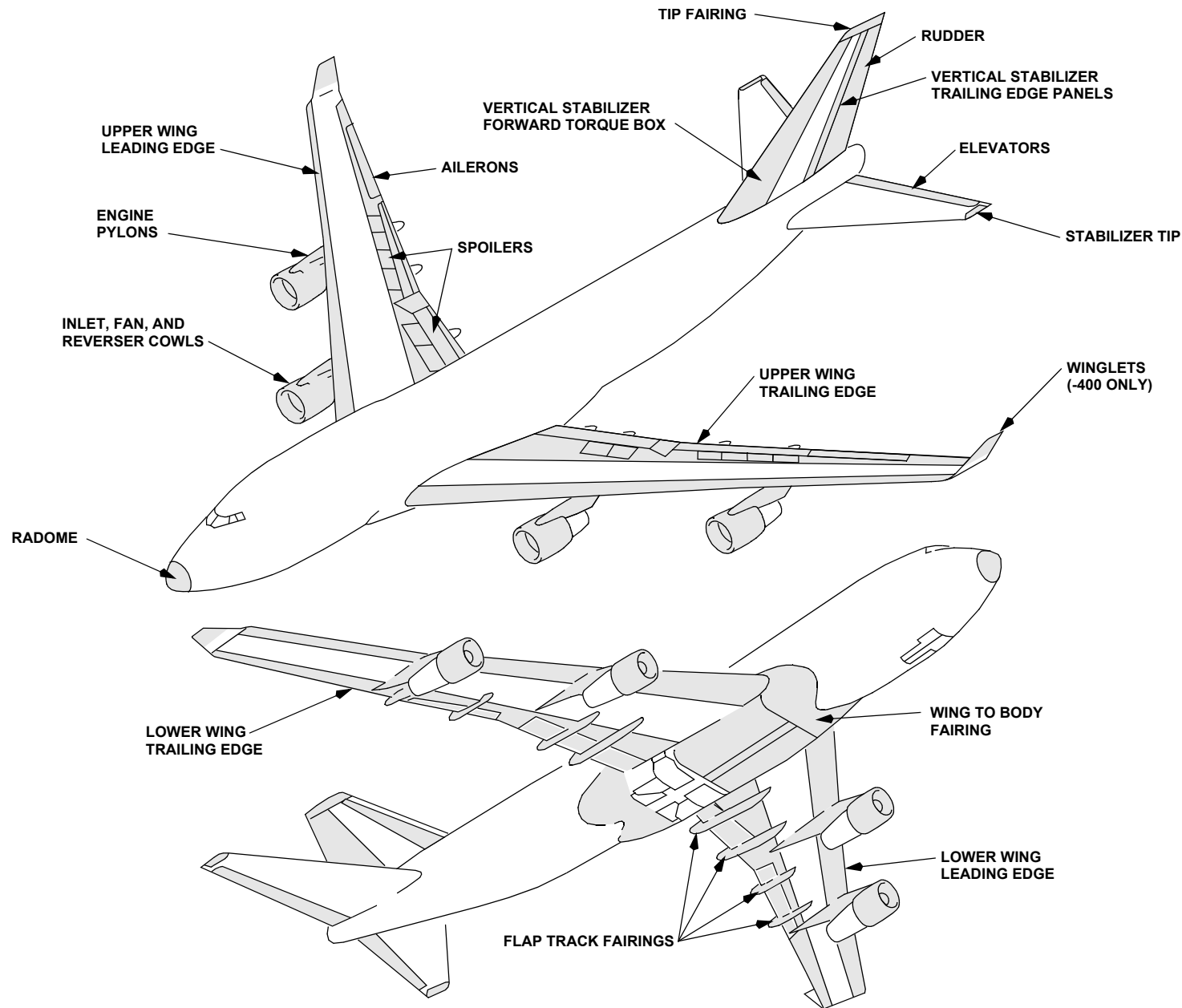
# FLIGHT DECK CONTROL SWITCH LOCATIONS



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

# 747-400 FREIGHTER SERIES

## COMPOSITE MATERIALS LOCATIONS

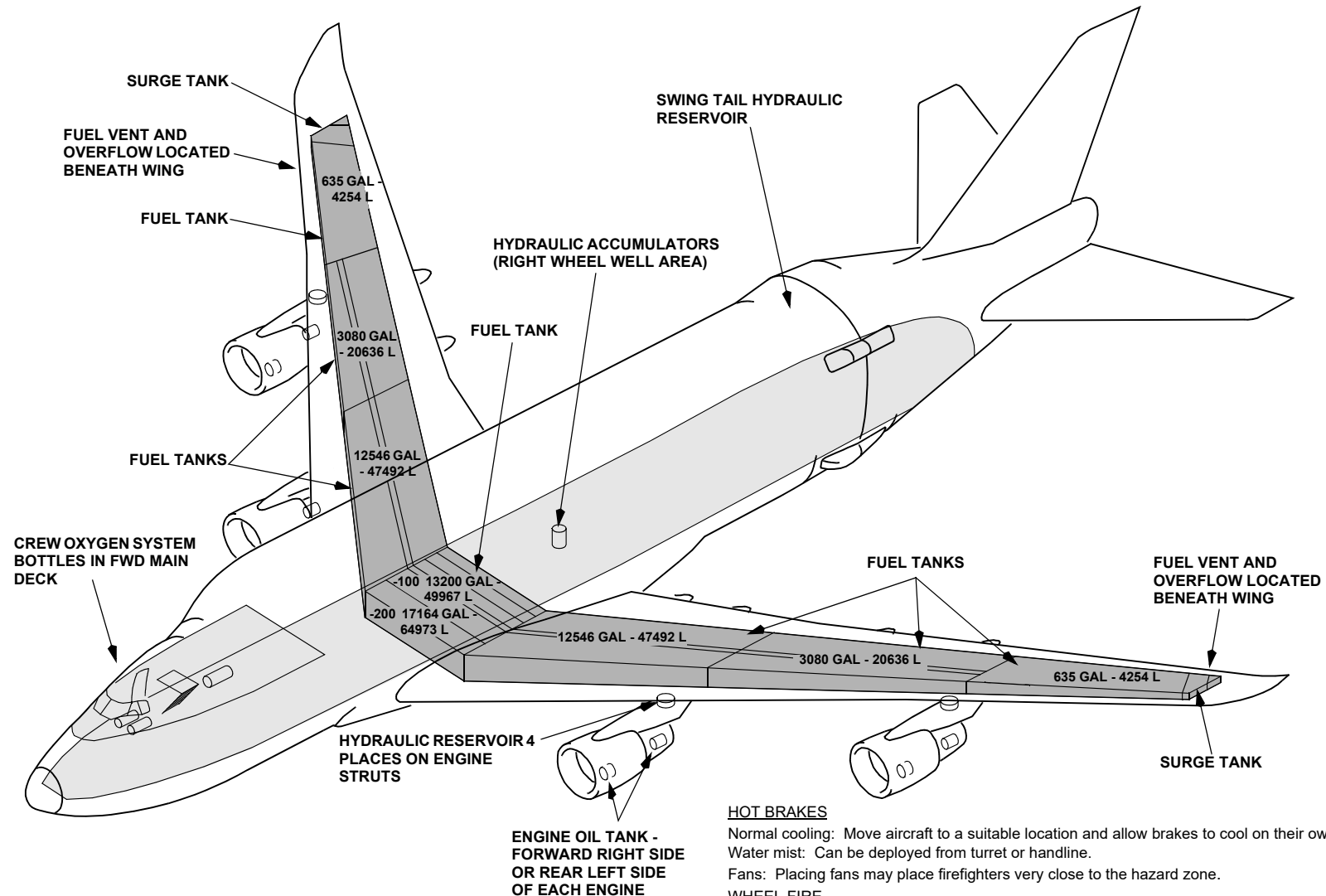


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# 747 LARGE CARGO FREIGHTER

# FLAMMABLE MATERIAL LOCATIONS



**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.**

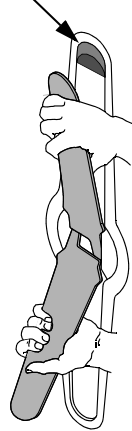
**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

## 747 LARGE CARGO FREIGHTER

## EMERGENCY RESCUE ACCESS-1

**1 ENTRY DOORS EXTERNAL HANDLE (2)**

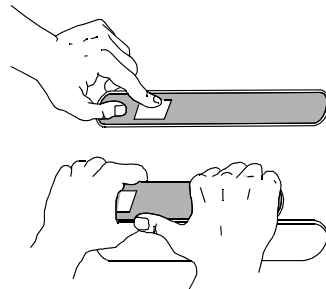
HANDLE RELEASE  
BUTTON



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.

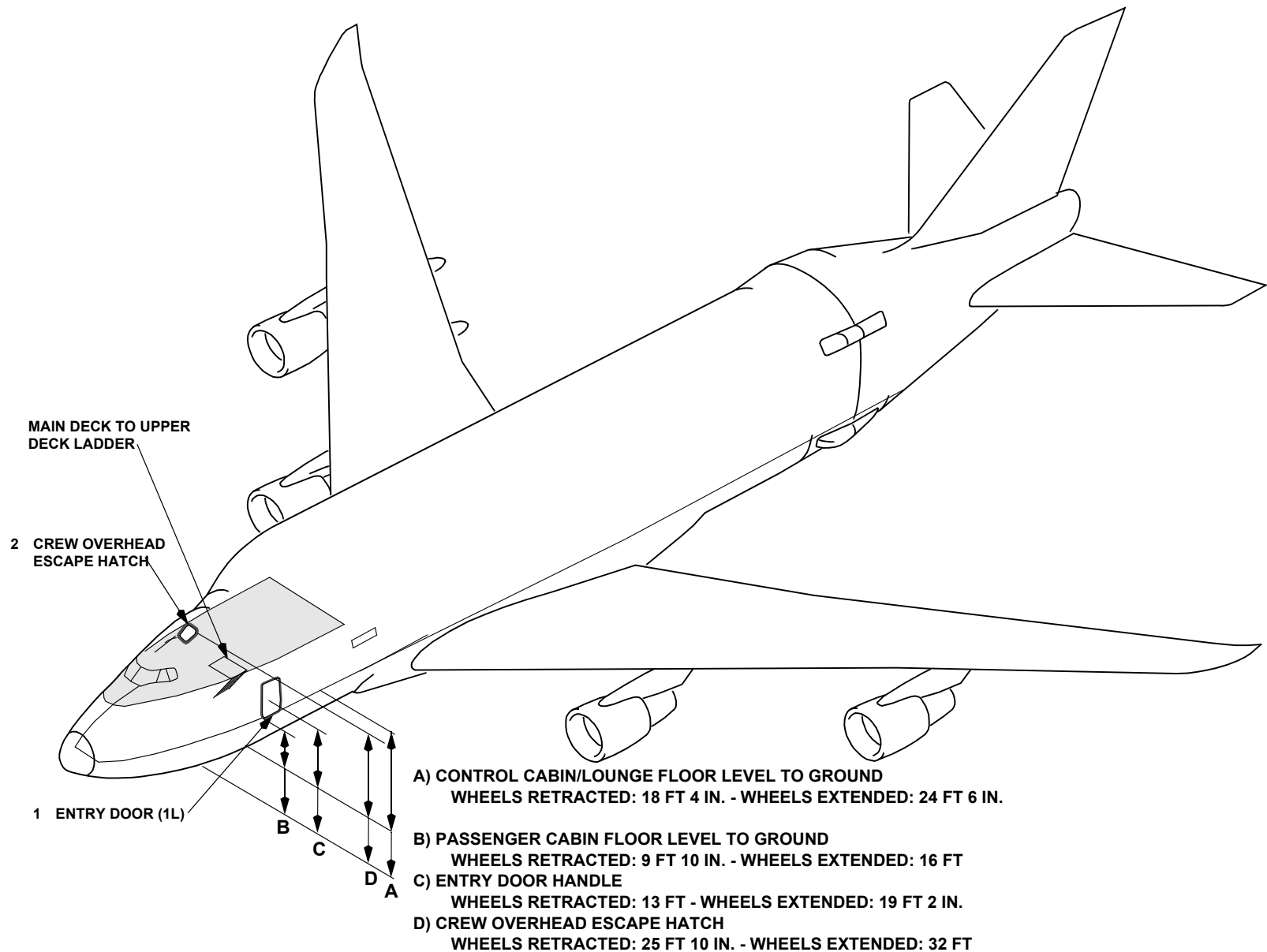
**2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE**

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.

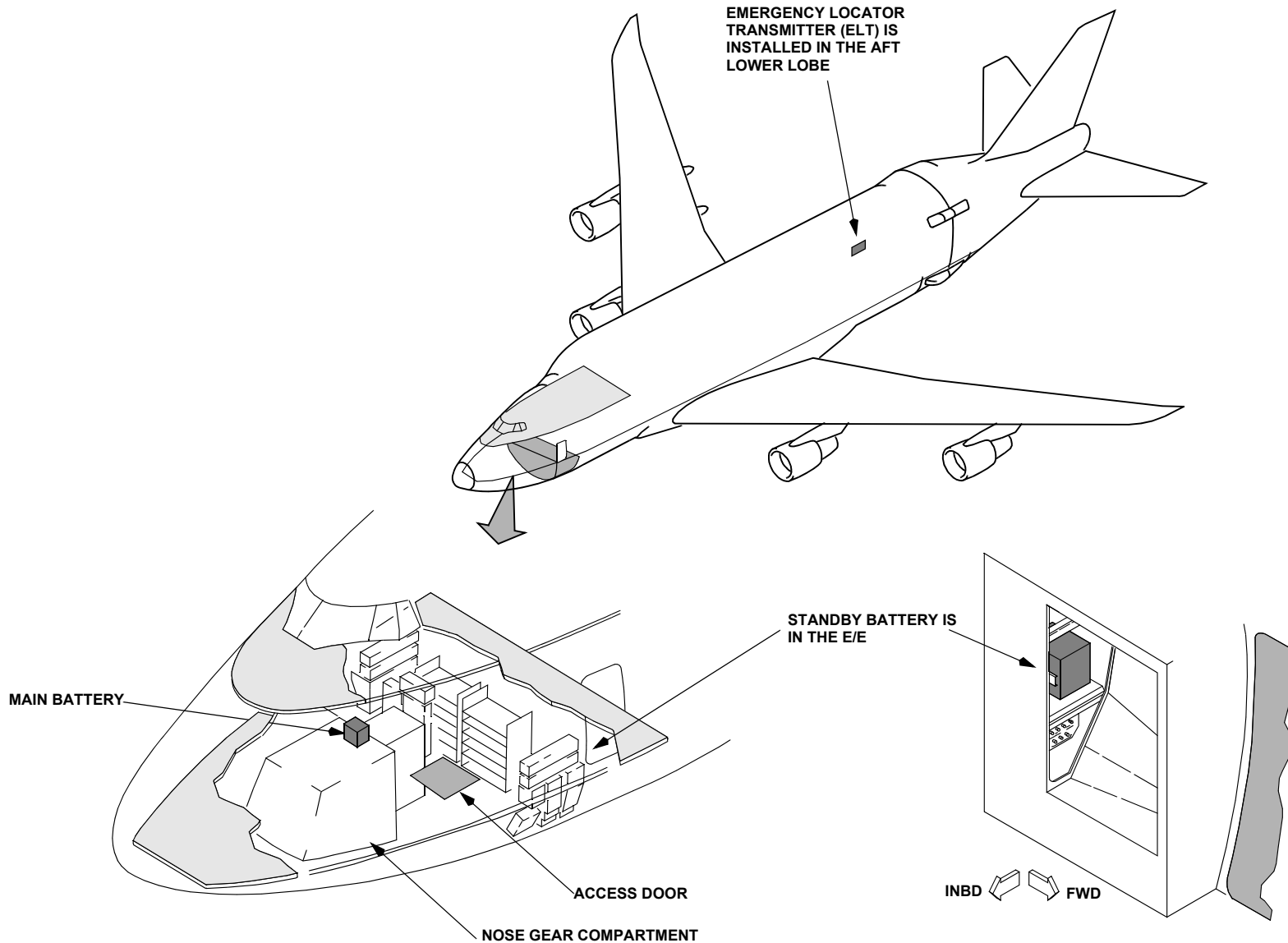
# 747 LARGE CARGO FREIGHTER

# EMERGENCY RESCUE ACCESS-2



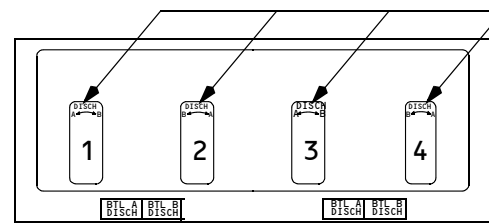
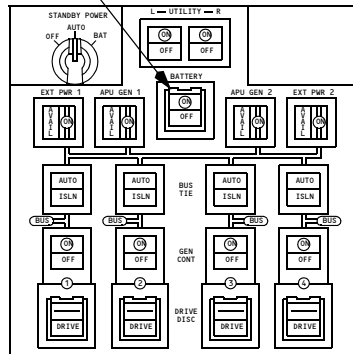
# 747 LARGE CARGO FREIGHTER

## BATTERY LOCATIONS



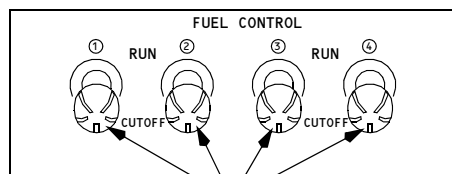
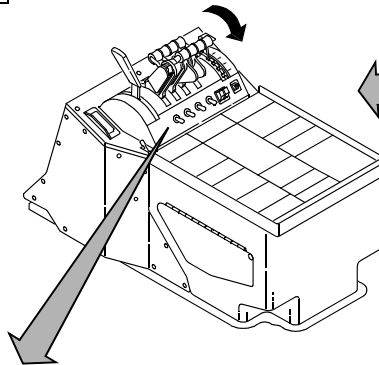
# 747 LARGE CARGO FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS

**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**

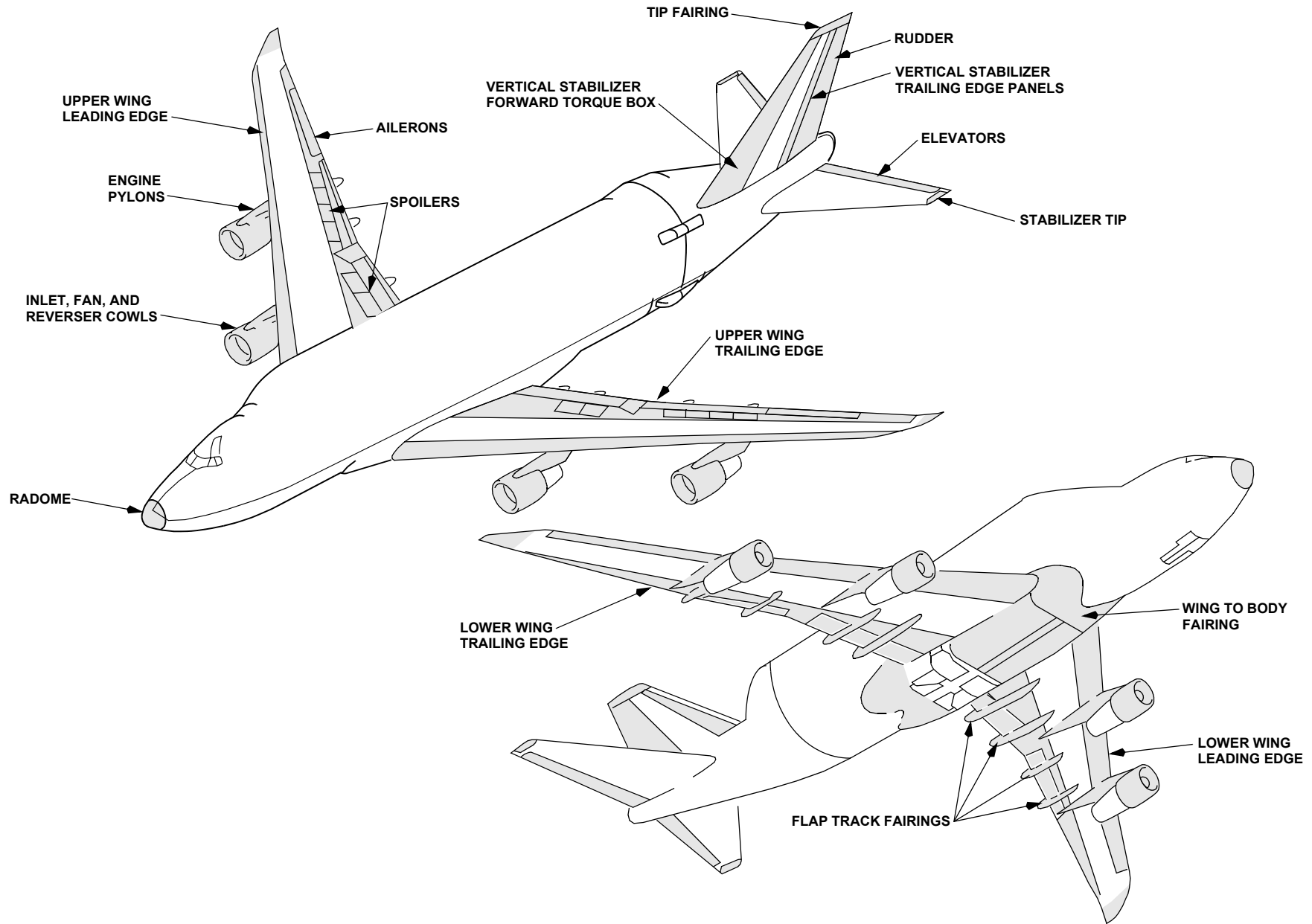


**FUEL CONTROL SWITCHES - CUTOFF**

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

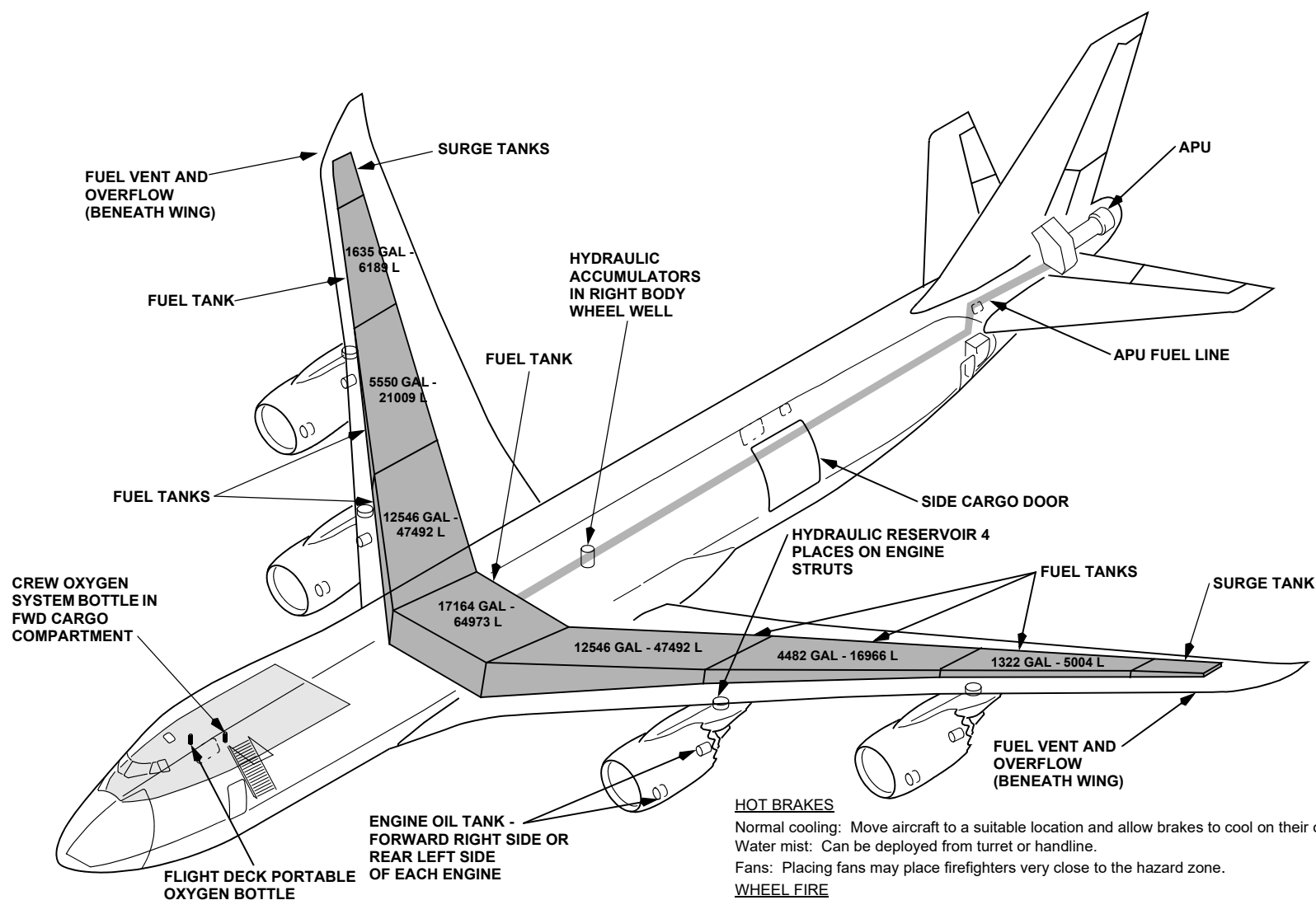
# 747 LARGE CARGO FREIGHTER

# COMPOSITE MATERIALS LOCATIONS



## 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

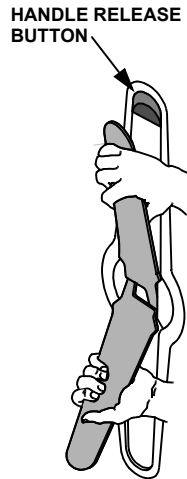
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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)



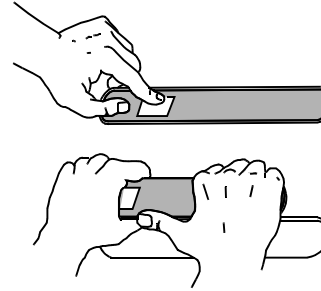
TO OPEN DOOR:

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

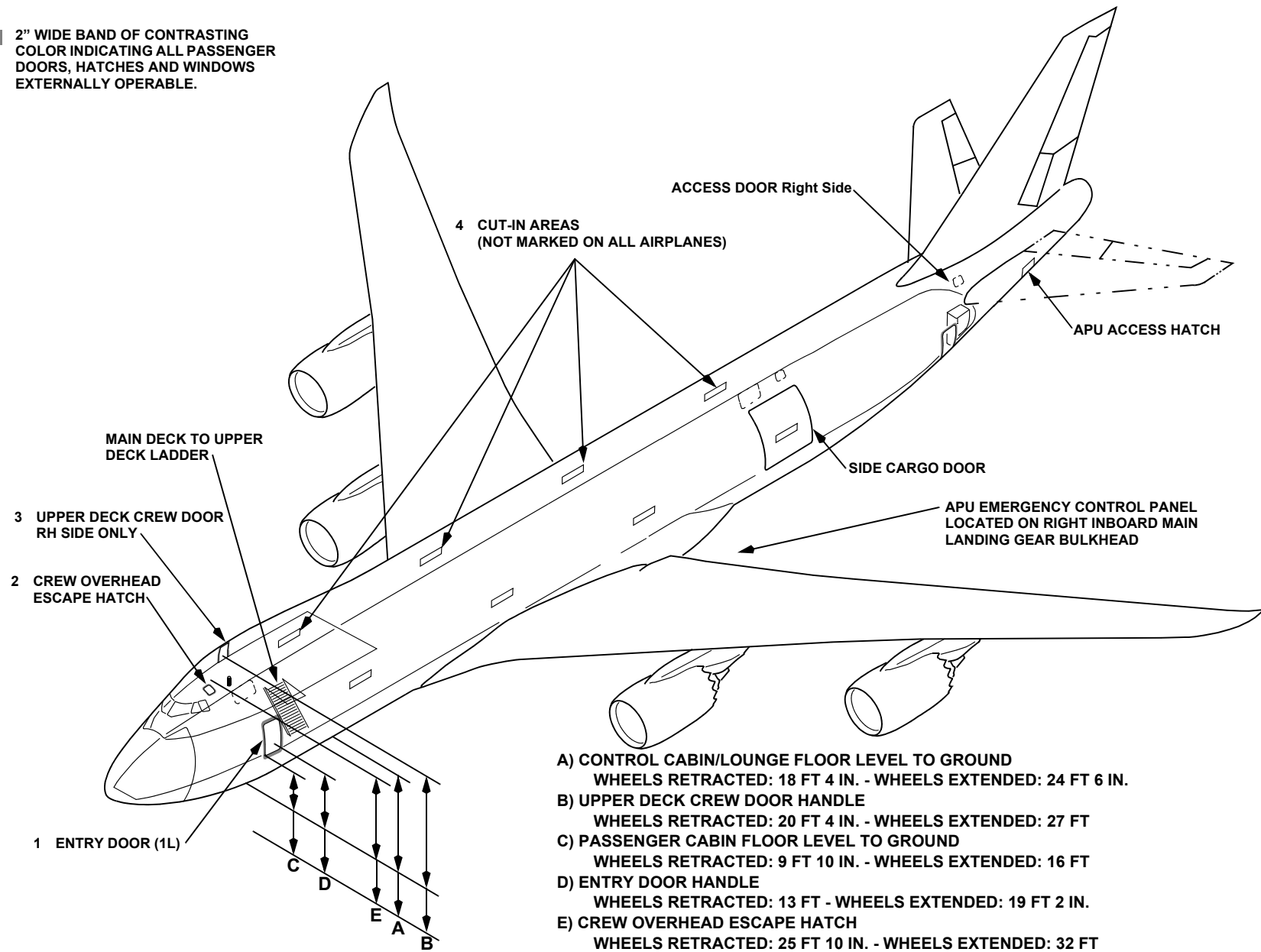
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



# 747-8 FREIGHTER SERIES

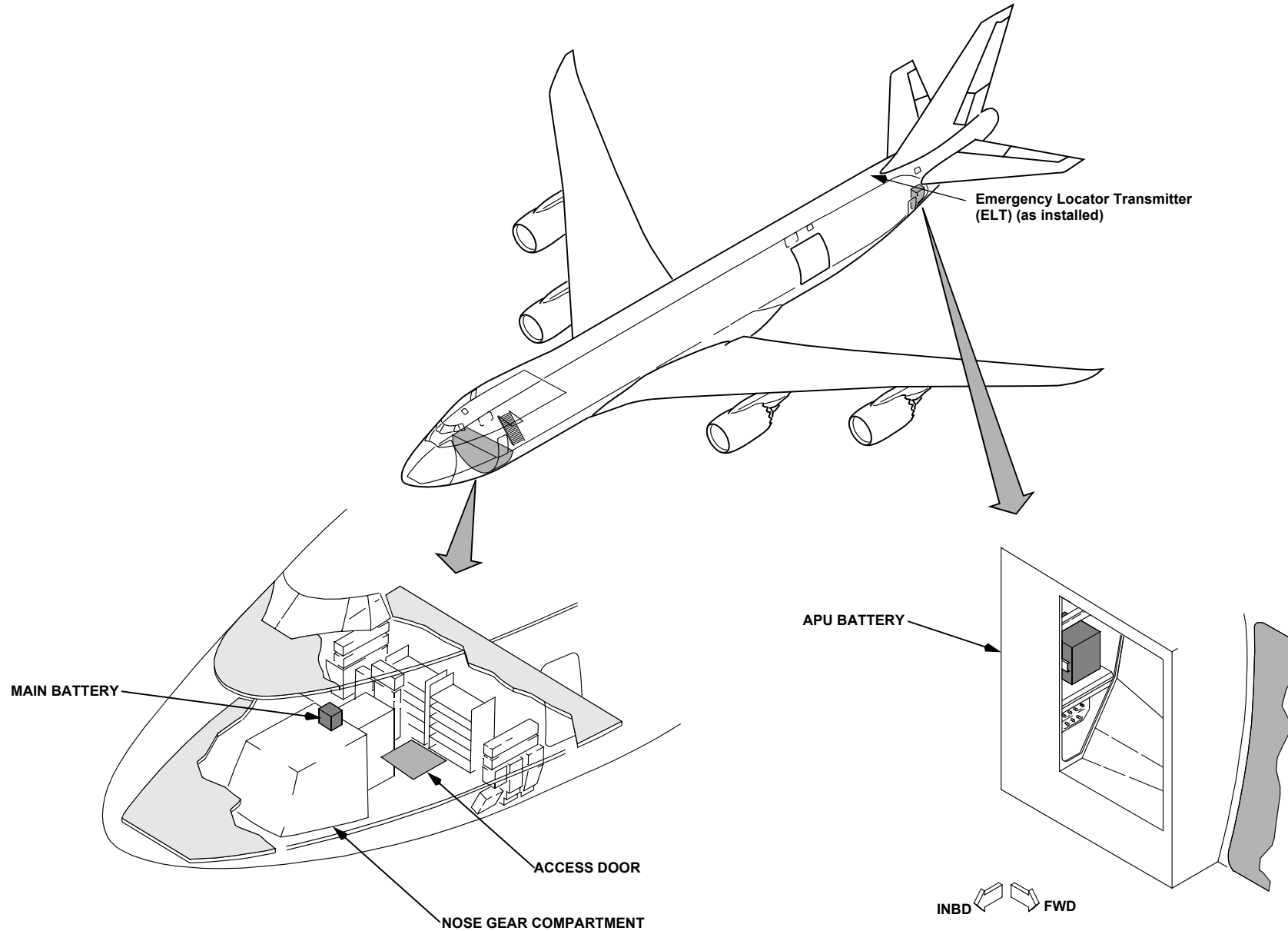
# EMERGENCY RESCUE ACCESS-2

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



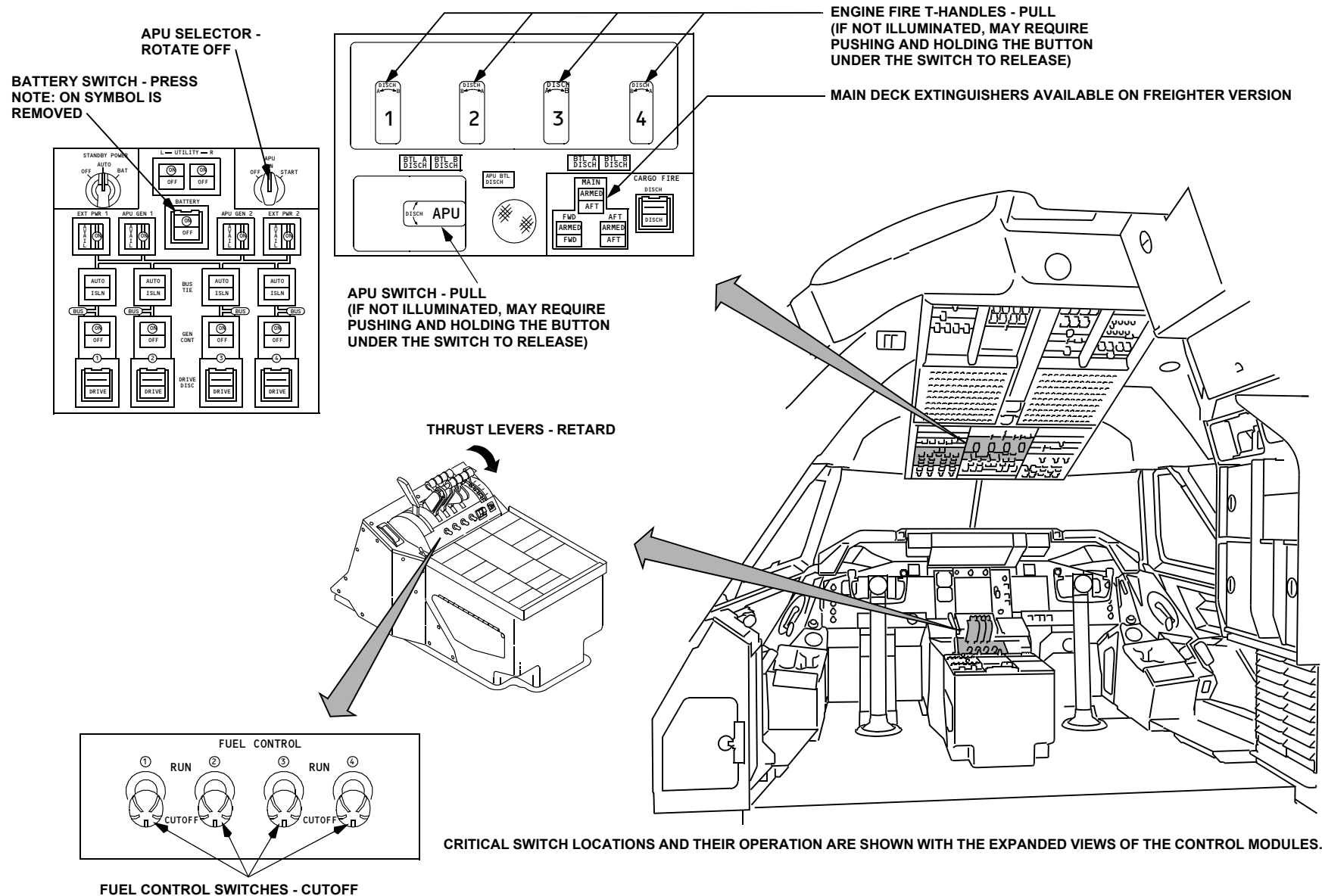
**747-8 FREIGHTER SERIES**

**BATTERY LOCATIONS**



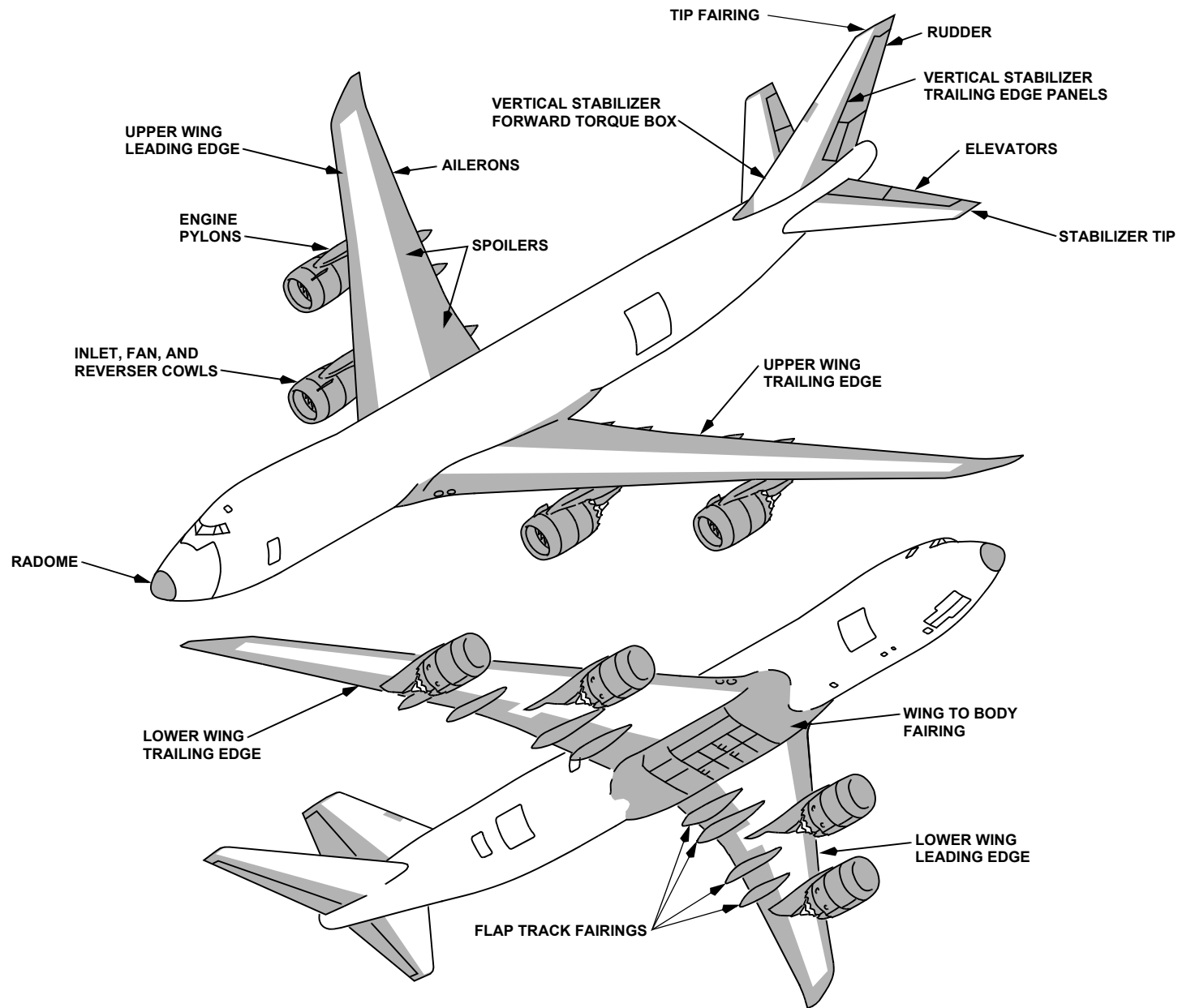
# 747-8 FREIGHTER SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



# 747-8 FREIGHTER SERIES

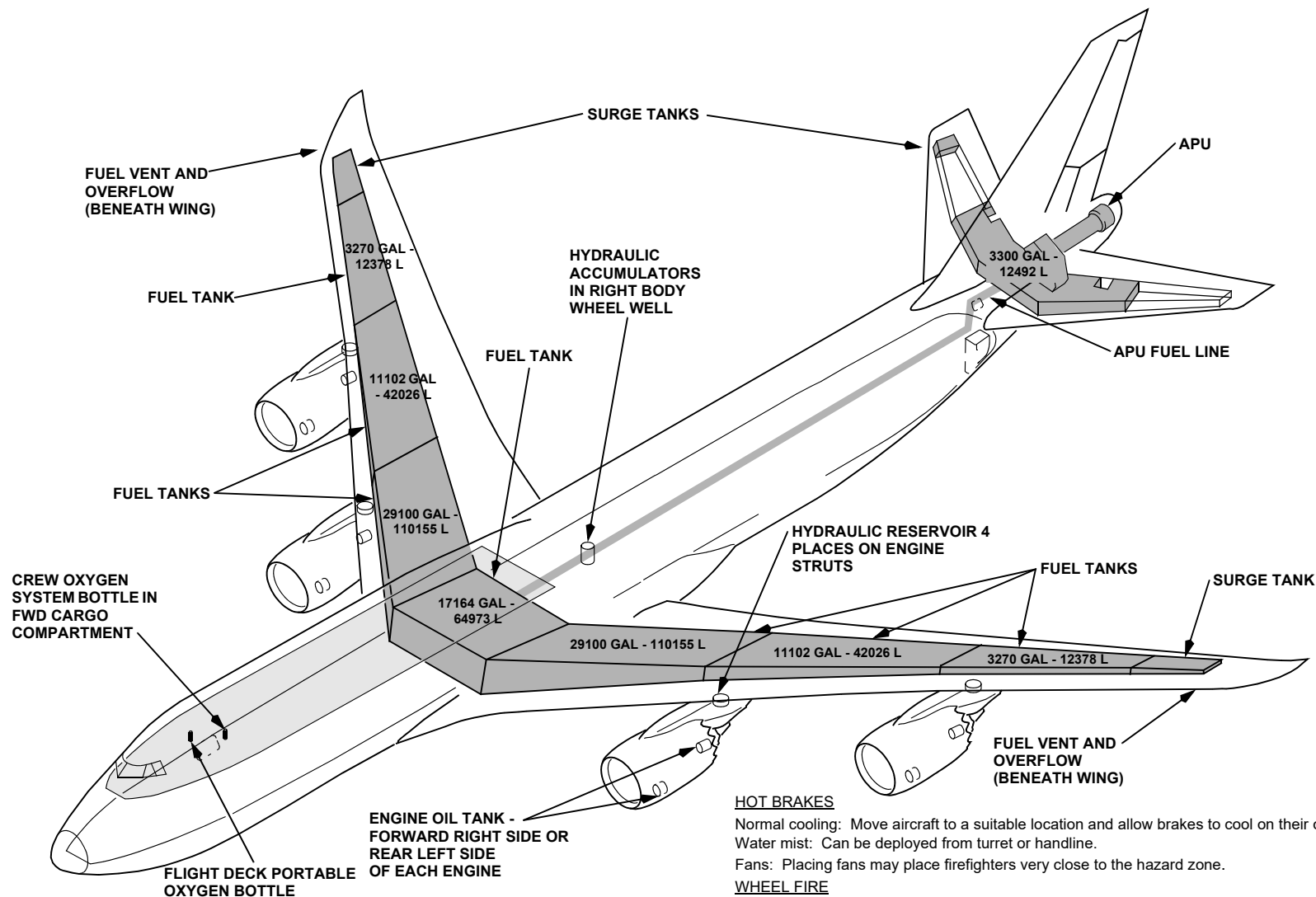
## COMPOSITE MATERIALS LOCATIONS



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747-8I

# FLAMMABLE MATERIAL LOCATIONS



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

## WHEEL FIRE

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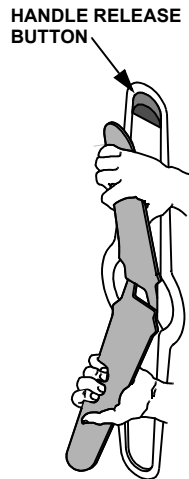
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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.

## 747-8I

## EMERGENCY RESCUE ACCESS-1

### 1 ENTRY DOORS EXTERNAL HANDLE (2)

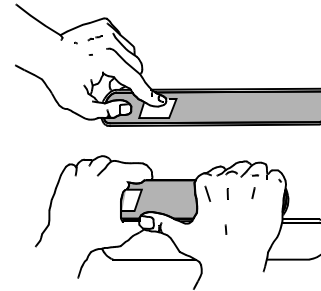


TO OPEN DOOR:

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.

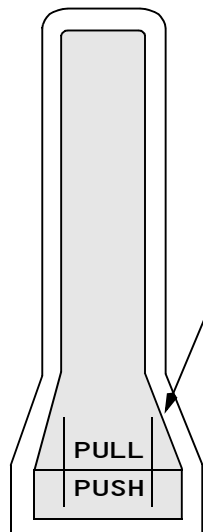
### 2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



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.

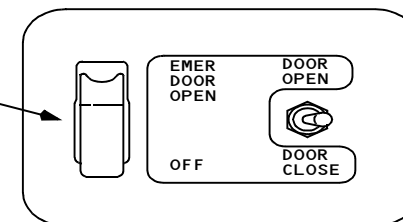
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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

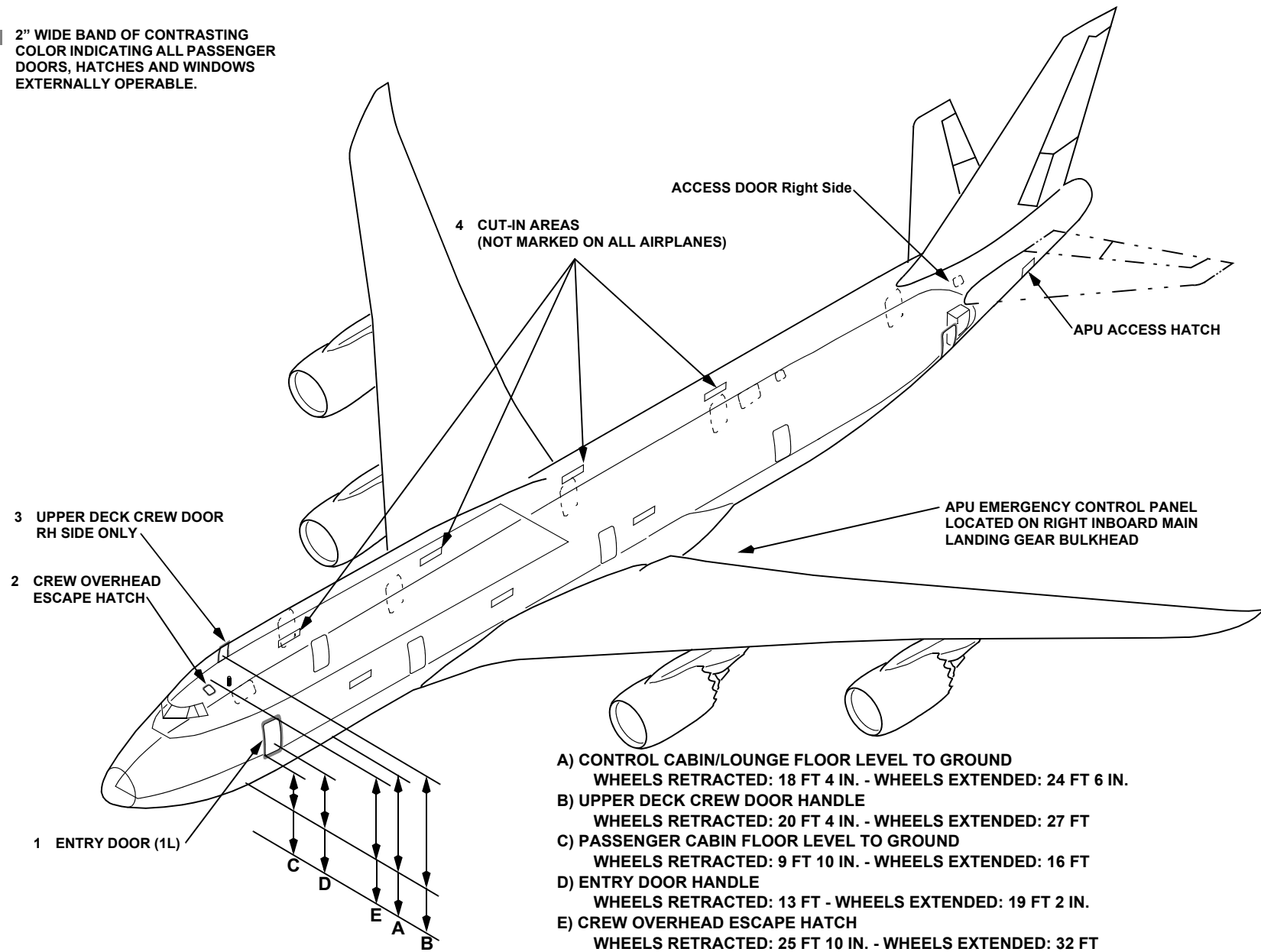
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



**747-8I**

# EMERGENCY RESCUE ACCESS-2

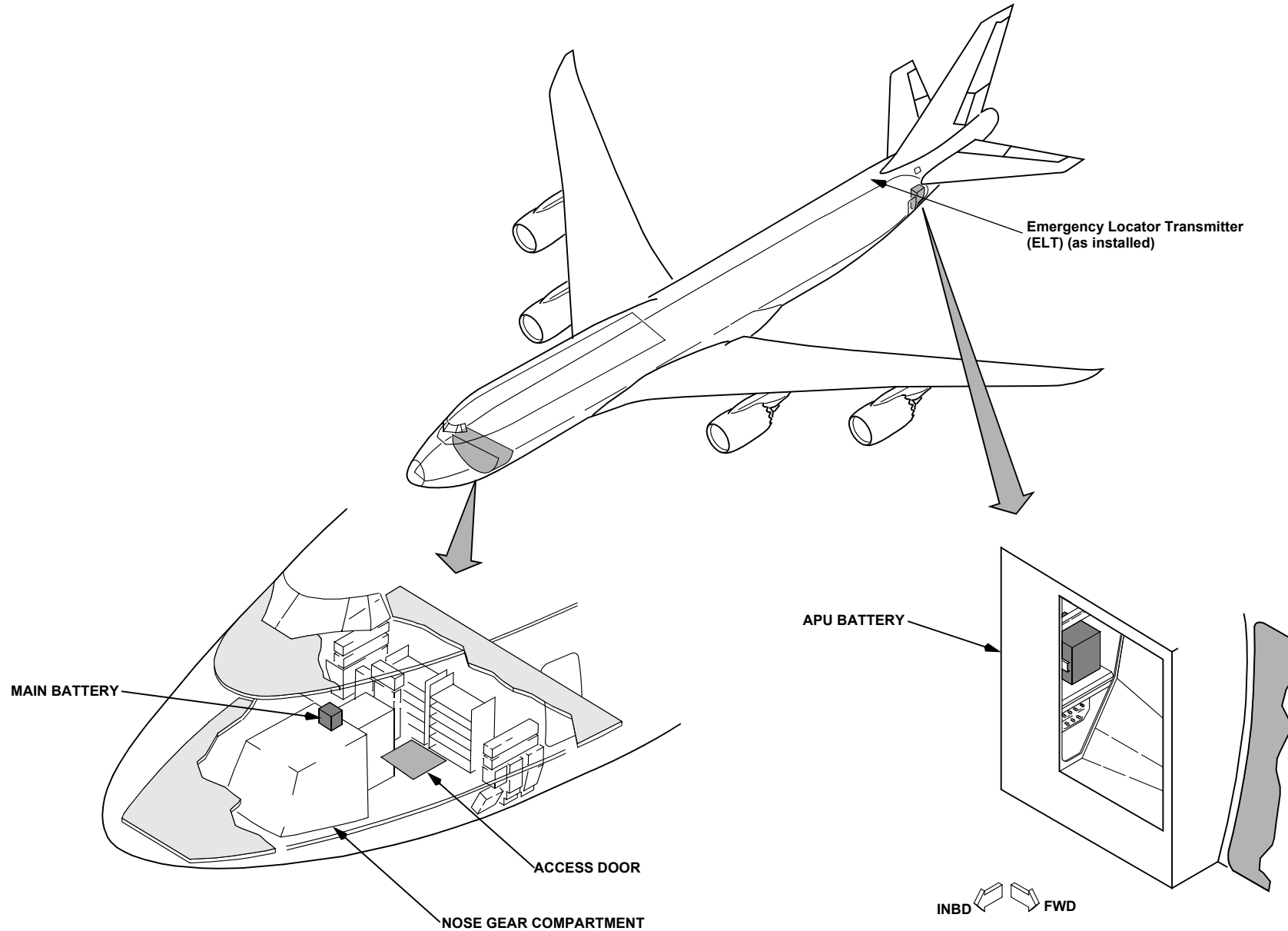
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



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**747-8I**

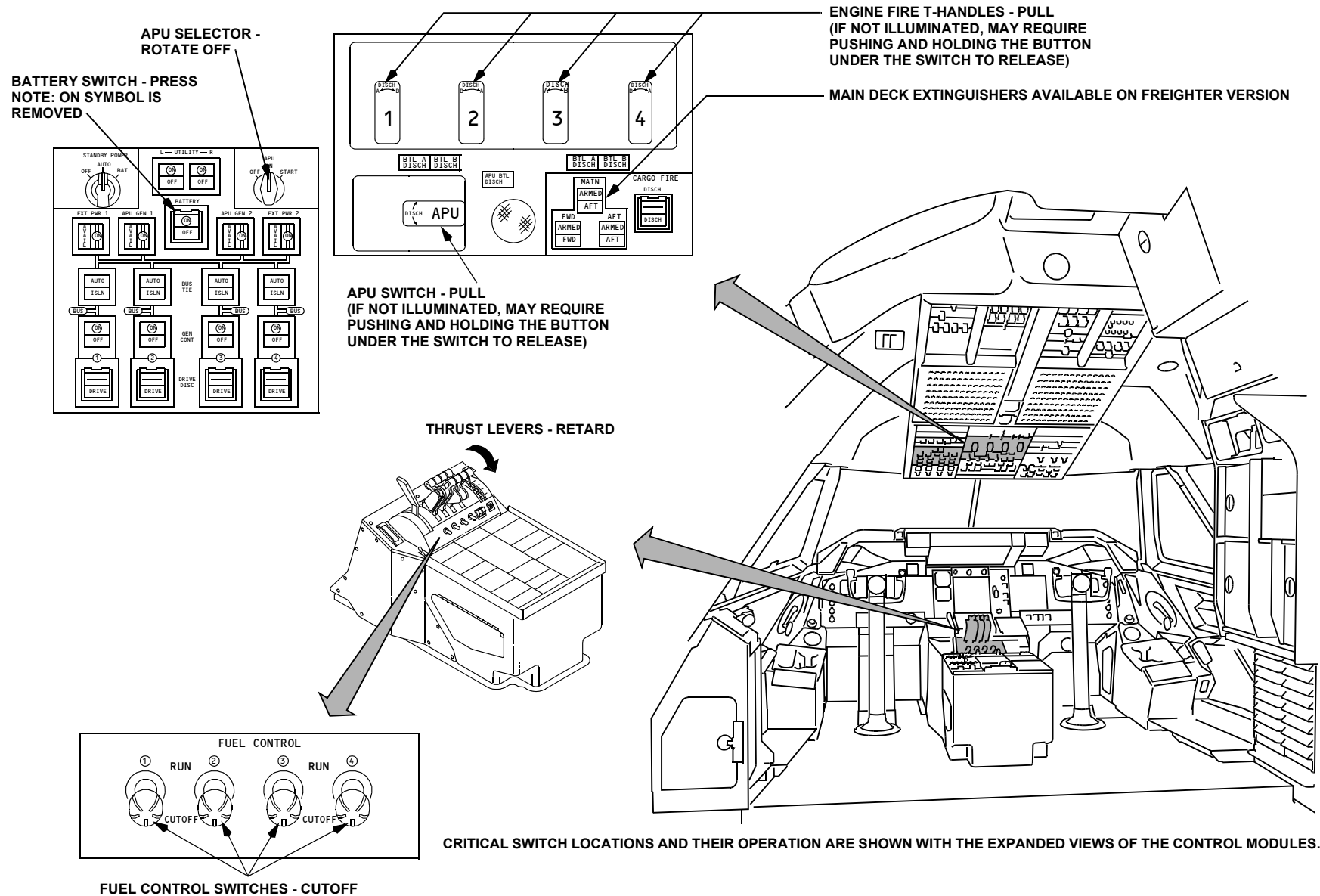
# BATTERY LOCATIONS





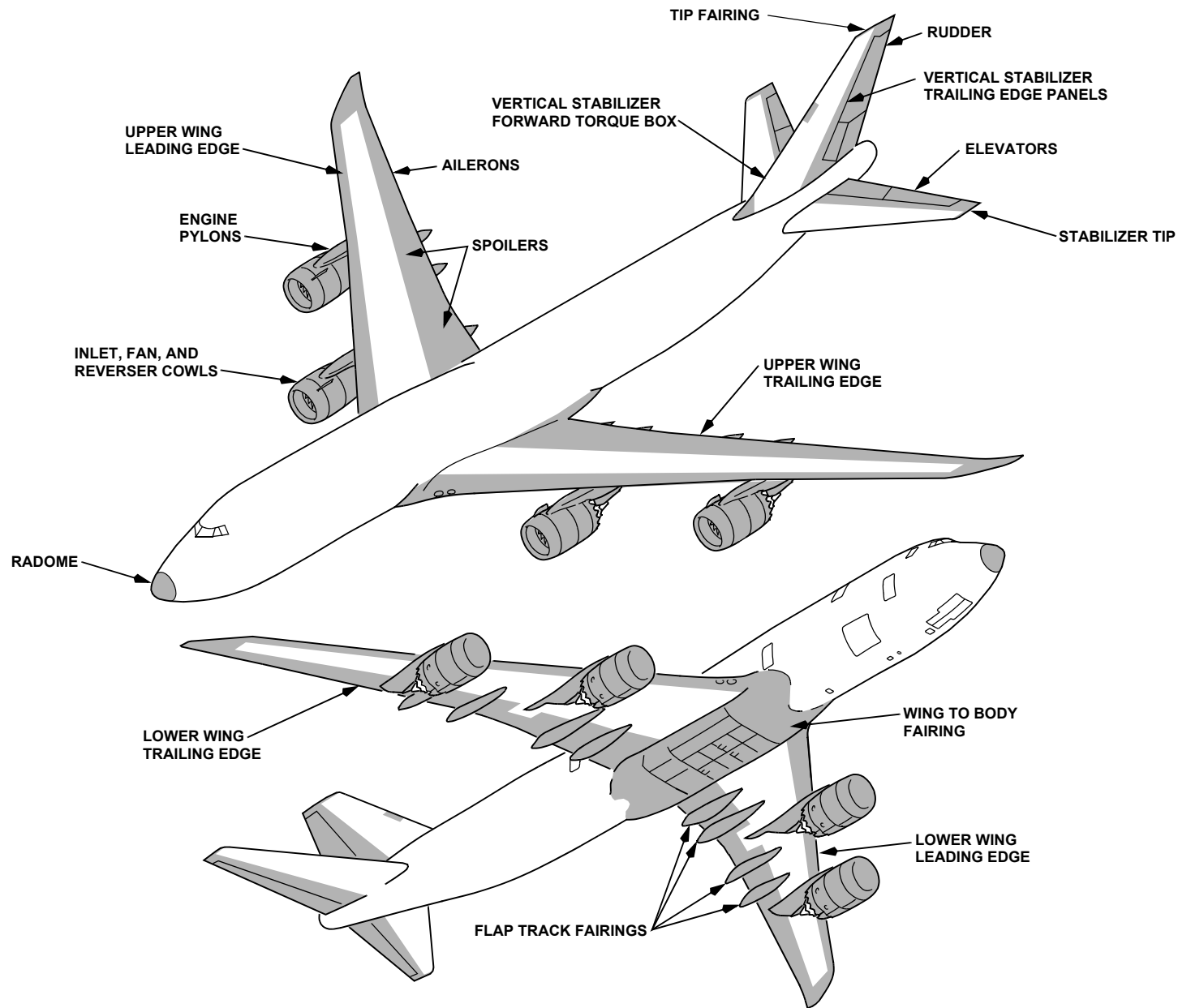
747-8I

# FLIGHT DECK CONTROL SWITCH LOCATIONS



747-8I

# COMPOSITE MATERIALS LOCATIONS



Copyright © Boeing. See title page for details.

747-8I

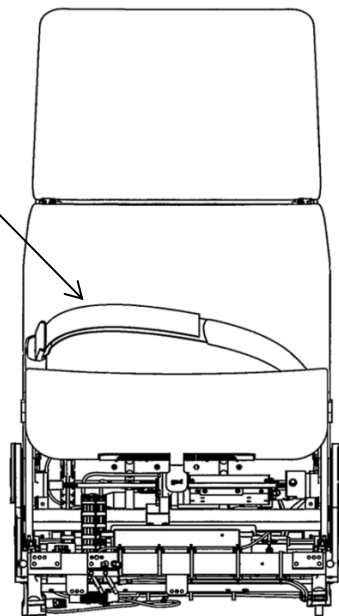
## PASSENGER SEATBELT AIRBAGS

## Passenger Seatbelt Airbags

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

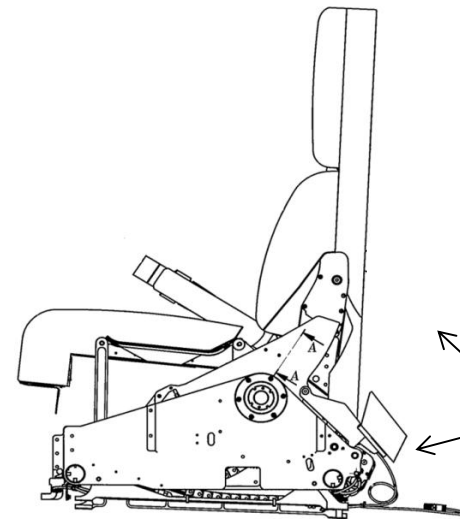
**CAUTION:** AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

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.



Side View

Firing System is  
contained within seat  
assembly

**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.



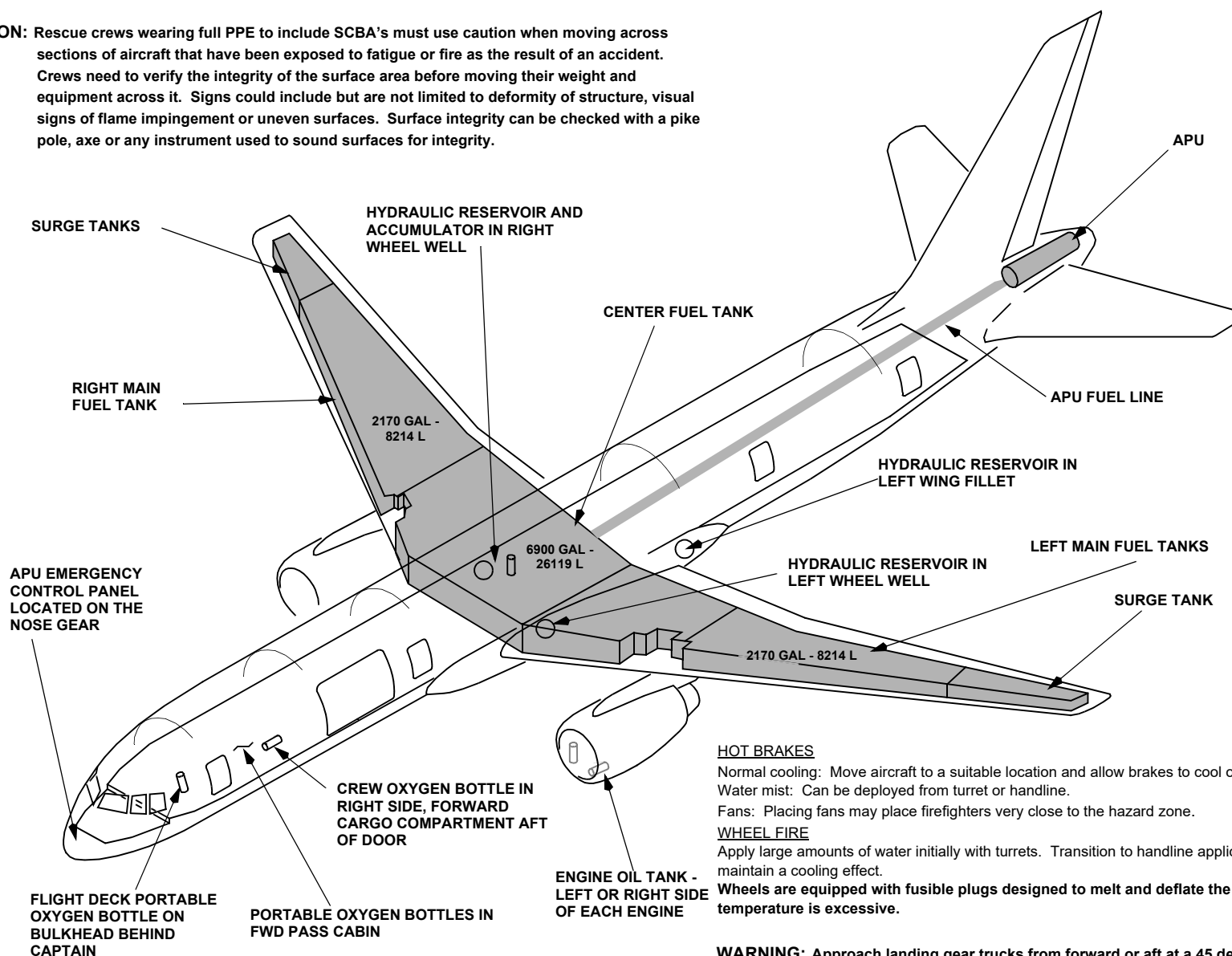
**747-8I**

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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.

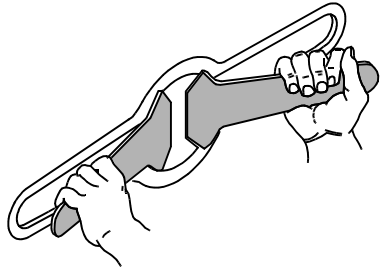
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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

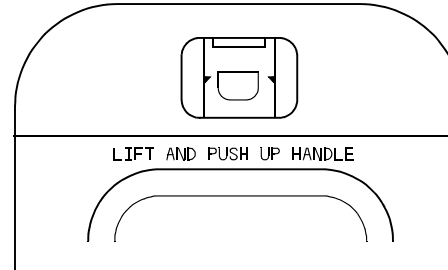
### 1 ENTRY/SERVICE DOORS EXTERNAL HANDLE



#### 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



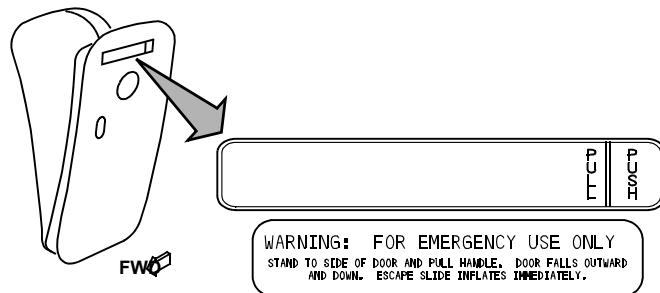
#### TO OPEN HATCH:

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.

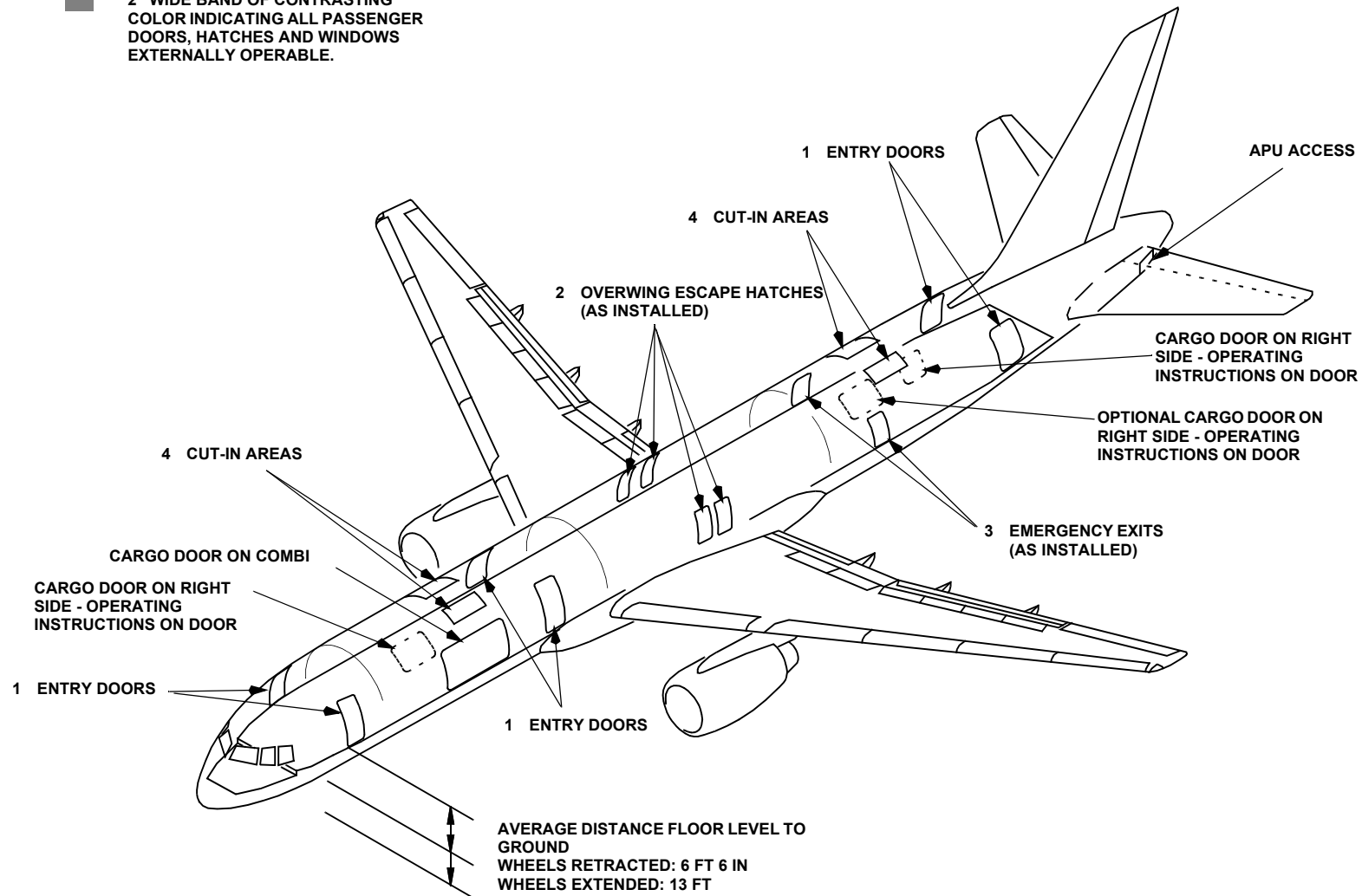
### 4 CUT-IN AREAS

**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

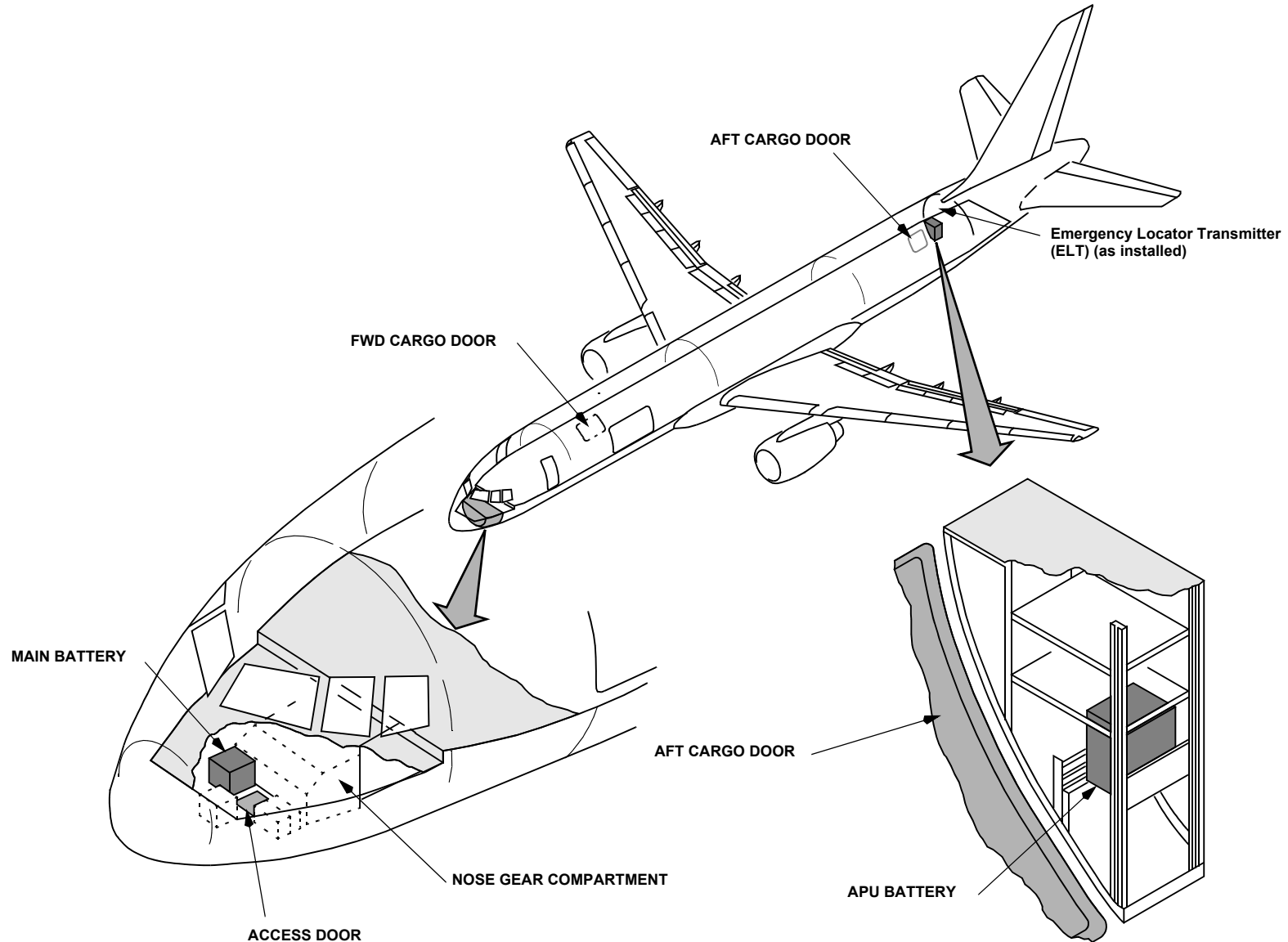
# EMERGENCY RESCUE ACCESS-2

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



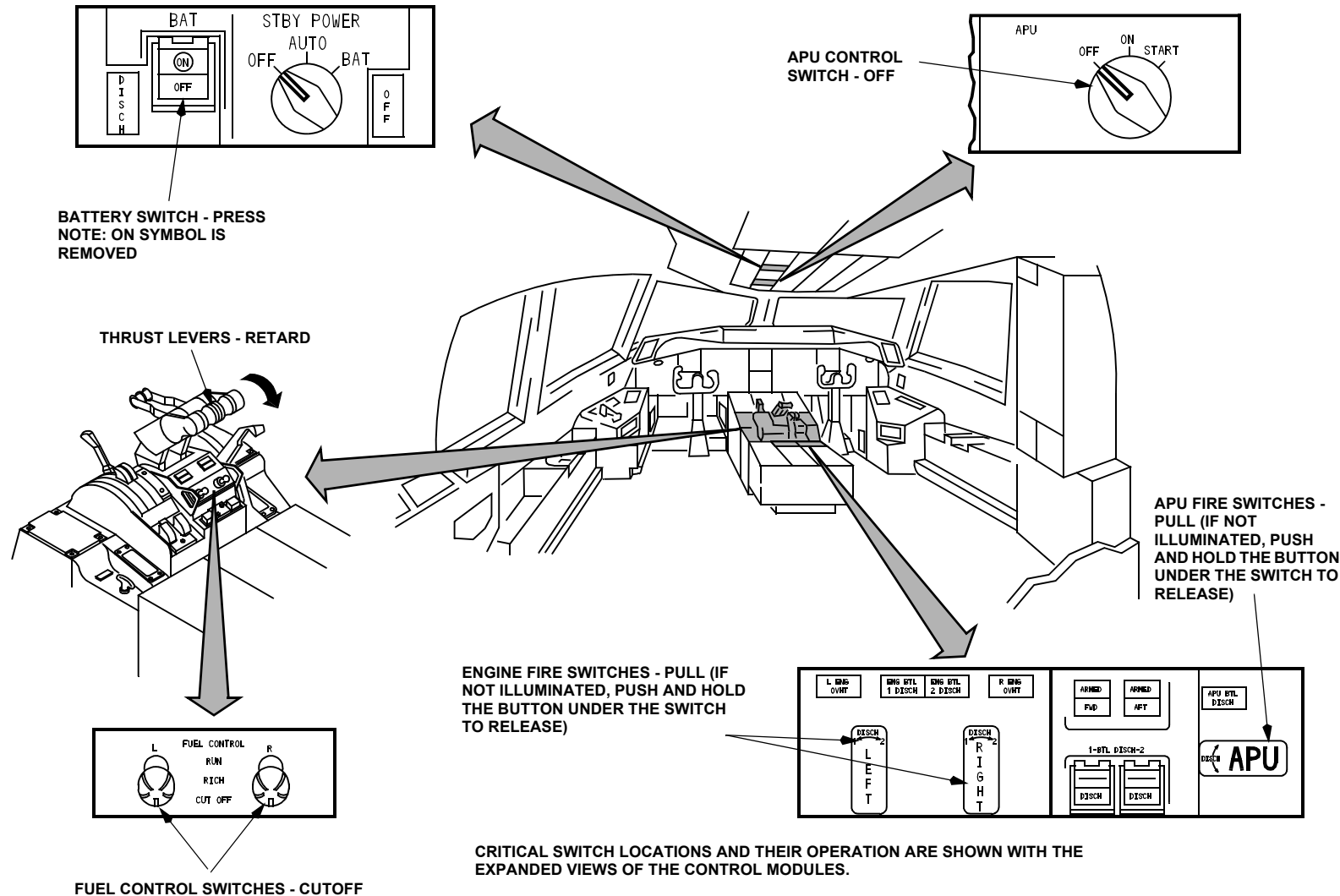
**757-200 & 200 COMBI SERIES**

**BATTERY LOCATIONS**





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





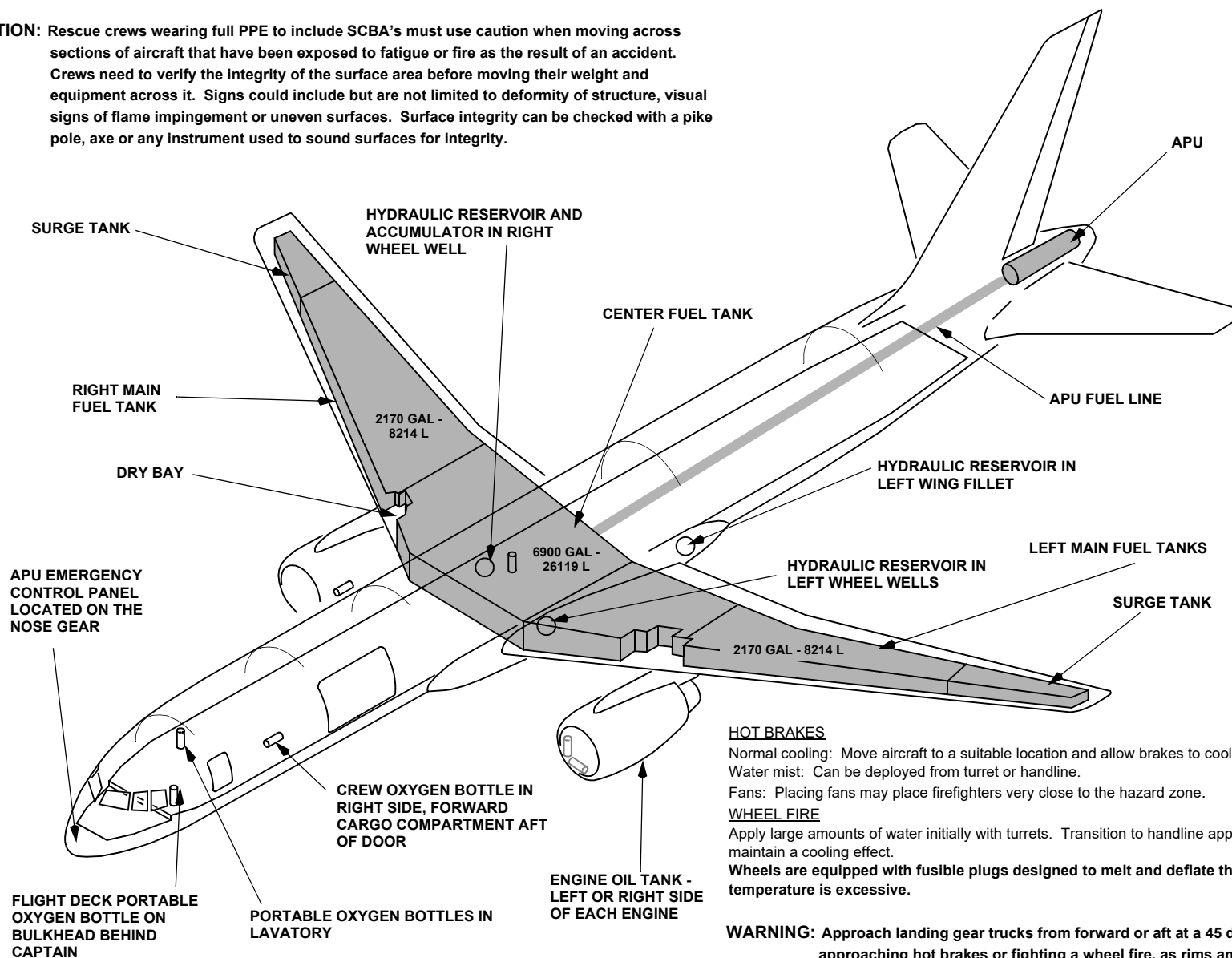
## **757-200 & 200 COMBI SERIES**

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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.

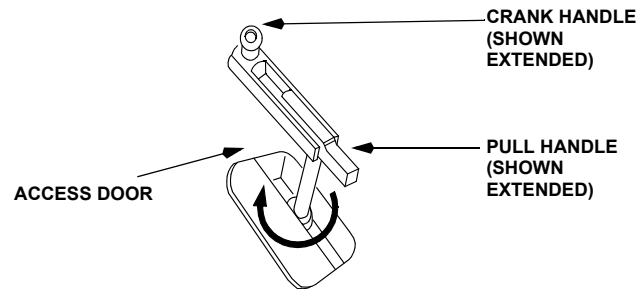
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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:

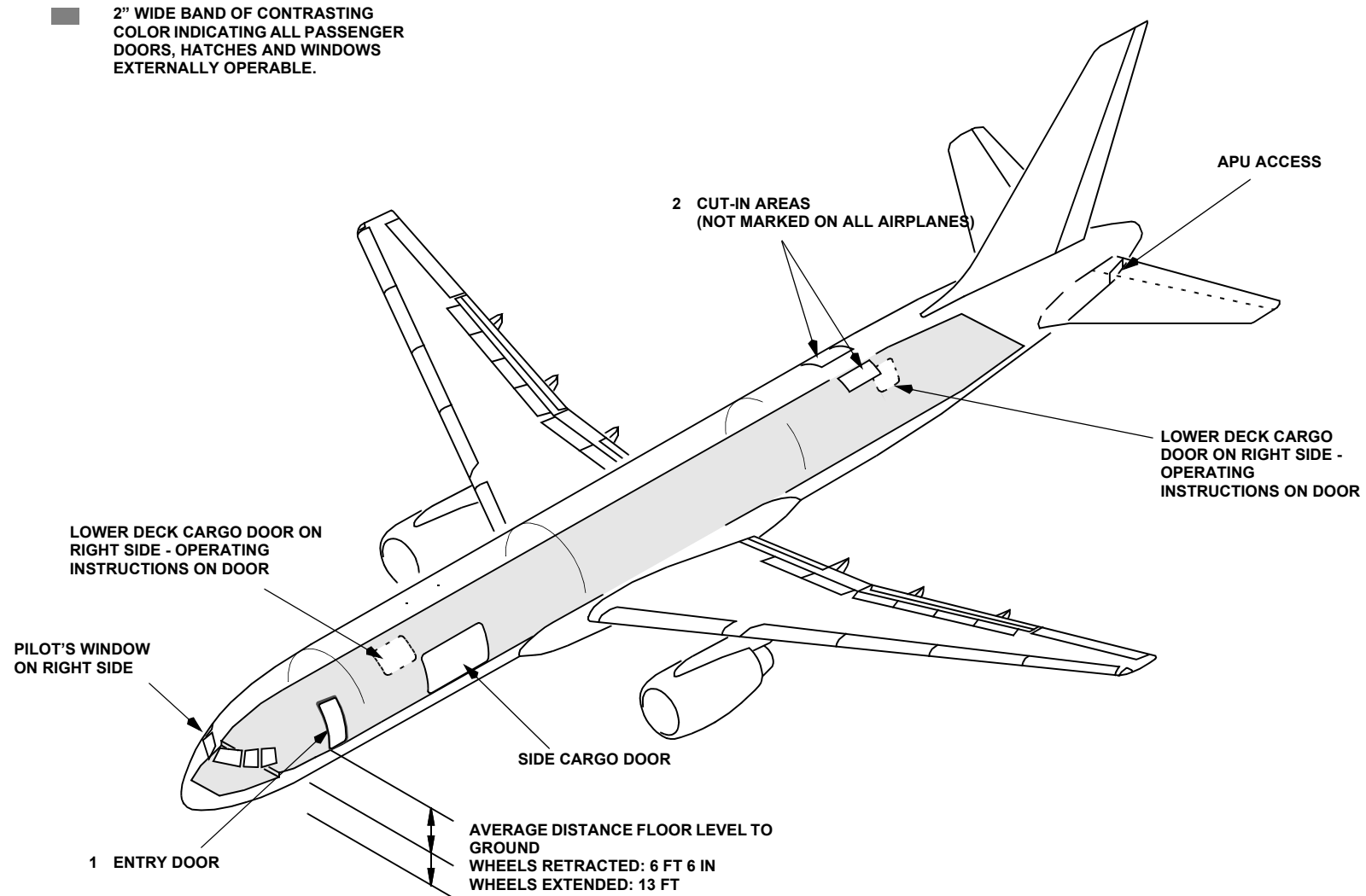
1. PUSH HANDLE RELEASE LATCH.
2. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
3. PULL DOOR OUTWARD.

## 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.

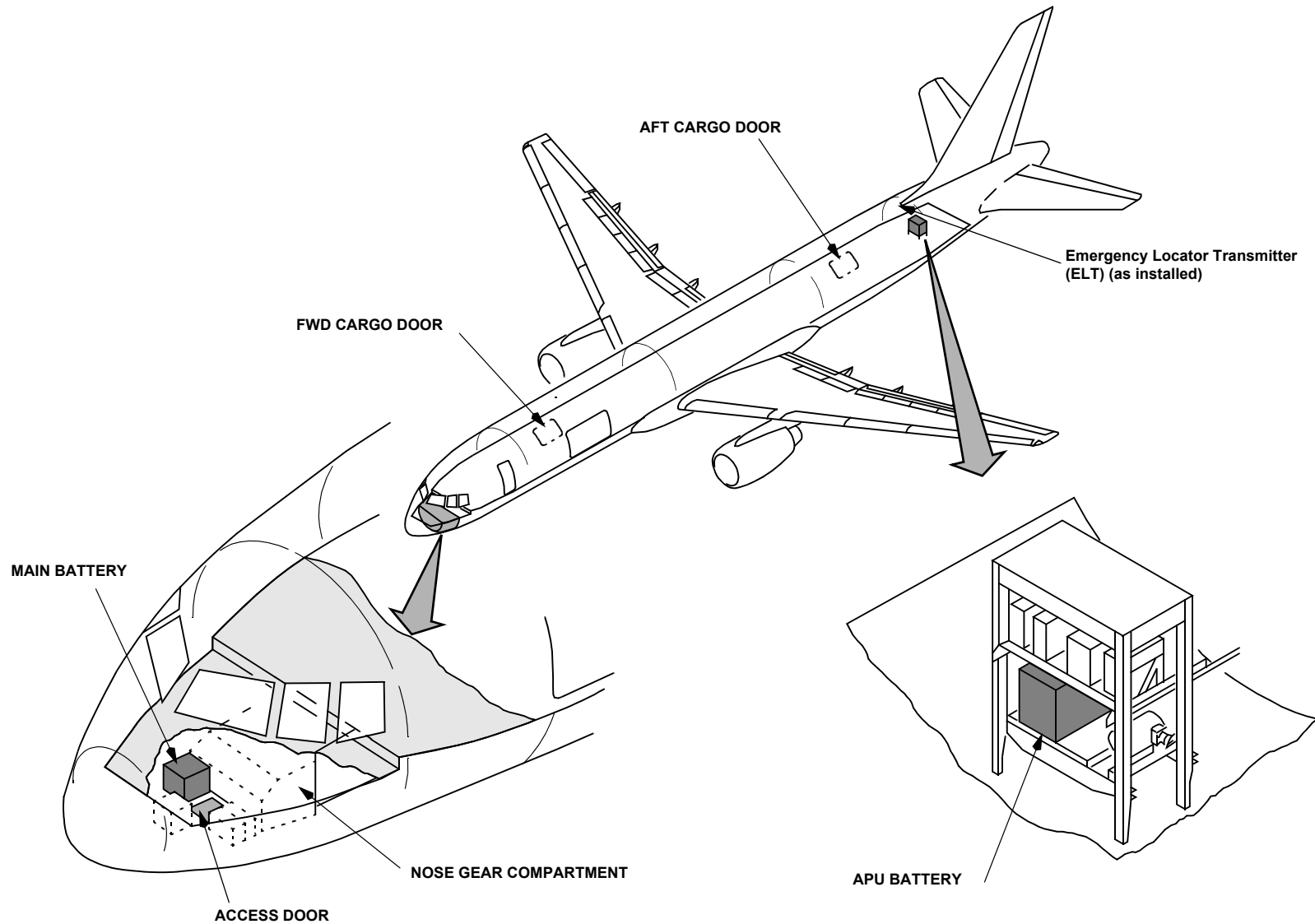
# 757-200 PACKAGE FREIGHTER

# EMERGENCY RESCUE ACCESS-2

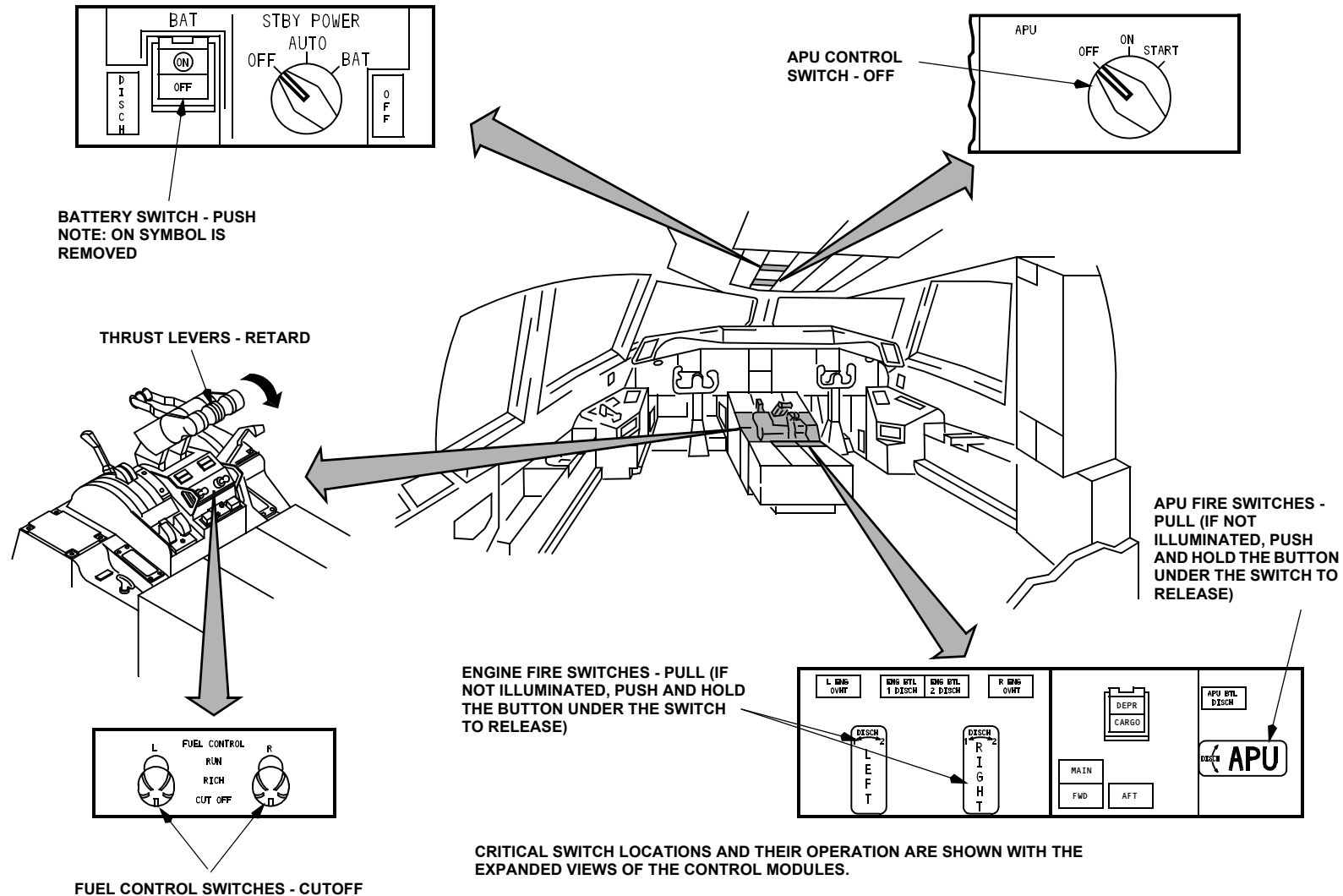


**757-200 PACKAGE FREIGHTER**

**BATTERY LOCATIONS**



# 757-200 PACKAGE FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS





# **757-200 PACKAGE FREIGHTER**

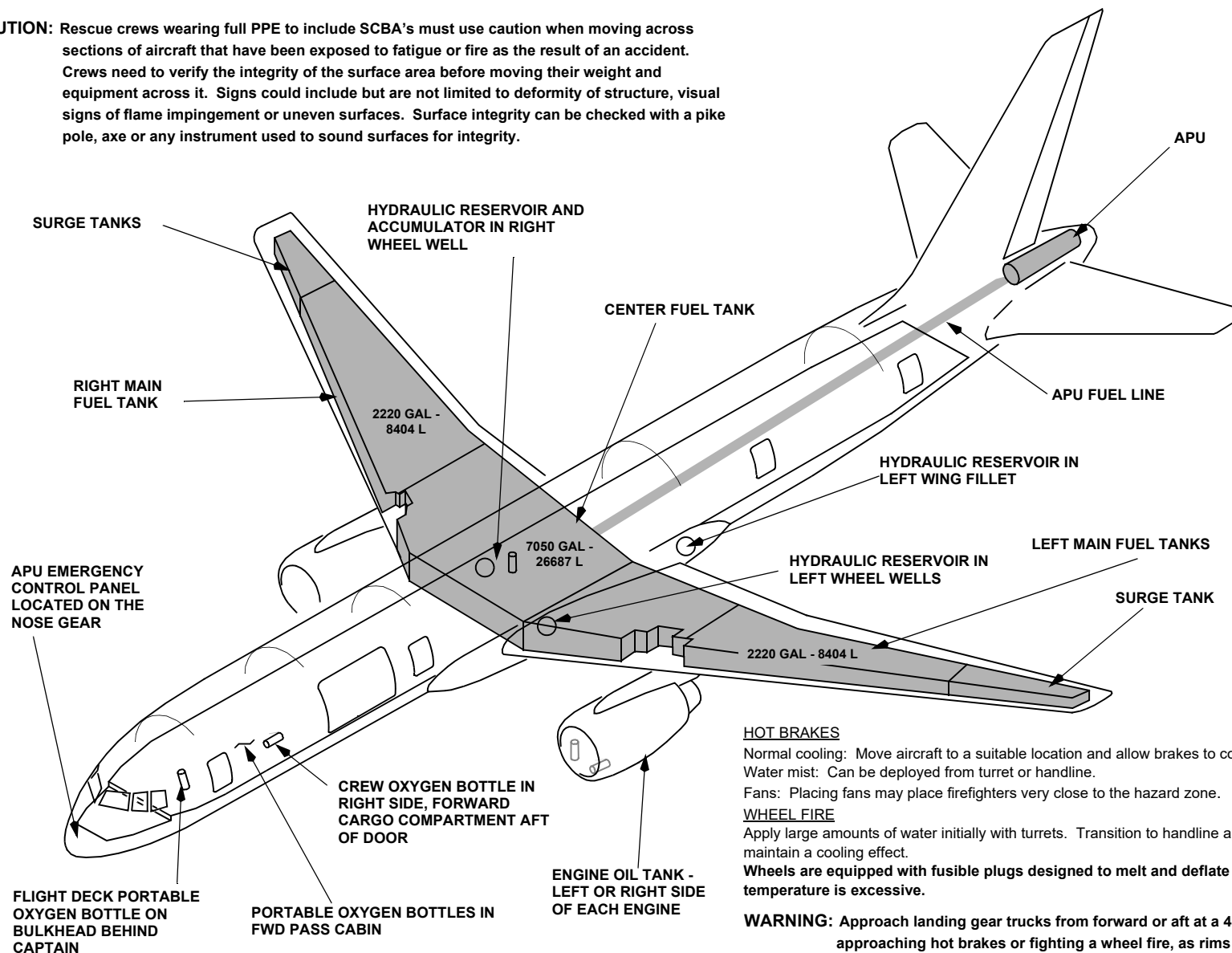
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# 757-300 SERIES

# 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.

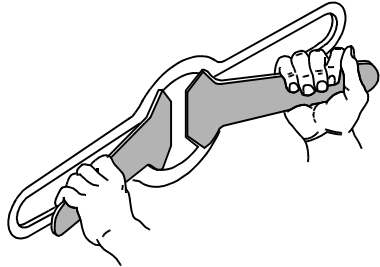
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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

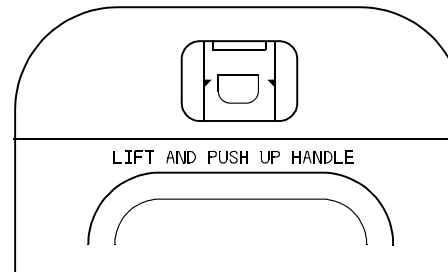
### 1 ENTRY/SERVICE DOORS EXTERNAL HANDLE



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



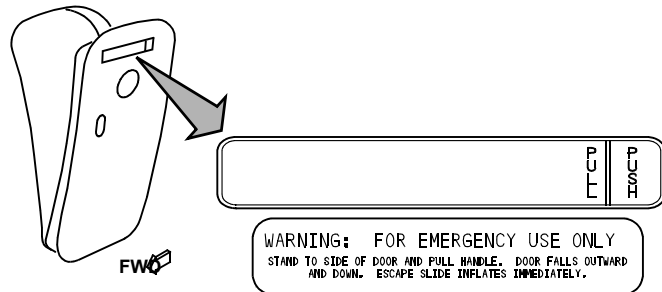
TO OPEN HATCH:

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.

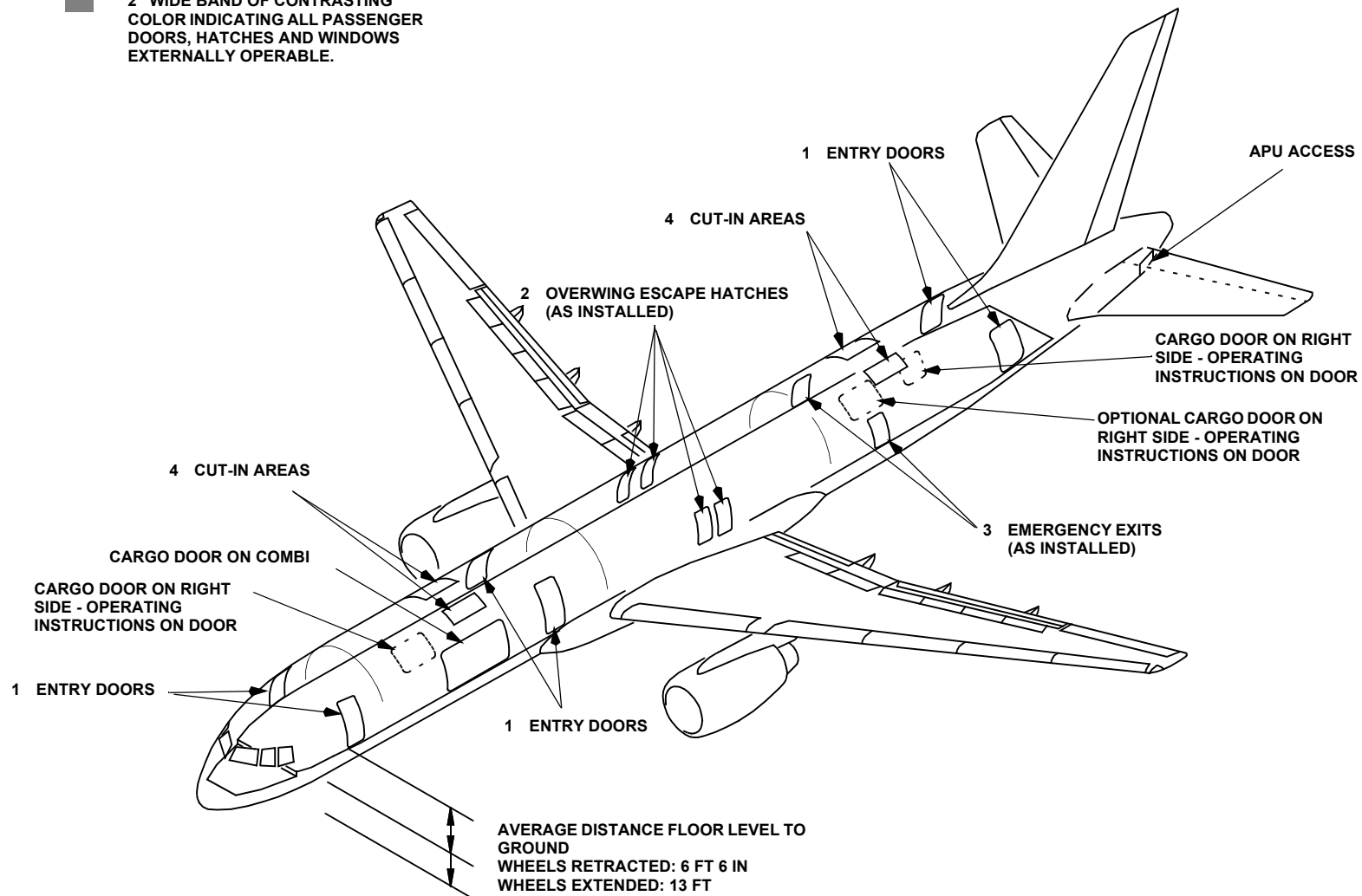
### 4 CUT-IN AREAS

**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

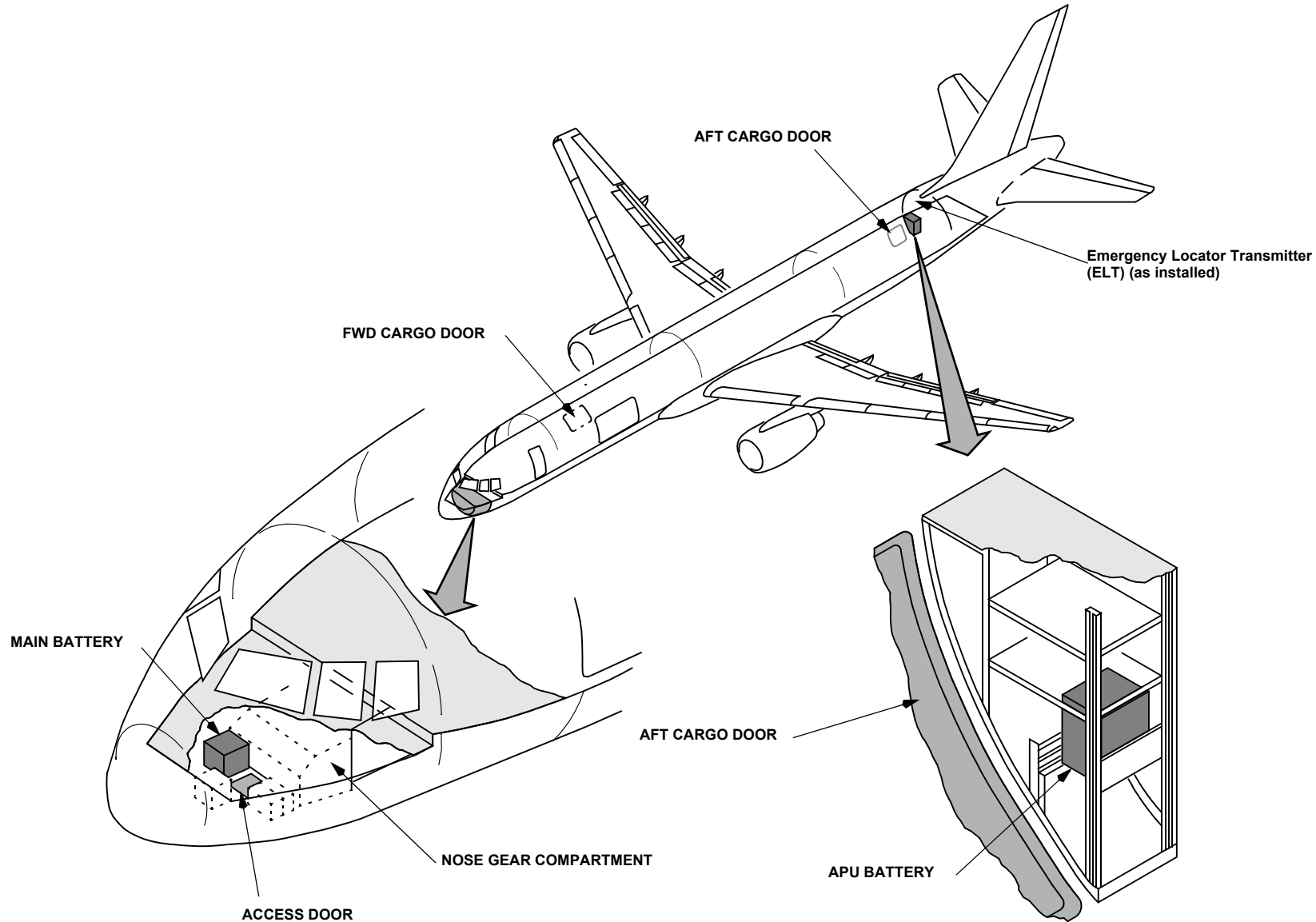
# EMERGENCY RESCUE ACCESS-2

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



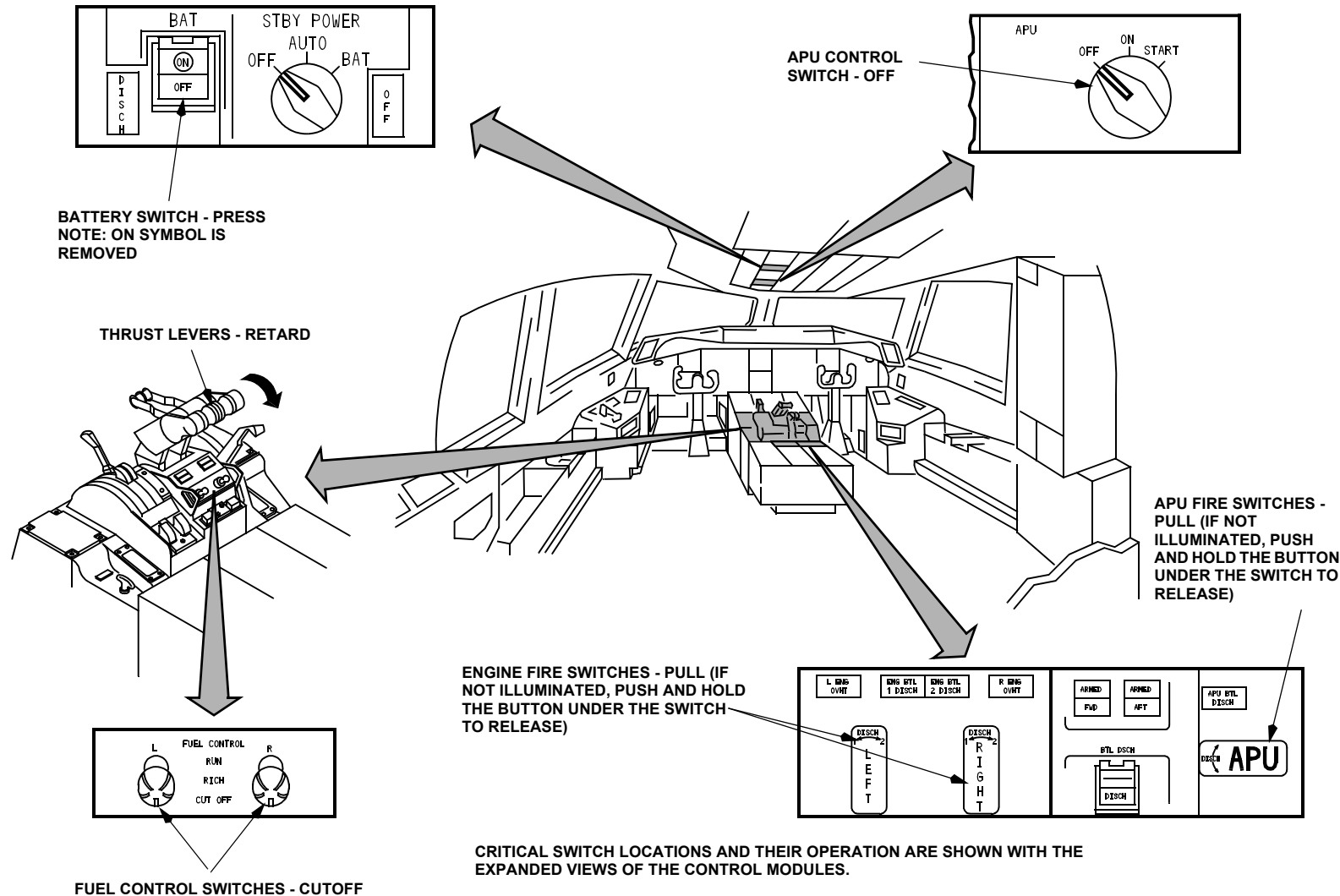
**757-300 SERIES**

**BATTERY LOCATIONS**



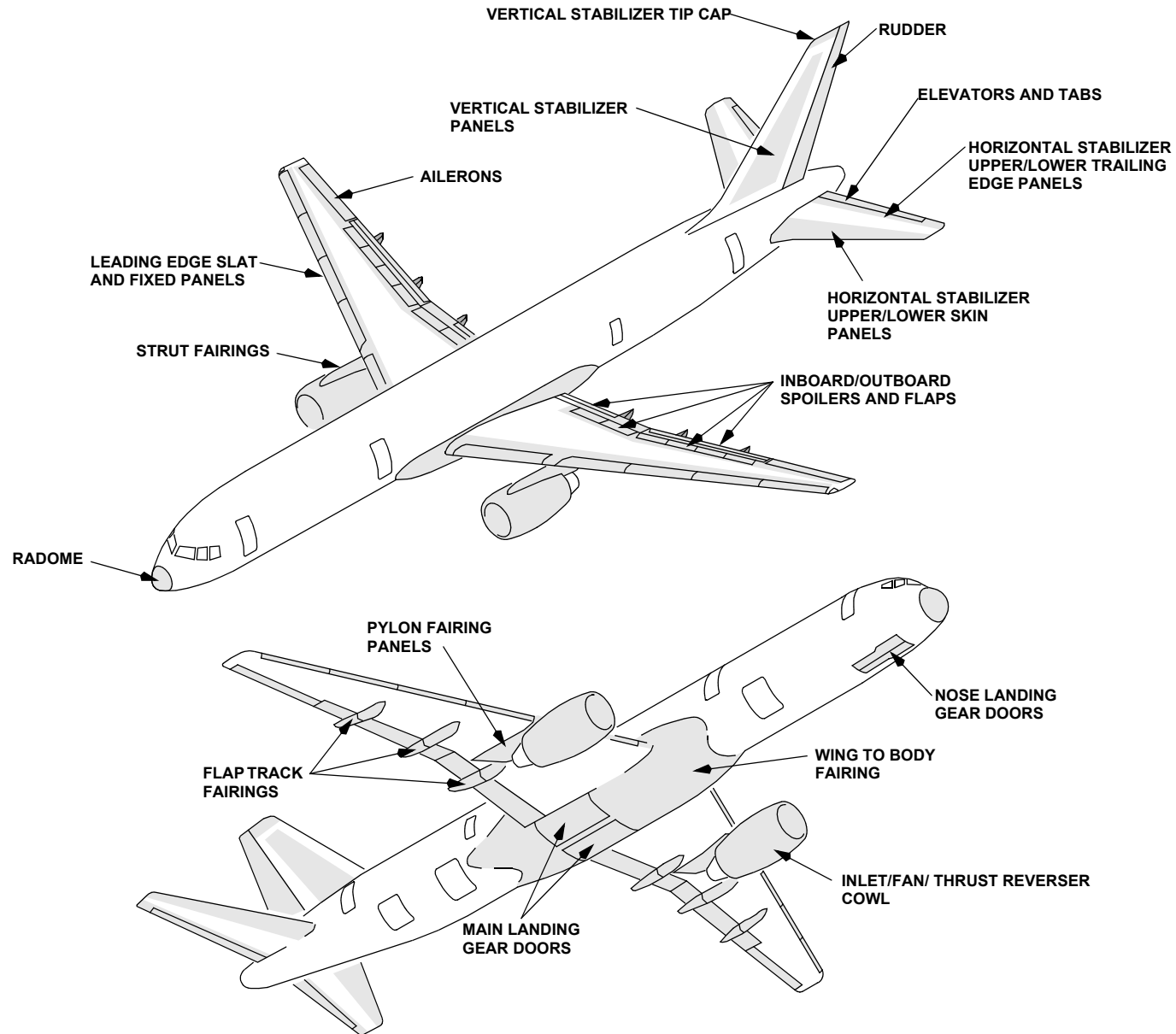
# 757-300 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



# 757-300 SERIES

# COMPOSITE MATERIALS LOCATIONS

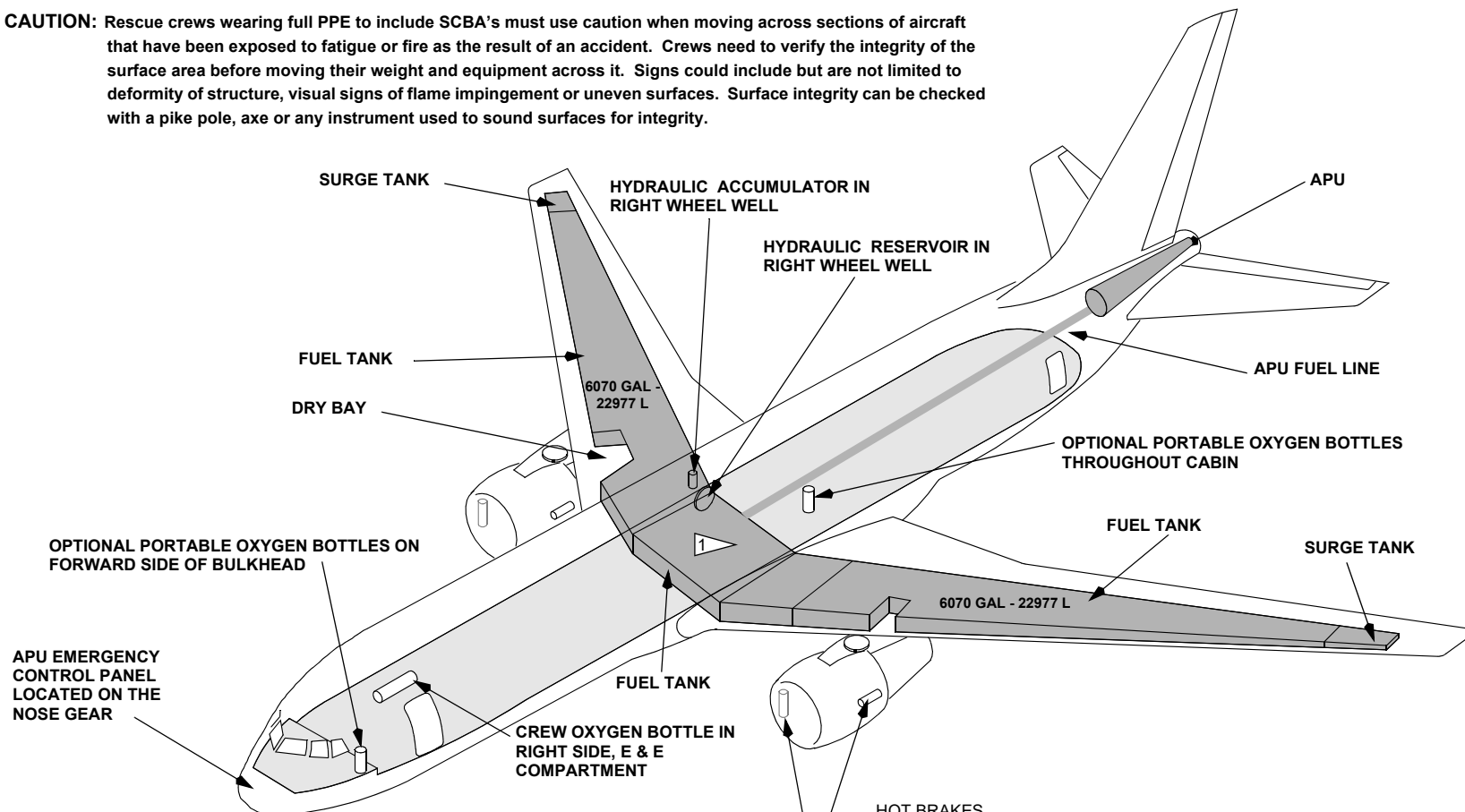



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# 767 SERIES

# 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.



| <div>  <b>CENTER FUEL TANK CAPACITIES</b> </div> |         |        |
|---|---------|--------|
| 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 |

**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.

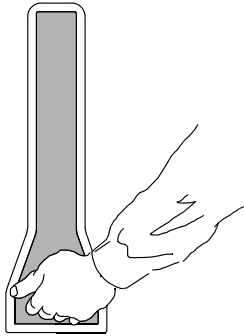
**Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.**

**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.

## 767 SERIES

## EMERGENCY RESCUE ACCESS-1

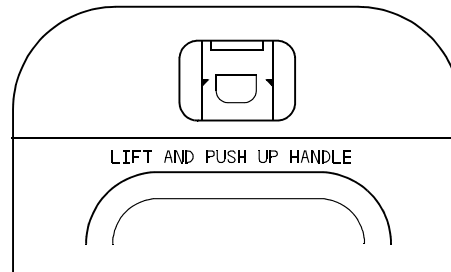
### 1 ENTRY/SERVICE DOOR EXTERNAL HANDLE



#### 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.

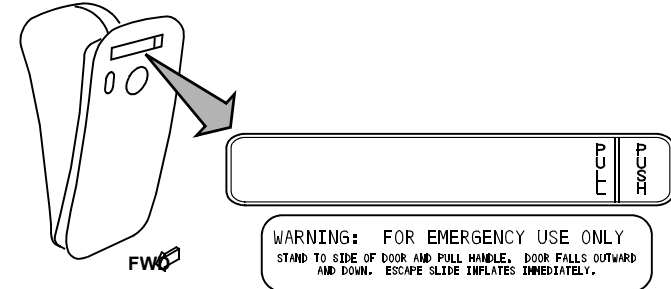
### 2 OVERWING ESCAPE HATCHES



#### 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:

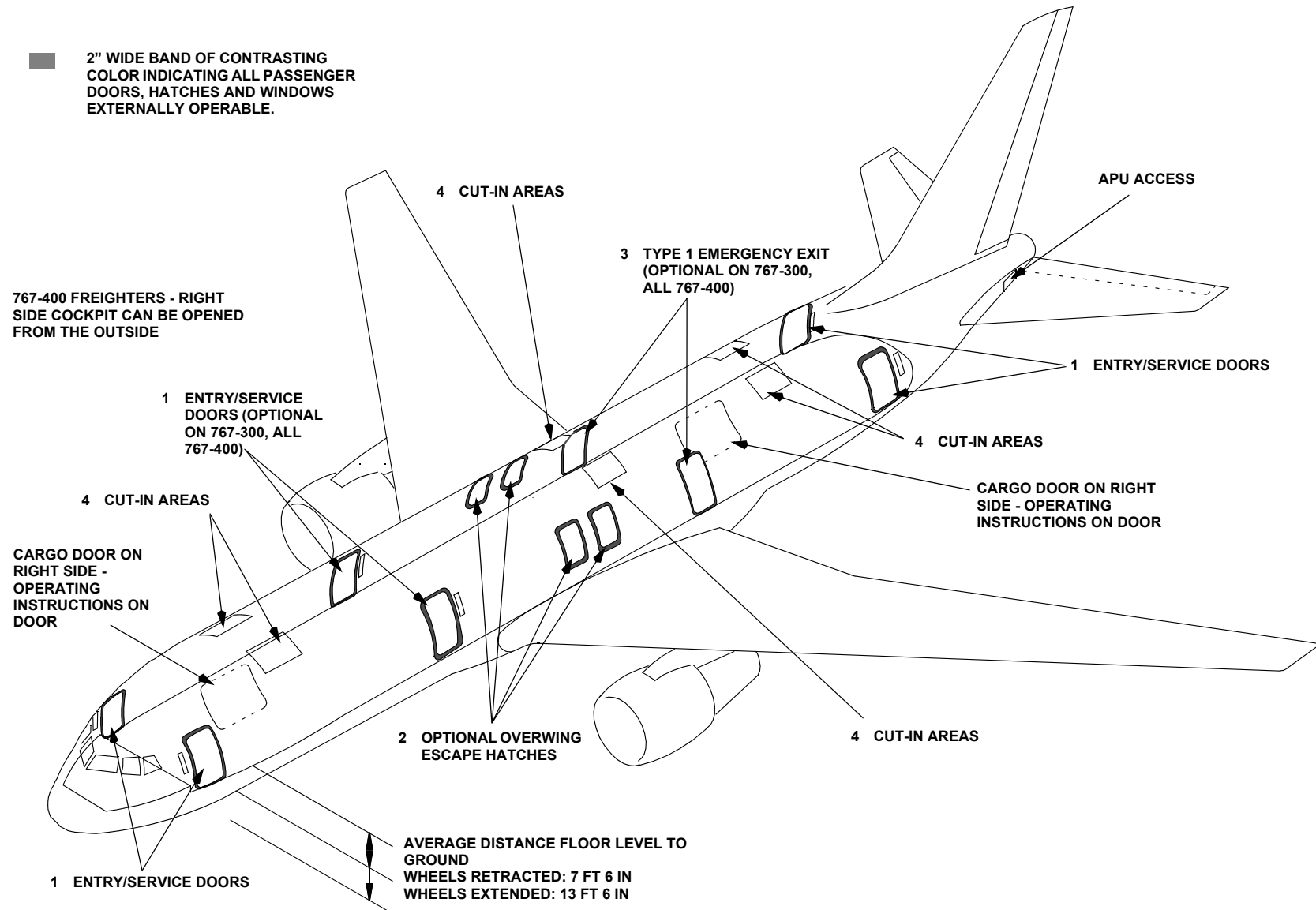
1. FOR ENTRY/SERVICE DOORS AND OVERWING HATCHES, ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE.
2. ON PASSENGER AIRPLANES, COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.
3. ON 767 FREIGHTERS, THE RIGHT SIDE COCKPIT WINDOW CAN BE OPENED FROM THE OUTSIDE.



# 767 SERIES

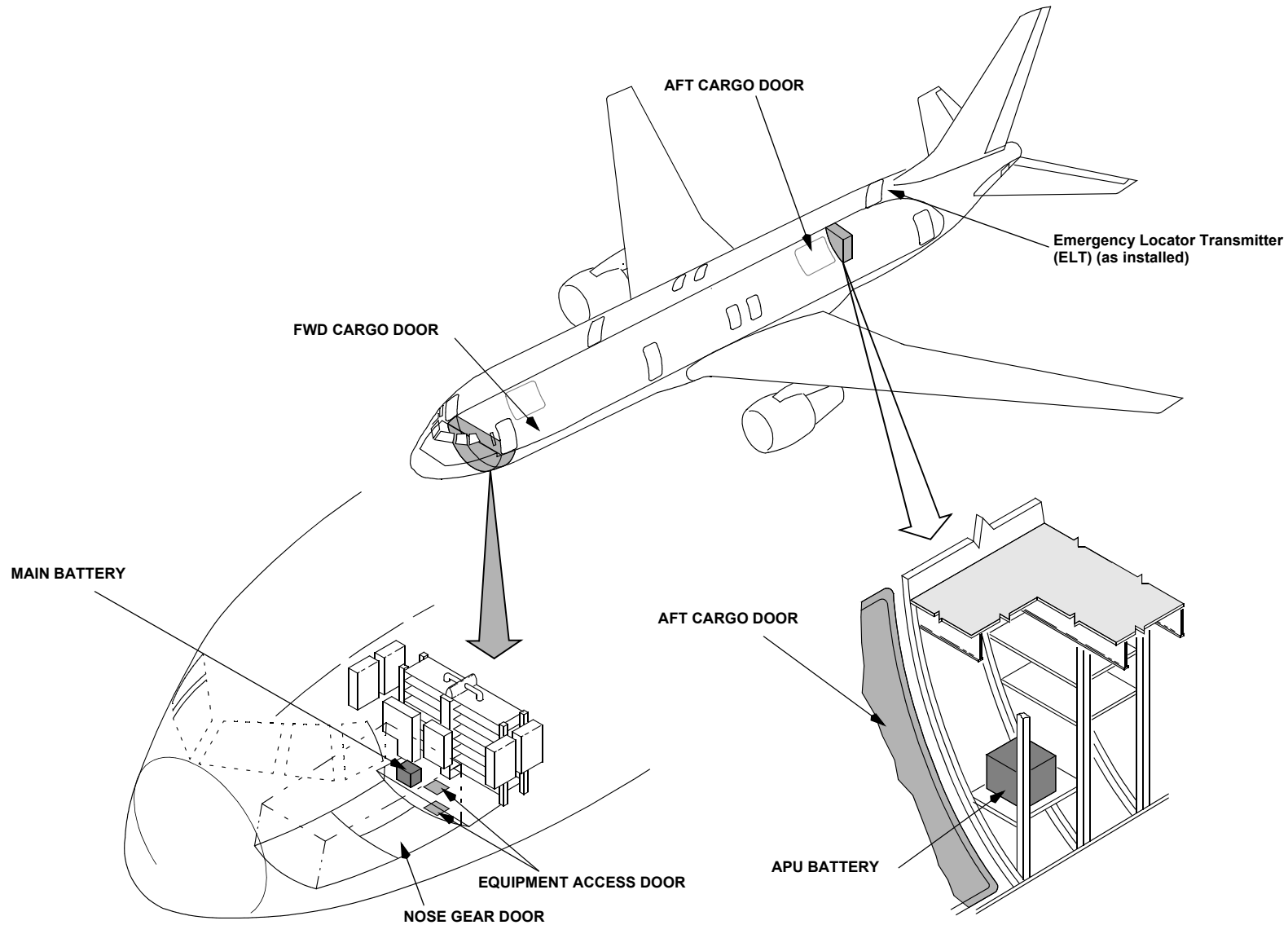
# EMERGENCY RESCUE ACCESS-2

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



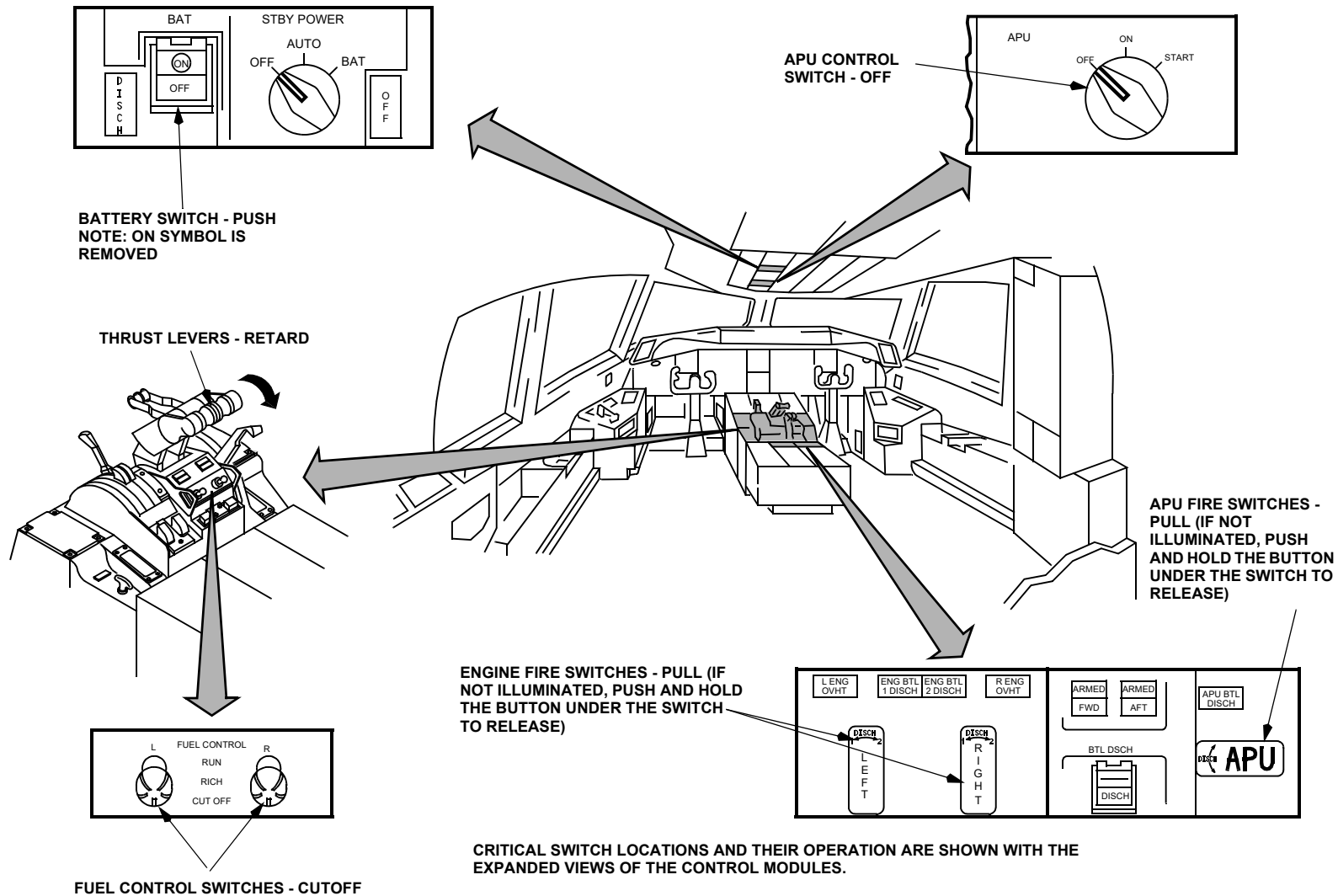
**767 SERIES**

**BATTERY LOCATIONS**



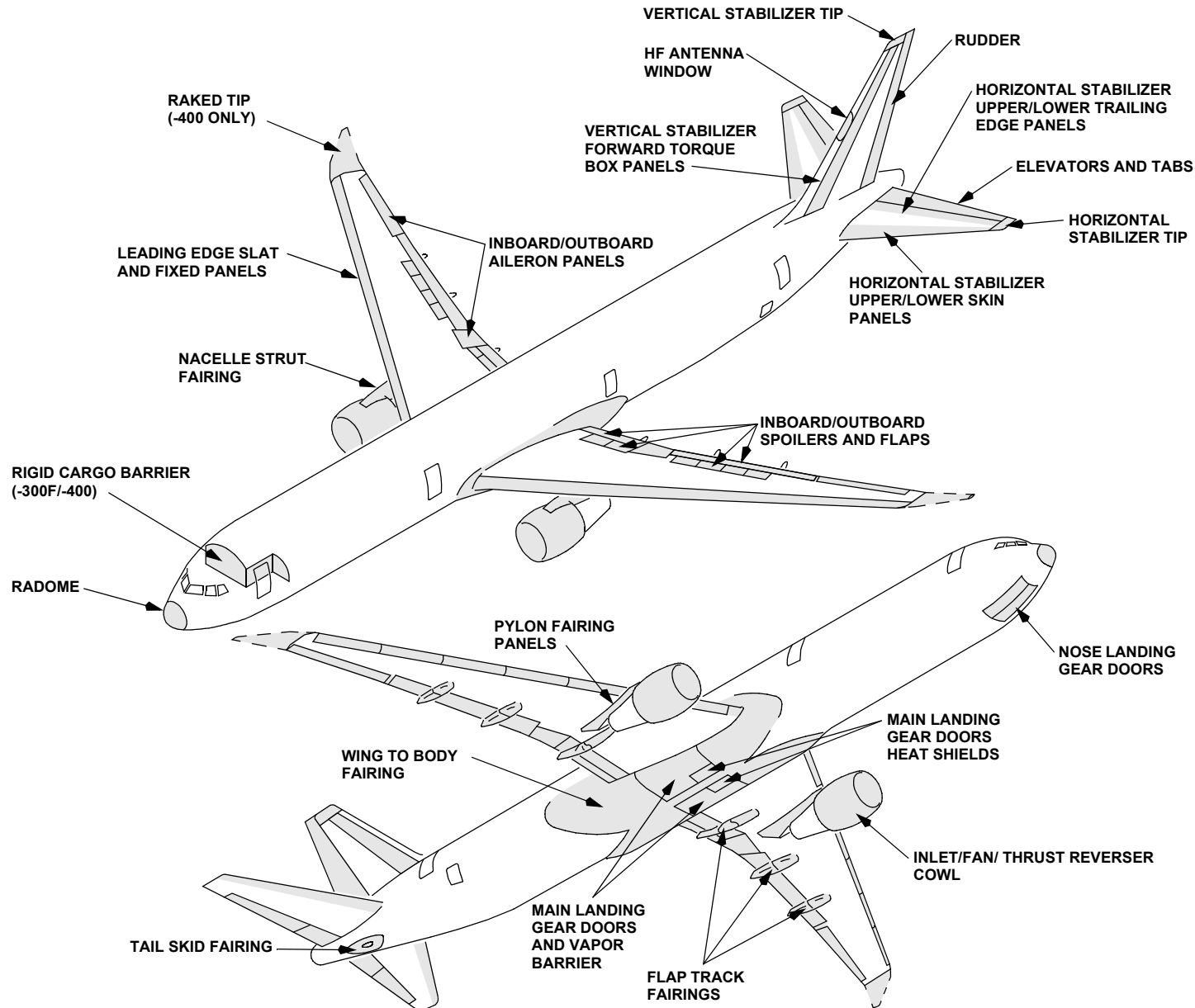
# 767 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



## 767 SERIES

## COMPOSITE MATERIALS LOCATIONS



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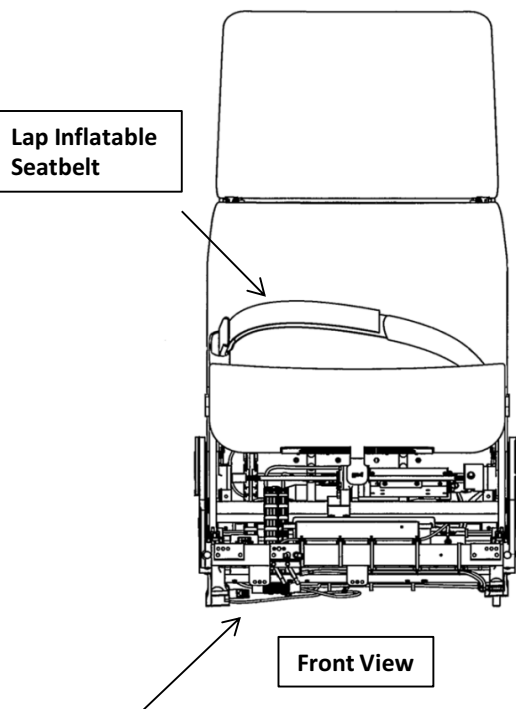
# 767 SERIES

# PASSENGER SEATBELT AIRBAGS

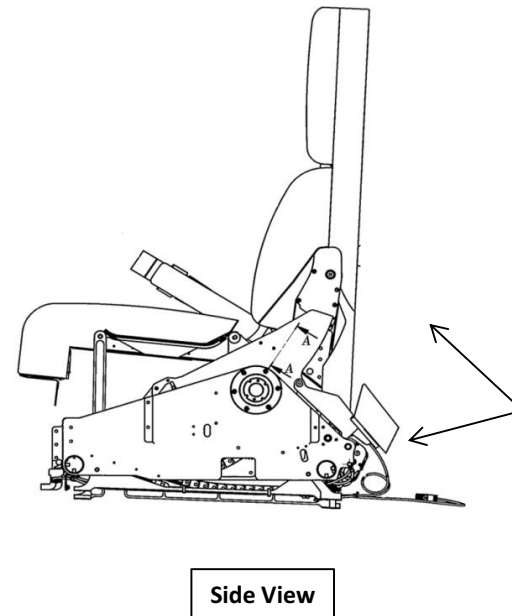
## Passenger Seatbelt Airbags

**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.



Firing System is contained within seat assembly

**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.



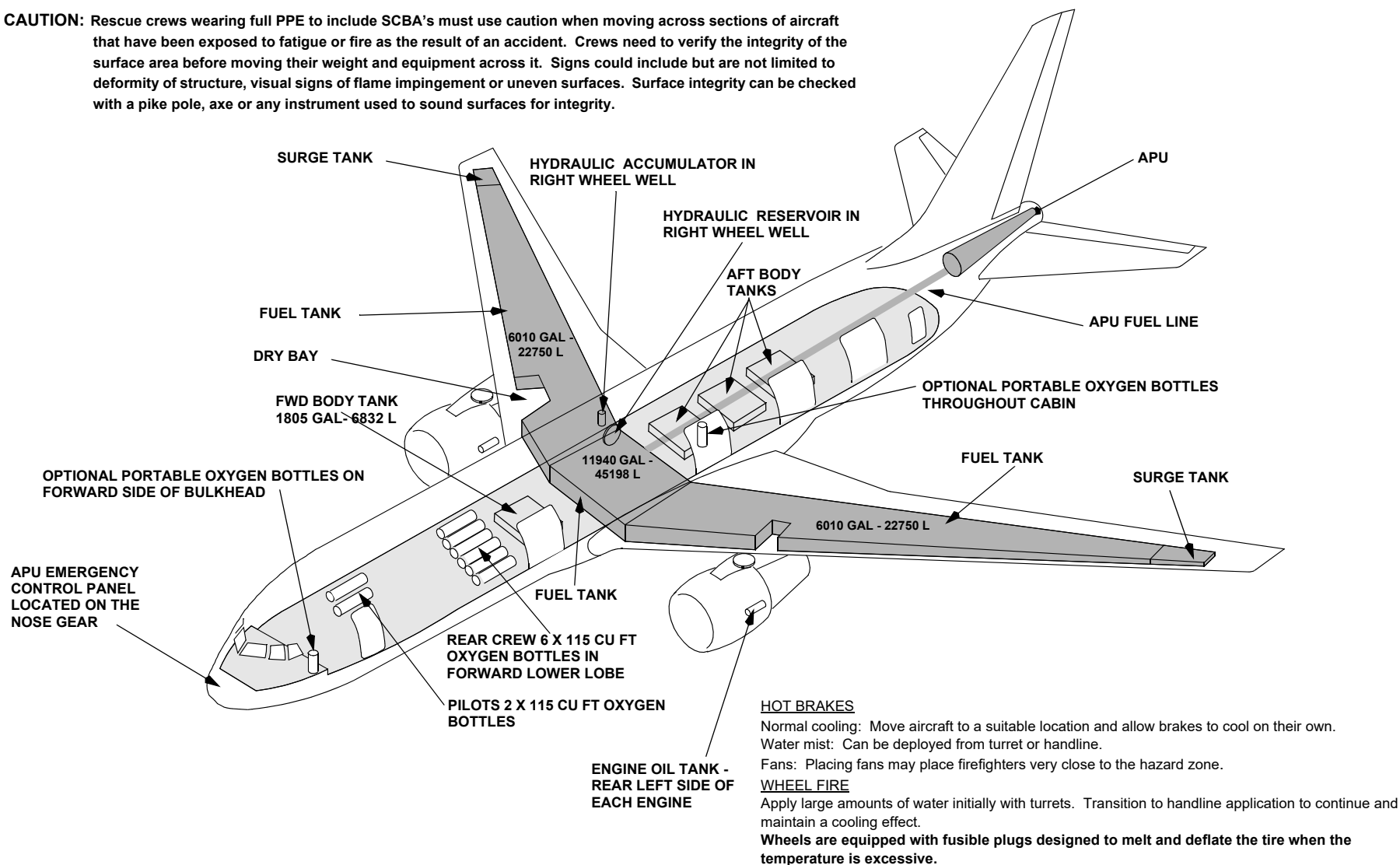
## **767 SERIES**

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# 767 -2C Freighter

## FLAMMABLE MATERIAL LOCATIONS

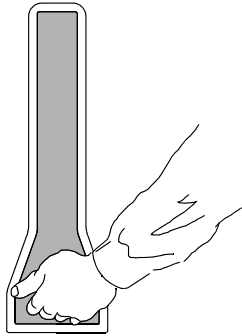
**CAUTION:** Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs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



## 767 -2C Freighter

## EMERGENCY RESCUE ACCESS-1

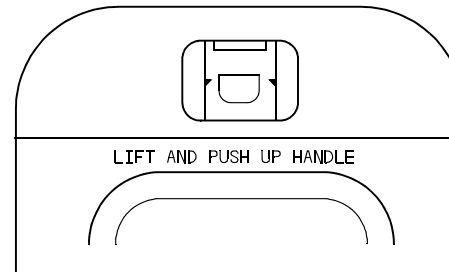
### 1 ENTRY/SERVICE DOOR EXTERNAL HANDLE



#### 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:

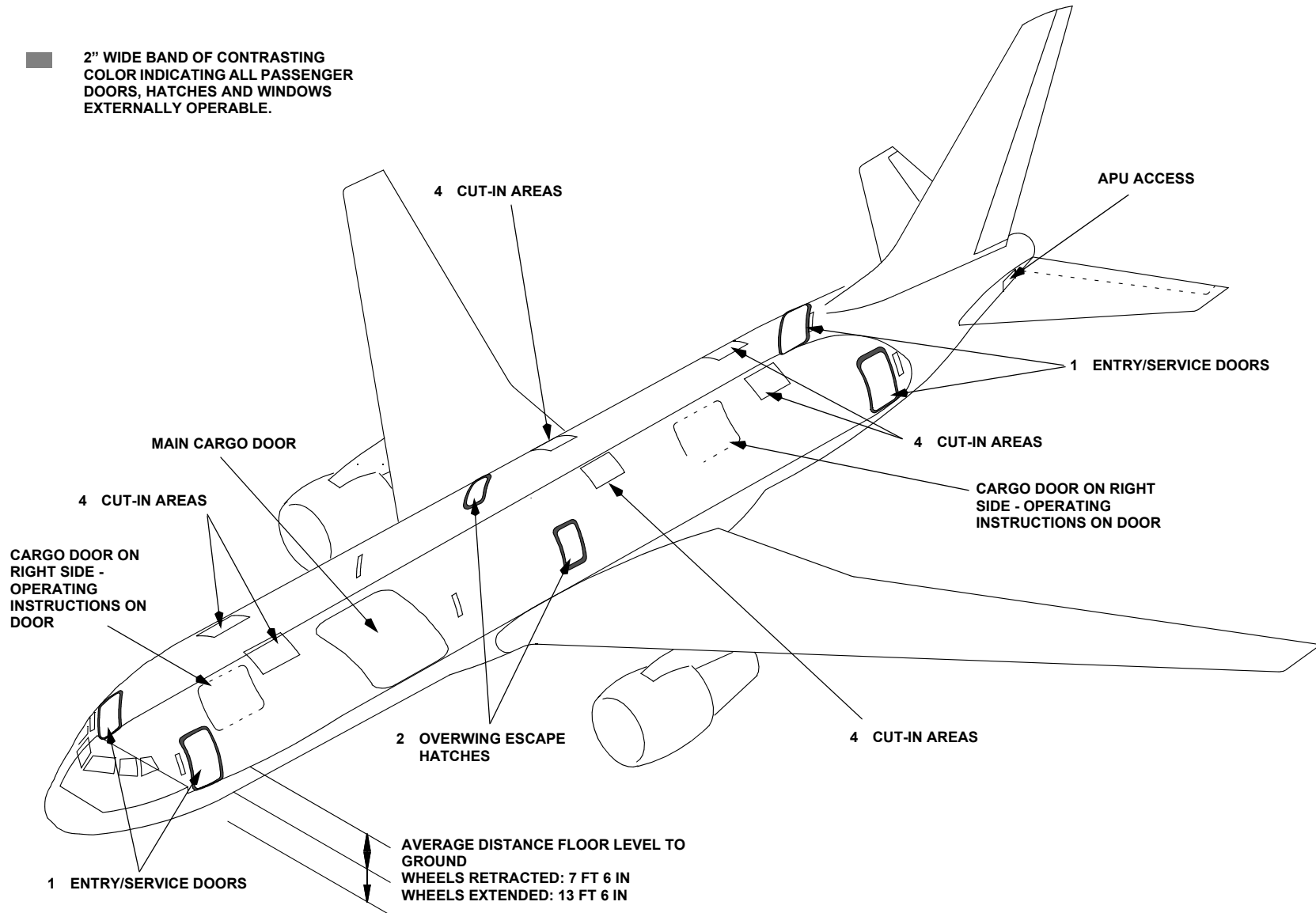
1. FOR ENTRY/SERVICE DOORS AND OVERWING HATCHES, ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE.
2. ON PASSENGER AIRPLANES, COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.
3. ON 767 FREIGHTERS, THE RIGHT SIDE COCKPIT WINDOW CAN BE OPENED FROM THE OUTSIDE.



# 767 -2C Freighter

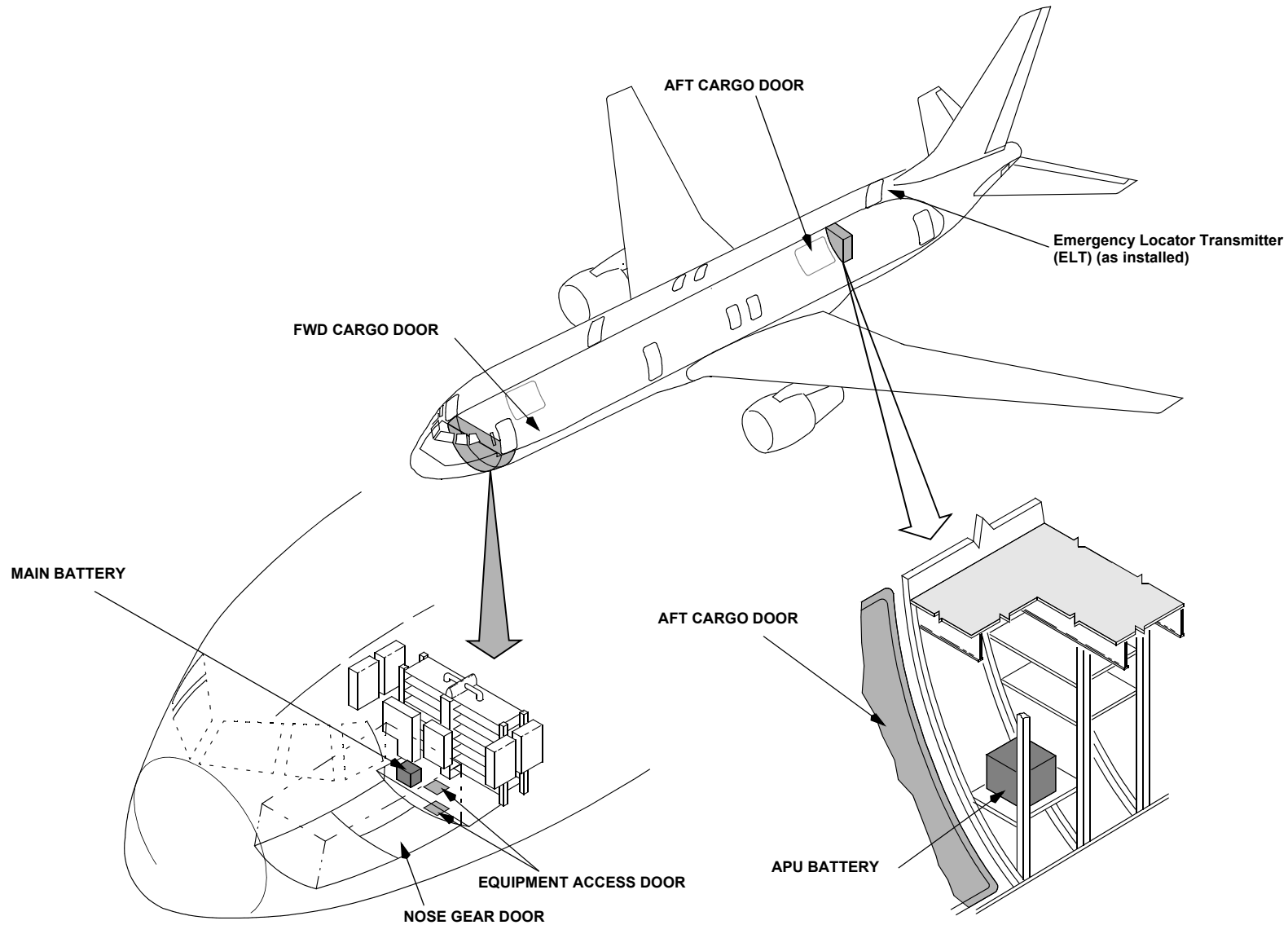
## EMERGENCY RESCUE ACCESS-2

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



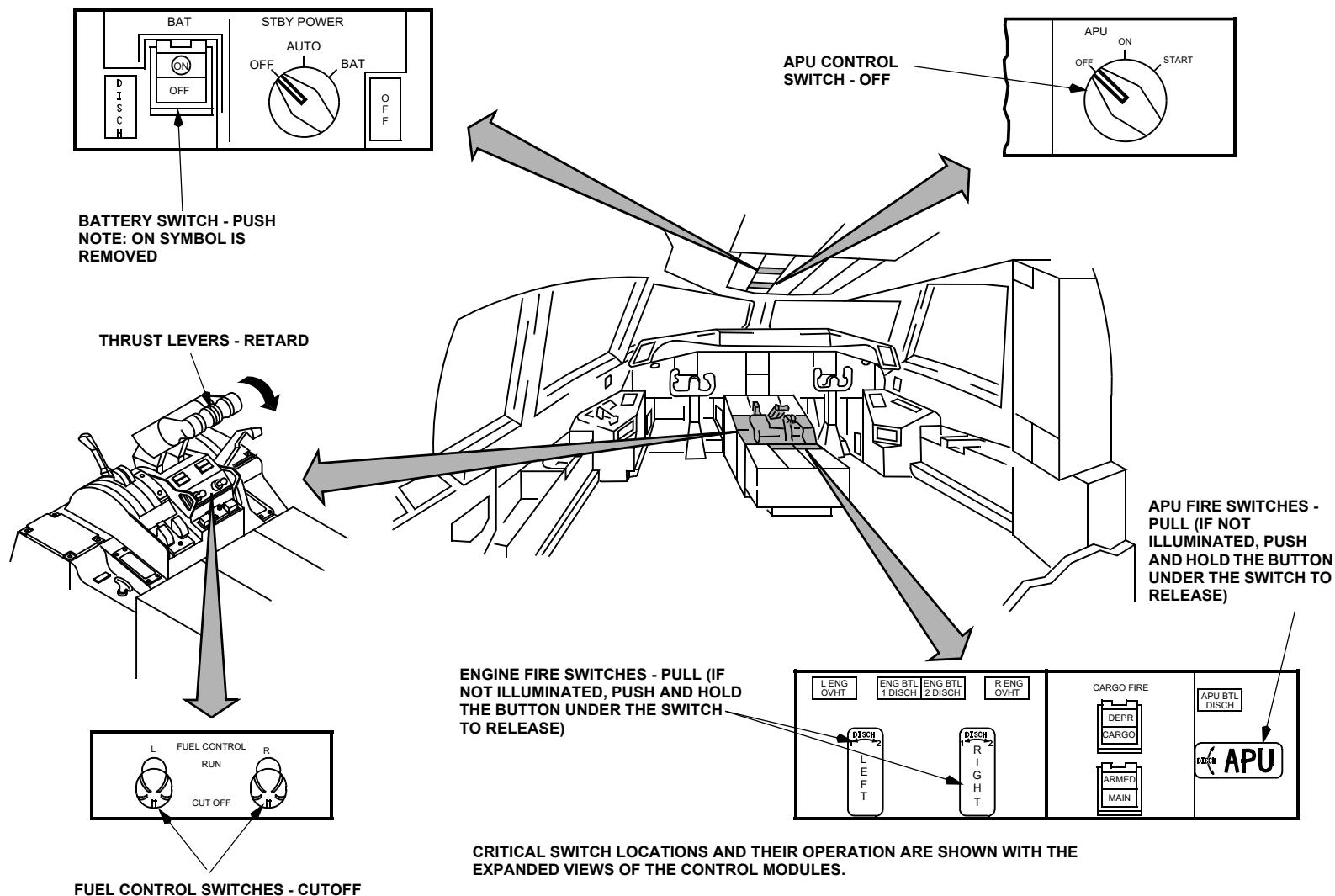
**767 -2C Freighter**

**BATTERY LOCATIONS**



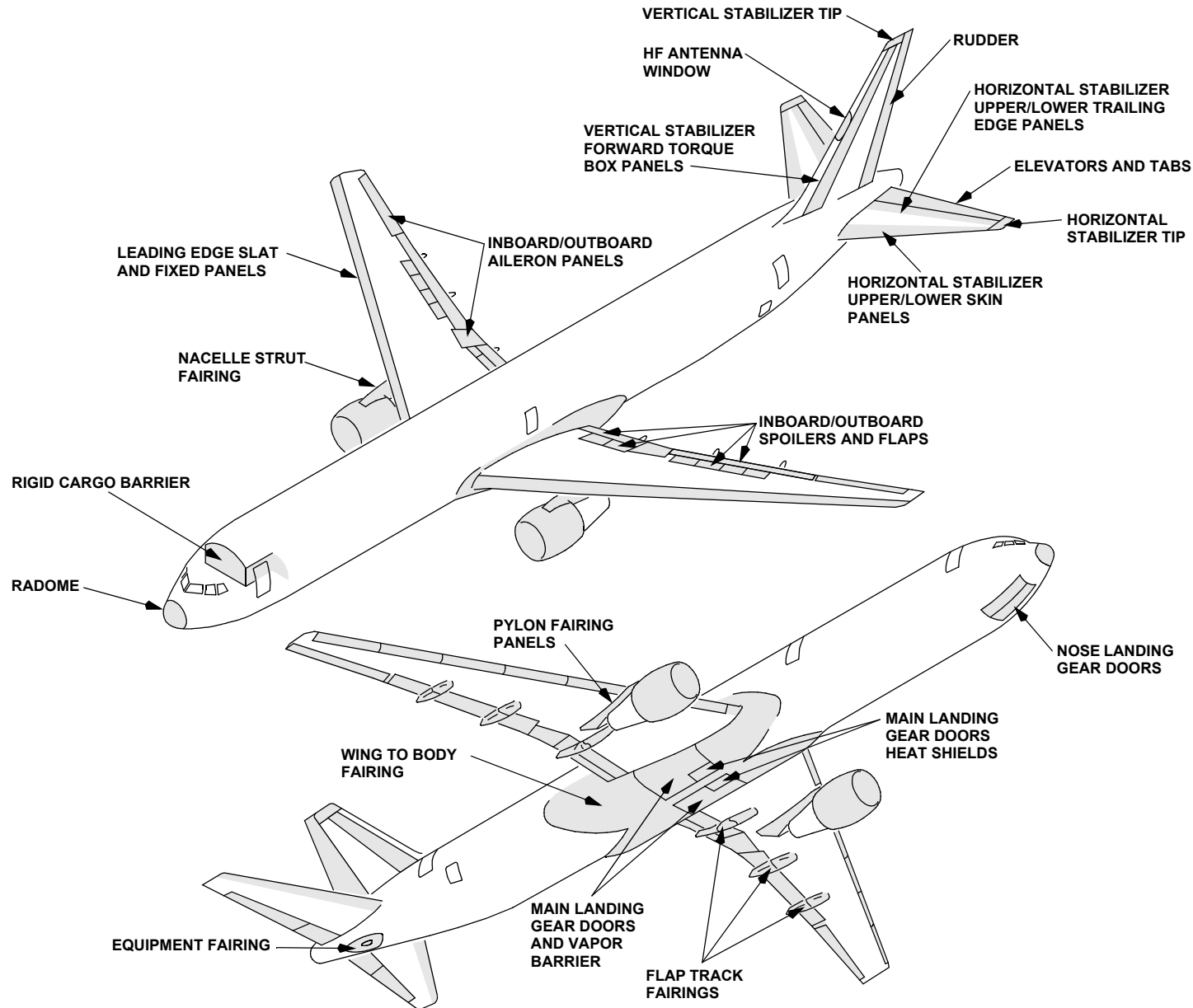
# 767 -2C Freighter

## FLIGHT DECK CONTROL SWITCH LOCATIONS



# 767 -2C Freighter

## COMPOSITE MATERIALS LOCATIONS

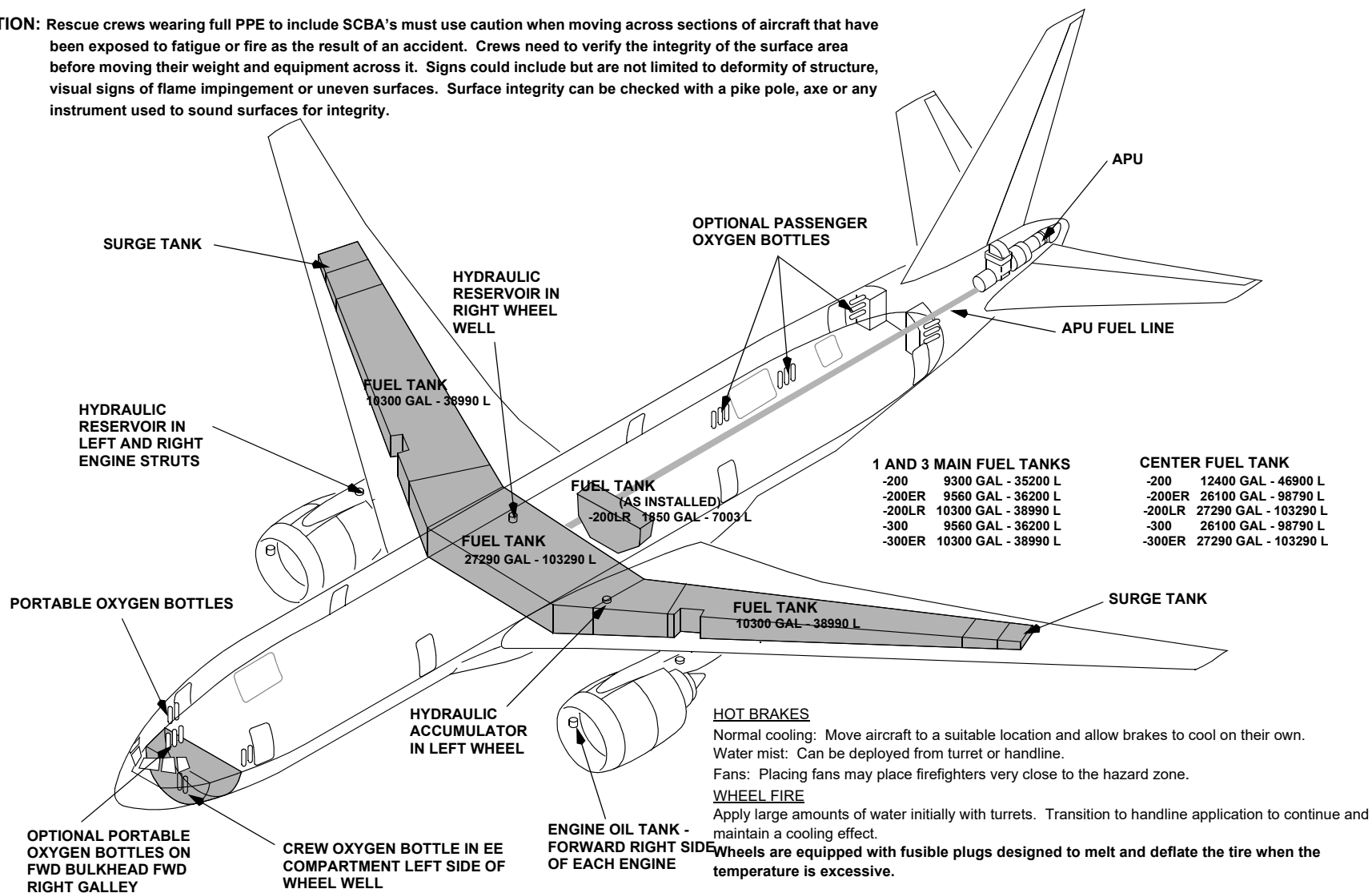


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## 777-200 &amp; 777-300 SERIES

## 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.



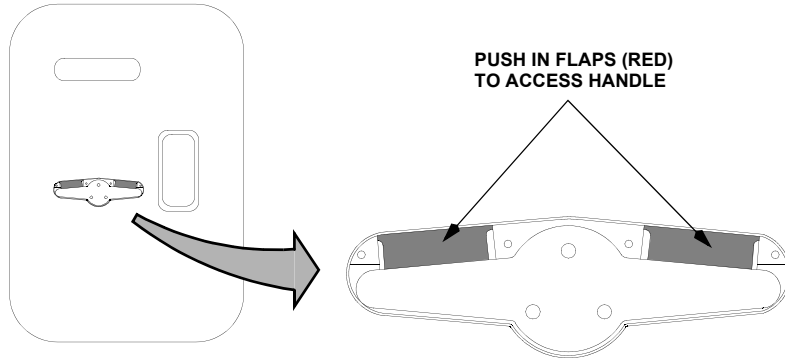
**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

## 777-200 & 777-300 SERIES

## EMERGENCY RESCUE ACCESS-1

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

### 2 CUT-IN AREAS



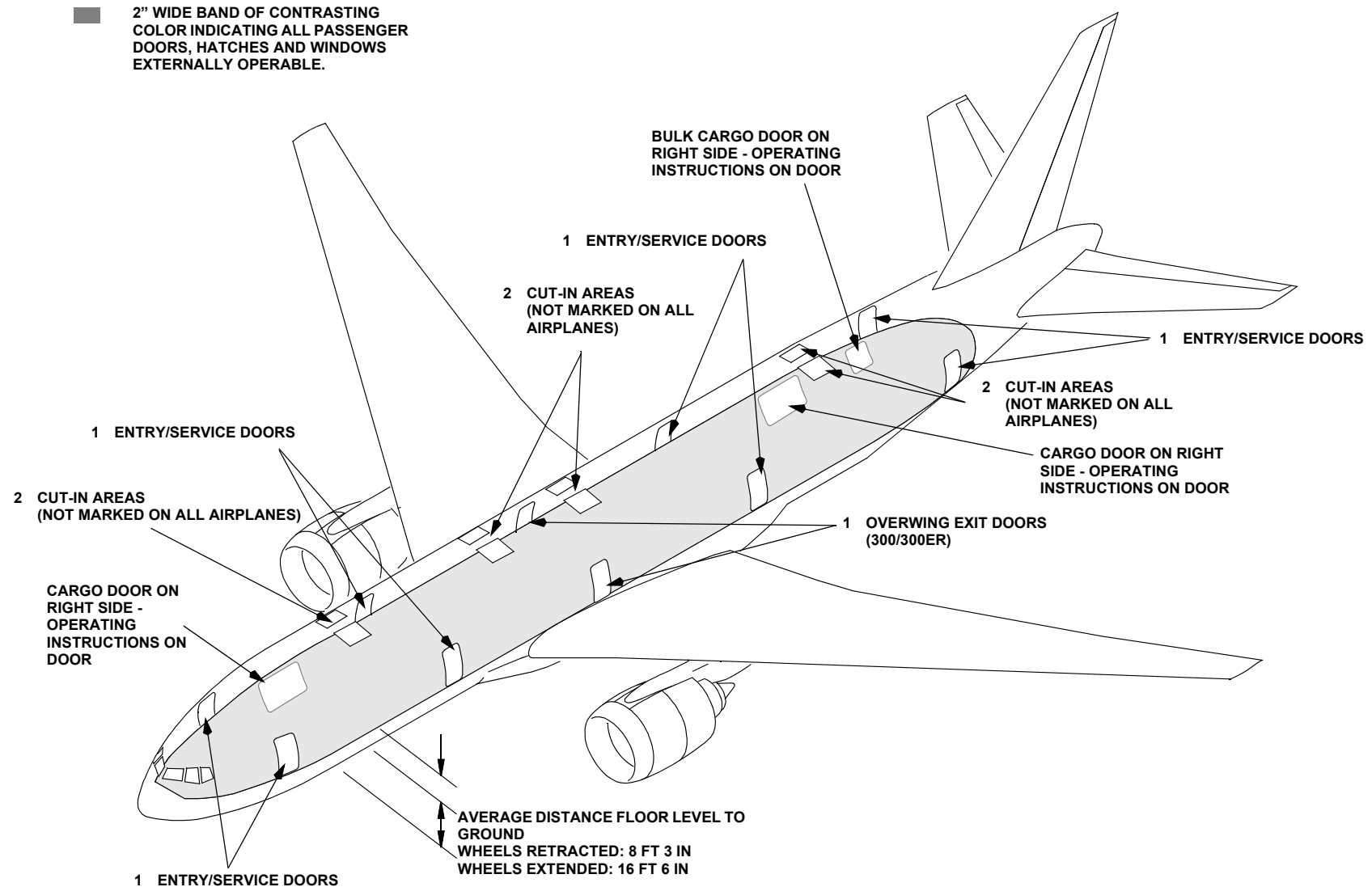
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

#### TO OPEN DOOR:

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

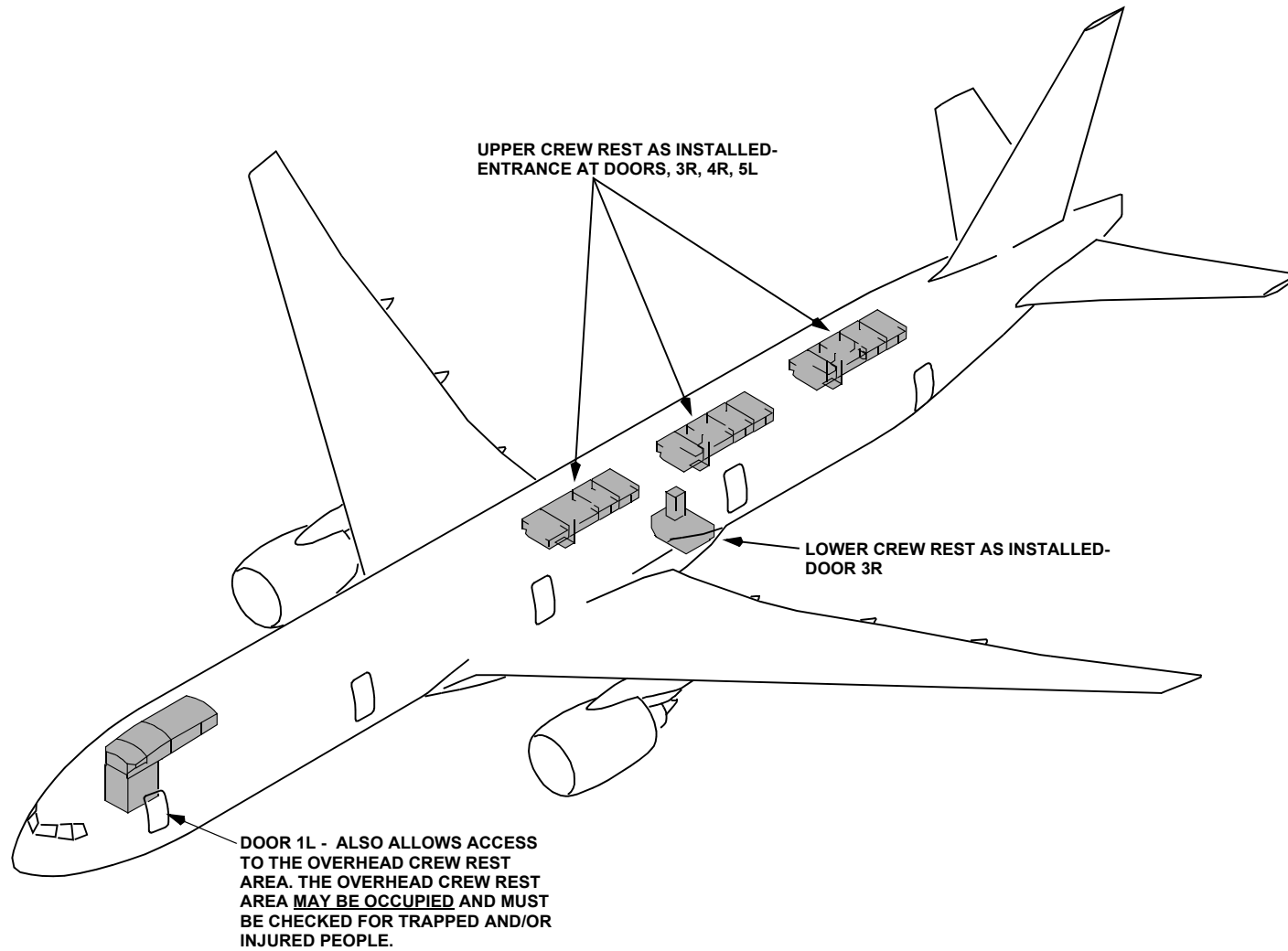
# 777-200 & 777-300 SERIES

# EMERGENCY RESCUE ACCESS-2



## 777-200 &amp; 777-300 SERIES

## EMERGENCY RESCUE ACCESS-3

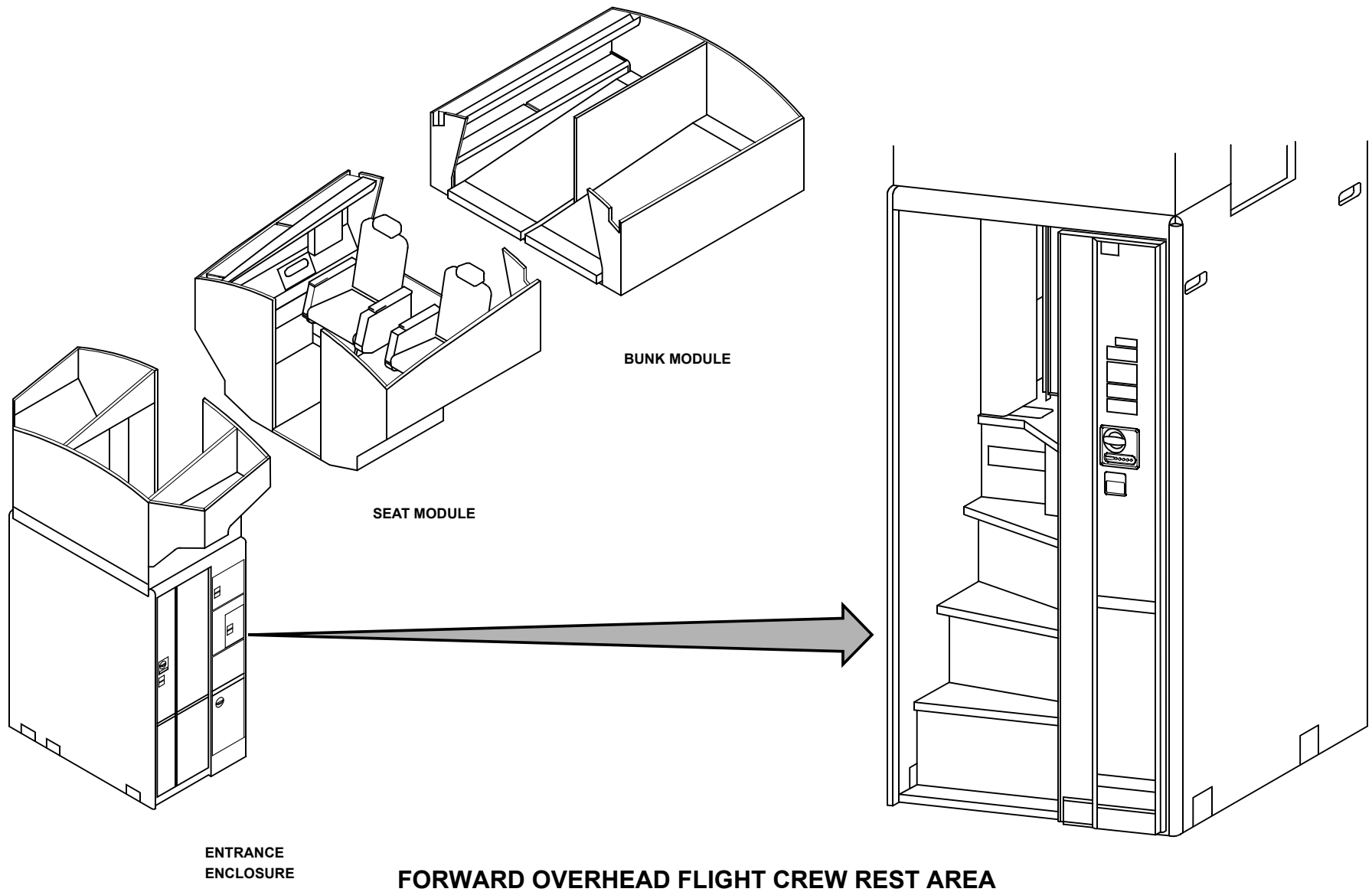


## UPPER AND LOWER CREW REST AREAS



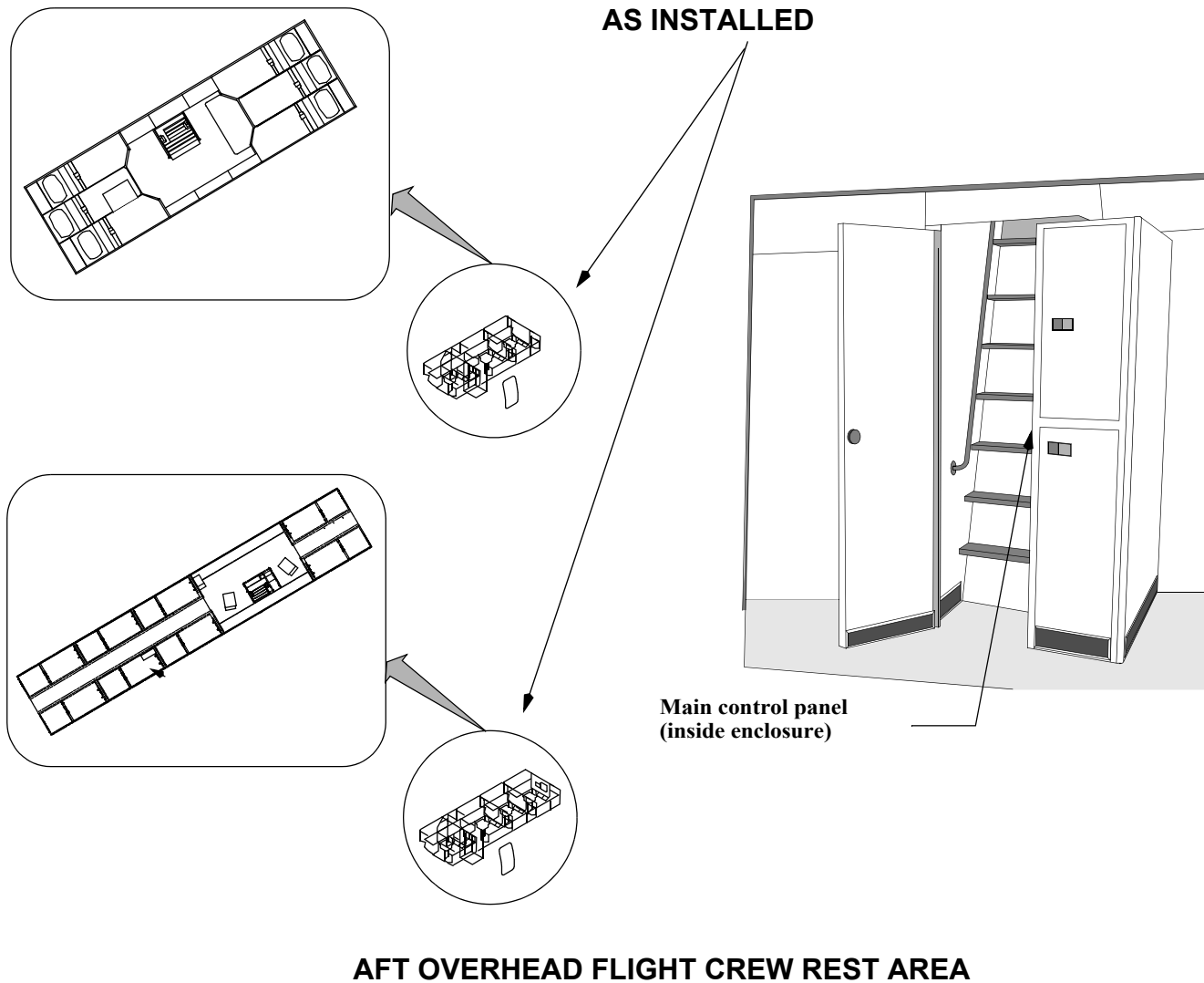
## 777-200 & 777-300 SERIES

## EMERGENCY RESCUE ACCESS-4



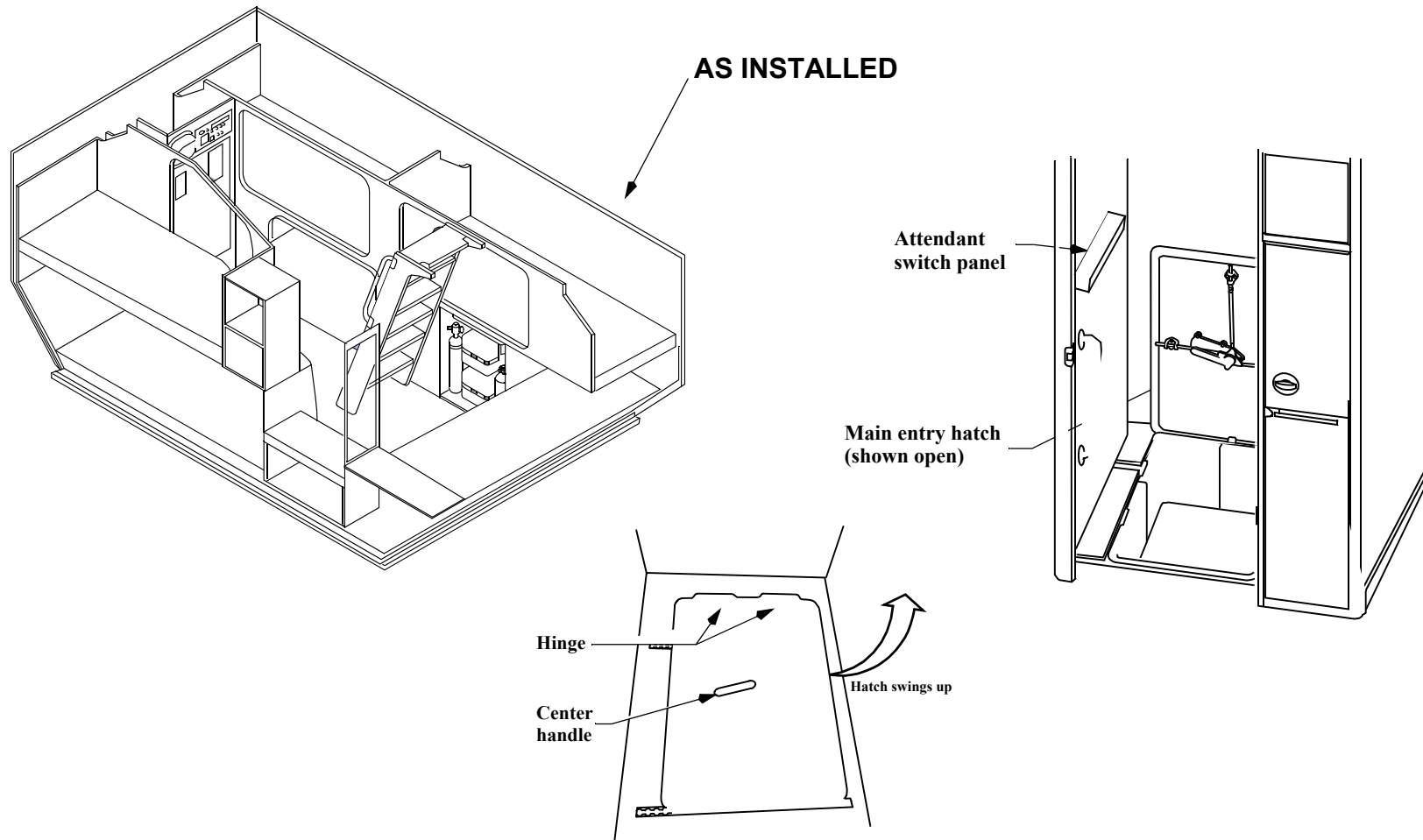
**777-200 & 777-300 SERIES**

**EMERGENCY RESCUE ACCESS-5**



## 777-200 & 777-300 SERIES

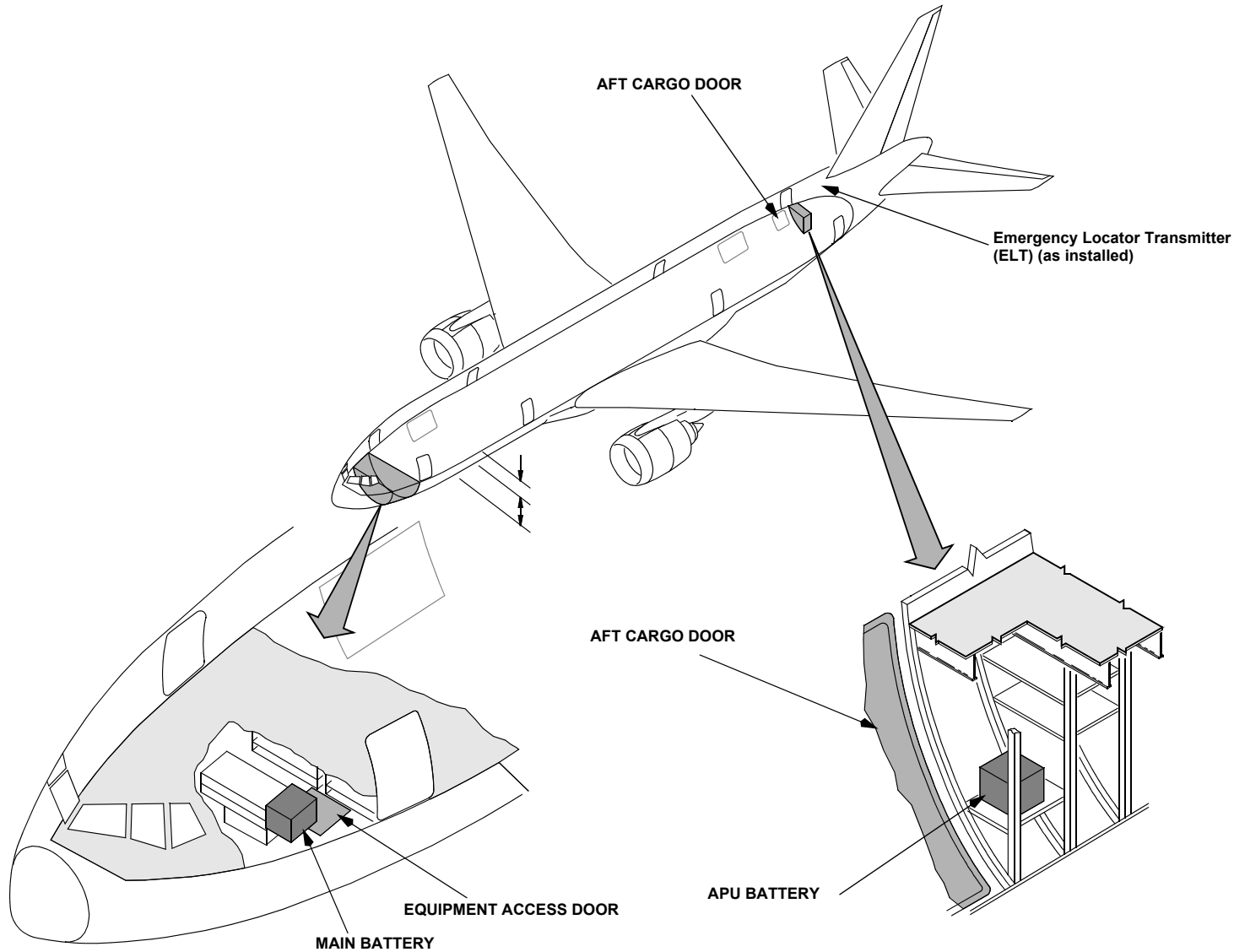
## EMERGENCY RESCUE ACCESS-6



### LOWER FLIGHT CREW REST AREA

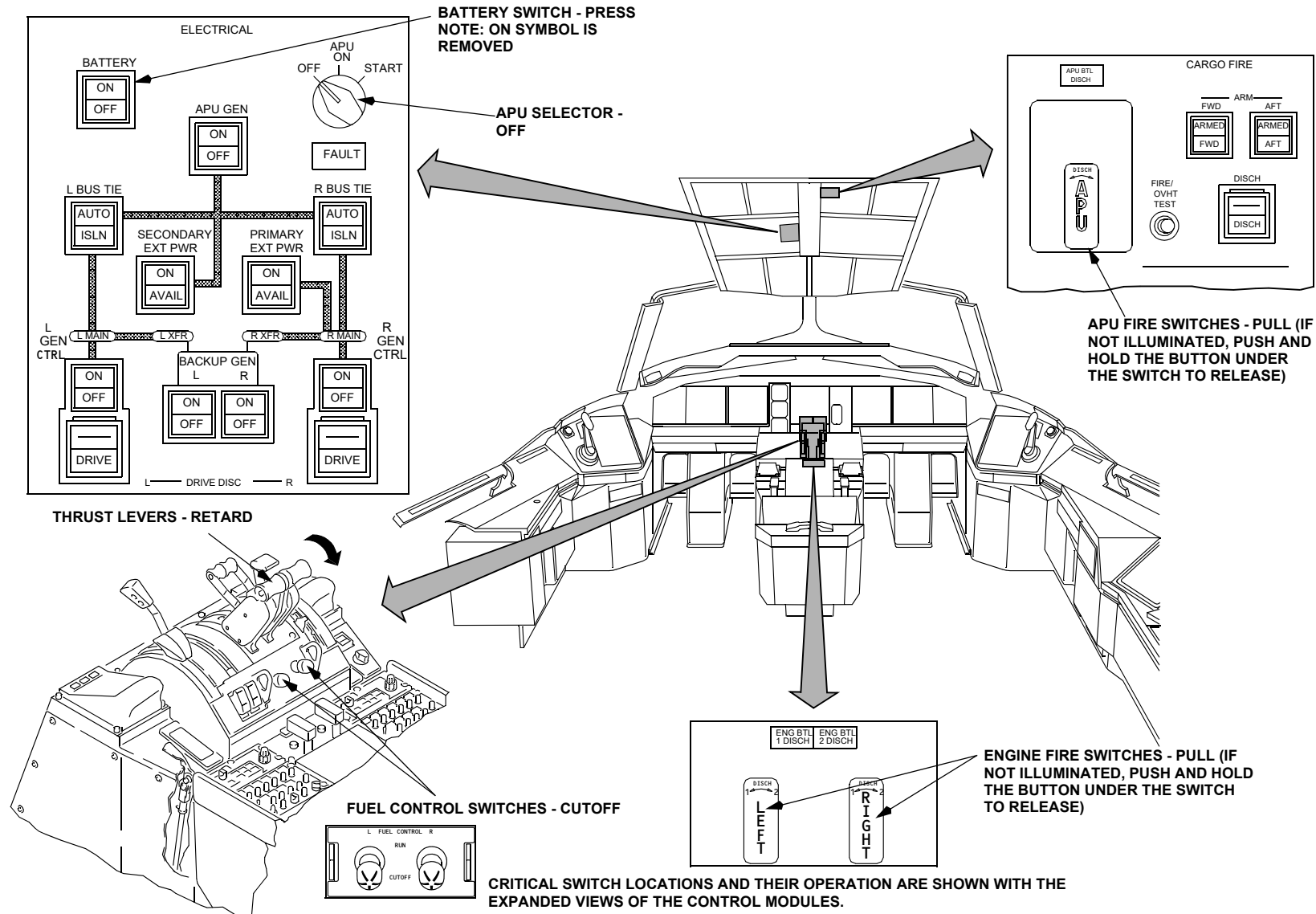
**777-200 & 777-300 SERIES**

**BATTERY LOCATIONS**



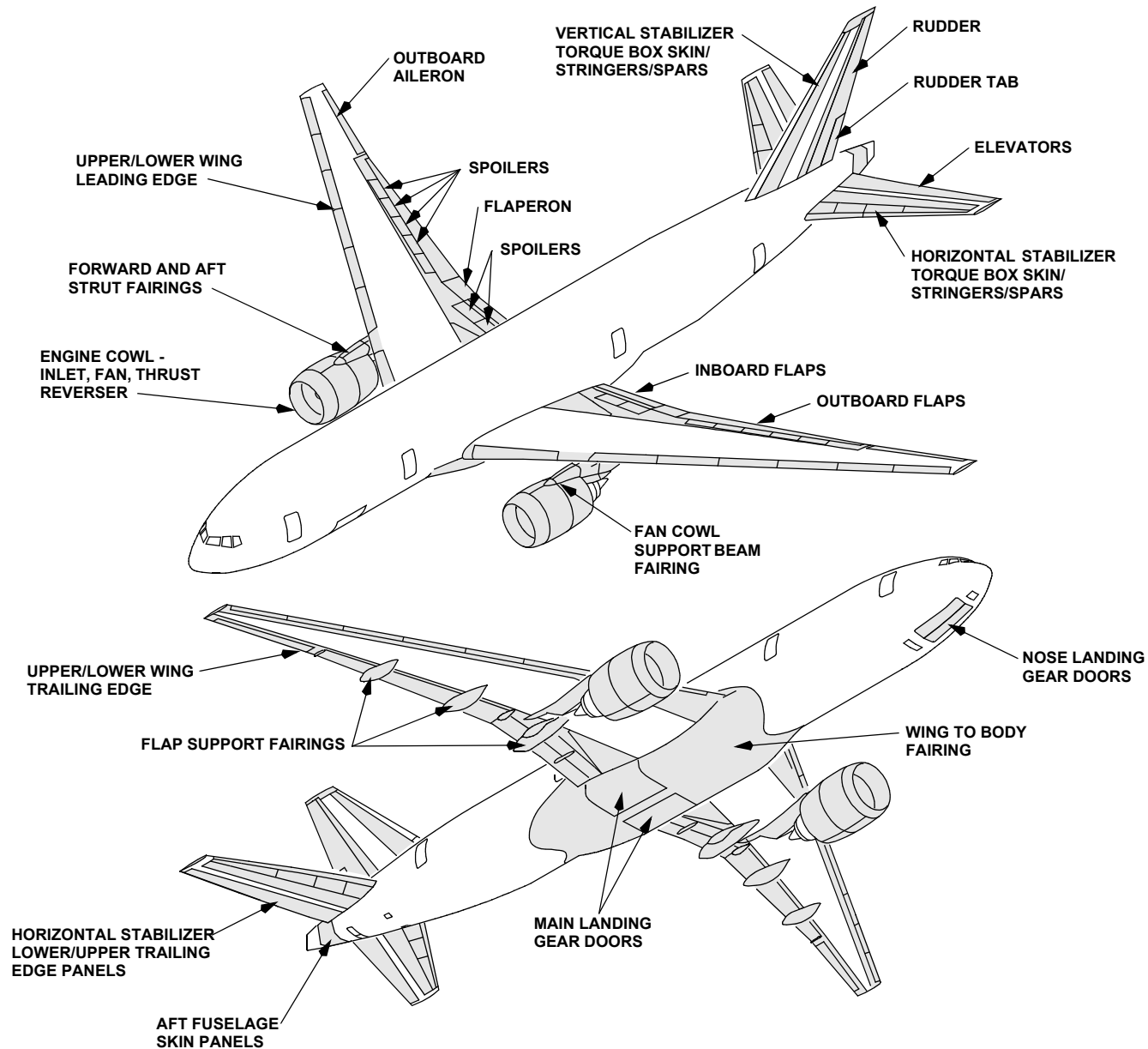
# 777-200 & 777-300 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



# 777-200 & 777-300 SERIES

# COMPOSITE MATERIALS LOCATIONS



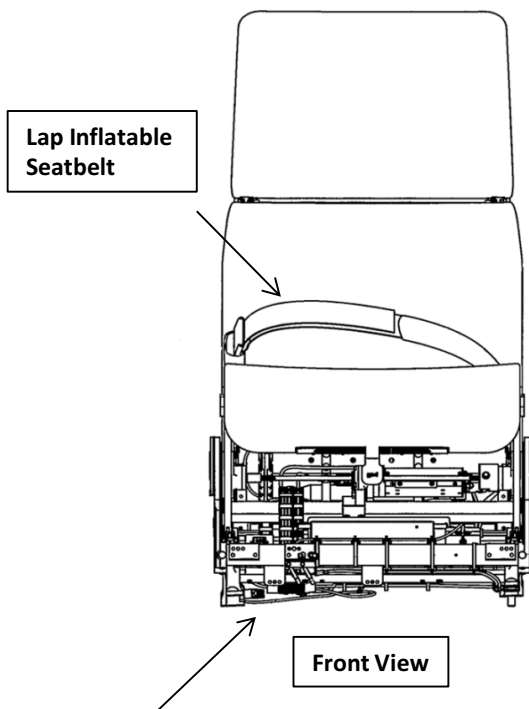
## 777-200 & 777-300 SERIES

## PASSENGER SEATBELT AIRBAGS

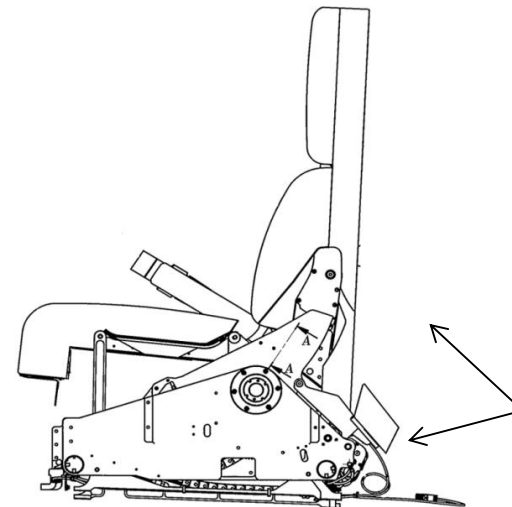
### Passenger Seatbelt Airbags

**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.



Side View

Firing System is contained within seat assembly

**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**

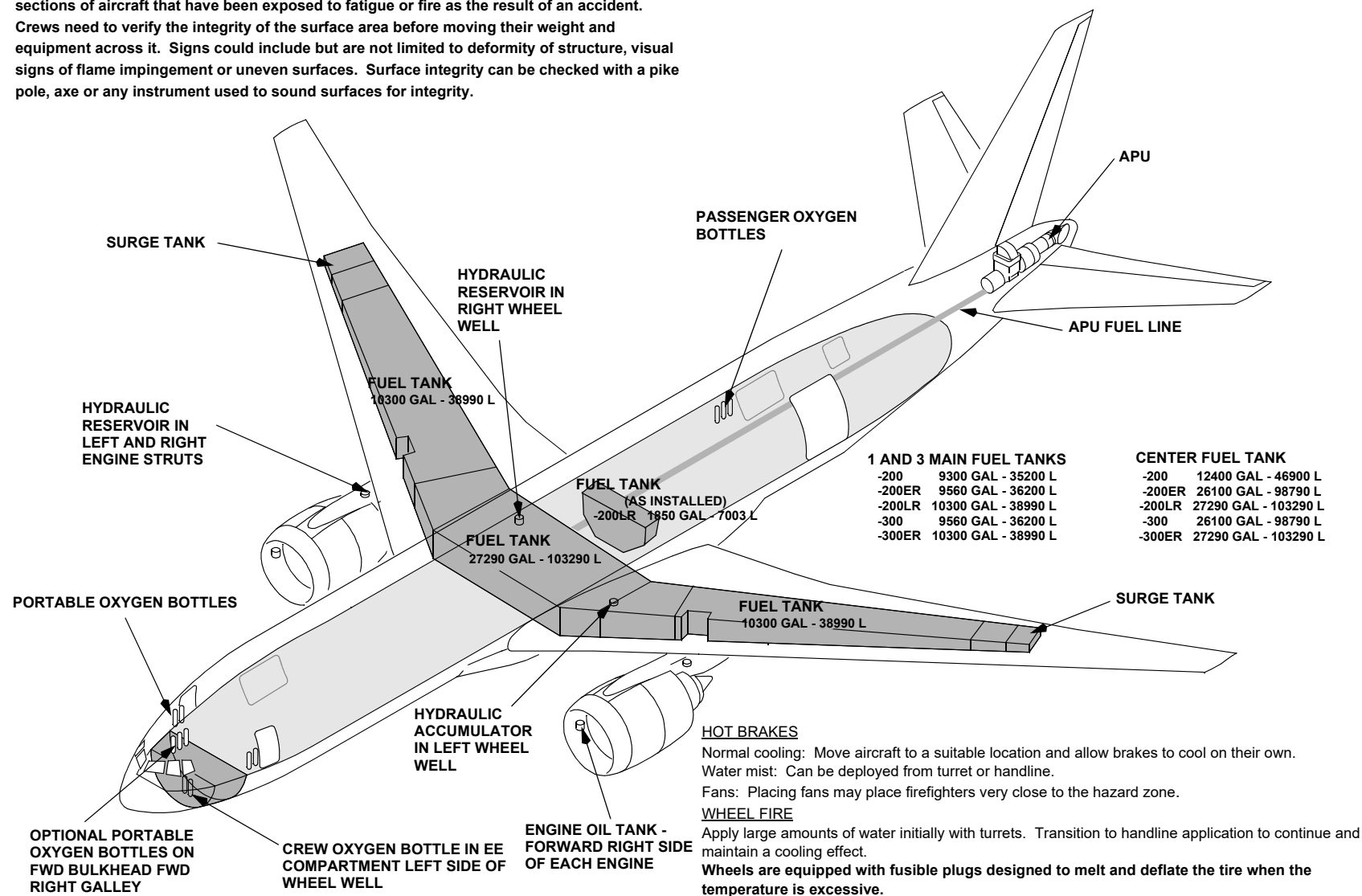
**Intentionally Blank**



# 777 FREIGHTER SERIES

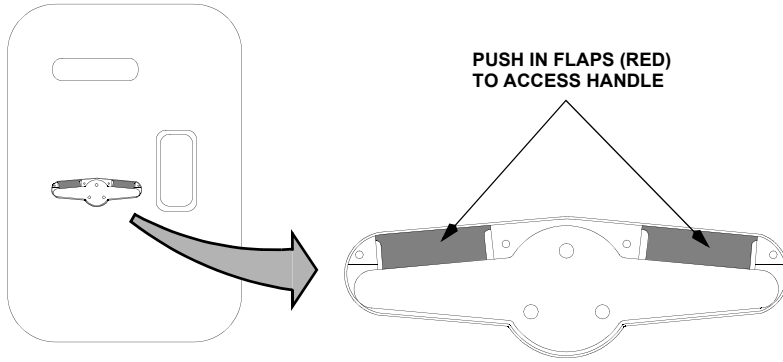
# FLAMMABLE MATERIAL LOCATIONS

**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.



## 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.

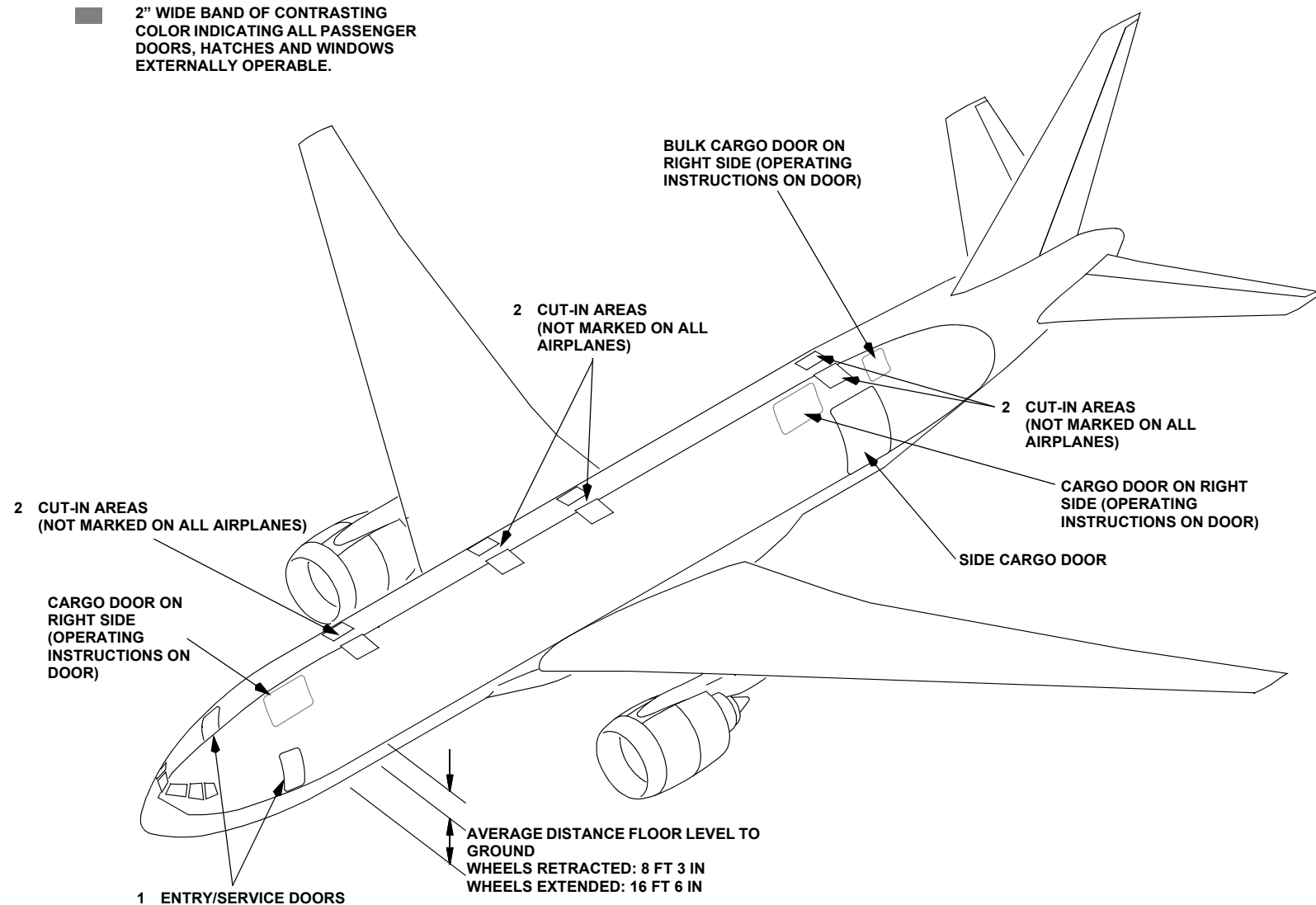
## EMERGENCY RESCUE ACCESS-1

### 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.

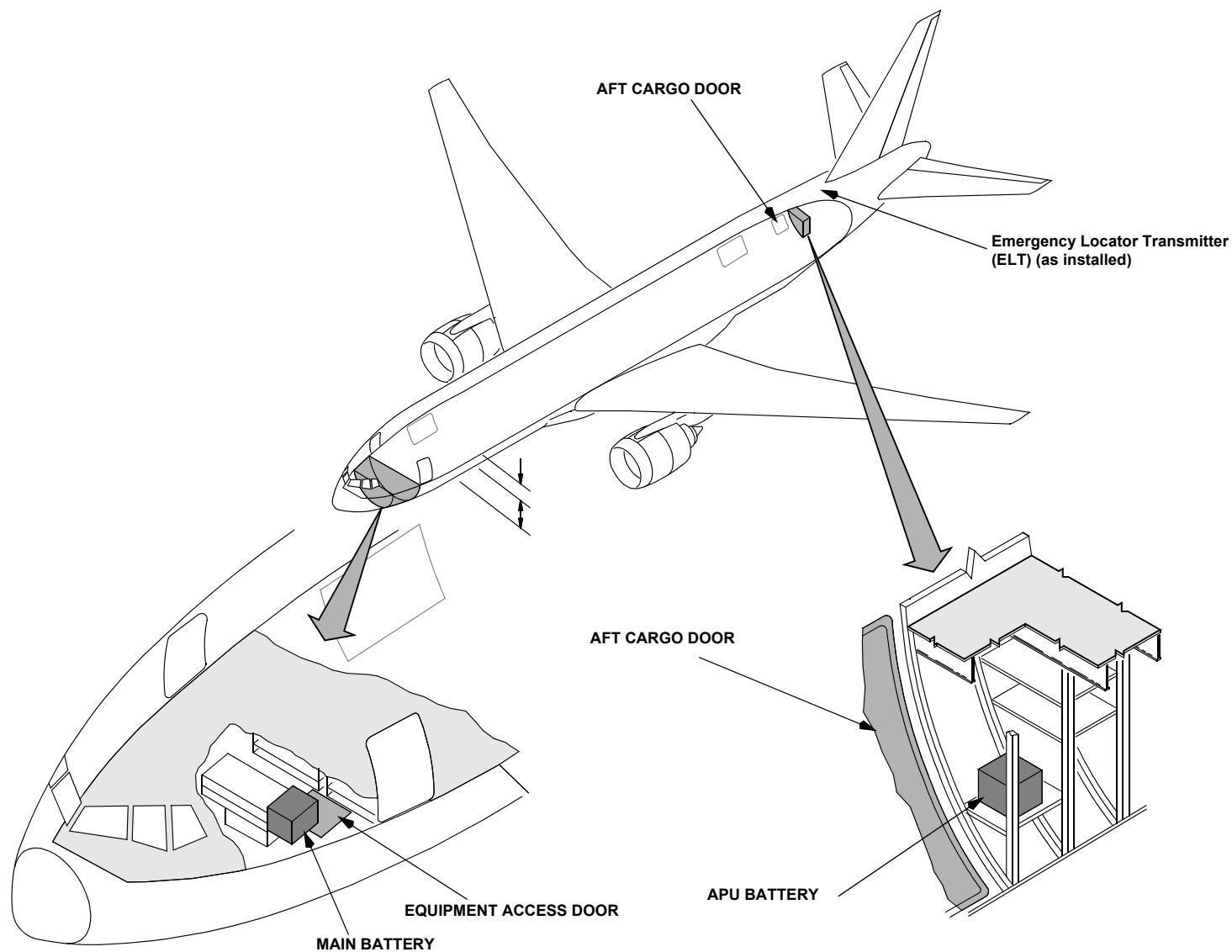
# 777 FREIGHTER SERIES

# EMERGENCY RESCUE ACCESS-2



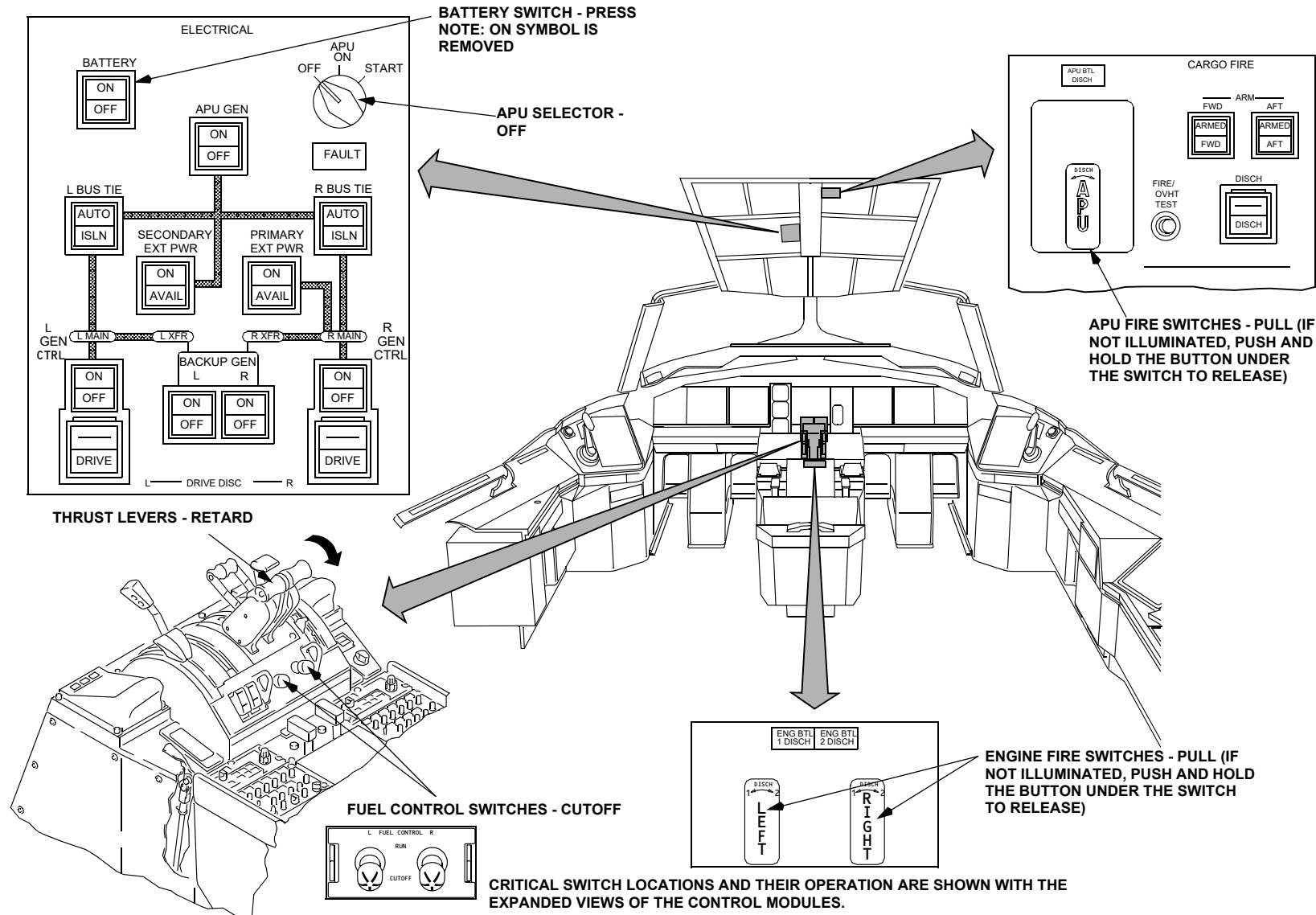
# 777 FREIGHTER SERIES

# BATTERY LOCATIONS



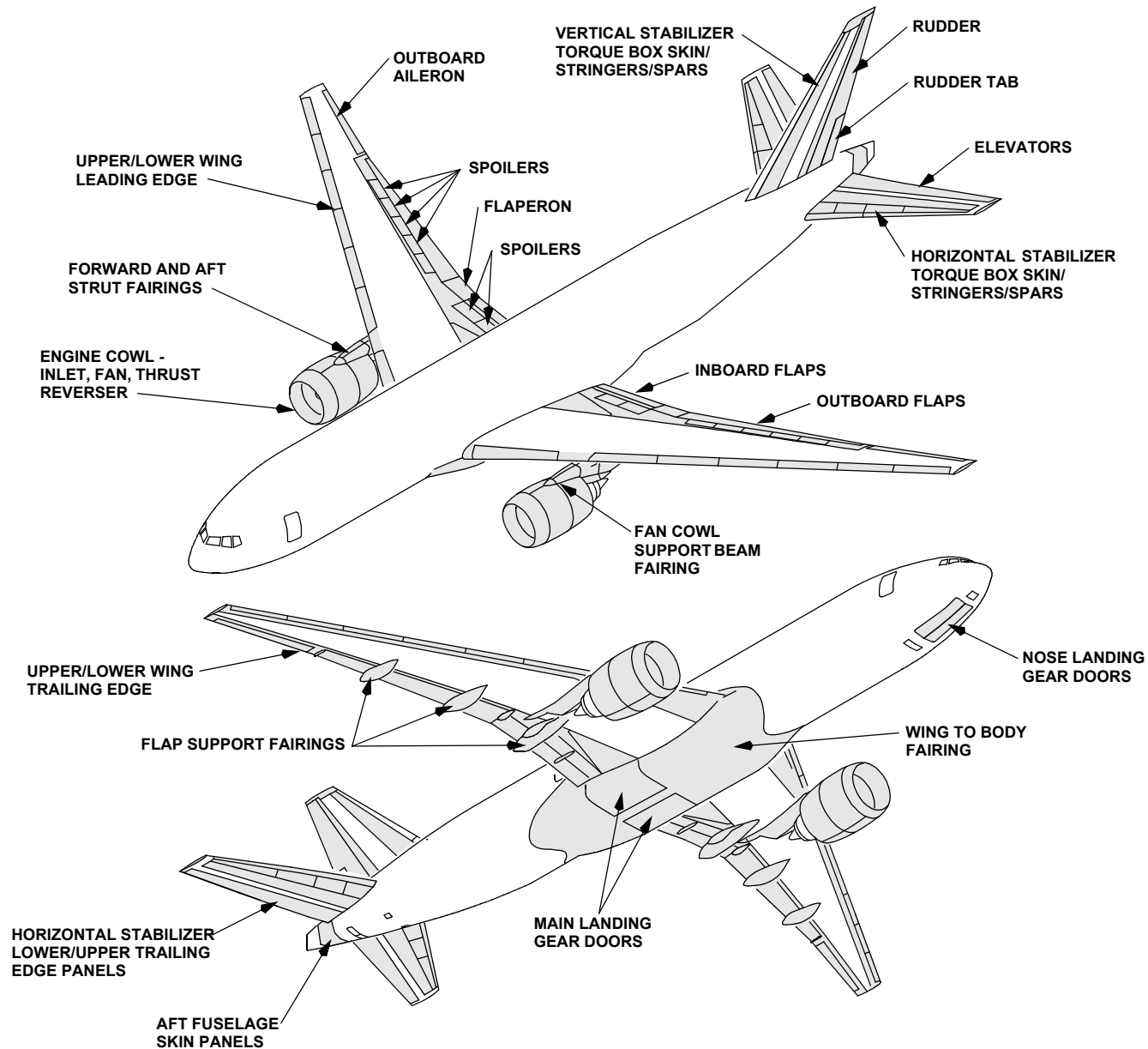
# 777 FREIGHTER SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



# 777 FREIGHTER SERIES

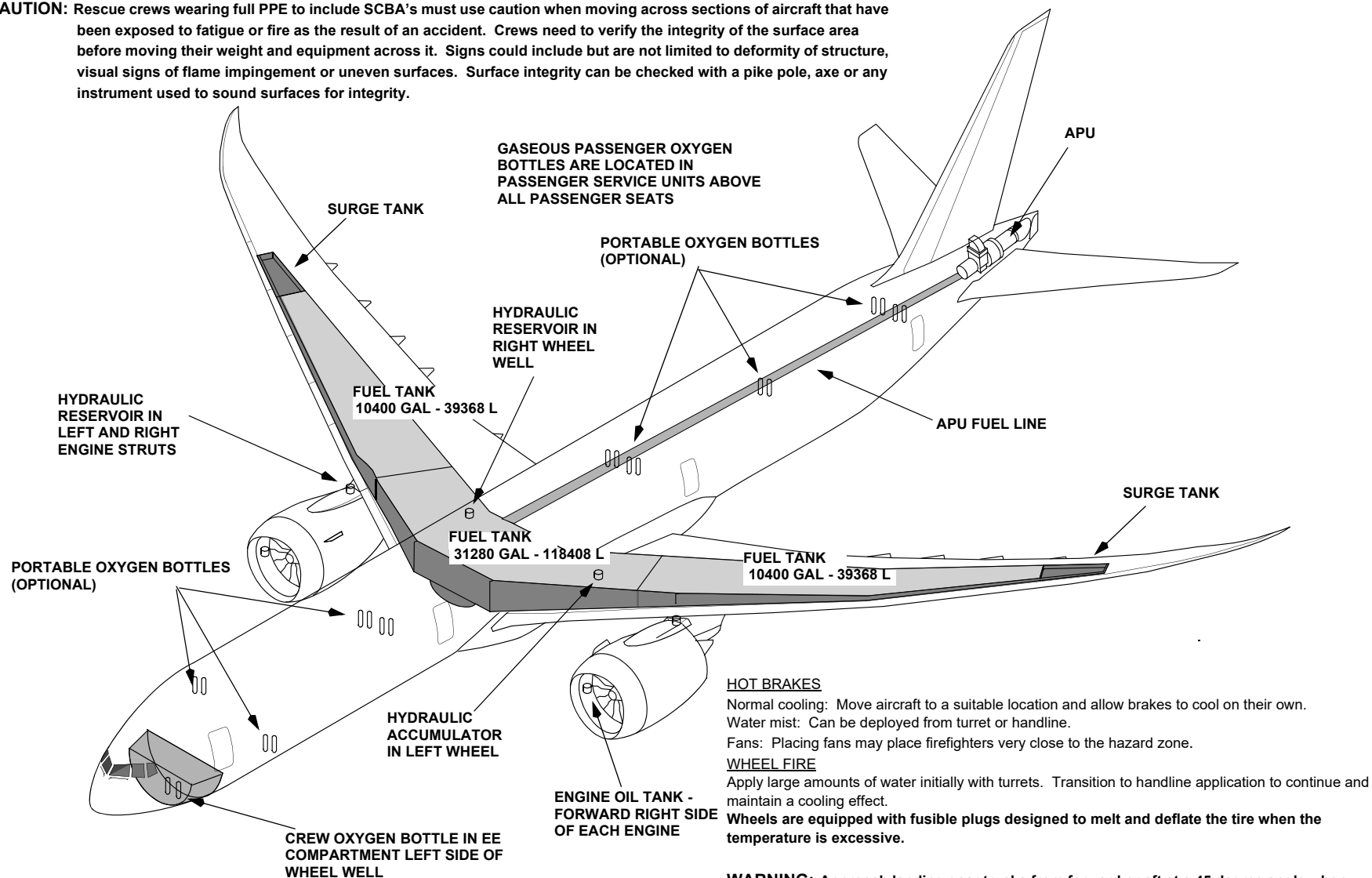
# COMPOSITE MATERIALS LOCATIONS



# 777-8 & 777-9 SERIES

# FLAMMABLE MATERIAL LOCATIONS

**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.



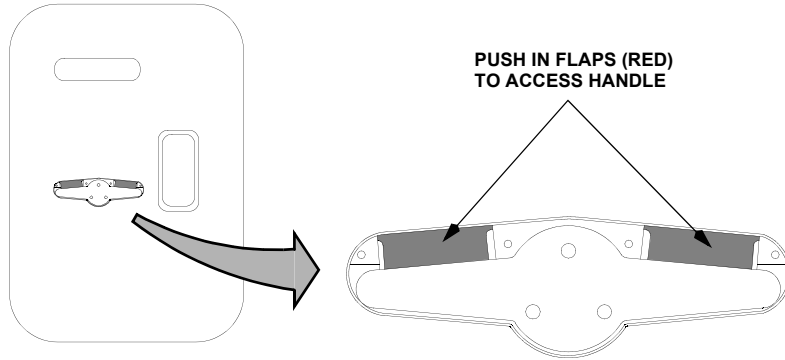
**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

## 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

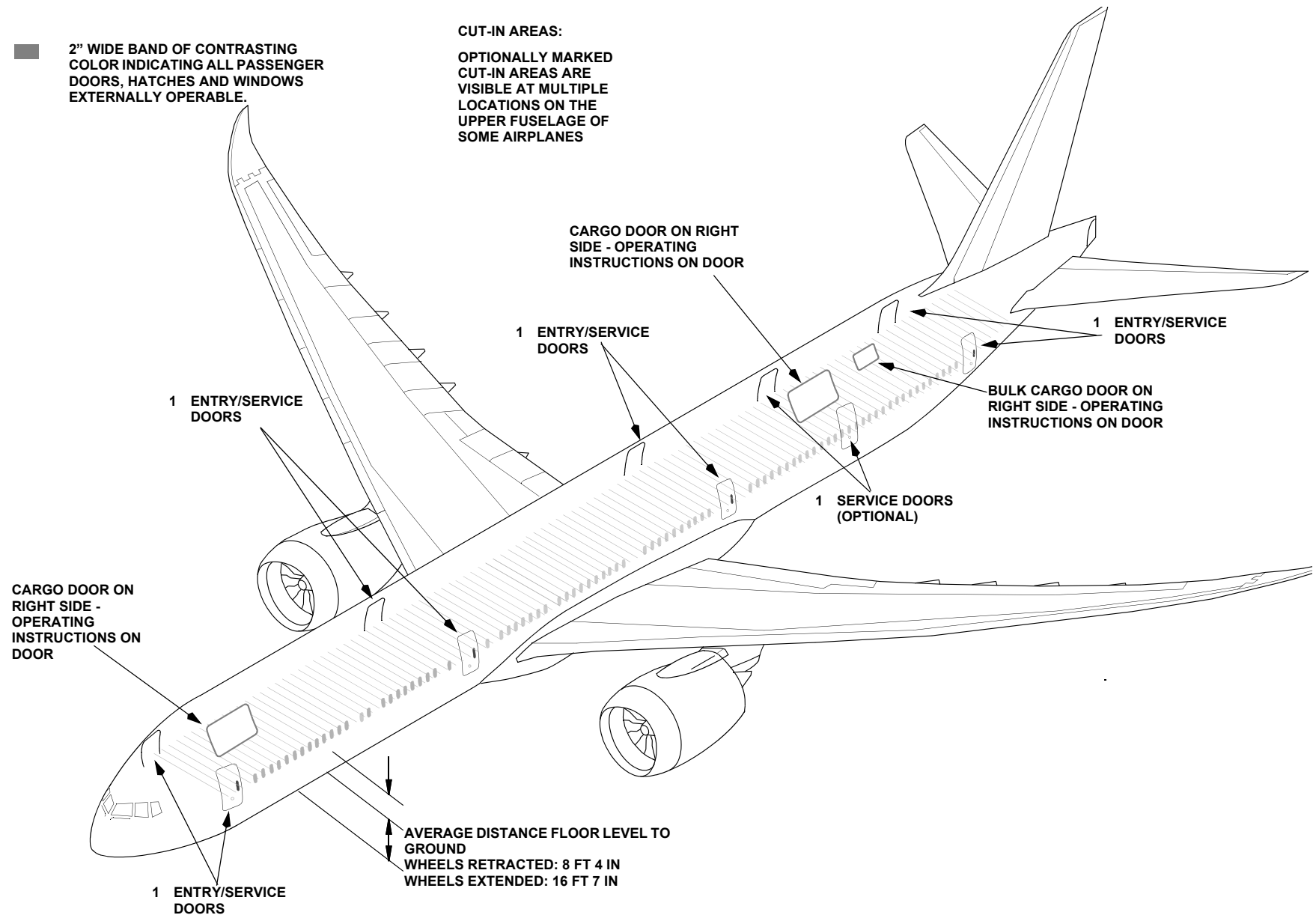
# EMERGENCY RESCUE ACCESS-2



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

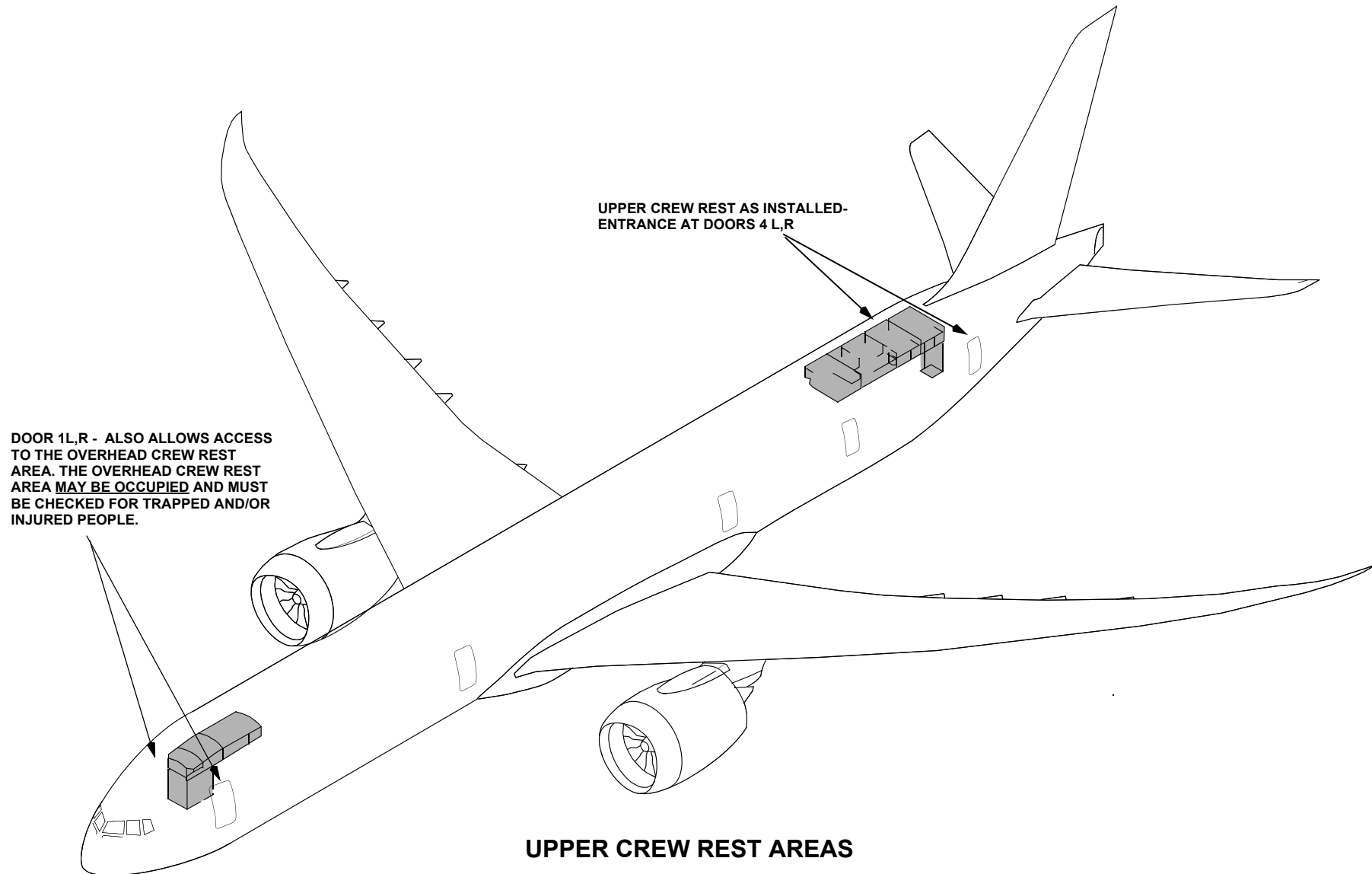
## CUT-IN AREAS:

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



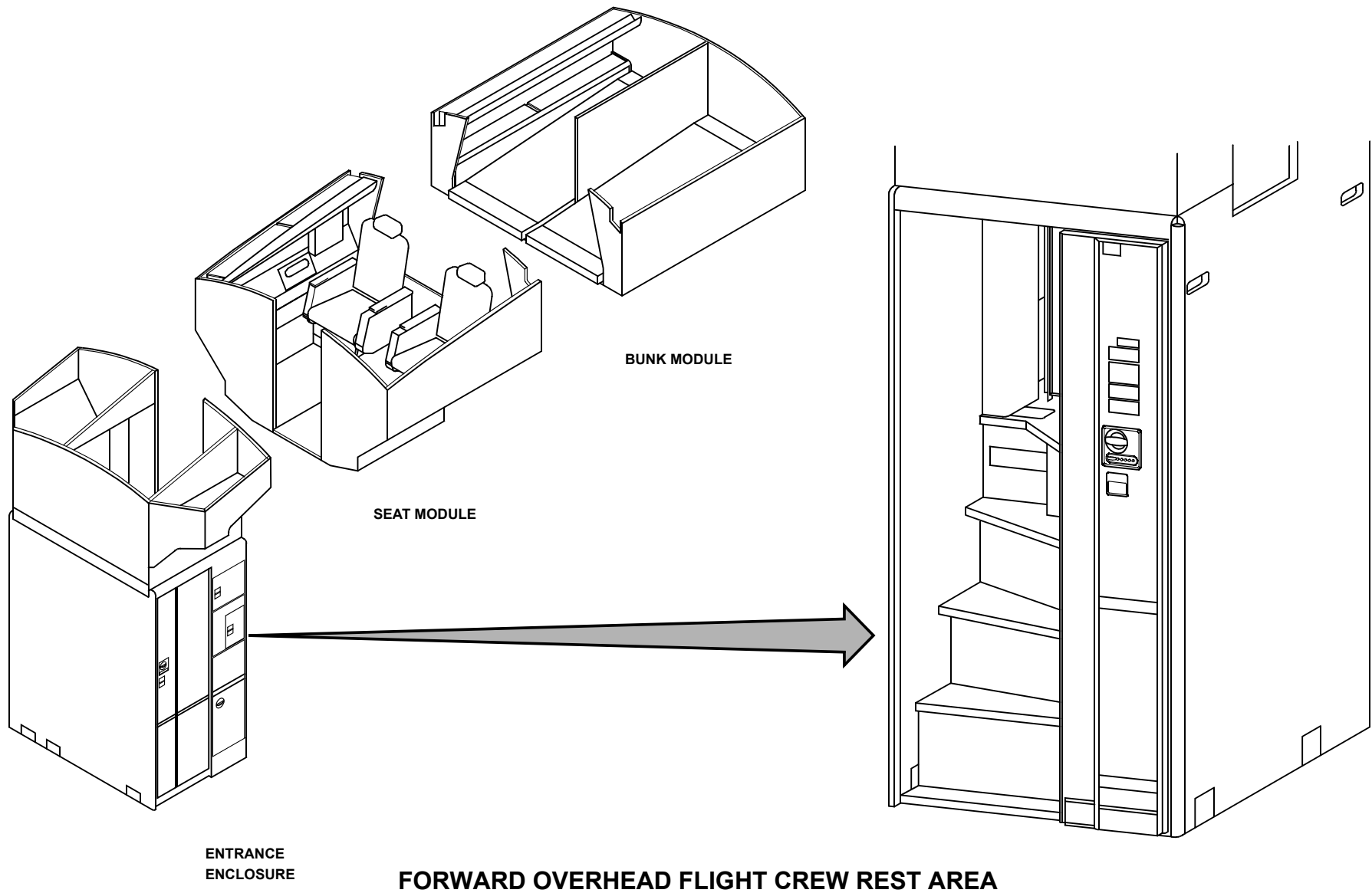
## 777-8 &amp; 777-9 SERIES

## EMERGENCY RESCUE ACCESS-3



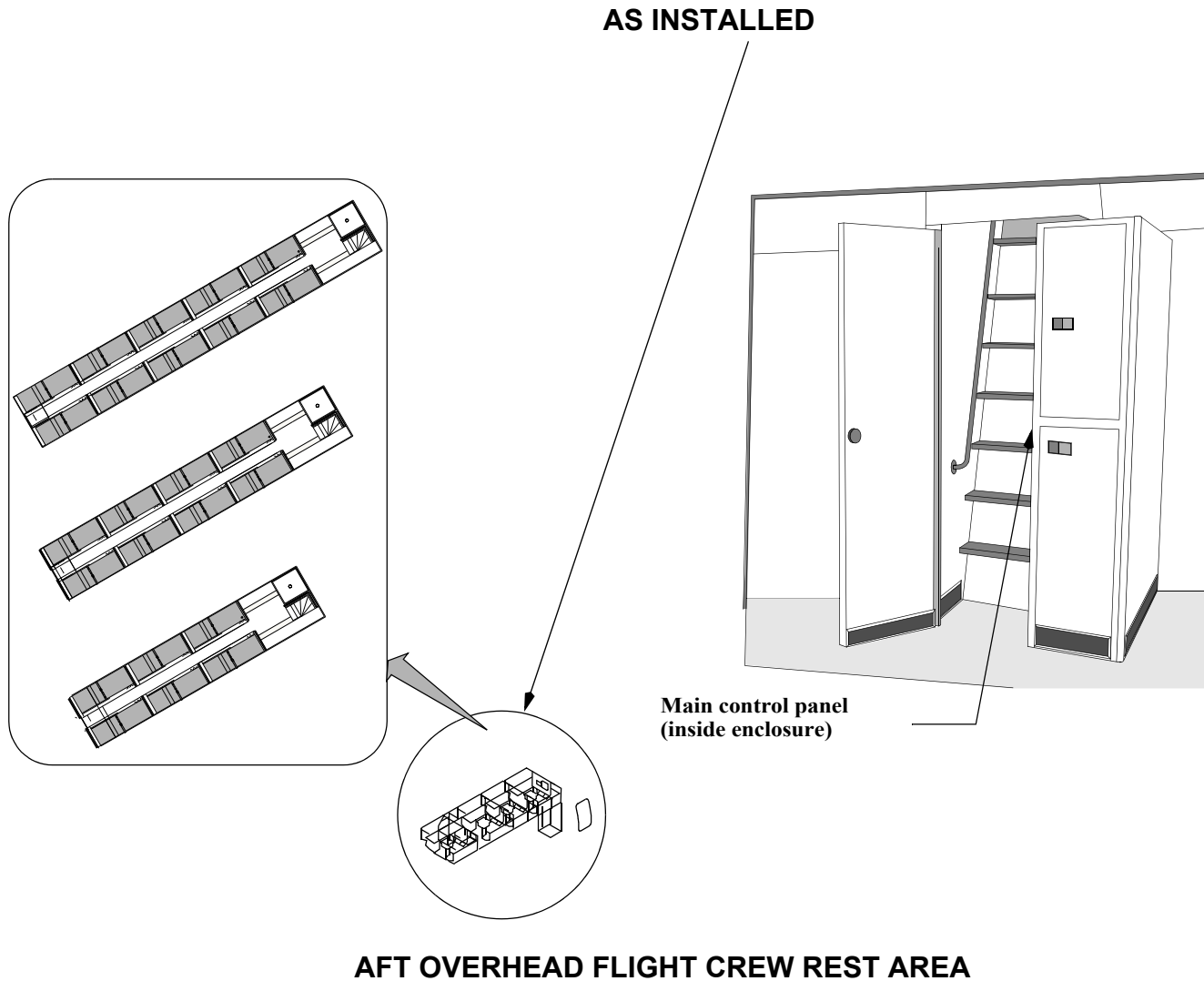
## 777-8 & 777-9 SERIES

## EMERGENCY RESCUE ACCESS-4



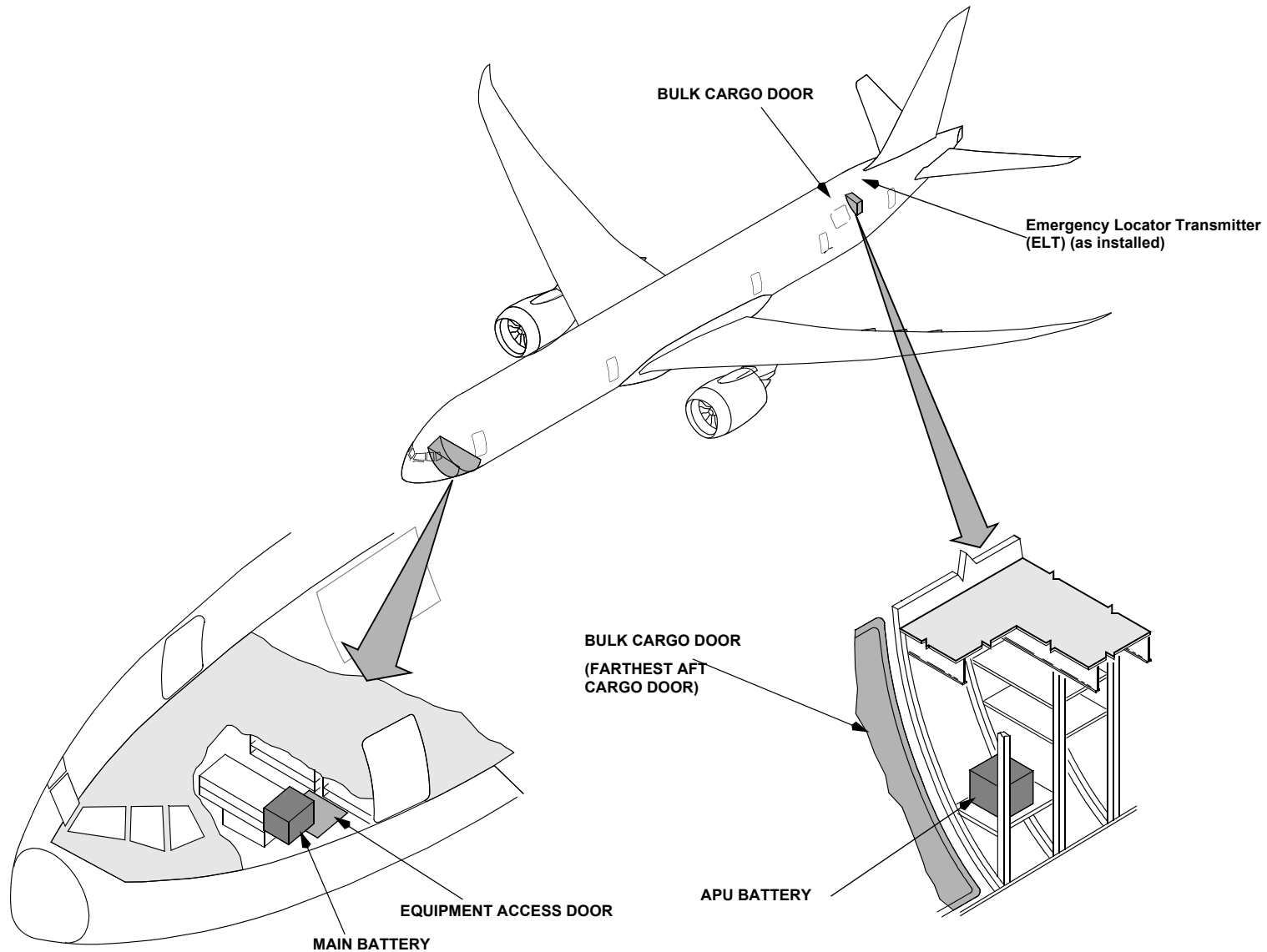
**777-8 & 777-9 SERIES**

**EMERGENCY RESCUE ACCESS-5**



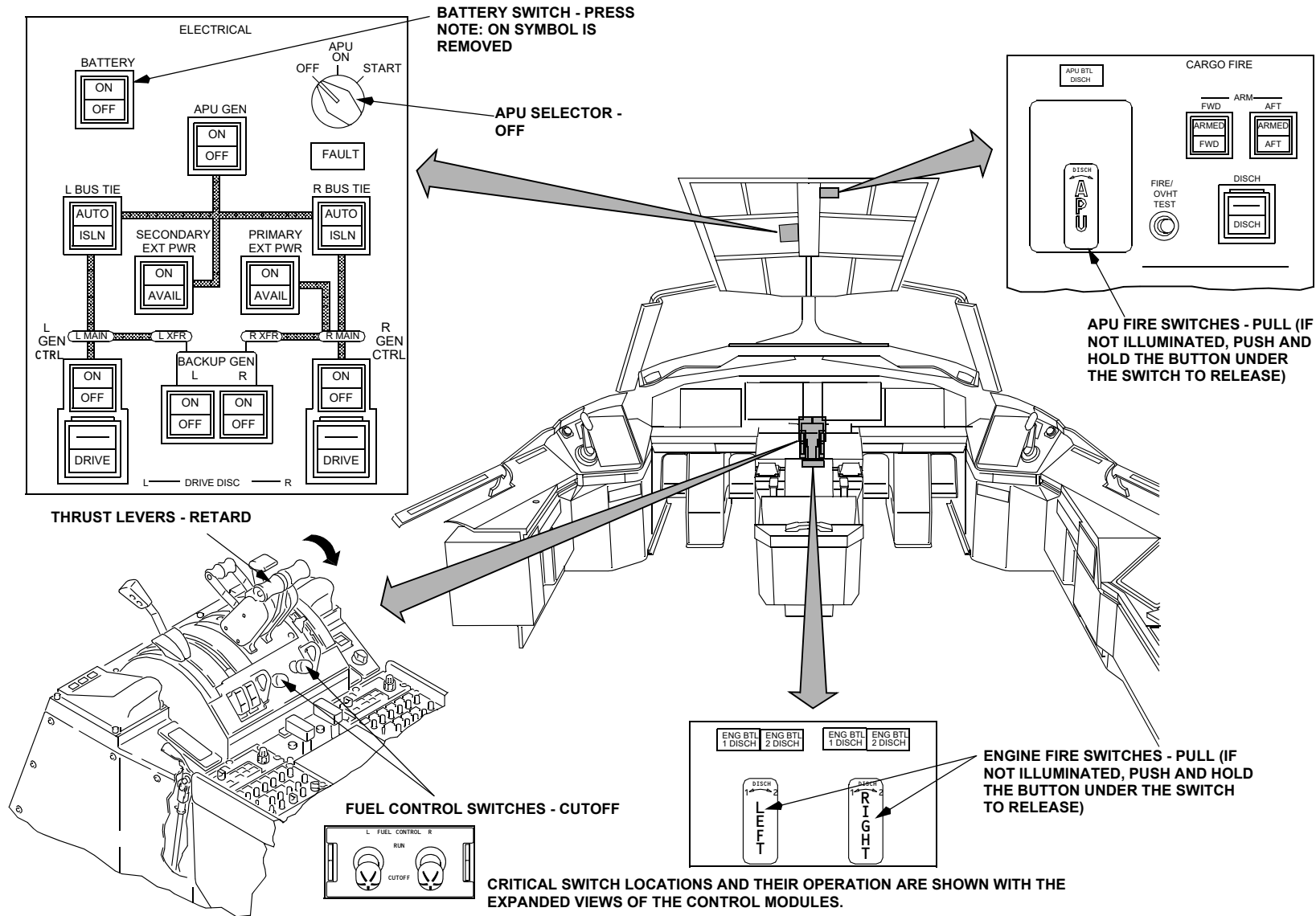
## 777-8 & 777-9 SERIES

## BATTERY LOCATIONS



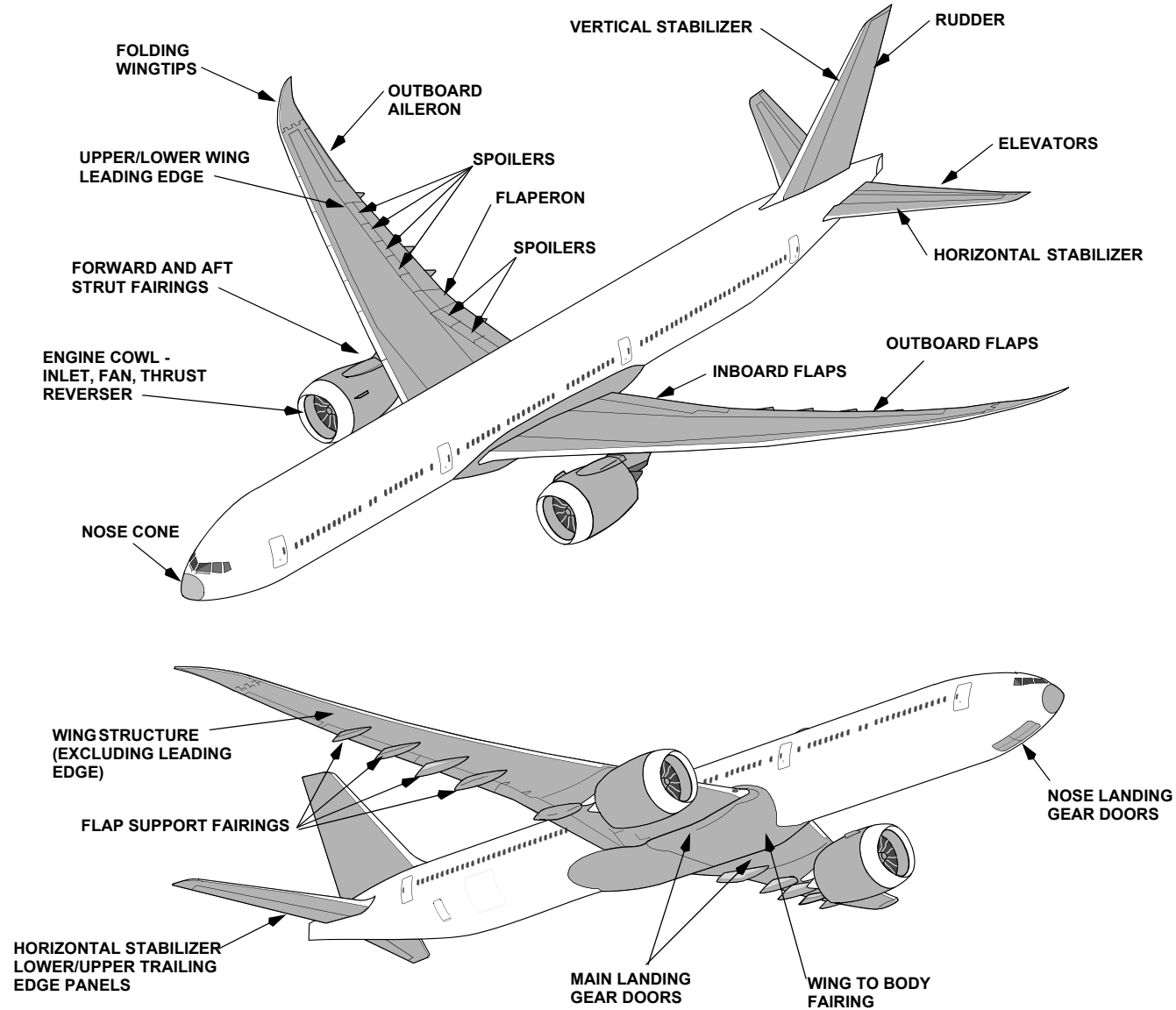
## 777-8 & 777-9 SERIES

## FLIGHT DECK CONTROL SWITCH LOCATIONS



# 777-8 & 777-9 SERIES

# COMPOSITE MATERIALS LOCATIONS



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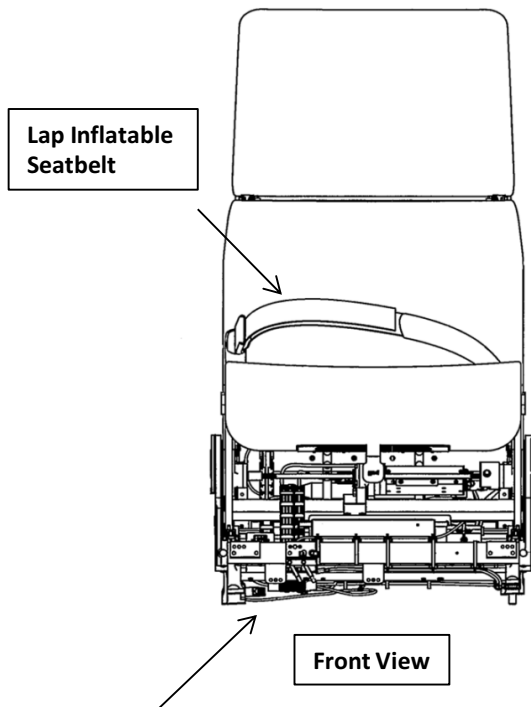
## 777-8 &amp; 777-9 SERIES

## PASSENGER SEATBELT AIRBAGS

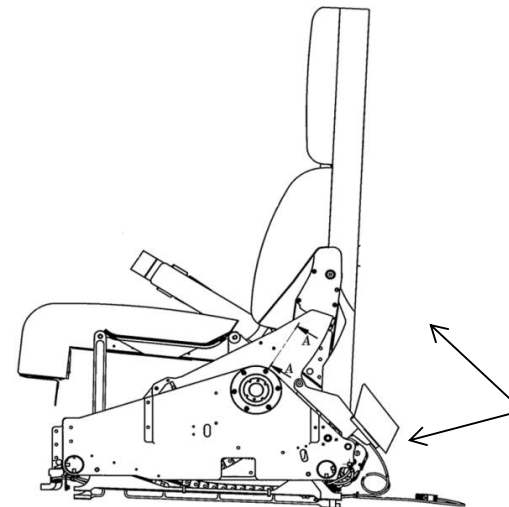
## Passenger Seatbelt Airbags

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.



Firing System is contained within seat assembly

Side View

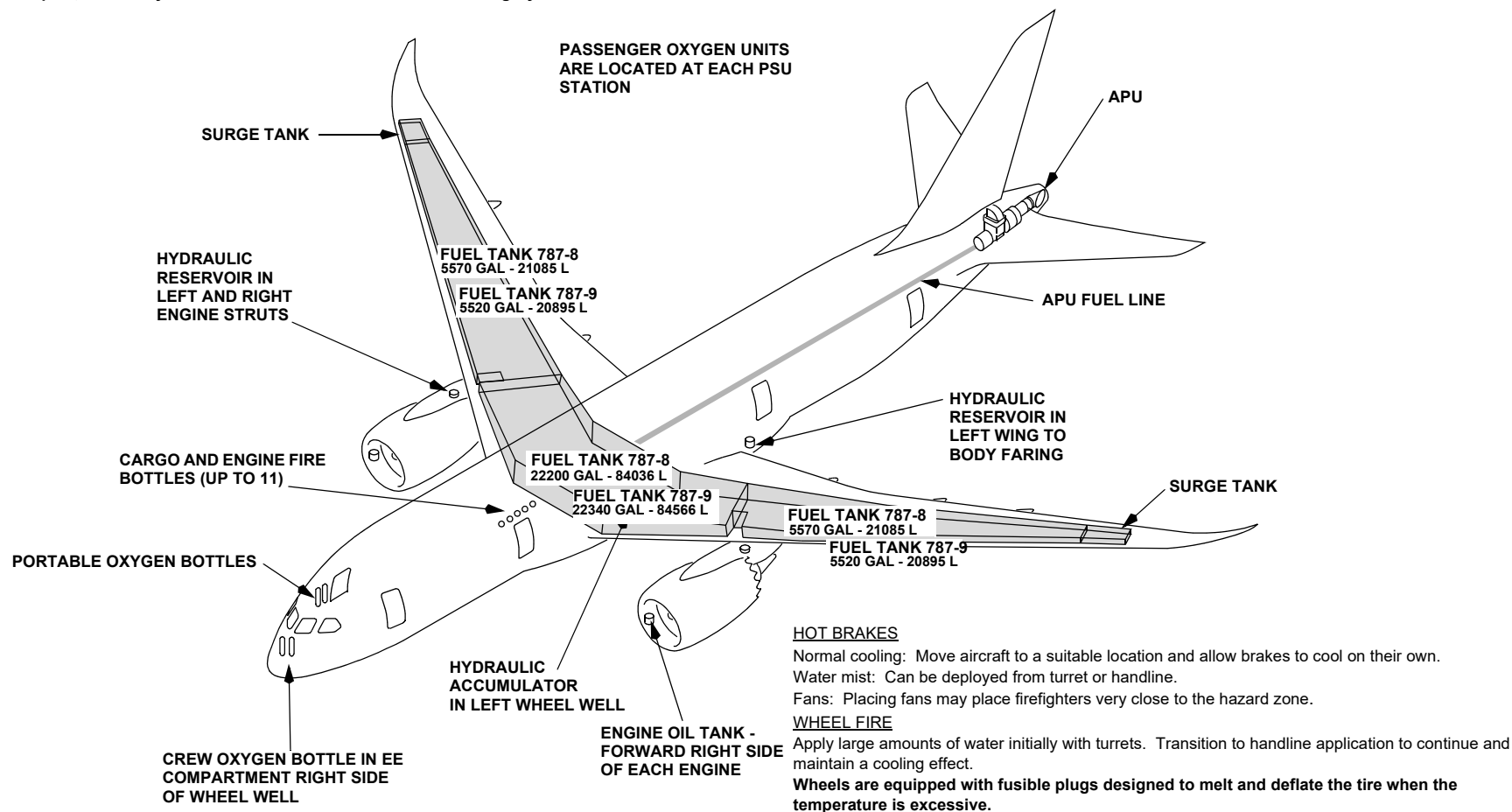
WARNING: DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.



# 787 SERIES

# FLAMMABLE MATERIAL LOCATIONS

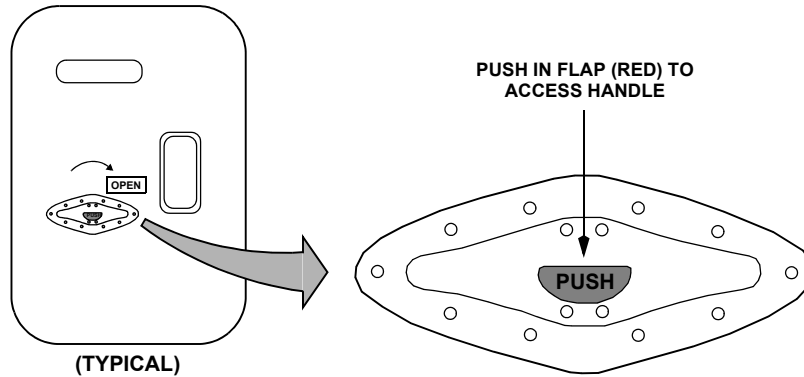
**CAUTION:** Rescue crews wearing full PPE to include SCBA's must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs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



# 787 SERIES

# EMERGENCY RESCUE ACCESS-1

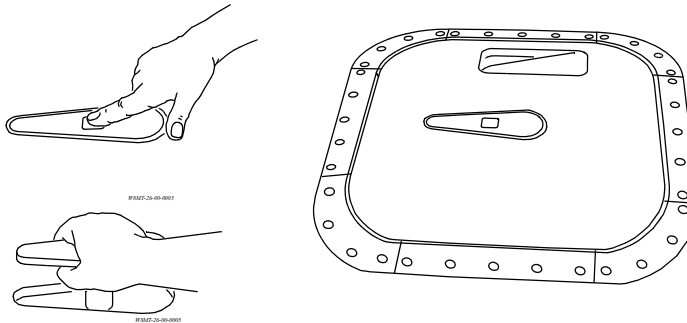
## 1 ENTRY/SERVICE DOOR EXTERNAL HANDLE



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

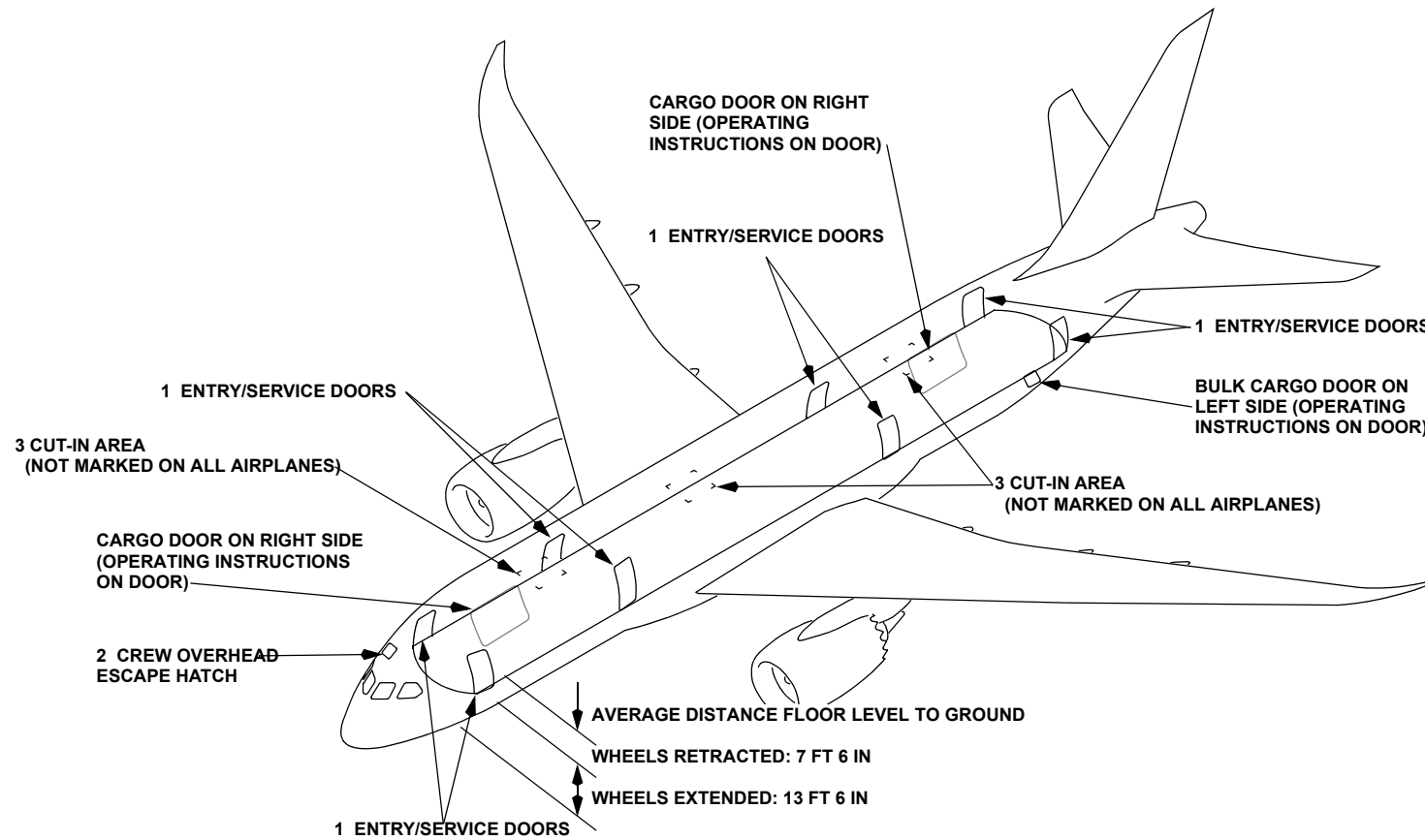


TO OPEN HATCH:

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

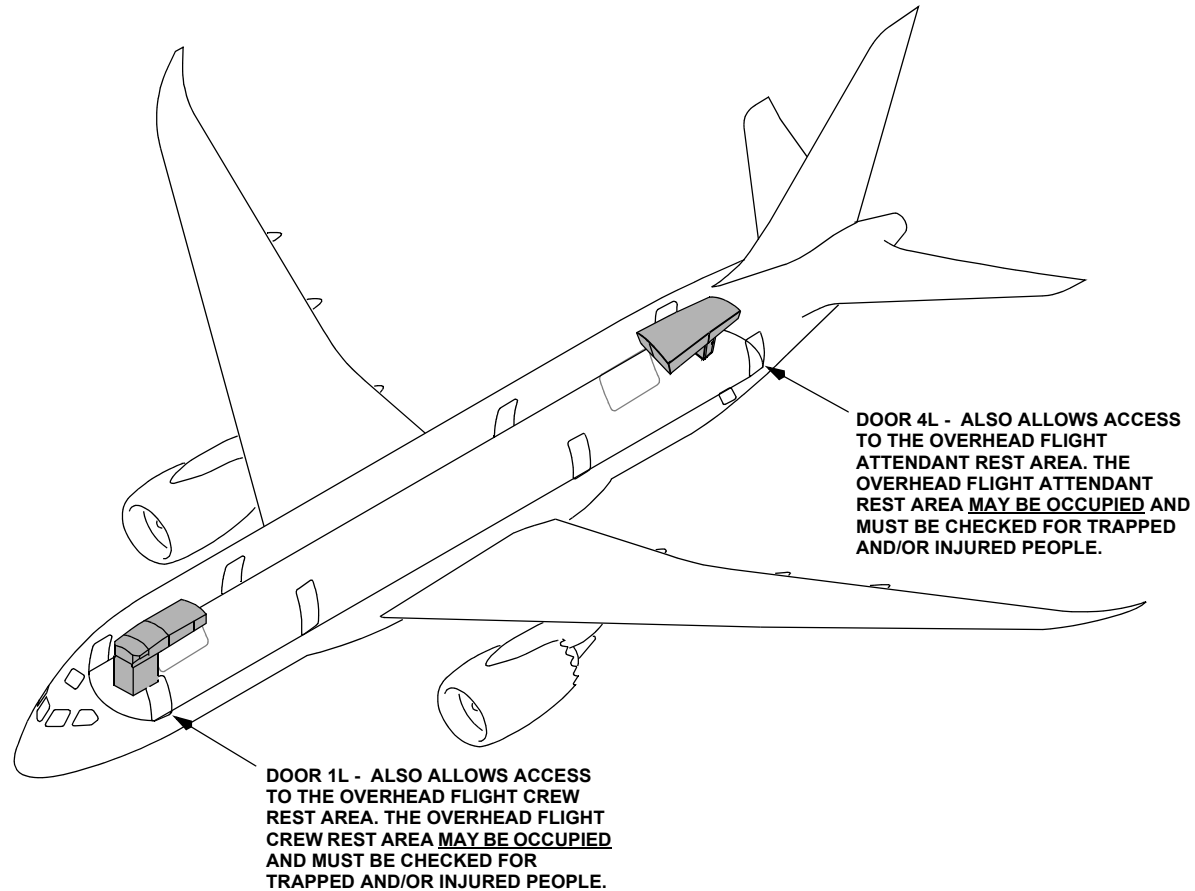
# 787 SERIES

# EMERGENCY RESCUE ACCESS-2



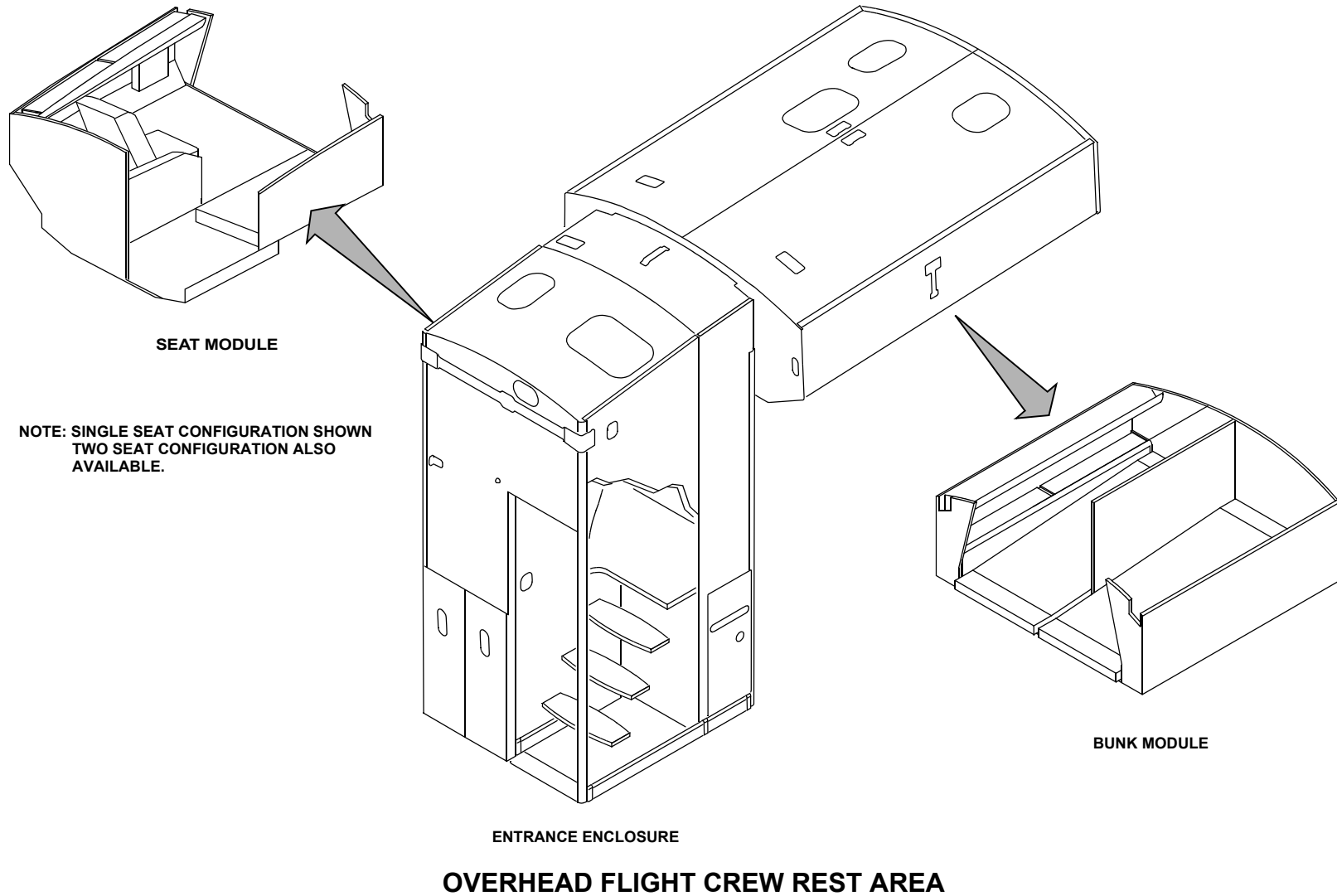
## 787 SERIES

## EMERGENCY RESCUE ACCESS-3



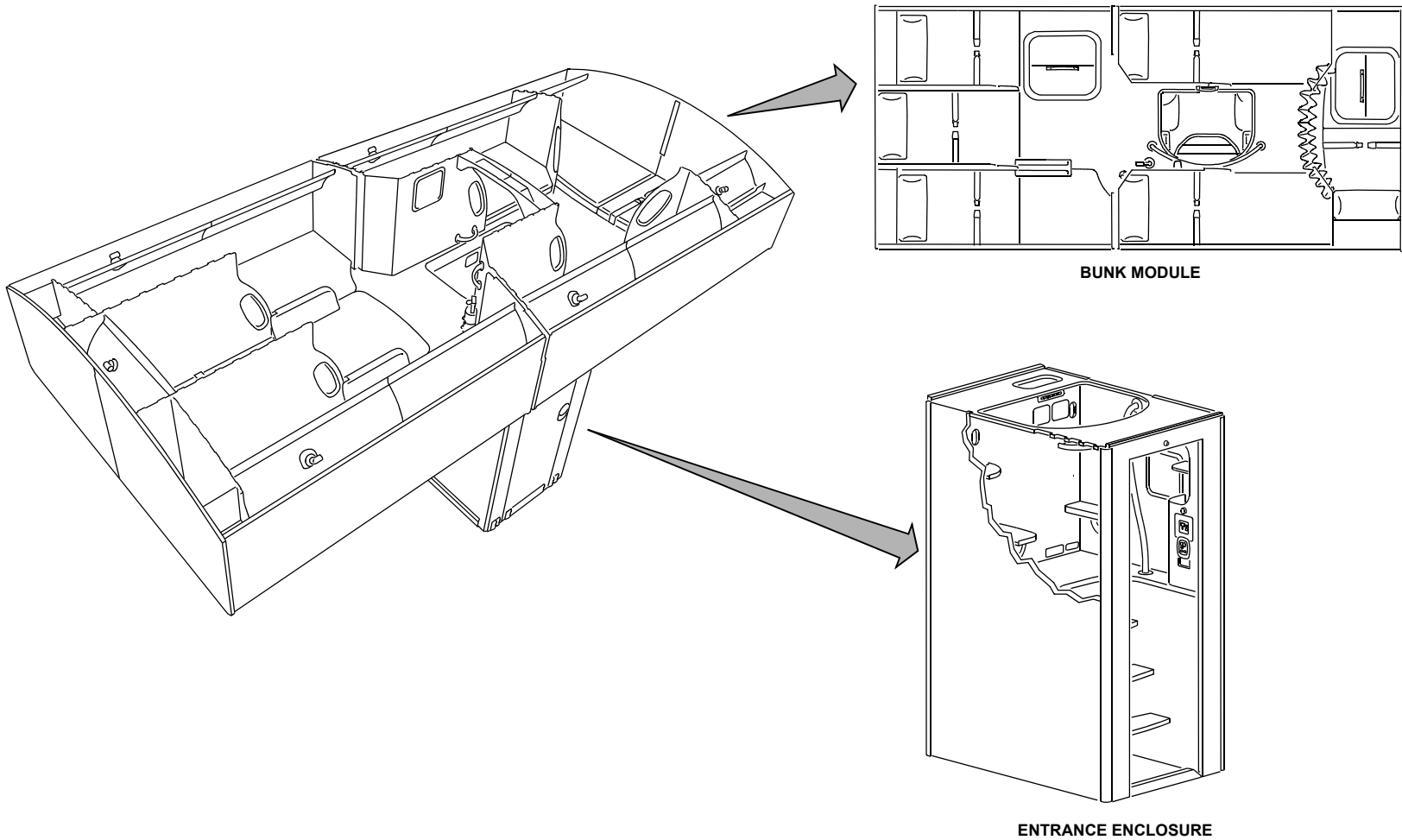
# 787 SERIES

# EMERGENCY RESCUE ACCESS-4



**787 SERIES**

**EMERGENCY RESCUE ACCESS-5**



**OVERHEAD FLIGHT ATTENDANT REST AREA**

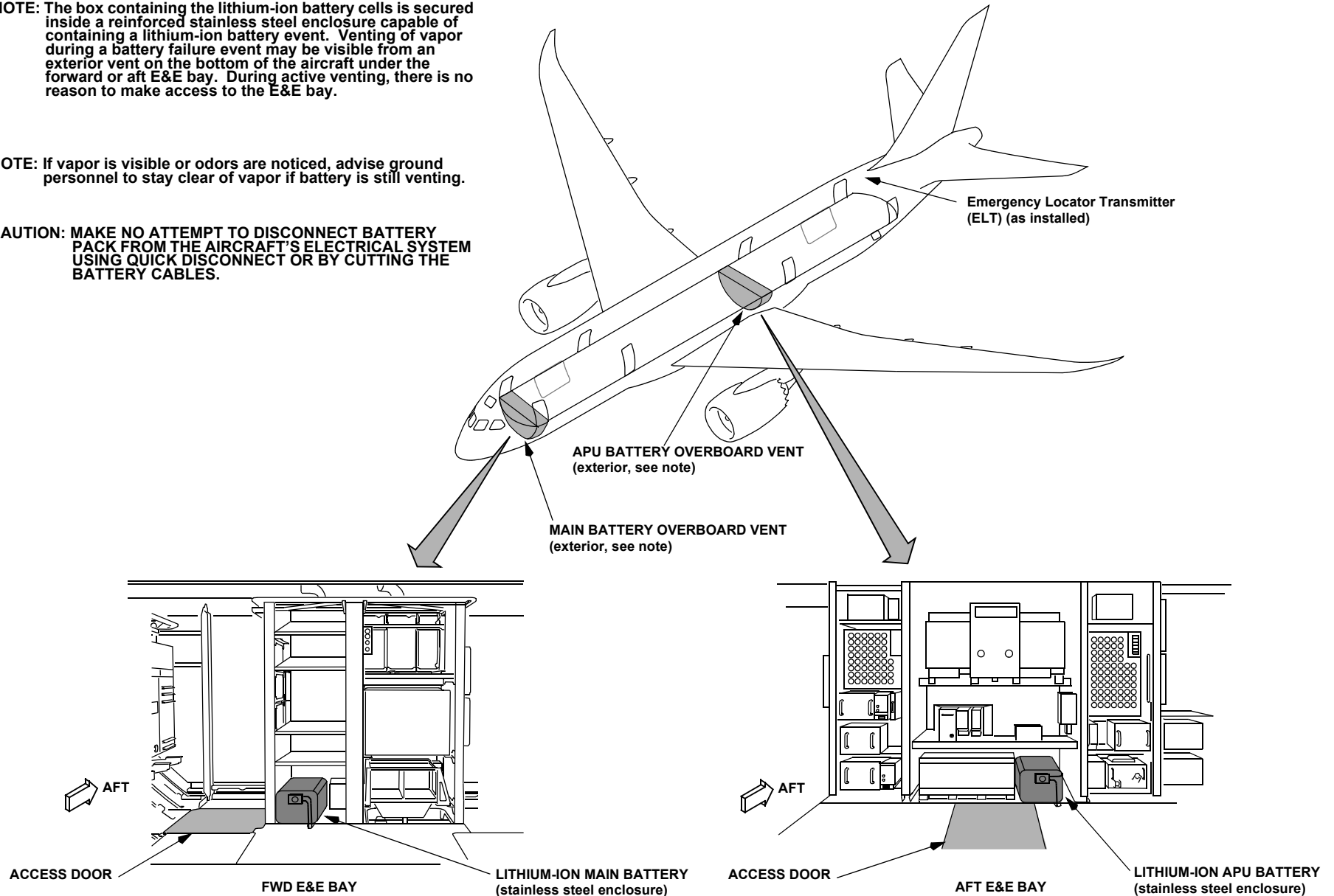
# 787 SERIES

# 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.

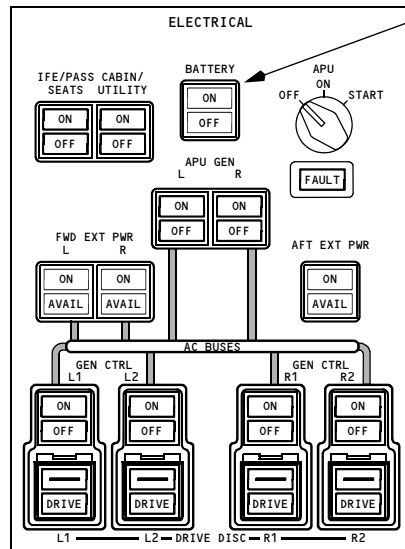
**NOTE:** If vapor is visible or odors are noticed, advise ground personnel to stay clear of vapor if battery is still venting.

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

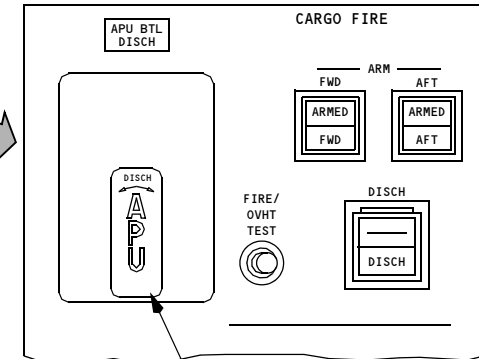
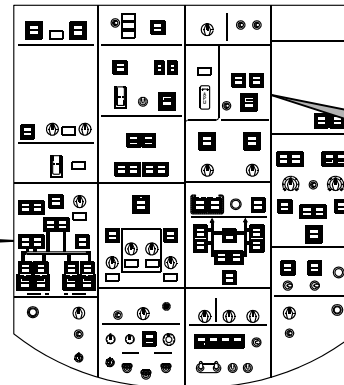


## 787 SERIES

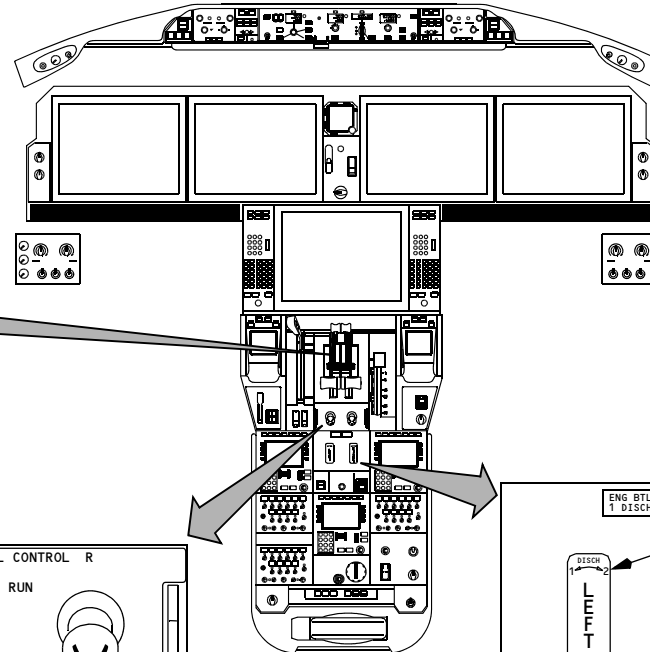
## FLIGHT DECK CONTROL SWITCH LOCATIONS



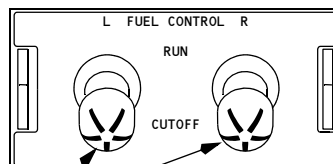
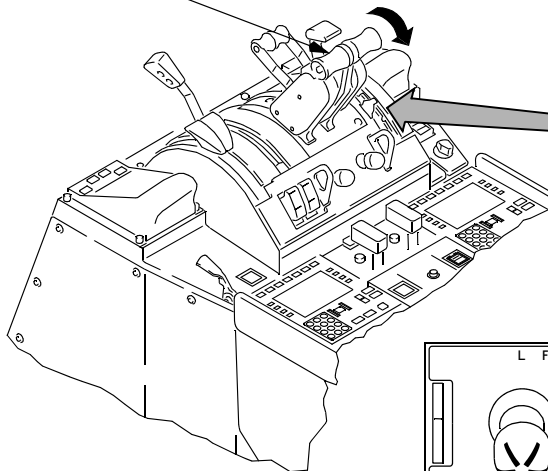
**BATTERY SWITCH - PRESS**  
NOTE: ON SYMBOL IS REMOVED



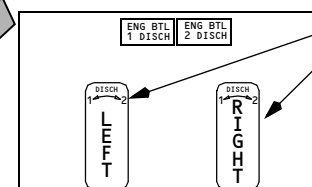
**APU FIRE SWITCH - PULL** (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)



**THRUST LEVERS - RETARD**



**FUEL CONTROL SWITCHES - CUTOFF**



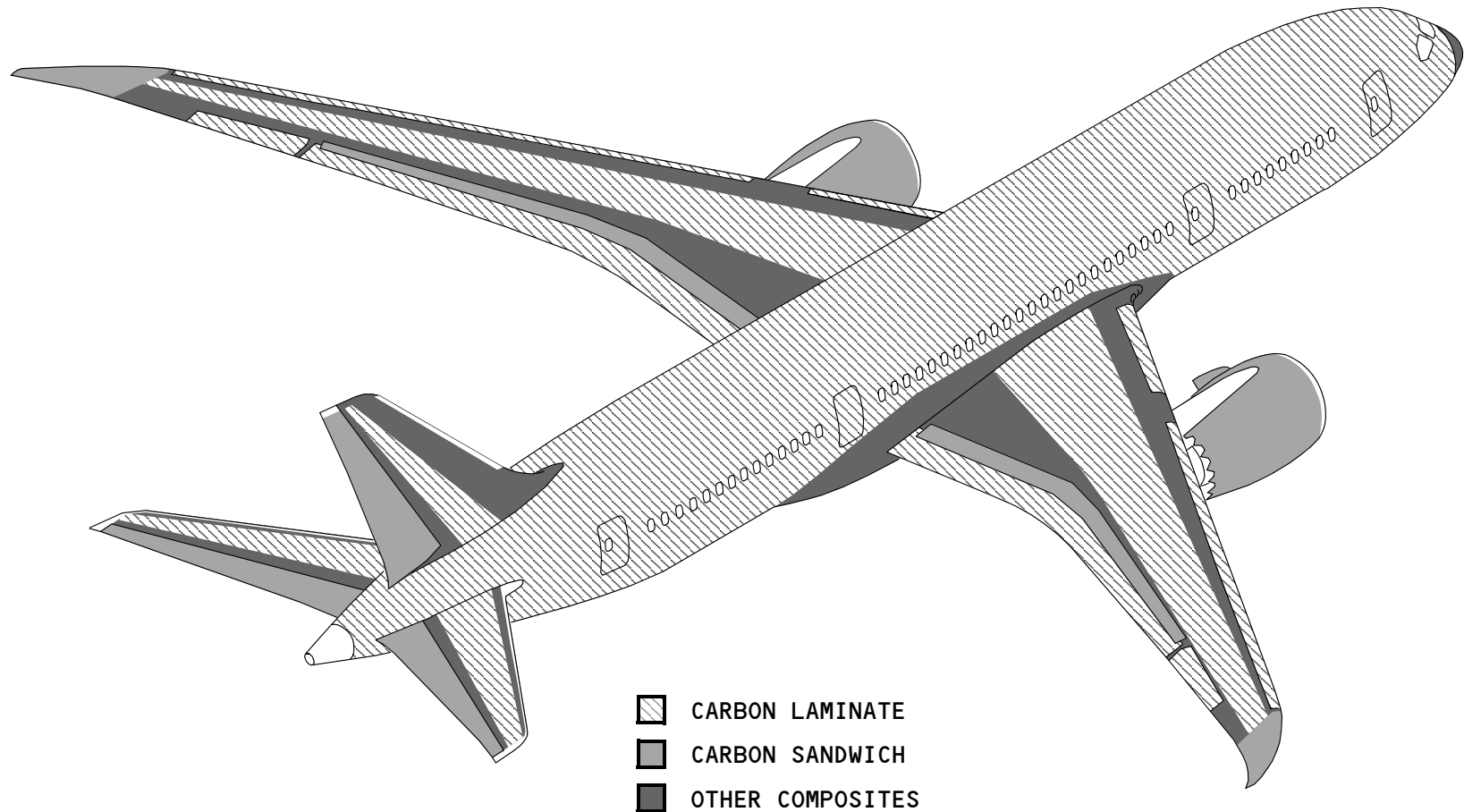
**ENGINE FIRE SWITCHES - PULL** (IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE)

**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.

## 787 SERIES

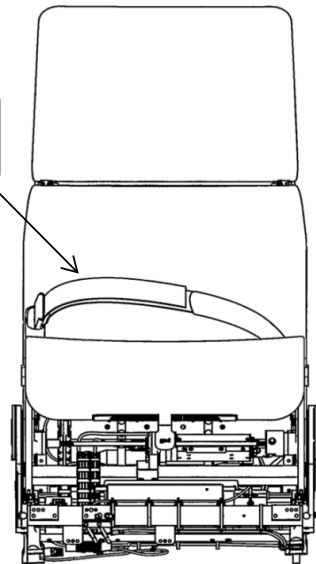
## PASSENGER SEATBELT AIRBAGS

## Passenger Seatbelt Airbags

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

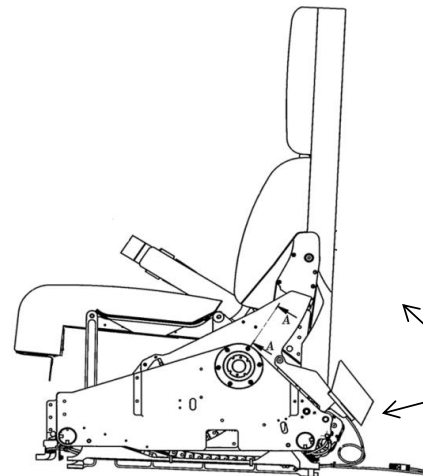
**CAUTION:** AVOID AREA IN FRONT OF THE UNDEPLOYED AIRBAG SEAT. DO NOT PLACE EQUIPMENT ON OR NEAR THE SEAT, STAND CLEAR OF UN-DEPLOYED AIRBAGS.

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.



Side View

Firing System is  
contained within seat  
assembly

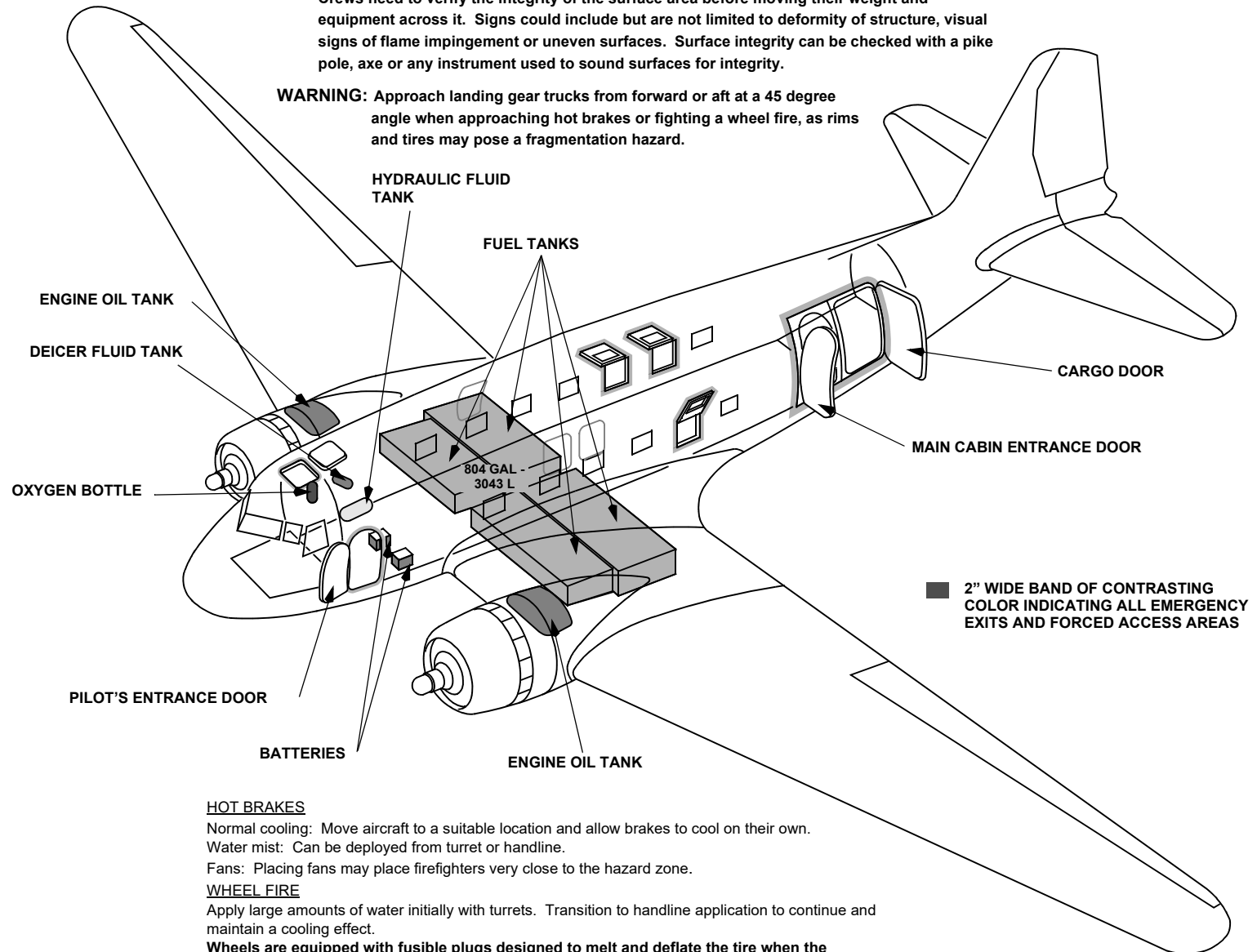
**WARNING:** DO NOT ATTEMPT TO DISABLE THE SYSTEM AND NEVER ASSUME THAT DISCONNECTING POWER WILL DISABLE THE AIRBAG SYSTEM. THIS SHOULD ONLY BE DONE BY PROPERLY TRAINED MECHANICS.

## 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

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.

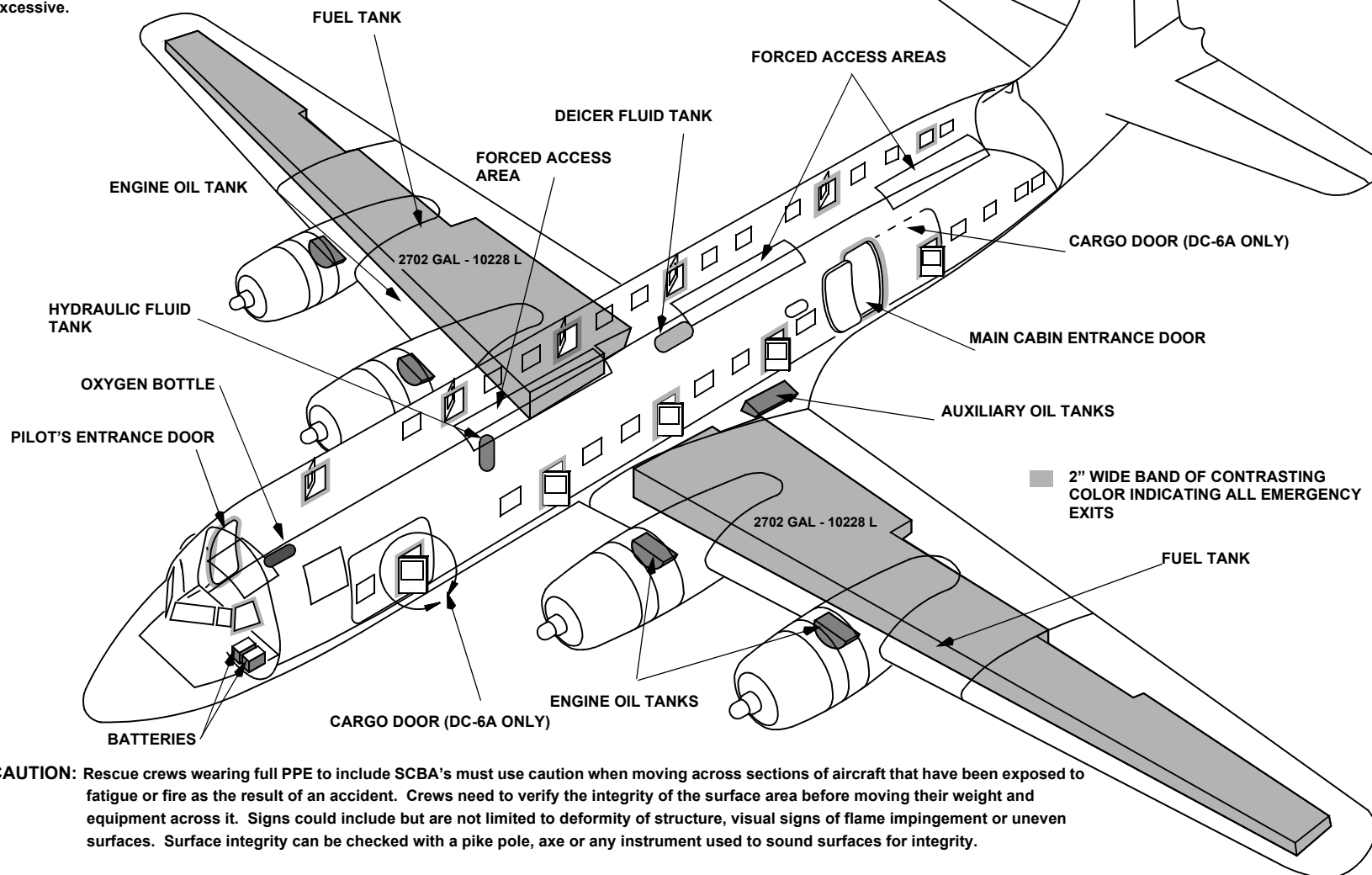
Fans: Placing fans may place firefighters very close to the hazard zone.

## 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.

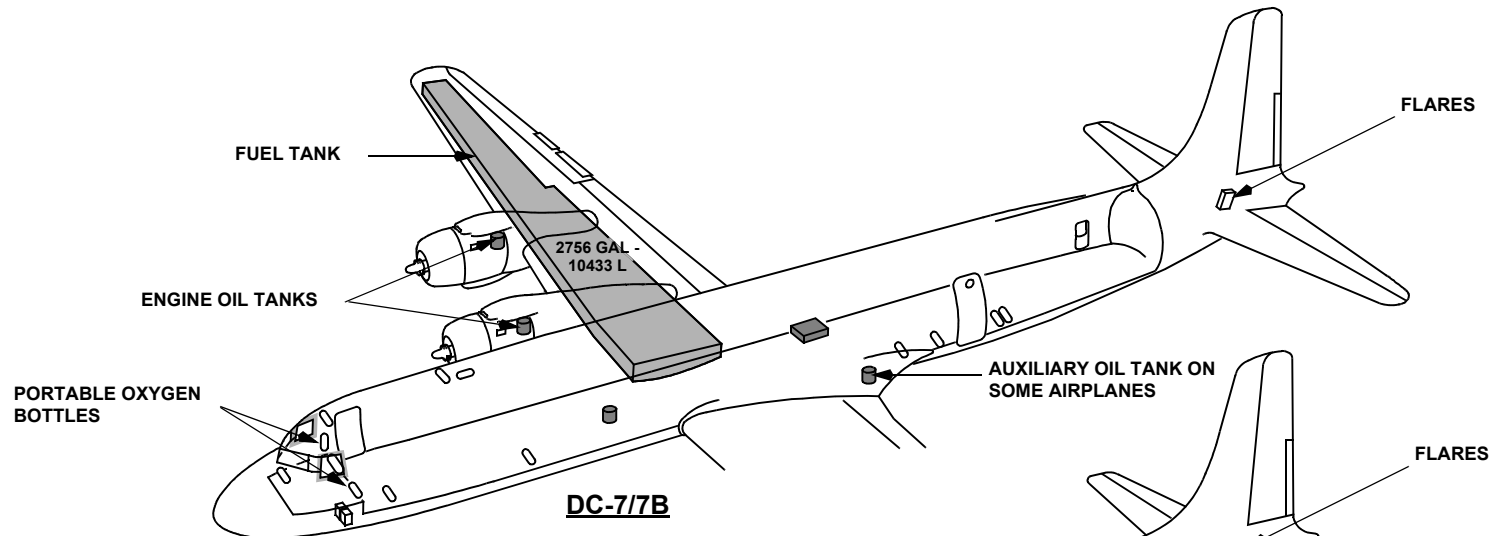


## **DC-6 SERIES**

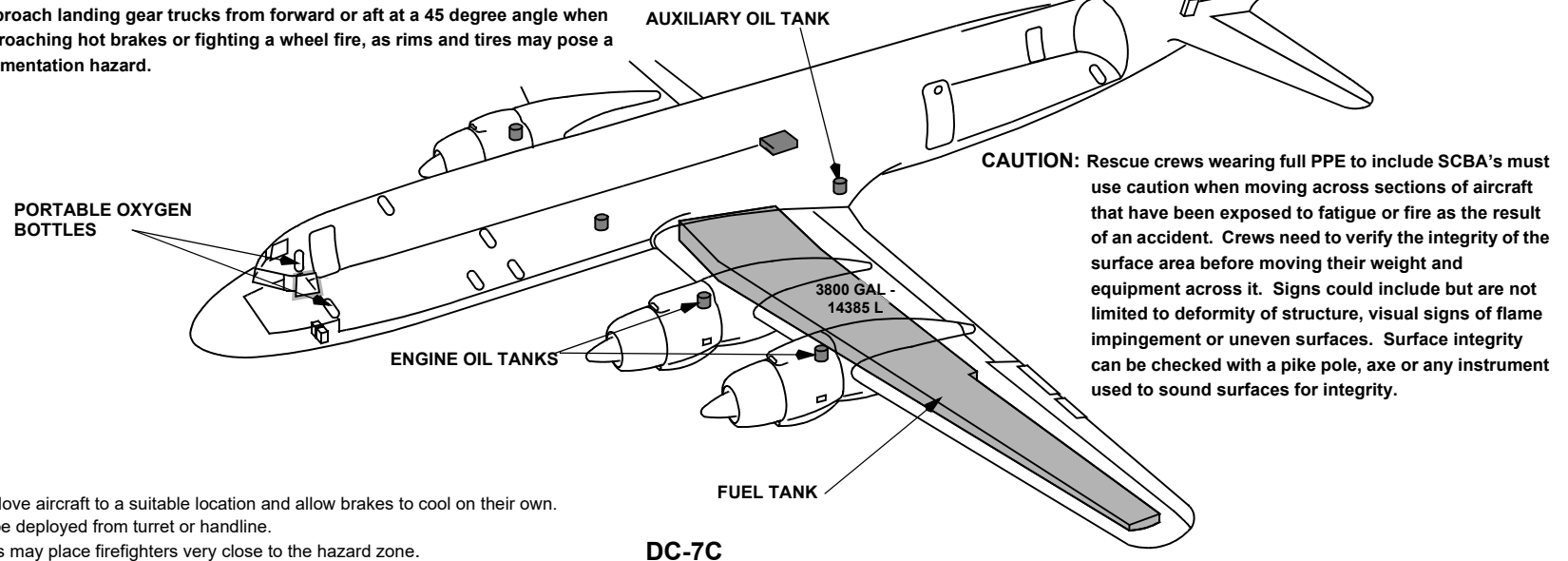
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# DC-7 SERIES

# 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.



## 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

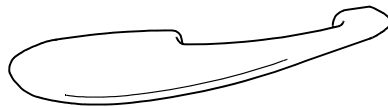
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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

## DC-7 SERIES

## EMERGENCY RESCUE ACCESS

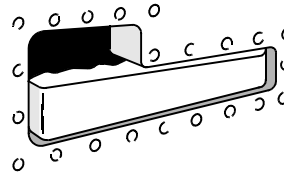
### 1 CREW AND MAIN CABIN DOORS EXTERNAL HANDLE



TO OPEN DOOR:

1. ROTATE HANDLE COUNTERCLOCKWISE.
2. PULL DOOR OUTWARD.

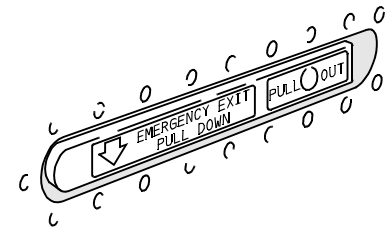
### 2 EMERGENCY EXIT DOORS EXTERNAL HANDLE



TO OPEN DOOR:

1. PULL HANDLE OUT.
2. PUSH DOOR INWARD.

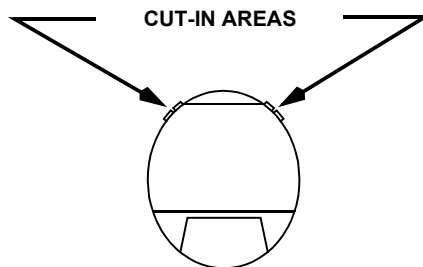
### 3 ESCAPE HATCH EXTERNAL HANDLE



TO OPEN HATCH:

1. PULL HANDLE OUT.
2. ROTATE HANDLE COUNTERCLOCKWISE.
3. PULL HATCH OUT.

### 4 CUT-IN AREAS

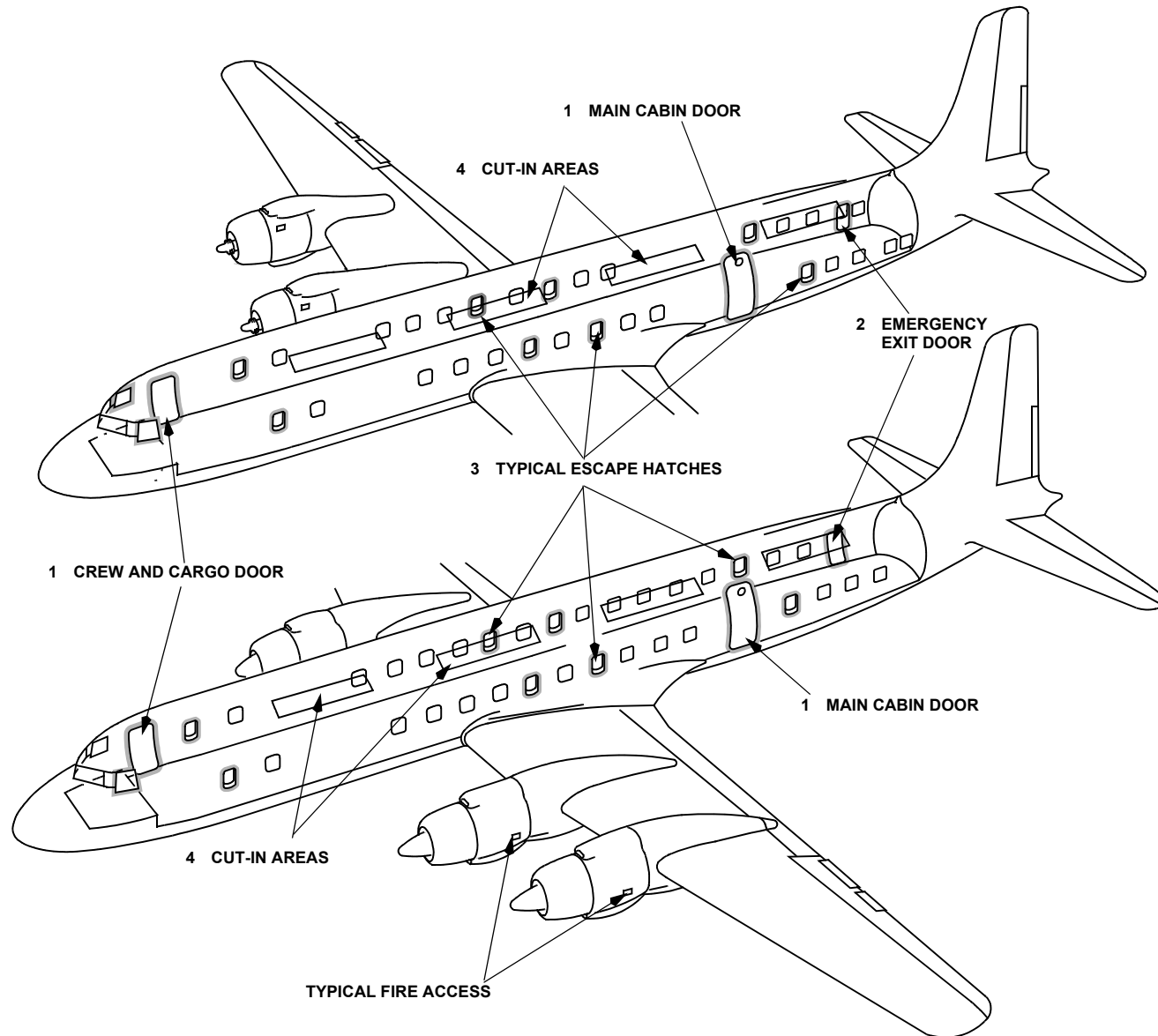


NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



# DC-7 SERIES

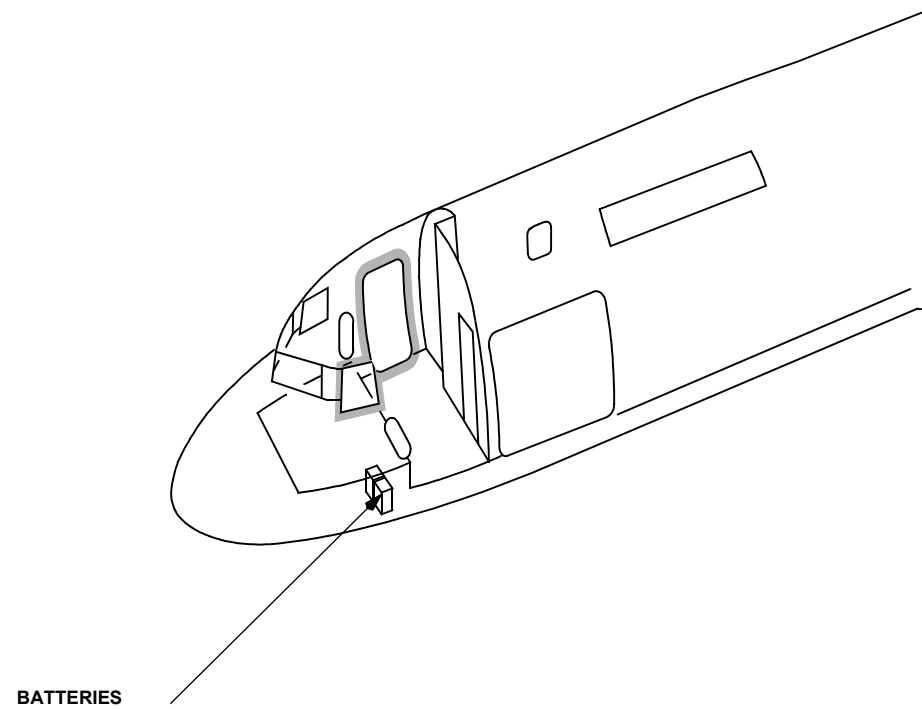
# EMERGENCY RESCUE ACCESS





## **DC-7 SERIES**

## **BATTERY LOCATIONS**

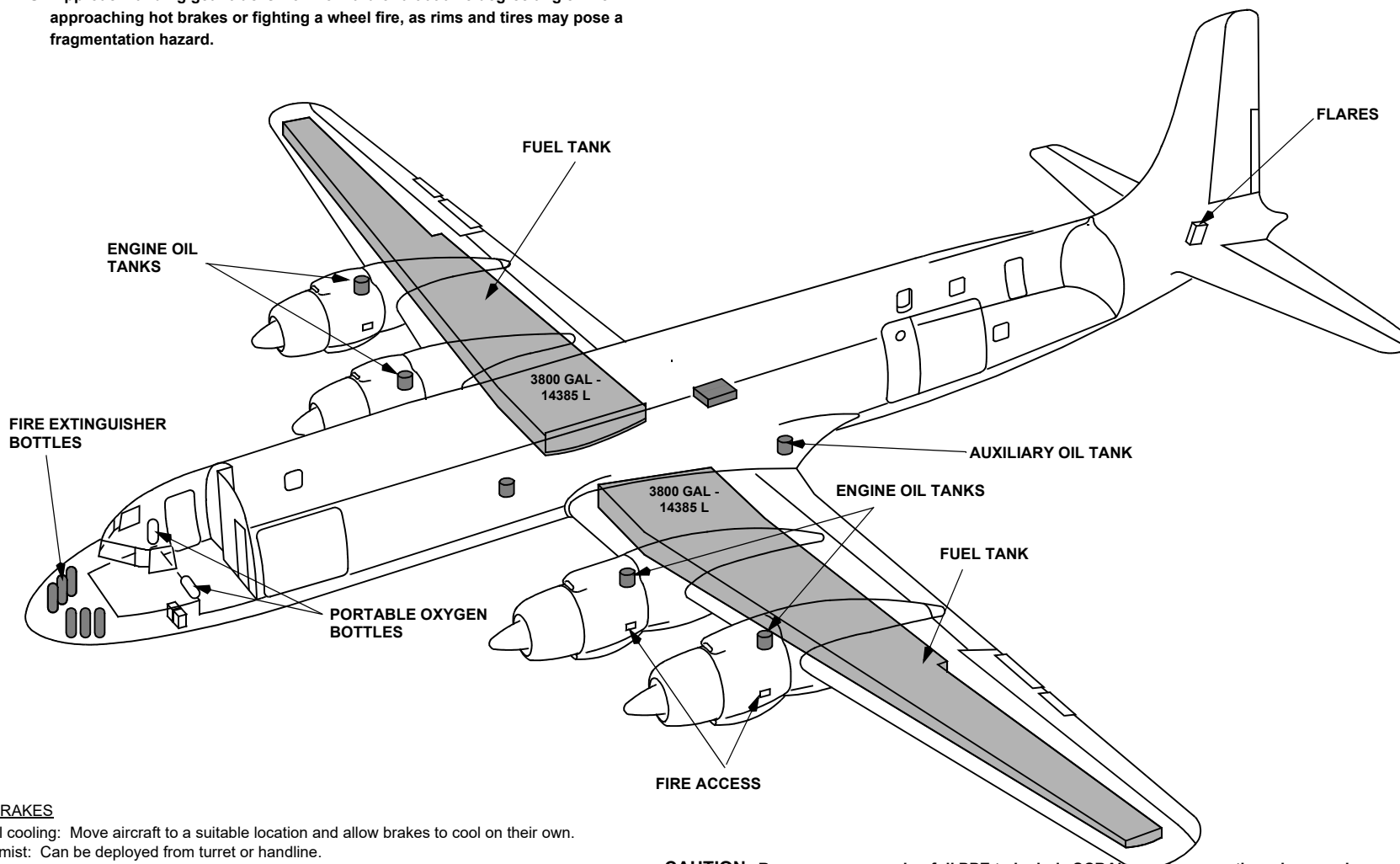


**BATTERIES**

# 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.

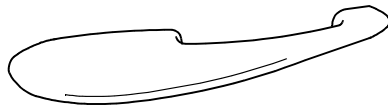
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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## DC-7 FREIGHTER SERIES

## EMERGENCY RESCUE ACCESS-1

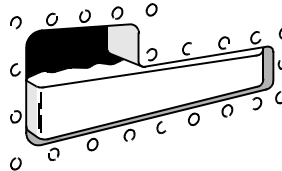
### 1 CREW AND MAIN CABIN DOORS EXTERNAL HANDLE



TO OPEN DOOR:

1. ROTATE HANDLE COUNTERCLOCKWISE.
2. PULL DOOR OUTWARD.

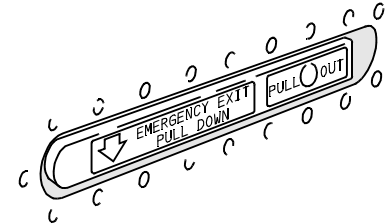
### 2 EMERGENCY EXIT DOORS EXTERNAL HANDLE



TO OPEN DOOR:

1. PULL HANDLE OUT.
2. PUSH DOOR INWARD.

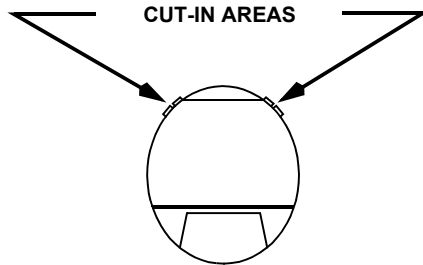
### 3 ESCAPE HATCH EXTERNAL HANDLE



TO OPEN HATCH:

1. PULL HANDLE OUT.
2. ROTATE HANDLE COUNTERCLOCKWISE.
3. PULL HATCH OUT.

### 4 CUT-IN AREAS

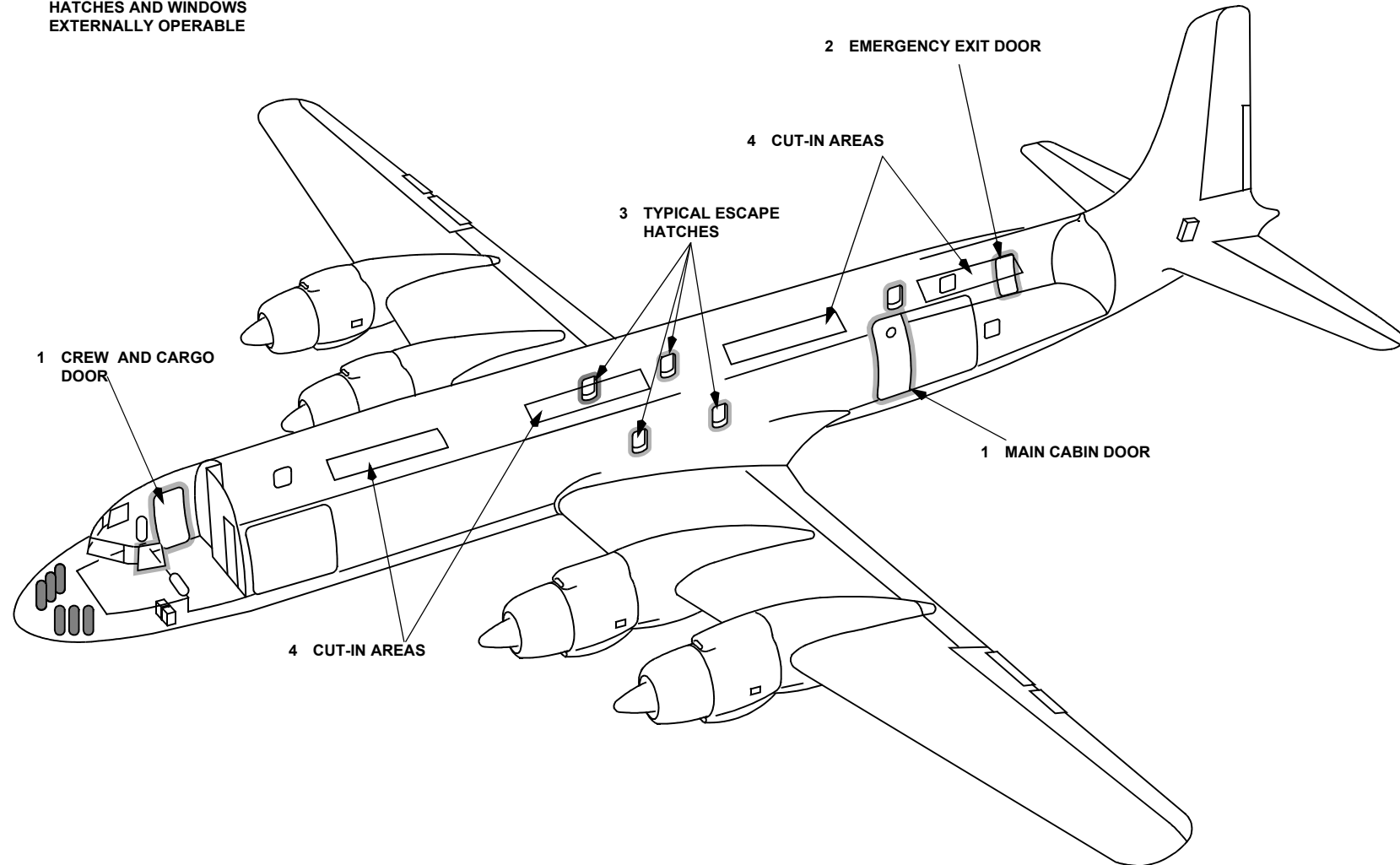


NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

# DC-7 FREIGHTER SERIES

# EMERGENCY RESCUE ACCESS-2

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





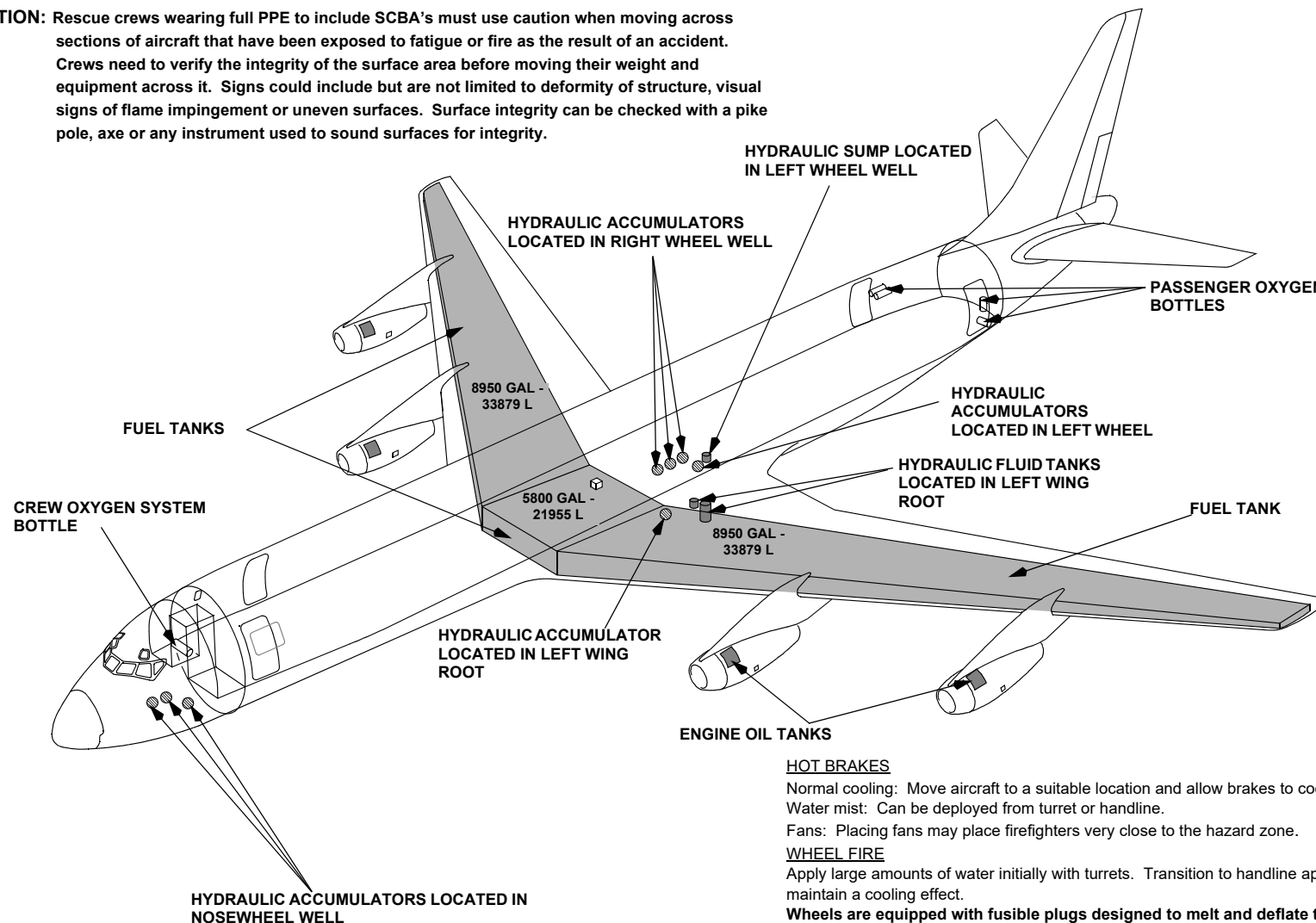
## **DC-7 FREIGHTER SERIES**

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# 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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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.

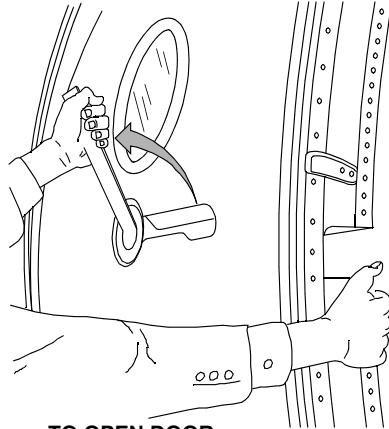
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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 SERIES

## EMERGENCY RESCUE ACCESS-1

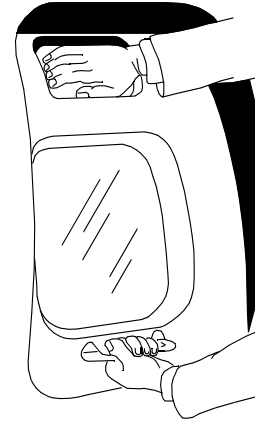
### 1 PASSENGER AND SERVICE DOORS



**TO OPEN DOOR:**

1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

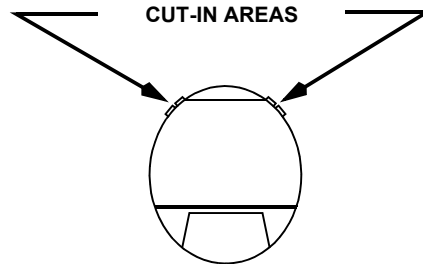
### 2 EMERGENCY EXIT



**TO OPEN DOOR:**

1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

### 3 CUT-IN AREAS

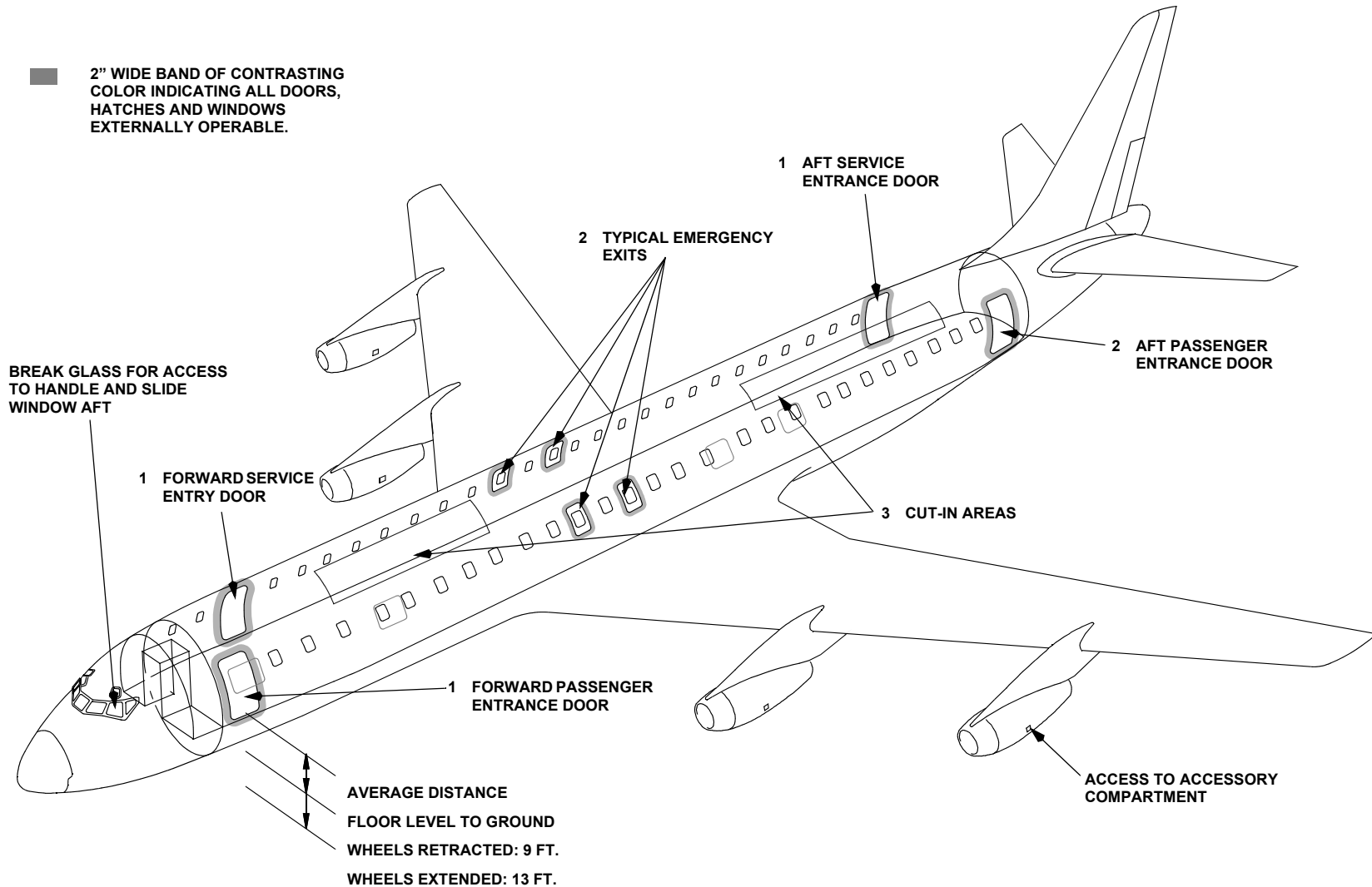


**NOTE:** CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



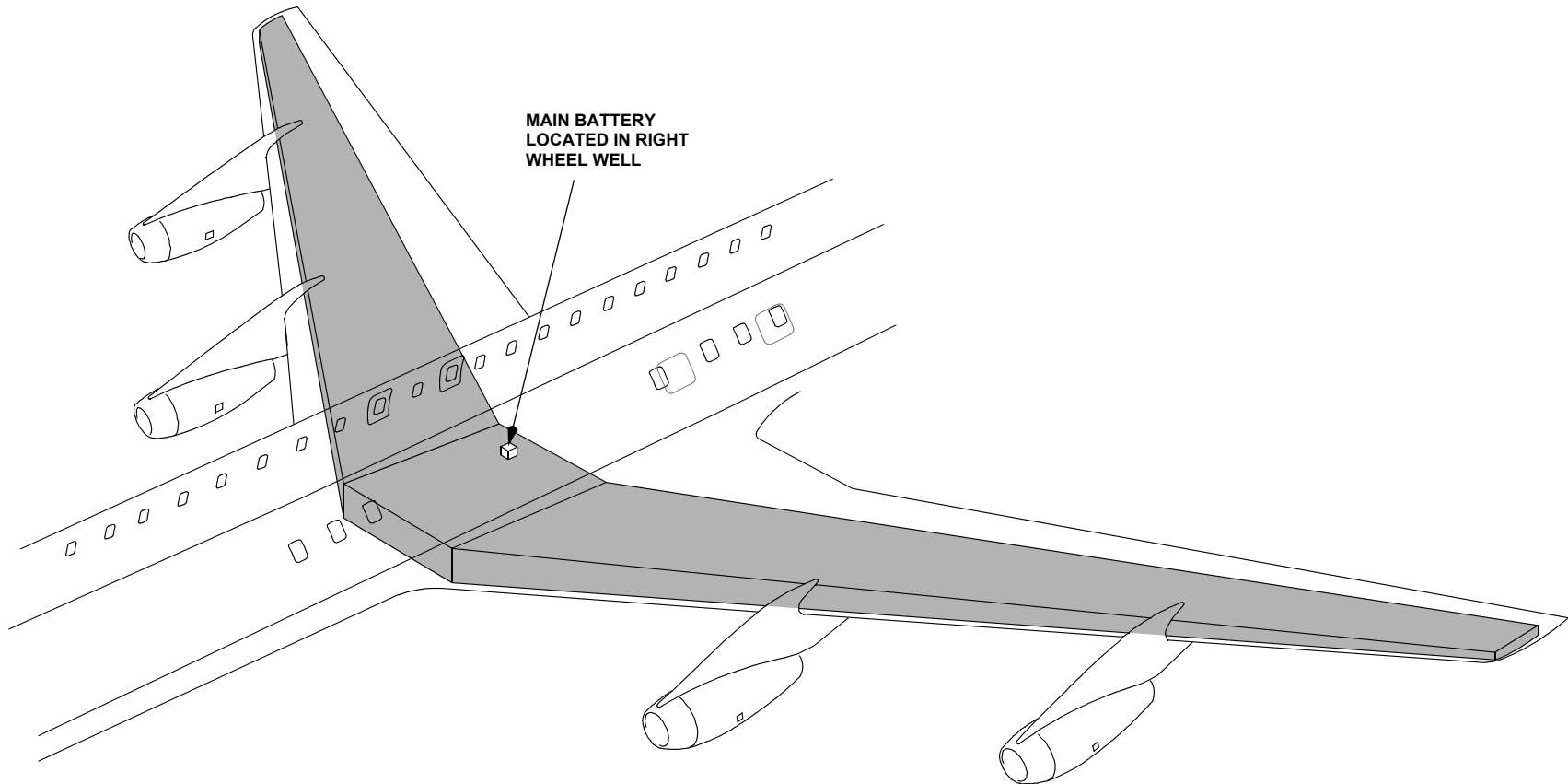
# DC-8 SERIES

# EMERGENCY RESCUE ACCESS-2



**DC-8 SERIES**

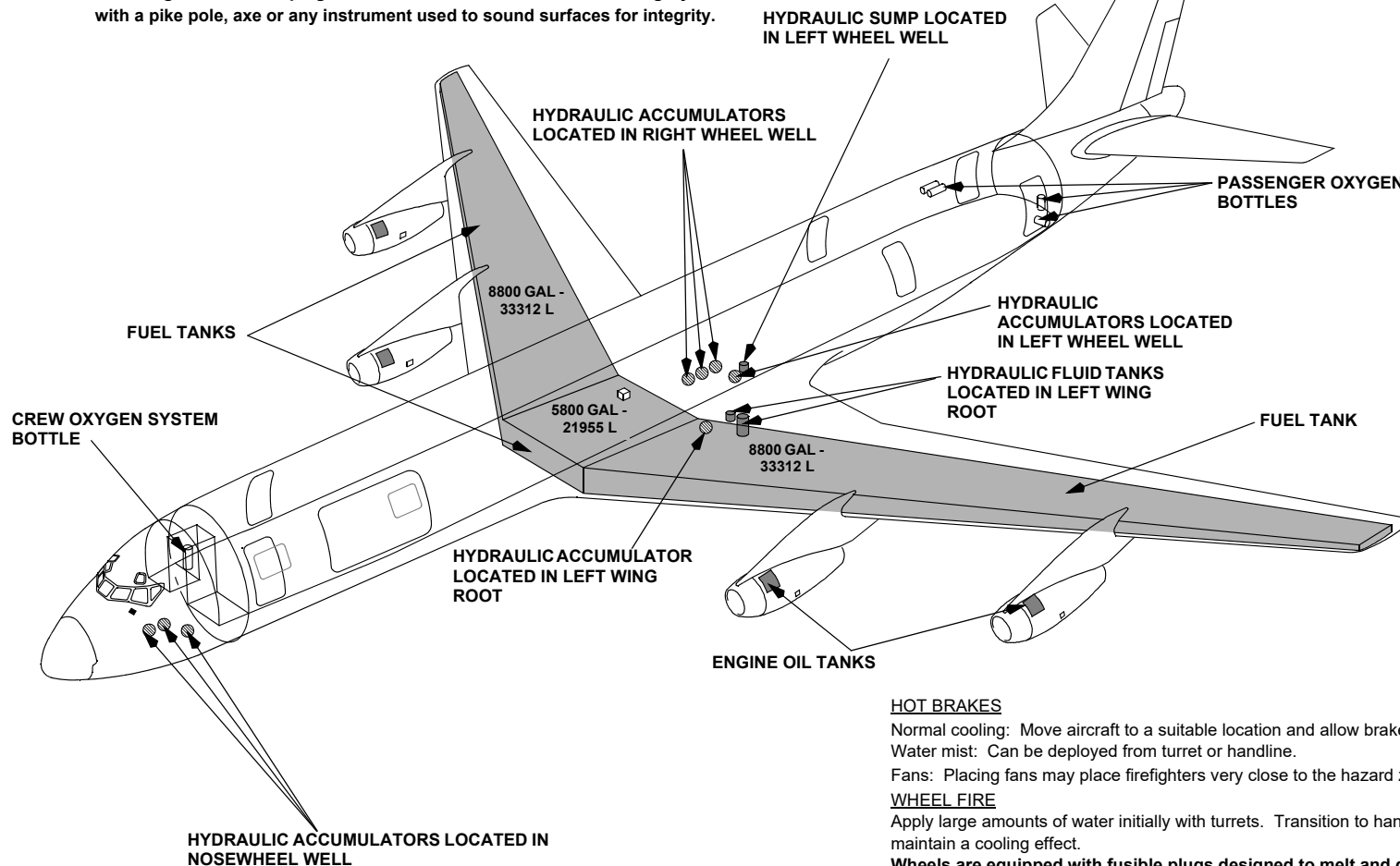
**BATTERY LOCATIONS**



## DC-8 FREIGHTER SERIES

## FLAMMABLE MATERIAL LOCATIONS

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**HOT BRAKES**

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Water mist: Can be deployed from turret or handline.

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

**WHEEL FIRE**

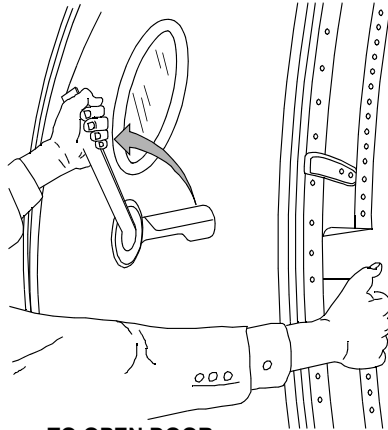
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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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.

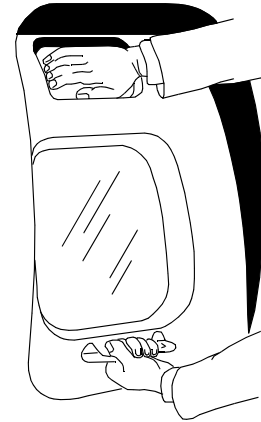
## DC-8 FREIGHTER SERIES

### 1 PASSENGER AND SERVICE DOORS



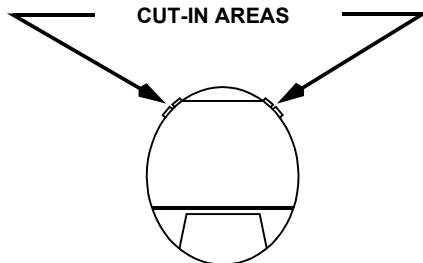
TO OPEN DOOR:  
1. PULL HANDLE FROM RECESS.  
2. ROTATE HANDLE FORWARD.  
3. PULL DOOR OPEN.

### 2 EMERGENCY EXIT



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

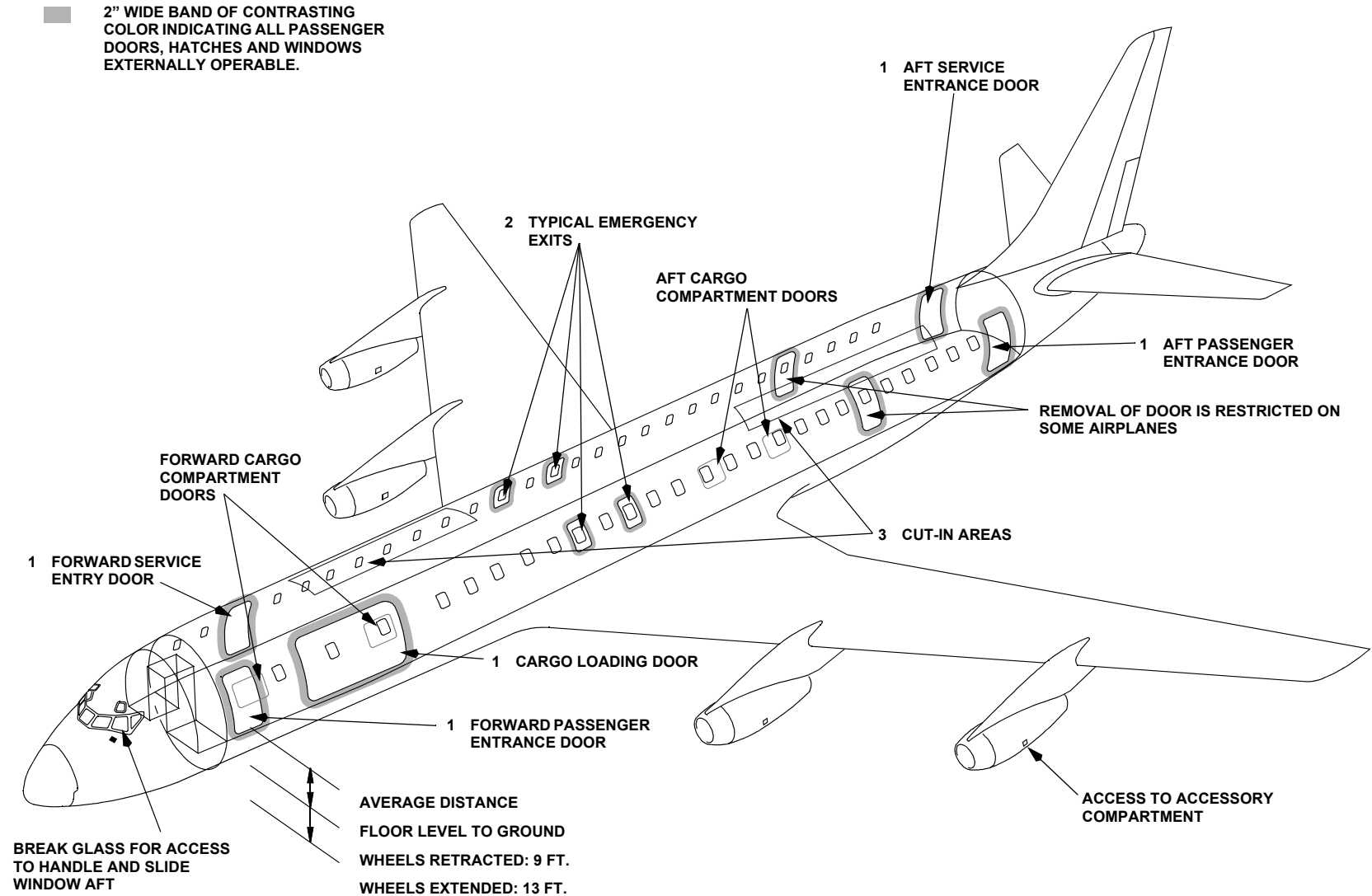
### 3 CUT-IN AREAS



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 CUT-IN.

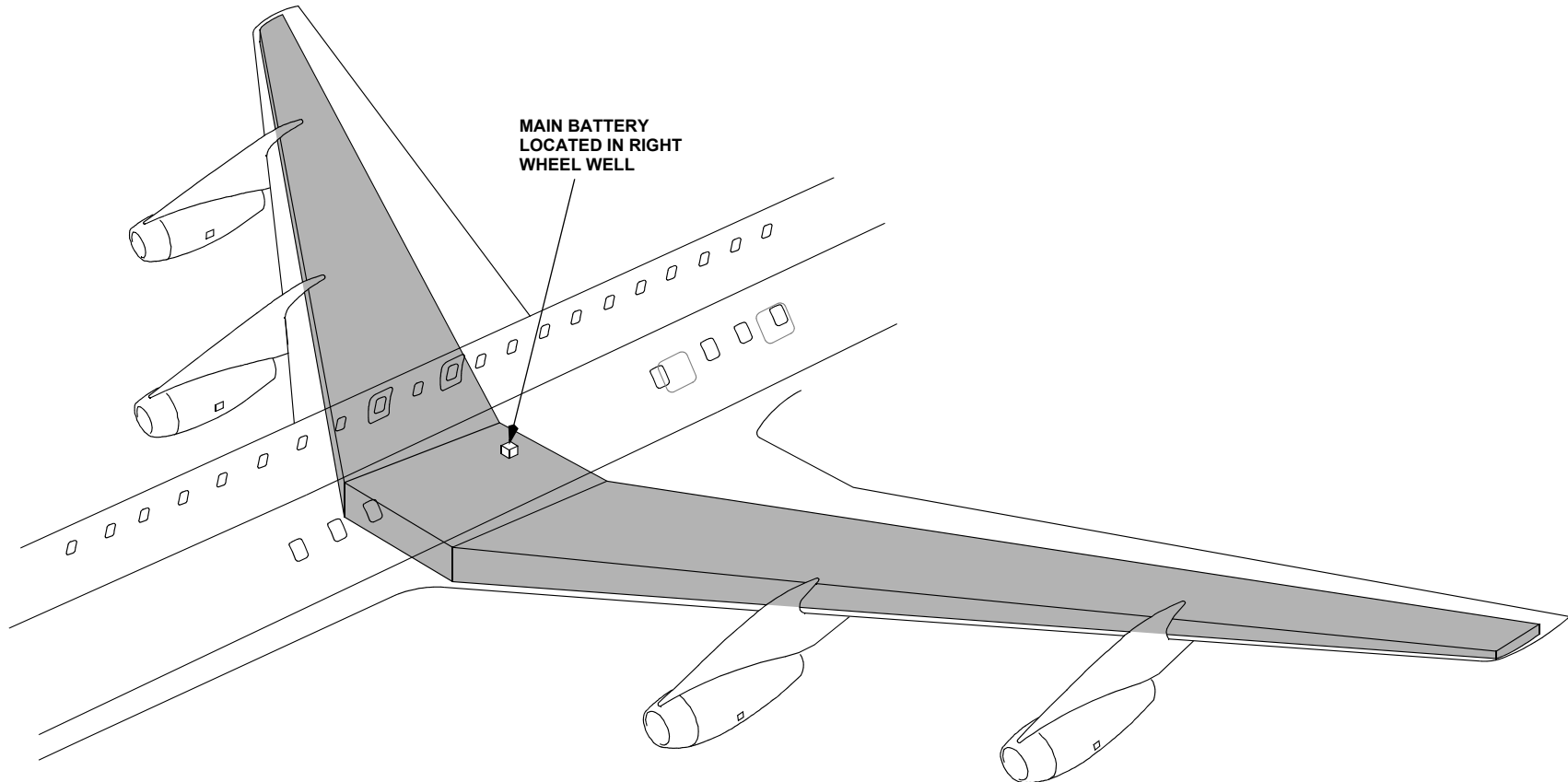
# DC-8 FREIGHTER SERIES

# EMERGENCY RESCUE ACCESS-2



**DC-8 FREIGHTER SERIES**

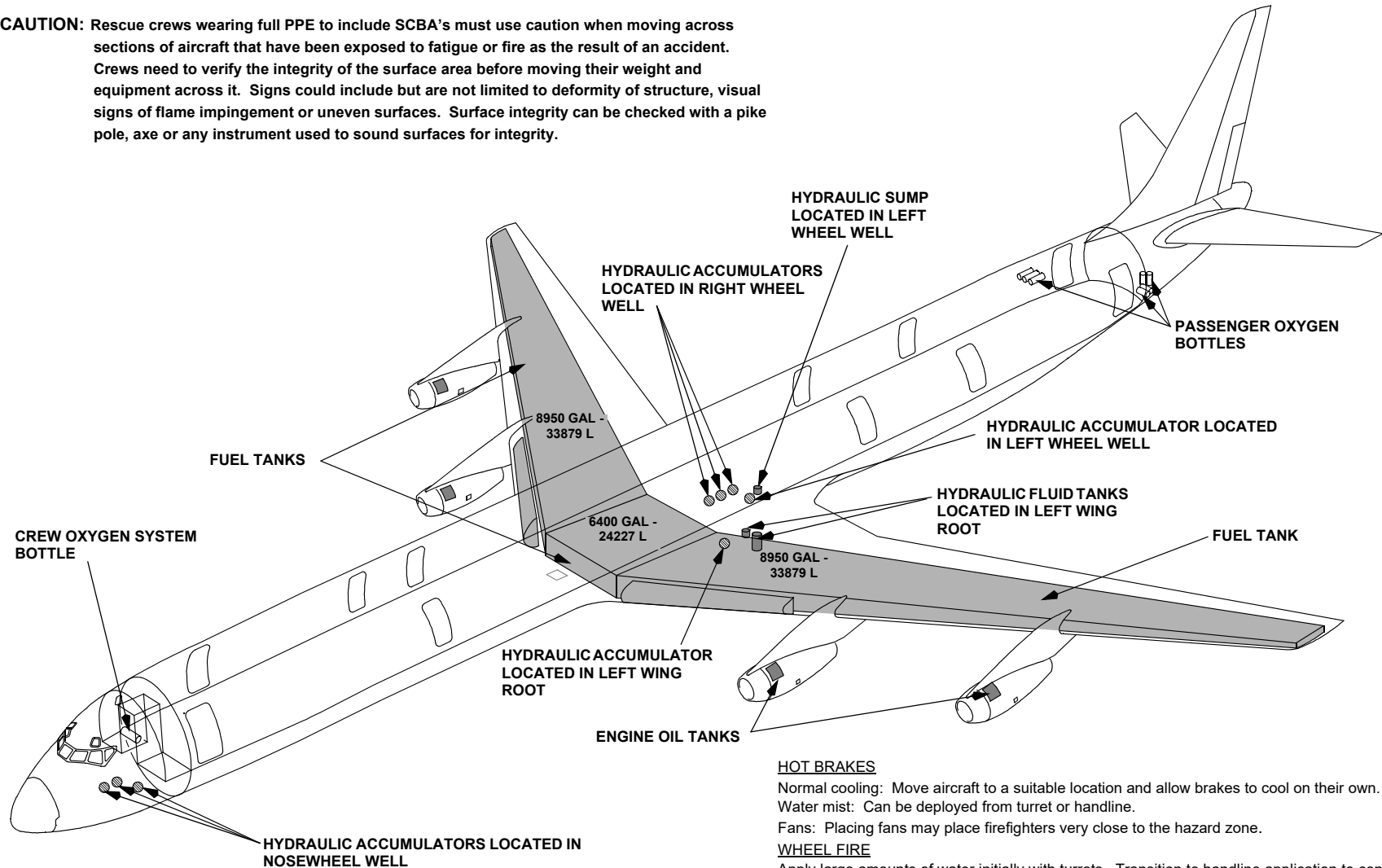
**BATTERY LOCATIONS**



# DC-8-61 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.

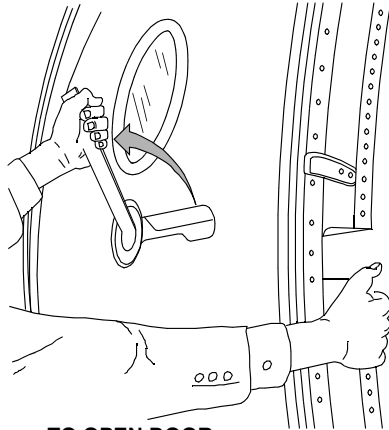
**Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.**

**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-8-61 SERIES

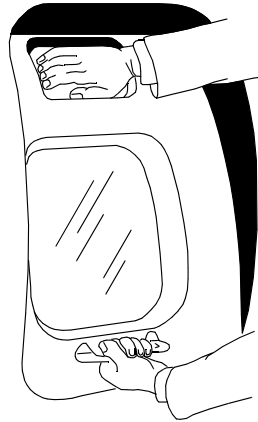
## EMERGENCY RESCUE ACCESS-1

### 1 PASSENGER AND SERVICE DOORS



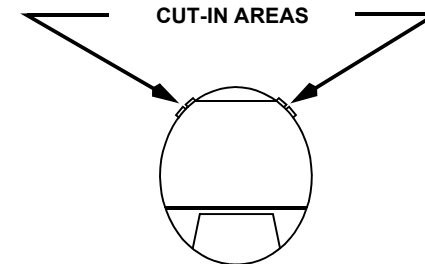
**TO OPEN DOOR:**  
 1. PULL HANDLE FROM RECESS.  
 2. ROTATE HANDLE FORWARD.  
 3. PULL DOOR OPEN.

### 2 EMERGENCY EXIT



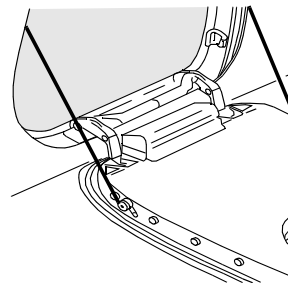
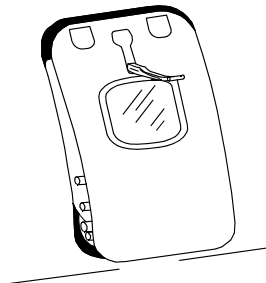
**TO OPEN DOOR:**  
 1. HOLD HANDLE.  
 2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

### 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

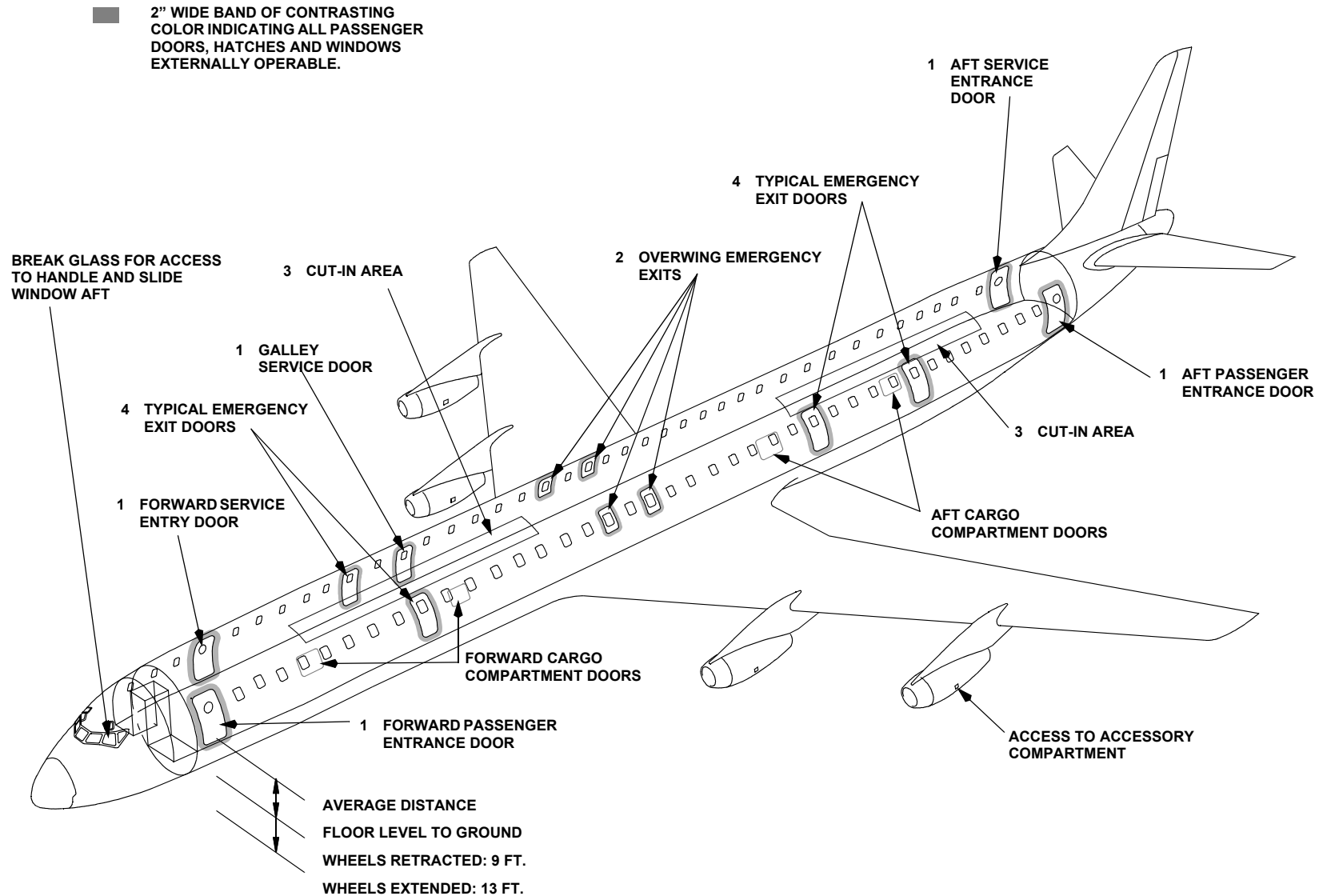


**TO OPEN DOOR:**  
 1. PULL HANDLE FROM RECESS.  
 2. ROTATE HANDLE FORWARD.  
 3. PULL DOOR OPEN.



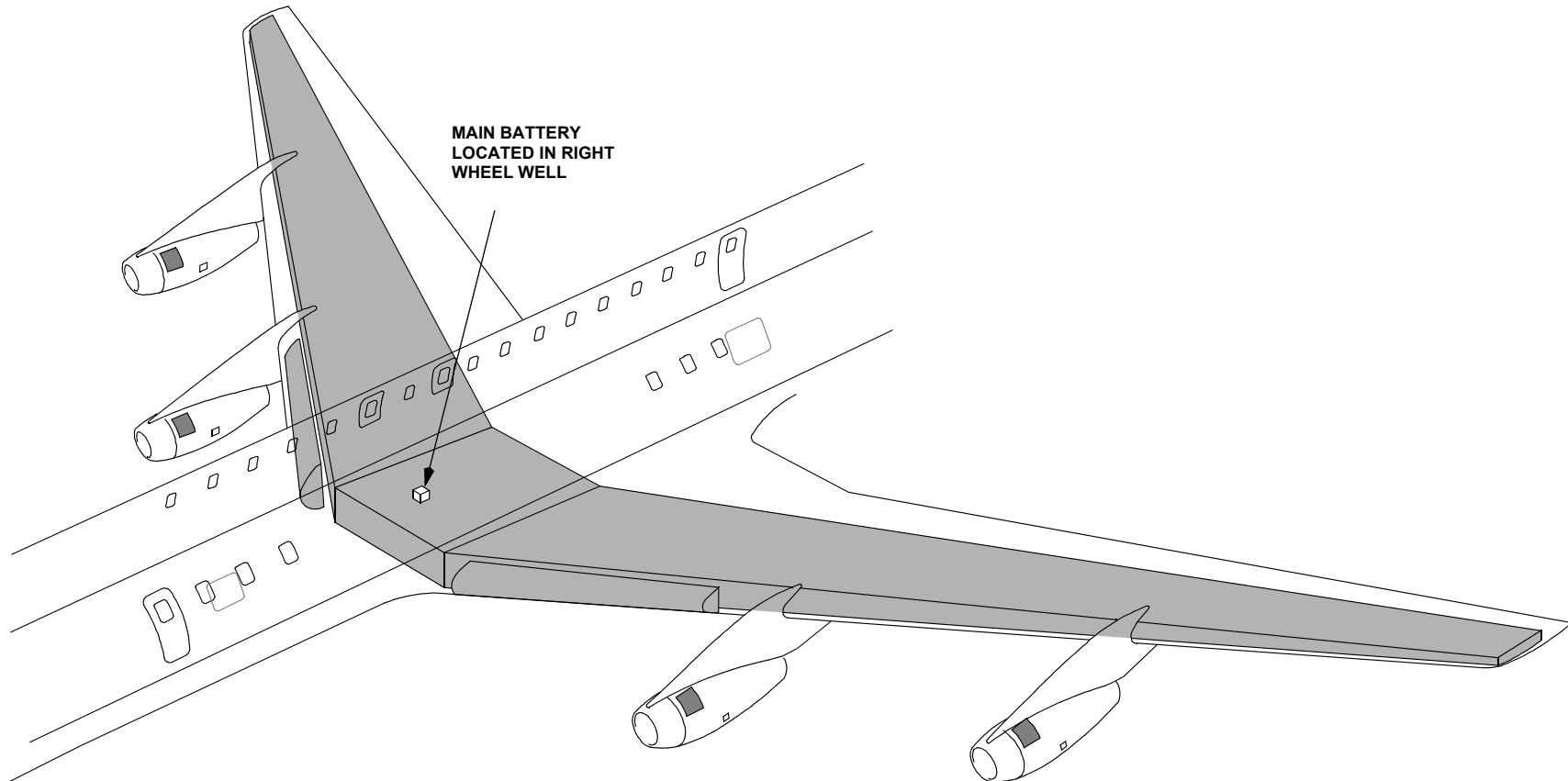
# DC-8-61 SERIES

# EMERGENCY RESCUE ACCESS-2



**DC-8-61 SERIES**

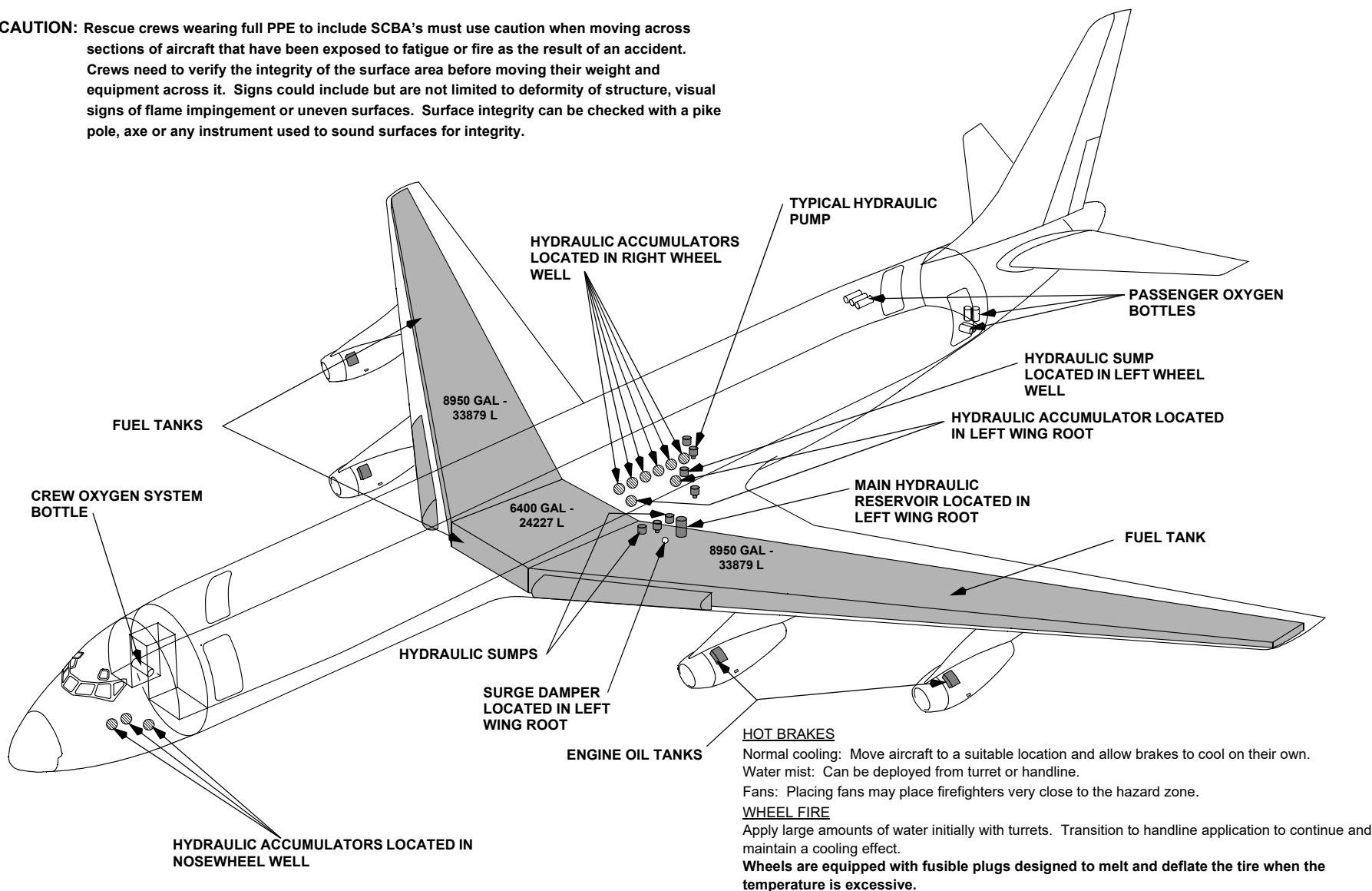
**BATTERY LOCATIONS**



## DC-8-62 SERIES

## FLAMMABLE MATERIAL LOCATIONS

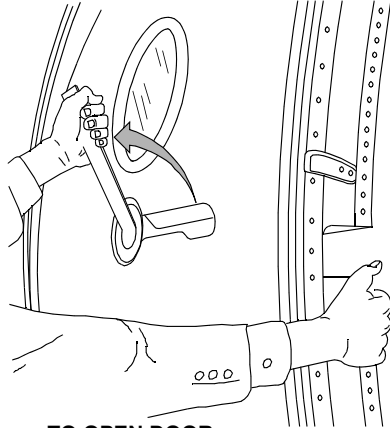
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## DC-8-62 SERIES

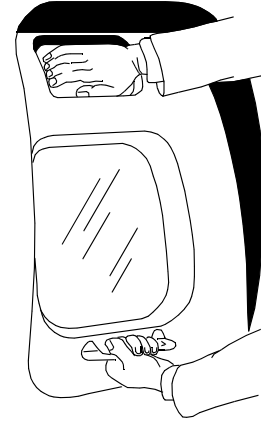
### 1 PASSENGER AND SERVICE DOORS



TO OPEN DOOR:

1. PULL HANDLE FROM RECESS.
2. ROTATE HANDLE FORWARD.
3. PULL DOOR OPEN.

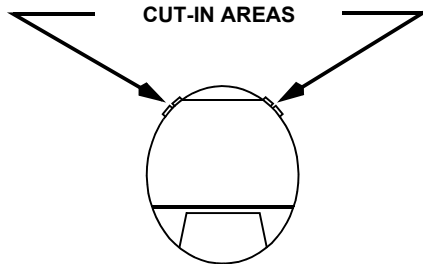
### 2 EMERGENCY EXIT



TO OPEN DOOR:

1. HOLD HANDLE.
2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

### 3 CUT-IN AREAS

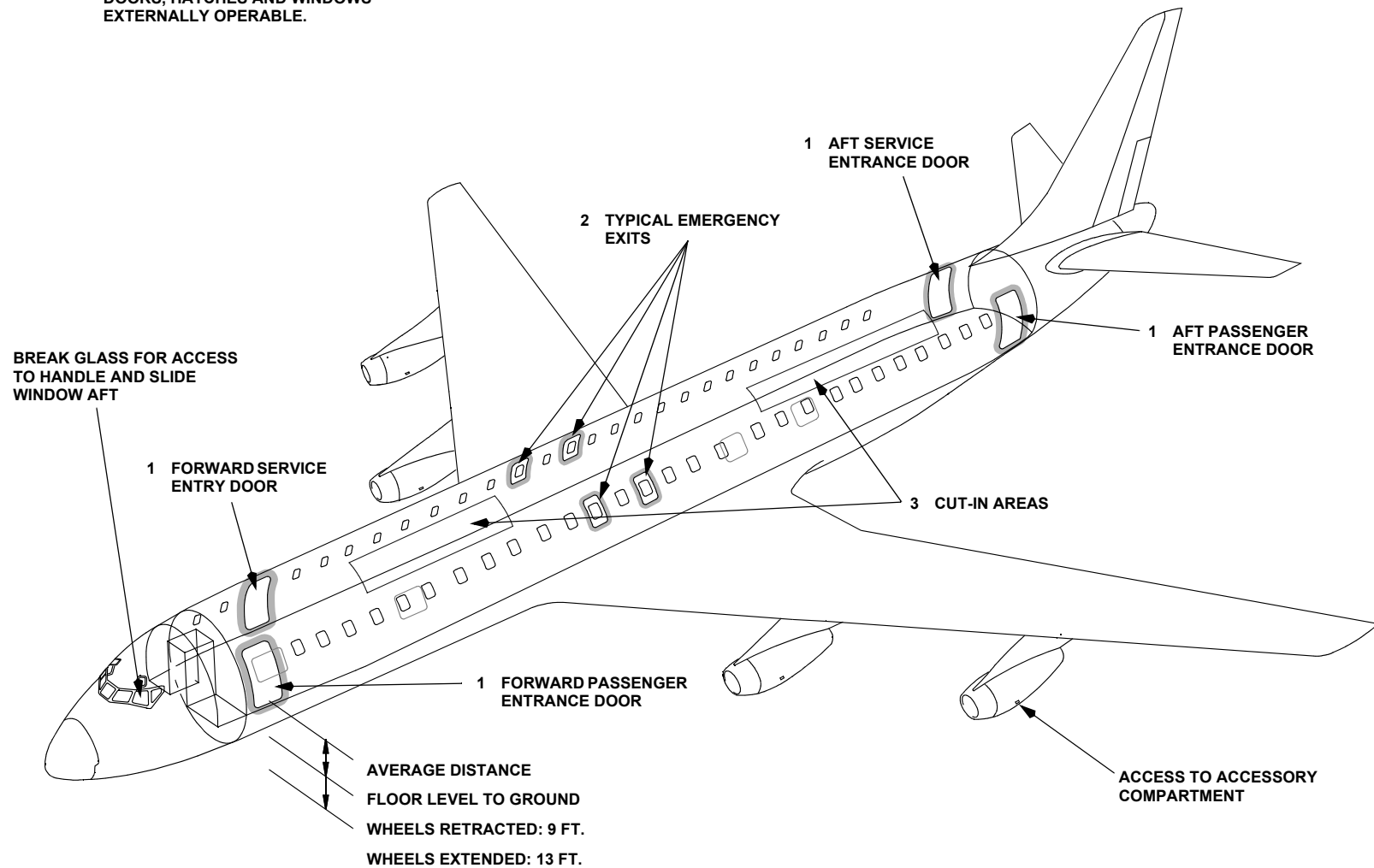


**NOTE:** CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

# DC-8-62 SERIES

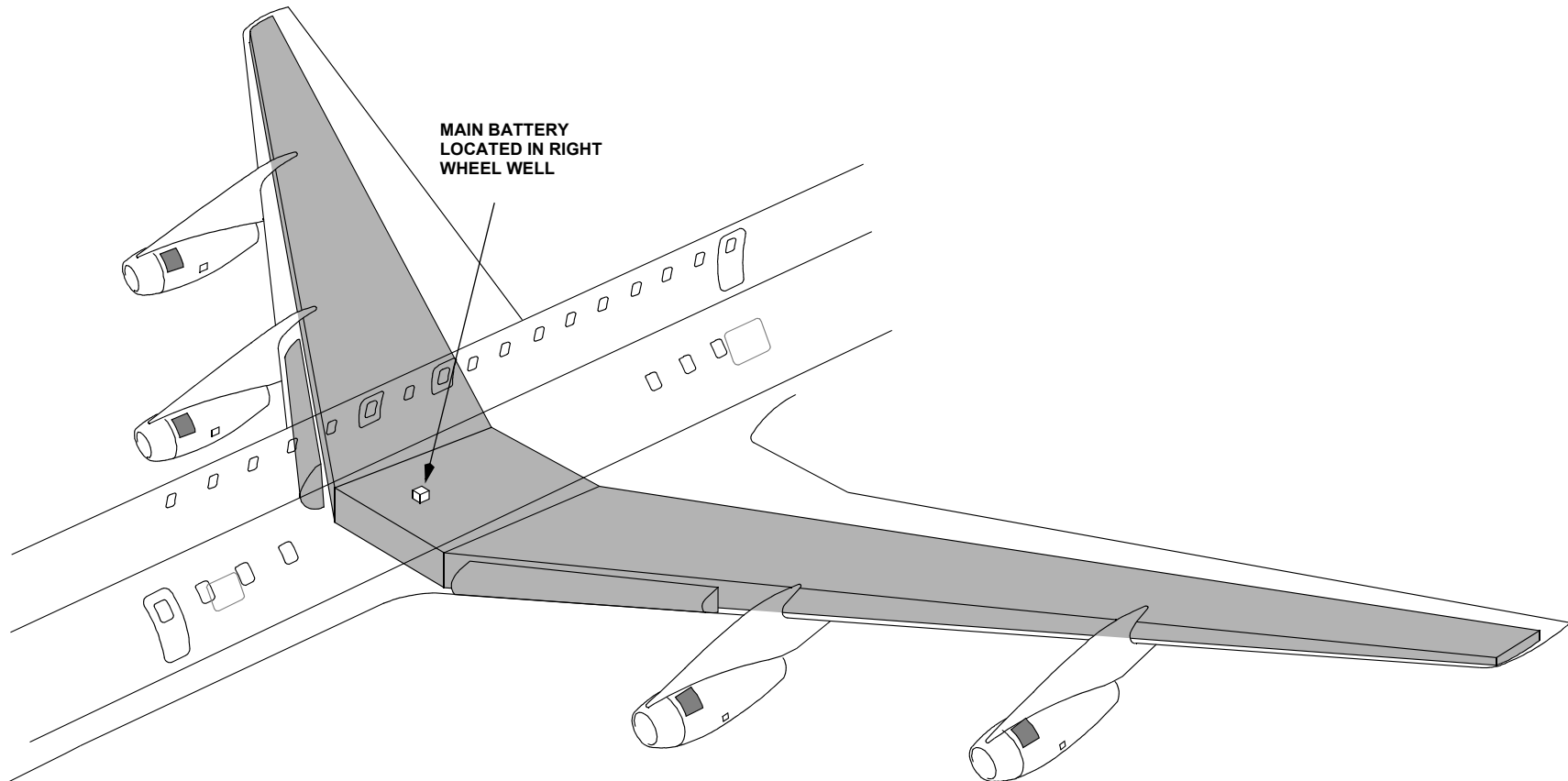
# EMERGENCY RESCUE ACCESS-2

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



**DC-8-62 SERIES**

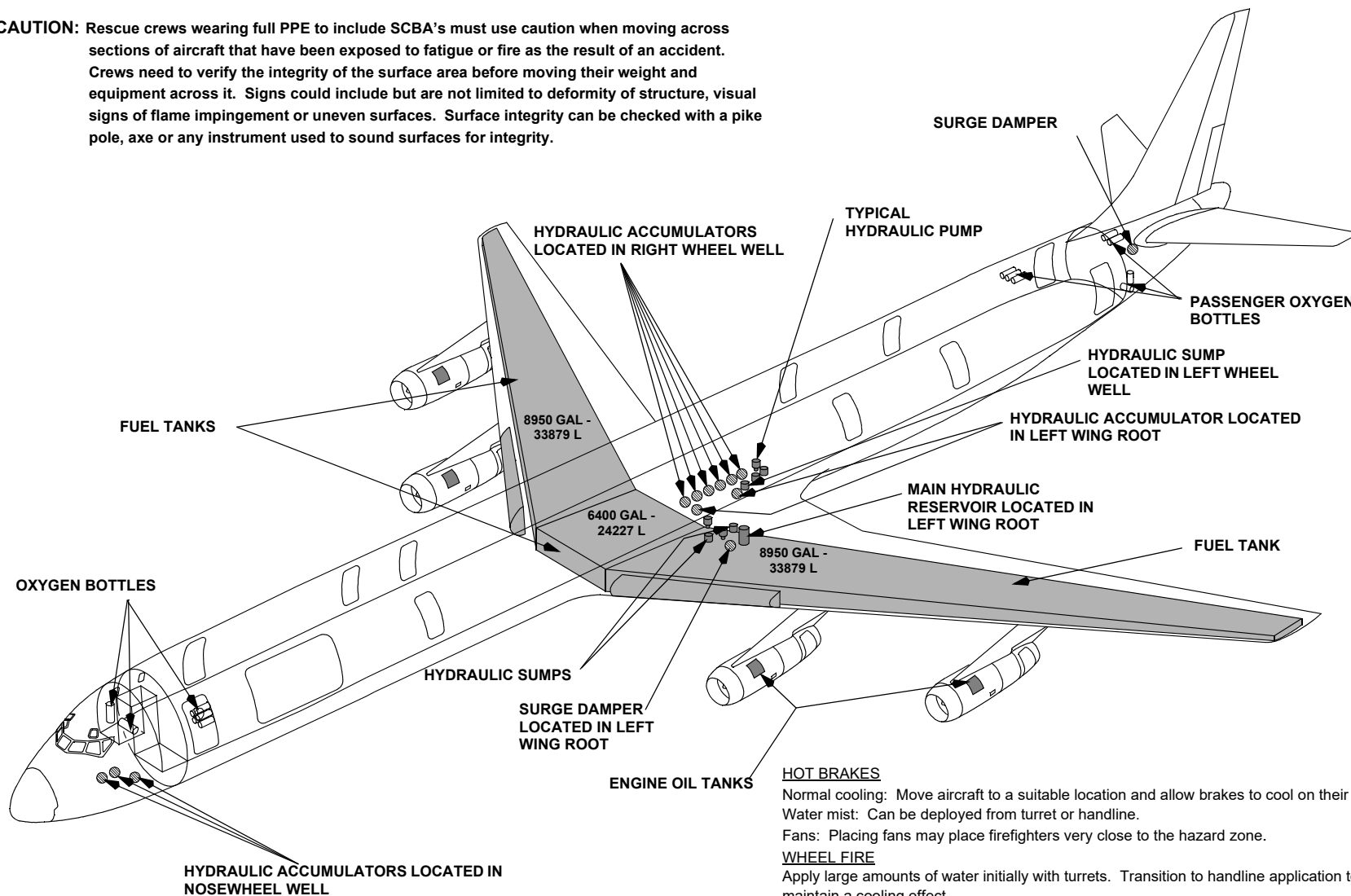
**BATTERY LOCATIONS**



# DC-8-63 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.

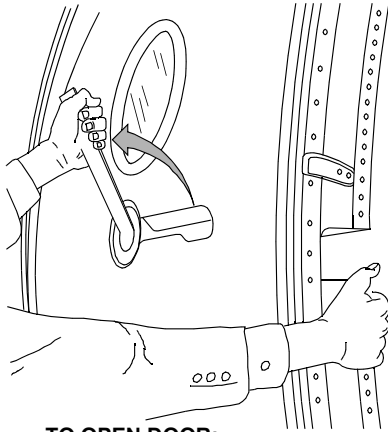
**Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.**

**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-8-63 SERIES

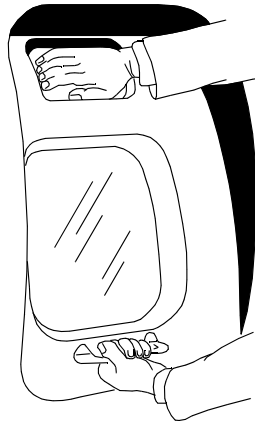
## EMERGENCY RESCUE ACCESS-1

### 1 PASSENGER AND SERVICE DOORS



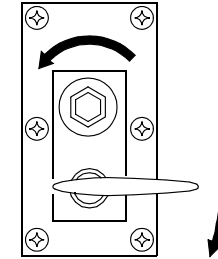
**TO OPEN DOOR:**  
 1. PULL HANDLE FROM RECESS.  
 2. ROTATE HANDLE FORWARD.  
 3. PULL DOOR OPEN.

### 2 OVERWING EMERGENCY EXITS



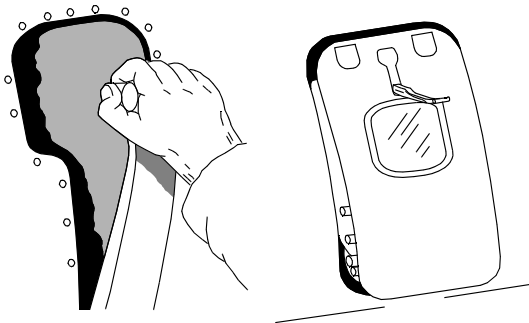
**TO OPEN DOOR:**  
 1. HOLD HANDLE.  
 2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

### 3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



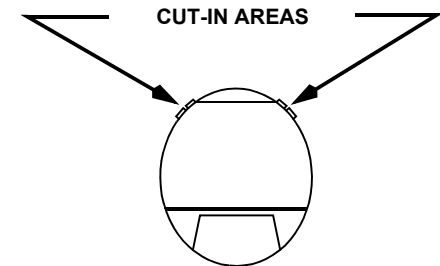
**TO OPEN DOOR:**  
 1. PUSH LOCKPIN HANDLE DOWN AND HOLD.  
 2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH.  
 3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

### 4 EMERGENCY EXIT DOORS



**TO OPEN DOOR:**  
 1. PULL HANDLE FROM RECESS.  
 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-8-63 SERIES

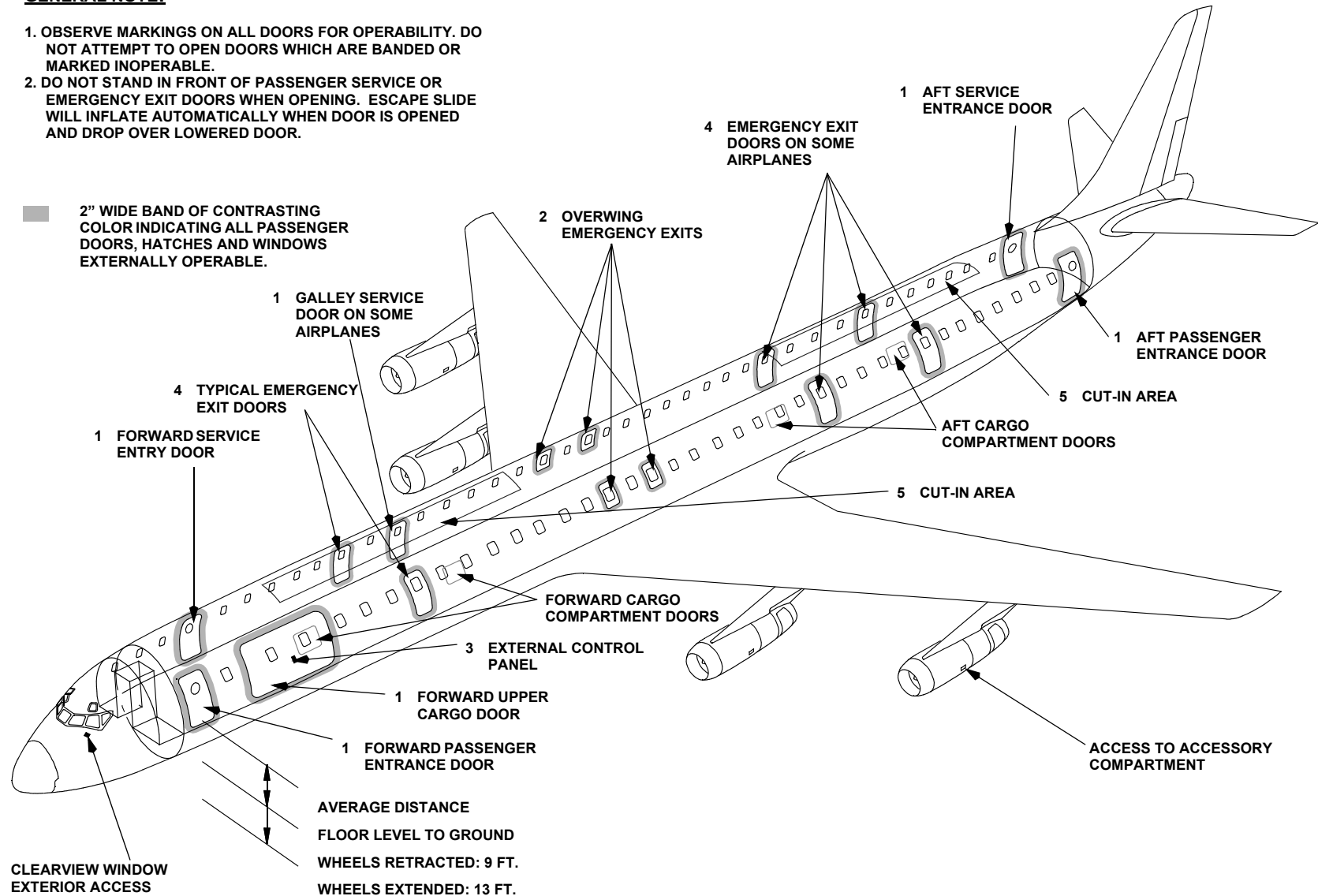
# EMERGENCY RESCUE ACCESS-2

## 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.

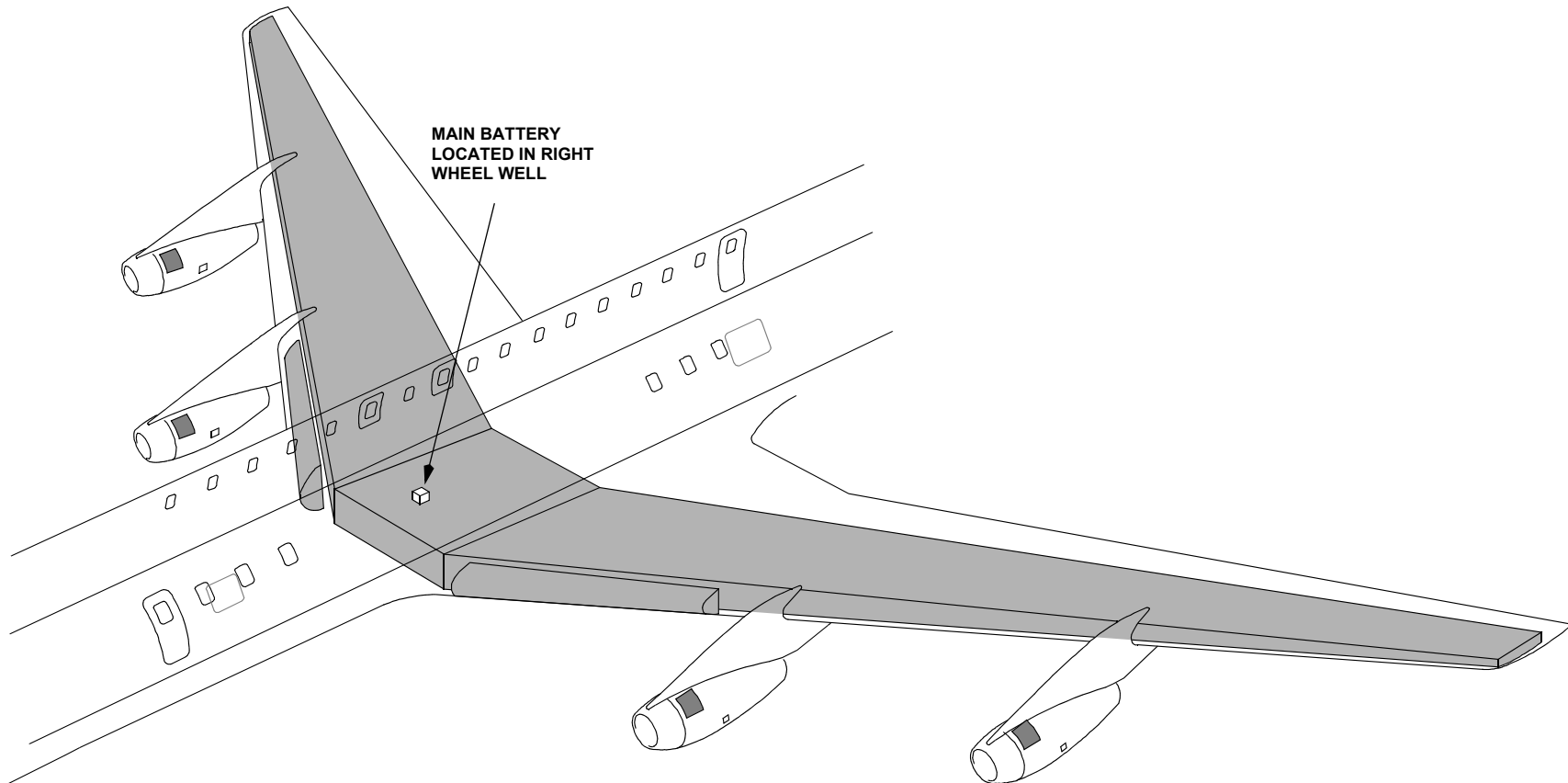


2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



**DC-8-63 SERIES**

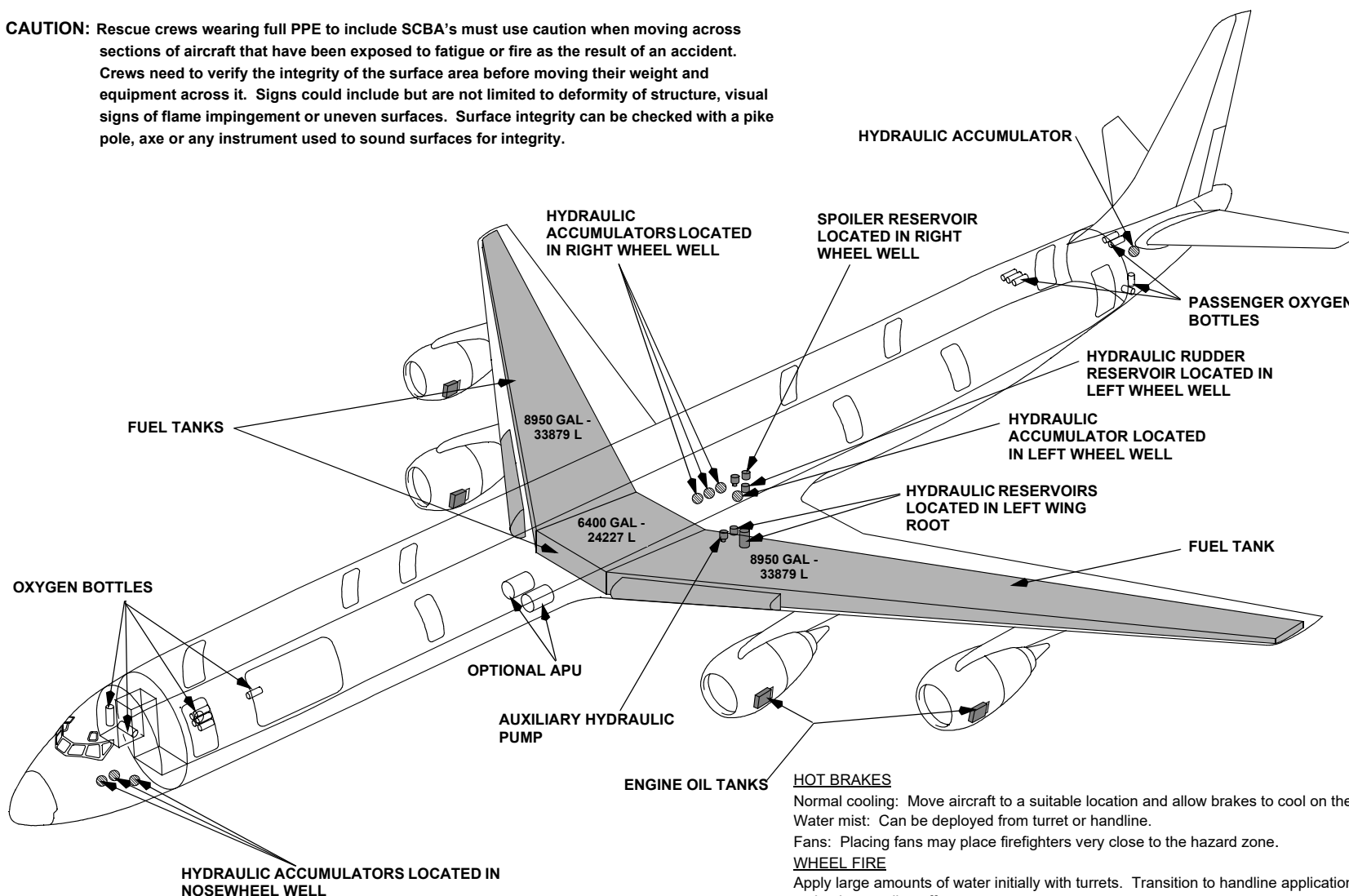
**BATTERY LOCATIONS**



# DC-8-71 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.

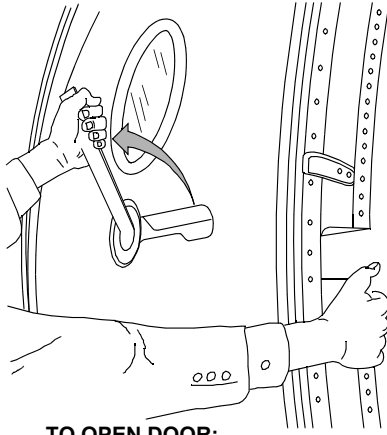
**Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.**

**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-8-71 SERIES

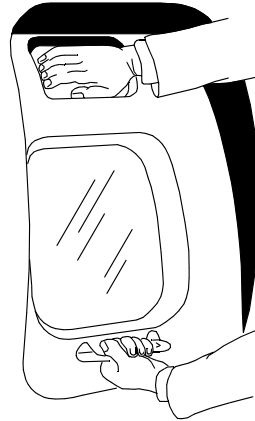
## EMERGENCY RESCUE ACCESS-1

### 1 PASSENGER AND SERVICE DOORS



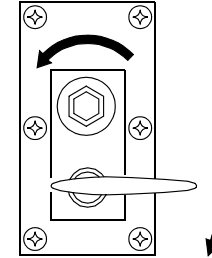
**TO OPEN DOOR:**  
 1. PULL HANDLE FROM RECESS.  
 2. ROTATE HANDLE FORWARD.  
 3. PULL DOOR OPEN.

### 2 OVERWING EMERGENCY EXITS



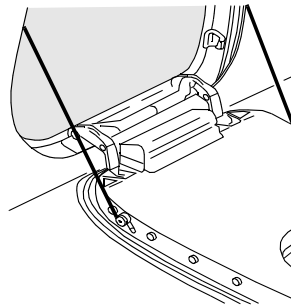
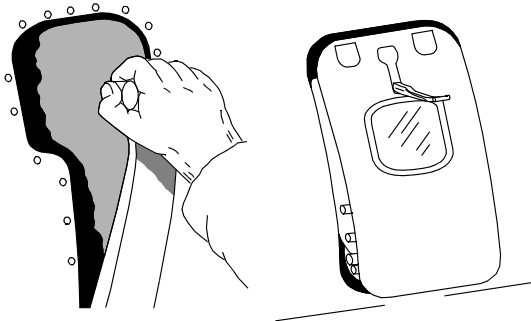
**TO OPEN DOOR:**  
 1. HOLD HANDLE.  
 2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

### 3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



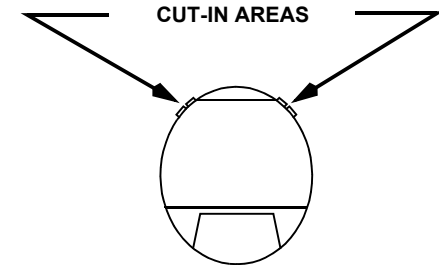
**TO OPEN DOOR:**  
 1. PUSH LOCKPIN HANDLE DOWN AND HOLD  
 2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE. COUNTERCLOCKWISE TO UNLATCH  
 3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

### 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.

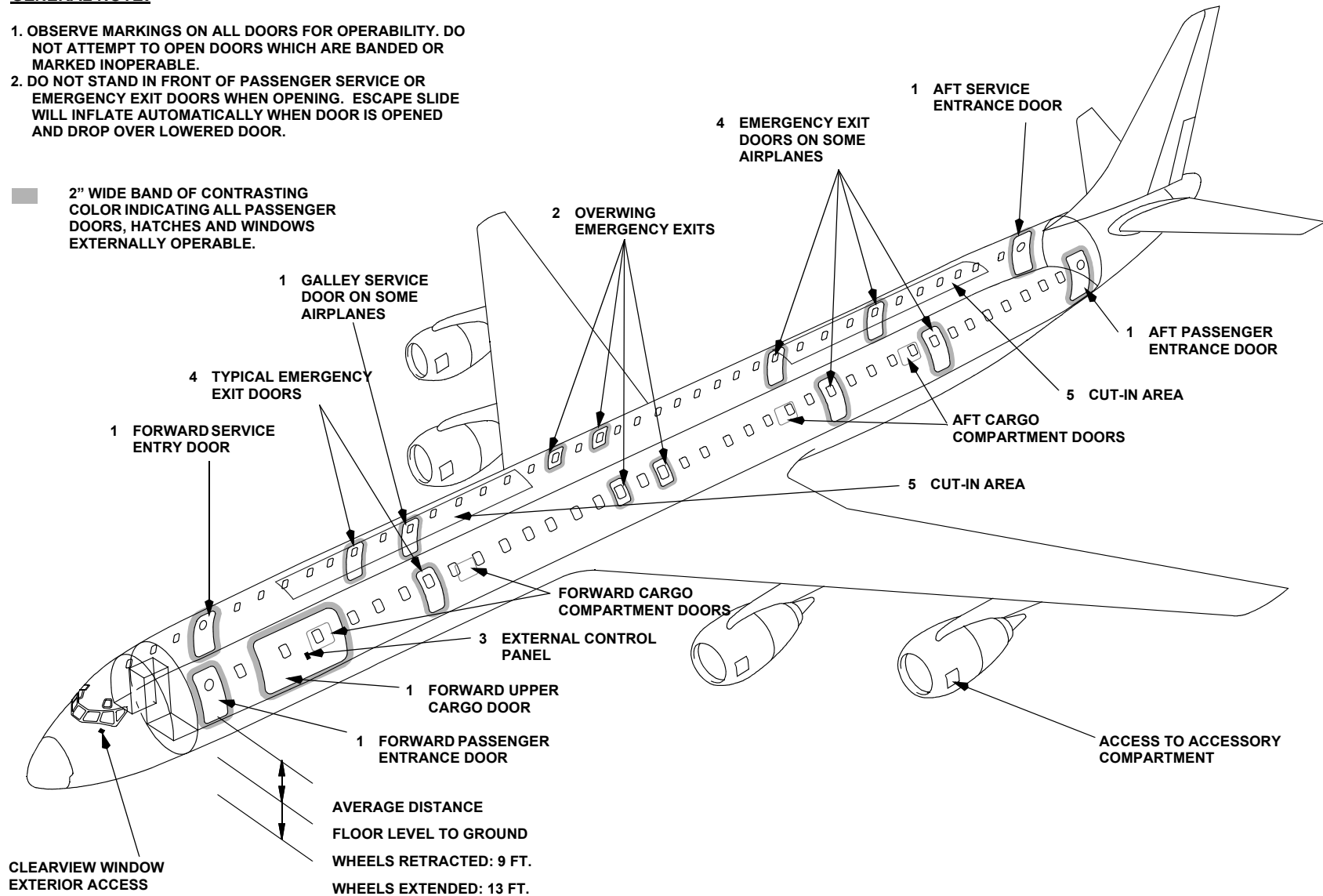
# DC-8-71 SERIES

# EMERGENCY RESCUE ACCESS-2

## GENERAL NOTE:

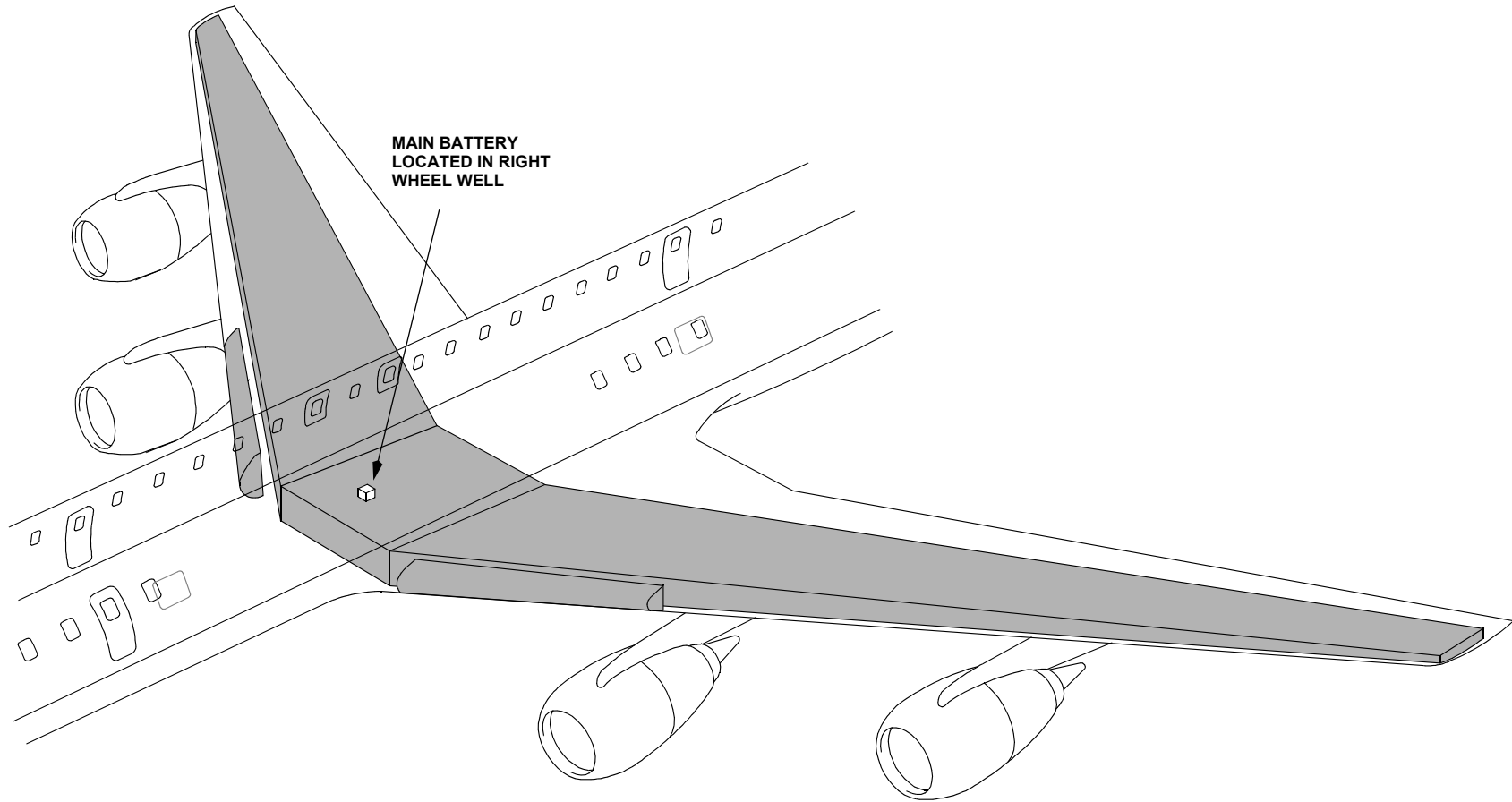
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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



**DC-8-71 SERIES**

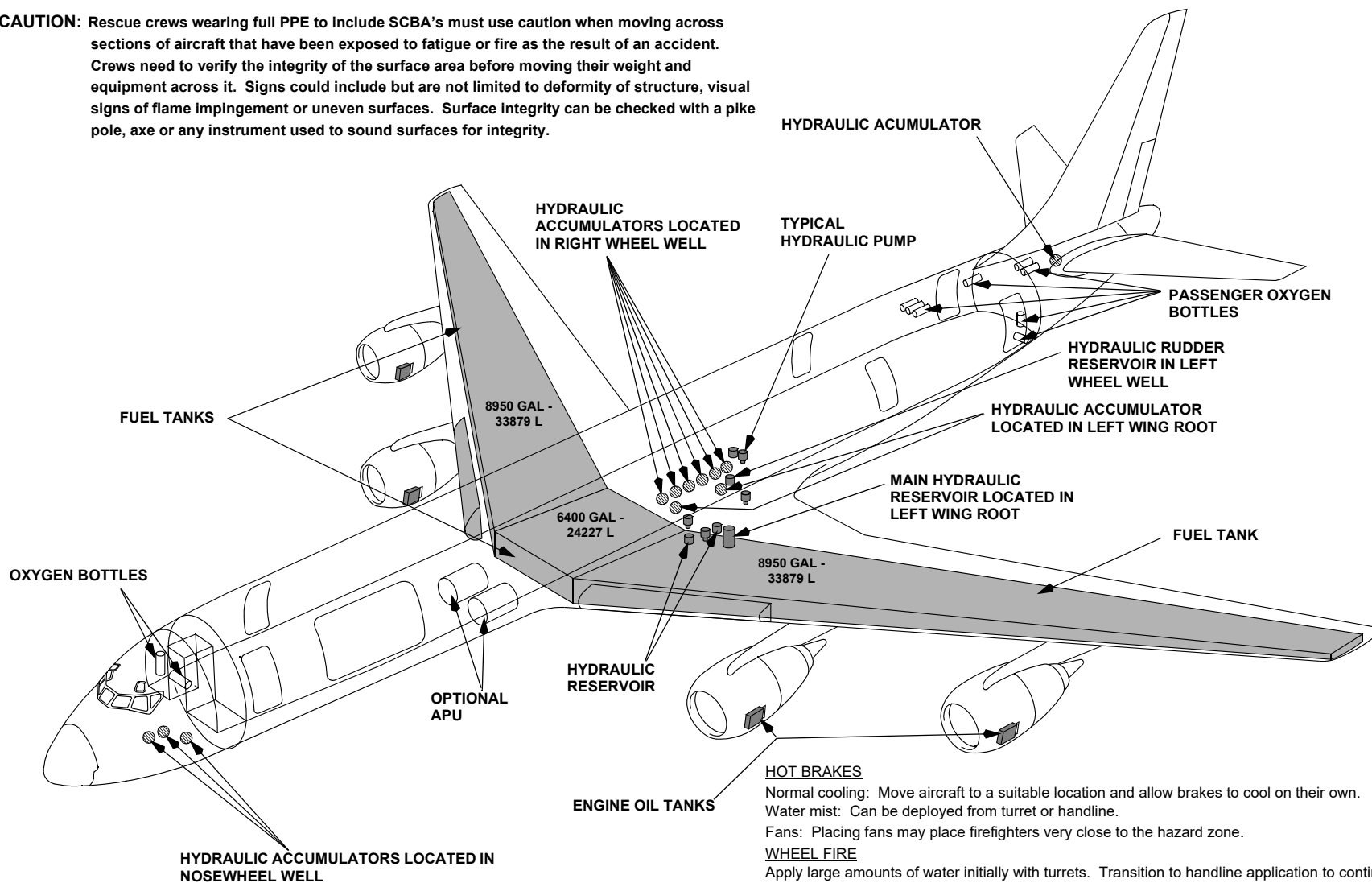
**BATTERY LOCATIONS**



# DC-8-72 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.

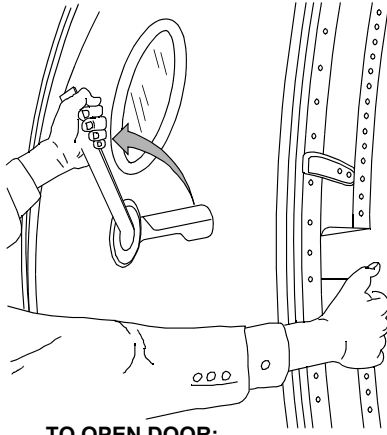
**Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.**

**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-8-72 SERIES

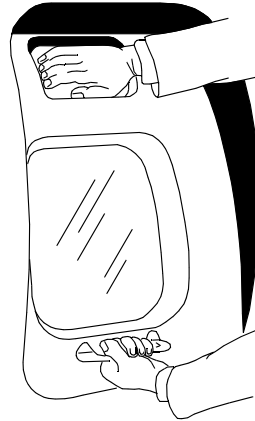
## EMERGENCY RESCUE ACCESS-1

### 1 PASSENGER AND SERVICE DOORS



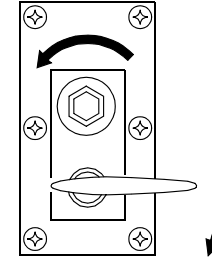
**TO OPEN DOOR:**  
 1. PULL HANDLE FROM RECESS.  
 2. ROTATE HANDLE FORWARD.  
 3. PULL DOOR OPEN.

### 2 OVERWING EMERGENCY EXITS



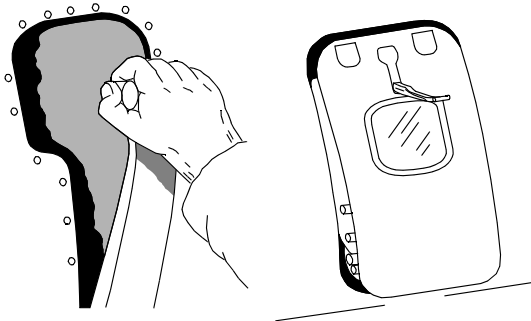
**TO OPEN DOOR:**  
 1. HOLD HANDLE.  
 2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY).

### 3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



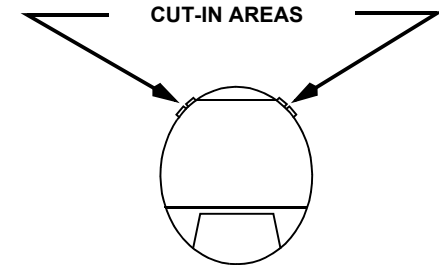
**TO OPEN DOOR:**  
 1. PUSH LOCKPIN HANDLE DOWN AND HOLD.  
 2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH.  
 3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN.

### 4 EMERGENCY EXIT DOORS



**TO OPEN DOOR:**  
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### 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.



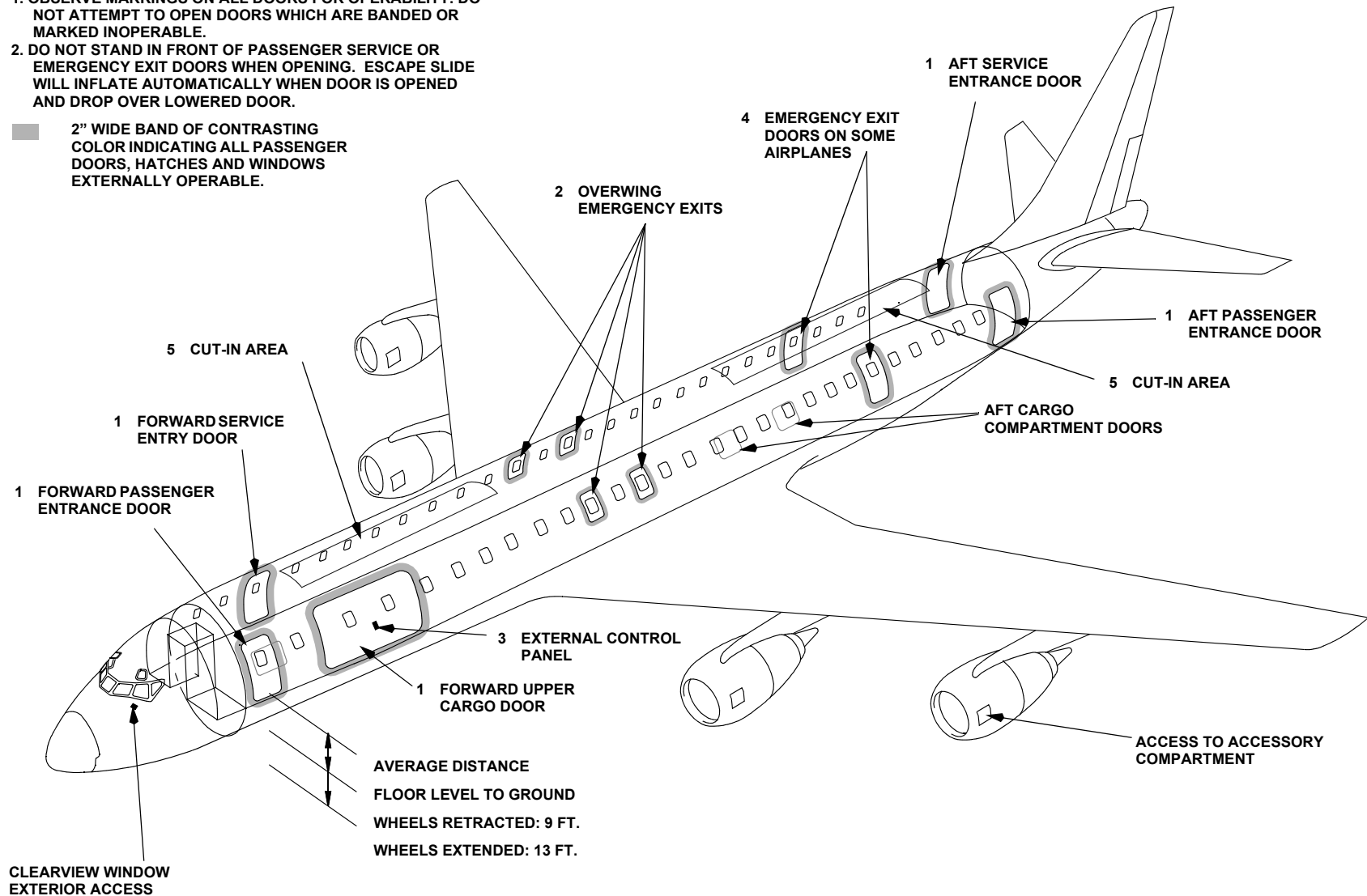
# DC-8-72 SERIES

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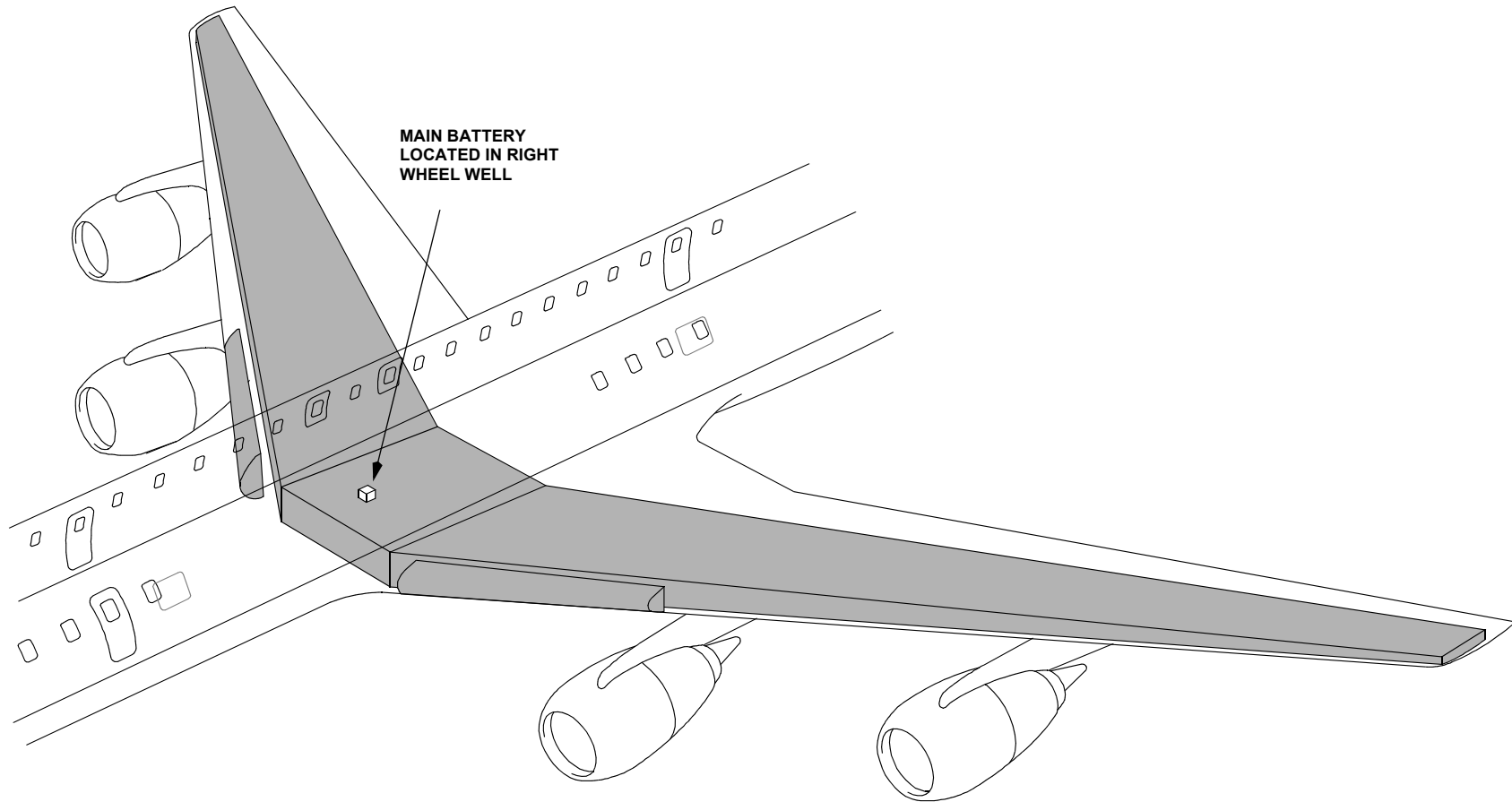
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



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**DC-8-72 SERIES**

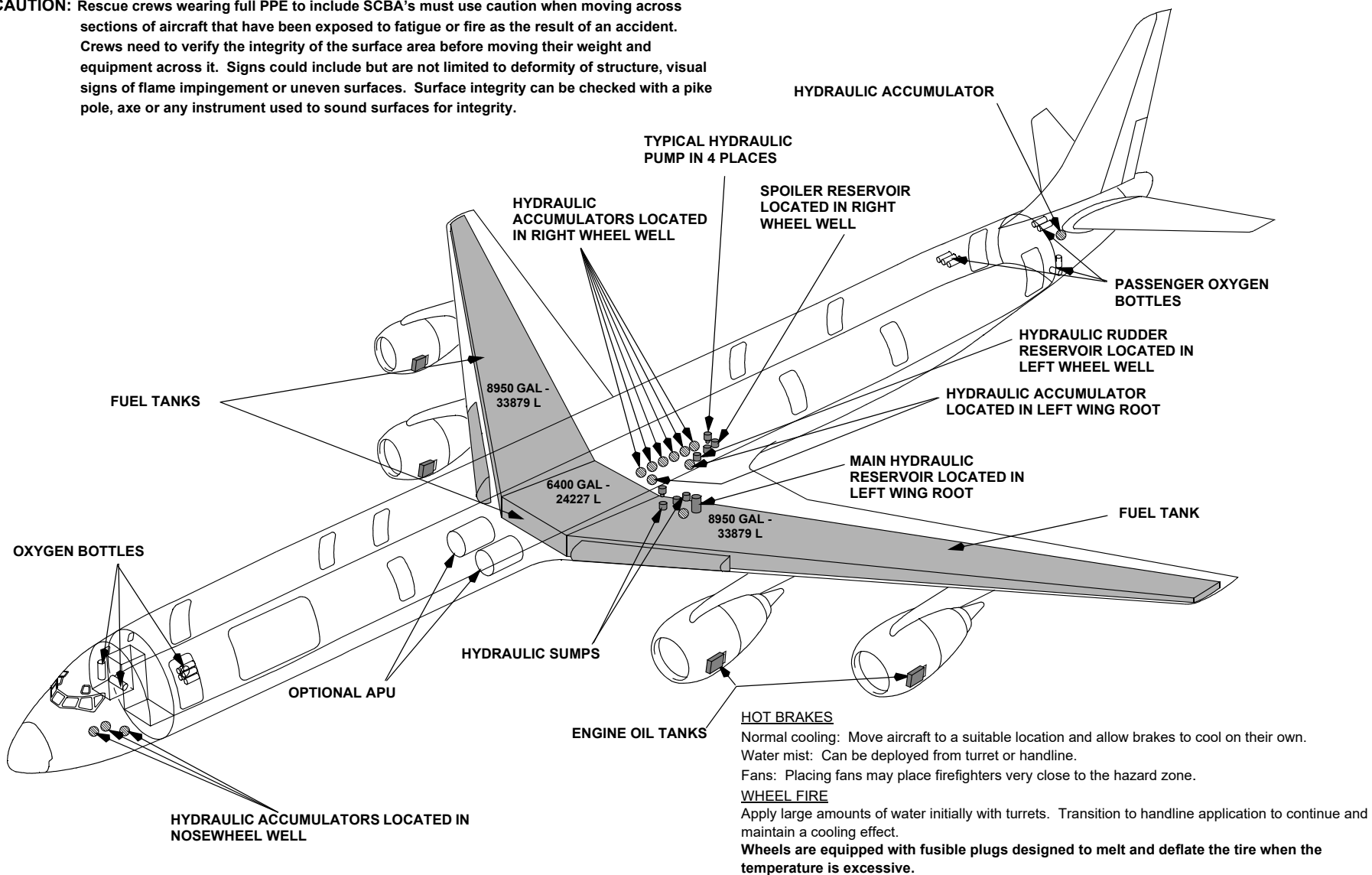
**BATTERY LOCATIONS**



## DC-8-73 SERIES

## FLAMMABLE MATERIAL LOCATIONS

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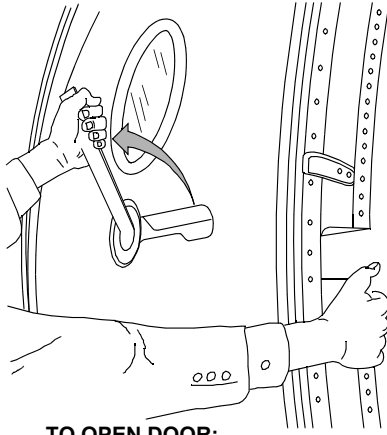


**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

## DC-8-73 SERIES

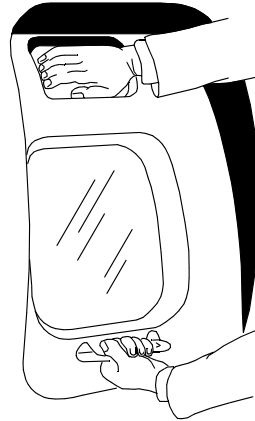
## EMERGENCY RESCUE ACCESS-1

### 1 PASSENGER AND SERVICE DOORS



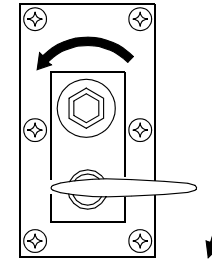
**TO OPEN DOOR:**  
 1. PULL HANDLE FROM RECESS.  
 2. ROTATE HANDLE FORWARD.  
 3. PULL DOOR OPEN.

### 2 OVERWING EMERGENCY EXITS



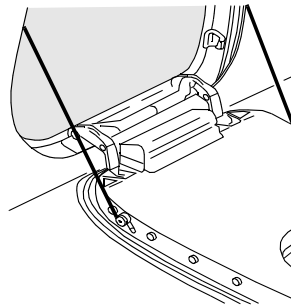
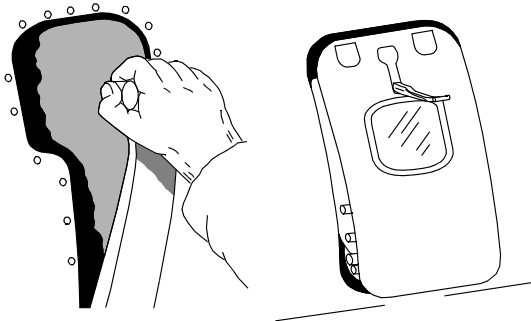
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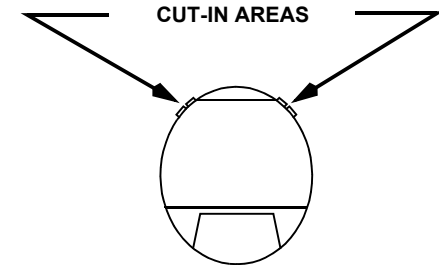
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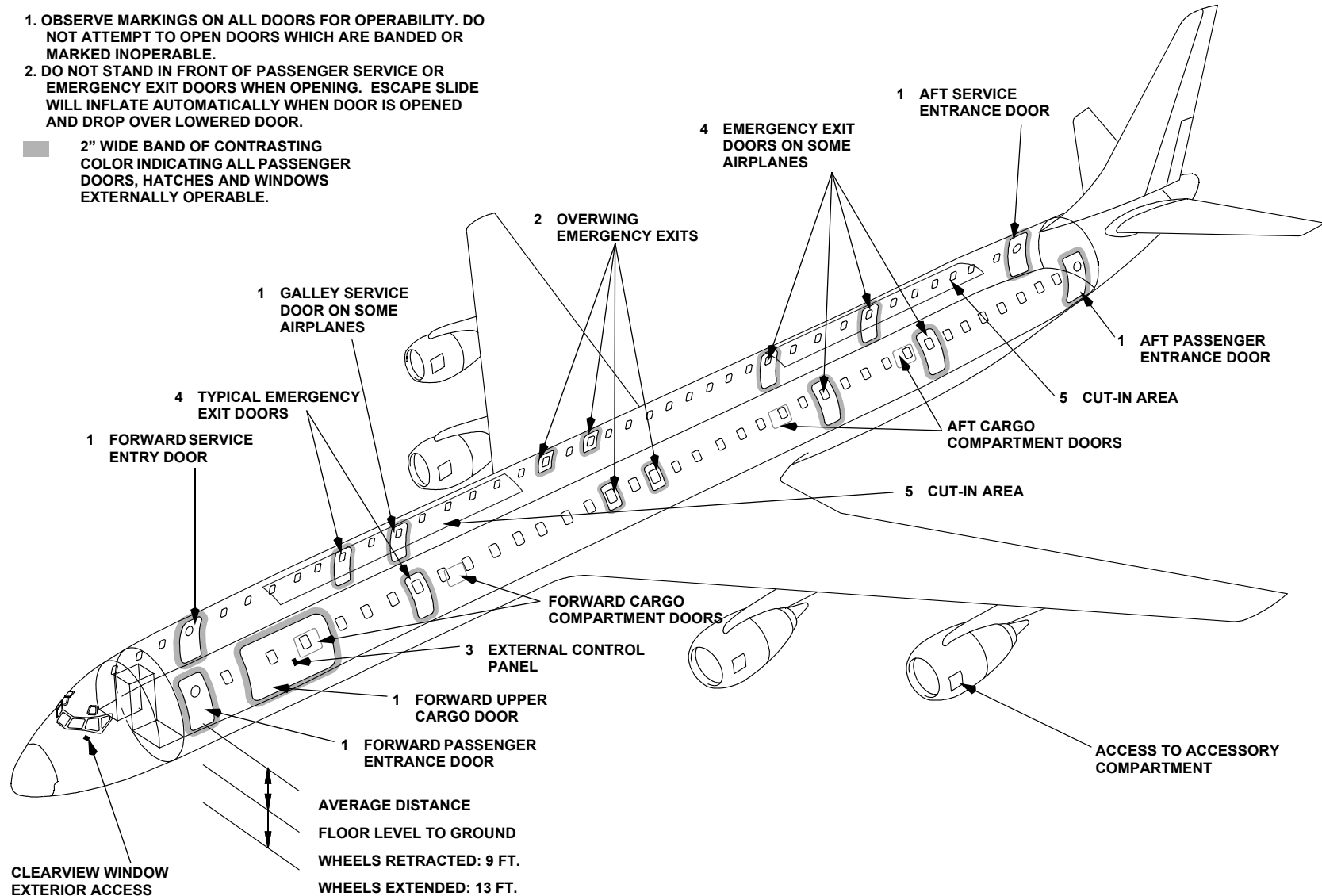
# DC-8-73 SERIES

# EMERGENCY RESCUE ACCESS-2

## GENERAL NOTE:

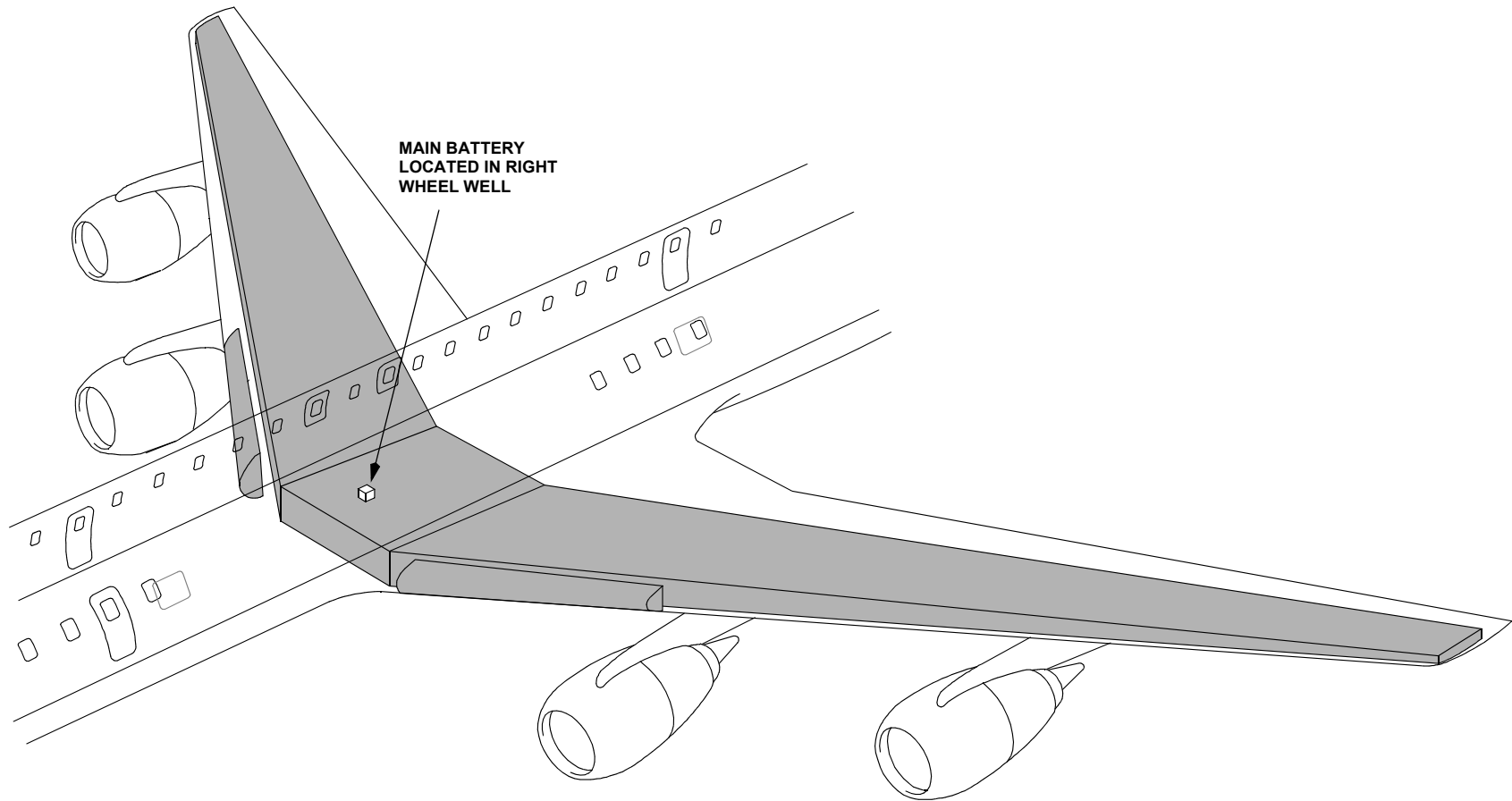
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
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■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



**DC-8-73 SERIES**

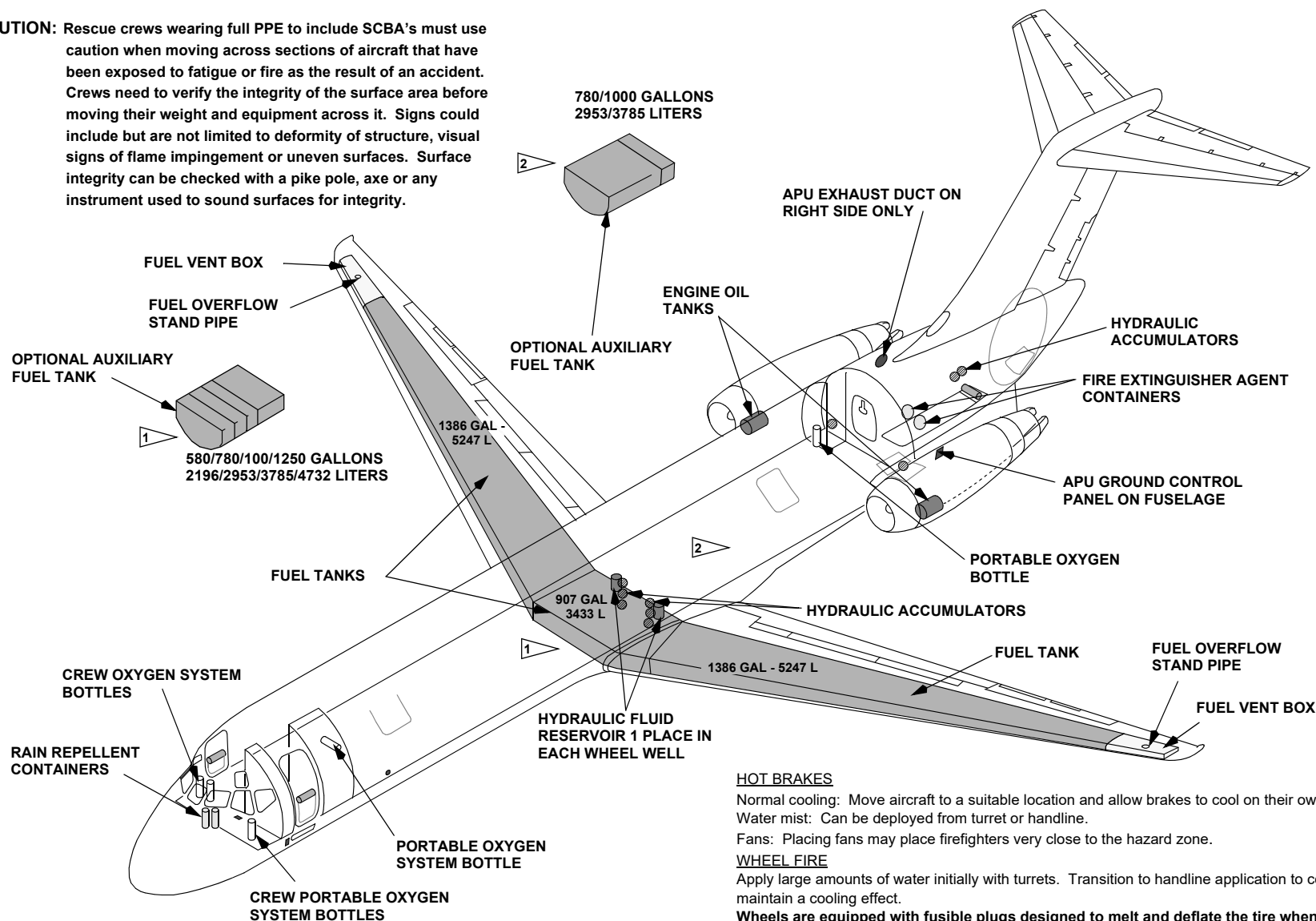
**BATTERY LOCATIONS**



# 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.



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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.

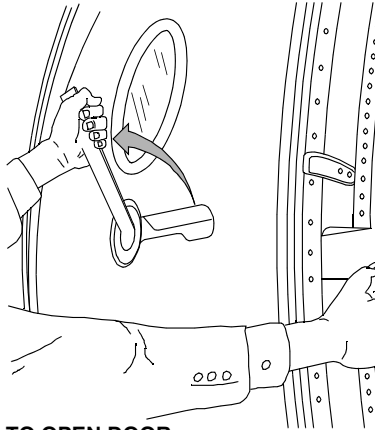
**Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.**

**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-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.

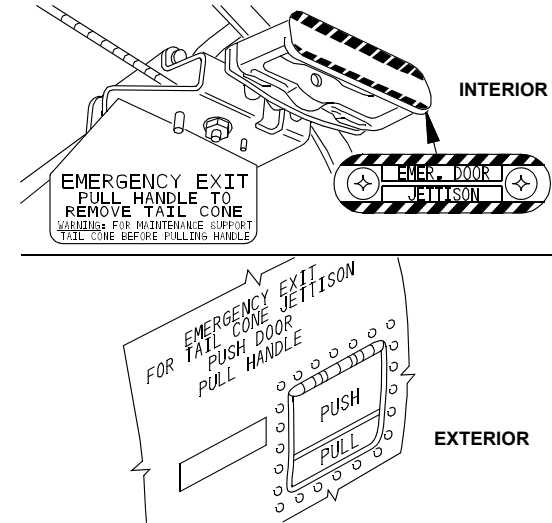
### 2 OVERWING EMERGENCY EXIT



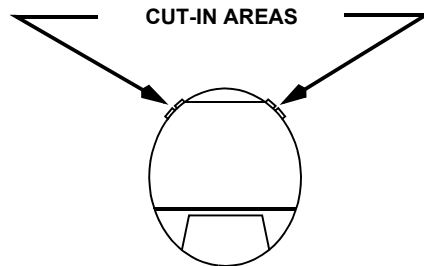
TO OPEN DOOR:

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

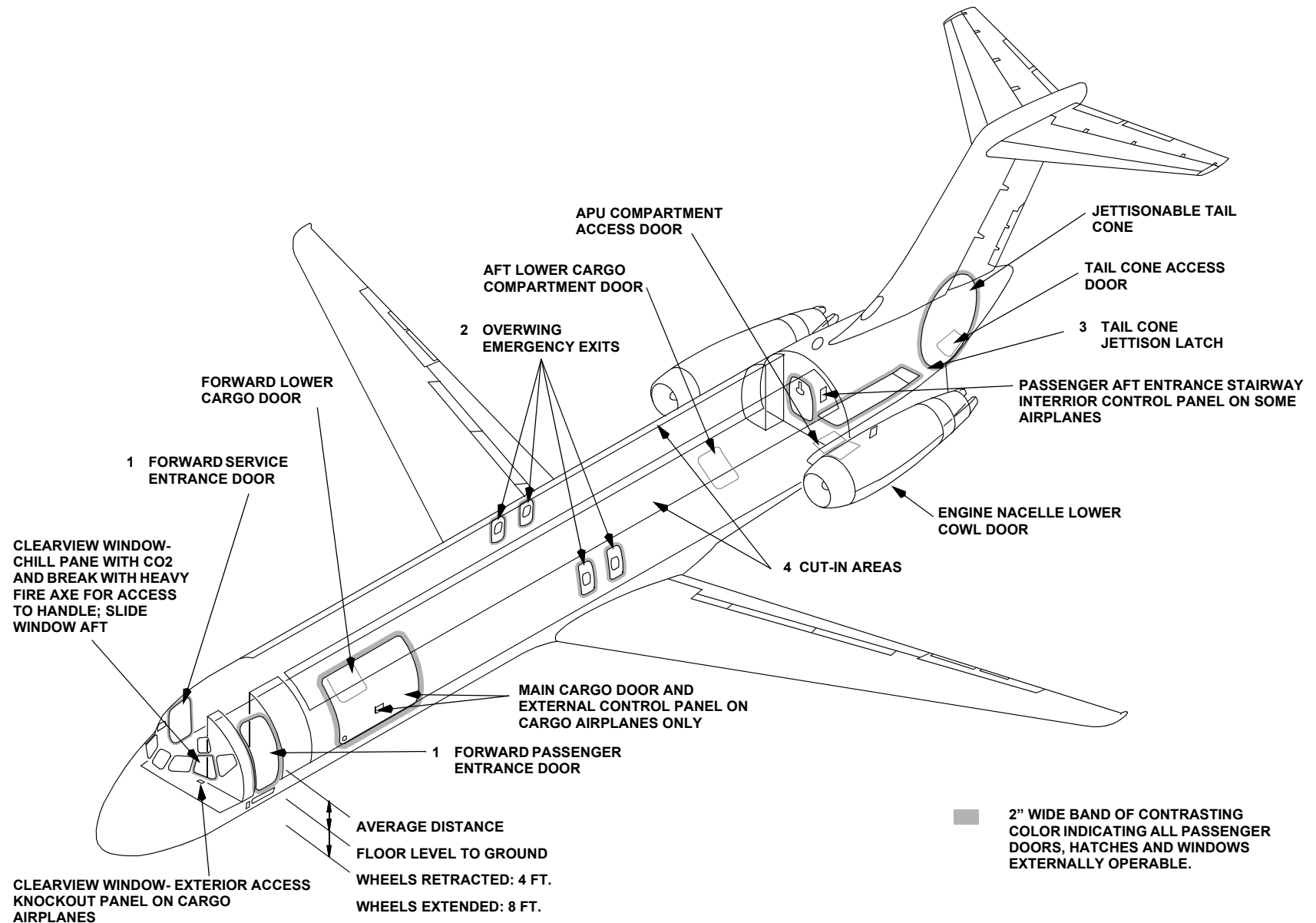


NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



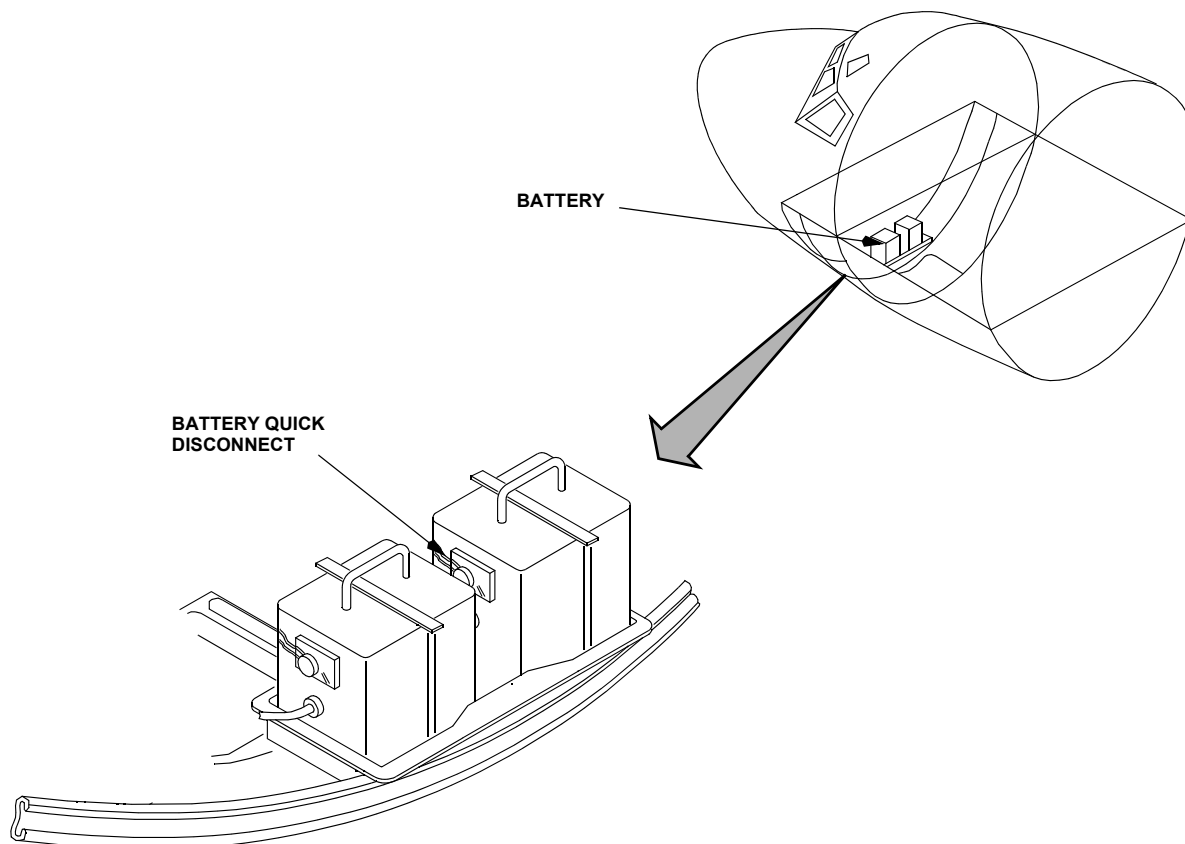
# DC-9 SERIES

# EMERGENCY RESCUE ACCESS-2



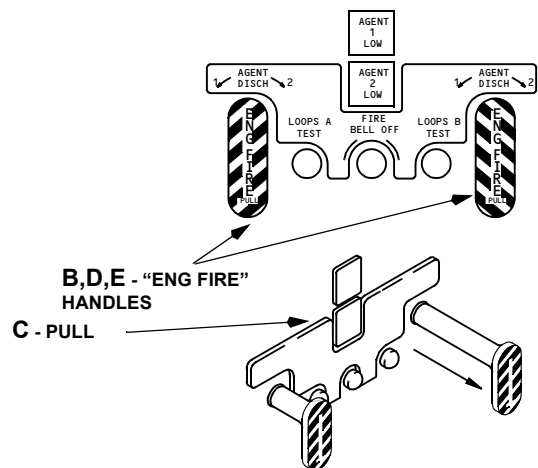
**DC-9 SERIES**

**BATTERY LOCATIONS**



# DC-9 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



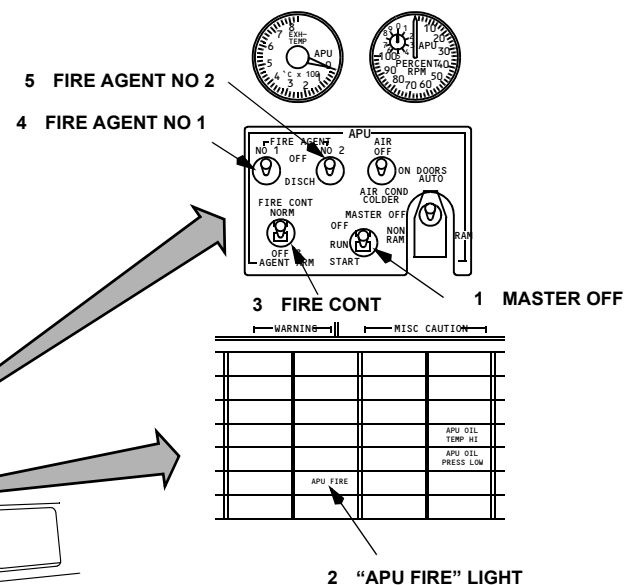
A - FUEL CONTROL LEVERS

## 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.

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

## APU CONTROL PANEL



## APU SHUTDOWN AND FIRE PROCEDURE:

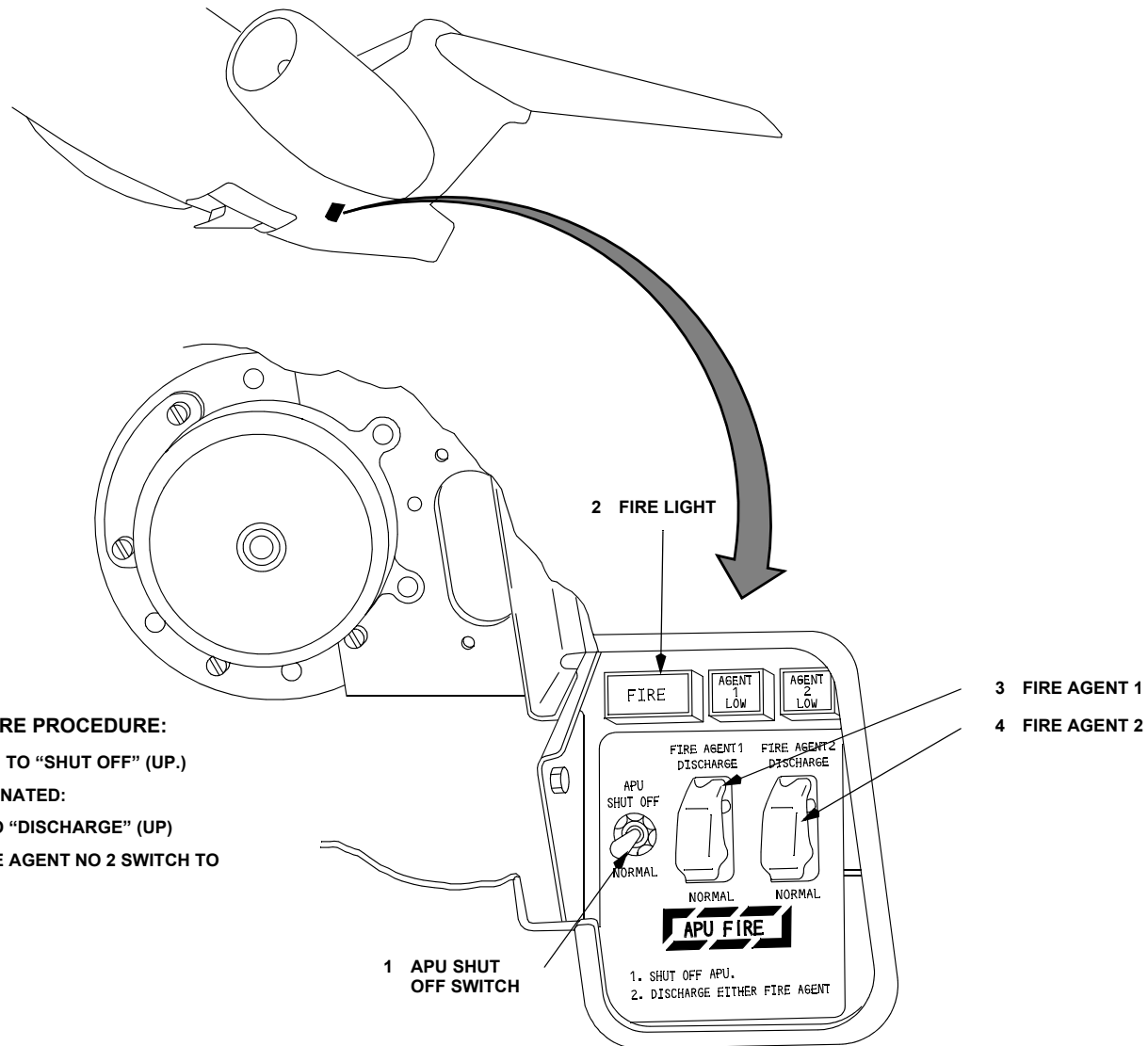
1. APU "MASTER OFF" SWITCH TO "OFF" (UP).
2. IF "APU FIRE" LIGHT IN OVERHEAD PANEL IS ILLUMINATED...FIRE CONT SW TO "OFF & AGENT ARM".
3. FIRE AGENT NO 1 SWITCH TO "DISCH" (DOWN).
4. AFTER 10 SECONDS FIRE AGENT NO 2 SWITCH TO "DISCH" (DOWN).

# DC-9 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.)



# 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.

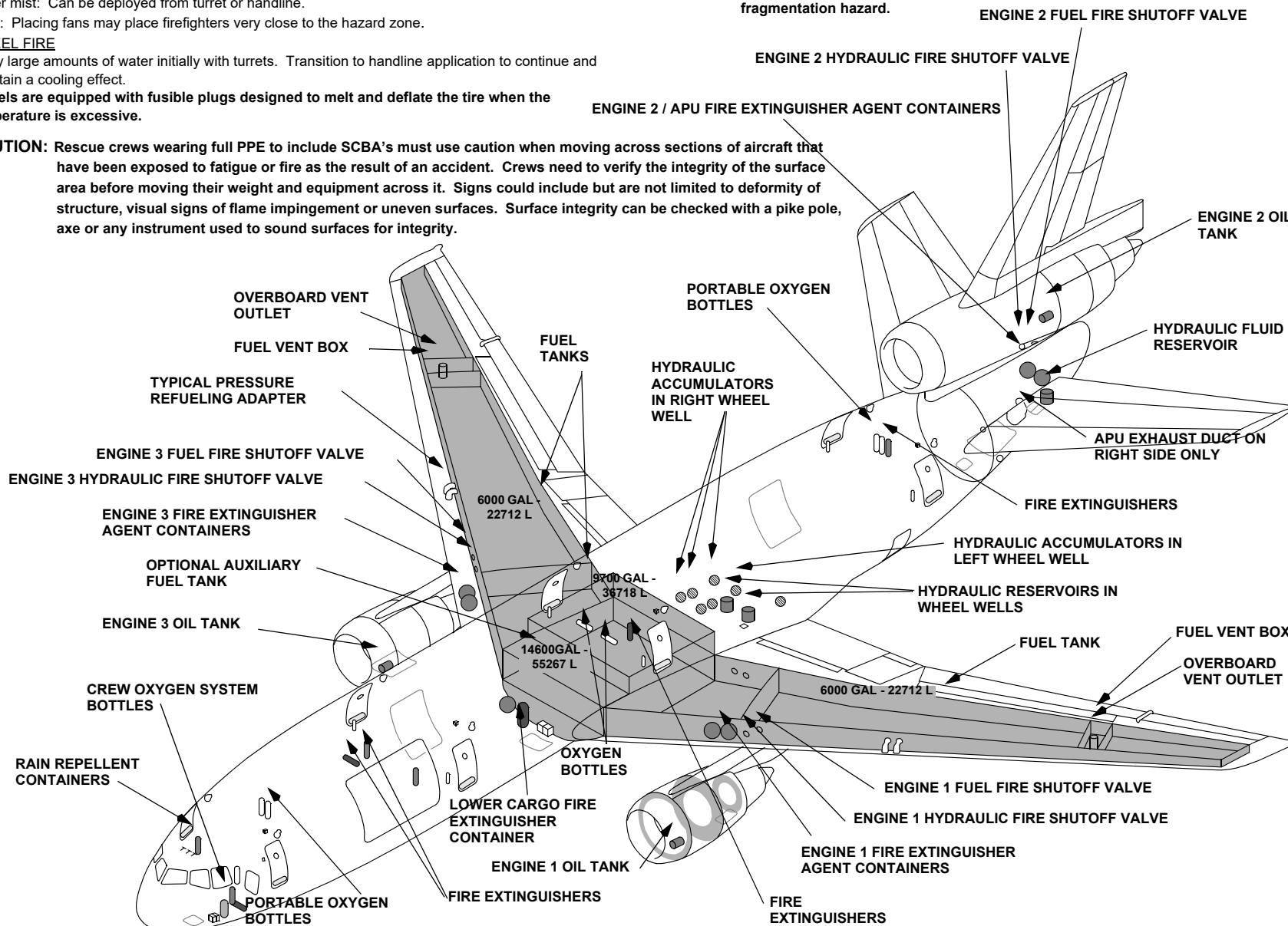
## WHEEL FIRE

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

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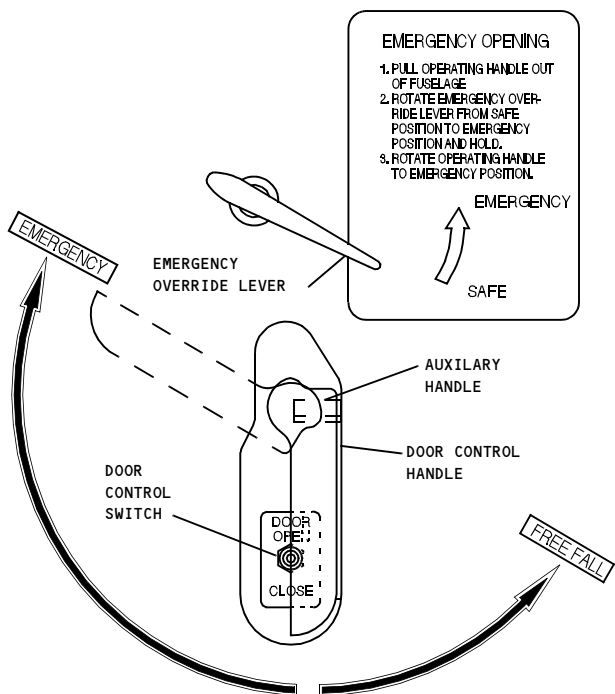
## DC-10 SERIES

### 1 PASSENGER AND SERVICE DOORS

## EMERGENCY RESCUE ACCESS-1

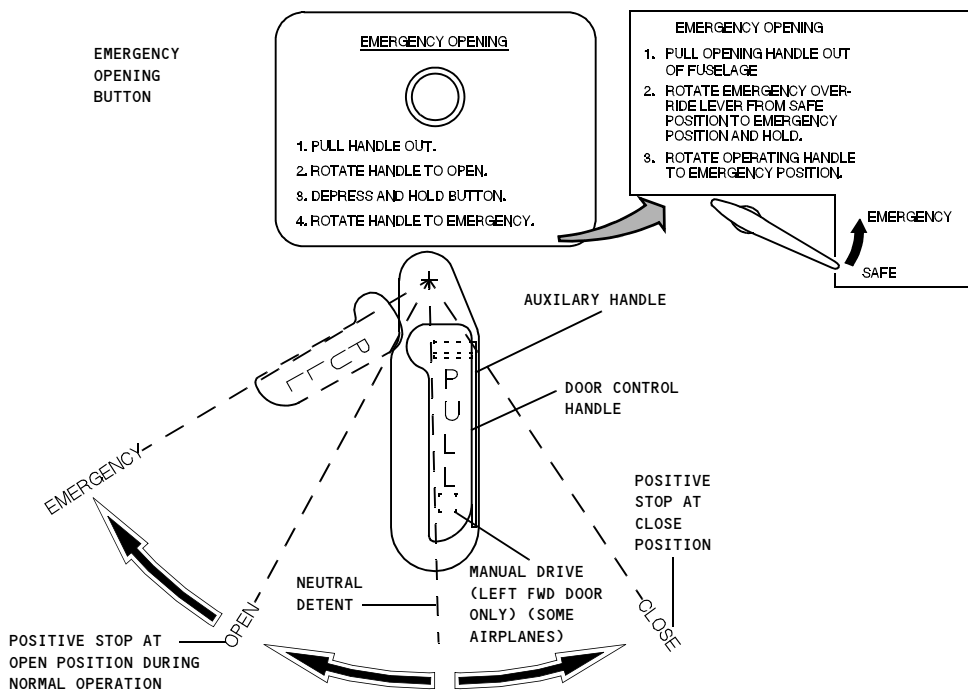
#### PUSH BUTTON TYPE

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

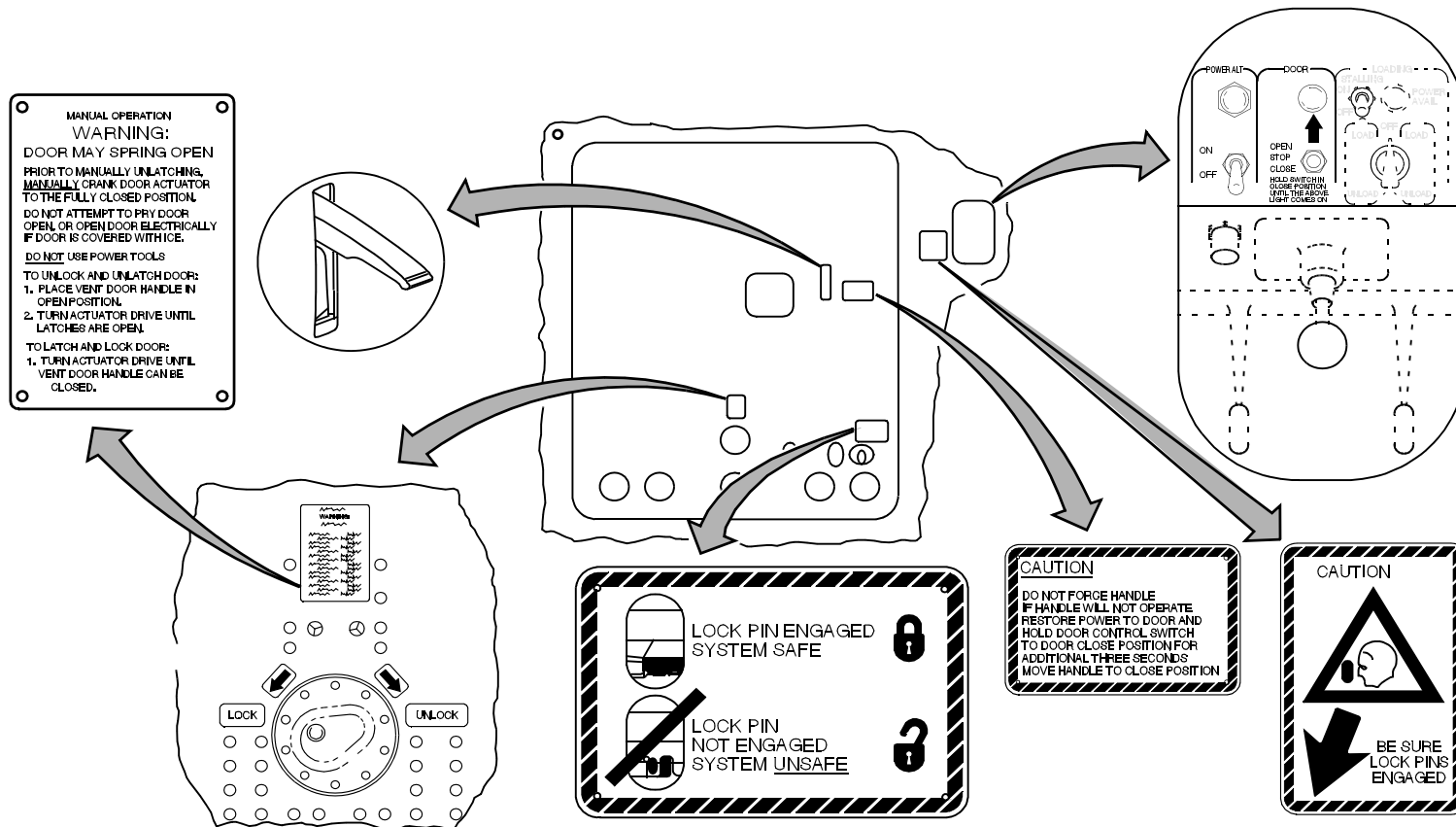
NOTE: WHEN PLACED IN "EMERGENCY" POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.



# DC-10 SERIES

## 2 CARGO ACCESS DOORS

# EMERGENCY RESCUE ACCESS-2

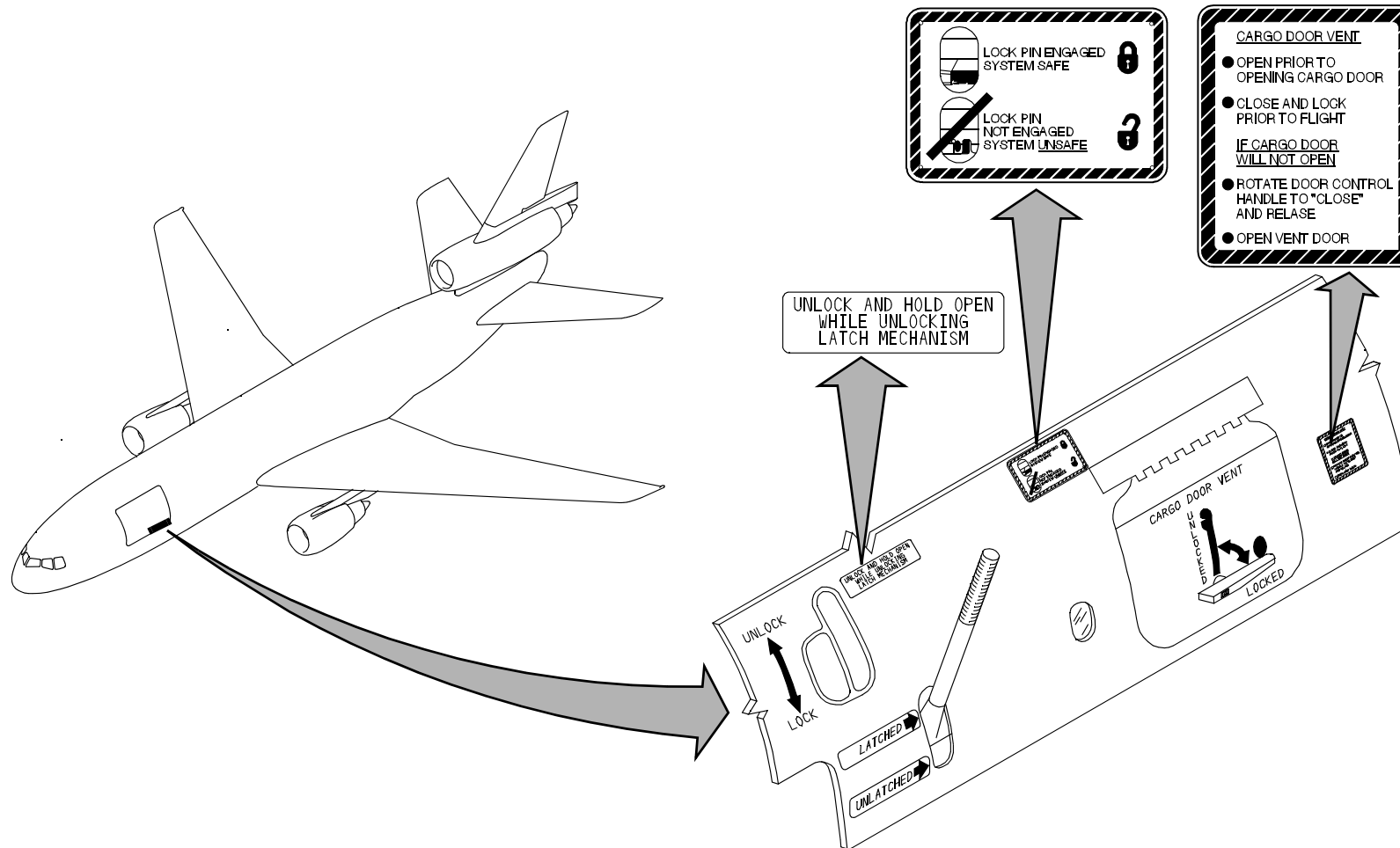


## DC-10 SERIES

### 3 UPPER CARGO DOOR

(CONVERTIBLE FREIGHTER AIRPLANES ONLY)

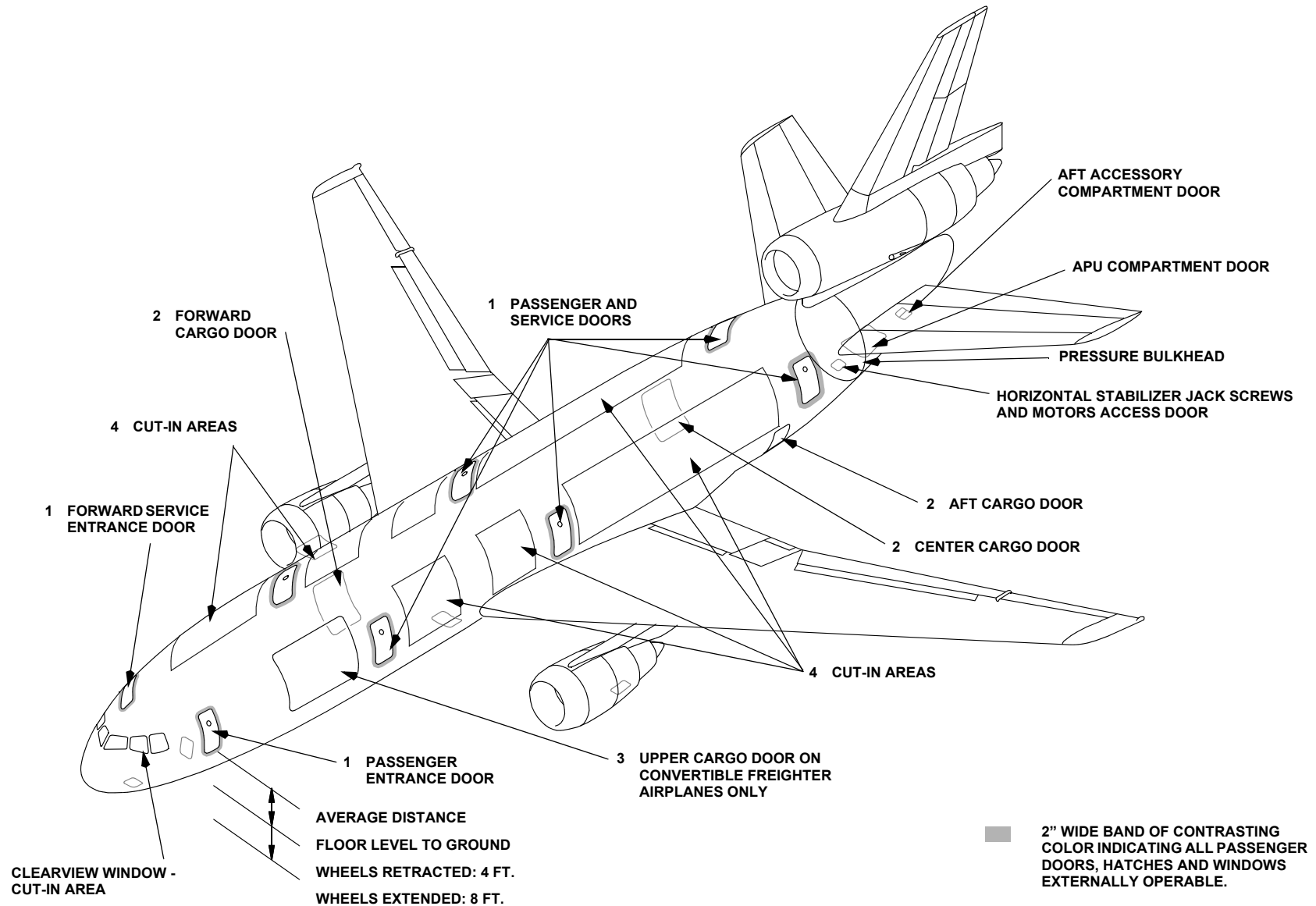
## EMERGENCY RESCUE ACCESS-3





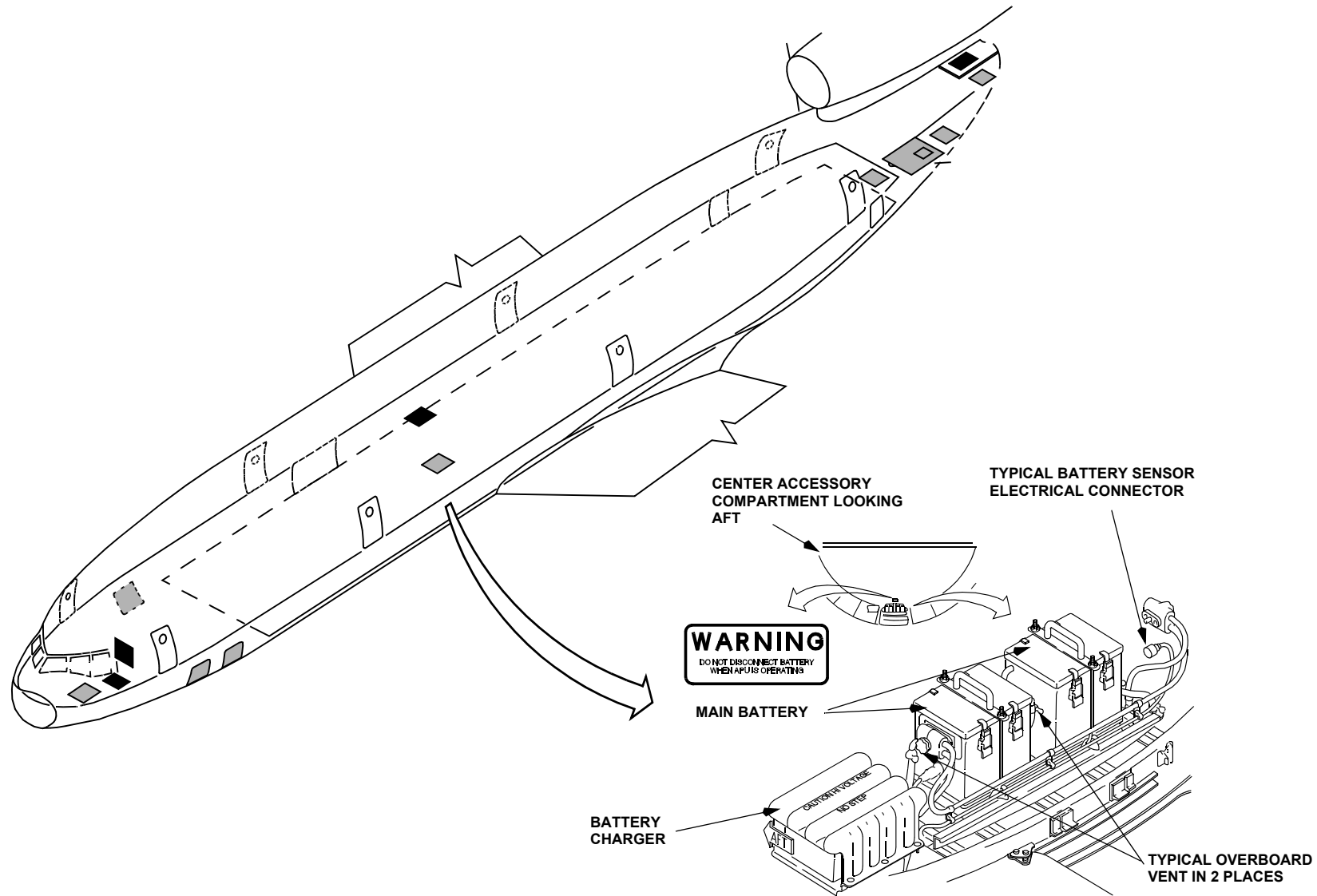
# DC-10 SERIES

# EMERGENCY RESCUE ACCESS-4



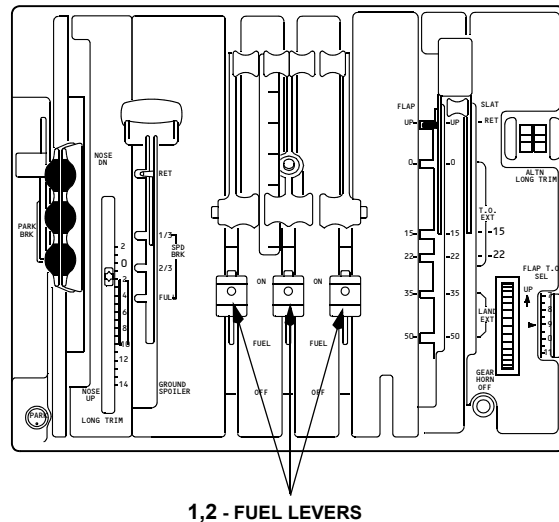
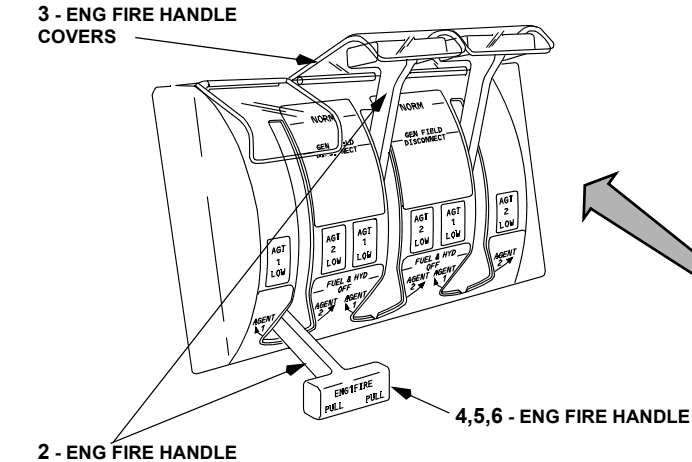
**DC-10 SERIES**

**BATTERY LOCATIONS**

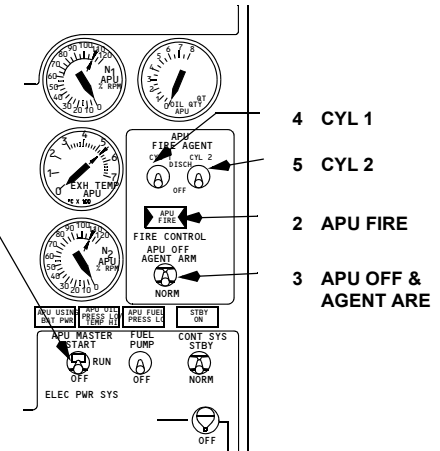
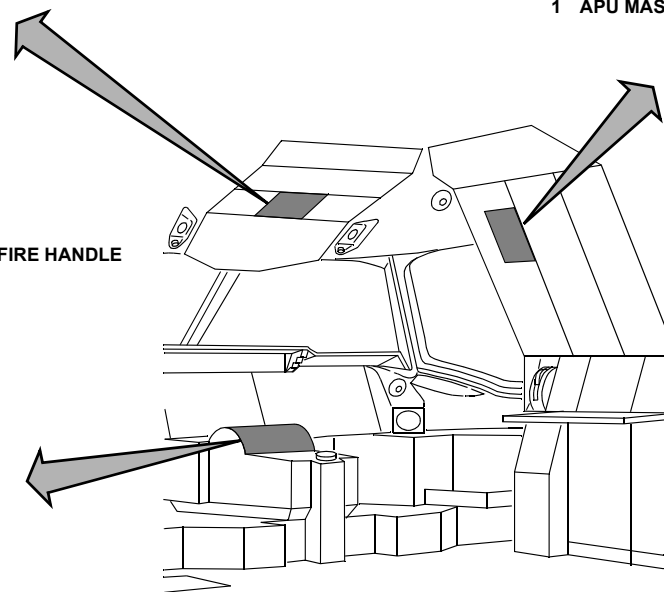


# DC-10 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



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



FLIGHT ENGINEER'S UPPER INSTRUMENT PANEL NO. 1

## APU SHUTDOWN AND FIRE PROCEDURE

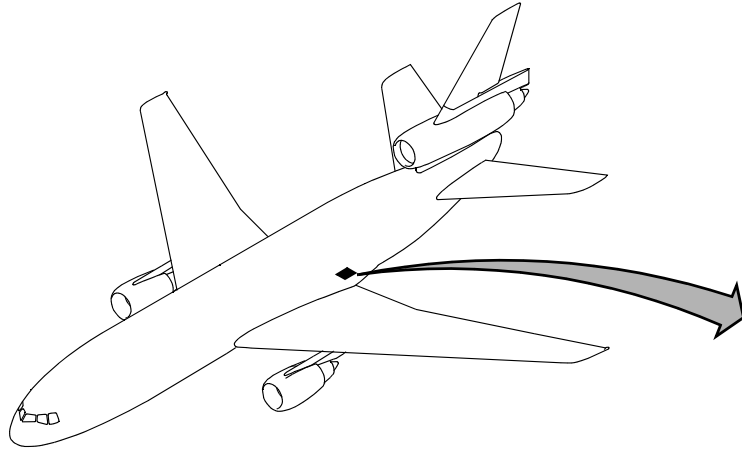
1. "APU MASTER" SWITCH TO "OFF" (DOWN).
2. IF "APU FIRE" LIGHT IS ILLUMINATED:
3. "APU OFF & AGENT ARM" SWITCH TO "AGENT ARM" (UP)
4. APU FIRE AGENT "CYL 1" SWITCH TO "DISCHARGE" (UP)
5. AFTER 30 SECONDS, APU FIRE AGENT "CYL 2". SWITCH TO "DISCHARGE" (UP.)

## 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.

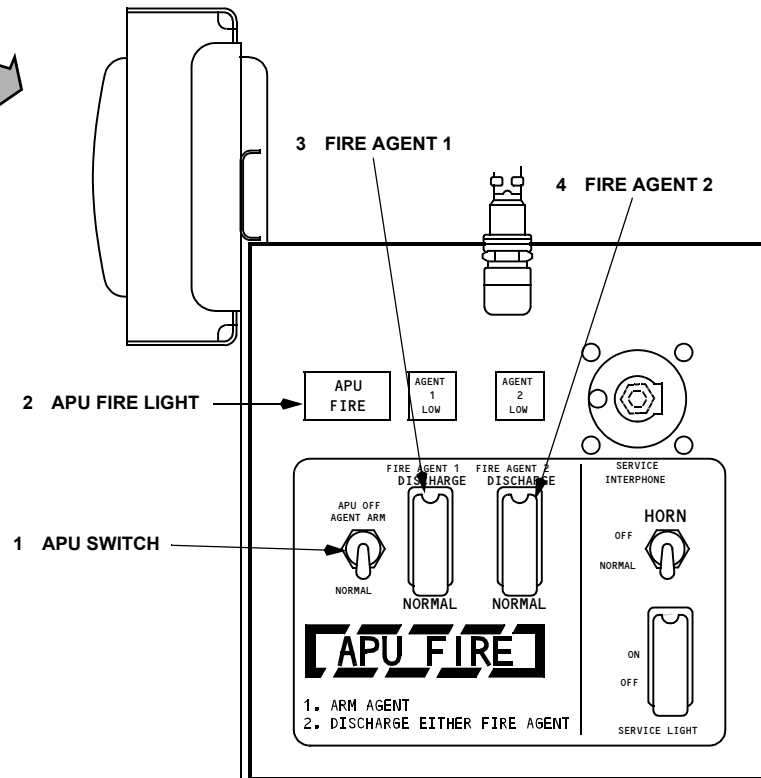
## DC-10 SERIES

## 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

# 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.

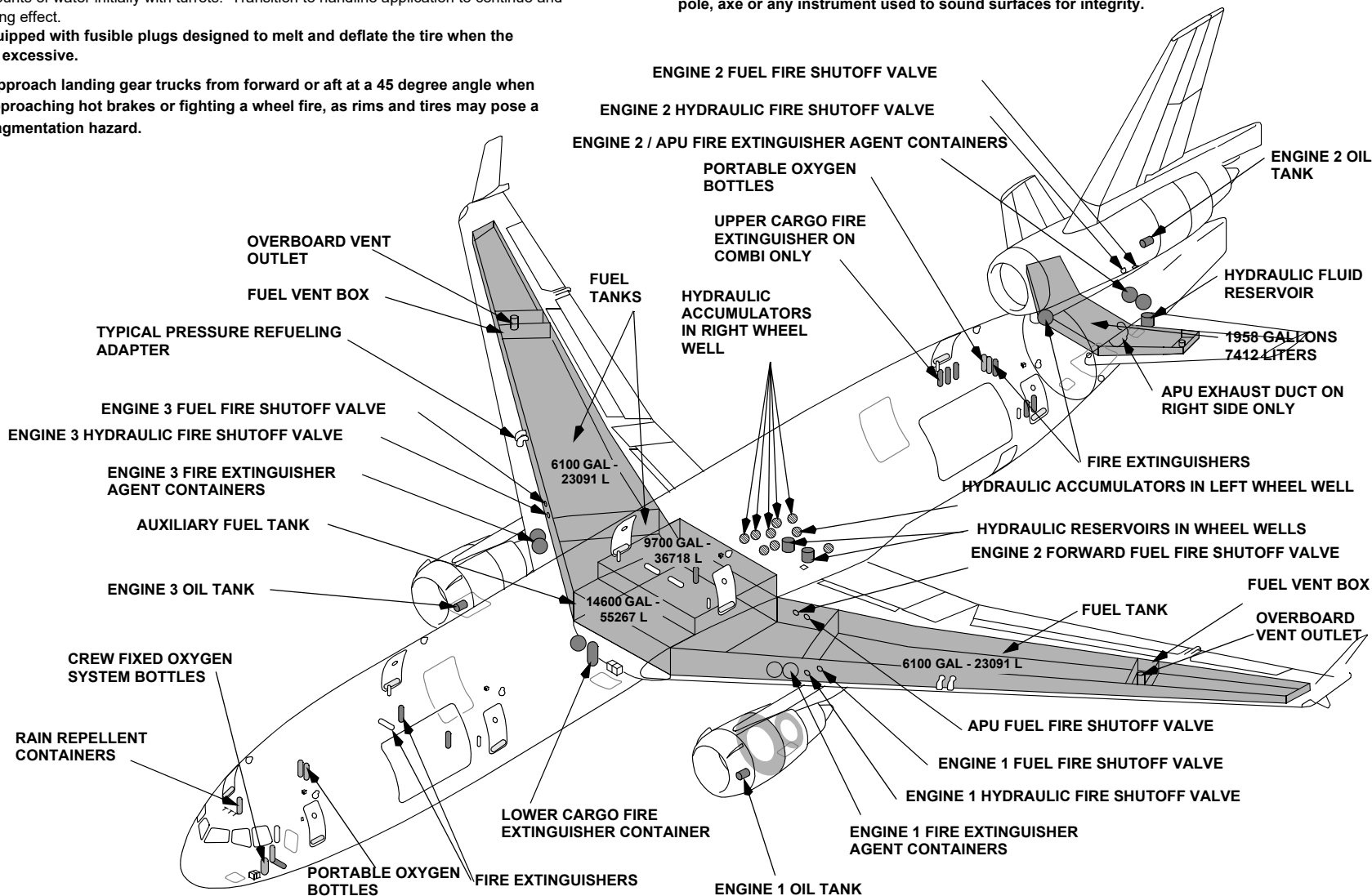
## WHEEL FIRE

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.

**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.



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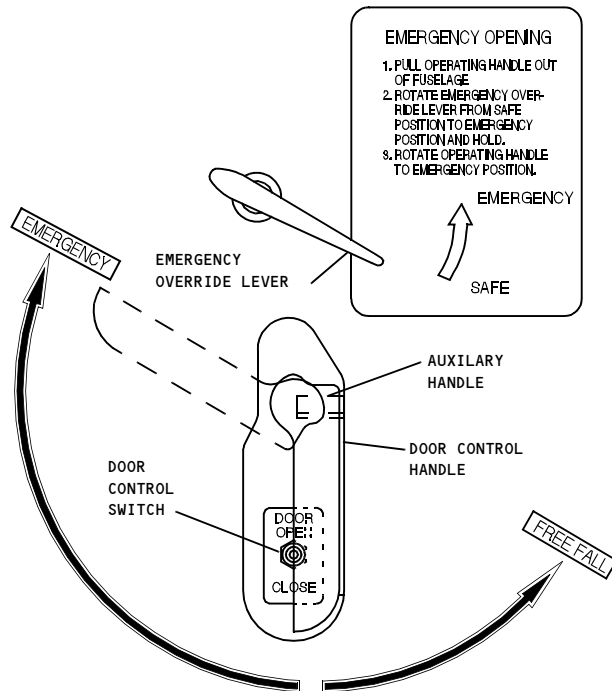
## MD-11 SERIES

### 1 PASSENGER AND SERVICE DOORS

## EMERGENCY RESCUE ACCESS-1

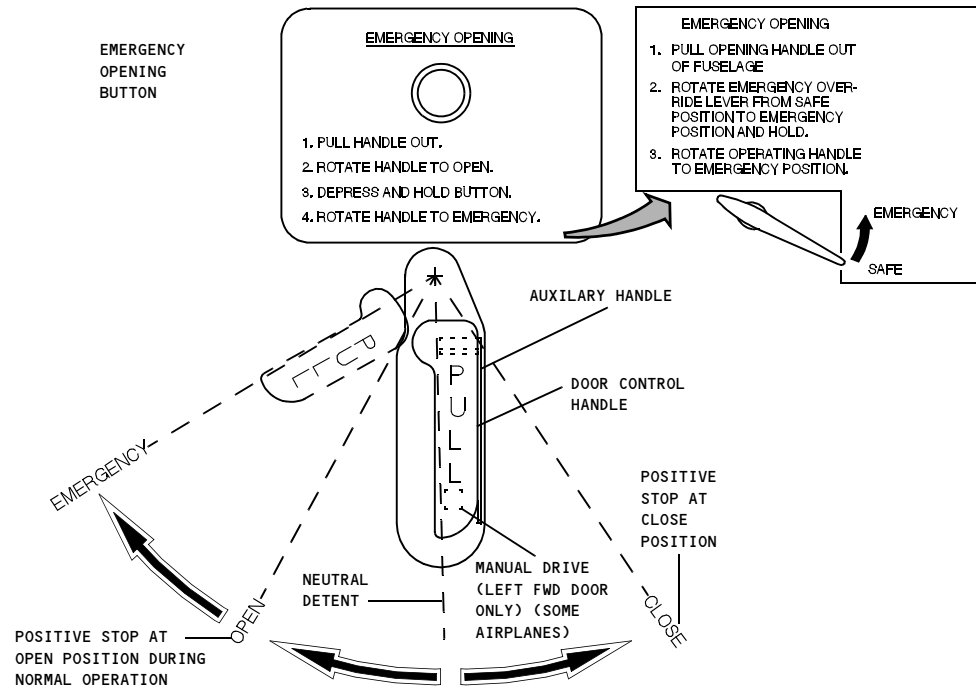
#### PUSH BUTTON TYPE

**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

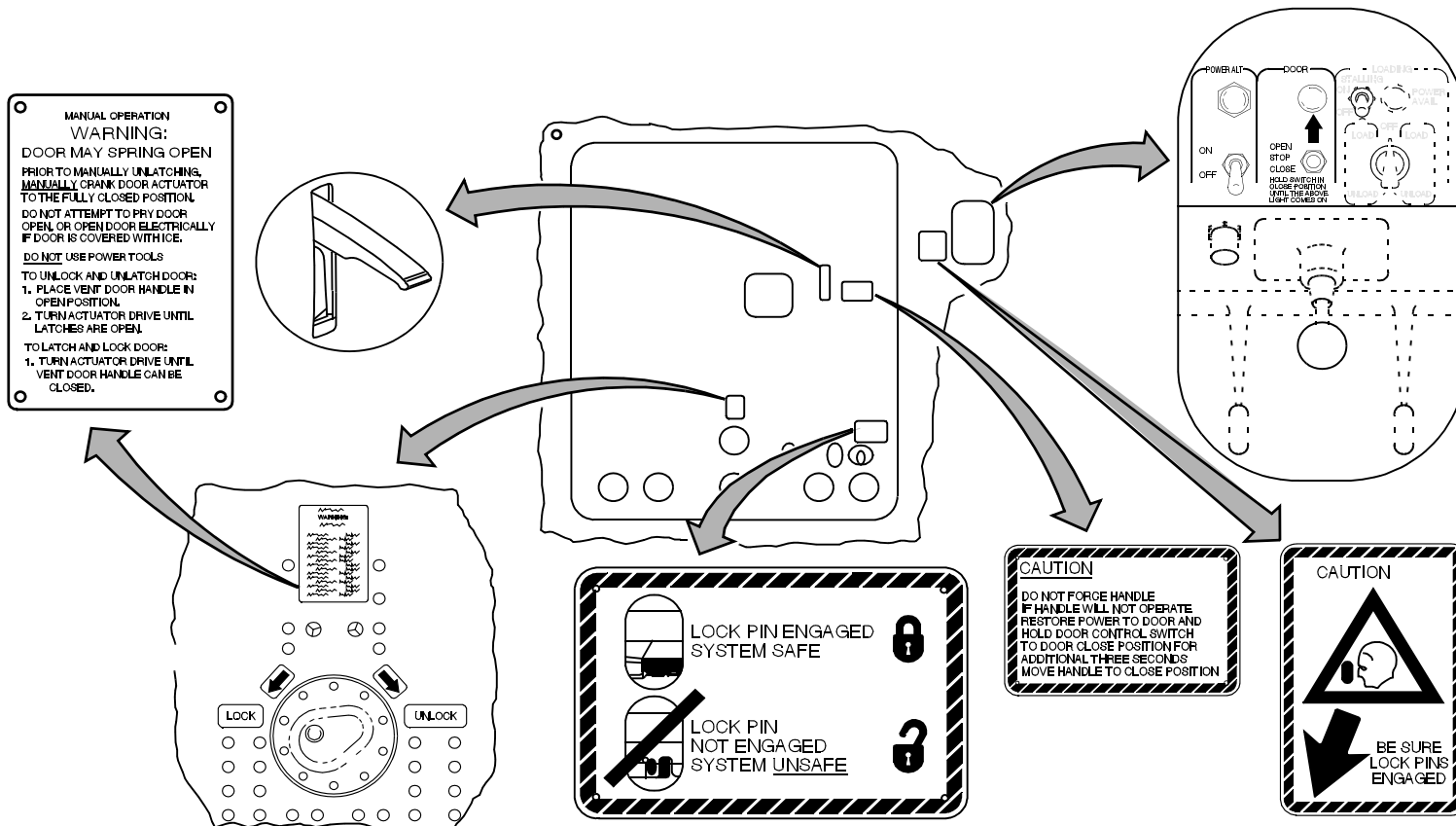
**NOTE:** WHEN PLACED IN "EMERGENCY" POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.



# MD-11 SERIES

## 2 CARGO ACCESS DOORS

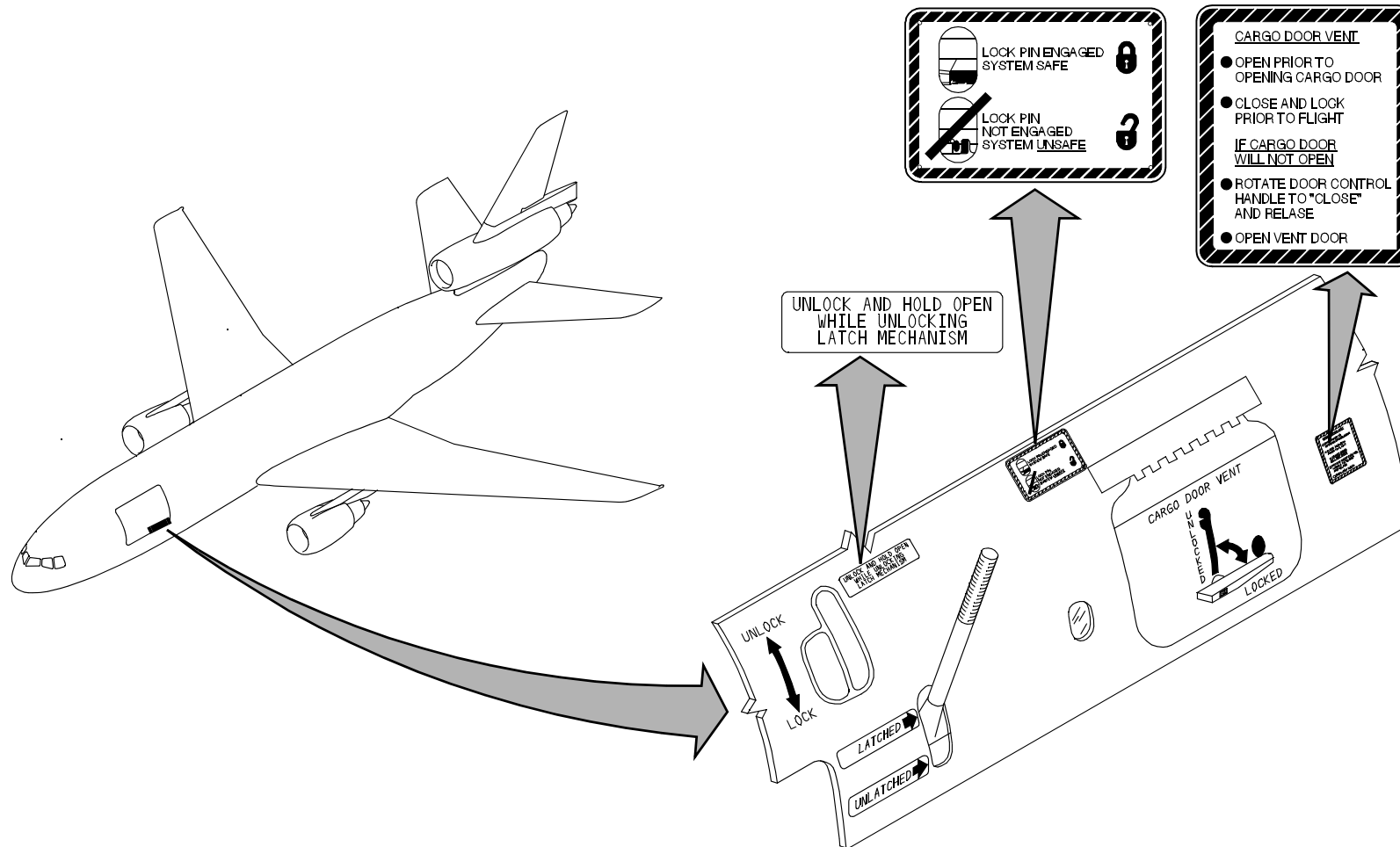
# EMERGENCY RESCUE ACCESS-2



## MD-11 SERIES

### 3 UPPER CARGO DOOR

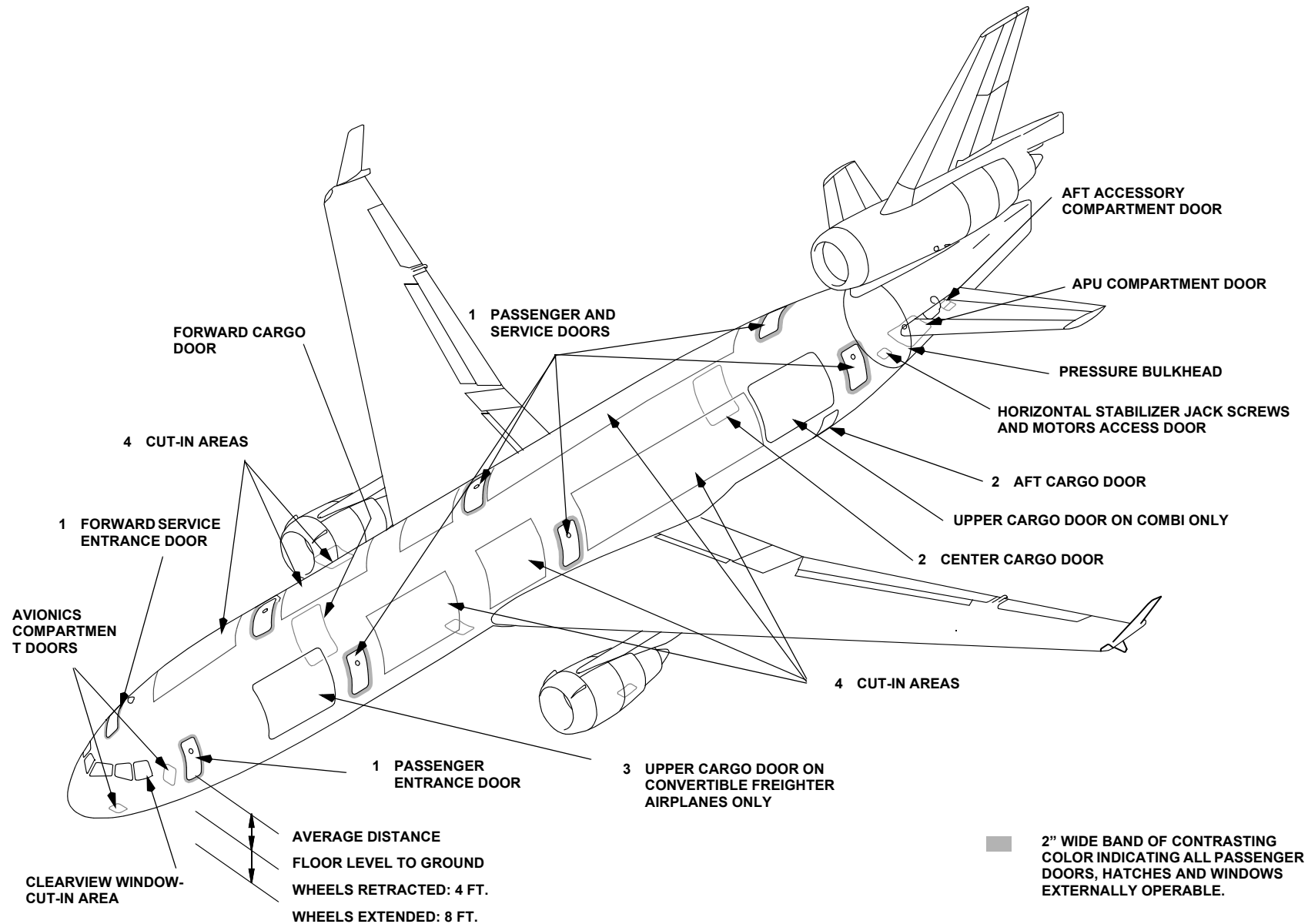
## EMERGENCY RESCUE ACCESS-3





# MD-11 SERIES

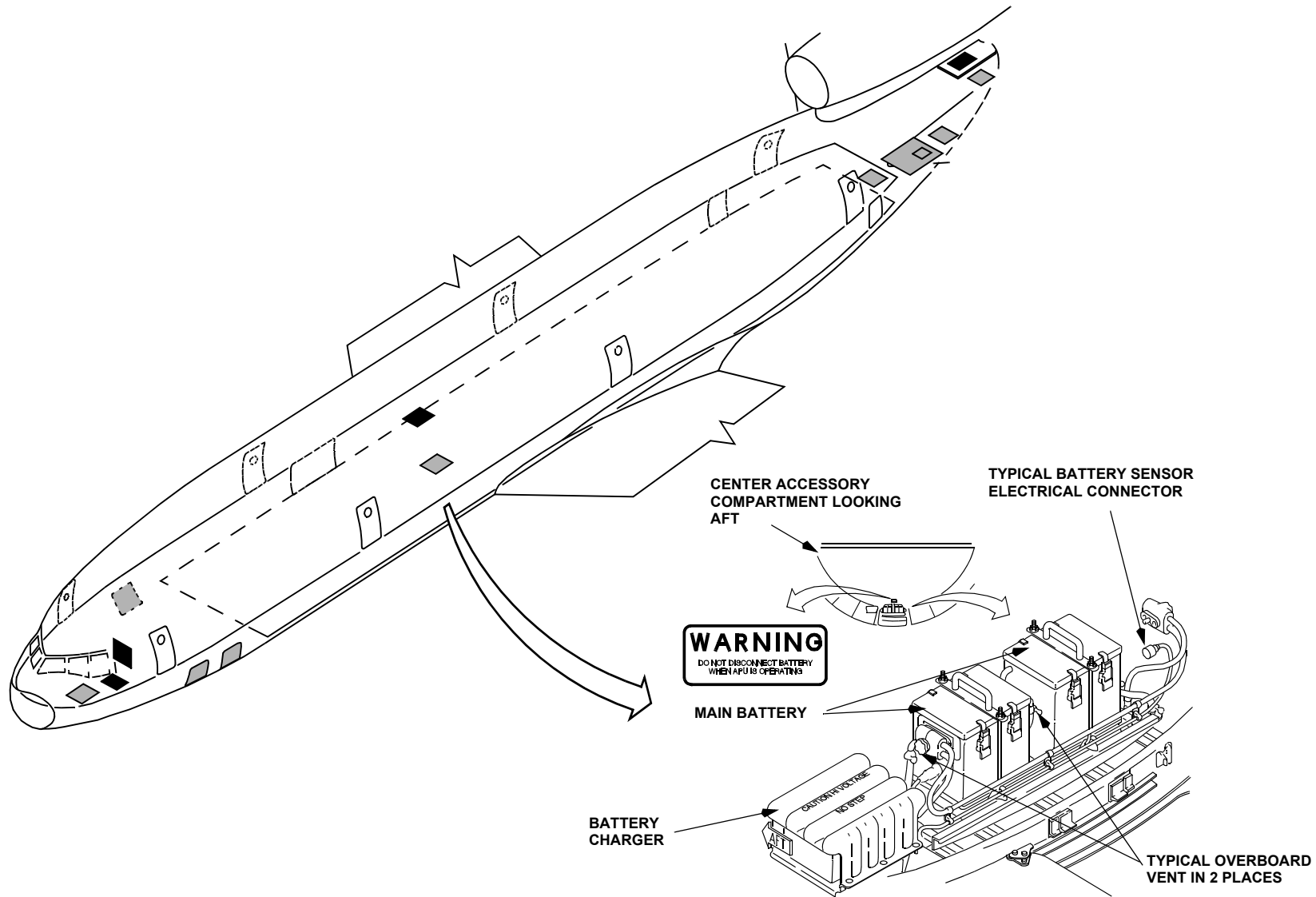
# EMERGENCY RESCUE ACCESS-4



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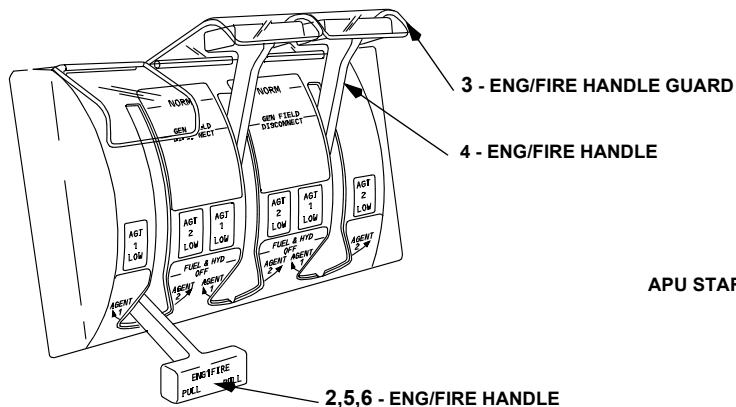
**MD-11 SERIES**

**BATTERY LOCATIONS**

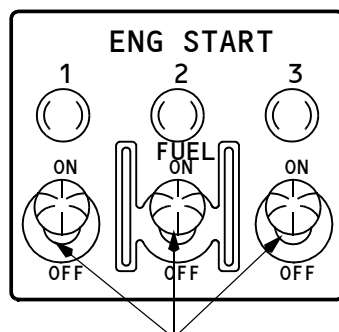


# MD-11 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS



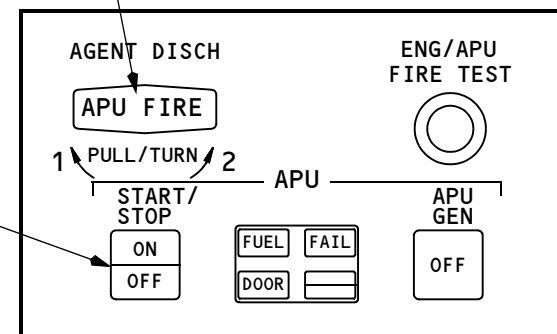
AFT OVERHEAD PANEL



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.

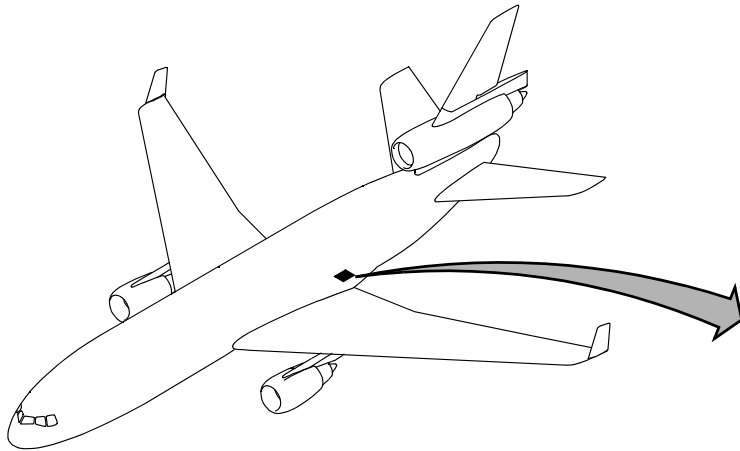
## ENGINE SHUTDOWN AND FIRE PROCEDURE:

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.

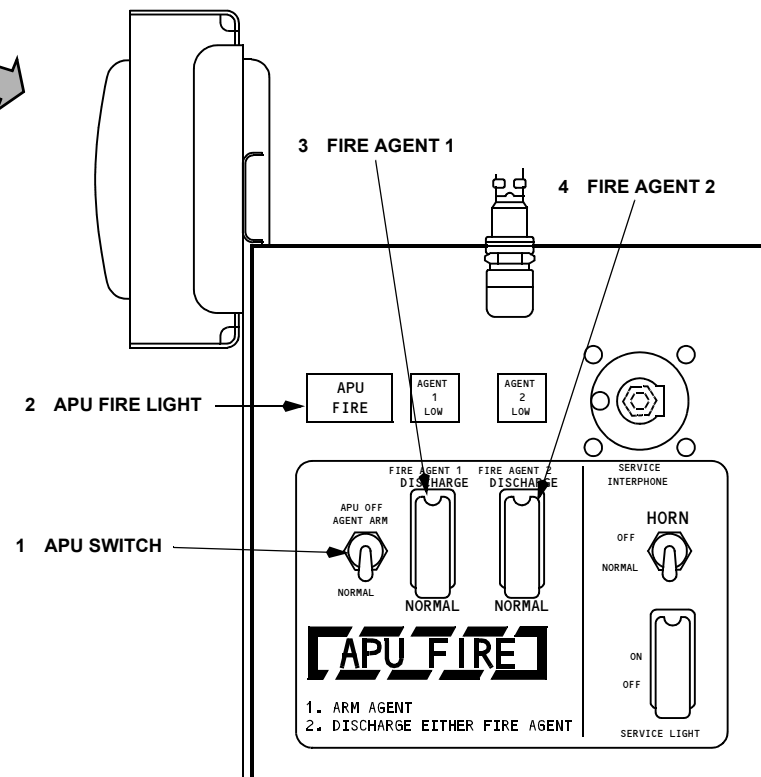
# MD-11 SERIES

# EXTERNAL APU FIRE CONTROLS



## APU SHUTDOWN AND FIRE PROCEDURE:

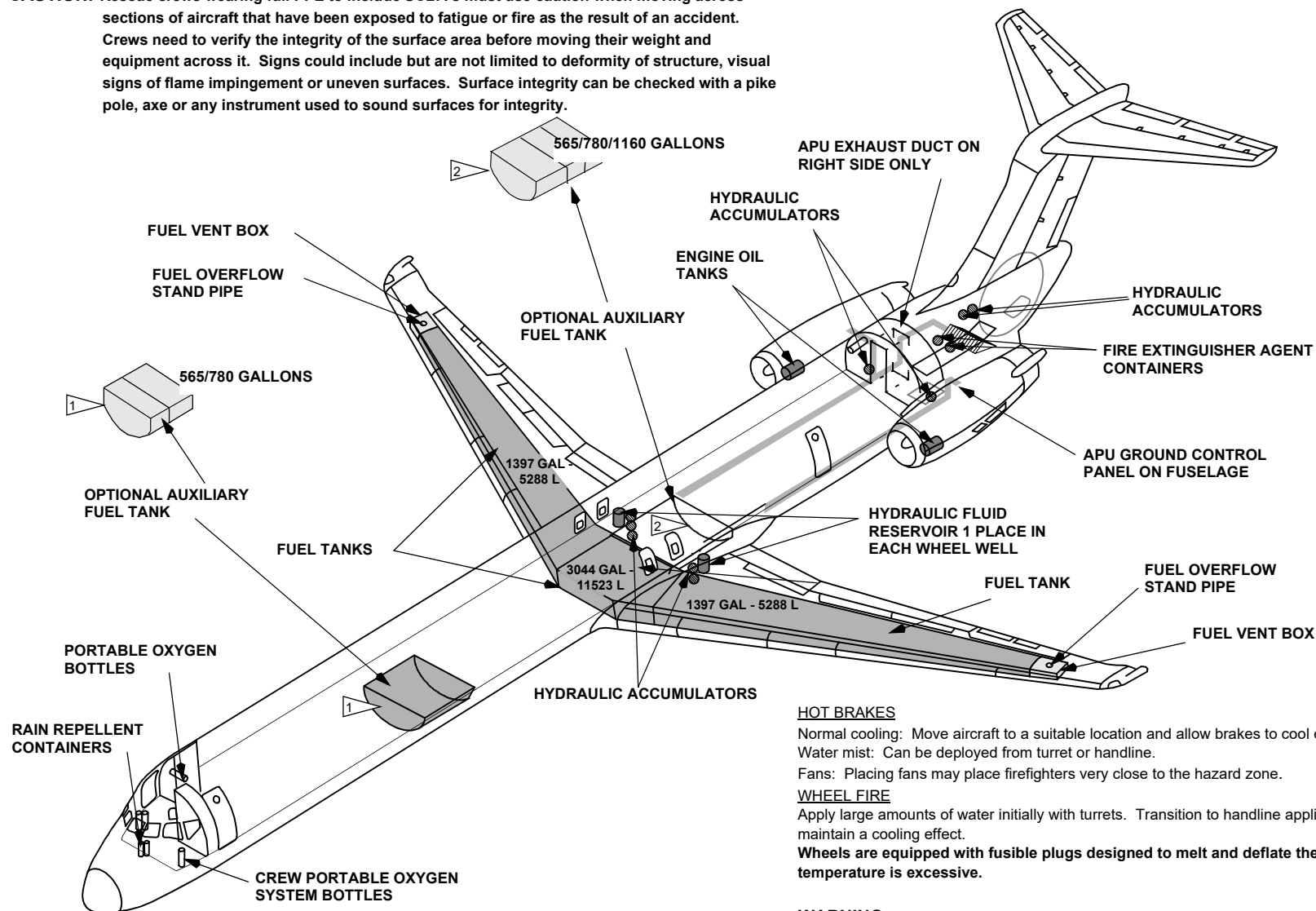
1. TURN APU SWITCH TO "OFF" (UP).
2. IF APU FIRE LIGHT IS ON...
3. FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP).
4. AFTER 30 SECONDS, FIRE AGENT 2 SWITCH TO "DISCHARGE" (UP).



# 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.

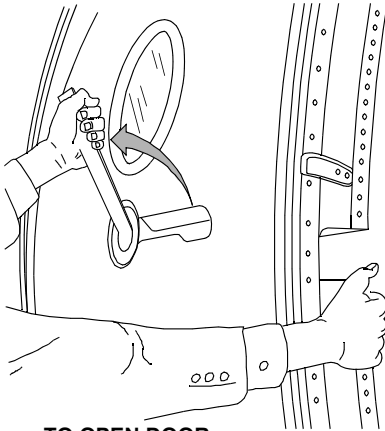
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

**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

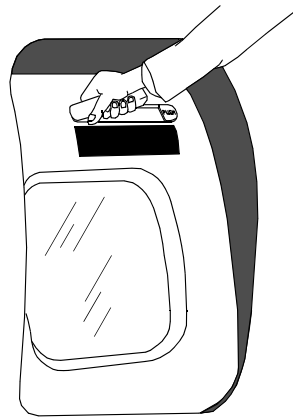
### 1 PASSENGER AND SERVICE DOORS



TO OPEN DOOR

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

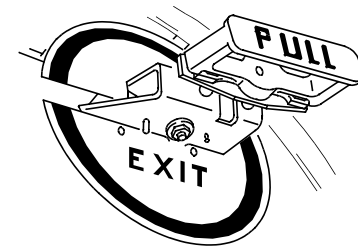
### 2 OVERWING EMERGENCY EXIT



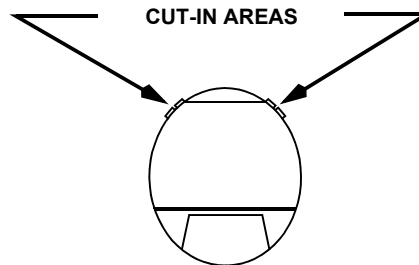
TO OPEN DOOR

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.

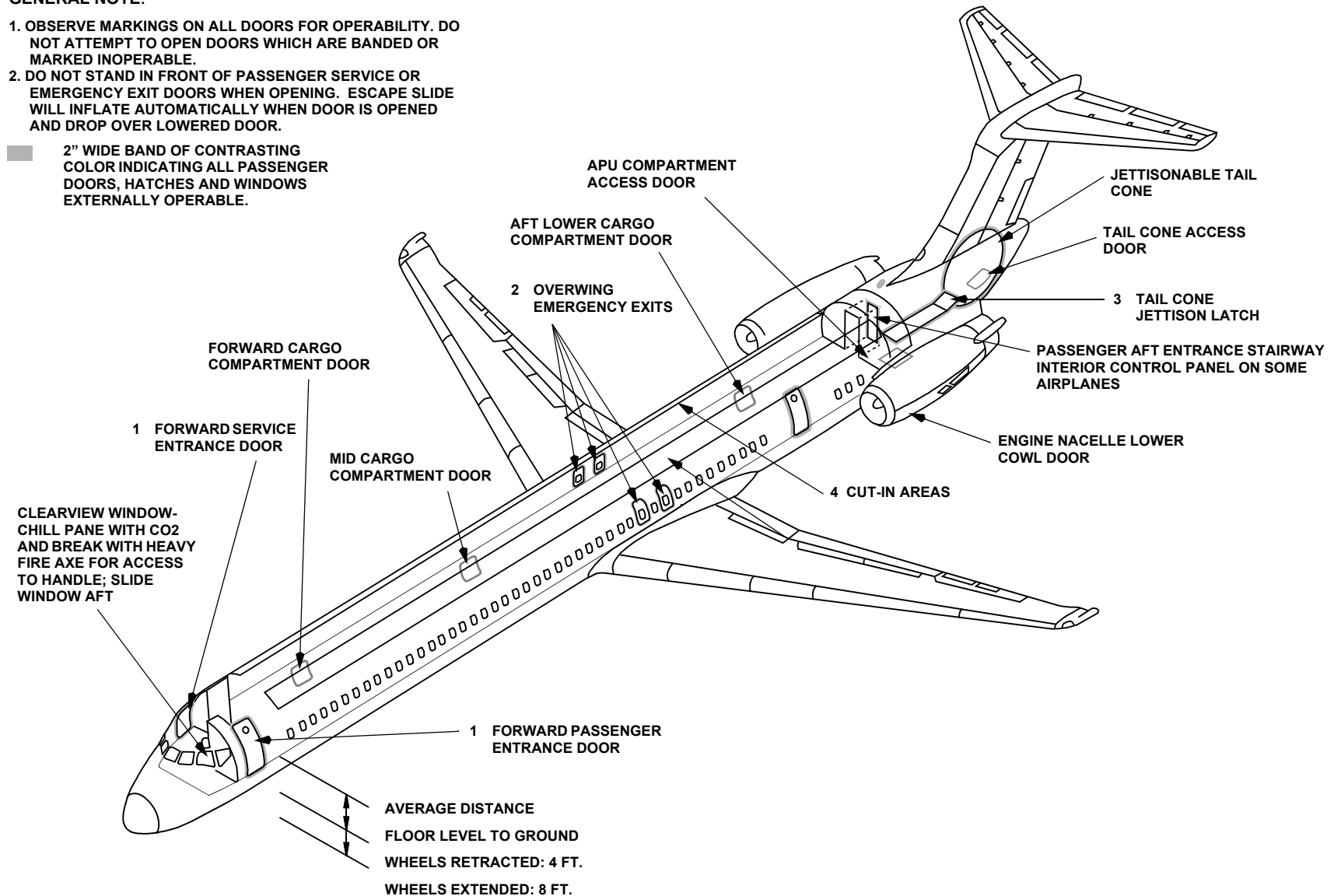
# MD-80 SERIES

# EMERGENCY RESCUE ACCESS-2

## GENERAL NOTE:

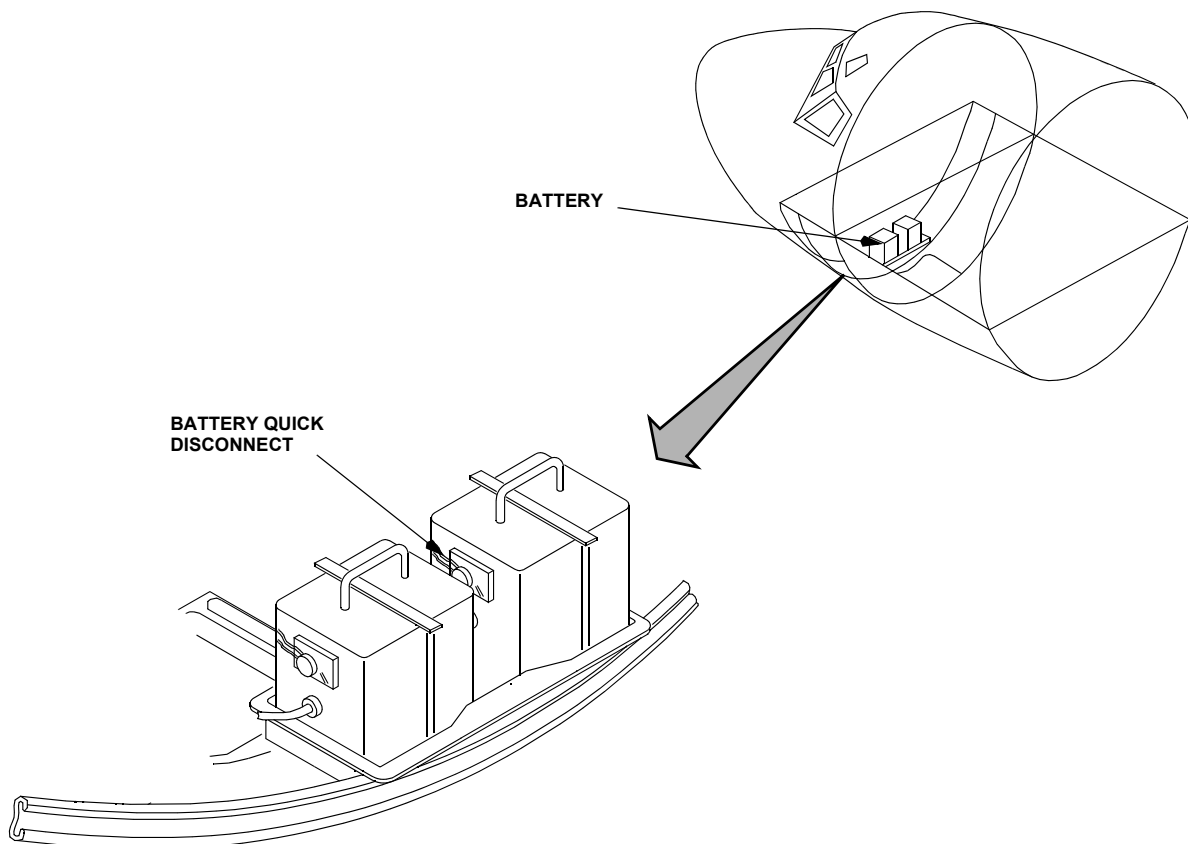
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE Banded OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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



**MD-80 SERIES**

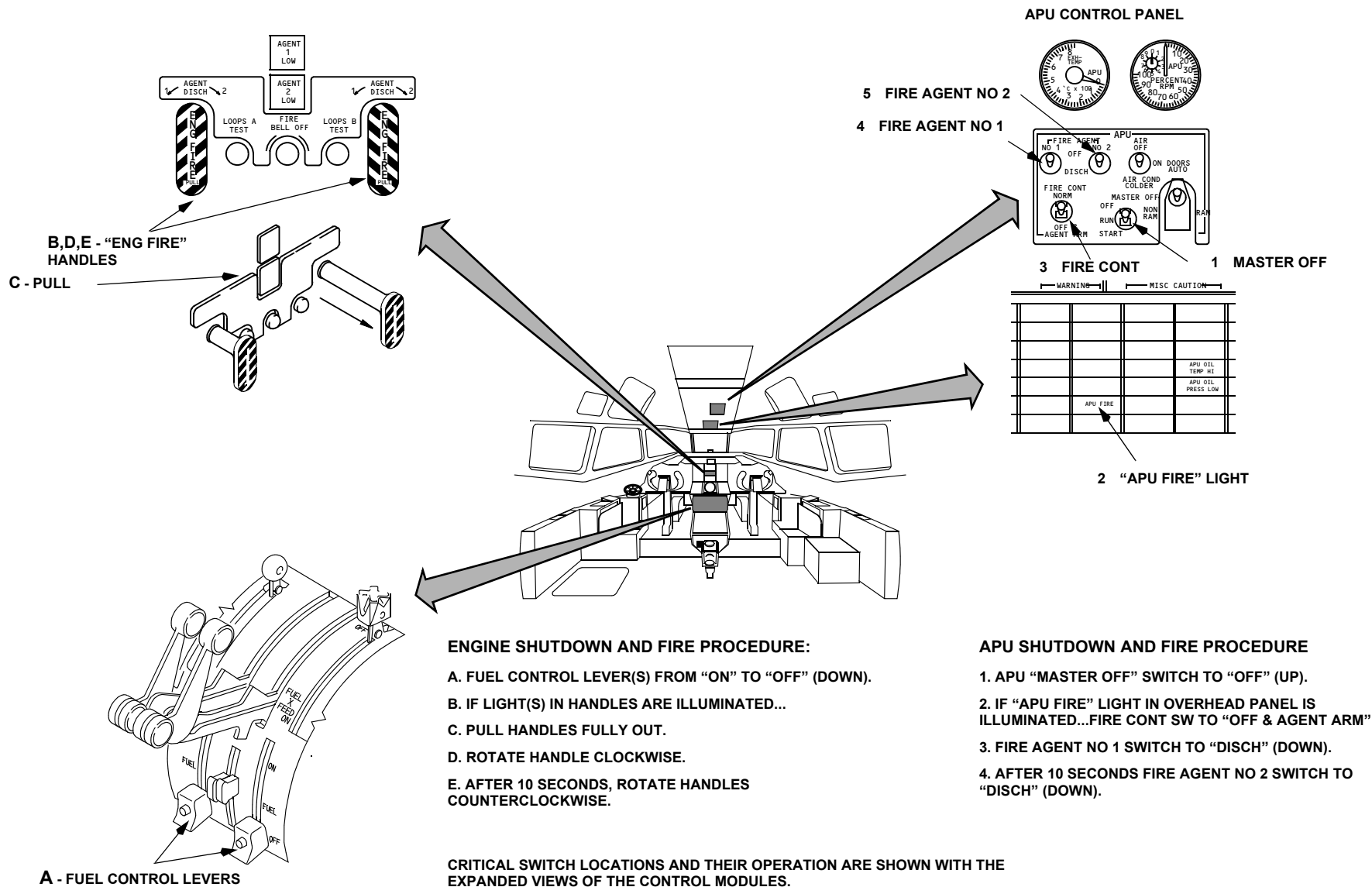
**BATTERY LOCATIONS**





# MD-80 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS

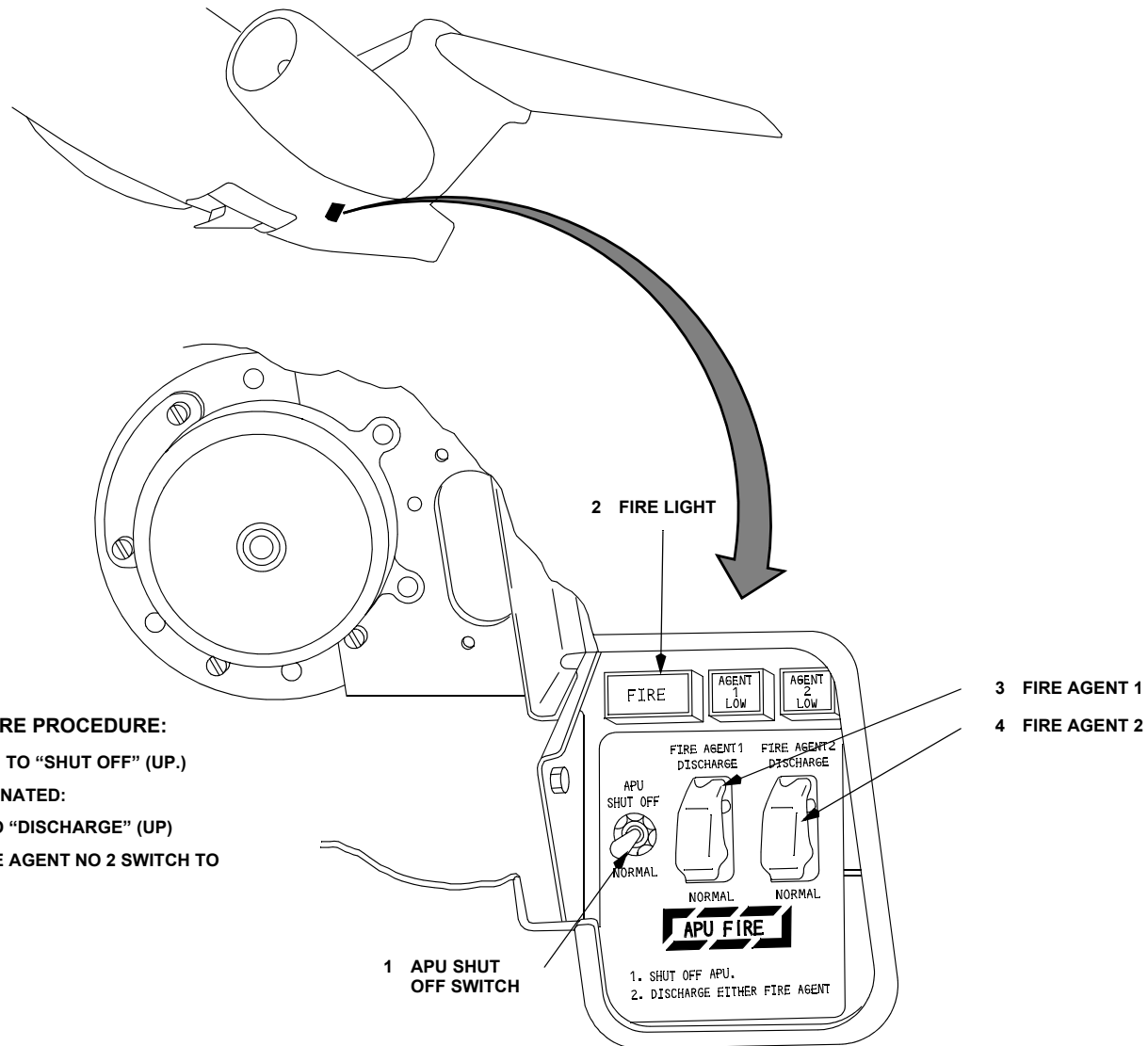


# MD-80 SERIES

# EXTERNAL APU FIRE CONTROLS

## APU SHUTDOWN AND FIRE PROCEDURE:

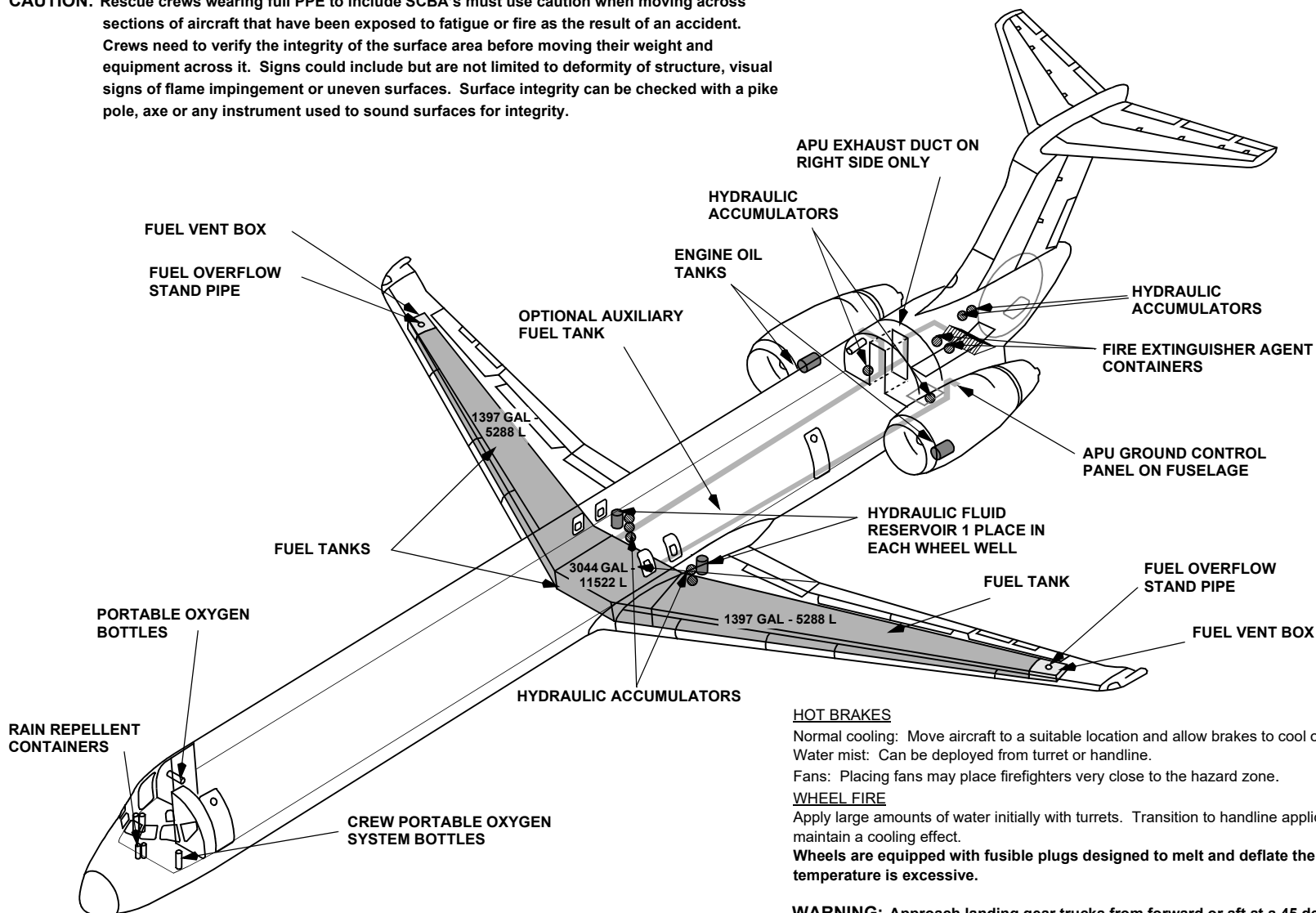
1. "APU SHUT OFF" SWITCH TO "SHUT OFF" (UP.)
2. IF "FIRE" LIGHT IS ILLUMINATED:
3. FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP)
4. AFTER 10 SECONDS, FIRE AGENT NO 2 SWITCH TO "DISCHARGE" (UP.)



## 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.

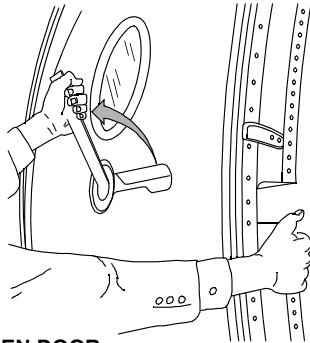
**Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.**

**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

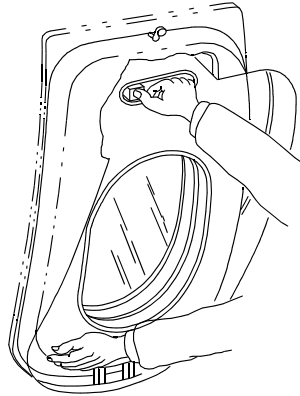


#### TO OPEN DOOR:

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.

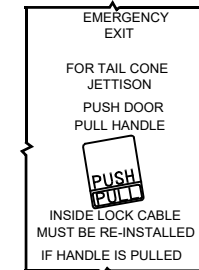
### 2 OVERWING EMERGENCY EXIT



#### TO OPEN DOOR:

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

### 3 TAIL CONE JETTISON/SLIDE DEPLOYMENT

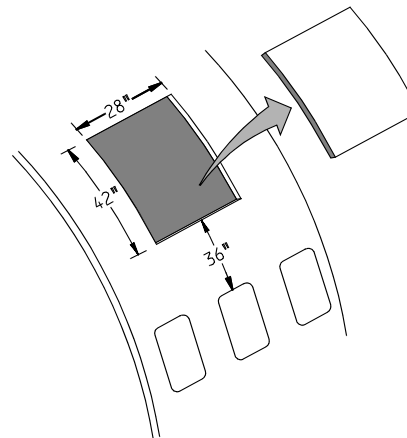


#### TO JETTISON TAIL CONE AND INFLATE SLIDE

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.

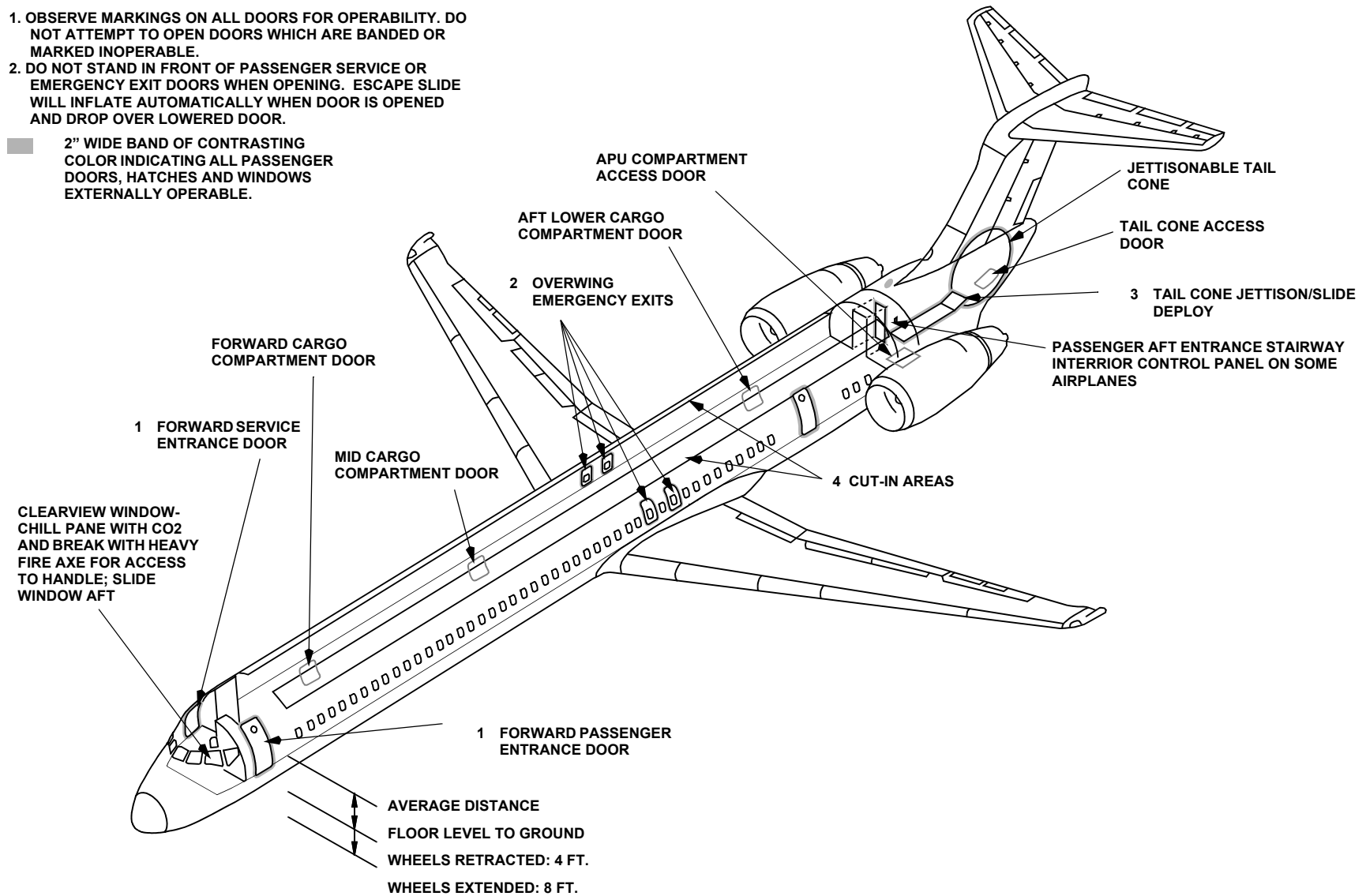
# MD-90 SERIES

# EMERGENCY RESCUE ACCESS-2

## GENERAL NOTE:

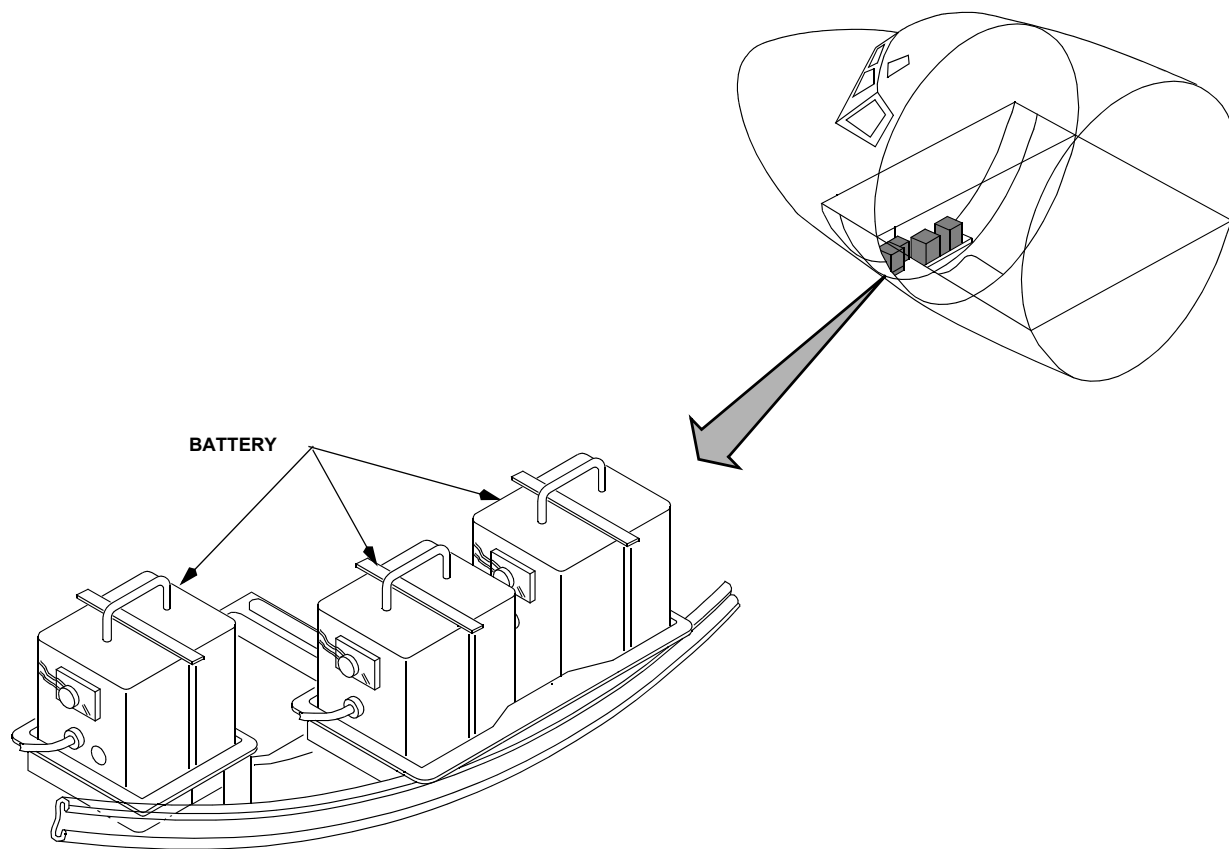
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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



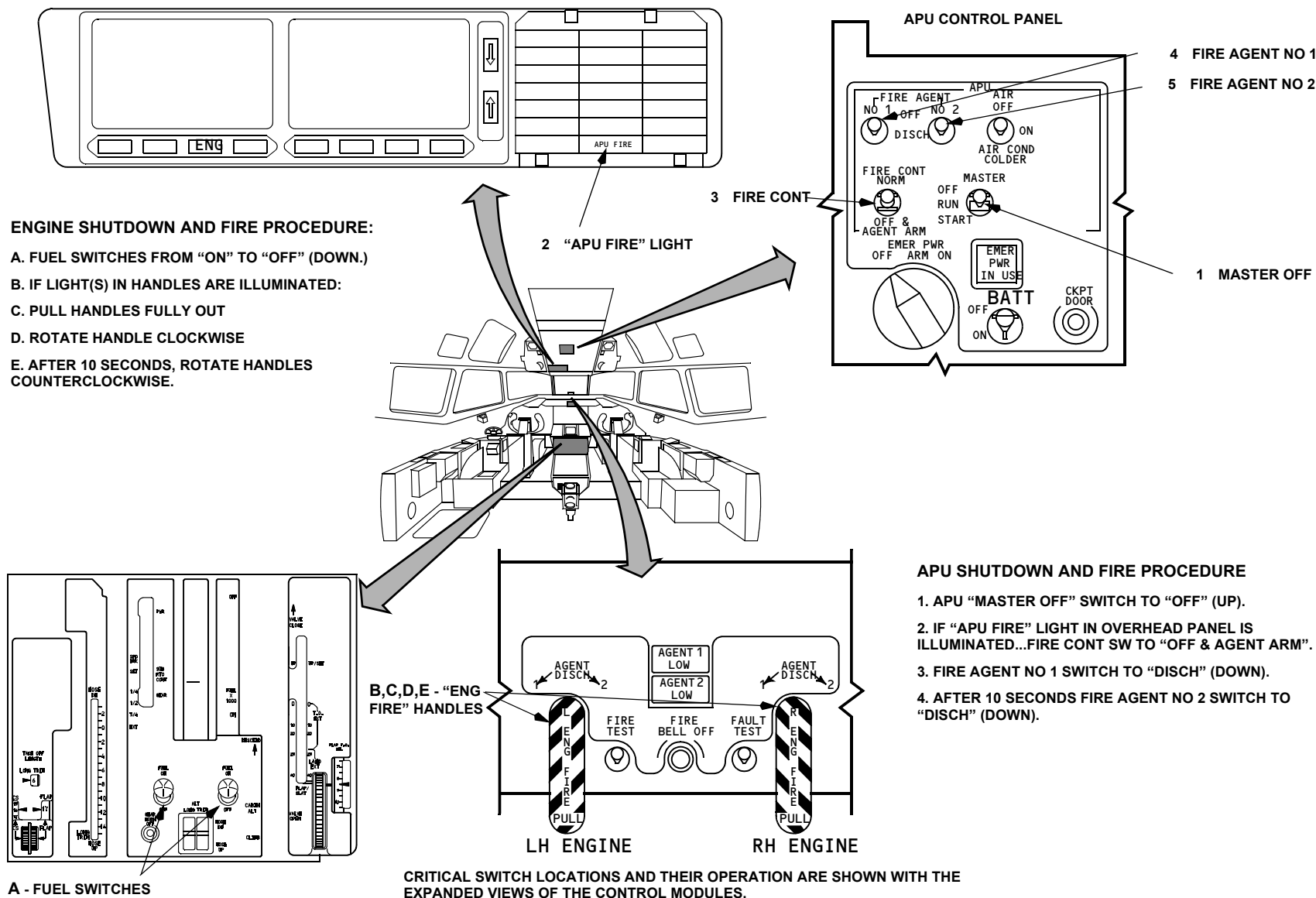
**MD-90 SERIES**

**BATTERY LOCATIONS**



# MD-90 SERIES

# FLIGHT DECK CONTROL SWITCH LOCATIONS

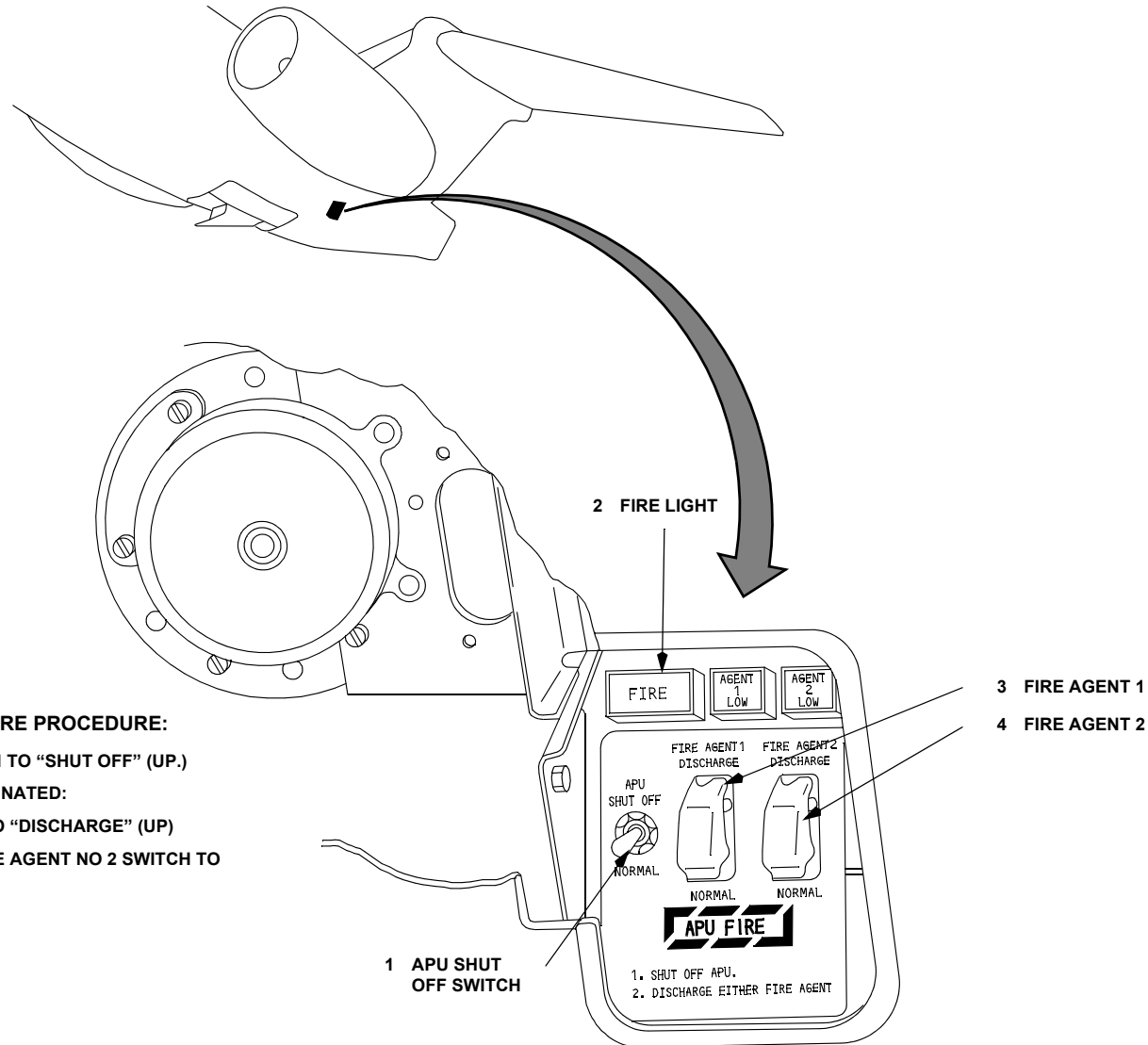


## MD-90 SERIES

## EXTERNAL APU FIRE CONTROLS

### APU SHUTDOWN AND FIRE PROCEDURE:

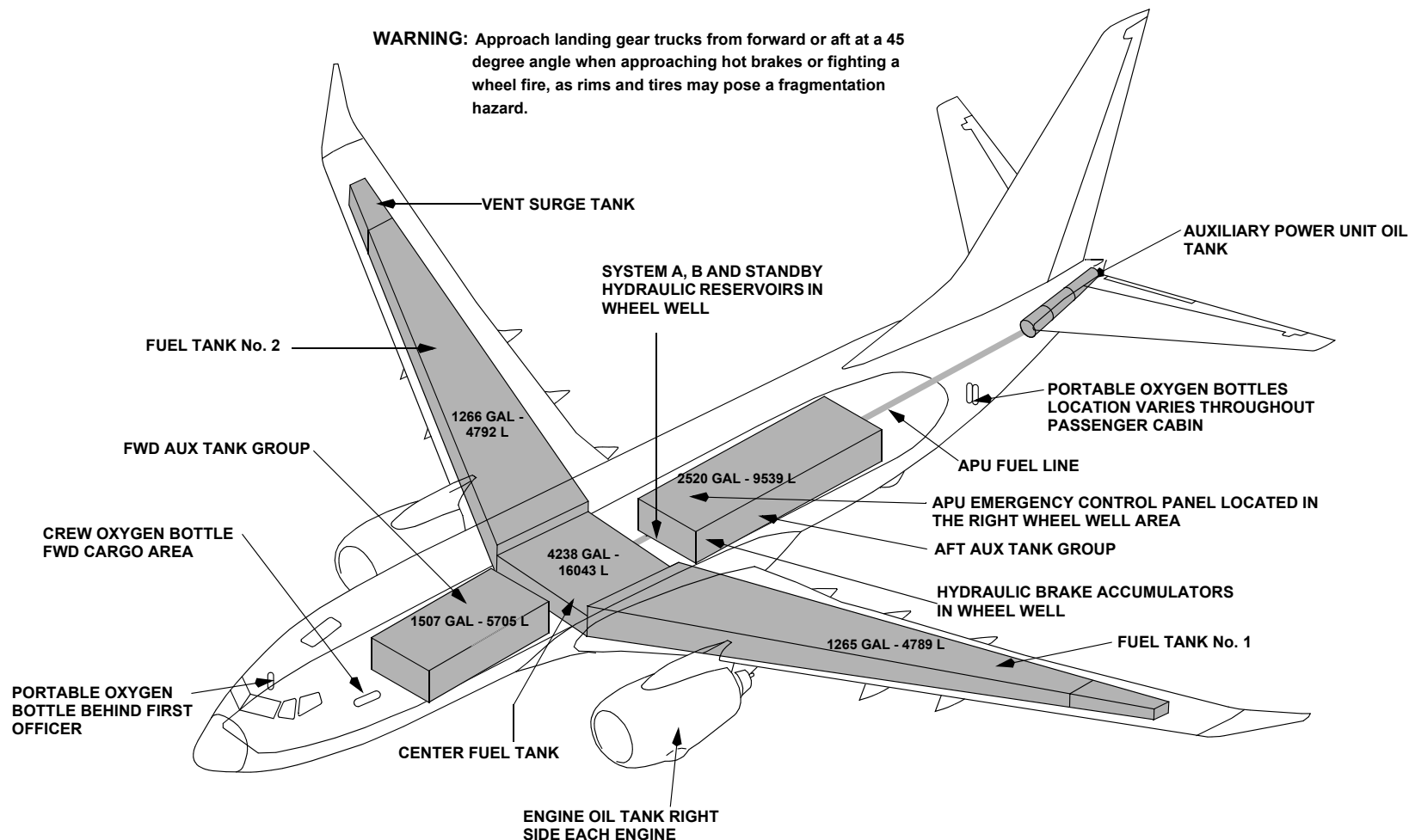
1. "APU SHUT OFF" SWITCH TO "SHUT OFF" (UP.)
2. IF "FIRE" LIGHT IS ILLUMINATED:
3. FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP)
4. AFTER 10 SECONDS, FIRE AGENT NO 2 SWITCH TO "DISCHARGE" (UP.)





P-8

# 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

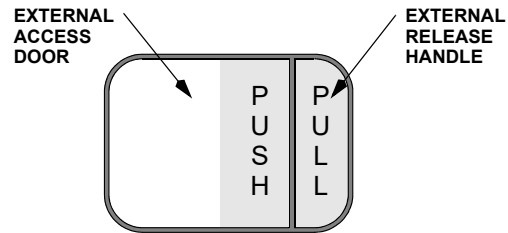
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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

## P-8

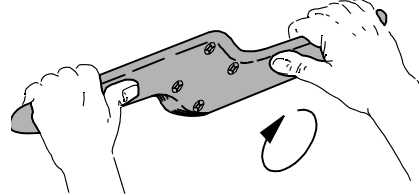
## EMERGENCY RESCUE ACCESS-1

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



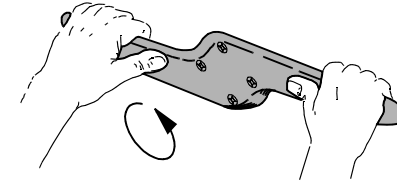
- TO OPEN WINDOW FROM OUTSIDE:
1. PUSH IN EXTERNAL ACCESS DOOR.
  2. PULL EXTERNAL RELEASE HANDLE.
  3. SLIDE WINDOW OPEN.

### 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)



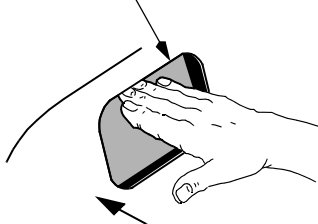
- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
  2. ROTATE COUNTERCLOCKWISE.
  3. PULL DOOR OUTWARD.

**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.

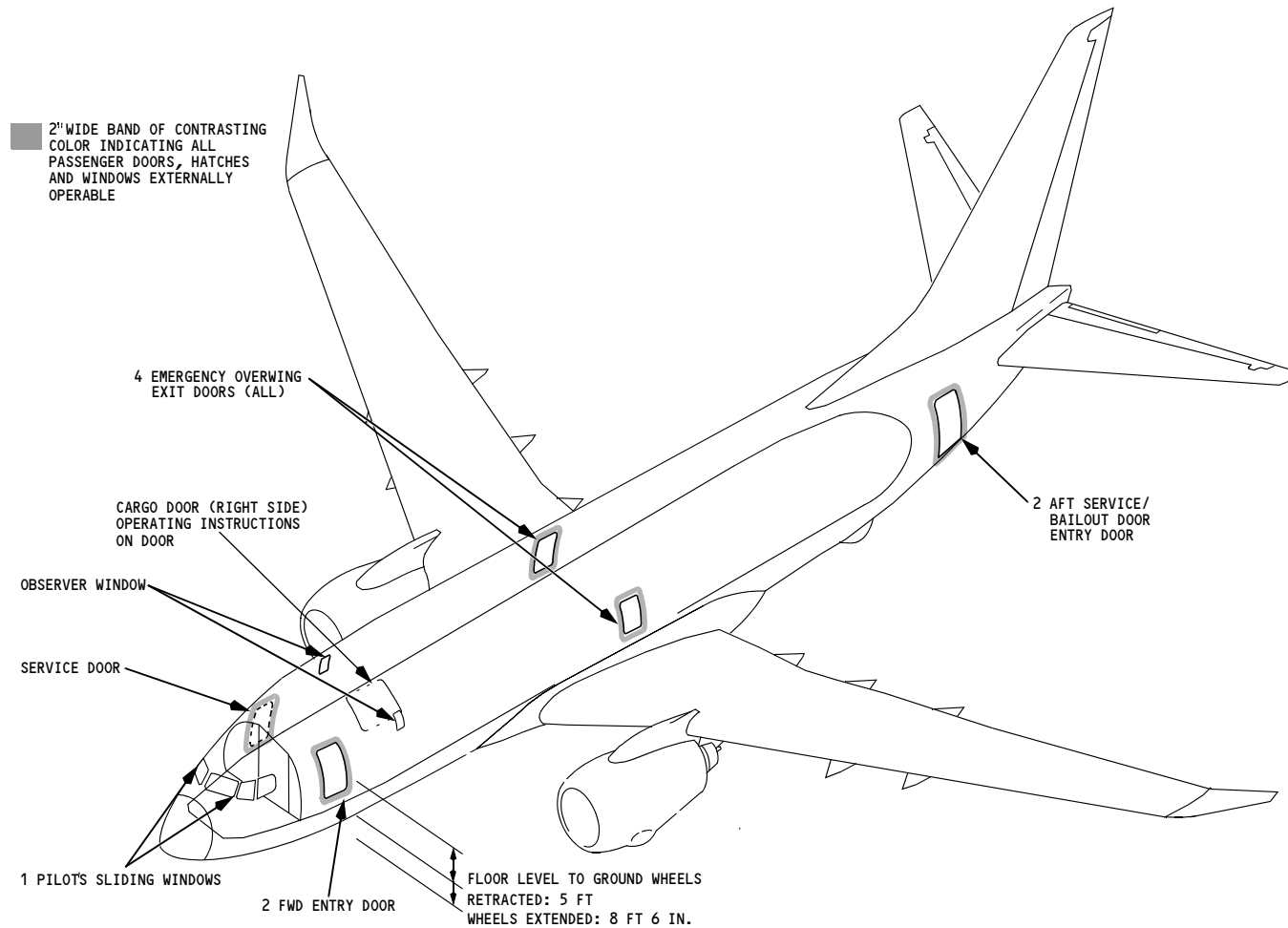
**WARNING:** 737-600/700/800/900 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

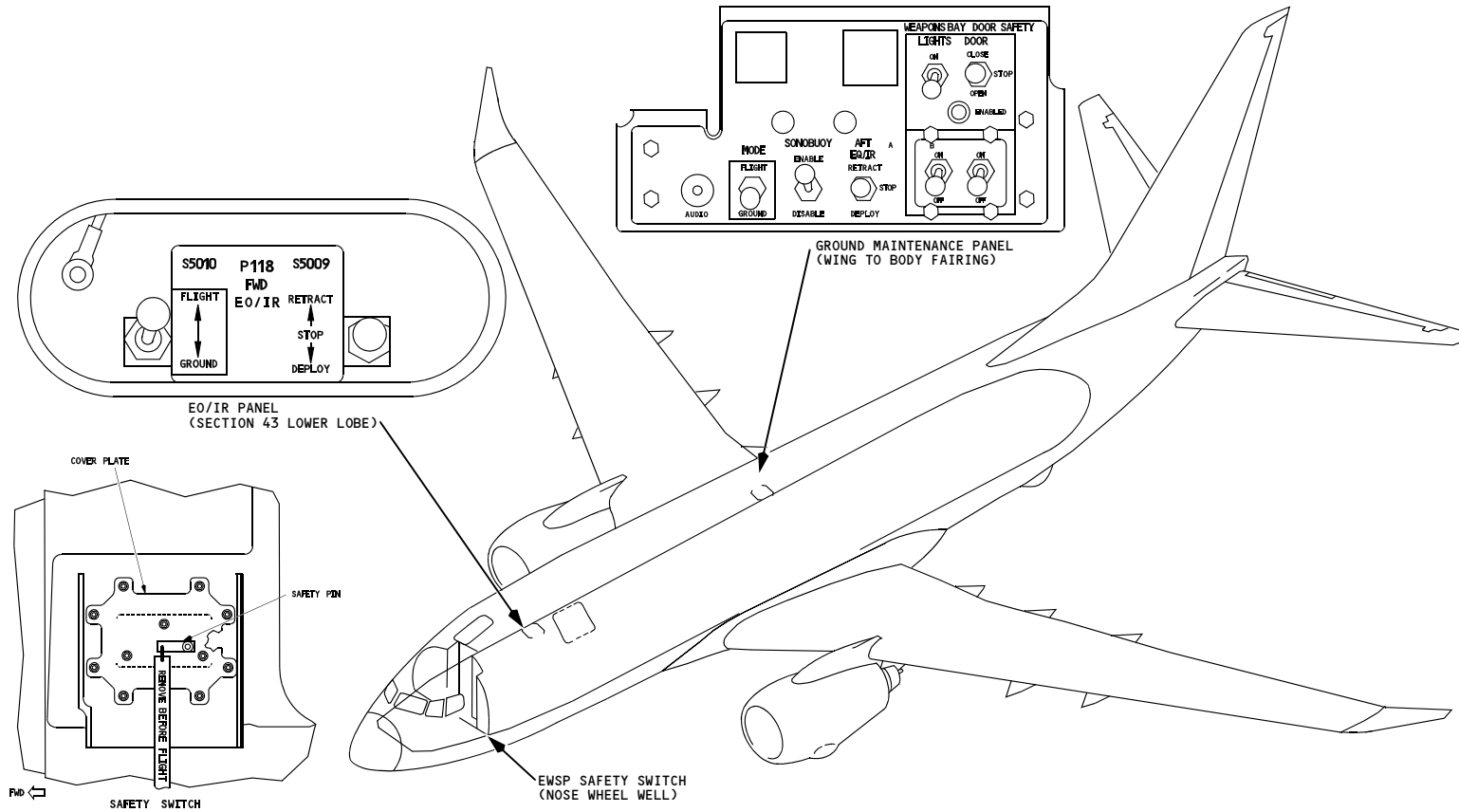
### 5 SEAT BELTS

**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.

**P-8**

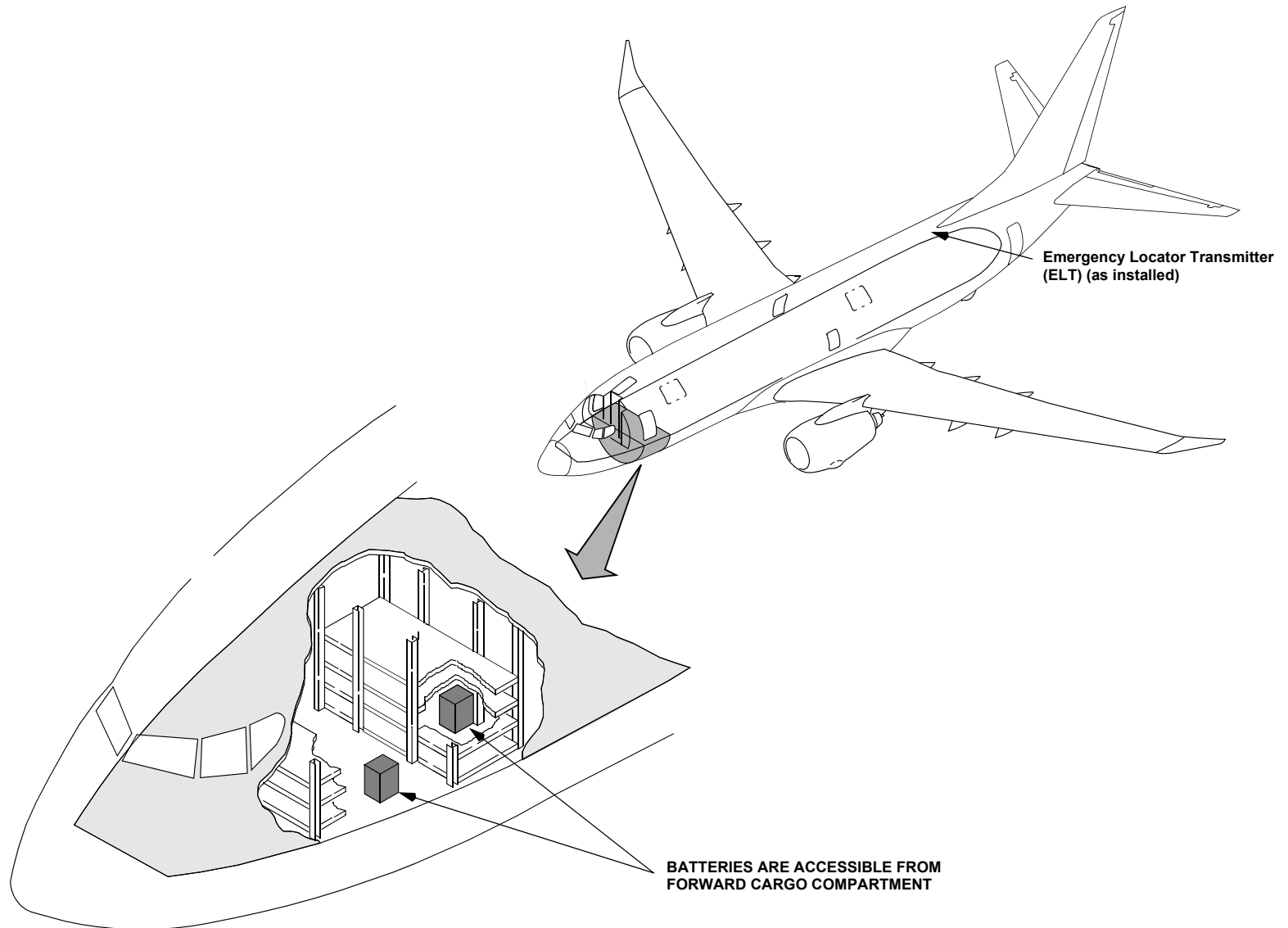
# EMERGENCY RESCUE ACCESS-2



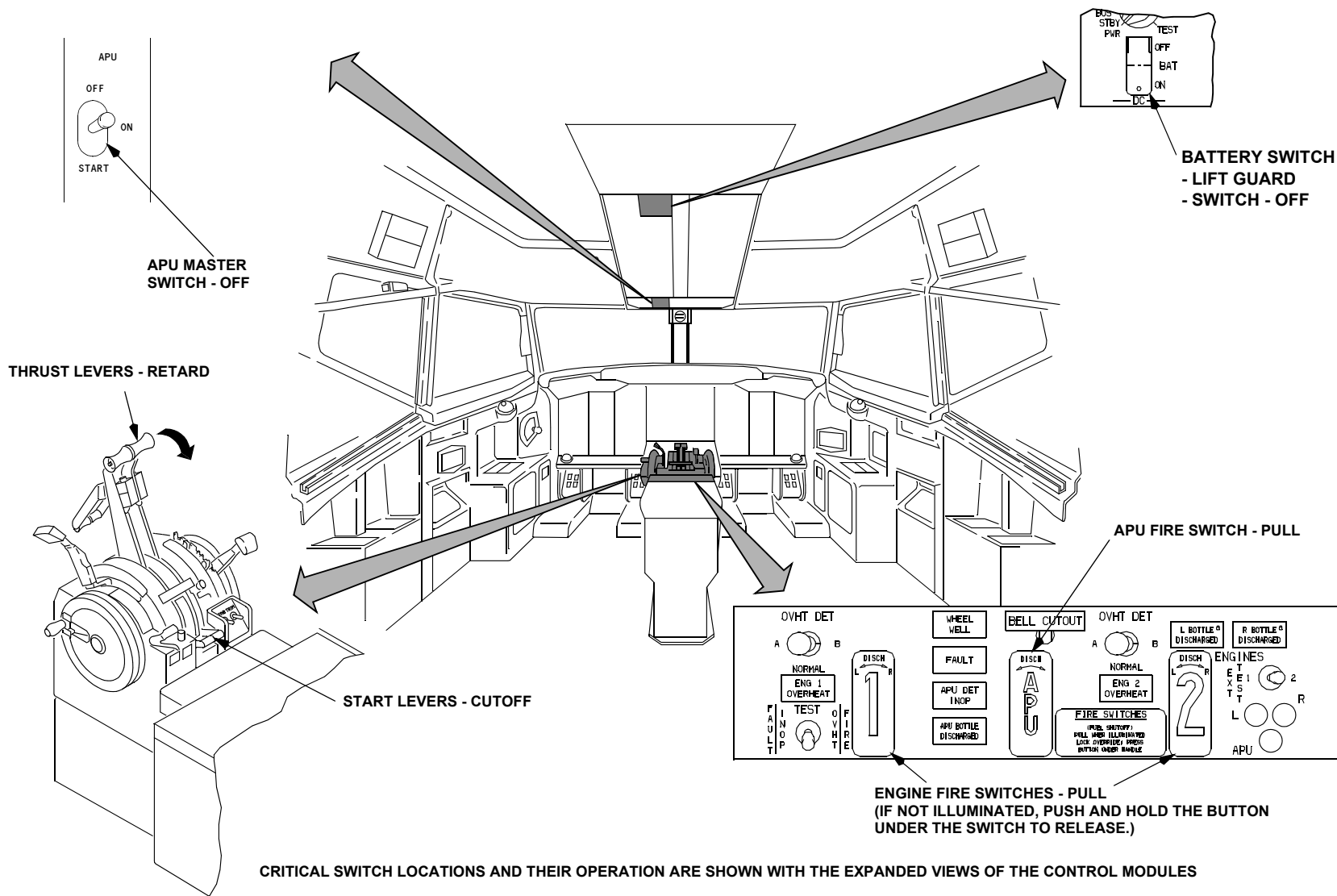


| P-8

## BATTERY LOCATION

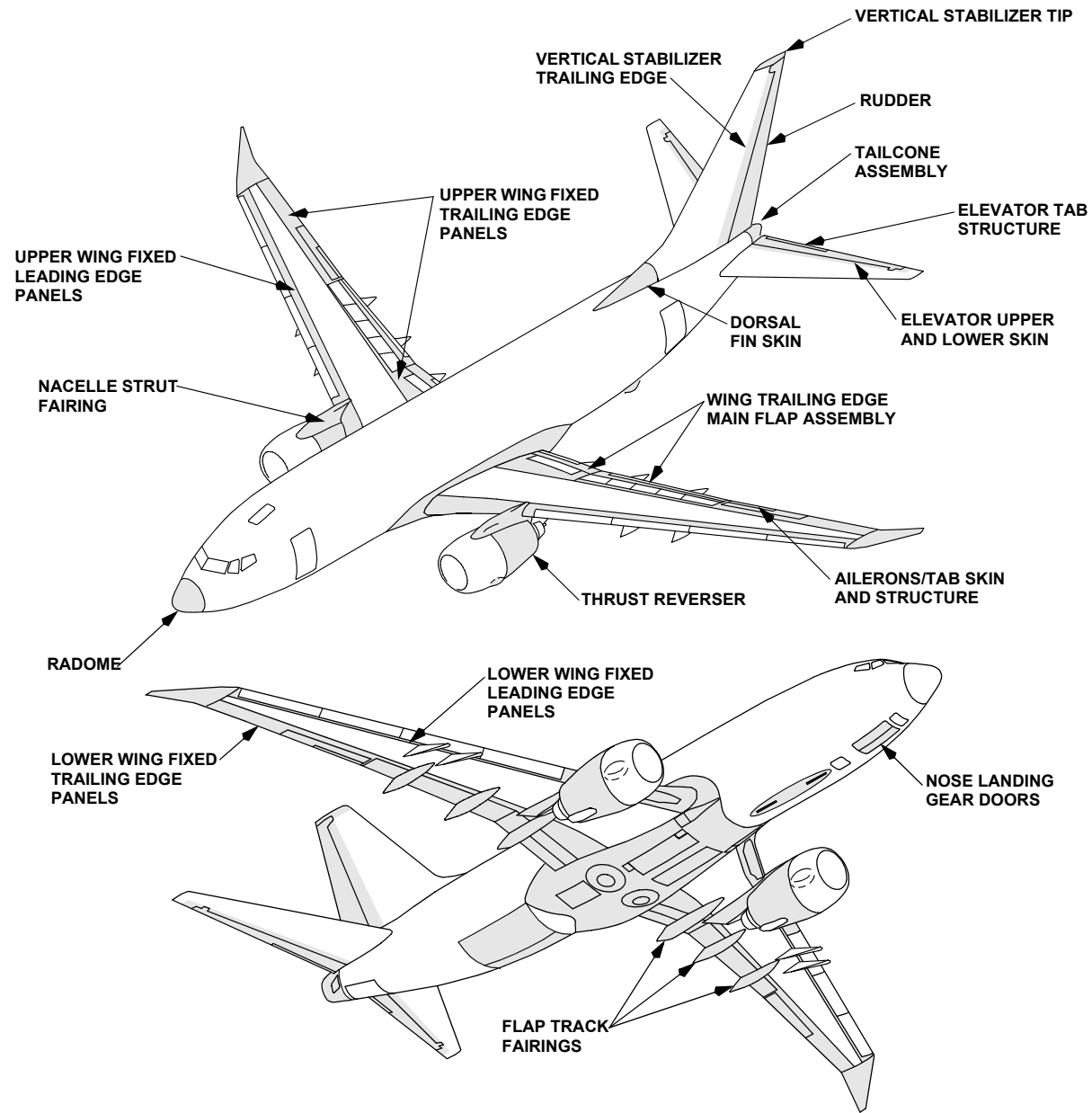


# FLIGHT DECK CONTROL SWITCH LOCATIONS



**P-8**

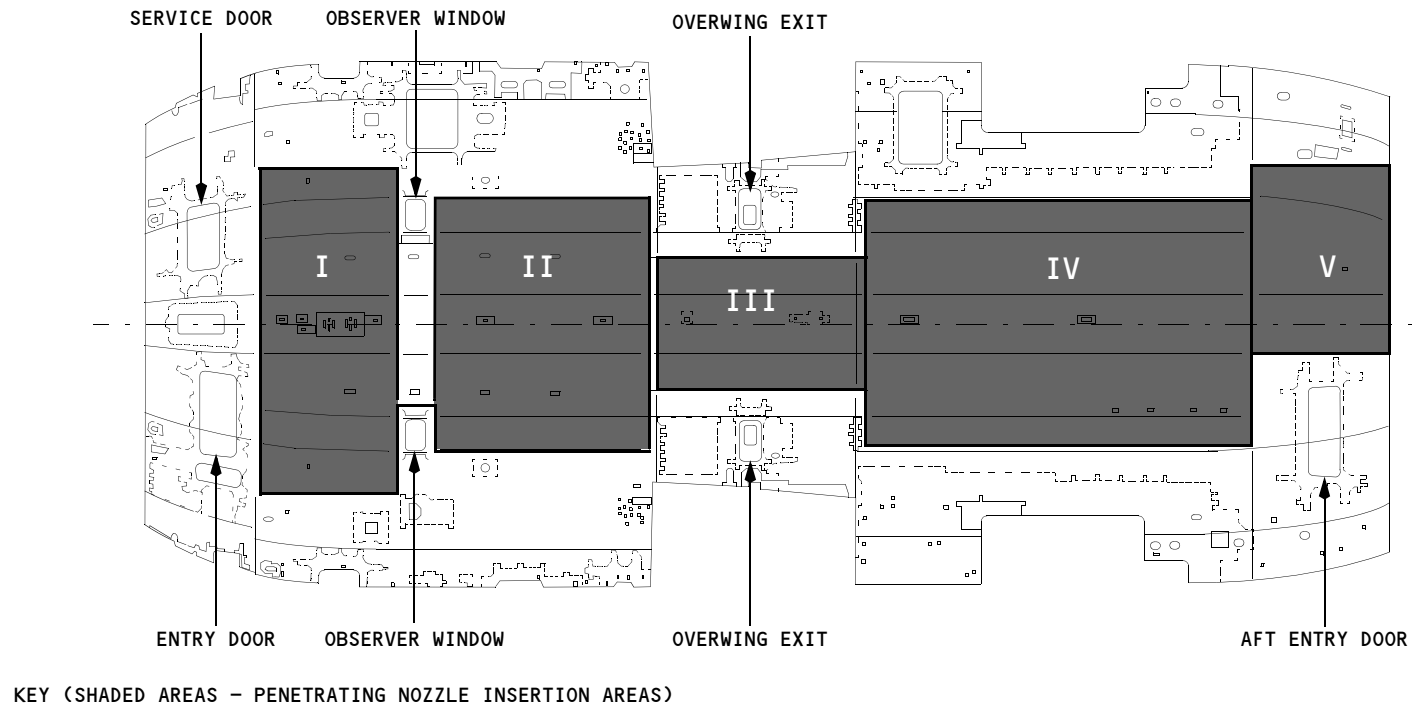
# COMPOSITE MATERIALS LOCATIONS



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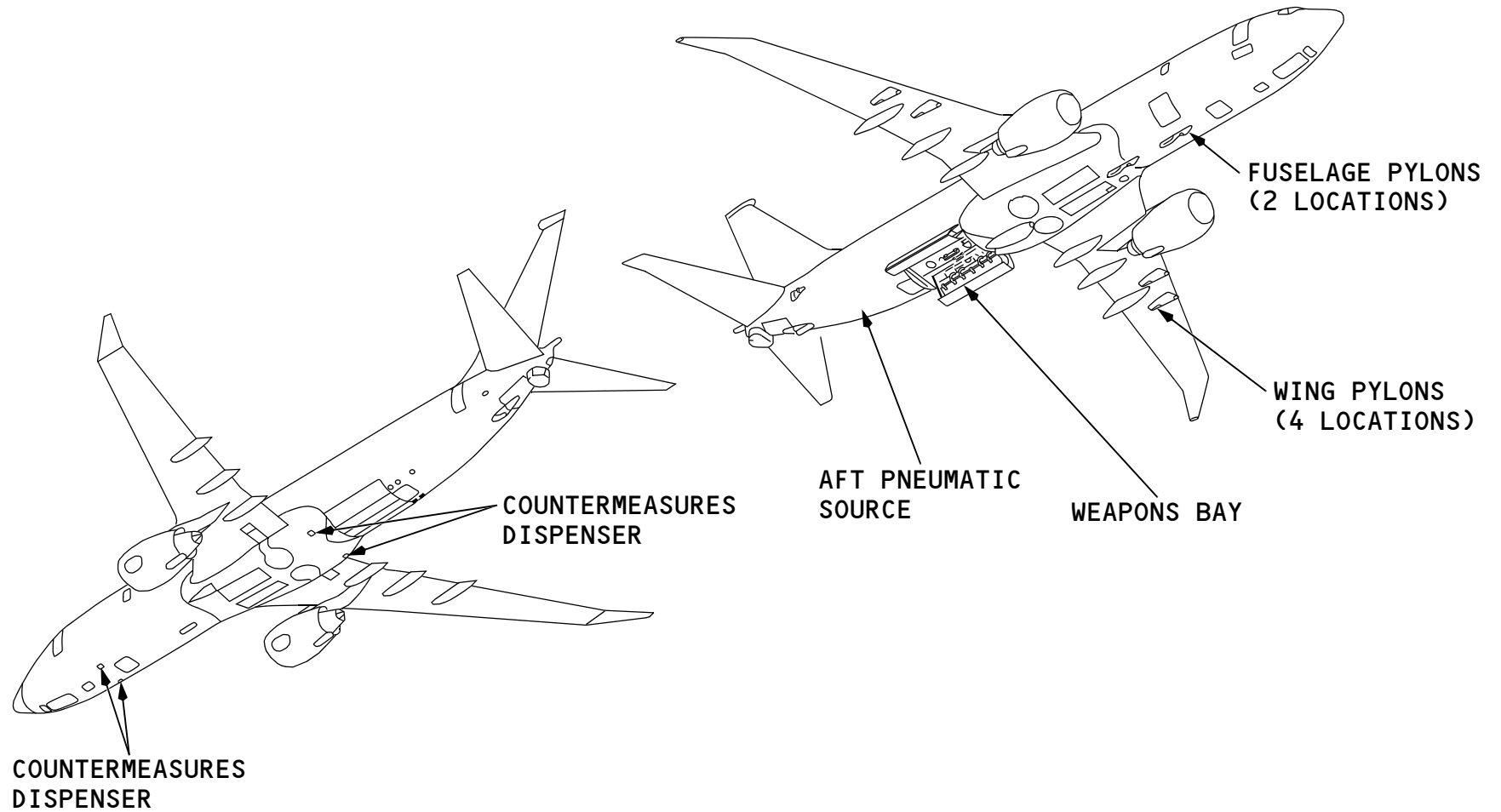
P-8

# PENTRATING NOZZLE INSERTION AREAS





**P-8**



**P8 ENERGETICS**

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**P-8**

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