**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 when fighting a wheel fire, as wheels and tires may explode.

May 1, 2012

747.0.1
747-100 & 200/-100 & 200 COMBI

1 ENTRY DOORS (10) EXTERNAL HANDLE

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 DIENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

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.

EMERGENCY RESCUE ACCESS-1

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

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.

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

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

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
747-100 & 200/-100 & 200 COMBI FLIGHT DECK CONTROL SWITCH LOCATIONS

CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

747-100 & 200/-100 & 200 COMBI

Intentionally Blank
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.

WARNING: Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.
**747-200 SPECIAL FREIGHTER**

1 ENTRY DOORS (10) EXTERNAL HANDLE

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)

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.
2" wide band of contrasting color indicating all doors, hatches and windows externally operable.

4 cut-in areas (not marked on all airplanes)

A) Control cabin/lounge floor level to ground
   Wheels retracted: 18 ft 4 in. - Wheels extended: 24 ft 6 in.

B) Upper deck crew door handle
   Wheels retracted: 20 ft 4 in. - Wheels extended: 27 ft

C) Passenger cabin floor level to ground
   Wheels retracted: 9 ft 10 in. - Wheels extended: 16 ft

D) Entry door handle
   Wheels retracted: 13 ft - Wheels extended: 19 ft 2 in.

E) Crew overhead escape hatch
   Wheels retracted: 25 ft 10 in. - Wheels extended: 32 ft

1 Entry door (5L)

2 Upper deck crew door
   RH side - standard installation
   LH side - as installed

3 Crew overhead escape hatch

Apu access hatch

Apu emergency control panel located on right inboard main landing gear bulkhead

May 1, 2012
747-200 SPECIAL FREIGHTER

BATTERY LOCATIONS

MAIN BATTERY

ACCESS DOOR

APU BATTERY
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
747-200 SPECIAL FREIGHTER

Intentionally Blank
**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.

**WARNING:** Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.
747-300 & 300 COMBI SERIES

1 ENTRY DOORS (10) EXTERNAL HANDLE

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.

3 UPPER DECK EMERGENCY DOORS (2)

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

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISSERGAGES 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.

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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

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

3 UPPER DECK EMERGENCY DOORS (2)

2 CREW OVERHEAD ESCAPE HATCH

1 ENTRY DOORS (10)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK EMERGENCY DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

APU ACCESS HATCH
SIDE CARGO DOOR
APU EMERGENCY CONTROL PANEL
LOCATED ON RIGHT INBOARD MAIN LANDING GEAR BULKHEAD
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
**747-300 SPECIAL FREIGHTER**

**FLAMMABLE MATERIAL LOCATIONS**

- **HYDRAULIC ACCUMULATORS** (RIGHT WHEEL WELL AREA)
- **SIDE CARGO DOOR (COMBI)**
- **HYDRAULIC RESERVOIR 4**
- **PLACES ON ENGINE STRUTS**
- **ENGINE OIL TANK** - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE
- **FUEL TANKS**
- **FUEL VENT AND OVERFLOW LOCATED BENEATH WING**
- **APU FUEL LINE**
- **APU**
- **FUEL TANK**
- **SURGE TANK**

**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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May 1, 2012
**747-300 SPECIAL FREIGHTER**

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.

3 UPPER DECK EMERGENCY DOORS (2)

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.
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.

**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.

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

3 UPPER DECK EMERGENCY DOORS (2)

2 CREW OVERHEAD ESCAPE HATCH

1 ENTRY DOOR (1L)

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

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK EMERGENCY DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
747-300 SPECIAL FREIGHTER

Intentionally Blank
**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**747 SP SERIES**

**FLAMMABLE MATERIAL LOCATIONS**

- **PORTABLE OXYGEN BOTTLES**: 8 places under first outboard seat forward of door.
- **HYDRAULIC ACCUMULATORS**: (right wheel well area).
- **HYDRAULIC RESERVOIR 4**: places on engine struts.
- **ENGINE OIL TANK**: forward right side or rear left side of each engine.
- **FUEL TANKS**: forward right side or rear left side of each engine.
- **FUEL VENT AND OVERFLOW**: beneath wing.
- **SURGE TANK**: beneath wing.
- **PORTABLE OXYGEN SYSTEM BOTTLES**: 1 to 9 bottles forward cargo compartment ceiling.
- **CREW OXYGEN SYSTEM BOTTLE**: in forward cargo compartment.
- **FUEL TANKS**: optional fuel tank.
- **APU FUEL LINE**: APU fuel tank.
- **FUEL TANKS**: optional fuel tank.
- **PORTABLE OXYGEN BOTTLES 2**: places on wall.

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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 when fighting a wheel fire, as wheels and tires may explode.

May 1, 2012
1 ENTRY DOORS EXTERNAL HANDLE (8)

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.

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.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

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.

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

3 CREW OVERHEAD ESCAPE HATCH

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

1 ENTRY DOOR (8)

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

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
ENGINE FIRE T-HANDLES - PULL

APU FIRE T-HANDLE - PULL

APU MASTER SWITCH - STOP

BATTERY SWITCH
- LIFT GUARD
- SWITCH OFF

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

- **HYDRAULIC ACCUMULATORS** (RIGHT WHEEL WELL AREA)
- **SIDE CARGO DOOR (COMBI)**
- **HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS**
- **ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE**
- **FUEL VENT AND OVERFLOW LOCATED BENEATH WING**
- **FUEL VENT AND OVERFLOW LOCATED BENEATH WING**
- **APU FUEL LINE**
- **SURGE TANK**

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**HOT BRAKES**

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

Wheel fire:

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

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

**WARNING:** Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.
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.*

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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.

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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.*

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

3 CREW OVERHEAD ESCAPE HATCH

2 UPPER DECK CREW DOOR RH SIDE ONLY

1 ENTRY DOOR (1L)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
747 FREIGHTER SERIES

BATTERY LOCATIONS

MAIN BATTERY
APU BATTERY
ACCESS DOOR
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
747-400 & 400 COMBI SERIES

**FLAMMABLE MATERIAL LOCATIONS**

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**WHEEL FIRE**
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May 1, 2012
747-400 & 400 COMBI SERIES

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.

3 UPPER DECK EMERGENCY DOORS (2)

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.
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.

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.

4 CUT-IN AREAS

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2" wide band of contrasting color indicating all doors, hatches and windows externally operable.

4 cut-in areas (not marked on all airplanes)

A) Control cabin/lounge floor level to ground
   Wheels retracted: 18 ft 4 in. - Wheels extended: 24 ft 6 in.
B) Upper deck emergency door handle
   Wheels retracted: 20 ft 4 in. - Wheels extended: 27 ft
C) Passenger cabin floor level to ground
   Wheels retracted: 9 ft 10 in. - Wheels extended: 16 ft
D) Entry door handle
   Wheels retracted: 13 ft - Wheels extended: 19 ft 2 in.
E) Crew overhead escape hatch
   Wheels retracted: 25 ft 10 in. - Wheels extended: 32 ft
ON PASSENGER AIRCRAFT ONLY, DOOR 5R ALLOWS ACCESS TO THE OVERHEAD CREW REST AREA. THE OVERHEAD CREW REST AREA MAY BE OCCUPIED AND MUST BE CHECKED FOR TRAPPED AND/OR INJURED PEOPLE.
EMERGENCY RESCUE ACCESS-4

AFT OVERHEAD FLIGHT CREW REST AREA

STAIR ACCESS AT DOOR 5LFT

FWD
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

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

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

APU SELECTOR - ROTATE OFF

BATTERY SWITCH - PRESS NOTE: ON SYMBOL IS REMOVED

FUEL CONTROL SWITCHES - CUTOFF

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

MAIN DECK EXTINGUISHERS AVAILABLE ON -400 COMBI VERSION

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

THRUST LEVERS - RETARD

May 1, 2012
747-400 & 400 COMBI SERIES

Intentionally Blank

May 1, 2012
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

747-400 FREIGHTER SERIES

FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC ACCUMULATORS IN RIGHT BODY WHEEL WELL

HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS

ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE

CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT

FLIGHT DECK PORTABLE OXYGEN BOTTLE

FUEL VENT AND OVERFLOW (BENEATH WING)

FUEL TANK

FUEL TANK

FUEL TANK

ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE

HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS

FUEL TANK

FUEL TANK

SIDE CARGO DOOR

APU

APU FUEL LINE

FUEL VENT AND OVERFLOW (BENEATH WING)

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 when fighting a wheel fire, as wheels and tires may explode.

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.

May 1, 2012
747-400 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: 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 UPPER DECK EMERGENCY DOOR

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.

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

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.

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.

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

1 ENTRY DOOR (1L)

2 CREW OVERHEAD ESCAPE HATCH

3 UPPER DECK CREW DOOR RH SIDE ONLY

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

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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

APU ACCESS HATCH

SIDE CARGO DOOR ON COMBI

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

MAIN DECK TO UPPER DECK LADDER

May 1, 2012

747.7.3
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
747-400 FREIGHTER SERIES

COMPOSITE MATERIALS LOCATIONS

UPPER WING LEADING EDGE

ENGINE PYLONS

INLET, FAN, AND REVERSER COWLS

RADOME

AILERONS

SPOILERS

VERTICAL STABILIZER FORWARD TORQUE BOX

ELEVATORS

RUDDER

VERTICAL STABILIZER TRAILING EDGE PANELS

STABILIZER TIP

WINGLETs (-400 ONLY)

UPPER WING TRAILING EDGE

WING TO BODY FAIRING

LOWER WING LEADING EDGE

LOWER WING TRAILING EDGE

FLAP TRACK FAIRINGS
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

747 LARGE CARGO FREIGHTER

FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE
STRUTS

ENGINE OIL TANK - FORWARD RIGHT SIDE
OR REAR LEFT SIDE OF EACH ENGINE

FUEL VENT AND OVERFLOW LOCATED
BENEATH WING

CREW OXYGEN SYSTEM
BOTTLE IN FWD CARGO COMPARTMENT

FUEL TANKS

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL VENT AND OVERFLOW LOCATED
BENEATH WING

SURGE TANK

SURGE TANK

FUEL TANK

HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS

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 when fighting a wheel fire, as wheels and tires may explode.

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.

May 1, 2012
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
DIENGAGES 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.
A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
  WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.

B) PASSENGER CABIN FLOOR LEVEL TO GROUND
  WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT

C) ENTRY DOOR HANDLE
  WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.

D) CREW OVERHEAD ESCAPE HATCH
  WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
747 LARGE CARGO FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS

APU SELECTOR - ROTATE OFF
BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED
FUEL CONTROL SWITCHES - CUTOFF
THRUST LEVERS - RETARD
ENGINE FIRE T-HANDLES - PULL
(IF NOT ILLUMINATED, MAY REQUIRE
PUSHING AND HOLDING THE BUTTON
UNDER THE SWITCH TO RELEASE)
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

May 1, 2012
**WARNING:** Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

- **HYDRAULIC ACCUMULATORS IN RIGHT BODY WHEEL WELL**
- **HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS**
- **ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE**
- **CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT**
- **FLIGHT DECK PORTABLE OXYGEN BOTTLE**
- **FUEL VENT AND OVERFLOW (BENEATH WING)**
- **FUEL VENT AND OVERFLOW (BENEATH WING)**
- **APU FUEL LINE**
- **APU**
- **SIDE CARGO DOOR**
- **SURGE TANK**
- **SURGE TANKS**
- **FUEL TANK**
- **FUEL TANKS**
- **1635 GAL - 6188 L**
- **5550 GAL - 21009 L**
- **12546 GAL - 47492 L**
- **17164 GAL - 64973 L**
- **12546 GAL - 47492 L**
- **1322 GAL - 5004 L**
- **4482 GAL - 16966 L**
- **5550 GAL - 21009 L**
- **1635 GAL - 6188 L**
- **FLUOR CARBON FIRE EXTINGUISHERS**
- **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.

**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 when fighting a wheel fire, as wheels and tires may explode.
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 DISSOLVES 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 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.
2" wide band of contrasting color indicating all doors, hatches and windows externally operable.

A) Control cabin/lounge floor level to ground
Wheels retracted: 18 ft 4 in. - Wheels extended: 24 ft 6 in.

B) Upper deck crew door handle
Wheels retracted: 20 ft 4 in. - Wheels extended: 27 ft

C) Passenger cabin floor level to ground
Wheels retracted: 9 ft 10 in. - Wheels extended: 16 ft

D) Entry door handle
Wheels retracted: 13 ft - Wheels extended: 19 ft 2 in.

E) Crew overhead escape hatch
Wheels retracted: 25 ft 10 in. - Wheels extended: 32 ft
747-8 FREIGHTER SERIES

BATTERY LOCATIONS

MAINT BATTERY

NOSE GEAR COMPARTMENT

ACCESS DOOR

APU BATTERY

INBD ▶ FWD

May 1, 2012
747-8 FREIGHTER SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

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

MAIN DECK EXTINGUISHERS AVAILABLE ON FREIGHTER VERSION

APU SELECTOR - ROTATE OFF

BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS
REMOVED

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

THRUST LEVERS - RETARD

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

FUEL CONTROL SWITCHES - CUTOFF

May 1, 2012
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

FLAMMABLE MATERIAL LOCATIONS

WARNING:
Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

HYDRAULIC ACCUMULATORS IN RIGHT BODY WHEEL WELL

HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS

FUEL VENT AND OVERFLOW (BENEATH WING)

ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE

CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT

FUEL VENT AND OVERFLOW (BENEATH WING)

FREEZER DECK PORTABLE OXYGEN BOTTLE

FUEL TANKS

FUEL TANK

FUEL TANK

APU FUEL LINE

APU

SURGE TANKS

SURGE TANK

FUEL VENT AND OVERFLOW (BENEATH WING)

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

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

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

CAUTION:
Rescue crews wearing full PPE to include SCBA’s must use caution when moving across sections of aircraft that have been exposed to fatigue or fire as the result of an accident. Crews need to verify the integrity of the surface area before moving their weight and equipment across it. Signs could include but are not limited to deformity of structure, visual signs of flame impingement or uneven surfaces. Surface integrity can be checked with a pike pole, axe or any instrument used to sound surfaces for integrity.

WARNING:
Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

May 1, 2012
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 DISENDGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

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 DISENDGES 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.

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.

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

1 ENTRY DOOR (1L)

2 CREW OVERHEAD ESCAPE HATCH

3 UPPER DECK CREW DOOR RH SIDE ONLY

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

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK CREW DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

FLIGHT DECK CONTROL SWITCH LOCATIONS

FUEL CONTROL SWITCHES - CUTOFF

APU SELECTOR - ROTATE OFF

BATTERY SWITCH - PRESS
NOTE: ON SYMBOL IS REMOVED

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

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

MAIN DECK EXTINGUISHERS AVAILABLE ON FREIGHTER VERSION

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

May 1, 2012
COMPOSITE MATERIALS LOCATIONS

- Upper Wing Leading Edge
- Upper Wing Trailing Edge
- Vertical Stabilizer Forward Torque Box
- Ailerons
- Elevation
- Rudder
- Vertical Stabilizer Trailing Edge Panels
- Engine Pylons
- Inlet, Fan, and Reverse Cowls
- Radome
- Stabilizer Tip
- Tip Fairing
- WING TO BODY FAIRING
- FLAP TRACK FAIRINGS
- LOWER WING LEADING EDGE
- LOWER WING TRAILING EDGE
- WING TO BODY FAIRING