

# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

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For training purposes, this document is available in viewfoil format, Adobe Portable Document Format (PDF) on CD, and individual pages are available as 2' x 3' black and white wall charts. For ordering information, please contact:

Boeing Commercial Airplanes  
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PO Box 3707, Mail Stop 2H-65  
Seattle, Washington 98124-2207, USA  
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Every attempt has been made to include as many of the Boeing Company's airplane configuration variables as possible.

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***AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION***

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## AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

### REVISION RECORD

Model	Revision Item
	<b>This revision reflects the most current information available to The Boeing Company through the subject revision date. The following revision highlights along with revision bars explain the changes in this revision. This document is a reprint of the manual in its entirety and supercedes previous revisions.</b>
707-100 & 200	Revised label for "CHOP OUT" areas. Changed "CHUTE" to "SLIDE".
707-300 & 400	Revised label for "CHOP OUT" areas. Changed "CHUTE" to "SLIDE".
717	Removed graphics for interior activation of tail escape slide. Revised pause time between Agent 1 and Agent 2 extinguisher activation from 10 to 30 seconds. Added new external APU fire control graphic.
720 & 720B	Revised label for "CHOP OUT" areas. Changed "CHUTE" to "SLIDE".
727 Series	Revised label for "CHOP OUT" areas. Changed "CHUTE" to "SLIDE".
737-100/200/300/400/500	Revised label for "CHOP OUT" areas. Changed "CHUTE" to "SLIDE". Revised graphics and text for co-pilots sliding window emergency exit. Revised emergency overwing escape hatch graphics. Added new battery location graphics.
737-600/700/800/900	Added -900 model to title. Revised label for "CHOP OUT" areas. Changed "CHUTE" to "SLIDE". Revised graphics and text for co-pilots sliding window emergency exit. Added new emergency overwing escape door graphics, operating instructions and warning. Added new battery location graphics.
737-BBJ/BBJ-2	Revised font on AUX tank capacities graphic. Revised label for "CHOP OUT" areas. Changed "CHUTE" to "SLIDE". Revised graphics and text for co-pilots sliding window emergency exit. Added new emergency overwing escape door graphics, operating instructions and warning. Added new battery location graphics.

## AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

### REVISION RECORD (Continued)

Model	Revision Item
747-100 & 200/-100 & 200 COMBI	Revised crew entry and crew overhead escape hatch graphics. Added additional handle types for the upper deck crew entry door. Changed "CHUTE" to "SLIDE".
747-200 Special Freighter	Revised crew entry and crew overhead escape hatch graphics. Removed passenger doors from graphics as required. Added additional handle types for the upper deck crew entry door.
747-300 & 300 COMBI	Revised crew entry and crew overhead escape hatch graphics. Changed "CHUTE" to "SLIDE".
747-300 Special Freighter	Revised crew entry and crew overhead escape hatch graphics. Removed passenger doors from graphics as required.
747 SP	Revised crew entry door graphics. Changed "CHUTE" to "SLIDE".
747 Freighter	Removed LH upper deck crew entry door. Revised crew entry door graphics.
747-400 & 400 COMBI	Added AUX fuel tank to graphics. Revised crew entry and crew overhead escape hatch graphics. Added main deck extinguishers to flight deck graphic. Changed "CHUTE" to "SLIDE".
747-400 Freighter	Revised crew entry door graphics. Revised label for "CHOP OUT" areas. Added main deck extinguishers to flight deck graphic. Changed "CHUTE" to "SLIDE".
757-200 & 200 COMBI	Added new graphics and opening instructions for Type 1 emergency exit doors. Corrected graphics for overwing escape hatch.
757-200 Package Freighter	Revised label for "CHOP OUT" areas. Removed overwing exit information.
757-300	Added new graphics and opening instructions for Type 1 emergency exit doors. Corrected graphics for overwing escape hatch.
767 Series	Added graphics and opening instructions for Type 1 emergency exit doors. Revised label for "CHOP OUT" areas.

## **AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

### **REVISION RECORD (Continued)**

Model	Revision Item
777 Series	Added AUX fuel tank to graphic. Added new door handle graphics and operating instructions. Added overwing exits for 300 and 300ER. Added new graphics for overhead crew rest area.
C-17/C-17 ER	Revised pause time between Agent 1 and Agent 2 extinguisher activation from 10 to 30 seconds. Revised label for "CHOP OUT" areas.
DC-7C Cargo	Enlarged graphics for readability. Labeled "CHOP OUT" areas on graphic.
DC-7C Series	Enlarged graphics for readability. Labeled "CHOP OUT" areas on graphic.
DC-8 (All Models)	Specified right wheel well for battery location. Revised label for "CHOP OUT" areas.
DC-9 Series	Removed graphic depicting internal operation of rear (tail cone) door. Added new external APU fire controls graphic. Revised label for "CHOP OUT" areas.
DC-10 Series	Enlarged passenger, service and cargo door graphics for readability. Revised pause time between Agent 1 and Agent 2 extinguisher activation from 10 to 30 seconds. Revised label for "CHOP OUT" areas.
KC-10A	Enlarged passenger, service and cargo door graphics for readability. Revised pause time between Agent 1 and Agent 2 extinguisher activation from 10 to 30 seconds. Added tail boom to graphics as required. Revised label for "CHOP OUT" areas.
MD-11 Series	Enlarged passenger, service and cargo door graphics for readability. Added average distance to door handles with wheels extended and retracted. Revised pause time between Agent 1 and Agent 2 extinguisher activation from 10 to 30 seconds. Revised label for "CHOP OUT" areas. Added winglets to graphic as required.
MD-80 Series	Removed graphic depicting internal operation of rear (tail cone) door. Added new exterior tail cone jettison latch. Added new external APU fire controls graphic. Revised label for "CHOP OUT" areas.
MD-90 Series	Removed graphic depicting internal operation of rear (tail cone) door. Revised label for "CHOP OUT" areas.

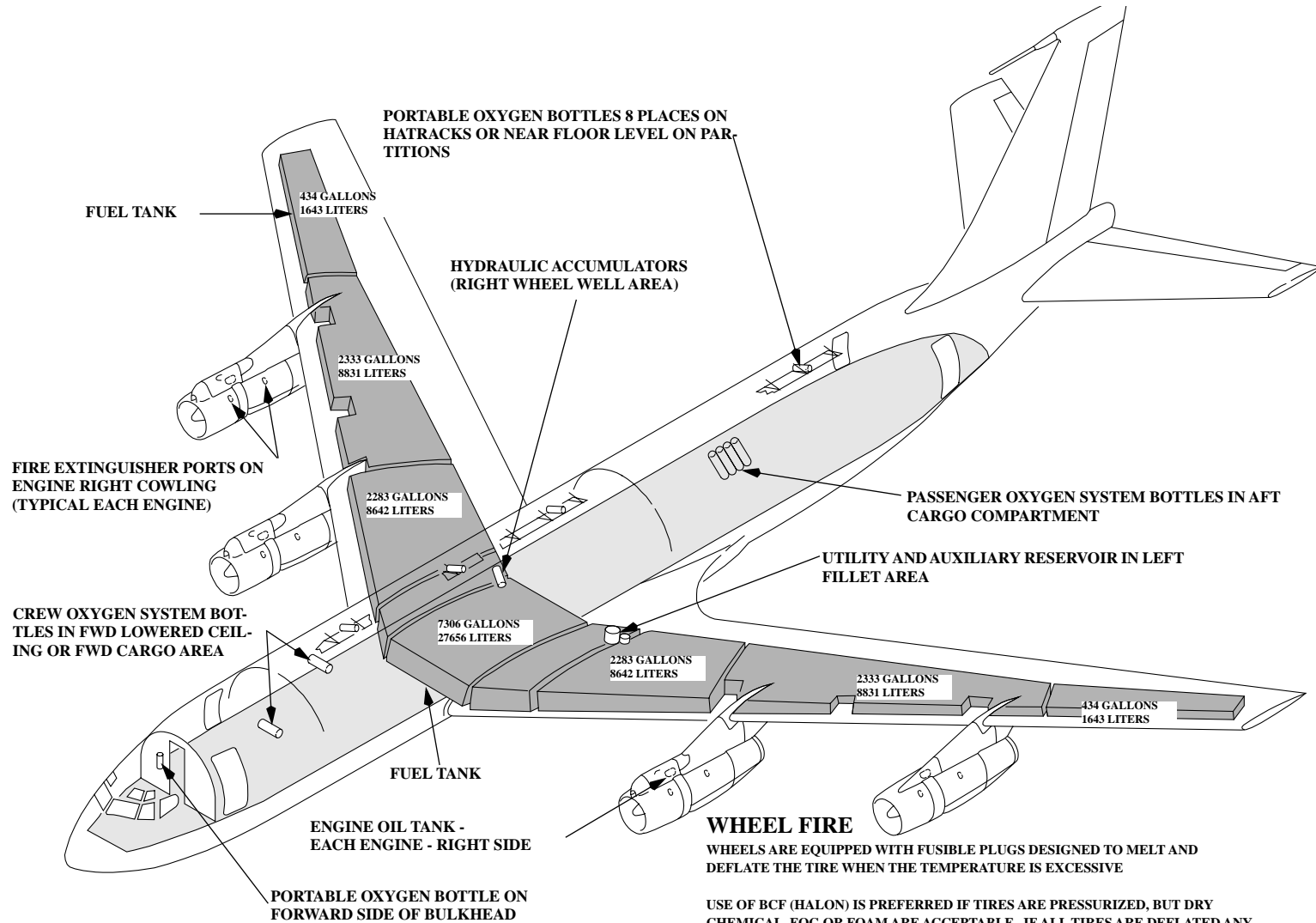
***AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION***

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# FLAMMABLE MATERIAL LOCATIONS

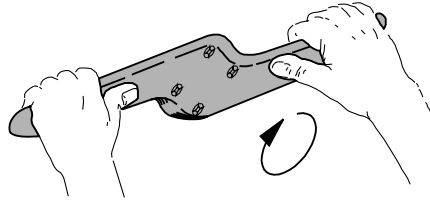
707-100 & 200



# EMERGENCY RESCUE ACCESS

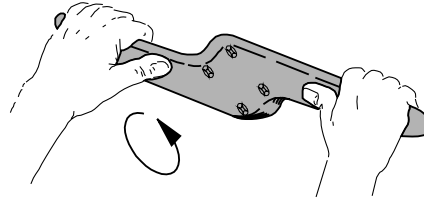
707-100 & 200

## 1 ENTRY DOOR EXTERNAL HANDLE



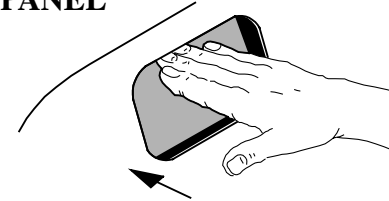
- TO OPEN DOOR
1. PULL HANDLE OUTWARD
  2. ROTATE CLOCKWISE
  3. PULL DOOR OUTWARD

## 2 GALLEY DOOR EXTERNAL HANDLE



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

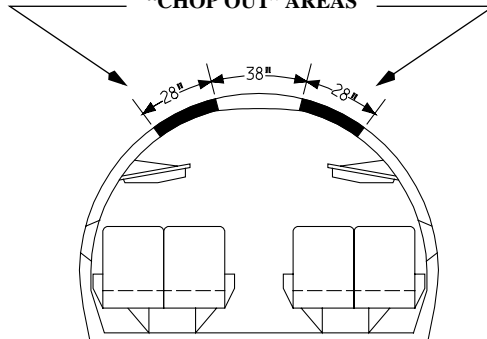
## 3 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



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

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

## 4 AIRPLANE CROSS SECTION "CHOP OUT" AREAS

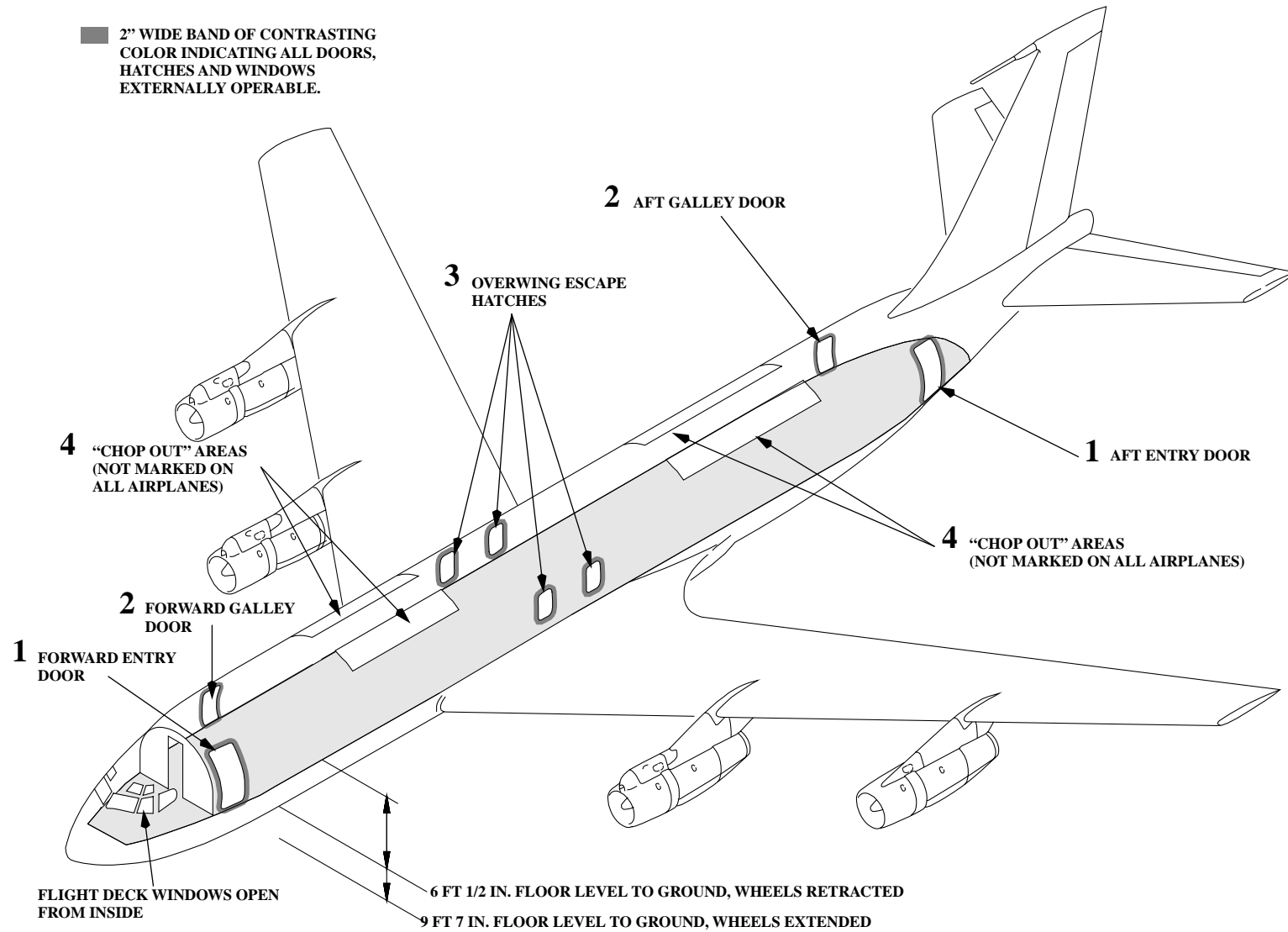


### NOTE

"CHOP OUT" 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 NECESSITY FOR "CHOP OUT."

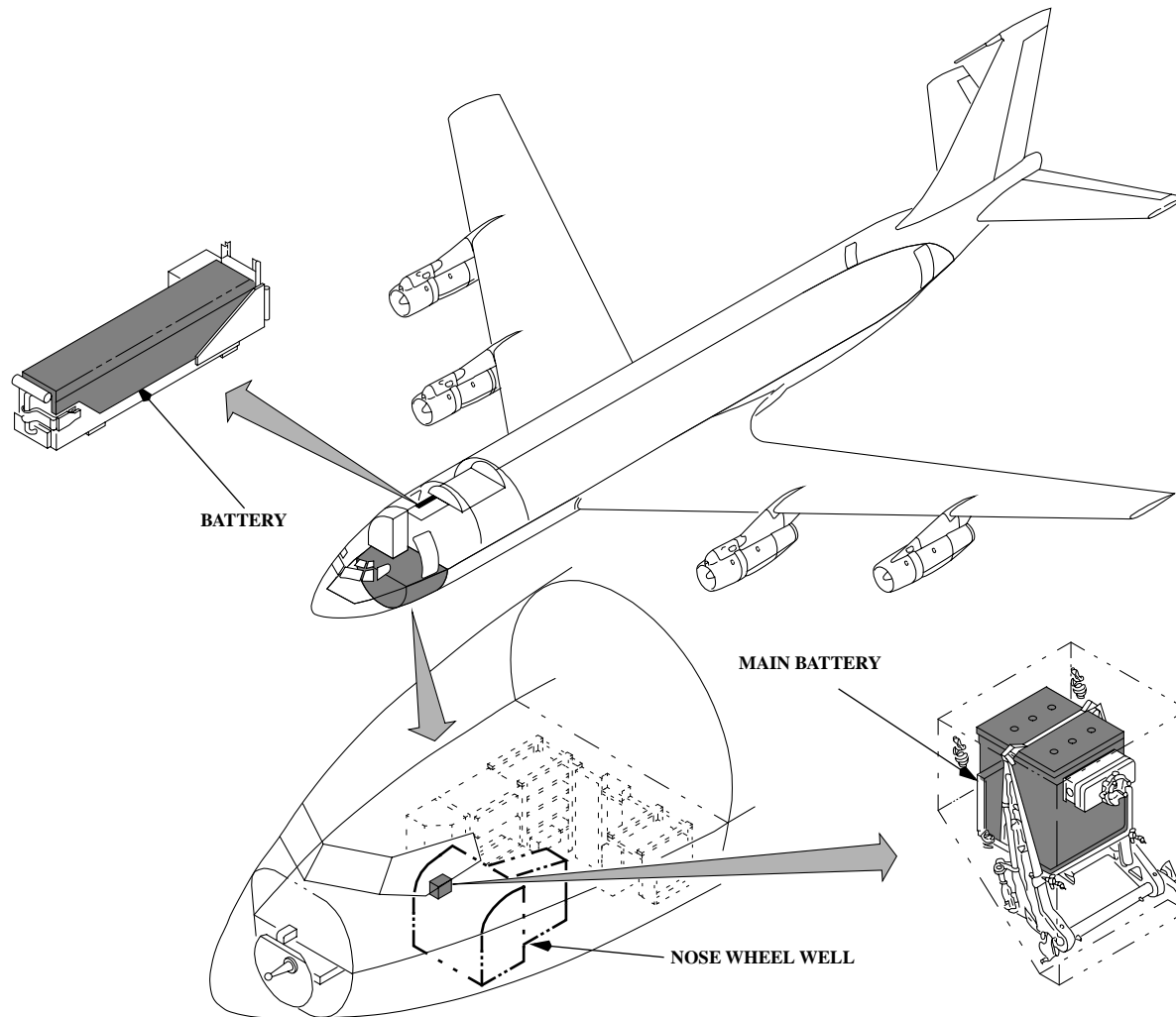
# EMERGENCY RESCUE ACCESS

707-100 & 200



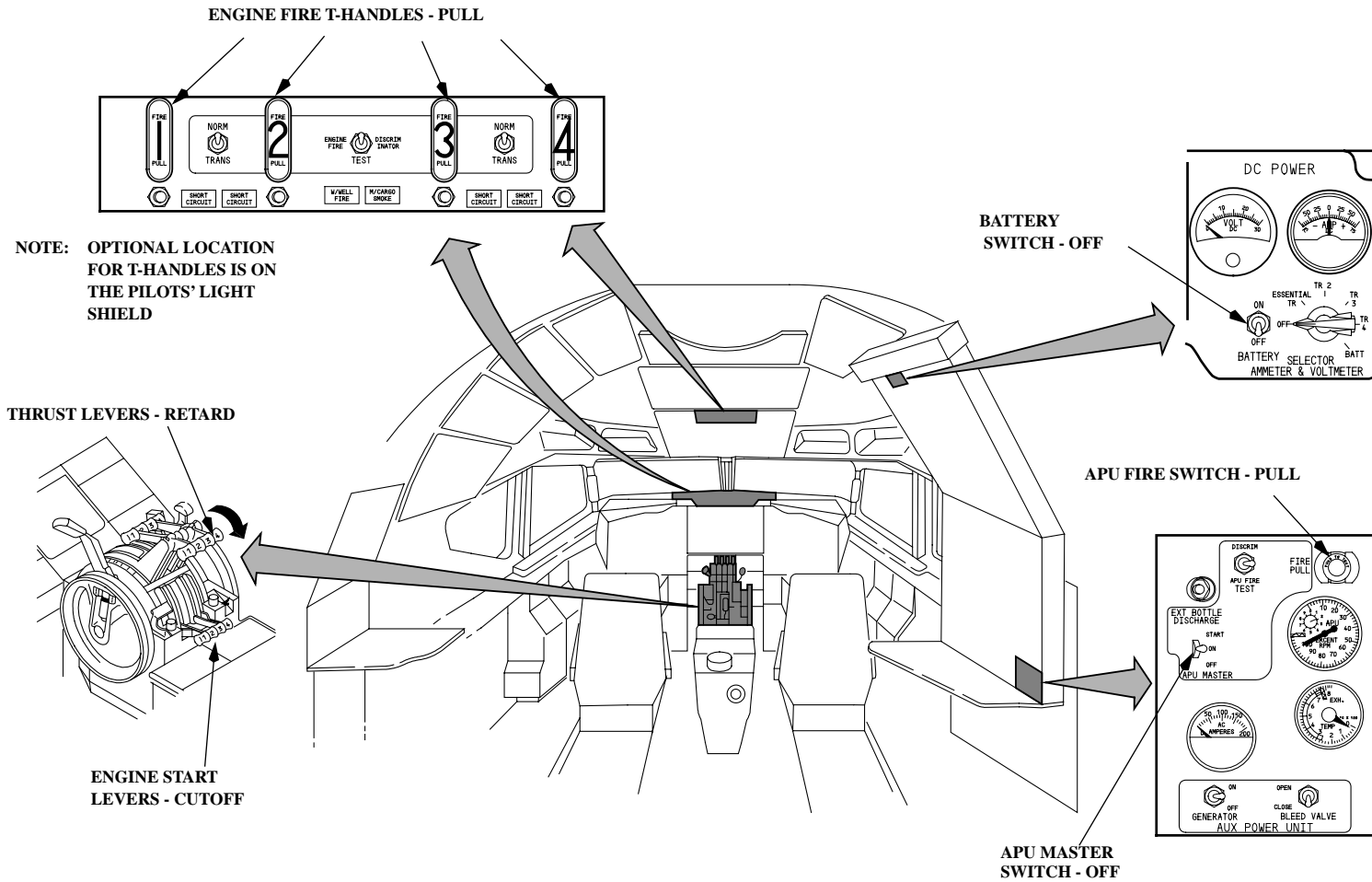
# BATTERY LOCATIONS

707-100 & 200



# FLIGHT DECK CONTROL SWITCH LOCATIONS

707-100 & 200

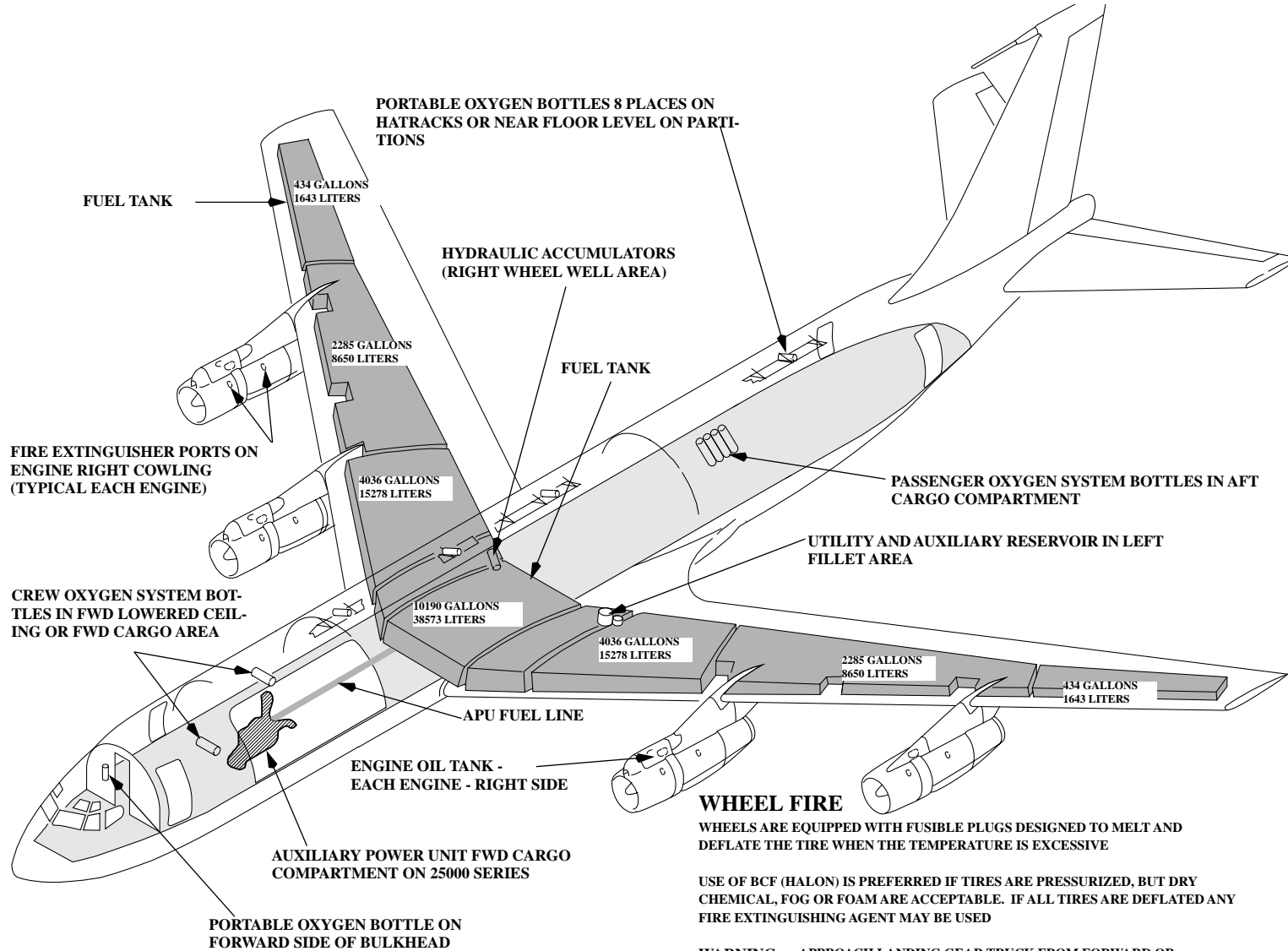


CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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# FLAMMABLE MATERIAL LOCATIONS

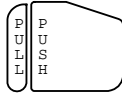
707-300 & 400



# EMERGENCY RESCUE ACCESS

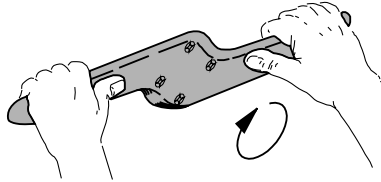
707-300 & 400

## 1 PILOT'S SLIDING WINDOWS



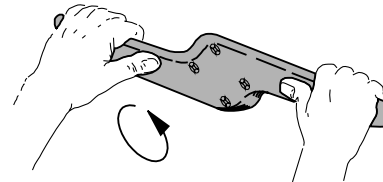
- TO OPEN WINDOWS FROM OUTSIDE (RT SIDE ONLY)
1. PUSH IN EXTERNAL ACCESS DOOR
  2. PULL EXTERNAL RELEASE HANDLE
  3. SLIDE WINDOW OPEN

## 2 ENTRY DOOR EXTERNAL HANDLE



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

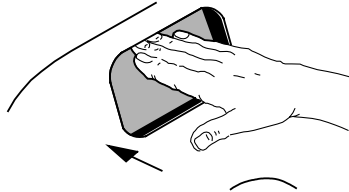
## 3 GALLEY DOOR EXTERNAL HANDLE



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

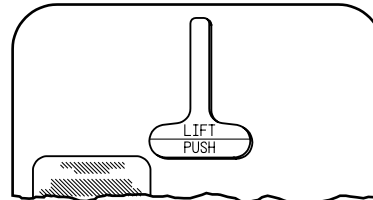
**WARNING:** PASSENGER AND SERVICE DOORS, CHUTE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

## 4 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



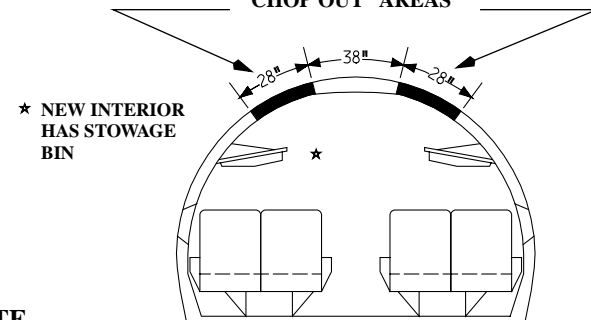
- TO OPEN HATCH
1. PUSH IN PANEL
  2. PUSH HATCH INWARD

## 5 STATION 990 EMERGENCY EXIT



EMERGENCY EXIT WARNING  
 STAND TO SIDE OF EXIT DOOR  
 DOOR FALLS OUT AND DOWN  
 ESCAPE SLIDE INFLATES IMMEDIATELY  
 TO OPEN LIFT HANDLE UP

## 6 AIRPLANE CROSS SECTION "CHOP OUT" AREAS

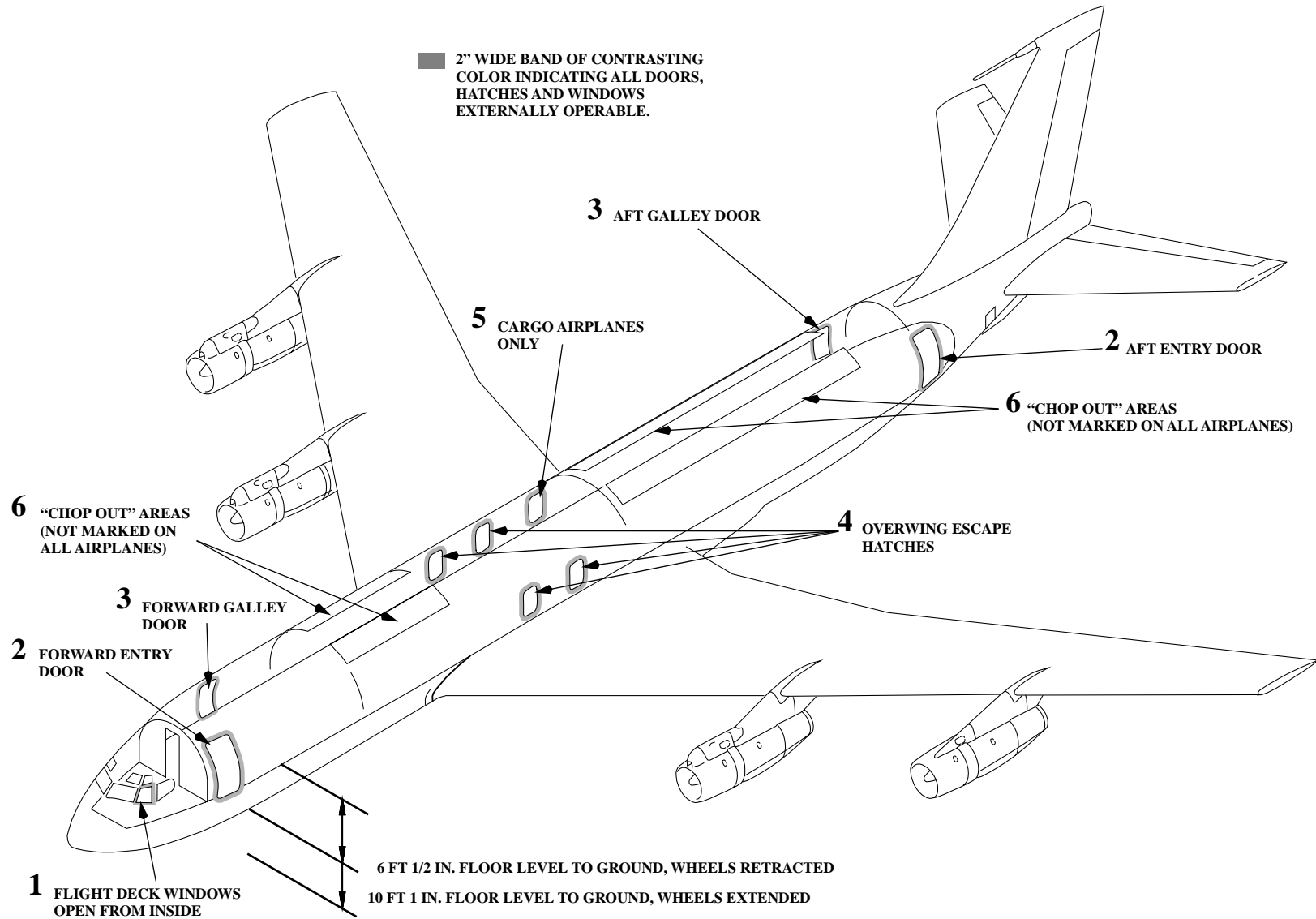


**NOTE**  
 "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT"



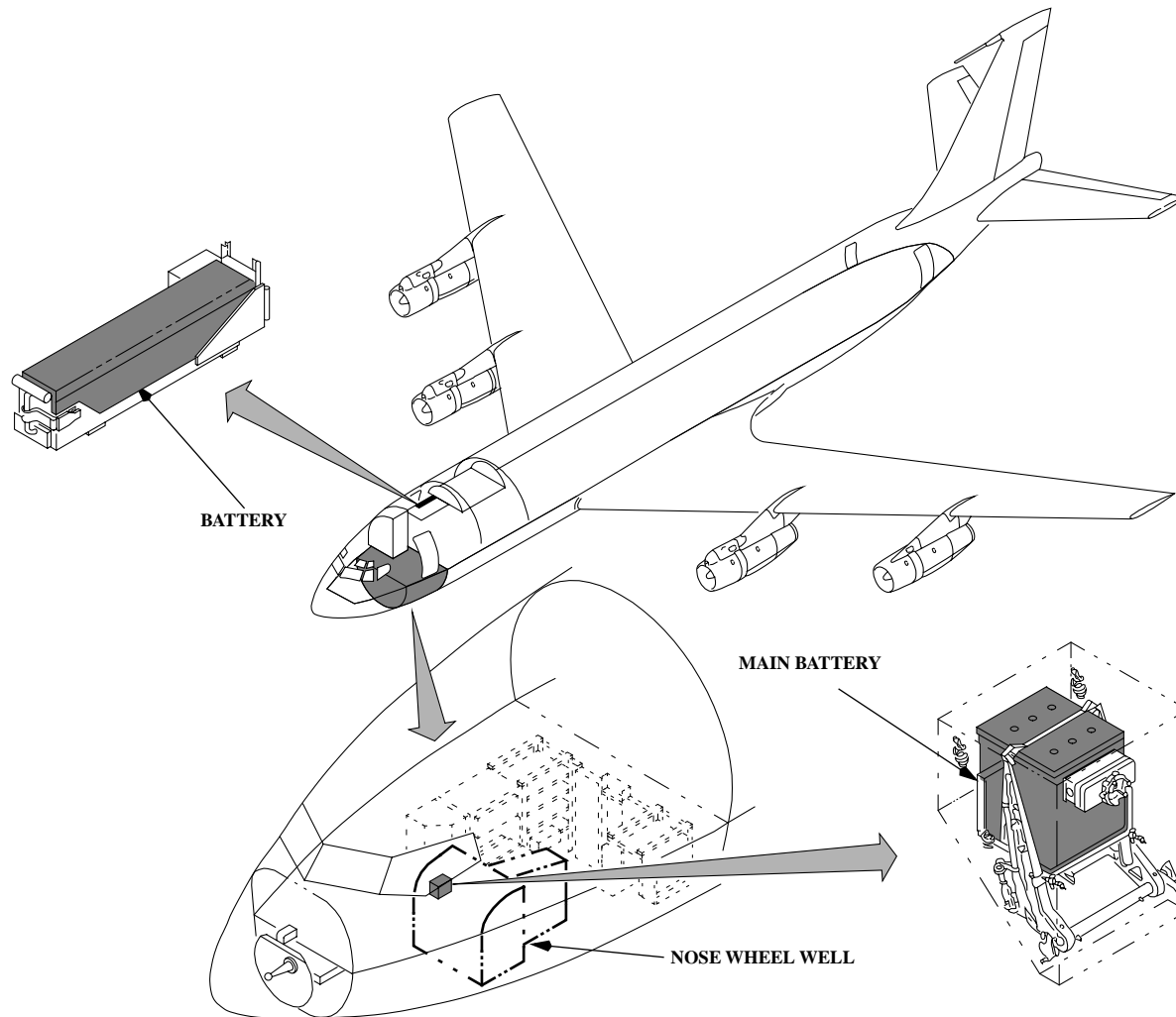
# EMERGENCY RESCUE ACCESS

707-300 & 400



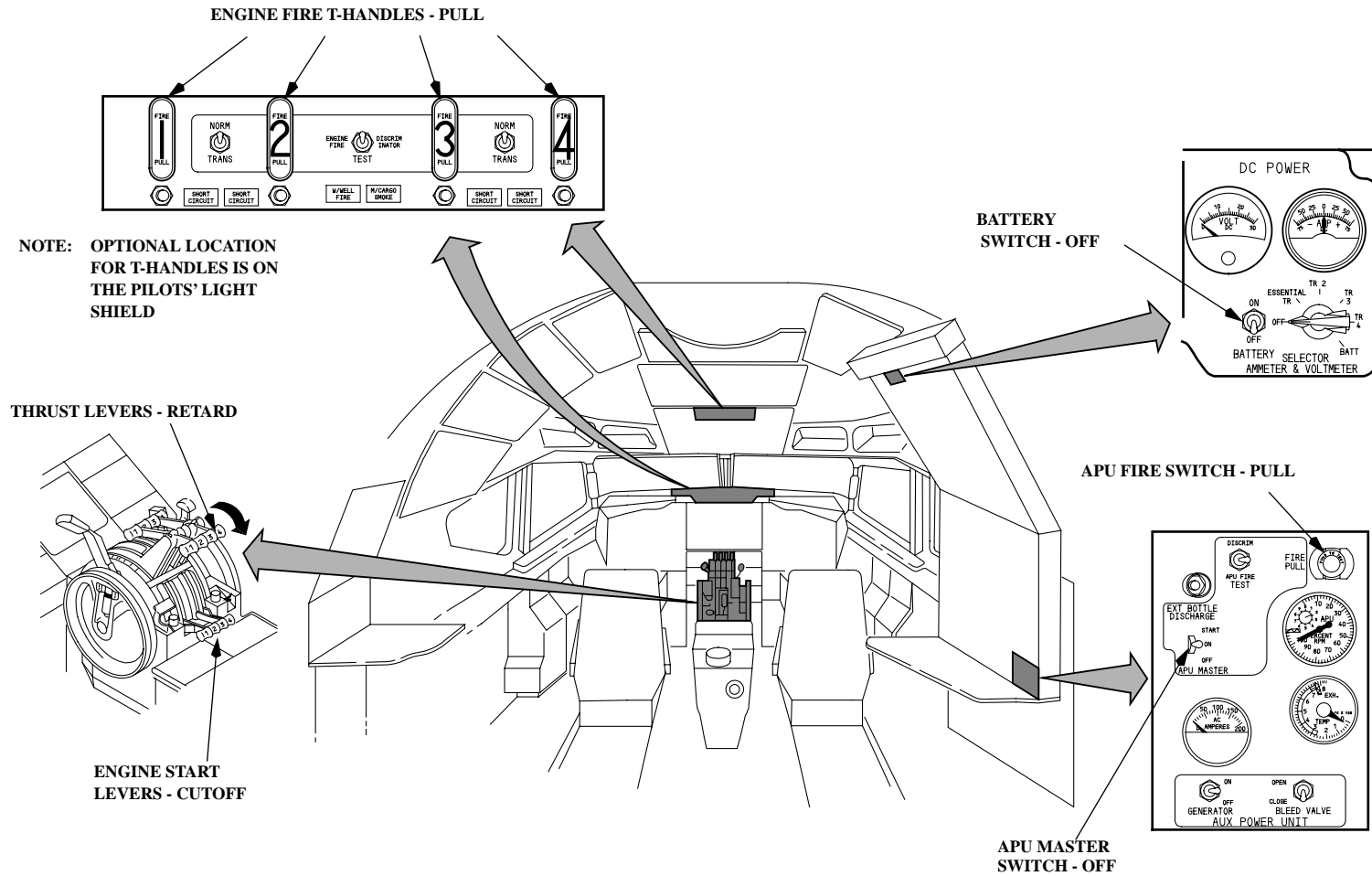
# BATTERY LOCATIONS

707-300 & 400



# FLIGHT DECK CONTROL SWITCH LOCATIONS

707-300 & 400

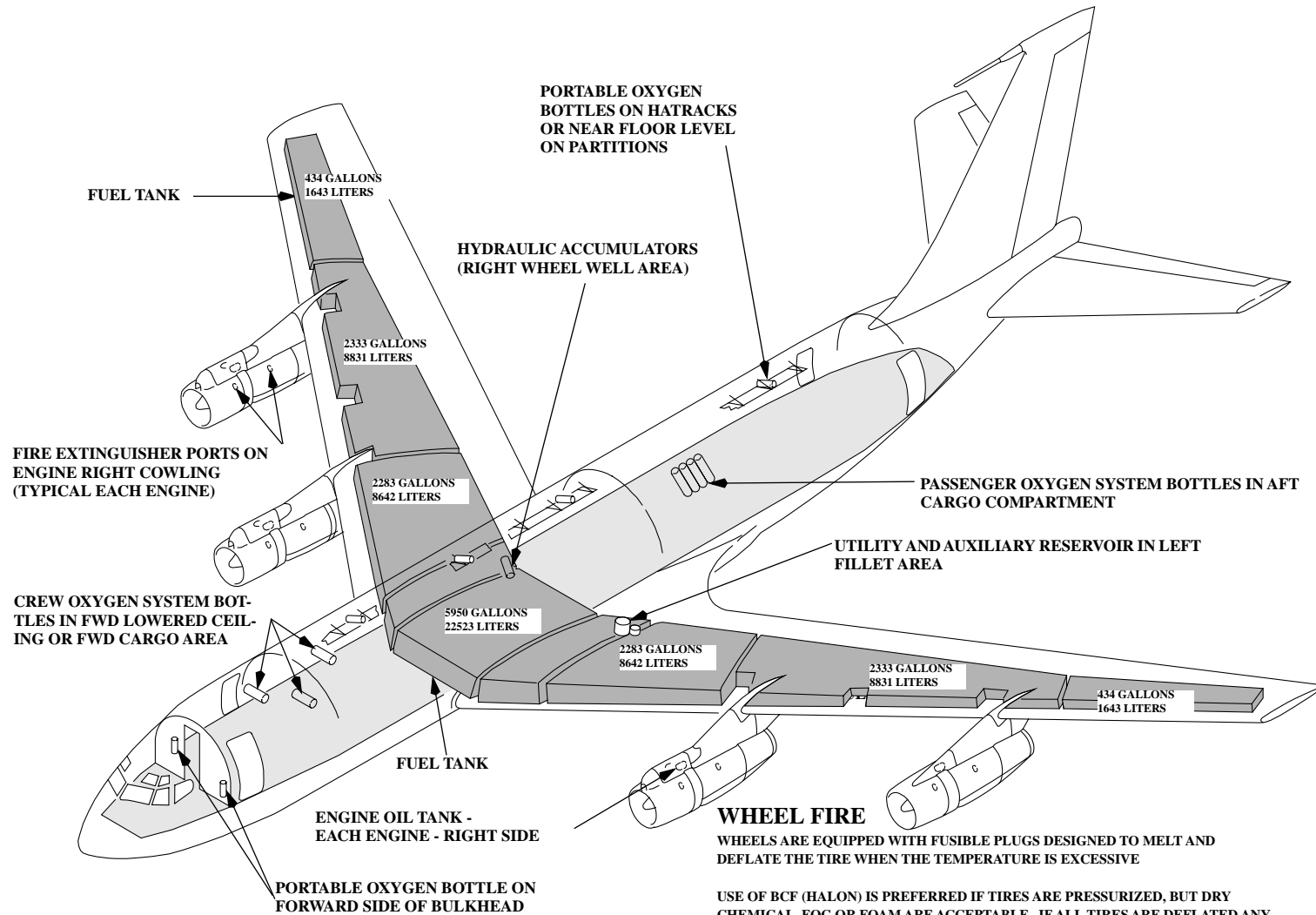


CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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# FLAMMABLE MATERIAL LOCATIONS

720 & 720B



## WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

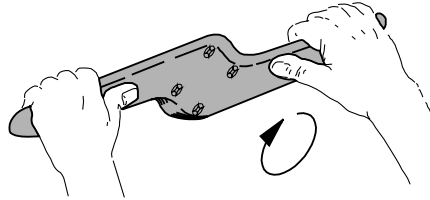
USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED

**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# EMERGENCY RESCUE ACCESS

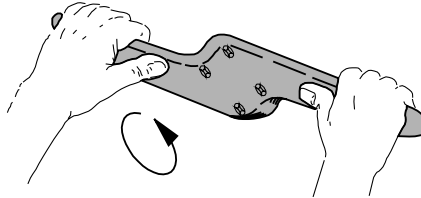
720 & 720B

## 1 ENTRY DOOR EXTERNAL HANDLE



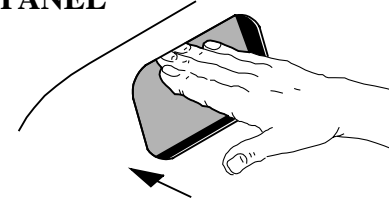
- TO OPEN DOOR
1. PULL HANDLE OUTWARD
  2. ROTATE COUNTERCLOCKWISE
  3. PULL DOOR OUTWARD

## 2 GALLEY DOOR EXTERNAL HANDLE



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

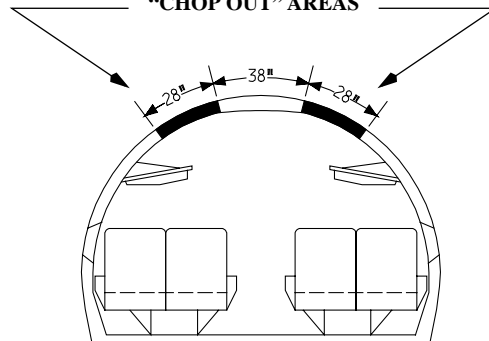
## 3 EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



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

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## 4 AIRPLANE CROSS SECTION "CHOP OUT" AREAS

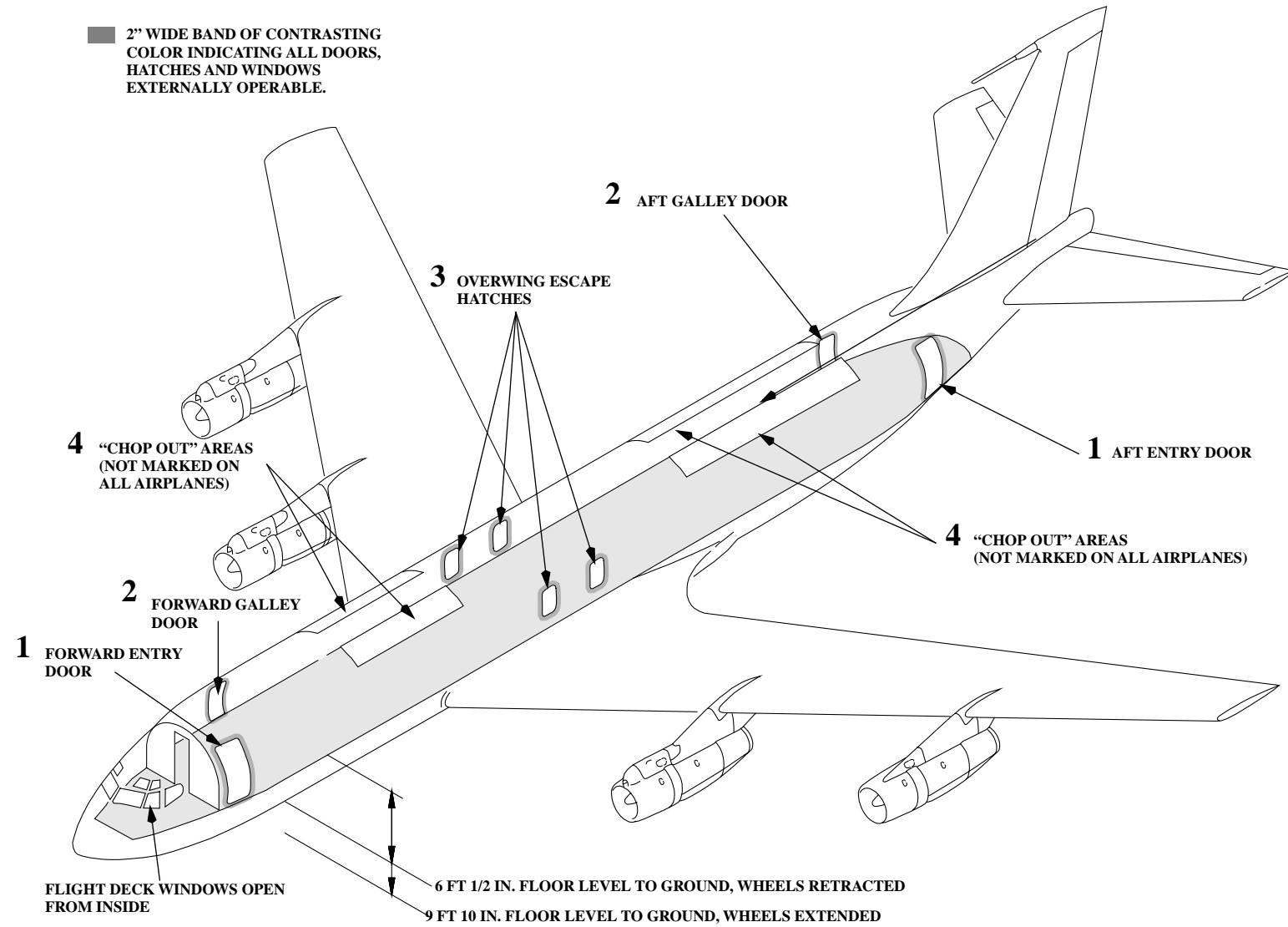


### NOTE

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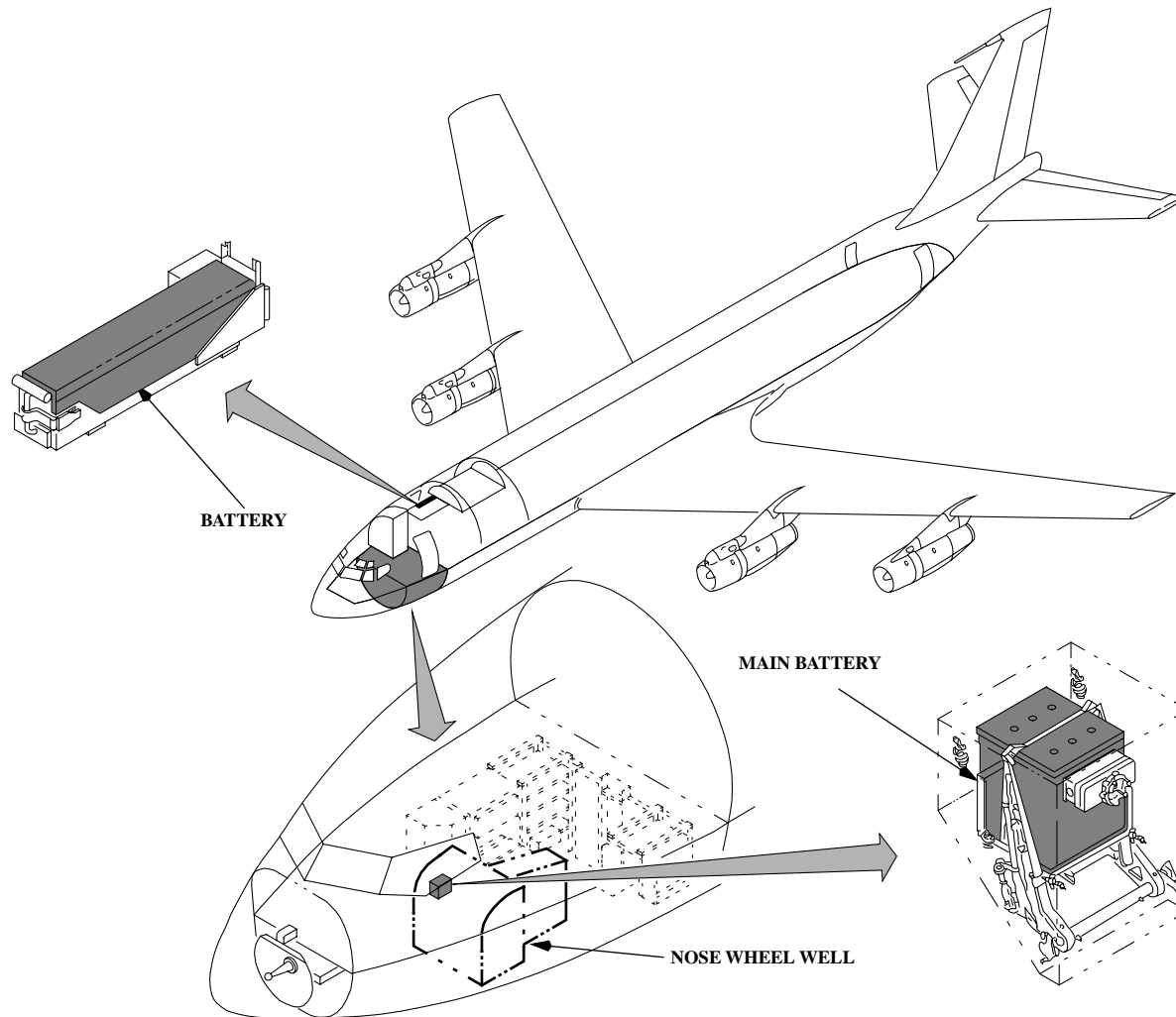
# EMERGENCY RESCUE ACCESS

720 & 720B



# BATTERY LOCATIONS

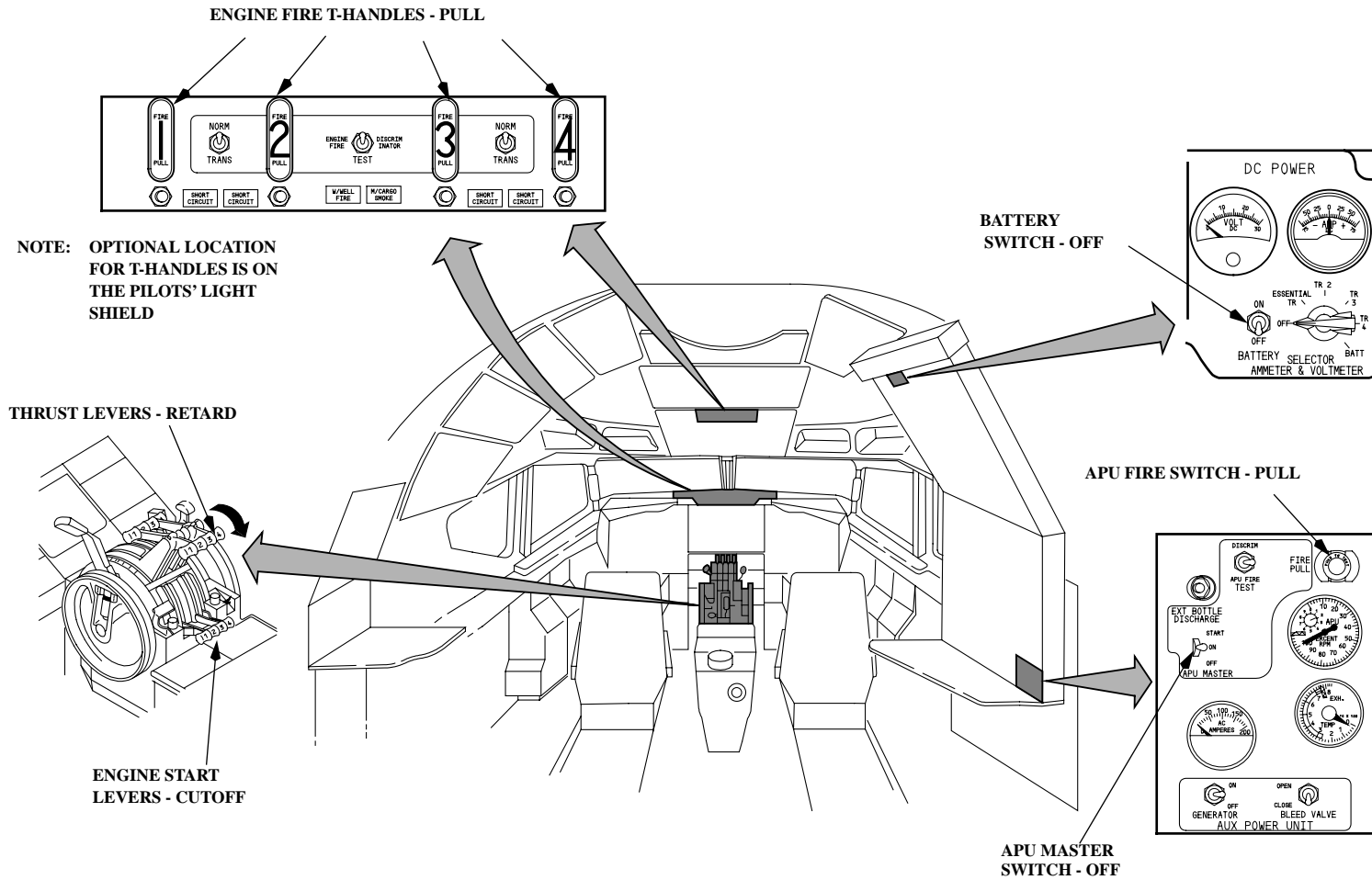
720 & 720B





# FLIGHT DECK CONTROL SWITCH LOCATIONS

720 & 720B

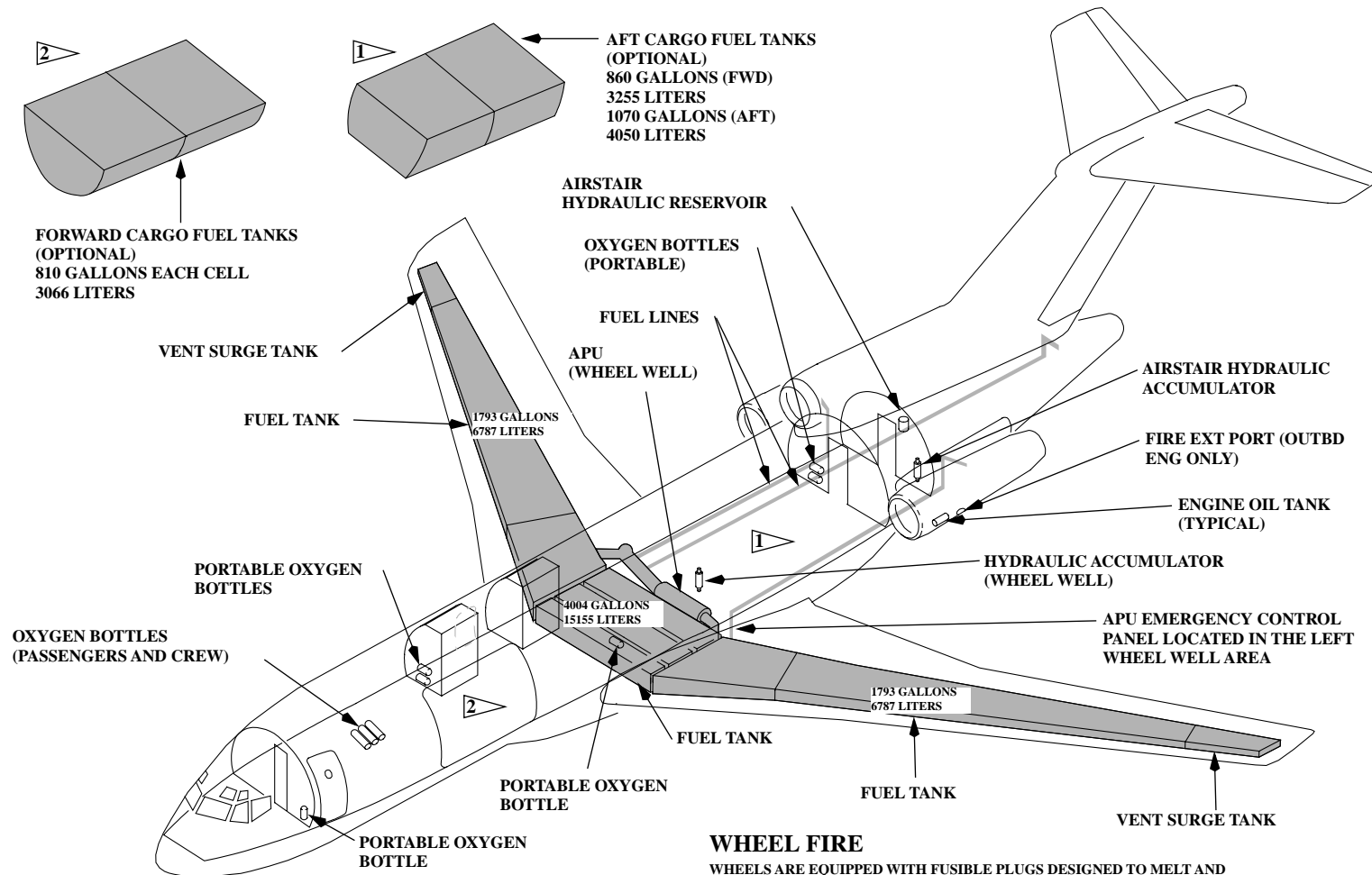


CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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# FLAMMABLE MATERIAL LOCATIONS

727 SERIES



## WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED

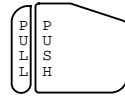
**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# EMERGENCY RESCUE ACCESS

727 SERIES

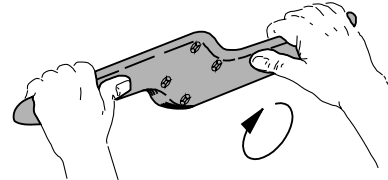
## 1 PILOT'S SLIDING WINDOW

(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

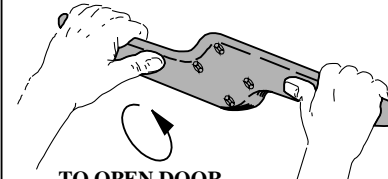
## 2 FWD ENTRY DOOR EXTERNAL HANDLE



- TO OPEN DOOR
1. PULL HANDLE OUTWARD
  2. ROTATE CLOCK WISE
  3. PULL DOOR OUTWARD

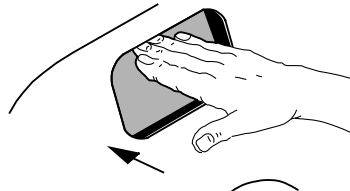
WARNING: PASSENGER AND SERVICE DOORS, CHUTE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

## 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



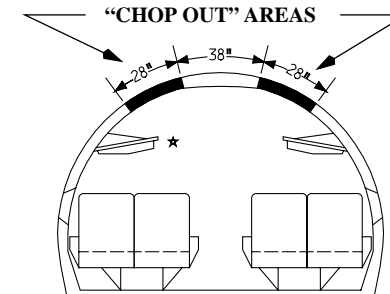
- TO OPEN HATCH
1. PUSH IN PANEL
  2. PUSH HATCH INWARD & UPWARD

## 5 AFT EXIT DOORS EXTERNAL HANDLE (200)



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

## 6 AIRPLANE CROSS SECTION "CHOP OUT" AREAS



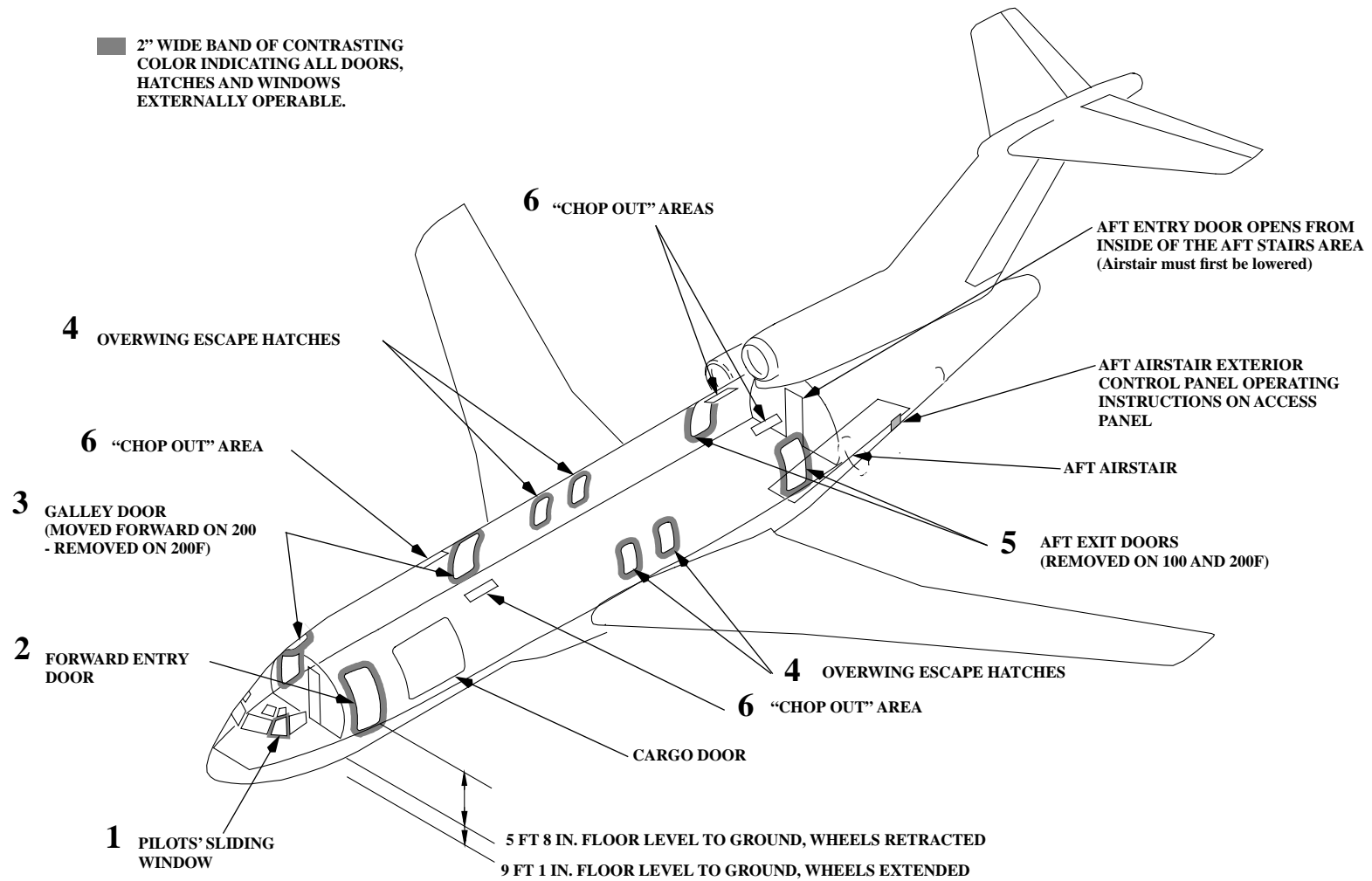
\* NEW INTERIOR HAS STOWAGE BIN

### NOTE

"CHOP OUT" 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 NECESSITY FOR "CHOP OUT:"

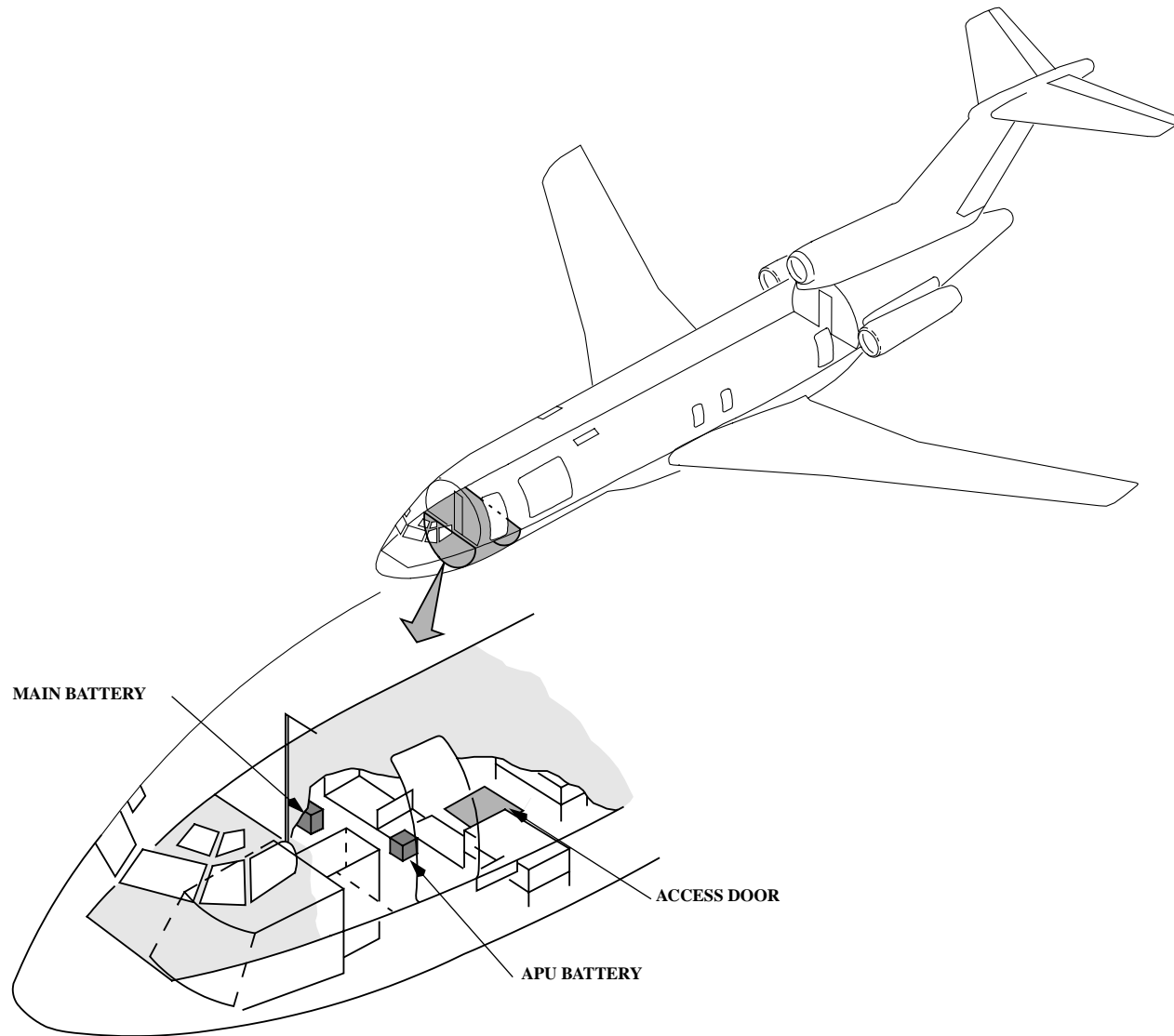
# EMERGENCY RESCUE ACCESS

727 SERIES



# BATTERY LOCATIONS

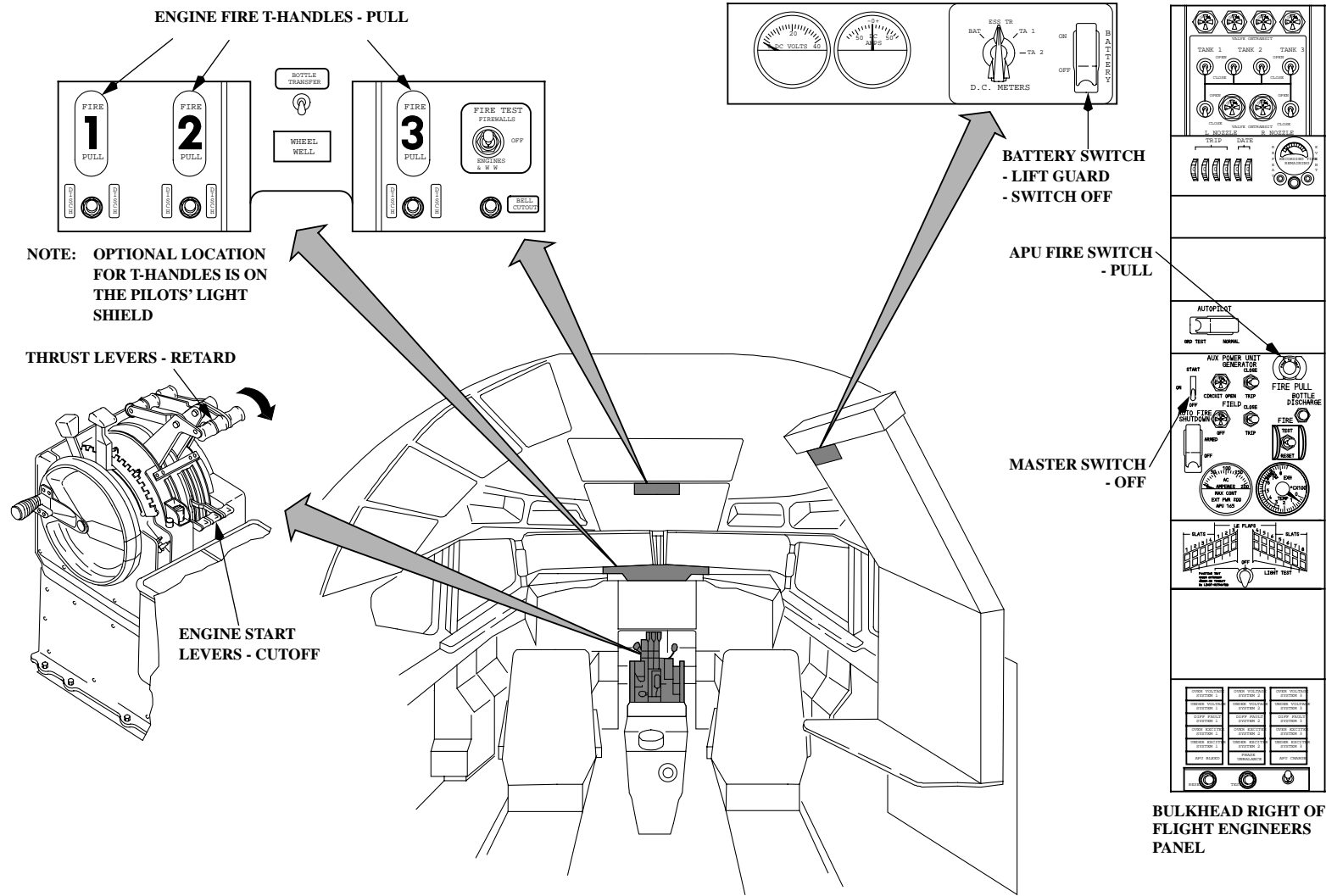
727 SERIES



Oct 31/97  
03.00.04

# FLIGHT DECK CONTROL SWITCH LOCATIONS

727 SERIES



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

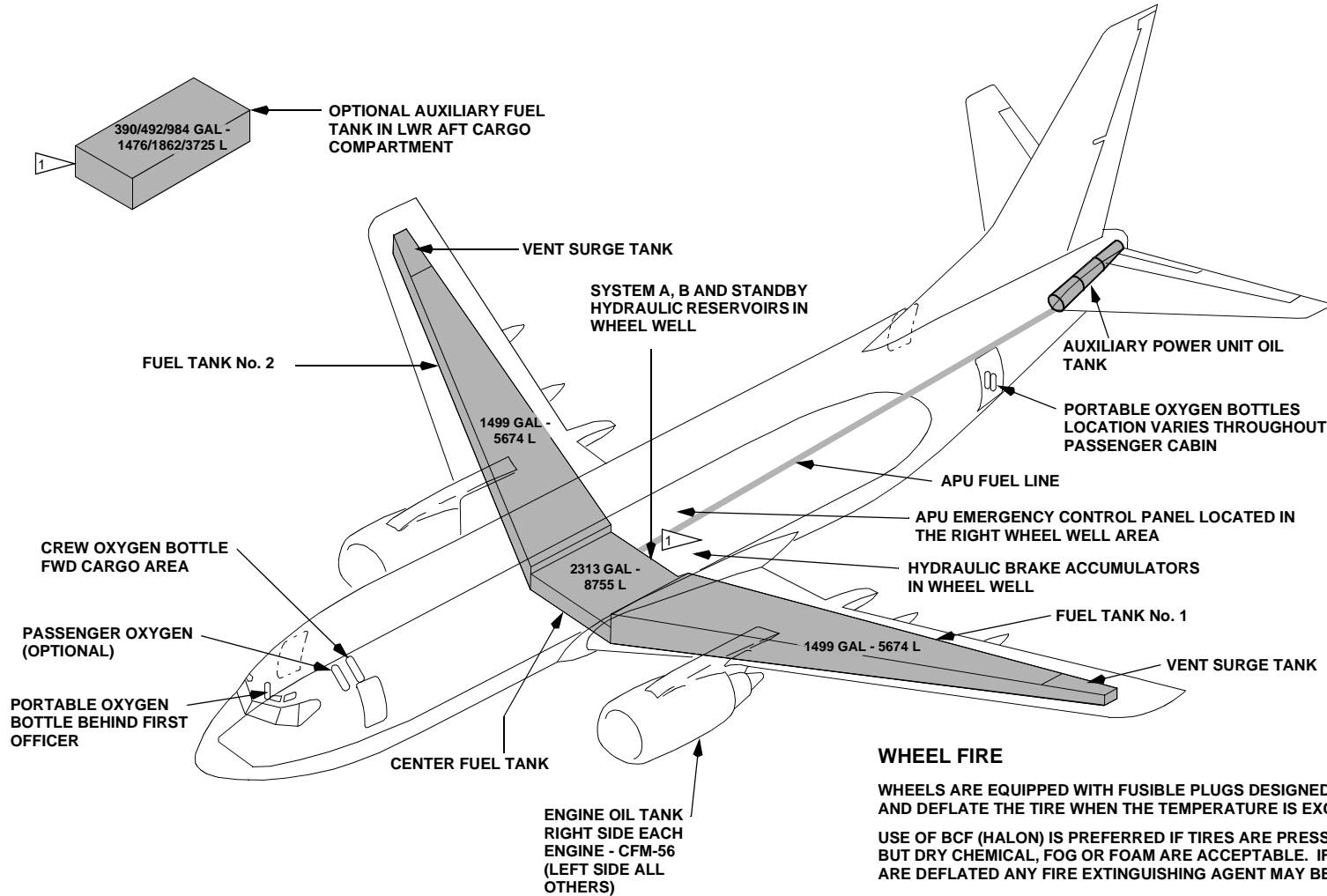
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**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

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

**FLAMMABLE MATERIAL LOCATIONS**



**WHEEL FIRE**

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

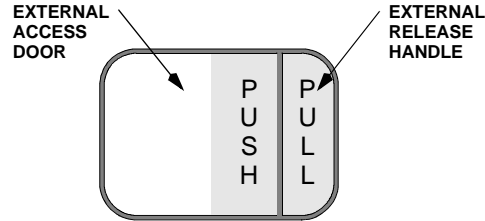
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WARNING: APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

737-100/200/300/400/500

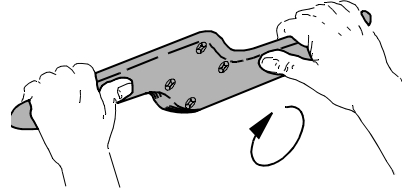
EMERGENCY RESCUE ACCESS-1

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



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

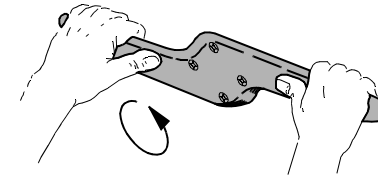
2 FWD AND AFT ENTRY DOOR  
EXTERNAL HANDLE (LH SIDE)



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

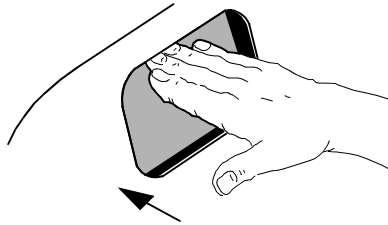
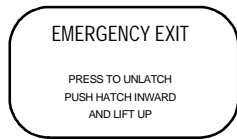
WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

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



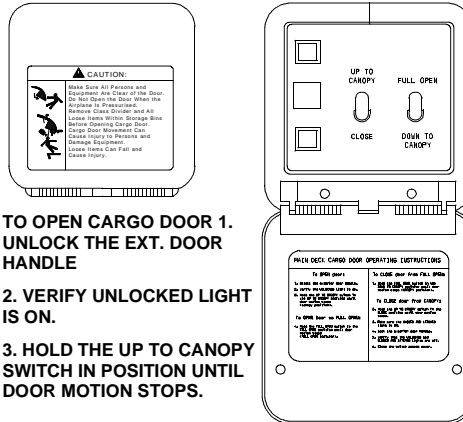
- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
  2. ROTATE COUNTERCLOCKWISE.
  3. PULL DOOR OUTWARD.

4 EMERGENCY OVERWING ESCAPE  
HATCH



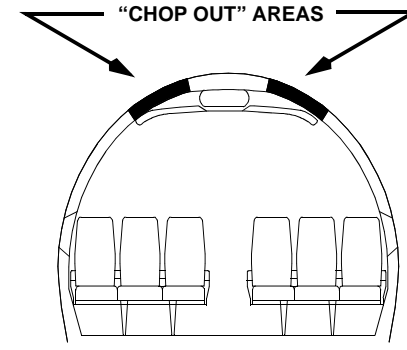
- TO OPEN HATCH FROM OUTSIDE:
1. PUSH IN PANEL.
  2. PUSH HATCH INWARD & LIFT UP.

5 CARGO DOOR OPERATION



- TO OPEN CARGO DOOR 1. UNLOCK THE EXT. DOOR HANDLE
2. VERIFY UNLOCKED LIGHT IS ON.
  3. HOLD THE UP TO CANOPY SWITCH IN POSITION UNTIL DOOR MOTION STOPS.

6 CHOP OUT AREAS



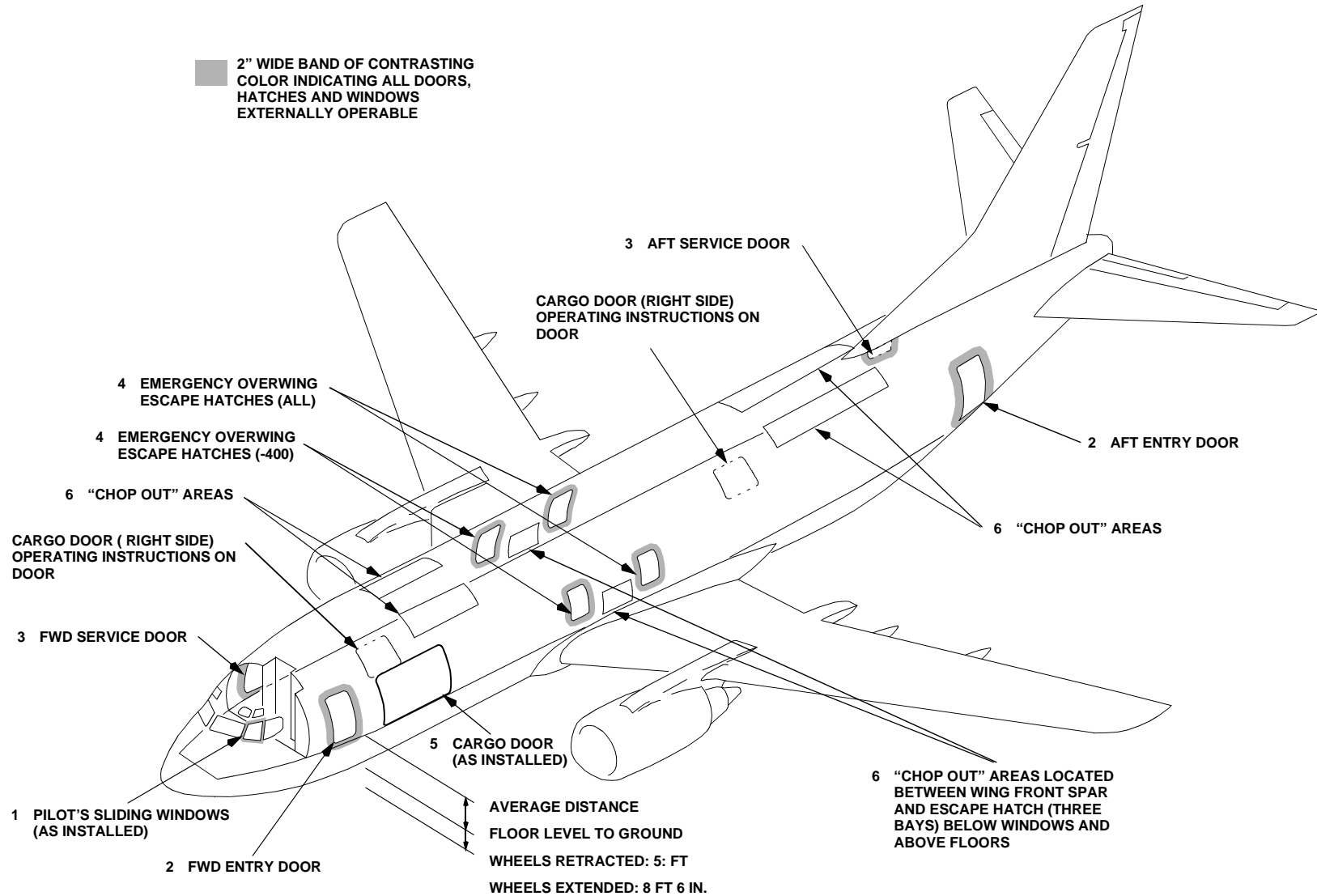
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# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

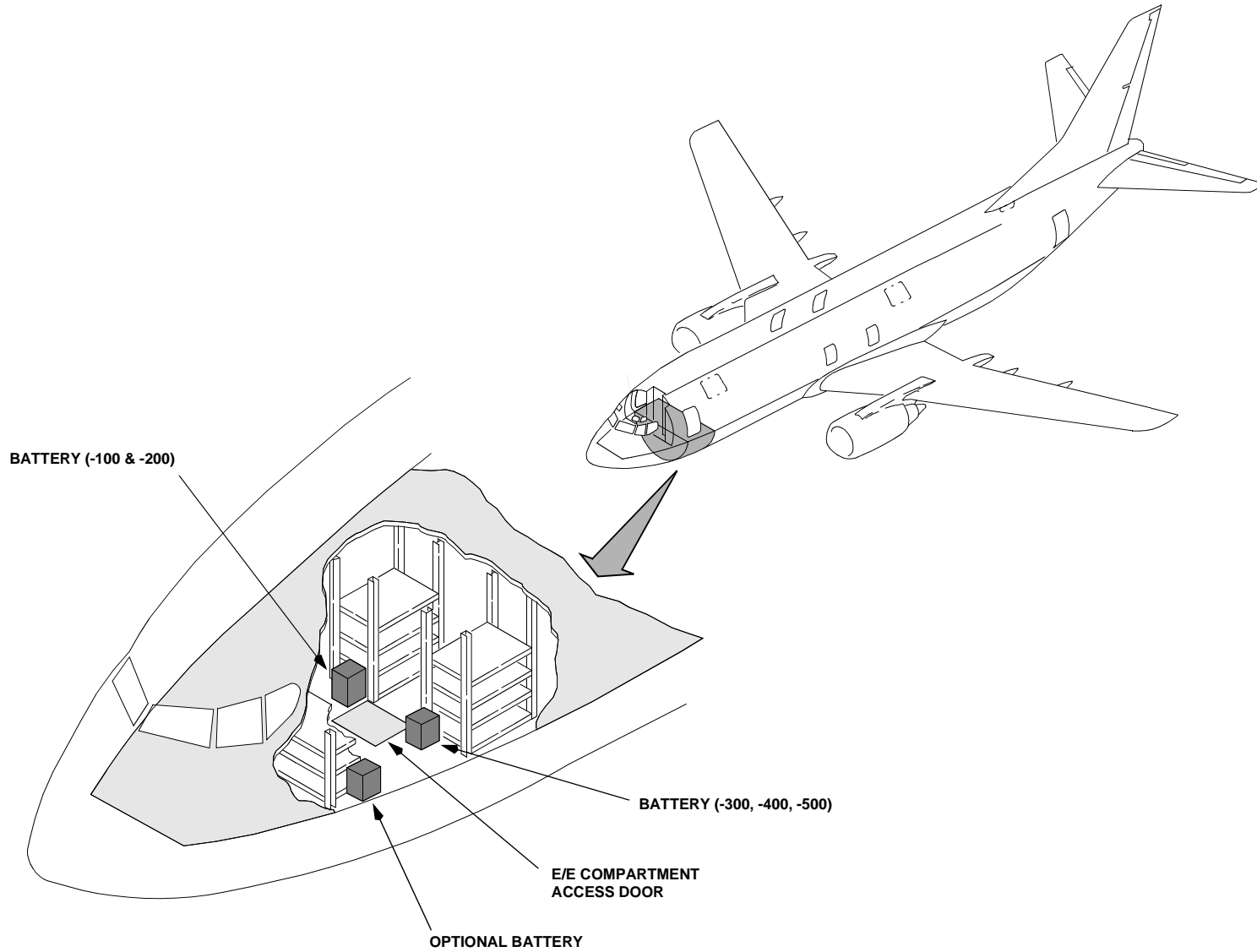
## 737-100/200/300/400/500

## EMERGENCY RESCUE ACCESS-2



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

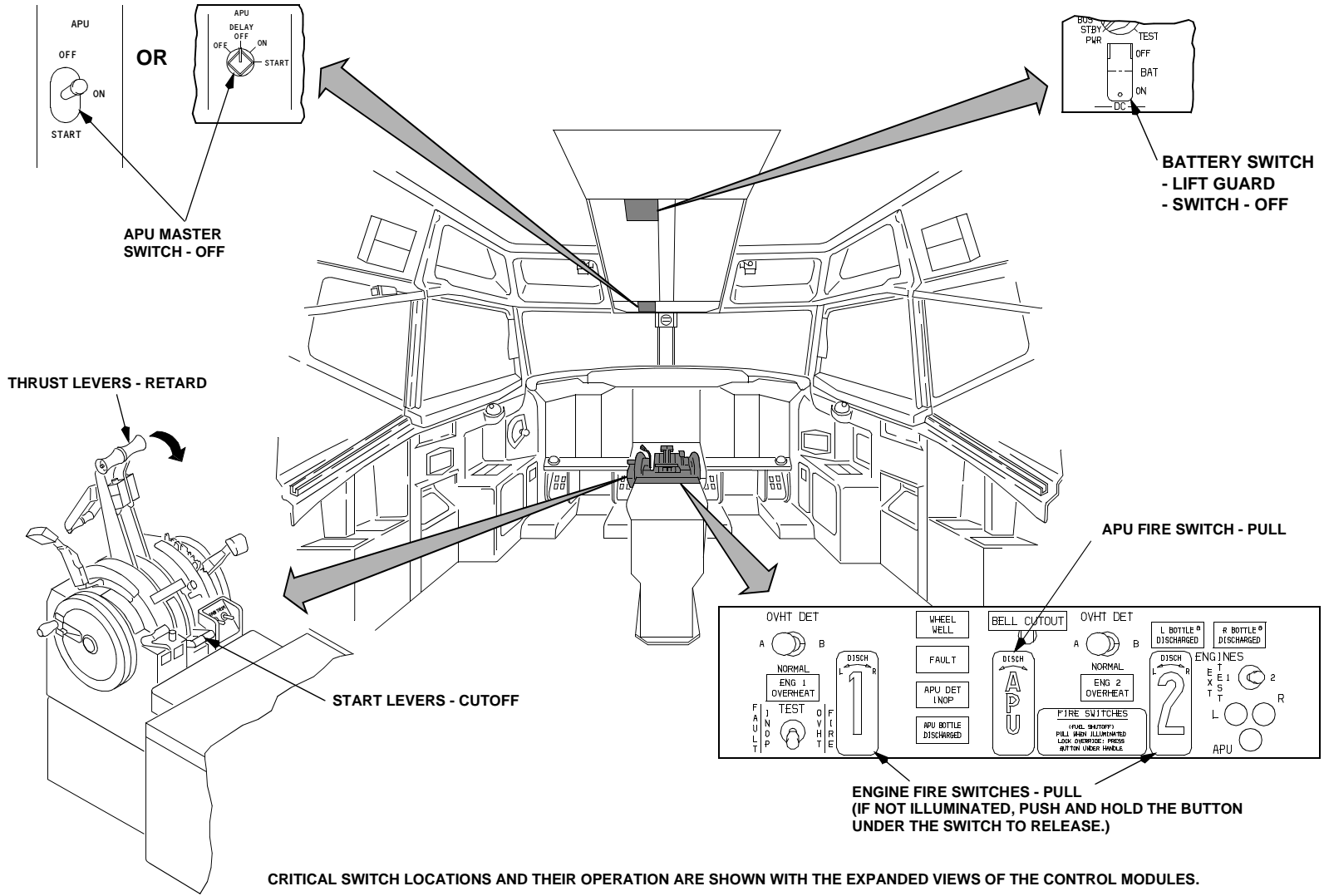
**BATTERY LOCATIONS**



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

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

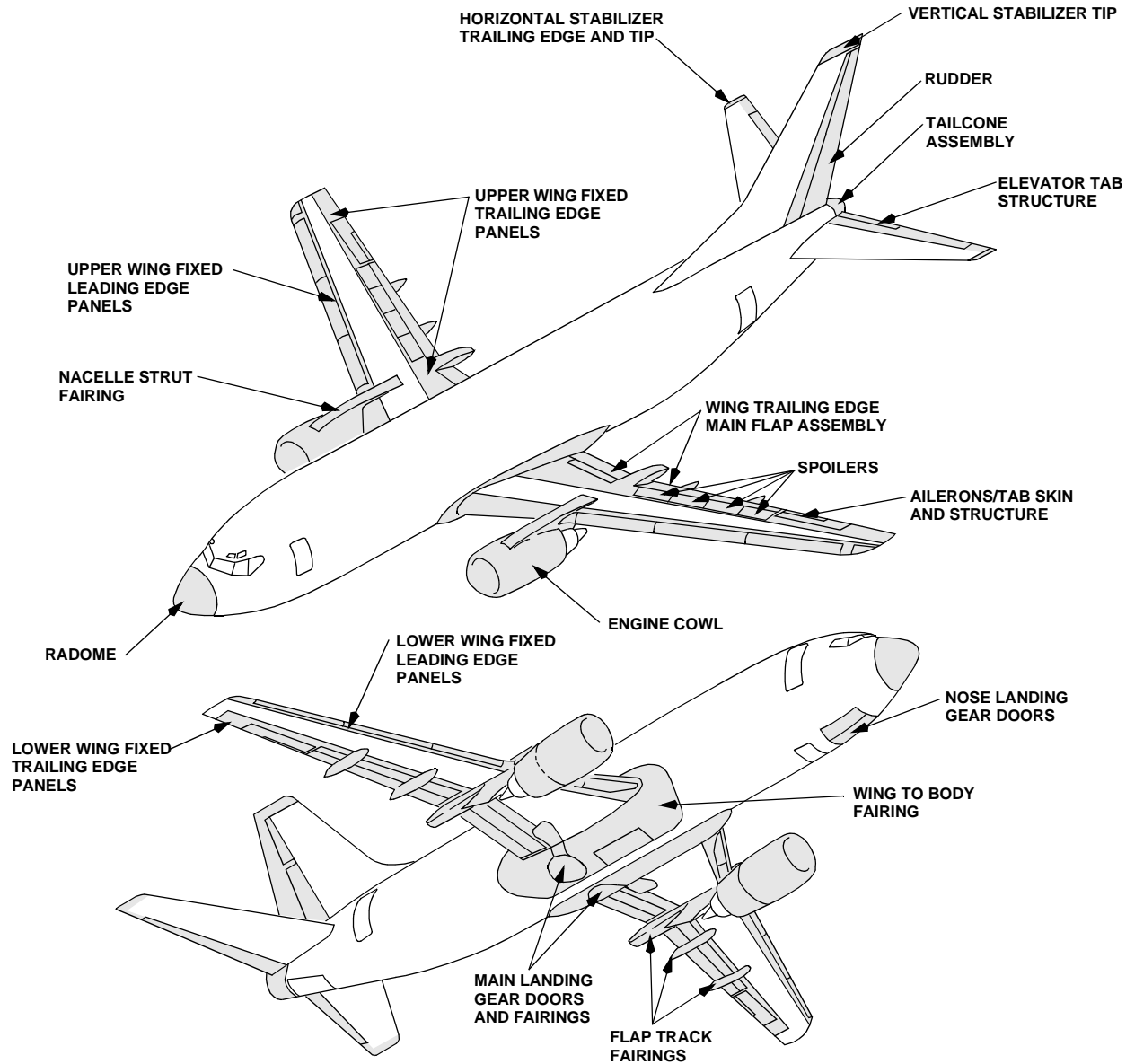
**FLIGHT DECK CONTROL SWITCH LOCATIONS**



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

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

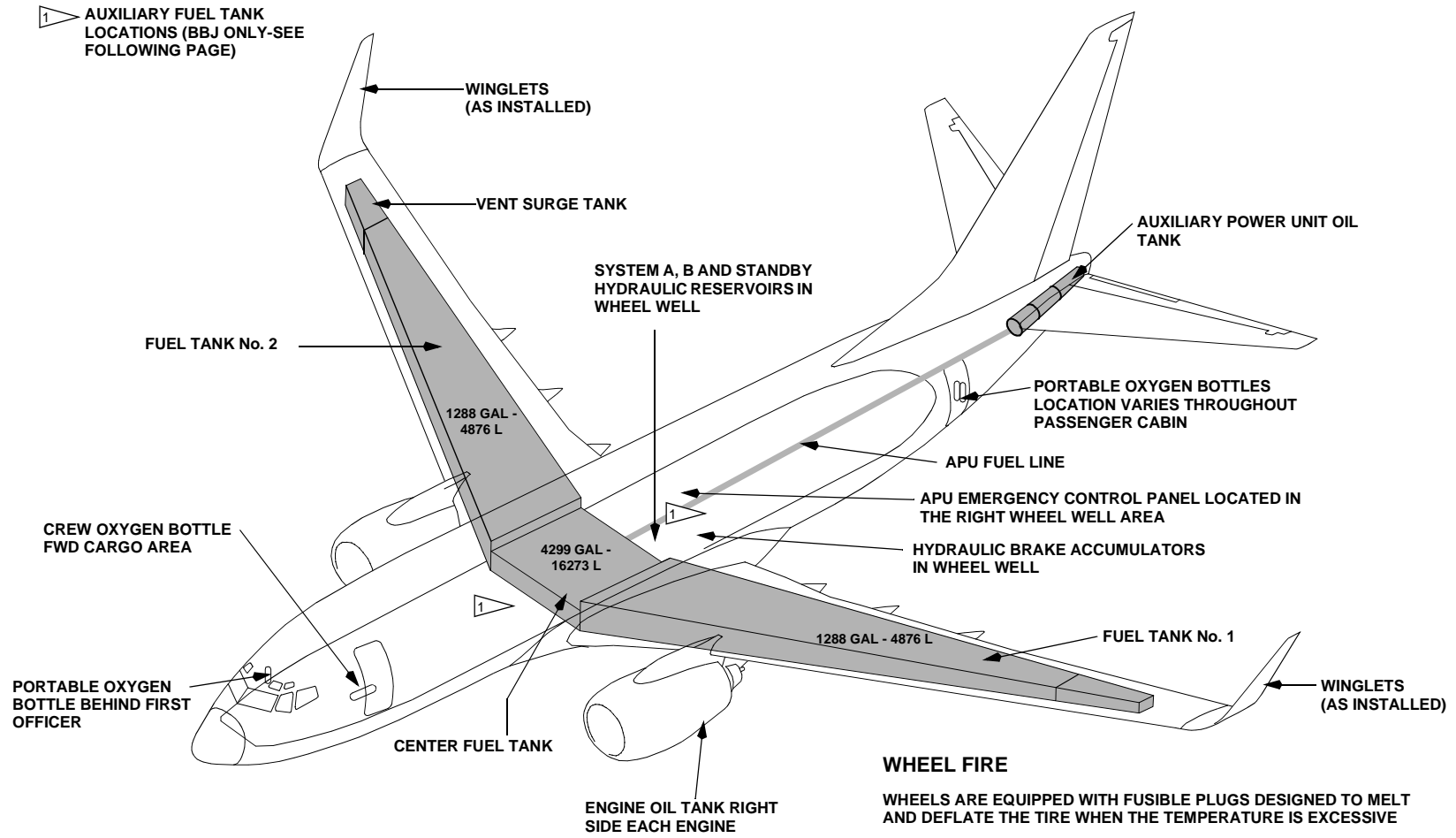
**COMPOSITE MATERIALS LOCATIONS**



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**737-600/700/800/900**

**FLAMMABLE MATERIAL LOCATIONS**



**WHEEL FIRE**

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

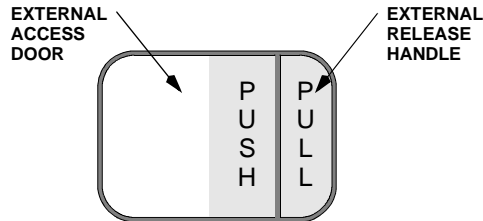
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737-600/700/800/900

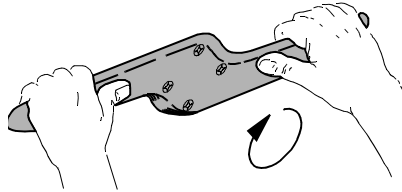
EMERGENCY RESCUE ACCESS-1

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.

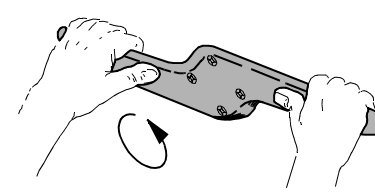
2 FWD AND AFT ENTRY DOOR  
EXTERNAL HANDLE (LH SIDE)



- 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)



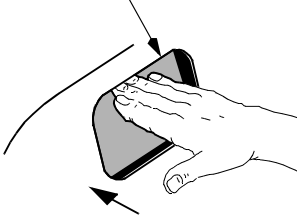
- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
  2. ROTATE COUNTERCLOCKWISE.
  3. PULL DOOR OUTWARD.

4 EMERGENCY OVERWING EXIT DOOR



- 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.

EXTERIOR OVERWING EMERGENCY EXIT PUSH PANEL



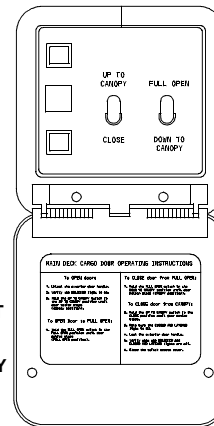
WARNING: 737-600/700/800/900 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

5 CARGO DOOR OPERATION

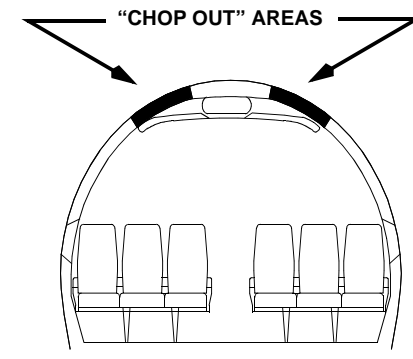


TO OPEN CARGO DOOR:

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 CHOP OUT AREAS



NOTE:

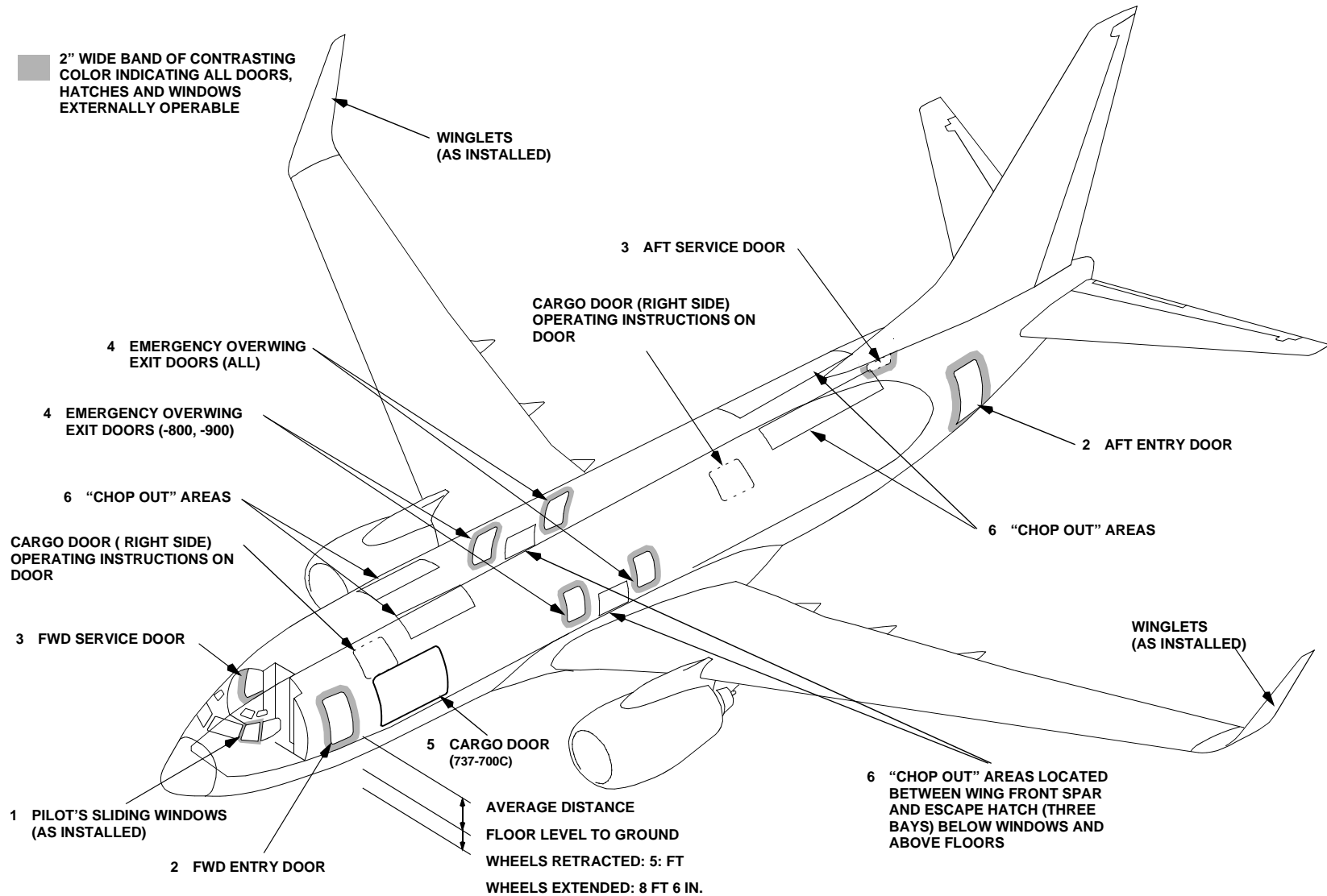
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**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

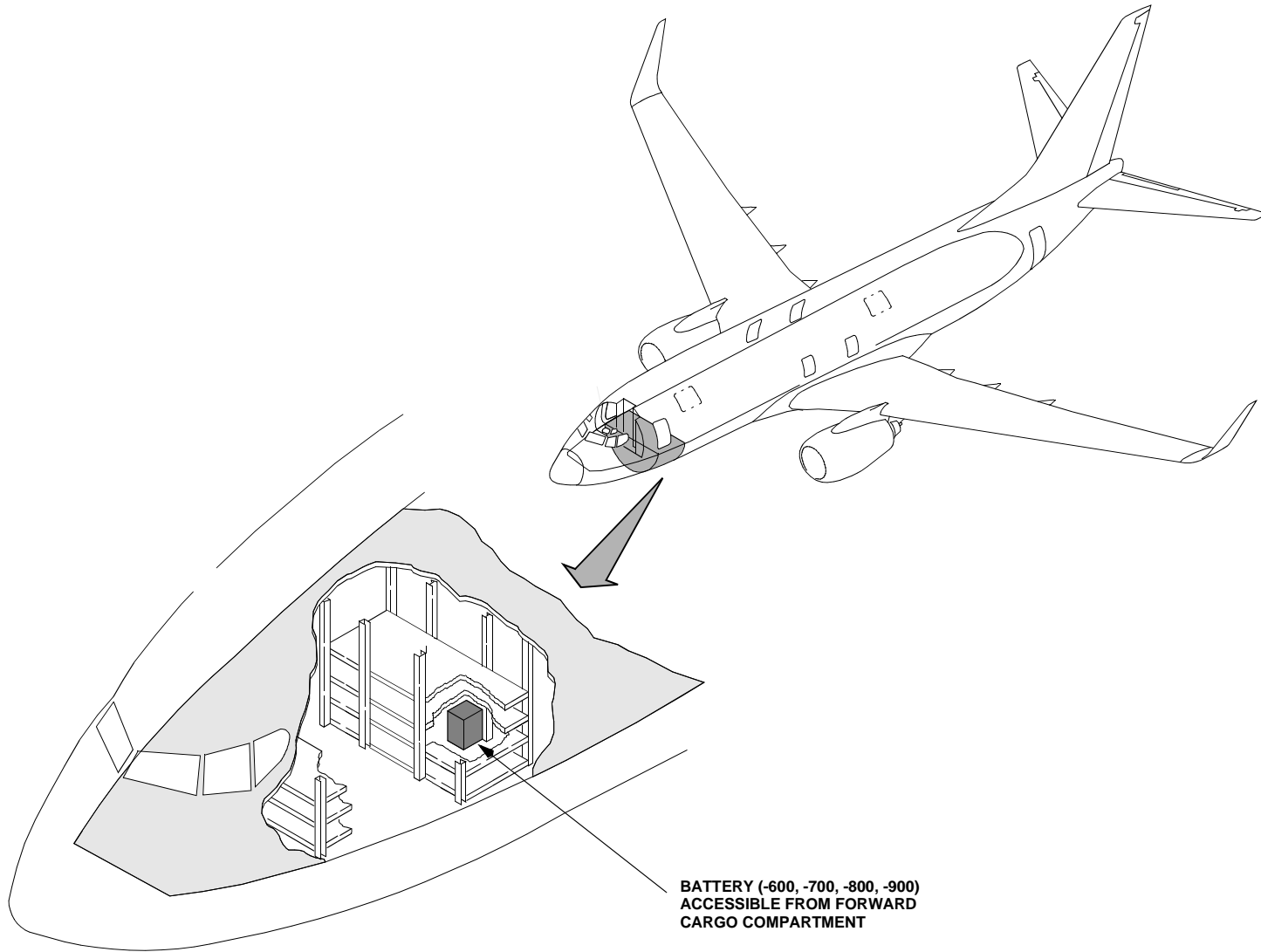
**737-600/700/800/900**

**EMERGENCY RESCUE ACCESS-2**



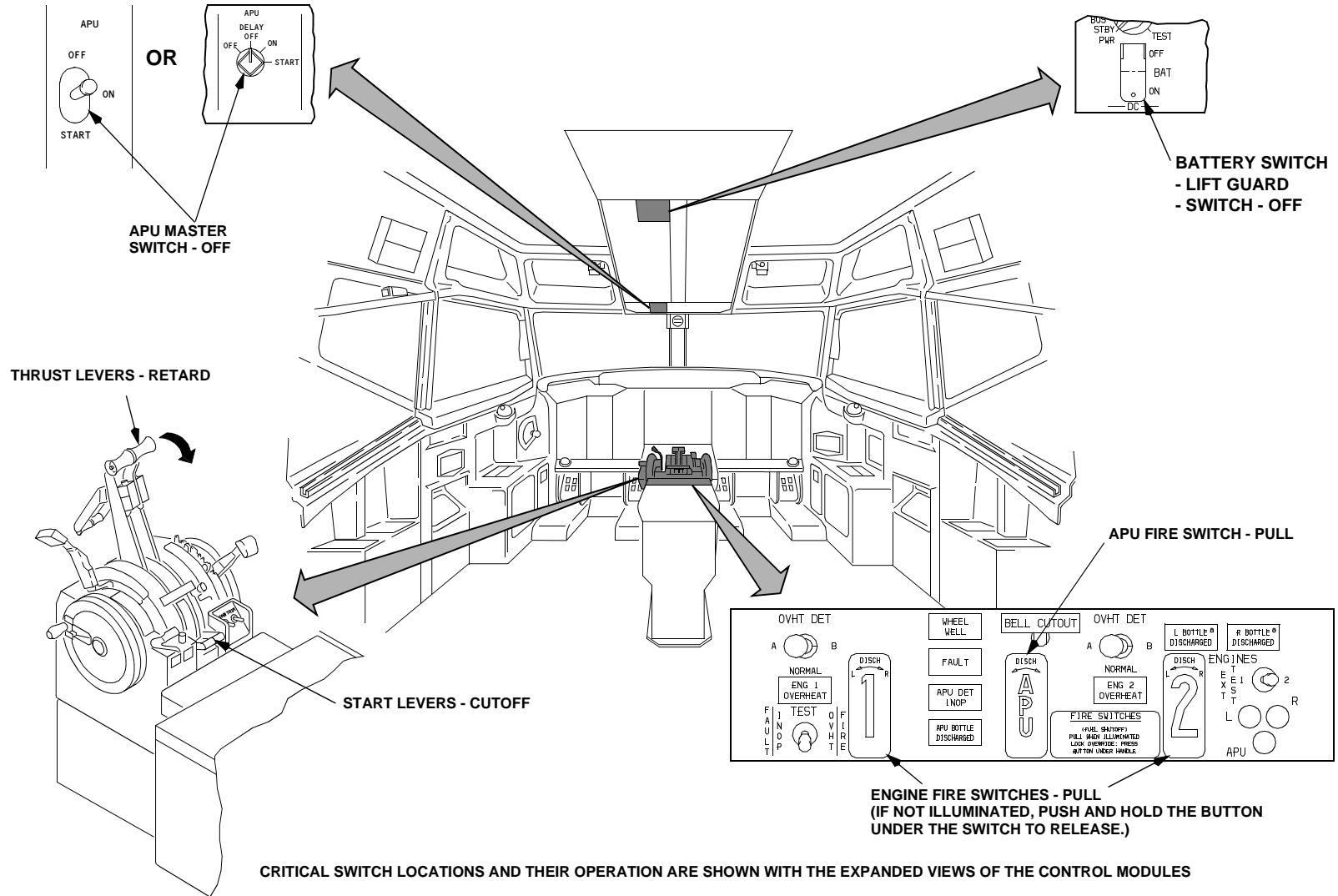
**737-600/700/800/900**

**BATTERY LOCATION**



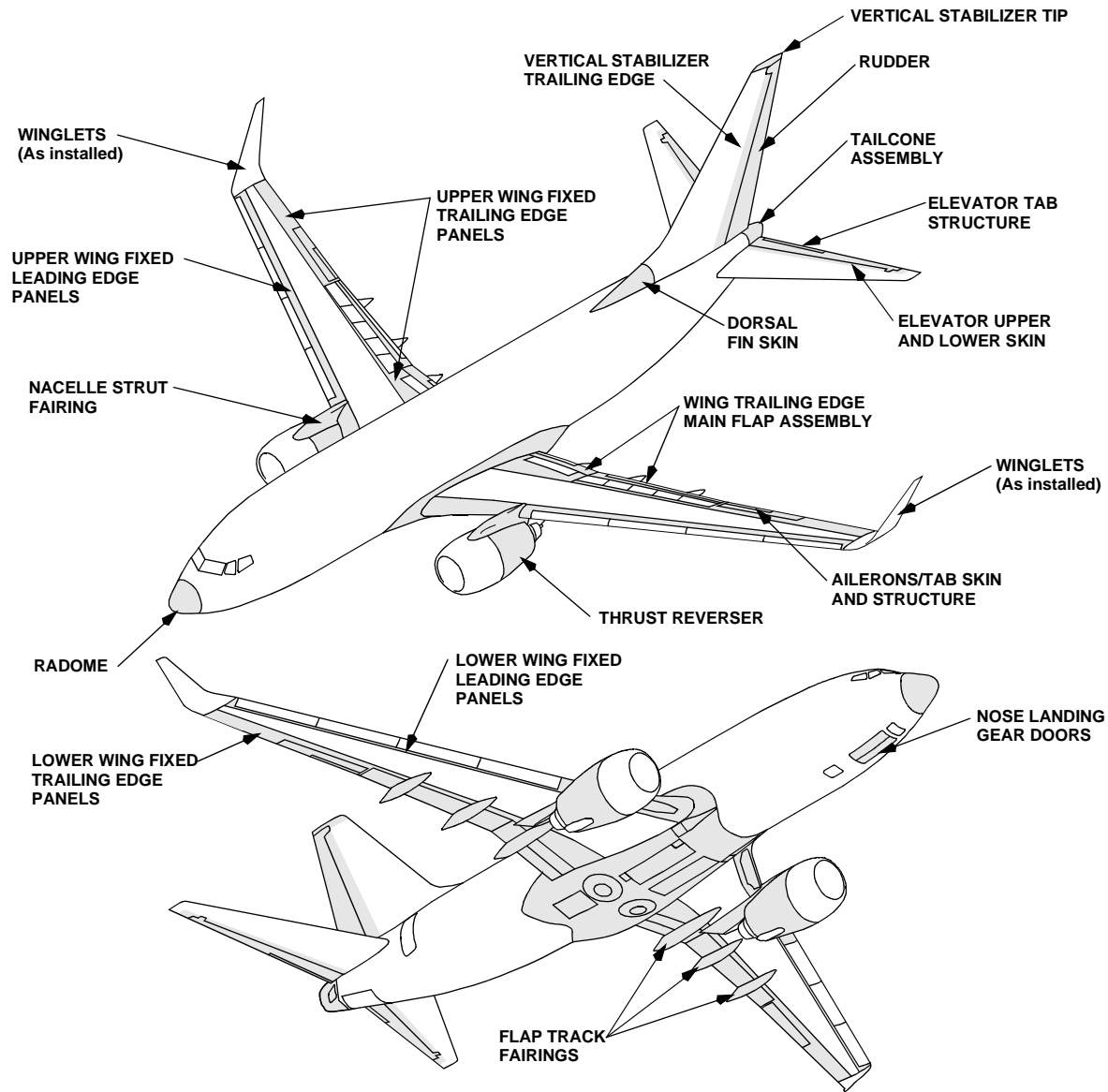
737-600/700/800/900

FLIGHT DECK CONTROL SWITCH LOCATIONS



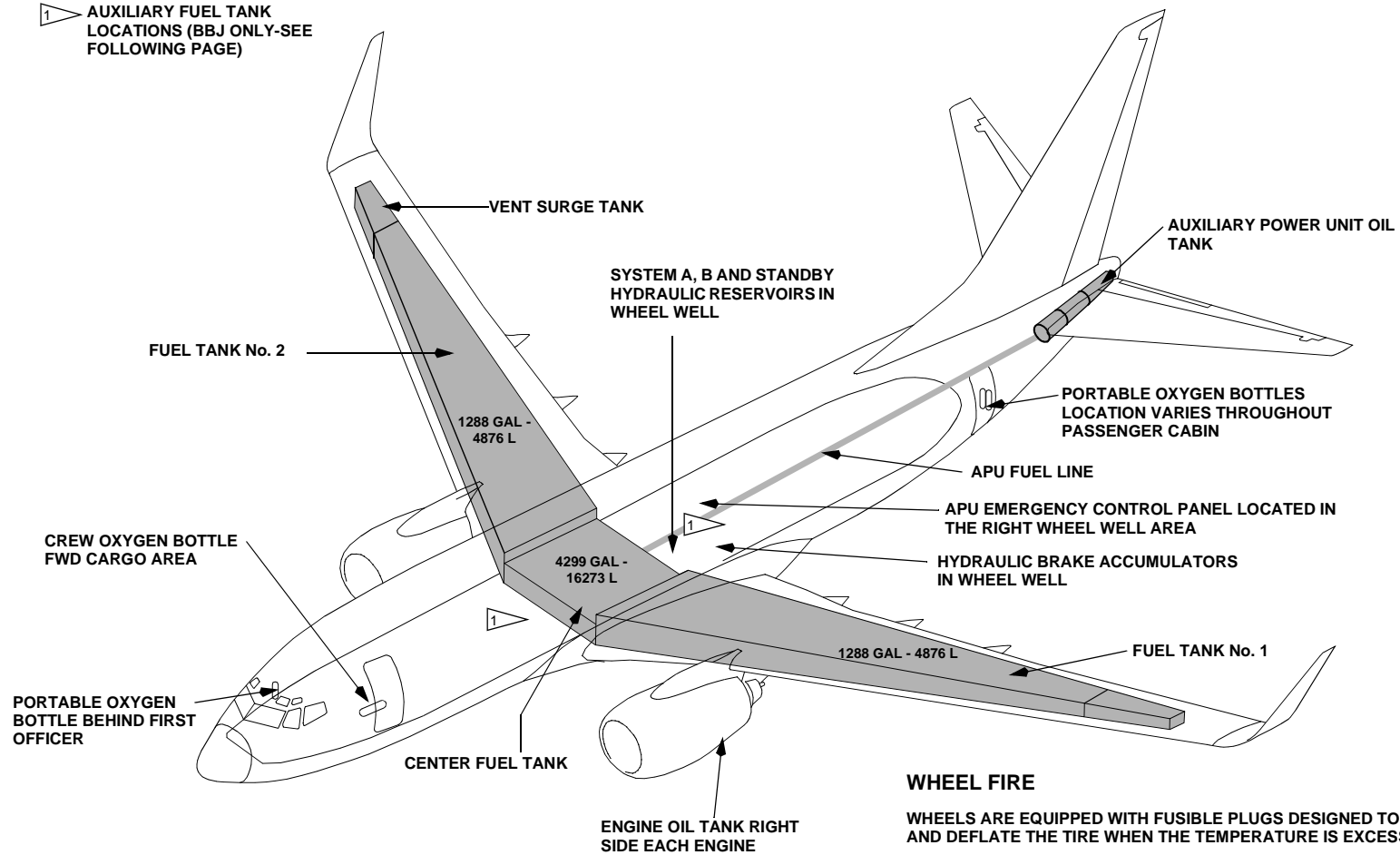
737-600/700/800/900

COMPOSITE MATERIALS LOCATIONS



**737-BBJ/BBJ-2**

**FLAMMABLE MATERIAL LOCATIONS**



**WHEEL FIRE**

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

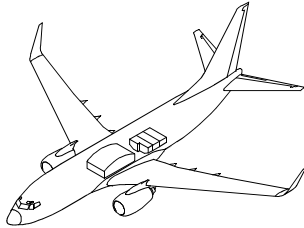
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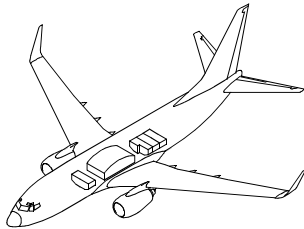
## AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

### 737-BBJ/BBJ-2

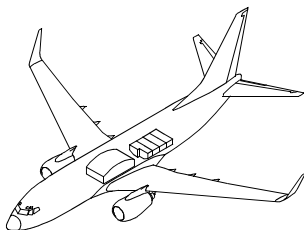
### AUX TANK CAPACITIES



3 AFT

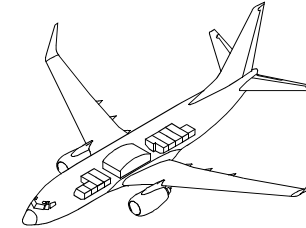


3 AFT/1 FWD

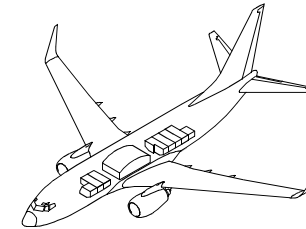


4 AFT

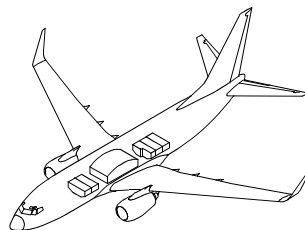
AUX FUEL CELLS	GALLONS	LITERS	TOTAL GALLONS (ALL TANKS)	TOTAL LITERS (ALL TANKS)
3 AFT	1,485	5,685	8,360	31,710
4 AFT	2,010	7,676	8,885	33,701
3 AFT - 1 FWD	2,000	7,639	8,875	33,664
3 AFT - 2 FWD	2,530	9,647	9,405	35,672
4 AFT - 2 FWD	3,055	11,639	9,930	37,664
5 AFT - 2 FWD	3,360	12,797	10,235	38,822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



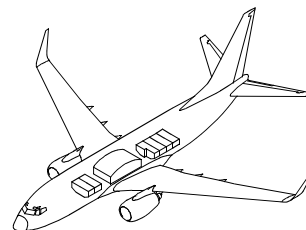
5 AFT 4 FWD



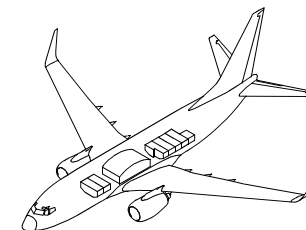
5 AFT/3 FWD



3 AFT/2 FWD



4 AFT/2 FWD

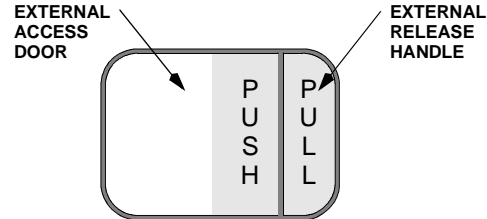


5 AFT/2 FWD

# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

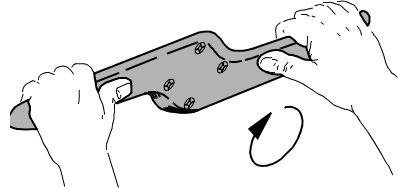
## 737-BBJ/BBJ-2

### 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.

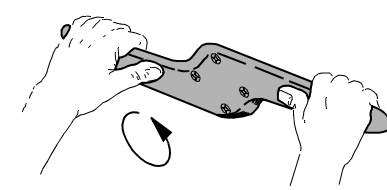
### 2 FWD AND AFT ENTRY DOOR EXTERNAL HANDLE (LH SIDE)



- 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)

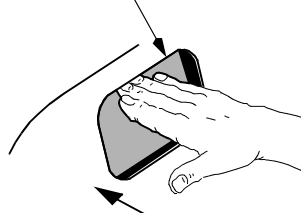


- TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
  2. ROTATE COUNTERCLOCKWISE.
  3. PULL DOOR OUTWARD.

### 4 EMERGENCY OVERWING EXIT DOOR



EXTERIOR OVERWING  
EMERGENCY EXIT  
PUSH PANEL



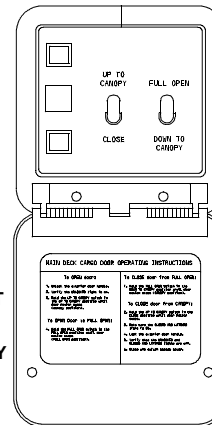
- TO OPEN DOOR FROM OUTSIDE:
1. HOLD KNEE AGAINST LOWER PORTION OF DOOR.
  2. PUSH IN EXTERIOR OVERWING EMERGENCY EXIT PUSH PANEL.
  3. DOOR OPENS OUT AND UP AUTOMATICALLY.

WARNING: 737-BBJ/BBJ2 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

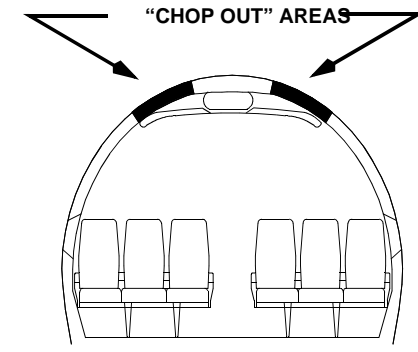
### 5 CARGO DOOR OPERATION



- 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 CHOP OUT AREAS



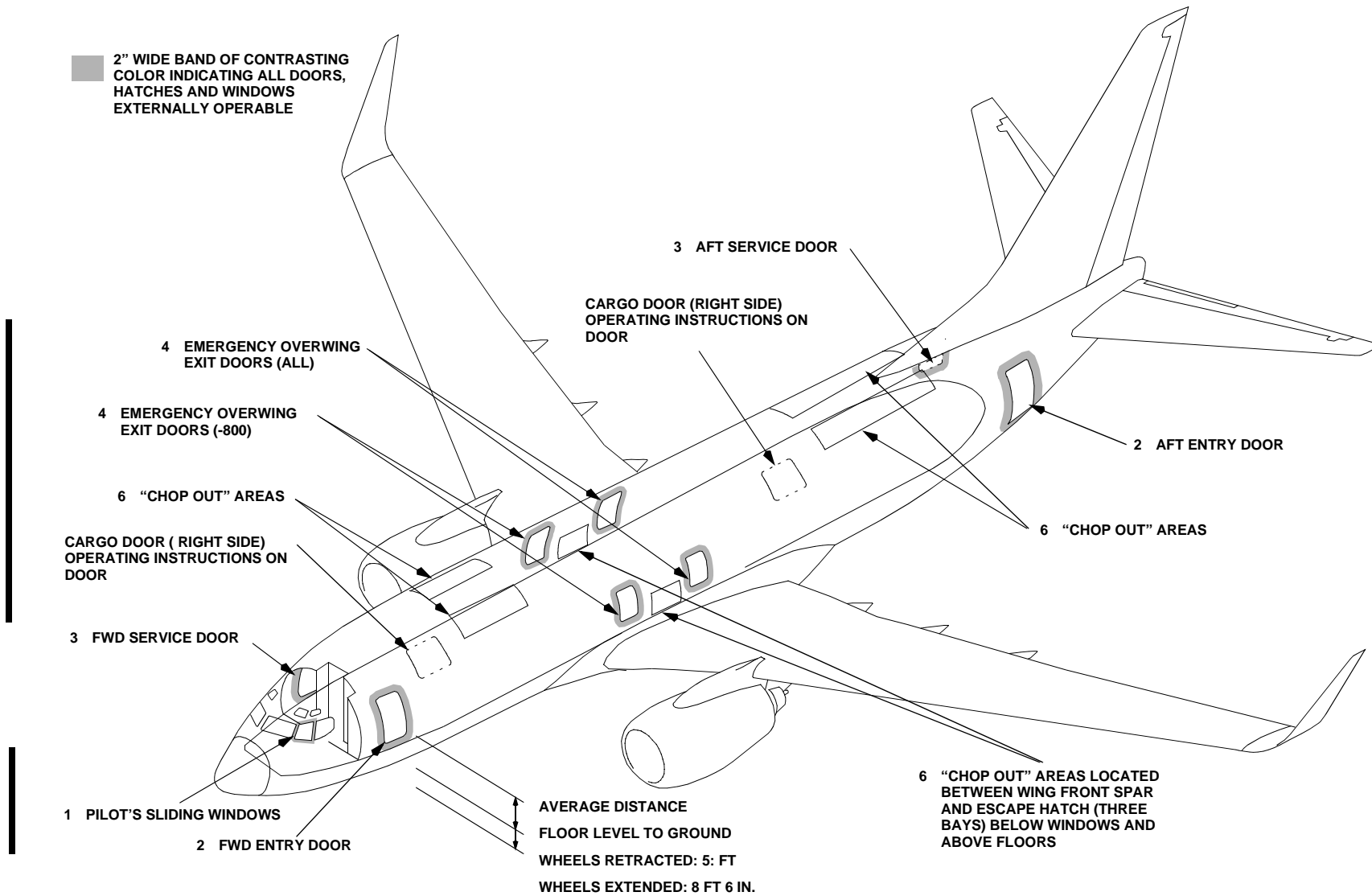
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# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

## 737-BBJ/BBJ-2

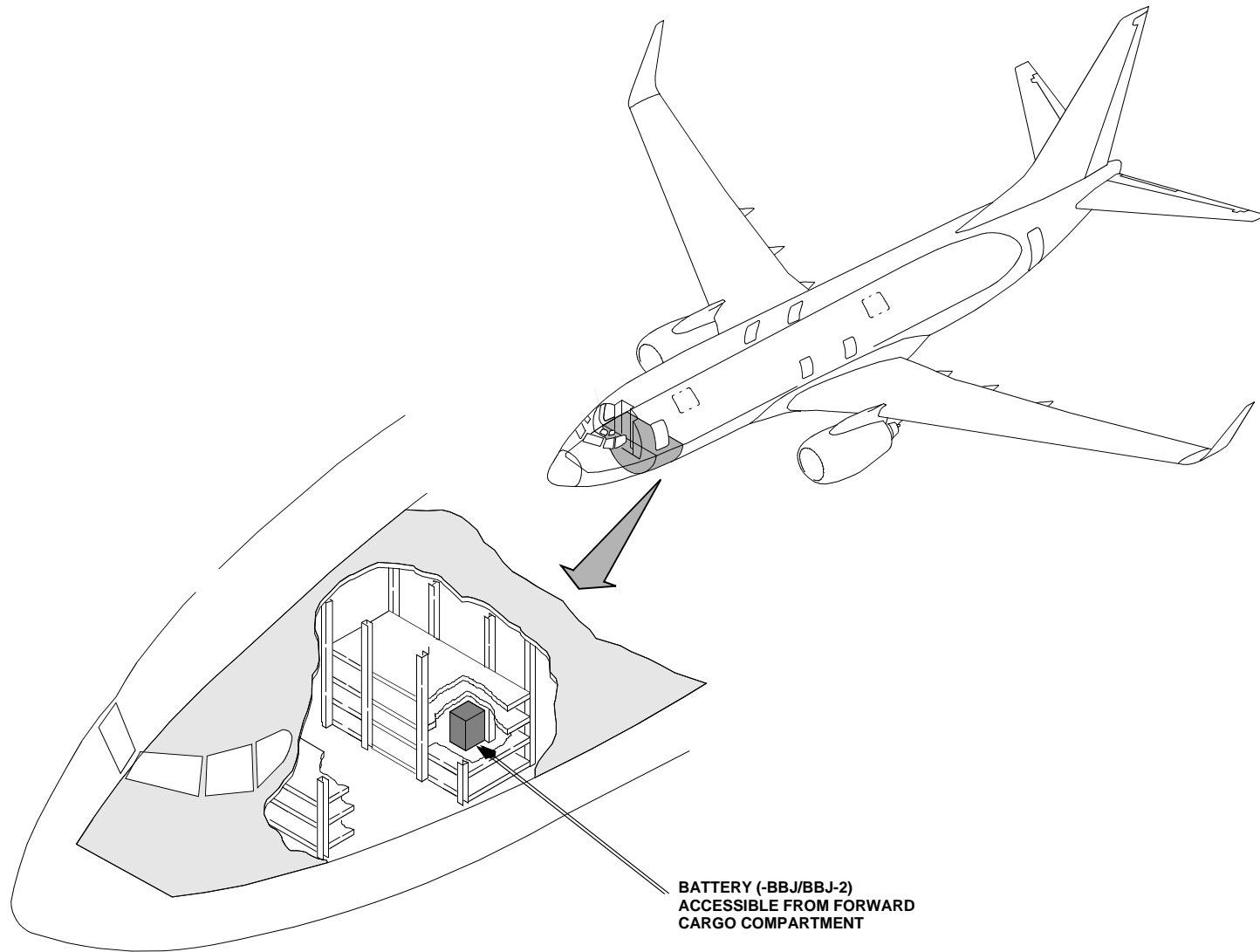
## EMERGENCY RESCUE ACCESS-2





737-BBJ/BBJ-2

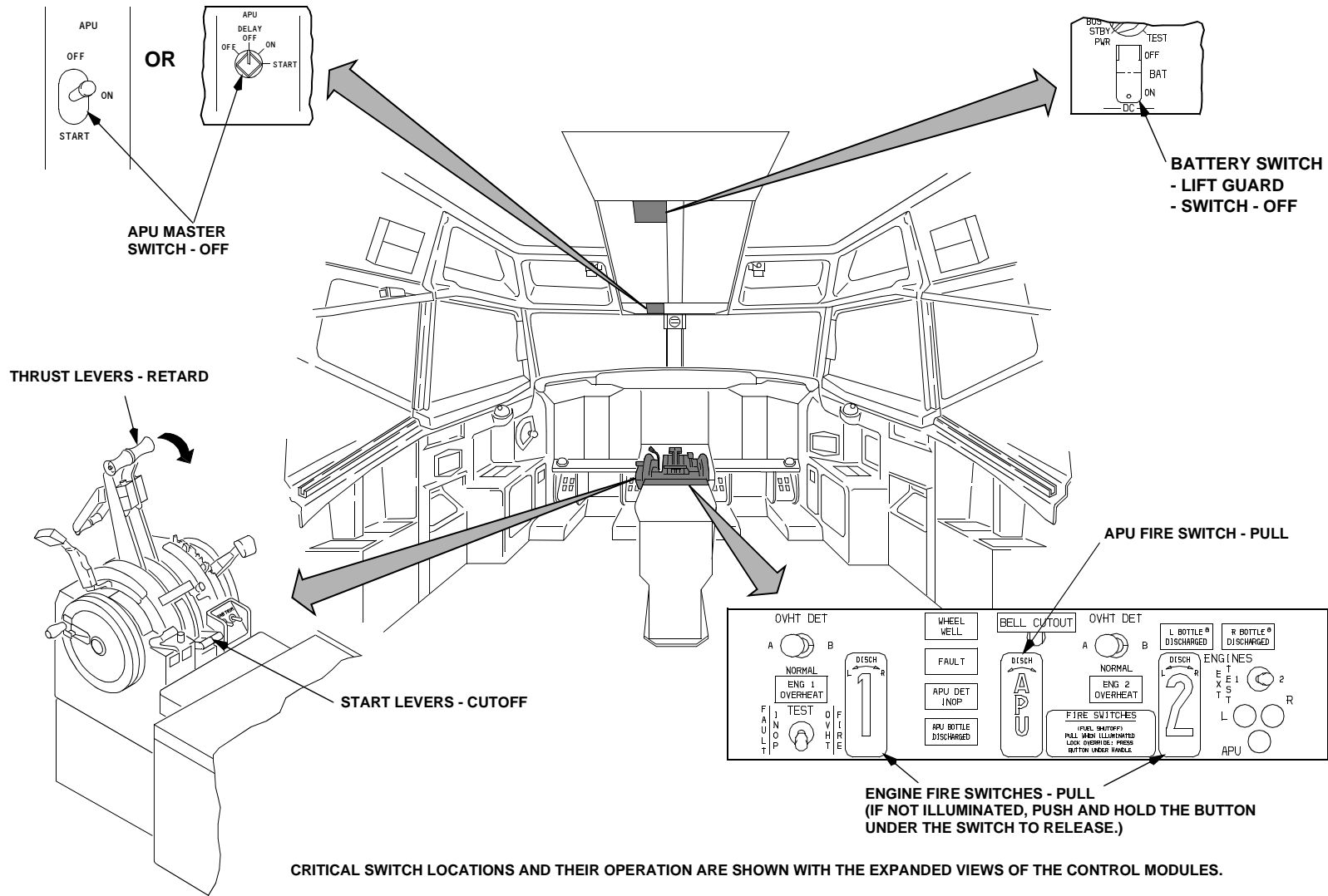
BATTERY LOCATION



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

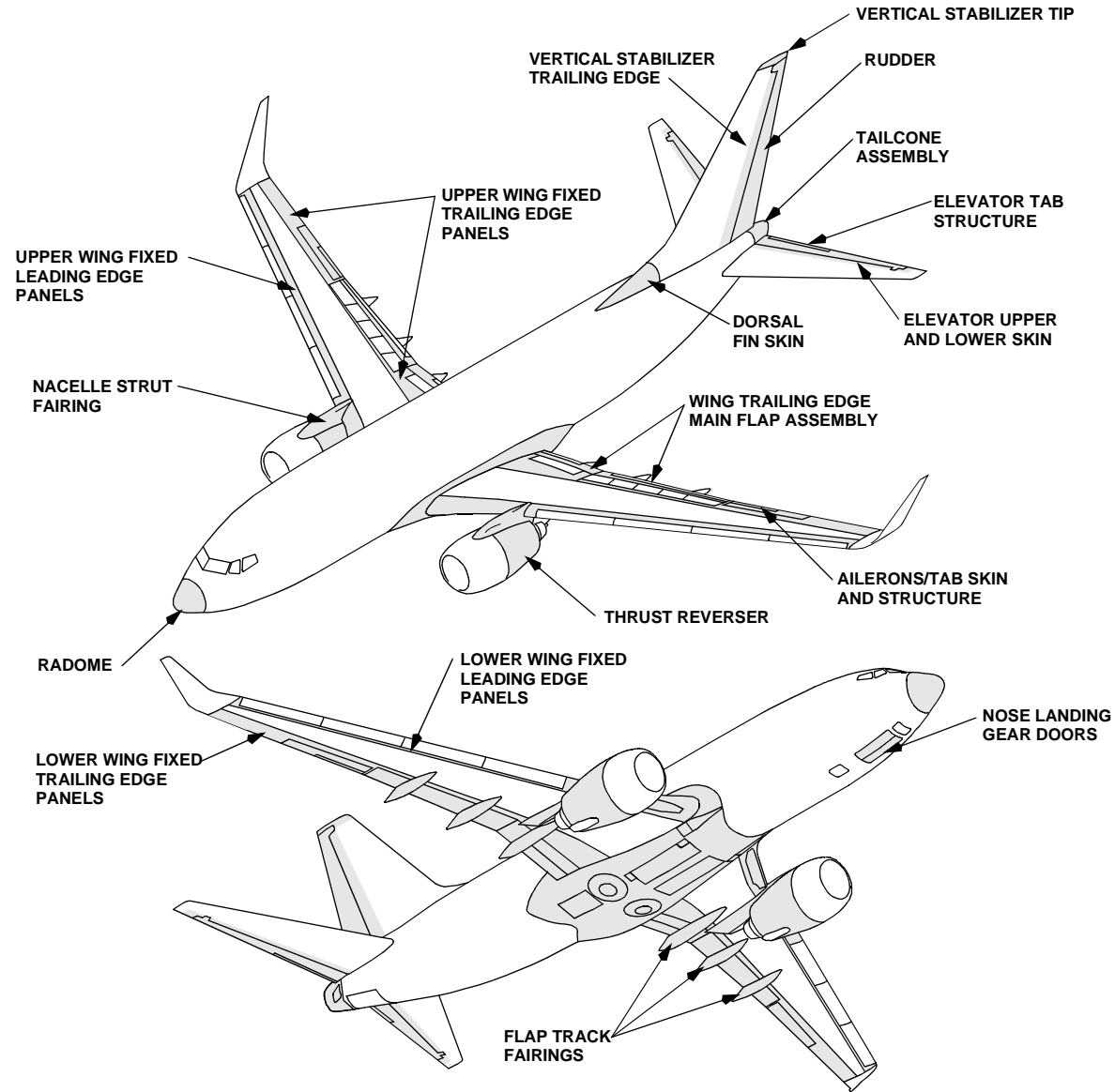
**737-BBJ/BBJ-2**

**FLIGHT DECK CONTROL SWITCH LOCATIONS**



737-BBJ/BBJ-2

COMPOSITE MATERIALS LOCATIONS

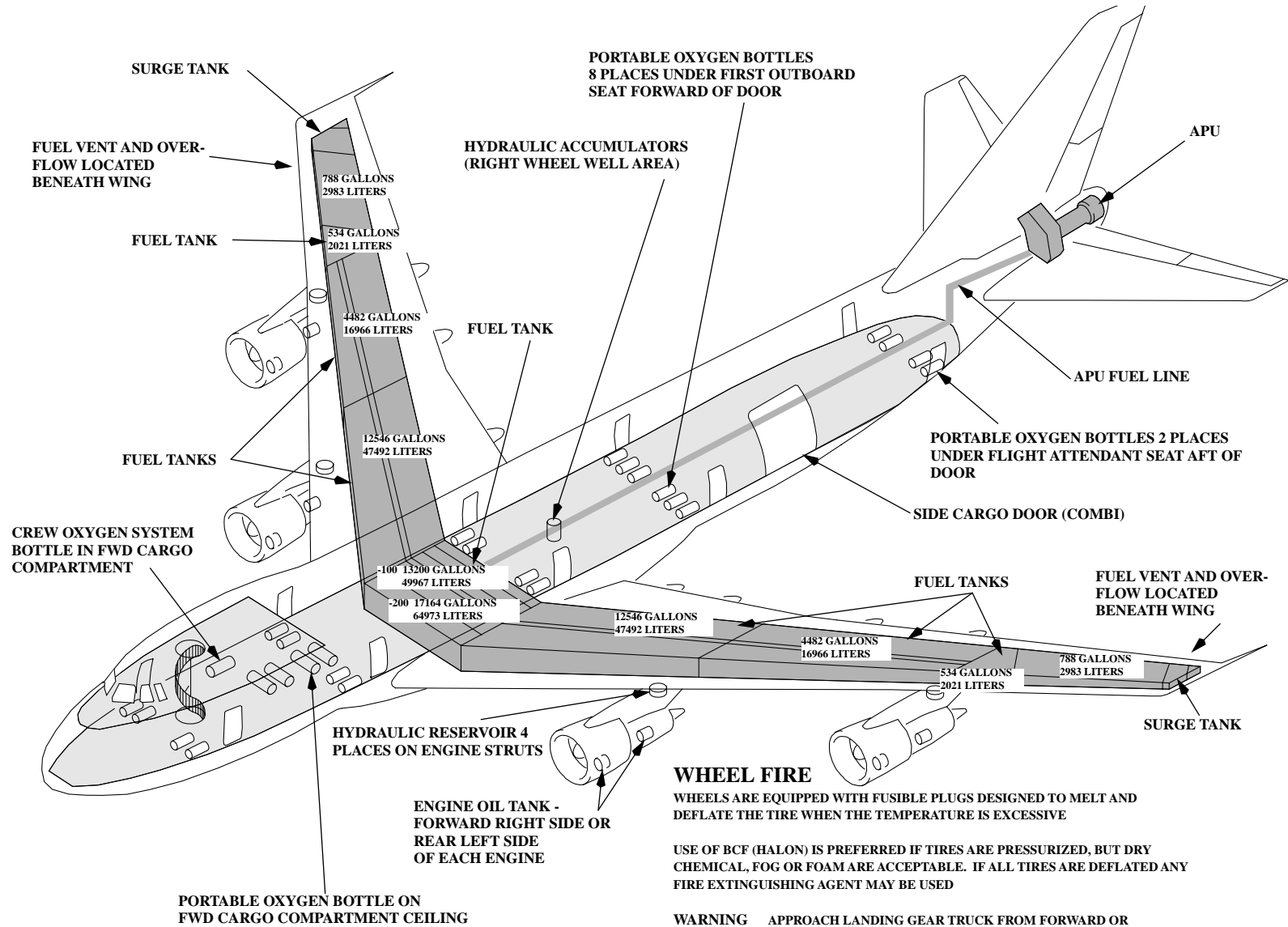


**737-BBJ/BBJ-2**

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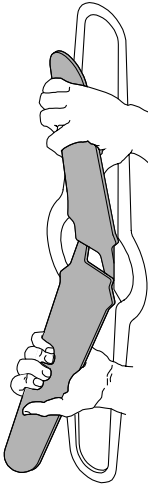
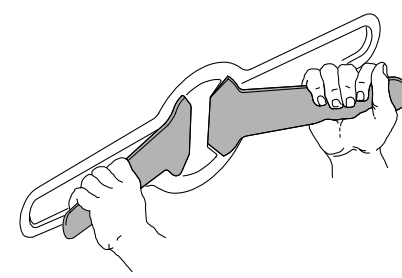
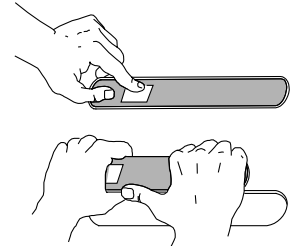
# FLAMMABLE MATERIAL LOCATIONS

747-100 & 200/-100 & 200 COMBI



# EMERGENCY RESCUE ACCESS

747-100 & 200/-100 & 200 COMBI

 <p><b>1 ENTRY DOORS (10) EXTERNAL HANDLE</b></p> <p><b>TO OPEN DOOR</b></p> <ol style="list-style-type: none"><li>1. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW</li><li>2. PULL DOOR OUTWARD</li></ol> <p><b>NOTE:</b> OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE CHUTE WILL NOT DEPLOY</p>	<p><b>2 CREW DOORS EXTERNAL HANDLE</b></p>  <p><b>TO OPEN DOOR</b></p> <ol style="list-style-type: none"><li>1. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW</li><li>2. PUSH DOOR INWARD UNTIL SLIDE TRACKS ARE ENGAGED</li><li>3. SLIDE DOOR AFT</li></ol>
<p><b>3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE</b></p>  <p><b>TO OPEN HATCH</b></p> <ol style="list-style-type: none"><li>1. PUSH RELEASE BUTTON ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES)</li><li>2. ROTATE HANDLE 180° CLOCKWISE</li><li>3. PUSH HATCH INWARD</li></ol>	<p><b>NOTE</b></p> <p><u>"CHOP OUT" 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 NECESSITY FOR "CHOP OUT."</u></p>

# EMERGENCY RESCUE ACCESS

747-100 & 200/-100 & 200 COMBI

**A** CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 18 FT 4 IN.  
WHEELS EXTENDED: 24 FT 6 IN.

**B** CREW DOOR HANDLE

WHEELS RETRACTED: 20 FT 4 IN.  
WHEELS EXTENDED: 27 FT

**C** PASSENGER CABIN FLOOR LEVEL TO GROUND

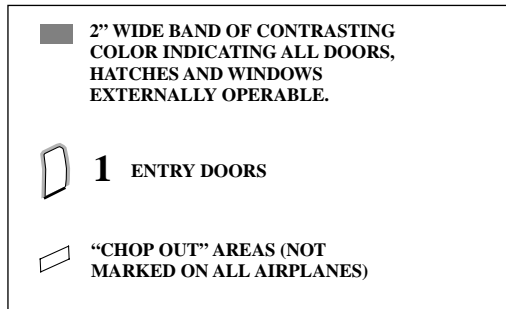
WHEELS RETRACTED: 9 FT 10 IN.  
WHEELS EXTENDED: 16 FT

**D** ENTRY DOOR HANDLE

WHEELS RETRACTED: 13 FT  
WHEELS EXTENDED: 19 FT 2 IN.

**E** ESCAPE HATCH

WHEELS RETRACTED: 25 FT 10 IN.  
WHEELS EXTENDED: 32 FT



**3** FLIGHT DECK OVER-HEAD ESCAPE HATCH

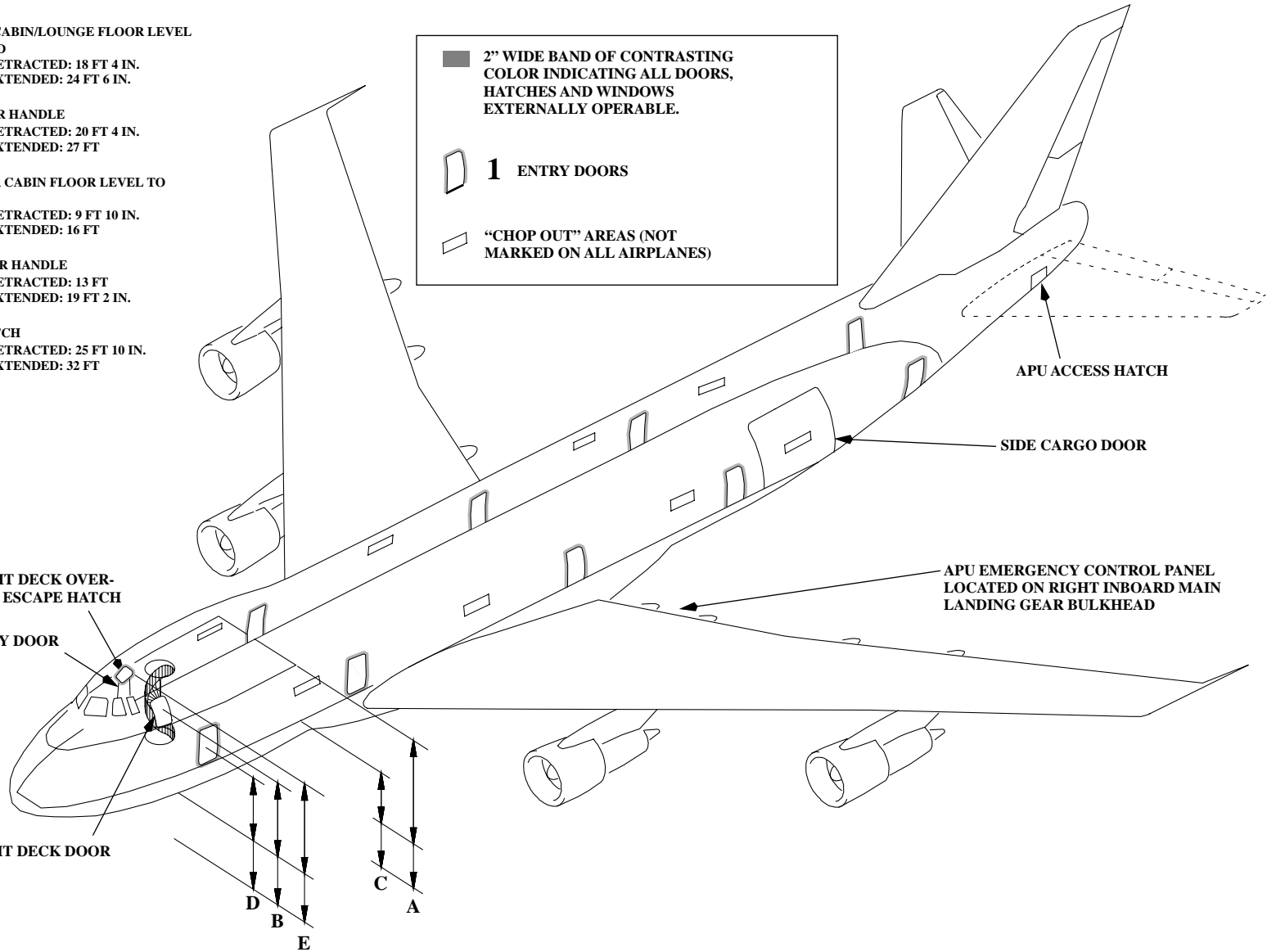
**1** ENTRY DOOR

**2** FLIGHT DECK DOOR

APU ACCESS HATCH

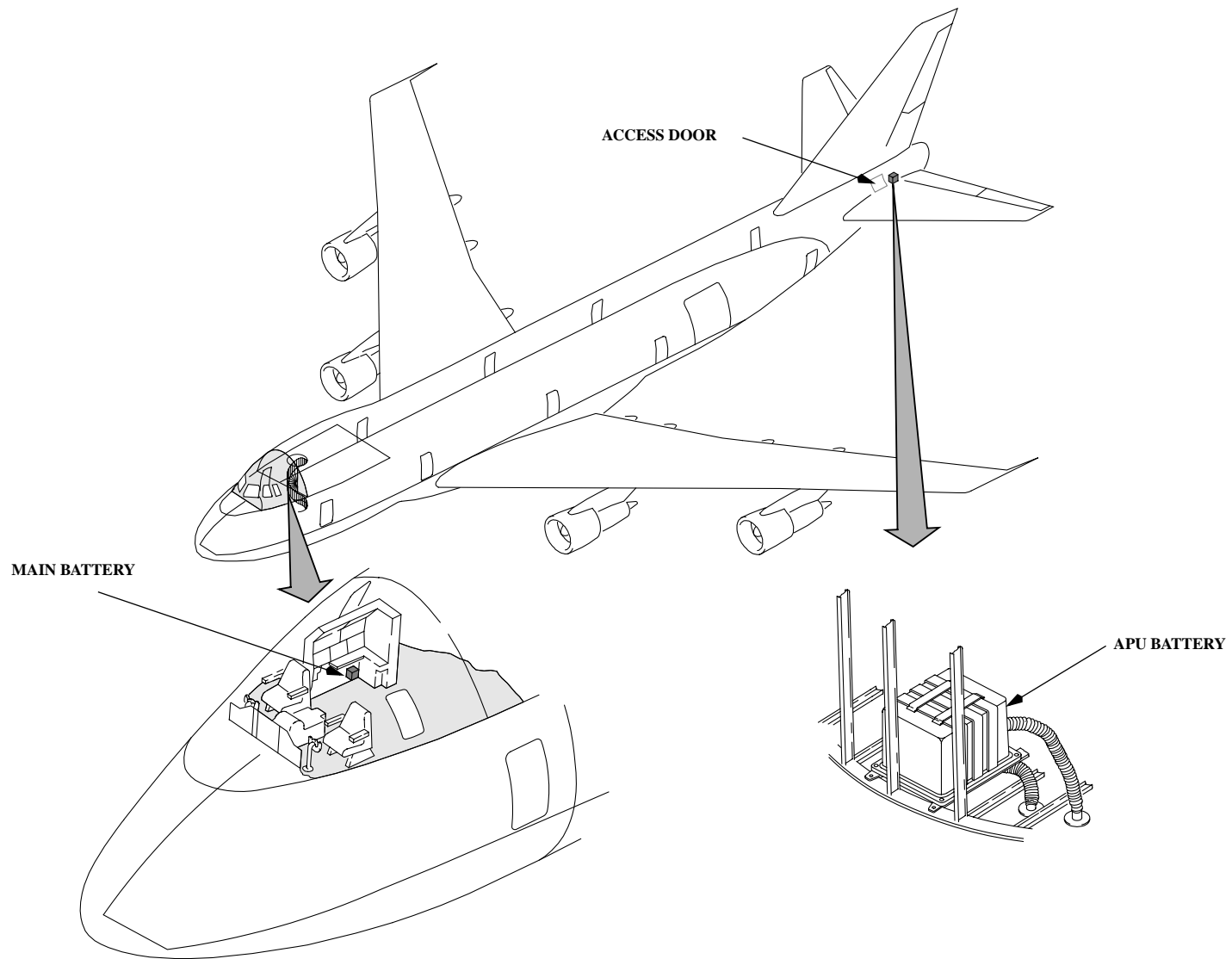
SIDE CARGO DOOR

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



# BATTERY LOCATIONS

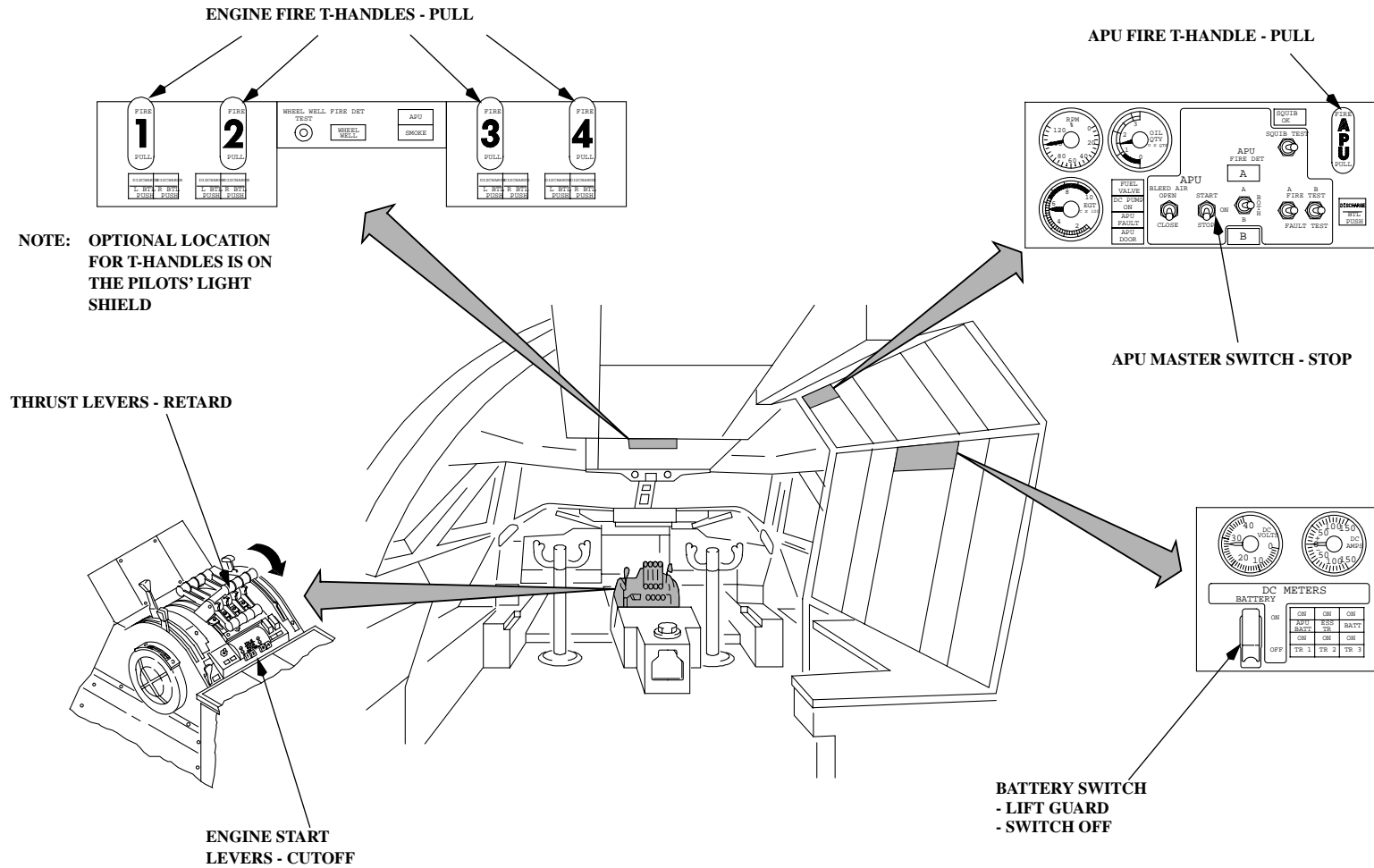
747-100 & 200/-100 & 200 COMBI





# FLIGHT DECK CONTROL SWITCH LOCATIONS

747-100 & 200/-100 & 200 COMBI

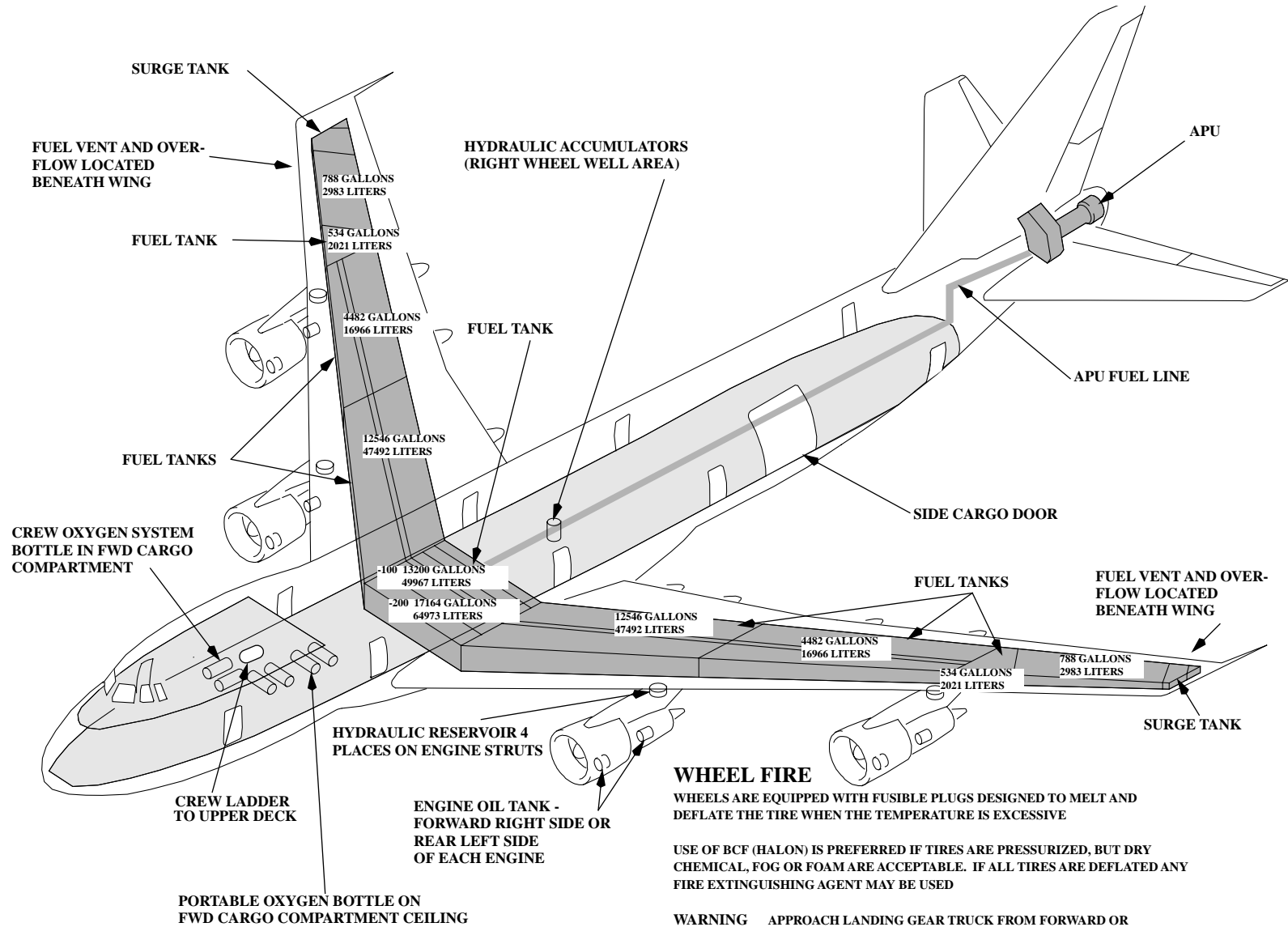


CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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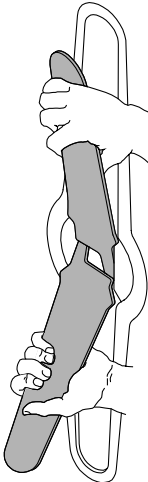
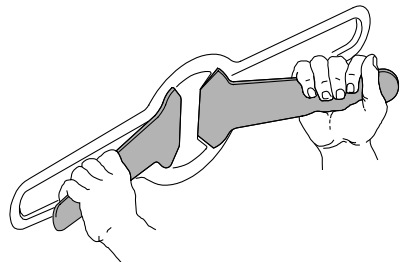
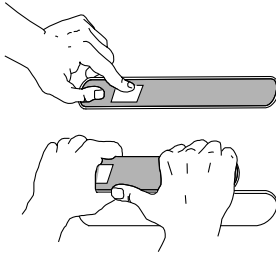
# FLAMMABLE MATERIAL LOCATIONS

## 747-200 SPECIAL FREIGHTER



# EMERGENCY RESCUE ACCESS

747-200 SPECIAL FREIGHTER

 <p><b>1 ENTRY DOORS (2) EXTERNAL HANDLE (1L and 5L)</b></p> <p><b>TO OPEN DOOR</b></p> <ol style="list-style-type: none"><li>1. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW</li><li>2. PULL DOOR OUTWARD</li></ol> <p><b>NOTE:</b> OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE CHUTE WILL NOT DEPLOY</p>	<p><b>2 CREW DOORS EXTERNAL HANDLE</b></p>  <p><b>TO OPEN DOOR</b></p> <ol style="list-style-type: none"><li>1. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW</li><li>2. PUSH DOOR INWARD UNTIL SLIDE TRACKS ARE ENGAGED</li><li>3. SLIDE DOOR AFT</li></ol>
<p><b>3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE</b></p>  <p><b>TO OPEN HATCH</b></p> <ol style="list-style-type: none"><li>1. PUSH RELEASE BUTTON ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES)</li><li>2. ROTATE HANDLE 180° CLOCKWISE</li><li>3. PUSH HATCH INWARD</li></ol>	<p><b>NOTE</b></p> <p><u>"CHOP OUT" 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 NECESSITY FOR "CHOP OUT."</u></p>

# EMERGENCY RESCUE ACCESS

747-200 SPECIAL FREIGHTER

**A** CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND

WHEELS RETRACTED: 18 FT 4 IN.  
WHEELS EXTENDED: 24 FT 6 IN.

**B** 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.

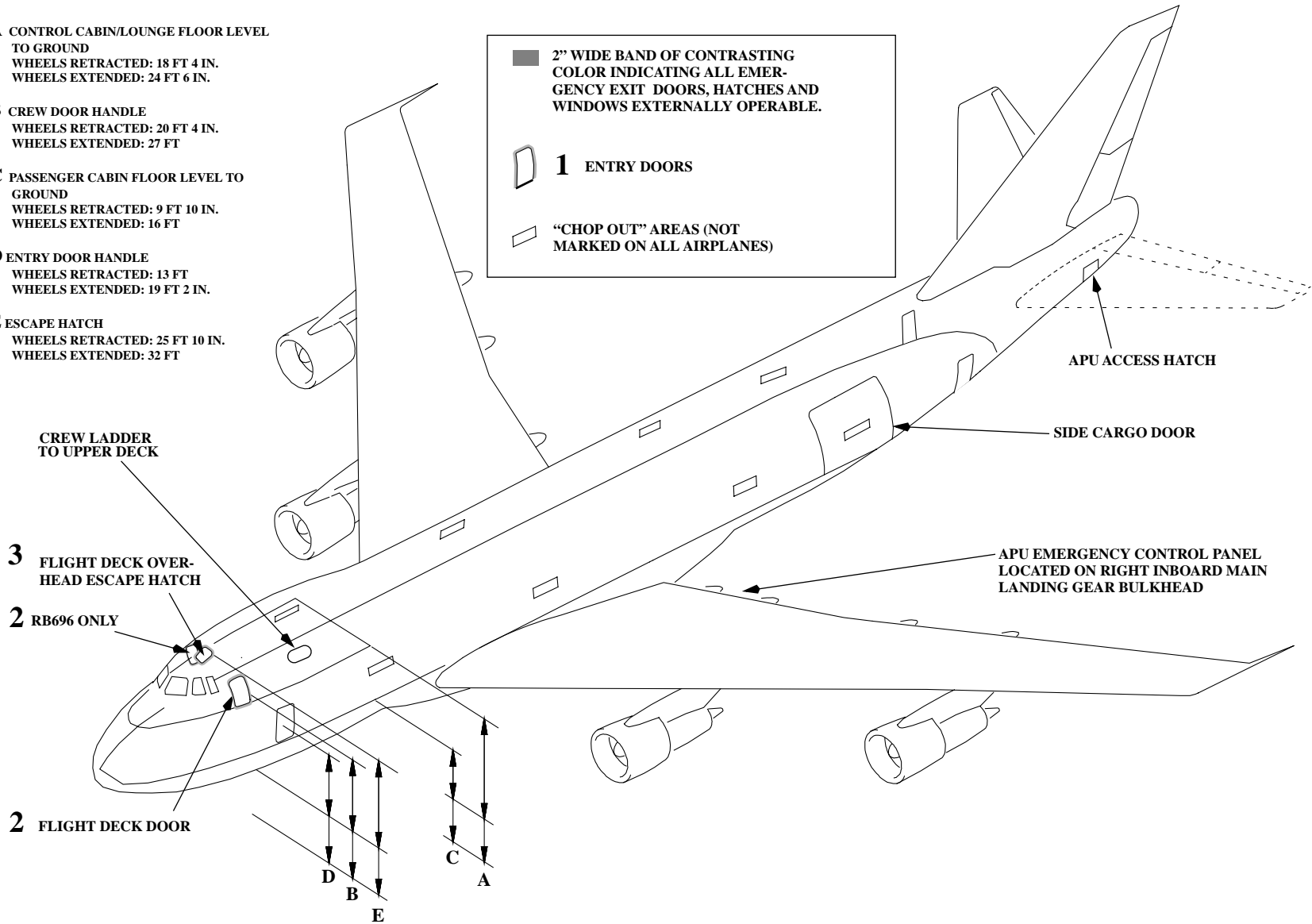
**E** ESCAPE HATCH

WHEELS RETRACTED: 25 FT 10 IN.  
WHEELS EXTENDED: 32 FT

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

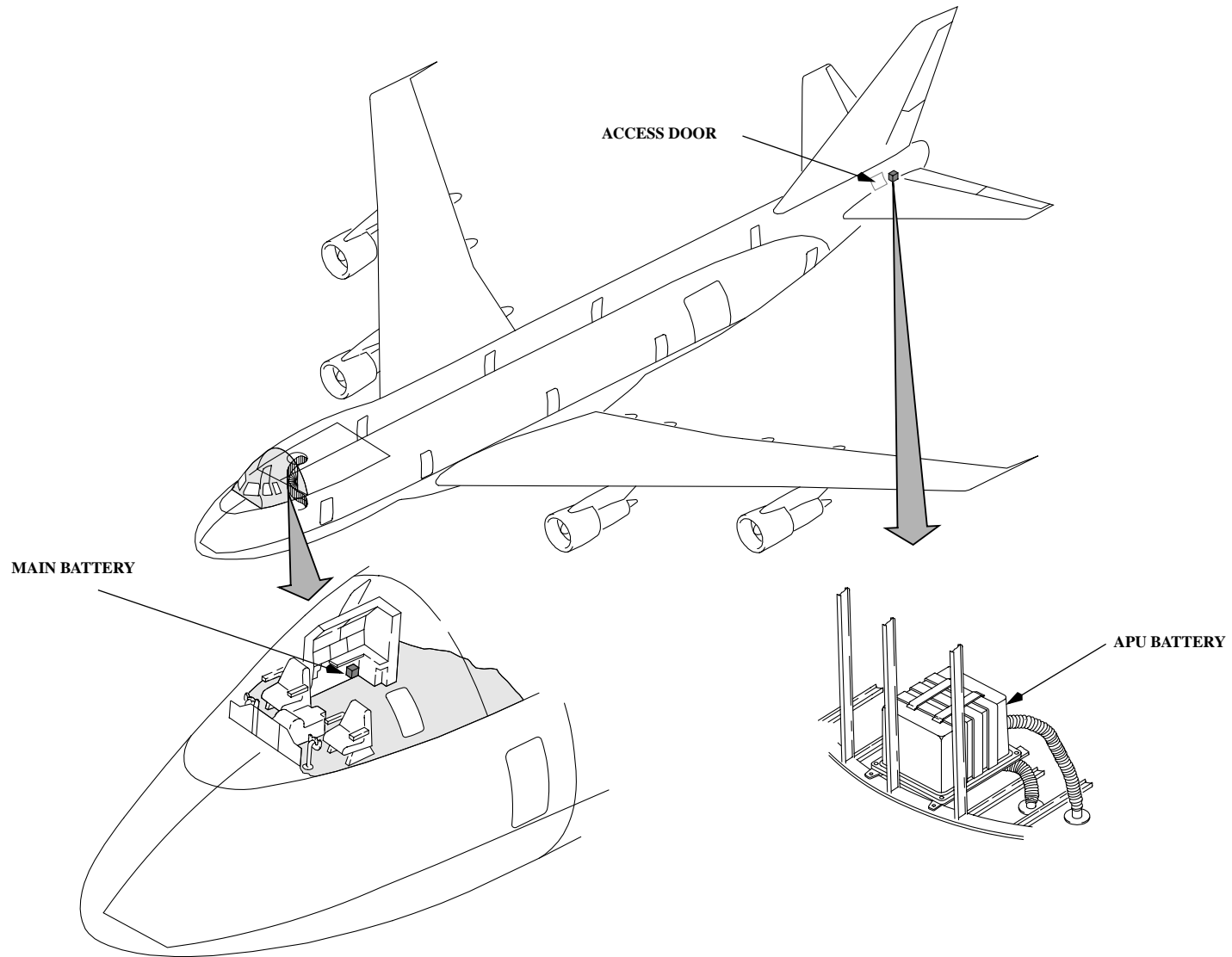
1 ENTRY DOORS

“CHOP OUT” AREAS (NOT MARKED ON ALL AIRPLANES)



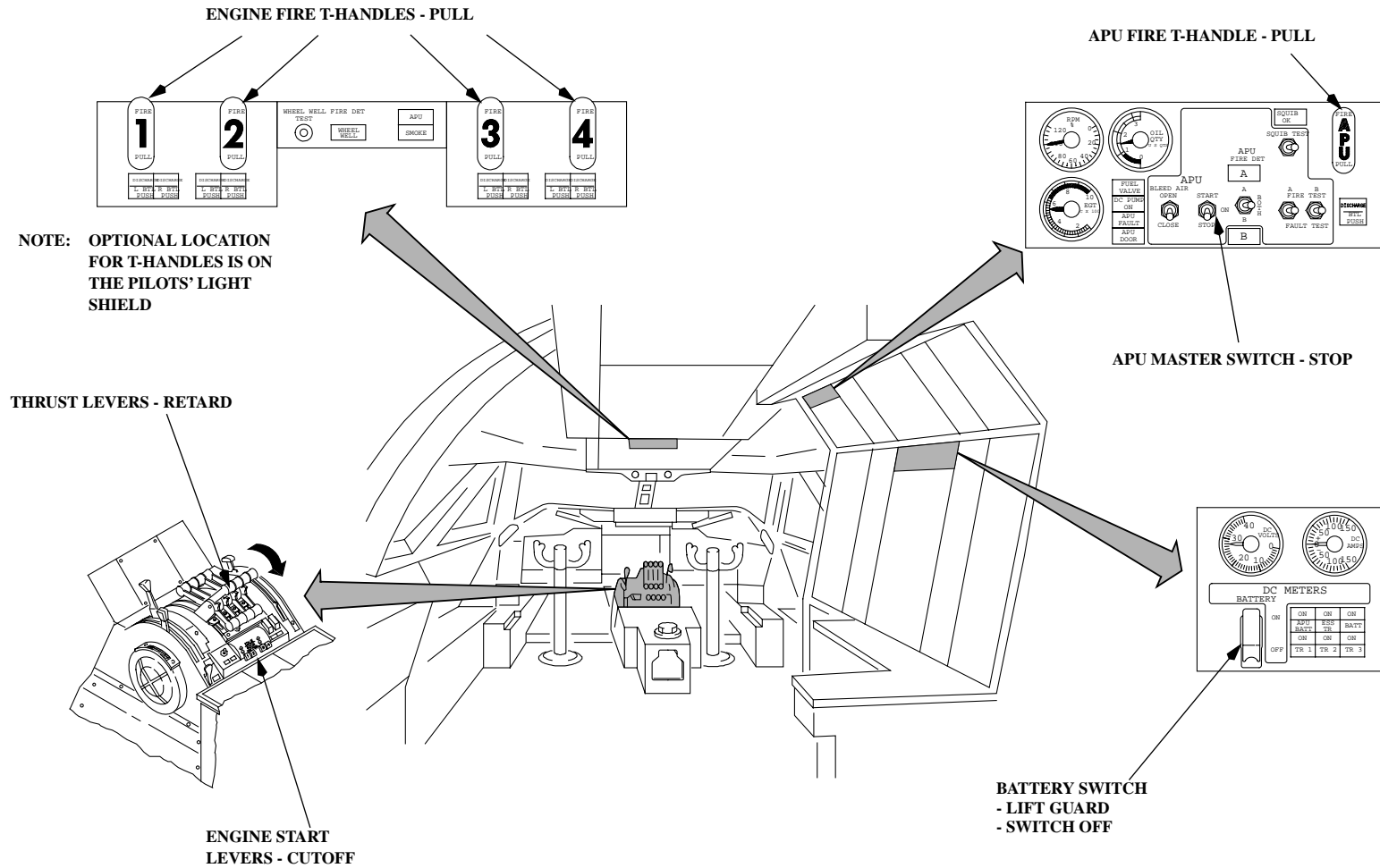
# BATTERY LOCATIONS

747-200 SPECIAL FREIGHTER



# FLIGHT DECK CONTROL SWITCH LOCATIONS

747-200 SPECIAL FREIGHTER



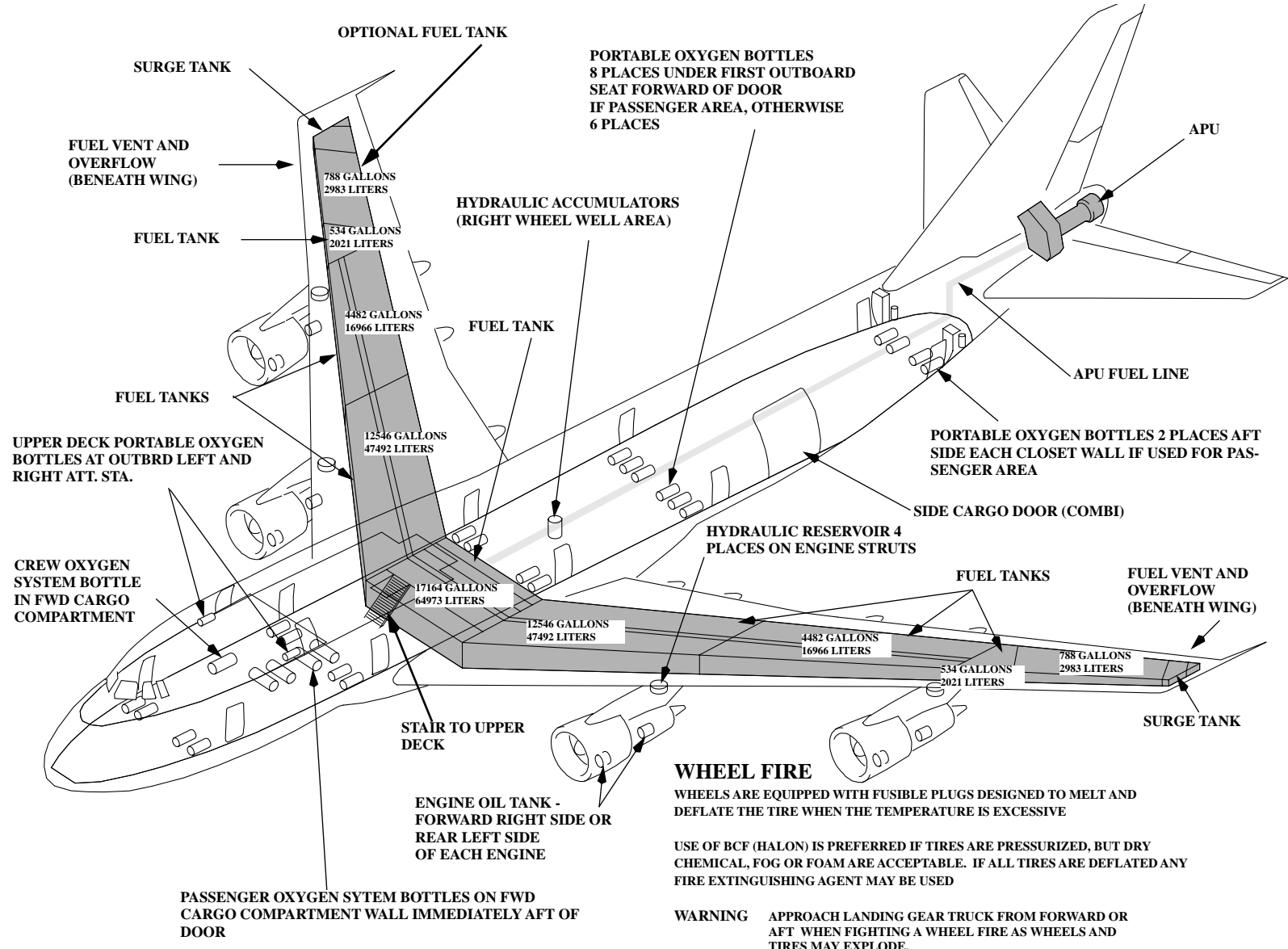
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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# FLAMMABLE MATERIAL LOCATIONS

747-300 & 300 COMBI



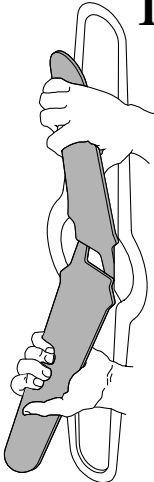
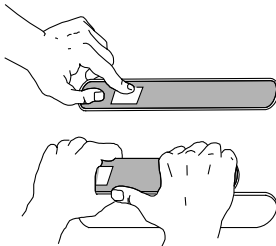
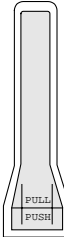
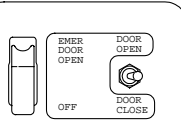
**WHEEL FIRE**  
 WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED

**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# EMERGENCY RESCUE ACCESS

747-300 & 300 COMBI

<h3>1 ENTRY DOORS (10) EXTERNAL HANDLE</h3>  <p><b>TO OPEN DOOR</b></p> <ol style="list-style-type: none"><li>1. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW</li><li>2. PULL DOOR OUTWARD</li></ol> <p><b>NOTE:</b> OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE CHUTE WILL NOT DEPLOY</p>	<h3>2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE</h3>  <p><b>TO OPEN HATCH</b></p> <ol style="list-style-type: none"><li>1. PUSH RELEASE BUTTON ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES)</li><li>2. ROTATE HANDLE 180° CLOCKWISE</li><li>3. PUSH HATCH INWARD</li></ol>
<h3>3 UPPER DECK EMERGENCY DOORS</h3>  <p><b>TO UNLOCK DOOR</b></p> <ol style="list-style-type: none"><li>1. PUSH ACCESS PANEL</li><li>2. LIFT DOOR HANDLE</li></ol> <p><b>NOTE:</b> LIFTING EXTERNAL HANDLE DISARMS SLIDE AND DISENGAGES DOOR INTERLOCK</p> <hr/>  <p><b>NOTE:</b> CONTROL ACCESS COVER AFT OF DOOR</p> <ol style="list-style-type: none"><li>3. OPEN COVER</li><li>4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN</li></ol>	<p><b>NOTE</b></p> <p>“CHOP OUT” AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. <u>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.</u> URGENCY OF SITUATION WILL DICTATE NECESSITY FOR “CHOP OUT.”</p>

# EMERGENCY RESCUE ACCESS

747-300 & 300 COMBI

**A** CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND  
 WHEELS RETRACTED: 18 FT 4 IN.  
 WHEELS EXTENDED: 24 FT 6 IN.

**B** UPPER DECK 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

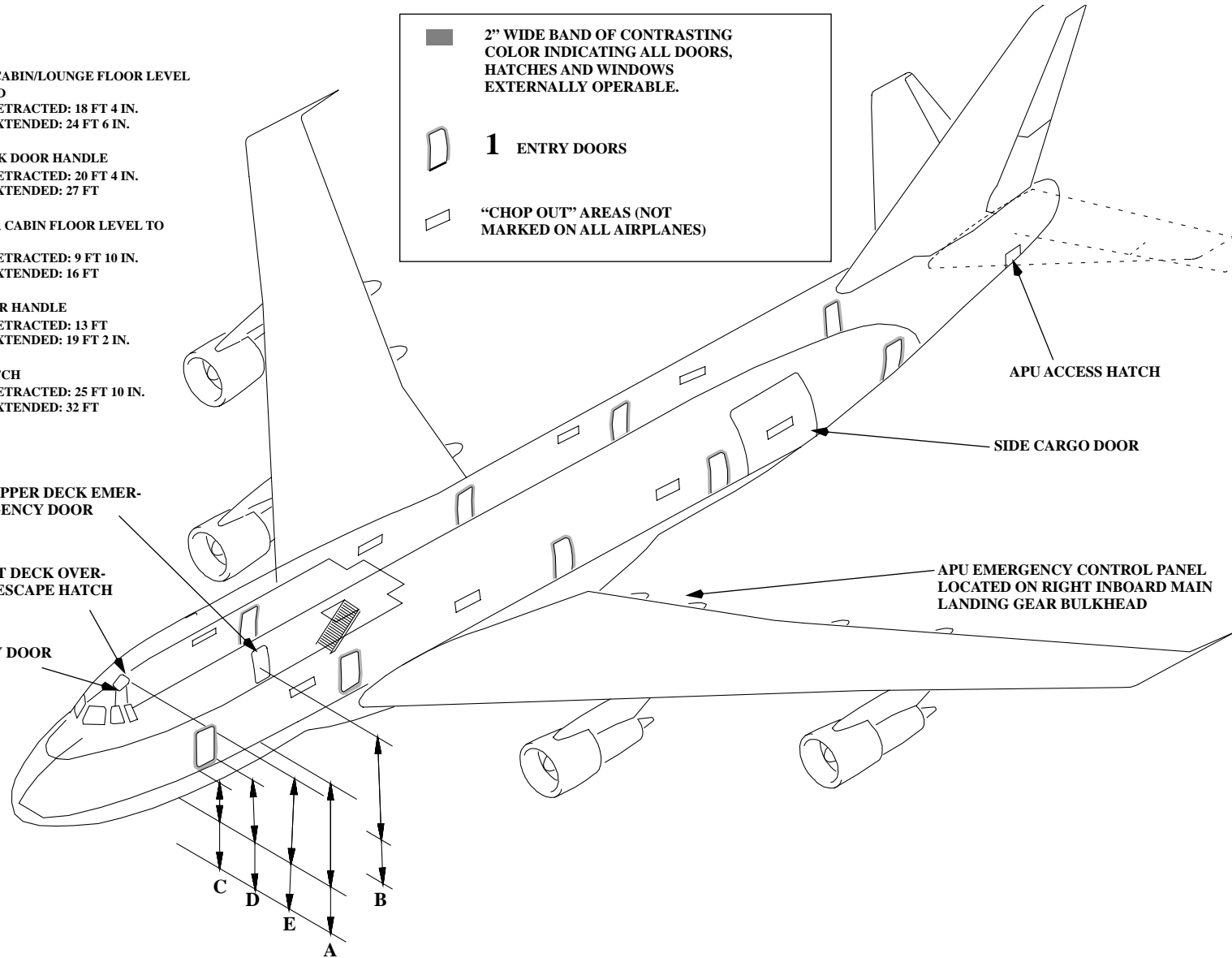
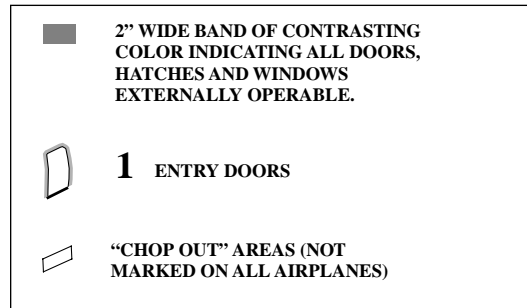
**D** ENTRY DOOR HANDLE  
 WHEELS RETRACTED: 13 FT 4 IN.  
 WHEELS EXTENDED: 19 FT 2 IN.

**E** ESCAPE HATCH  
 WHEELS RETRACTED: 25 FT 10 IN.  
 WHEELS EXTENDED: 32 FT

**3** UPPER DECK EMERGENCY DOOR

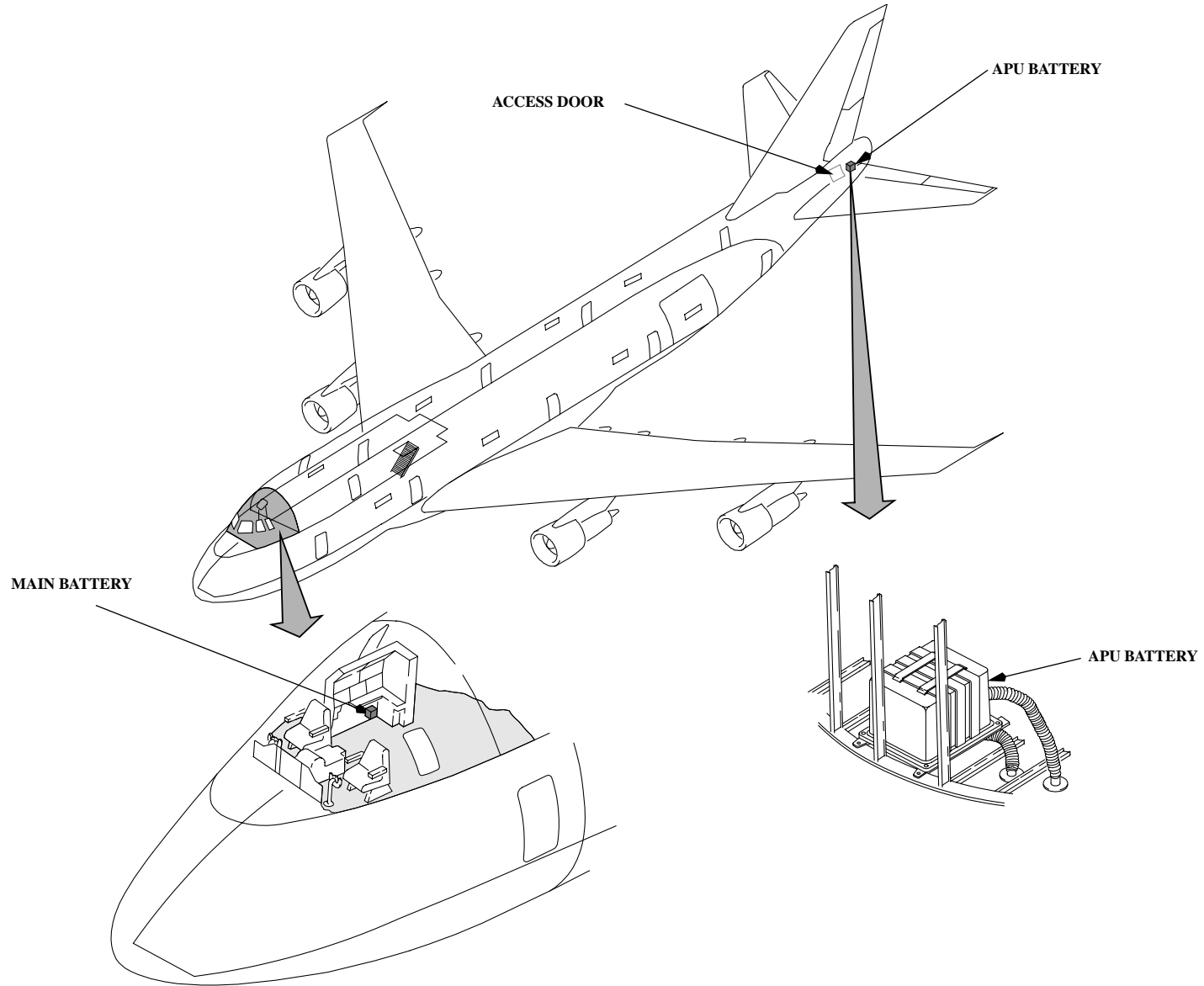
**2** FLIGHT DECK OVERHEAD ESCAPE HATCH

**1** ENTRY DOOR



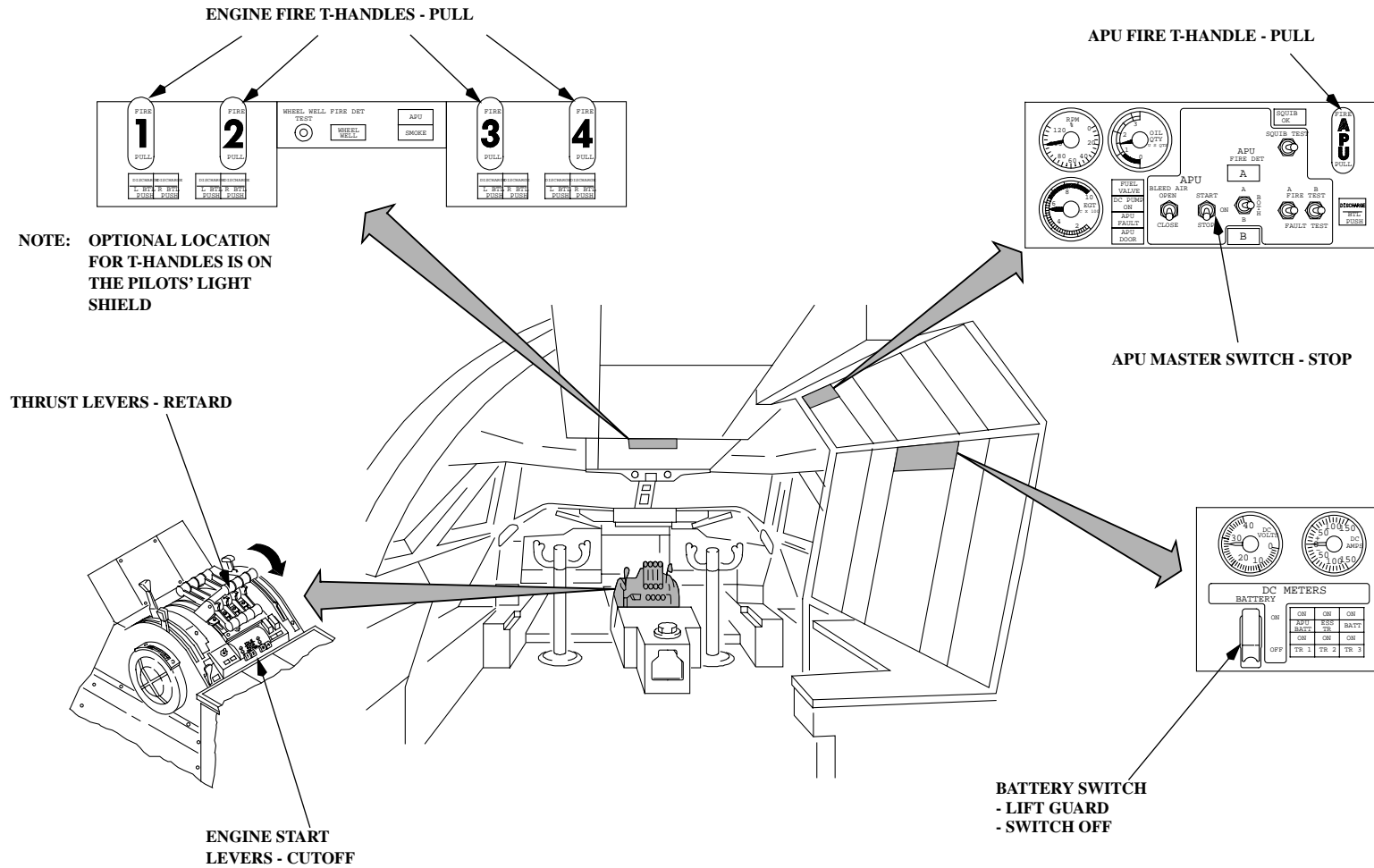
# BATTERY LOCATIONS

747-300 & 300 COMBI



# FLIGHT DECK CONTROL SWITCH LOCATIONS

747-300 & 300 COMBI

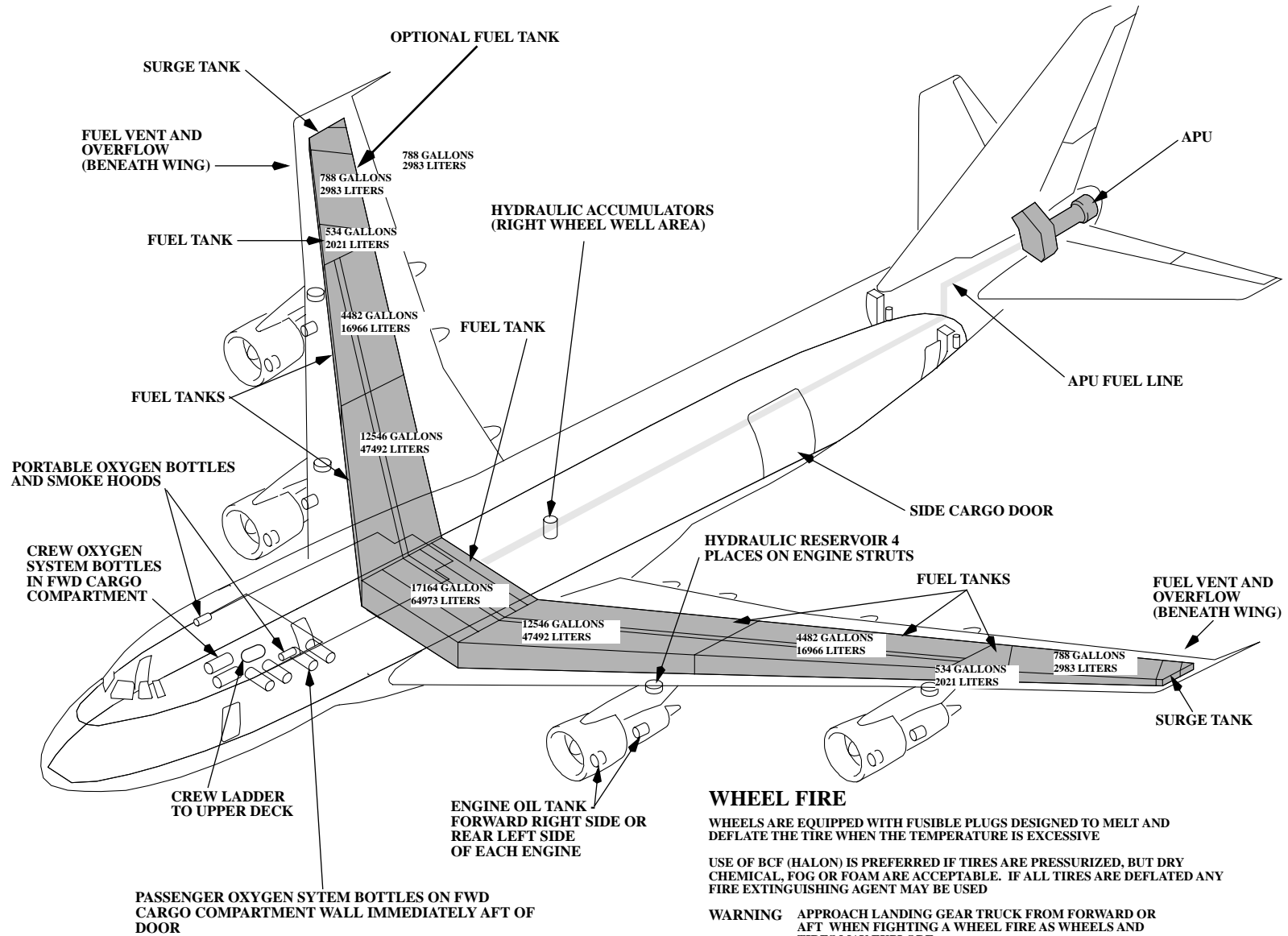


CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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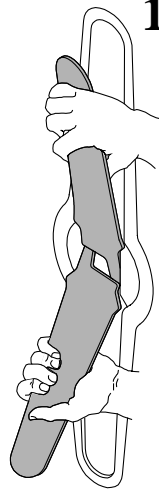
# FLAMMABLE MATERIAL LOCATIONS

747-300 SPECIAL FREIGHTER



# EMERGENCY RESCUE ACCESS

747-300 SPECIAL FREIGHTER

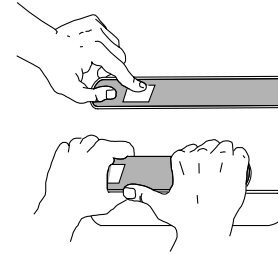


## 1 ENTRY DOORS (2) EXTERNAL HANDLE (1L AND 5L)

**TO OPEN DOOR**  
1. PULL BUTTERFLY HANDLE  
FROM RECESS AND ROTATE 180°  
IN DIRECTION OF "OPEN"  
ARROW

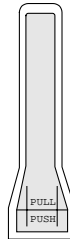
**NOTE:** OPENING A DOOR FROM THE  
OUTSIDE DISENGAGES THE  
EMERGENCY EVACUATION SYS-  
TEM AND THE ESCAPE CHUTE  
WILL NOT DEPLOY

## 2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



**TO OPEN HATCH**  
1. PUSH RELEASE BUTTON ON HANDLE (HAN-  
DLE WILL SPRING OUT FROM RECESS  
APPROXIMATELY 3 INCHES  
2. ROTATE HANDLE 180° CLOCKWISE  
3. PUSH HATCH INWARD

## 3 UPPER DECK EMERGENCY DOORS

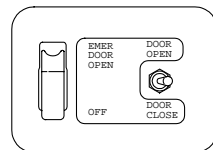


**TO UNLOCK DOOR**  
1. PUSH ACCESS PANEL  
2. LIFT DOOR HANDLE

**NOTE:** LIFTING EXTERNAL HAN-  
DLE DISARMS SLIDE AND  
DISENGAGES DOOR INTER-  
LOCK

### NOTE

"CHOP OUT" AREAS REQUIRE  
METAL CUTTING PORTABLE  
POWER EQUIPMENT. BECAUSE OF  
TYPE OF STRUCTURE AND POSSI-  
BLE INJURY TO PERSONNEL  
WITHIN, IT IS RECOMMENDED  
THAT MAJOR EFFORT TO GAIN  
ACCESS BE DIRECTED TO  
HATCHES AND DOORS. URGENCY  
OF SITUATION WILL DICTATE  
NECESSITY FOR "CHOP OUT."



**NOTE:** CONTROL ACCESS COVER  
AFT OF DOOR

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



# EMERGENCY RESCUE ACCESS

747-300 SPECIAL FREIGHTER

**A** CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND  
 WHEELS RETRACTED: 18 FT 4 IN.  
 WHEELS EXTENDED: 24 FT 6 IN.

**B** UPPER DECK 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** ESCAPE HATCH  
 WHEELS RETRACTED: 25 FT 10 IN.  
 WHEELS EXTENDED: 32 FT

**3** UPPER DECK EMERGENCY DOOR

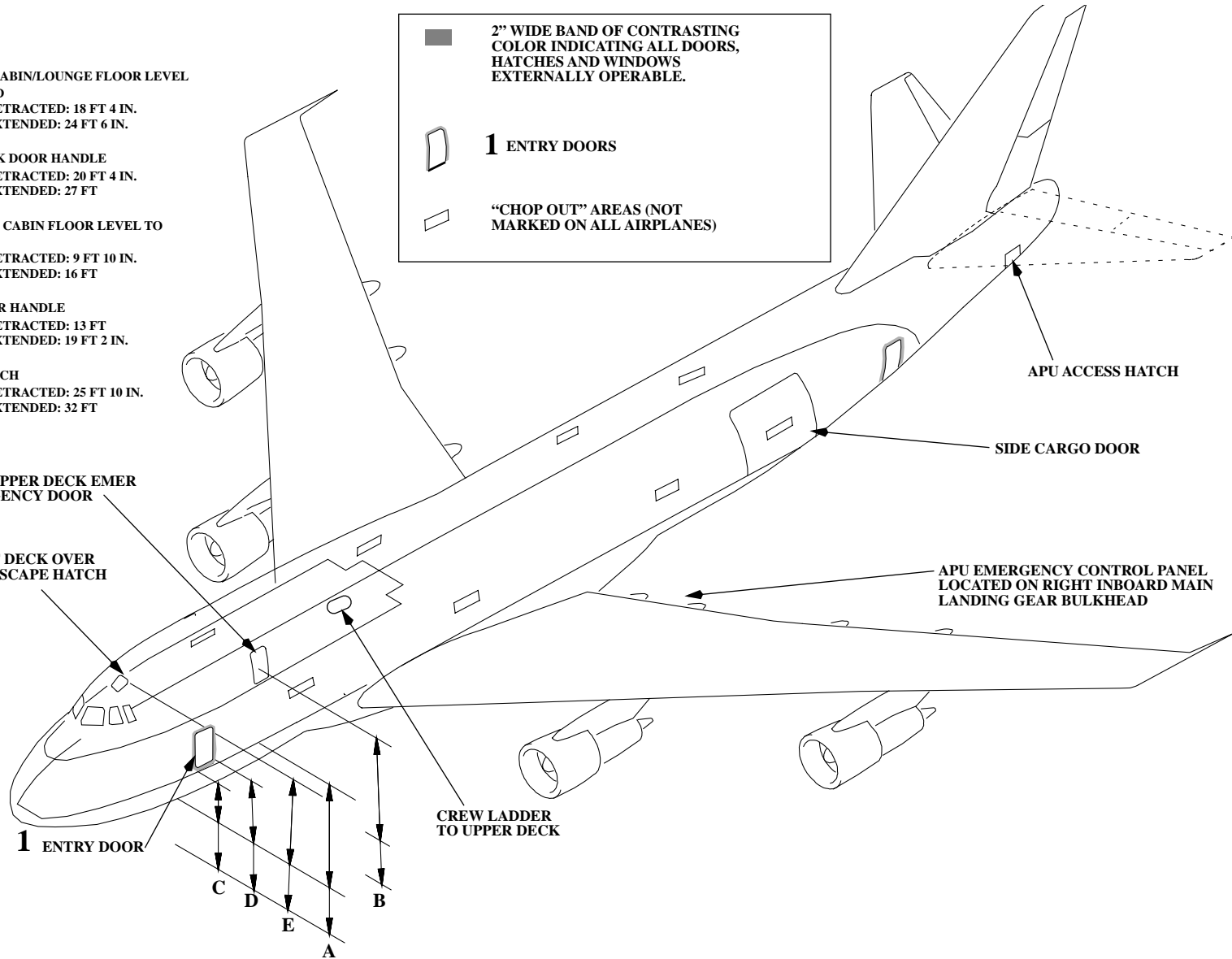
**2** FLIGHT DECK OVERHEAD ESCAPE HATCH

**1** ENTRY DOOR

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

□ 1 ENTRY DOORS

▭ "CHOP OUT" AREAS (NOT MARKED ON ALL AIRPLANES)



APU ACCESS HATCH

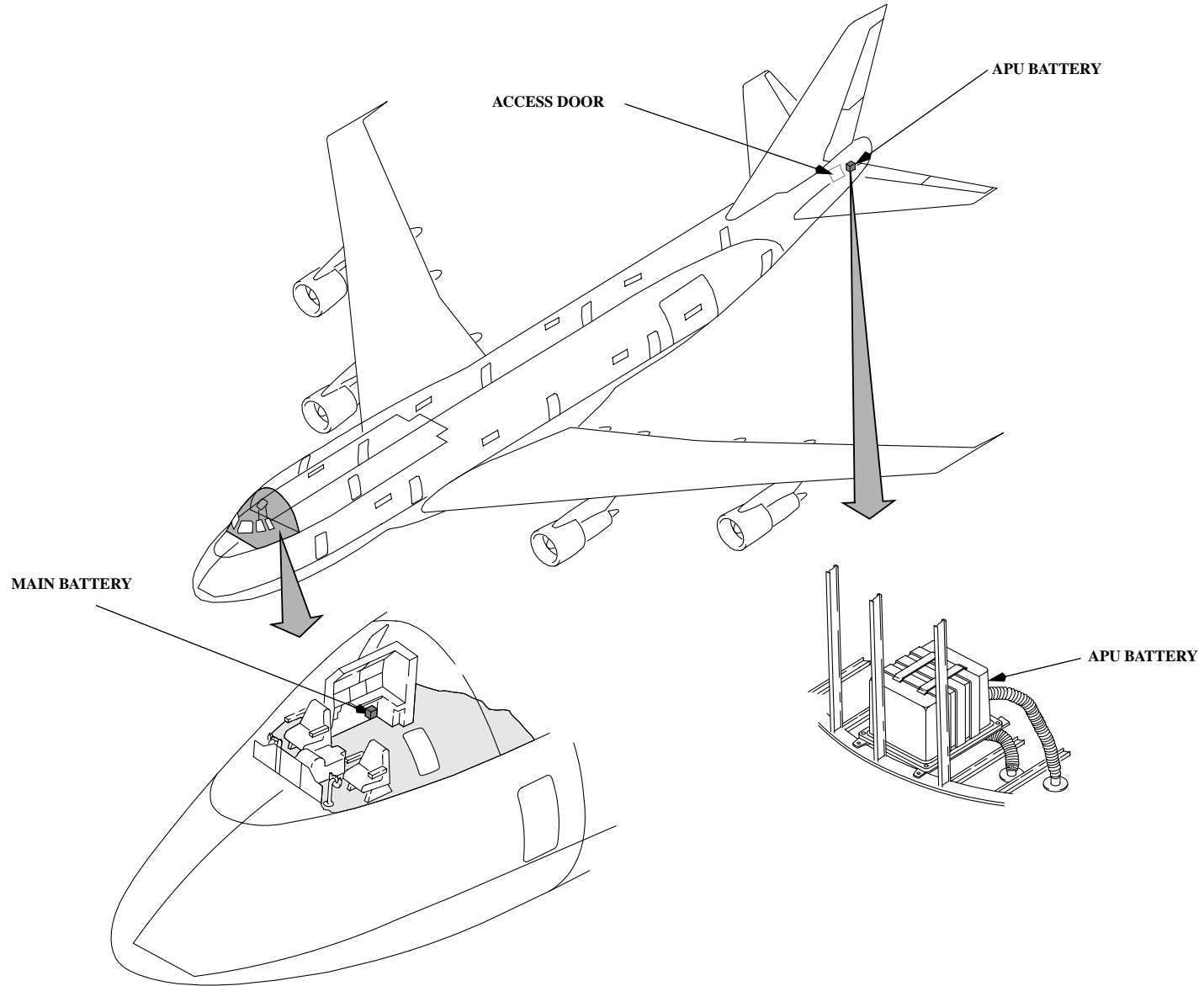
SIDE CARGO DOOR

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

CREW LADDER TO UPPER DECK

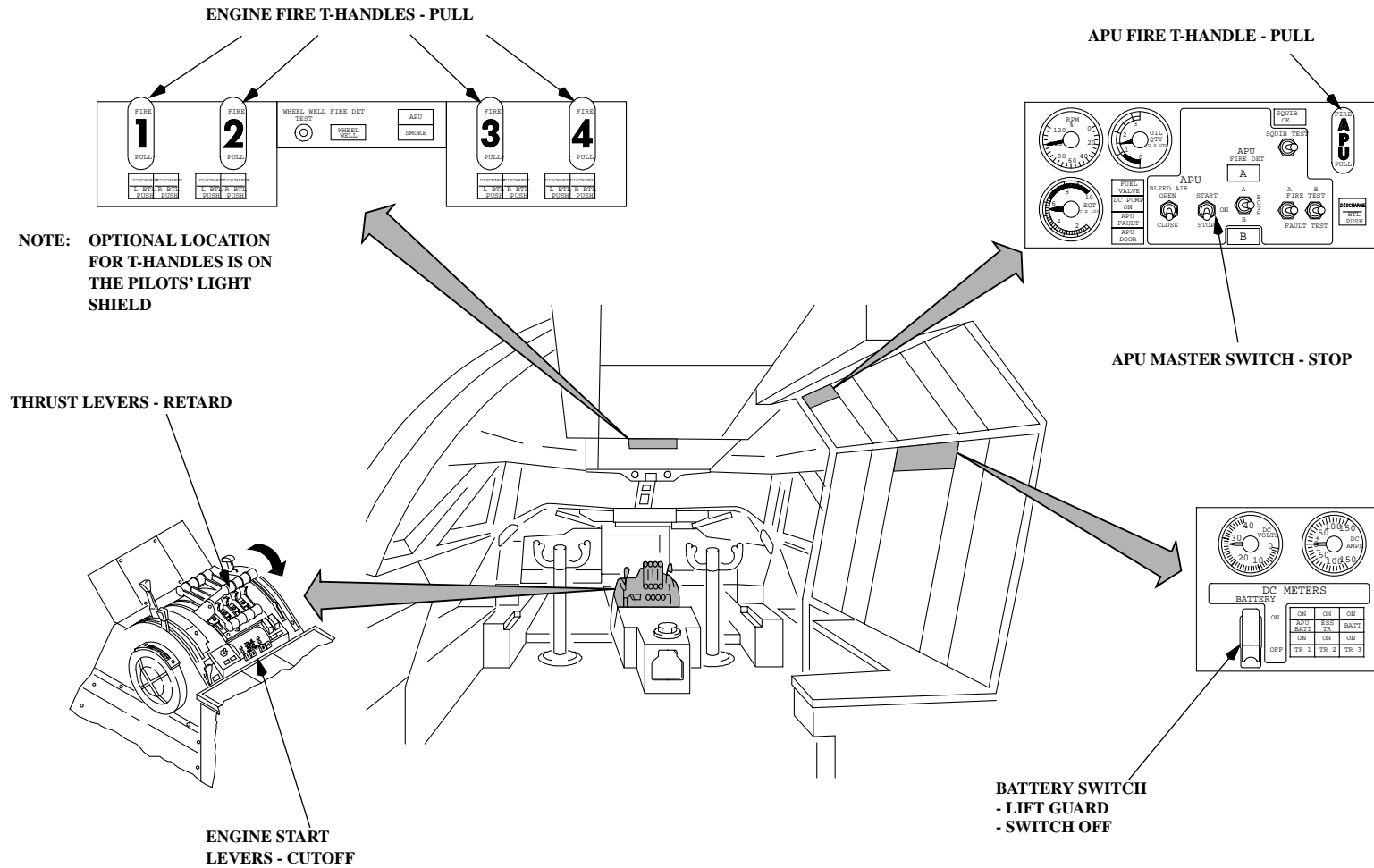
# BATTERY LOCATIONS

747-300 SPECIAL FREIGHTER



# FLIGHT DECK CONTROL SWITCH LOCATIONS

747-300 SPECIAL FREIGHTER

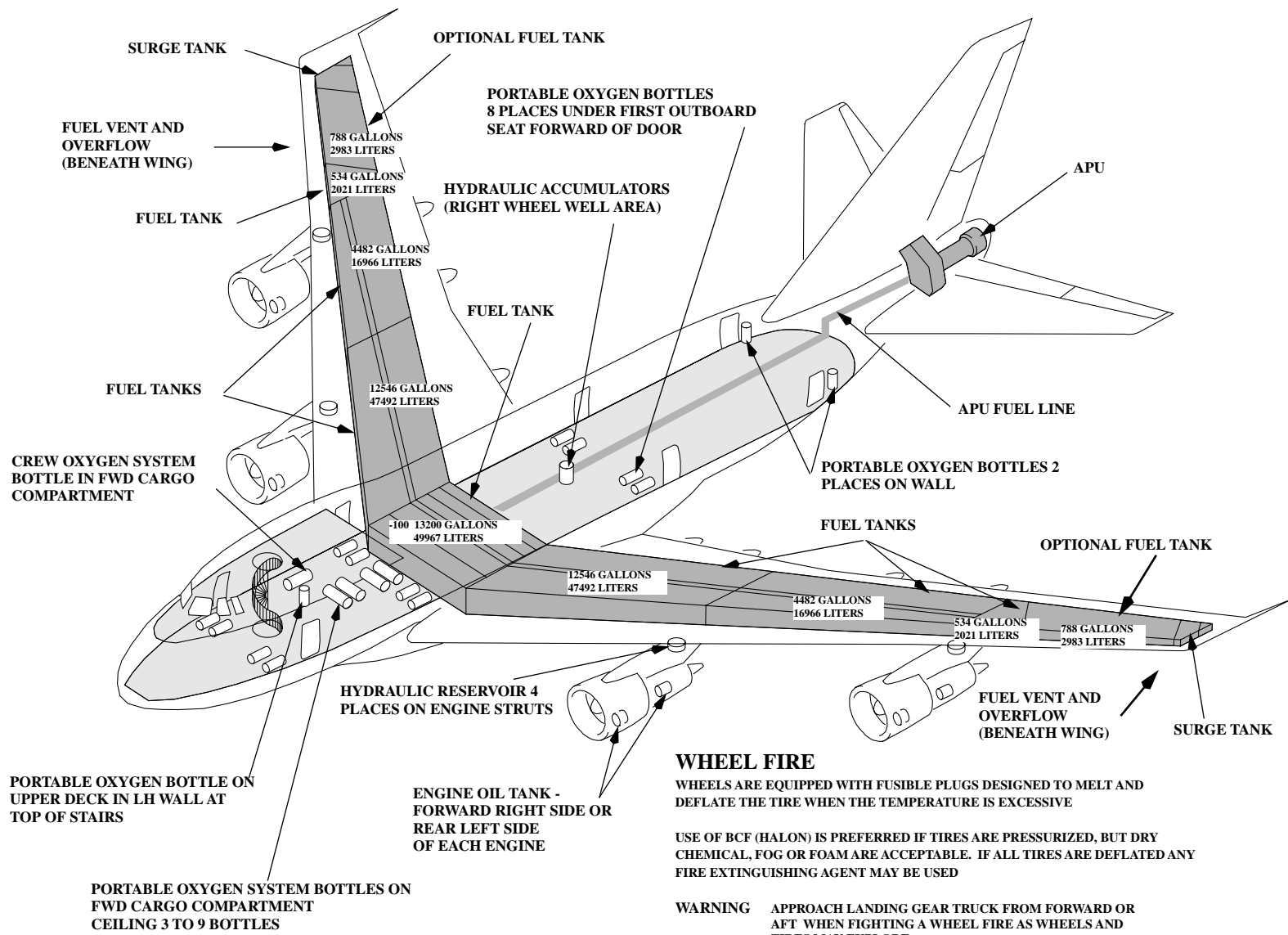


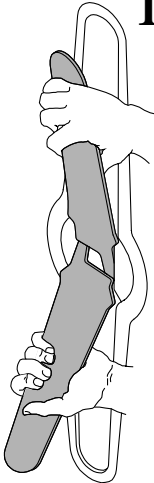
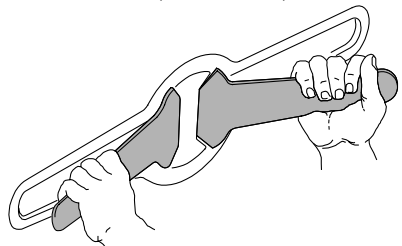
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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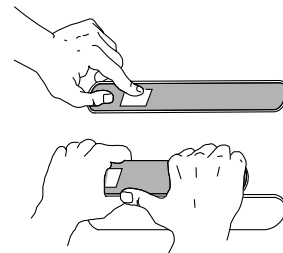
# FLAMMABLE MATERIAL LOCATIONS

747 SP



<p><b>1 ENTRY DOORS (10) EXTERNAL HANDLE</b></p>  <p><b>TO OPEN DOOR</b></p> <ol style="list-style-type: none"><li>1. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW</li><li>2. PULL DOOR OUTWARD</li></ol> <p><b>NOTE:</b> OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE CHUTE WILL NOT DEPLOY</p>	<p><b>2 CREW DOORS EXTERNAL HANDLE</b></p>  <p><b>TO OPEN DOOR</b></p> <ol style="list-style-type: none"><li>1. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW</li><li>2. PUSH DOOR INWARD UNTIL SLIDE TRACKS ARE ENGAGED</li><li>3. SLIDE DOOR AFT</li></ol>
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**3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE**



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

**NOTE**  
"CHOP OUT" 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 NECESSITY FOR "CHOP OUT."

# EMERGENCY RESCUE ACCESS

747 SP




**A** CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND  
 WHEELS RETRACTED: 18 FT 4 IN.  
 WHEELS EXTENDED: 24 FT 6 IN.

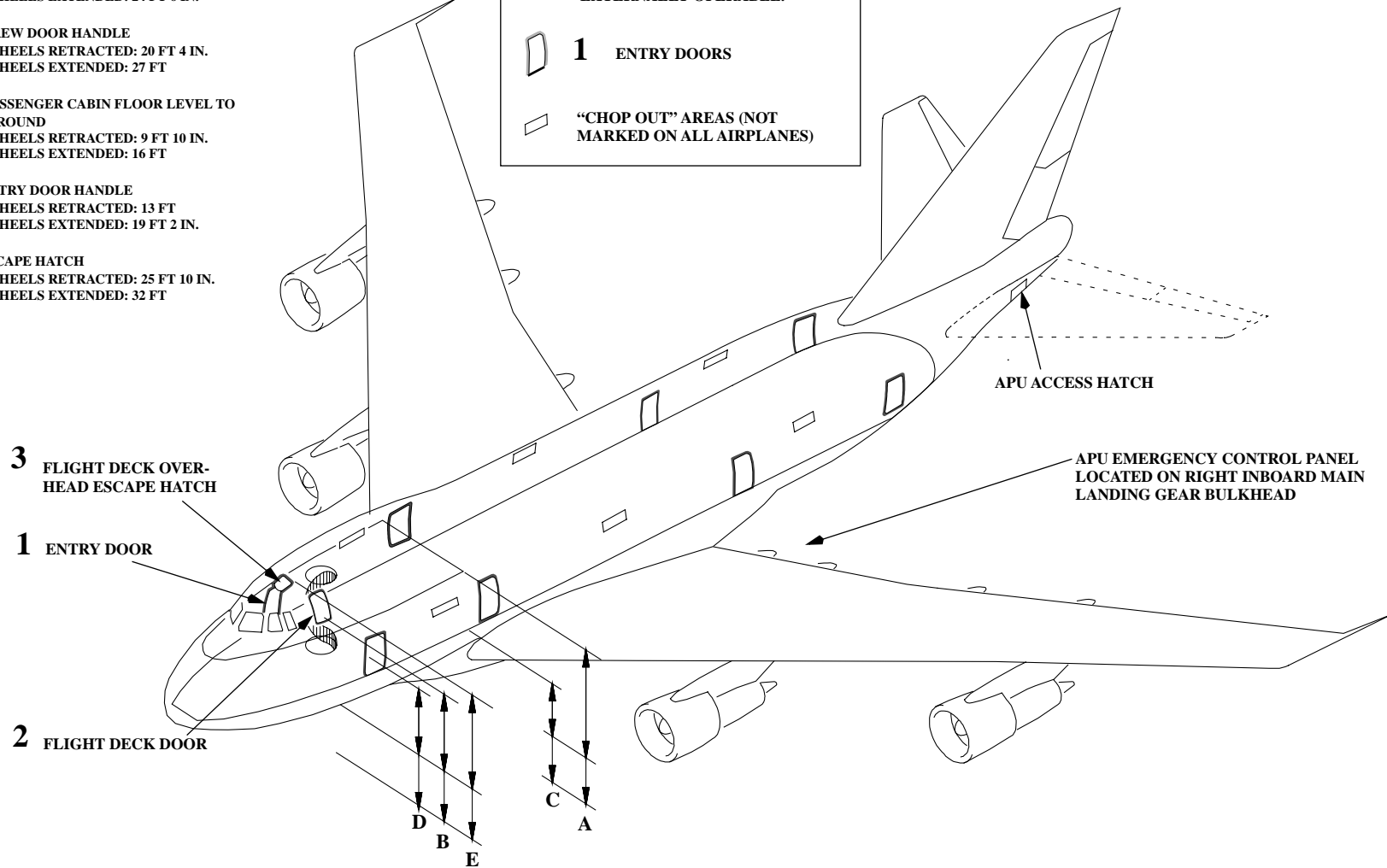
**B** CREW DOOR HANDLE  
 WHEELS RETRACTED: 20 FT 4 IN.  
 WHEELS EXTENDED: 27 FT

**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.

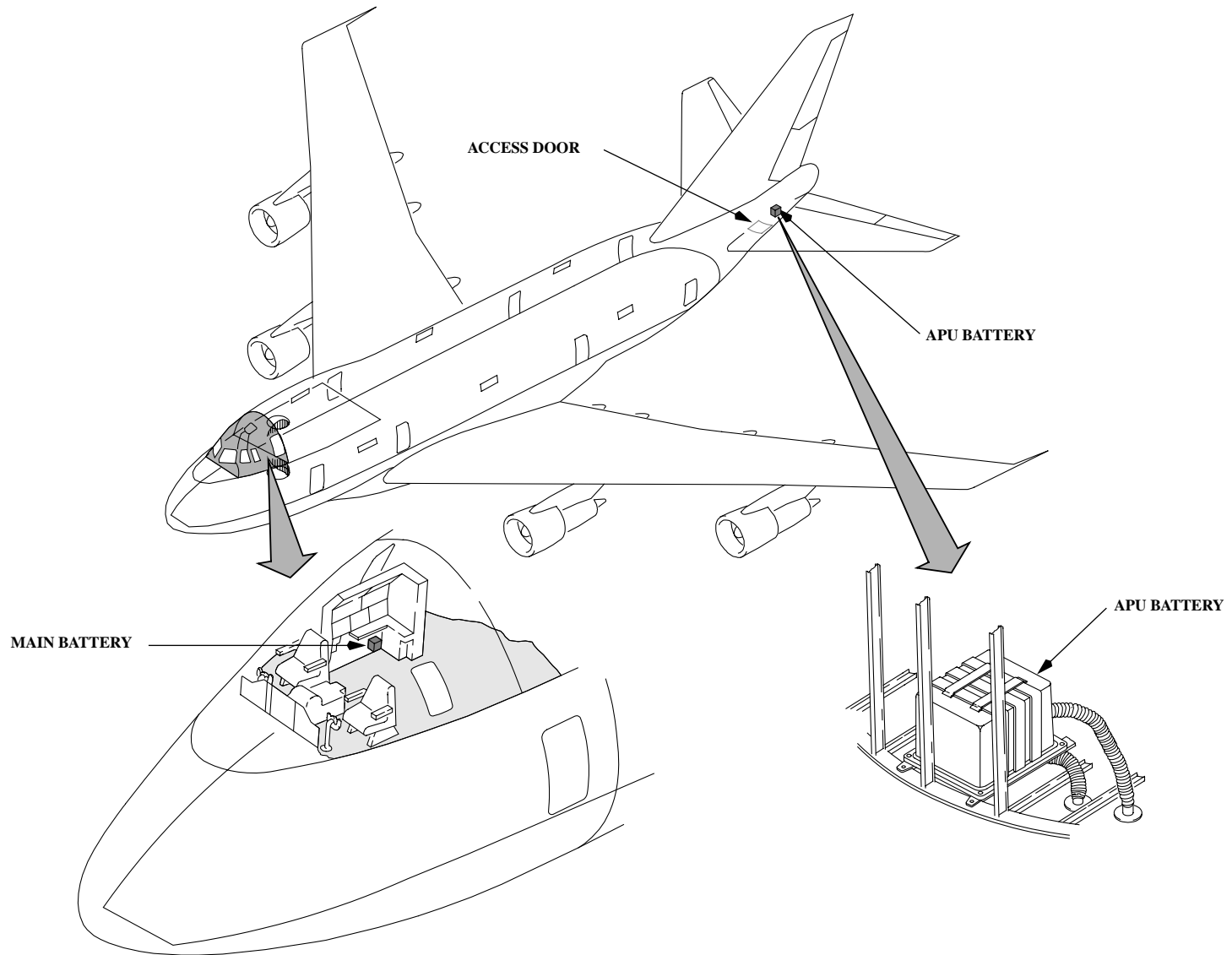
**E** ESCAPE HATCH  
 WHEELS RETRACTED: 25 FT 10 IN.  
 WHEELS EXTENDED: 32 FT

	2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
	<b>1</b> ENTRY DOORS
	"CHOP OUT" AREAS (NOT MARKED ON ALL AIRPLANES)



# BATTERY LOCATIONS

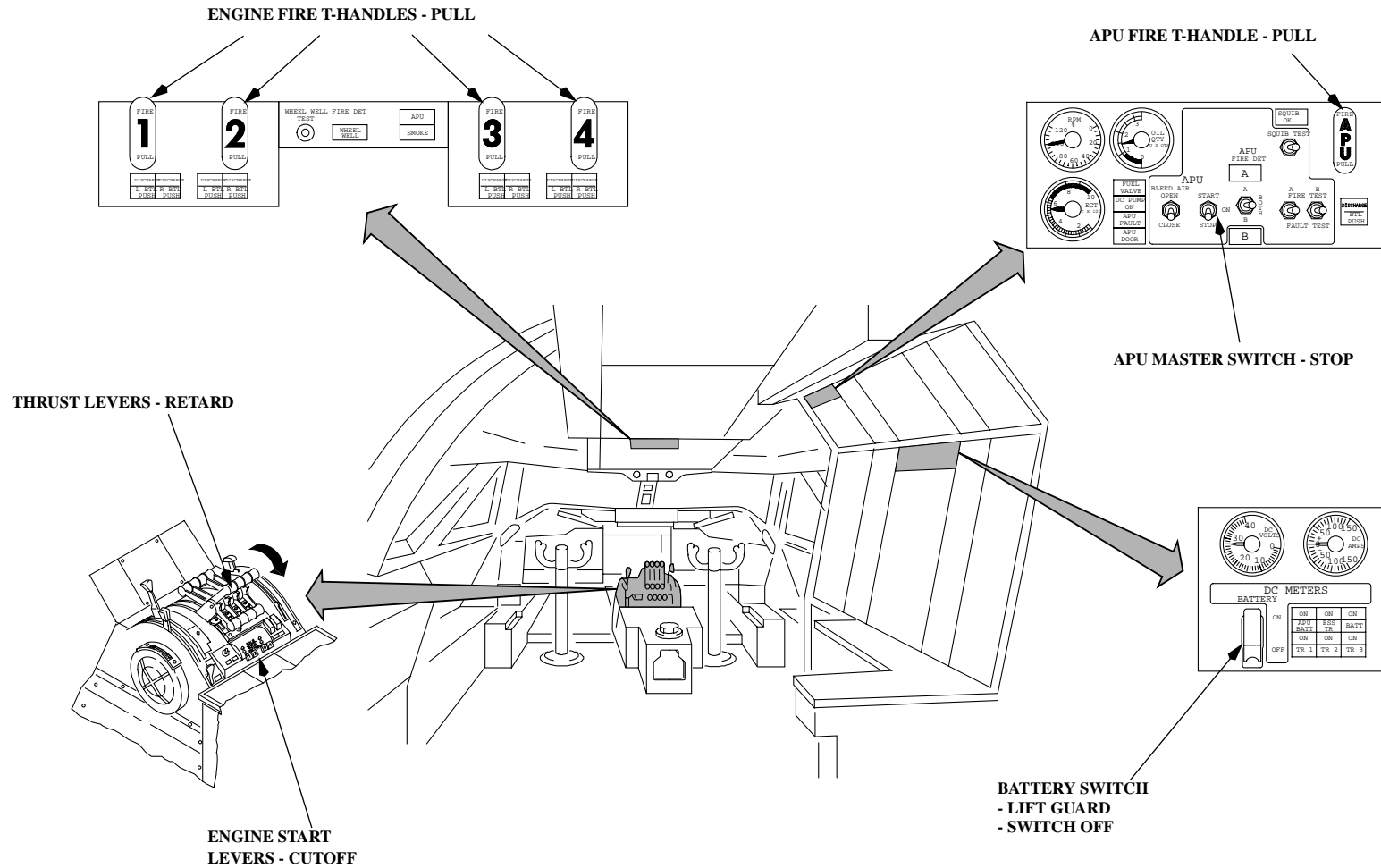
747 SP





# FLIGHT DECK CONTROL SWITCH LOCATIONS

747 SP

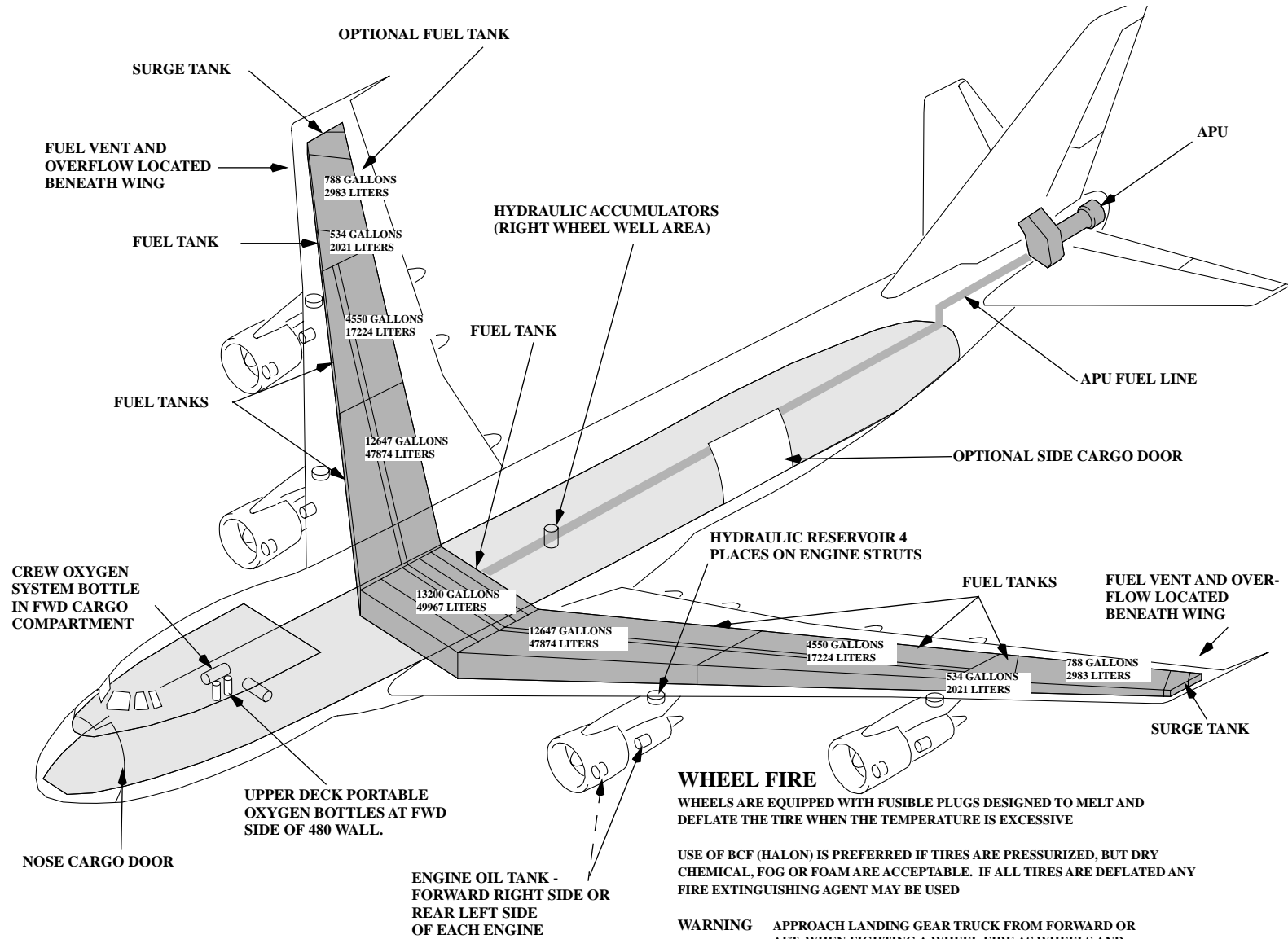


CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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# FLAMMABLE MATERIAL LOCATIONS

747 FREIGHTER



## WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

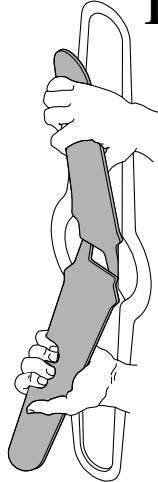
USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED

**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# EMERGENCY RESCUE ACCESS

747 FREIGHTER

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

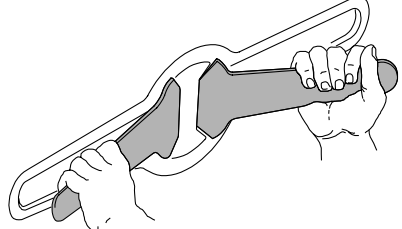


**TO OPEN DOOR**

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

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

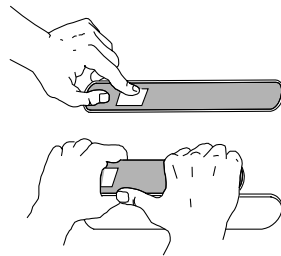
**2 CREW DOORS  
EXTERNAL HANDLE**



**TO OPEN DOOR**

1. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW
2. PUSH DOOR INWARD UNTIL SLIDE TRACKS ARE ENGAGED
3. SLIDE DOOR AFT

**3 CREW OVERHEAD ESCAPE  
HATCH EXTERNAL HANDLE**



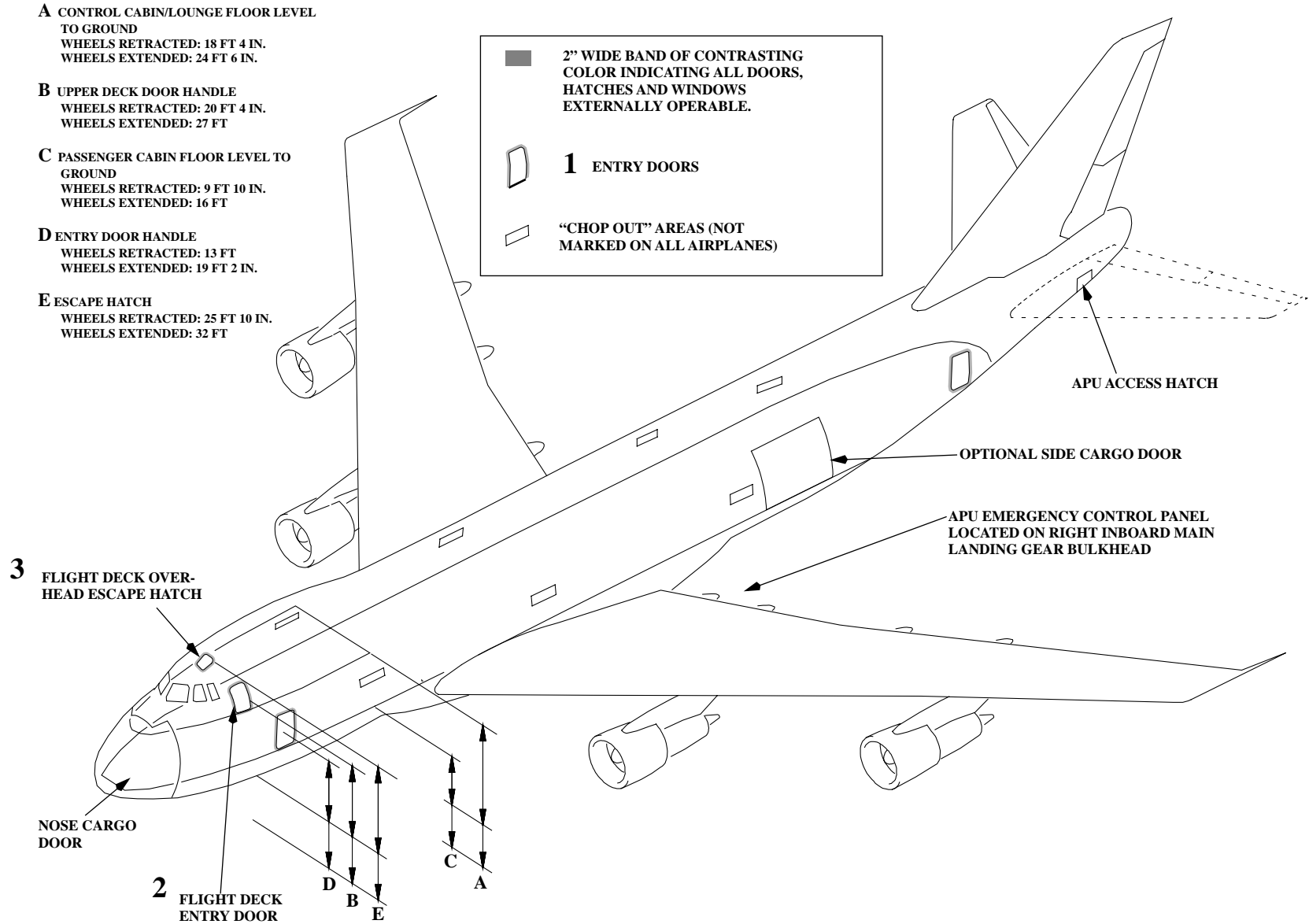
- TO OPEN HATCH**
1. PUSH RELEASE BUTTON ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES)
  2. ROTATE HANDLE 180° CLOCKWISE
  3. PUSH HATCH INWARD

**NOTE**

"CHOP OUT" 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 NECESSITY FOR "CHOP OUT."

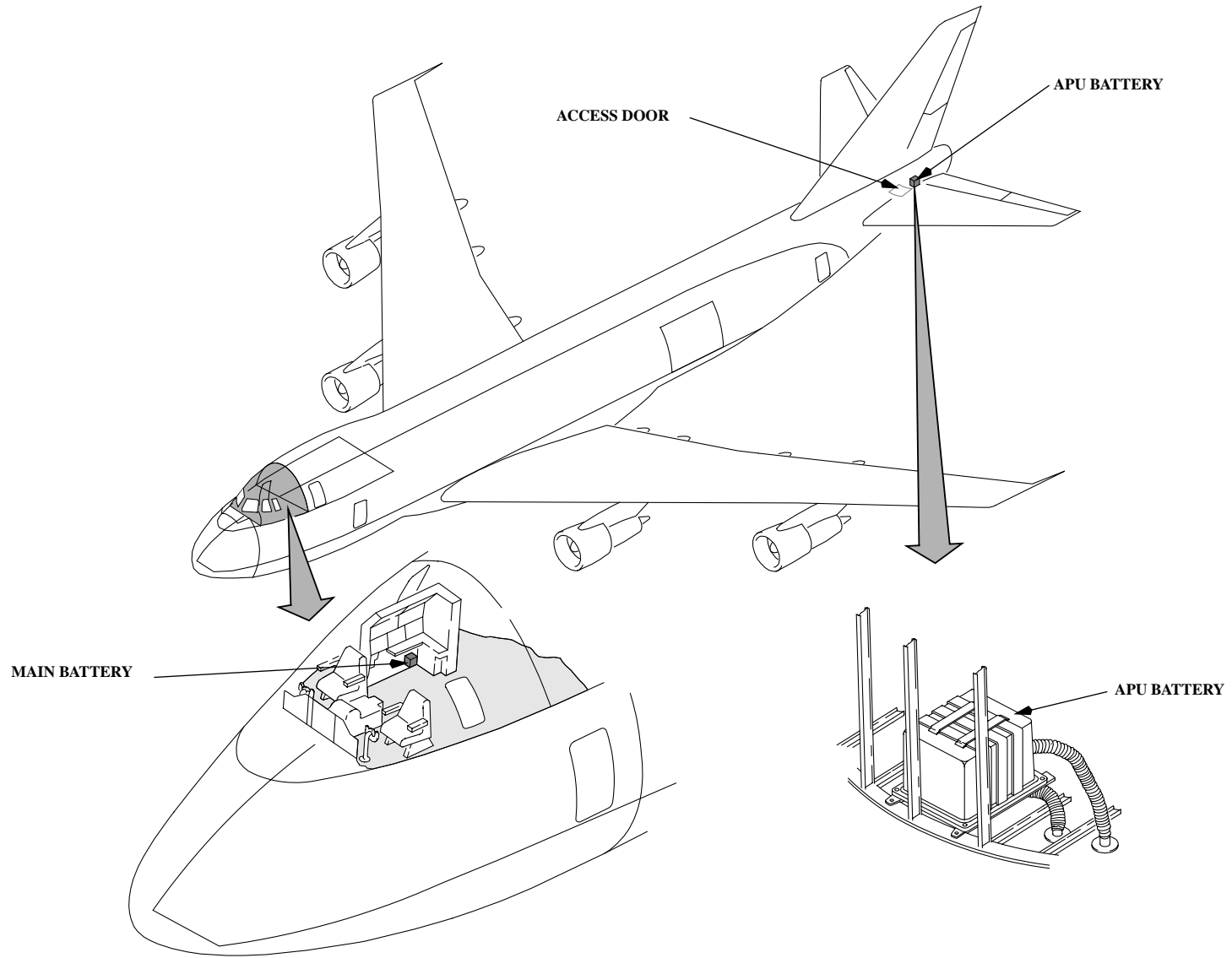
# EMERGENCY RESCUE ACCESS

747 FREIGHTER



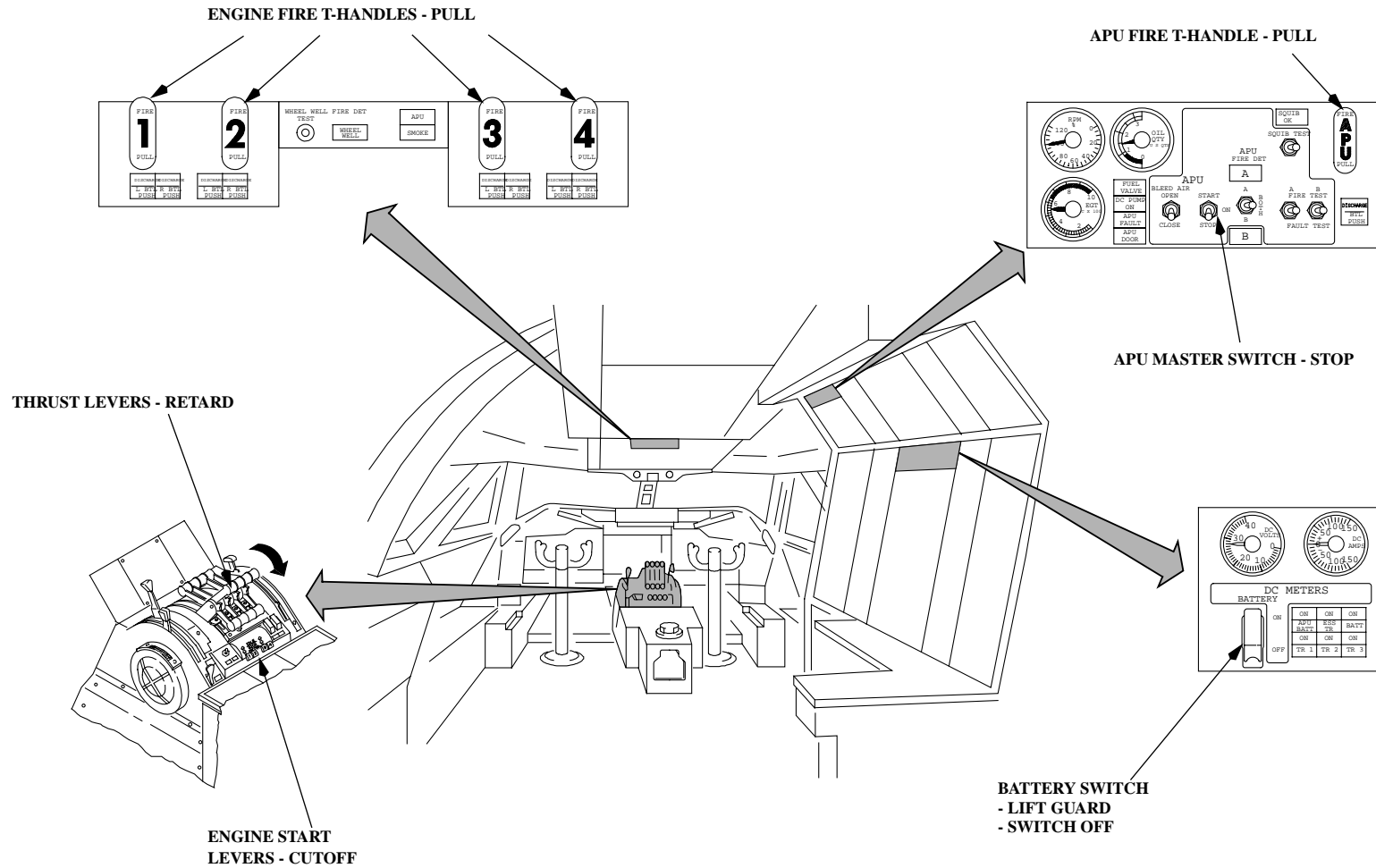
# BATTERY LOCATIONS

747 FREIGHTER



# FLIGHT DECK CONTROL SWITCH LOCATIONS

747 FREIGHTER



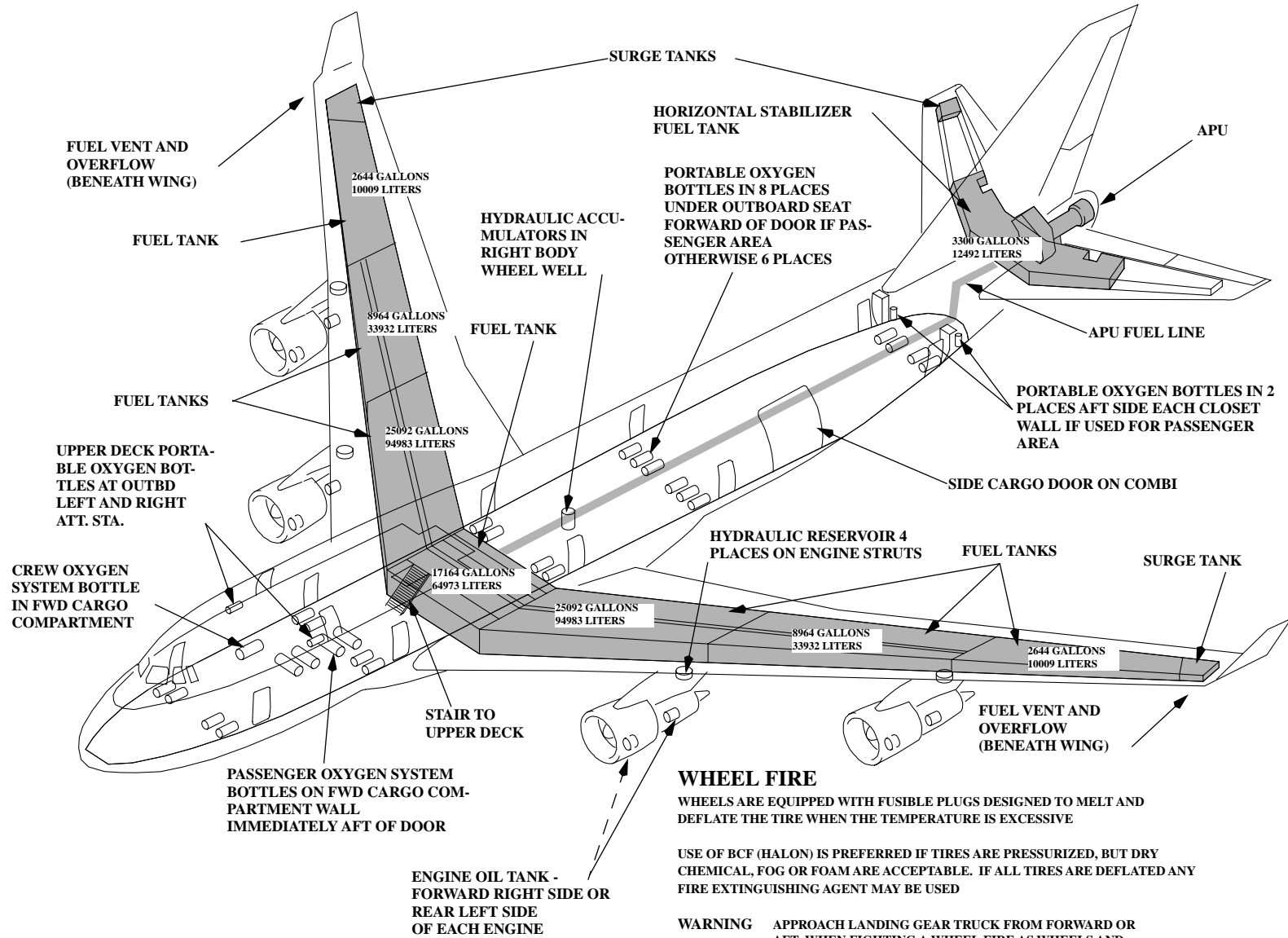
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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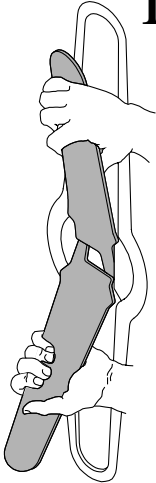
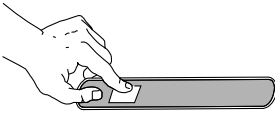

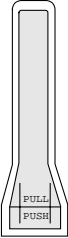
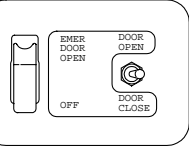
# FLAMMABLE MATERIAL LOCATIONS

747-400 & 400 COMBI



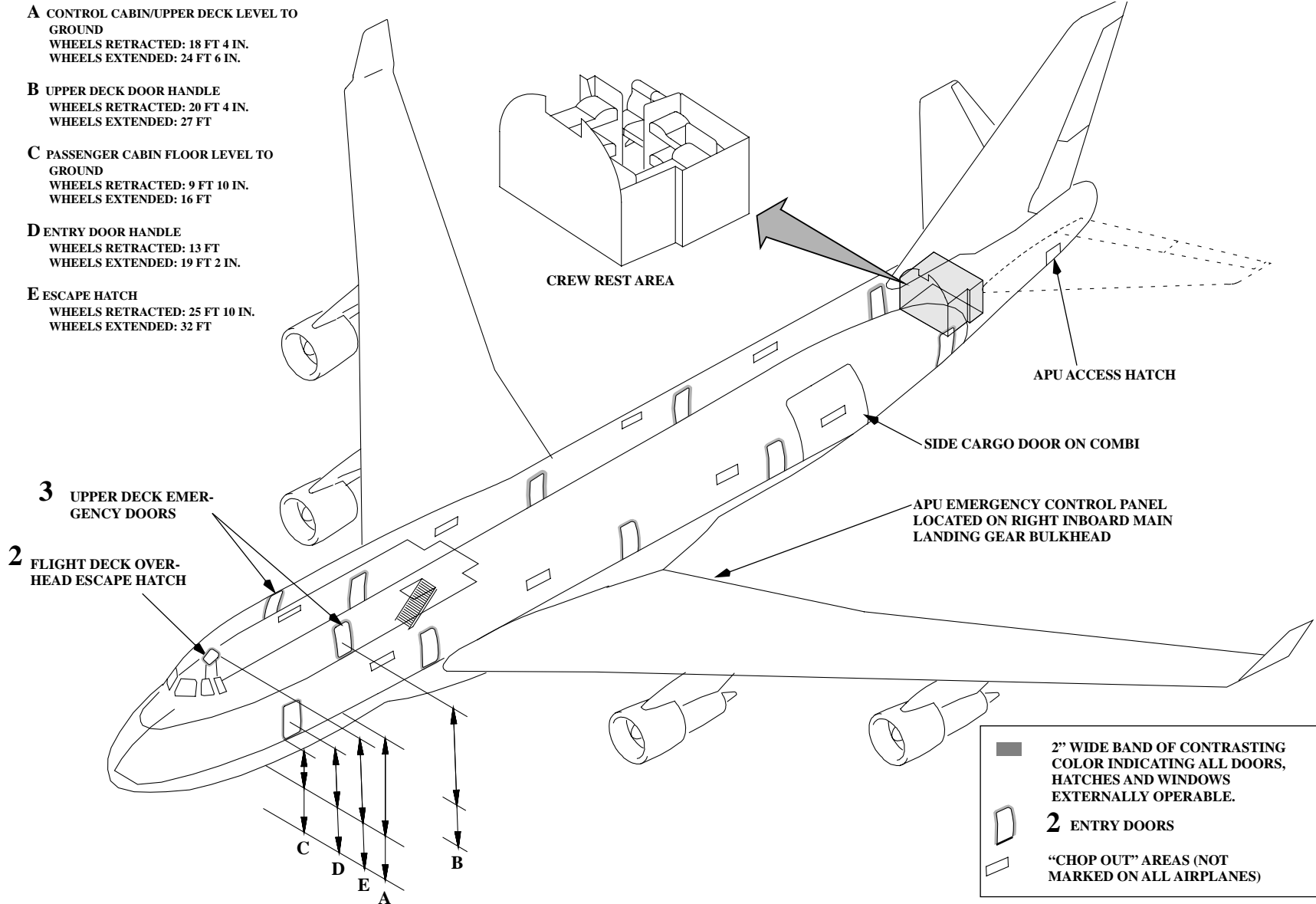
# EMERGENCY RESCUE ACCESS

747-400 & 400 COMBI

<p><b>1 ENTRY DOORS (10) EXTERNAL HANDLE</b></p>  <p><b>TO OPEN DOOR</b></p> <ol style="list-style-type: none"><li>1. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW</li><li>2. PULL DOOR OUTWARD</li></ol> <p><b>NOTE:</b> OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE CHUTE WILL NOT DEPLOY</p>	<p><b>2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE</b></p>   <p><b>TO OPEN HATCH</b></p> <ol style="list-style-type: none"><li>1. PUSH RELEASE BUTTON ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES)</li><li>2. ROTATE HANDLE 180° CLOCKWISE</li><li>3. PUSH HATCH INWARD</li></ol>
<p><b>3 UPPER DECK EMERGENCY DOORS</b></p>  <p><b>TO UNLOCK DOOR</b></p> <ol style="list-style-type: none"><li>1. PUSH ACCESS PANEL</li><li>2. LIFT DOOR HANDLE</li></ol> <p><b>NOTE:</b> LIFTING EXTERNAL HANDLE DISARMS SLIDE AND DISENGAGES DOOR INTERLOCK</p> <hr/>  <p><b>NOTE:</b> CONTROL ACCESS COVER AFT OF DOOR</p> <ol style="list-style-type: none"><li>3. OPEN COVER</li><li>4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN</li></ol>	<p><b>NOTE</b></p> <p><u>"CHOP OUT" 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 NECESSITY FOR "CHOP OUT."</u></p>

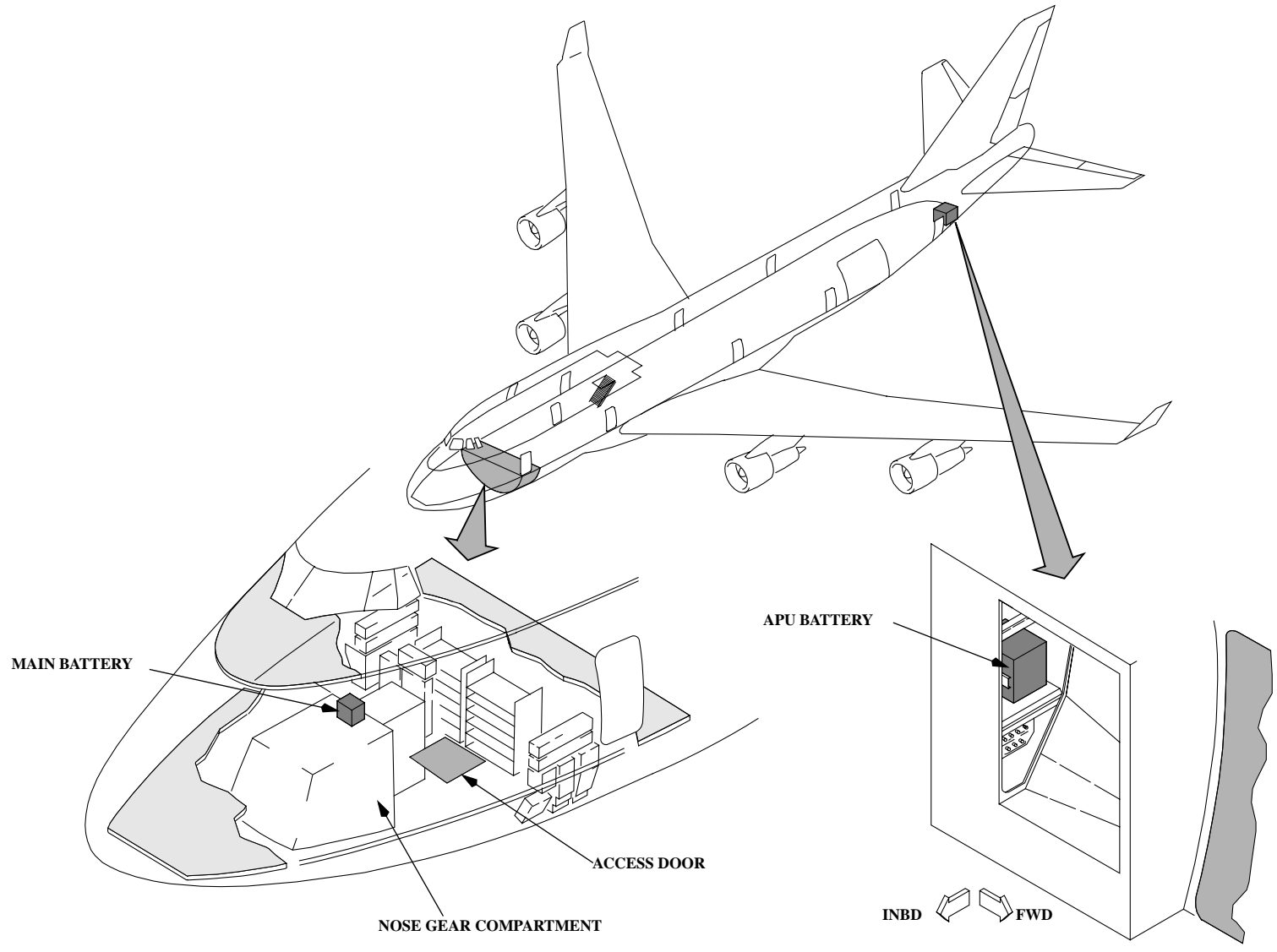
# EMERGENCY RESCUE ACCESS

747-400 & 400 COMBI



# BATTERY LOCATIONS

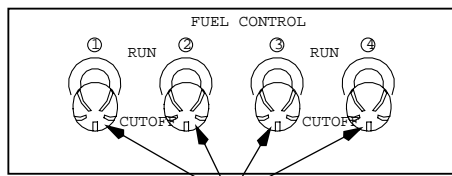
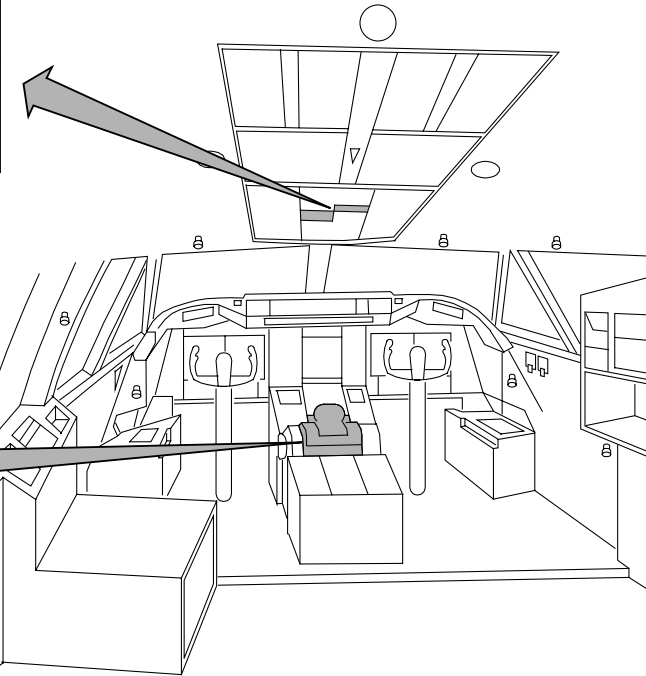
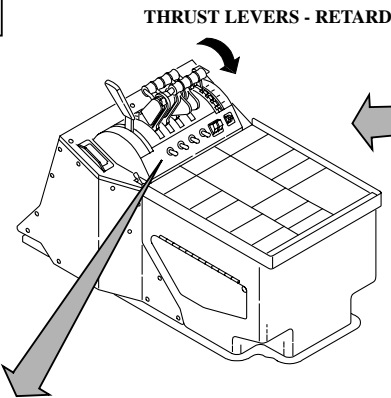
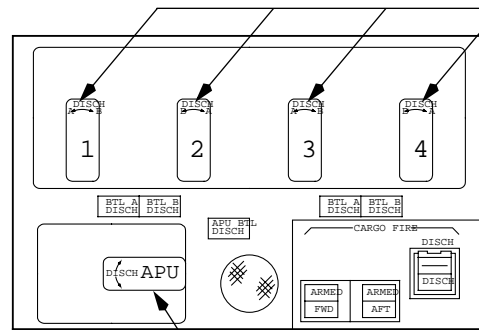
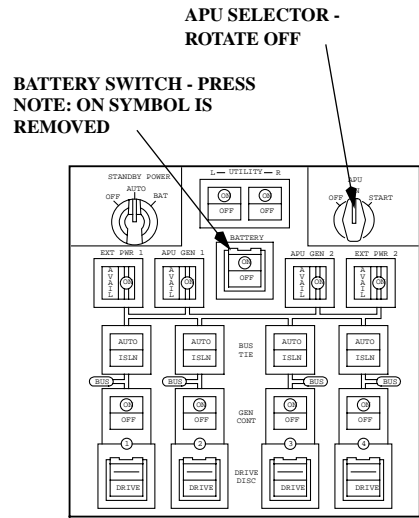
747-400 & 400 COMBI



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05.06.04

# FLIGHT DECK CONTROL SWITCH LOCATIONS

747-400 & 400 COMBI

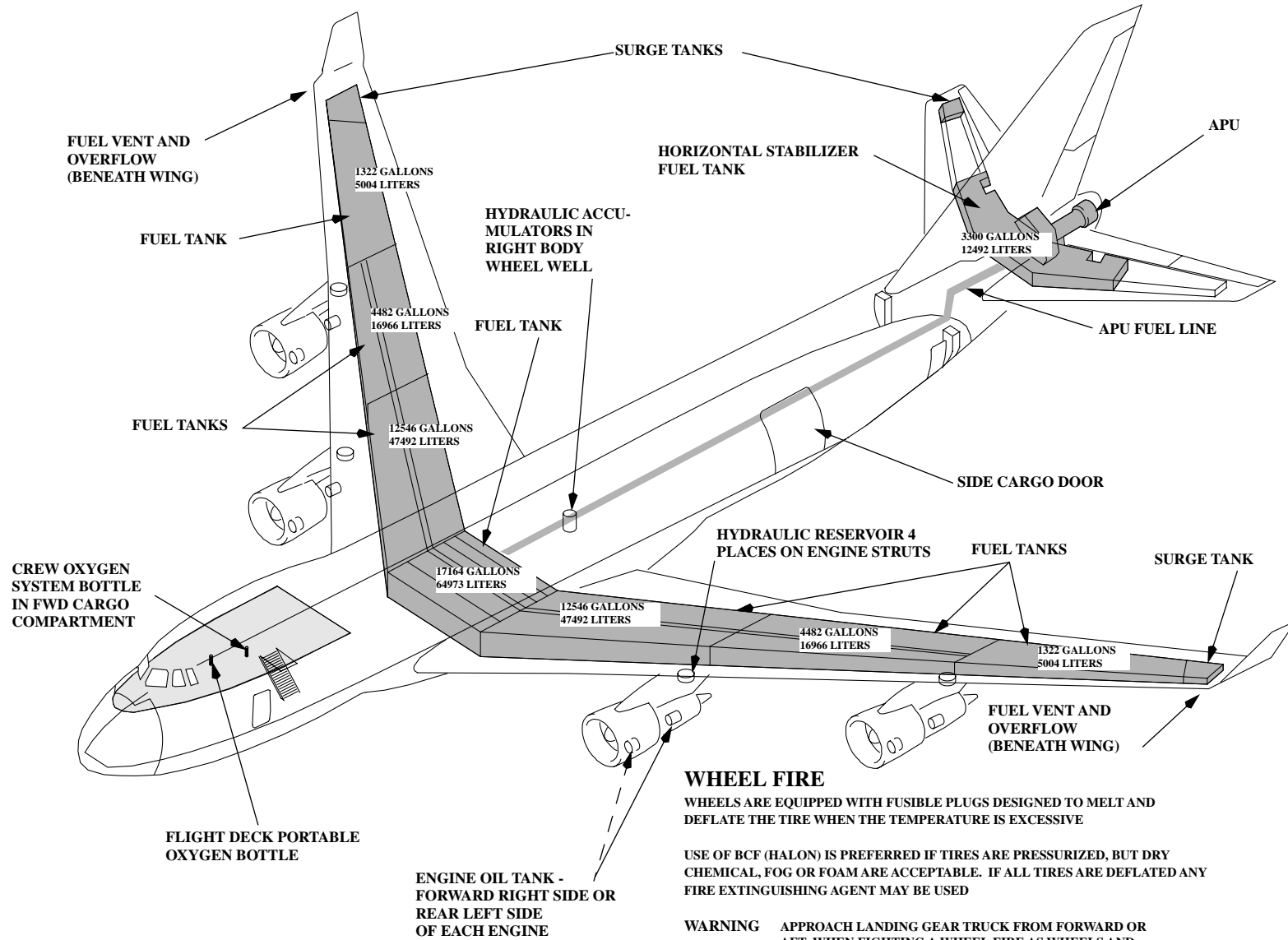


CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES

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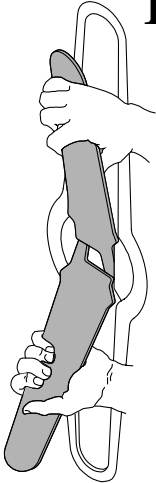
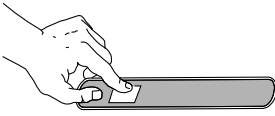
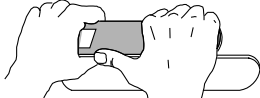
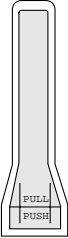
# FLAMMABLE MATERIAL LOCATIONS

747-400 FREIGHTER



# EMERGENCY RESCUE ACCESS

747-400 FREIGHTER

 <p><b>1 ENTRY DOORS (2) EXTERNAL HANDLE</b></p> <p><b>TO OPEN DOOR</b> 1. PULL BUTTERFLY HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW 2. PULL DOOR OUTWARD</p> <p><b>NOTE:</b> OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE CHUTE WILL NOT DEPLOY</p>	<p><b>2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE</b></p>   <p><b>TO OPEN HATCH</b> 1. PUSH RELEASE BUTTON ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES) 2. ROTATE HANDLE 180° CLOCKWISE 3. PUSH HATCH INWARD</p>
 <p><b>3 UPPER DECK CREW SERVICE DOOR</b></p> <p><b>TO UNLOCK DOOR</b> 1. PUSH ACCESS PANEL 2. LIFT DOOR HANDLE</p> <p><b>NOTE:</b> LIFTING EXTERNAL HANDLE DISARMS SLIDE AND DISENGAGES DOOR INTERLOCK</p>	<p><b>NOTE</b> "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. <u>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.</u> URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."</p>



# EMERGENCY RESCUE ACCESS

747-400 FREIGHTER

**A** CONTROL CABIN/UPPER DECK LEVEL TO GROUND  
 WHEELS RETRACTED: 18 FT 4 IN  
 WHEELS EXTENDED: 24 FT 6 IN

**B** UPPER DECK DOOR HANDLE  
 WHEELS RETRACTED: 20 FT 4 IN  
 WHEELS EXTENDED: 27 FT

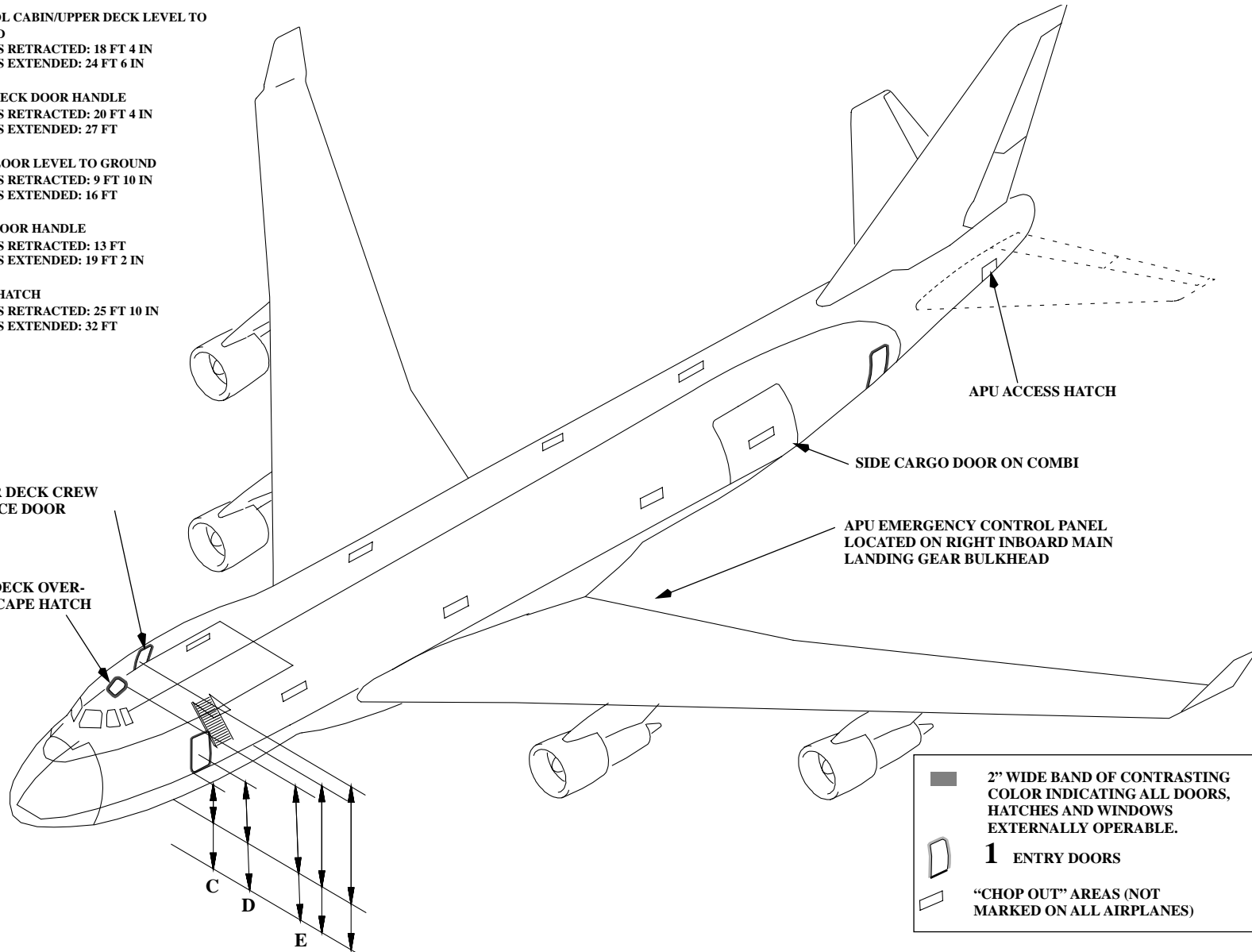
**C** MAIN FLOOR LEVEL TO GROUND  
 WHEELS RETRACTED: 9 FT 10 IN  
 WHEELS EXTENDED: 16 FT

**D** ENTRY DOOR HANDLE  
 WHEELS RETRACTED: 13 FT  
 WHEELS EXTENDED: 19 FT 2 IN

**E** ESCAPE HATCH  
 WHEELS RETRACTED: 25 FT 10 IN  
 WHEELS EXTENDED: 32 FT

**3** UPPER DECK CREW SERVICE DOOR

**2** FLIGHT DECK OVERHEAD ESCAPE HATCH



APU ACCESS HATCH

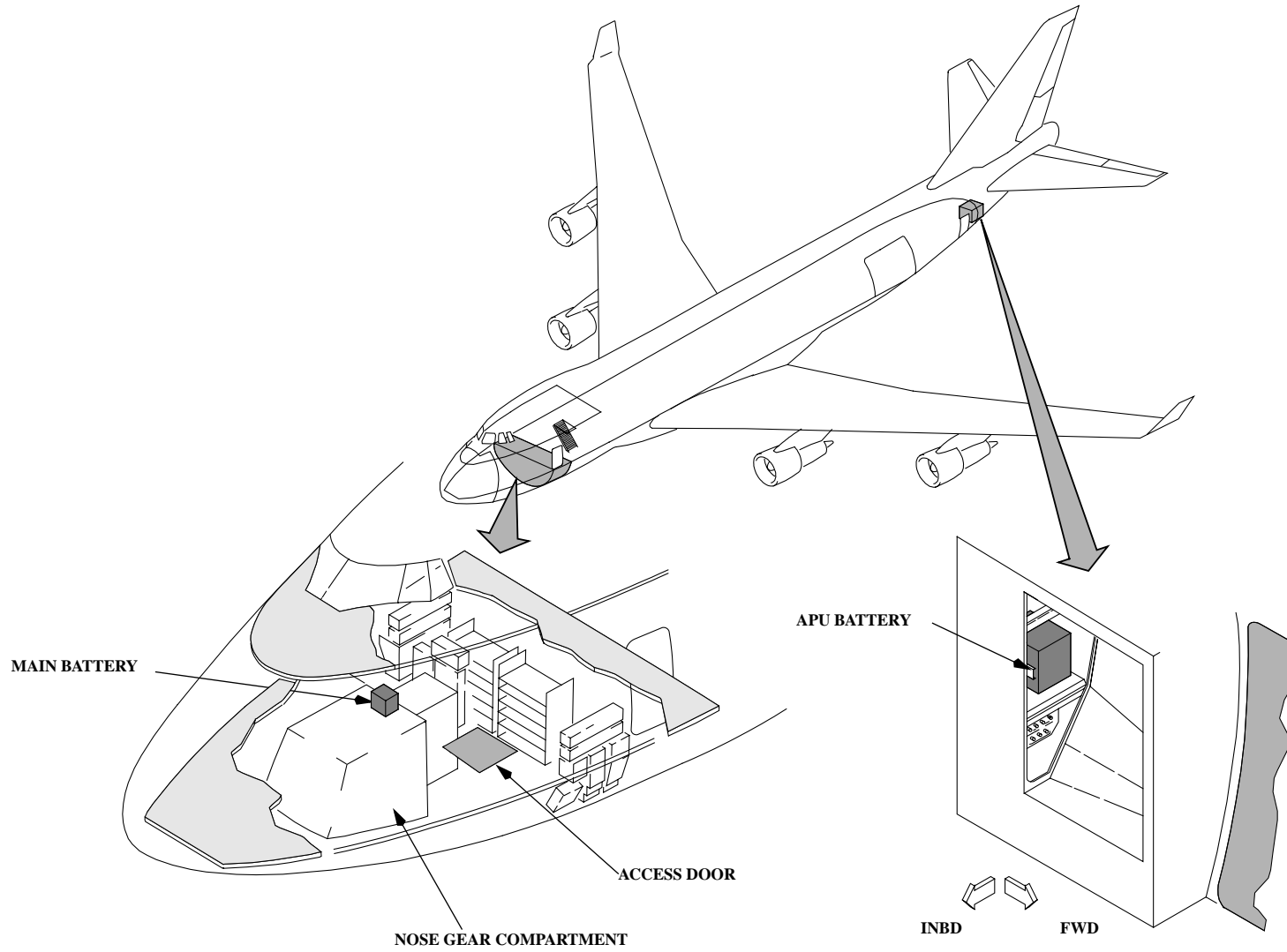
SIDE CARGO DOOR ON COMBI

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

	2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.
	<b>1</b> ENTRY DOORS
	"CHOP OUT" AREAS (NOT MARKED ON ALL AIRPLANES)

# BATTERY LOCATIONS

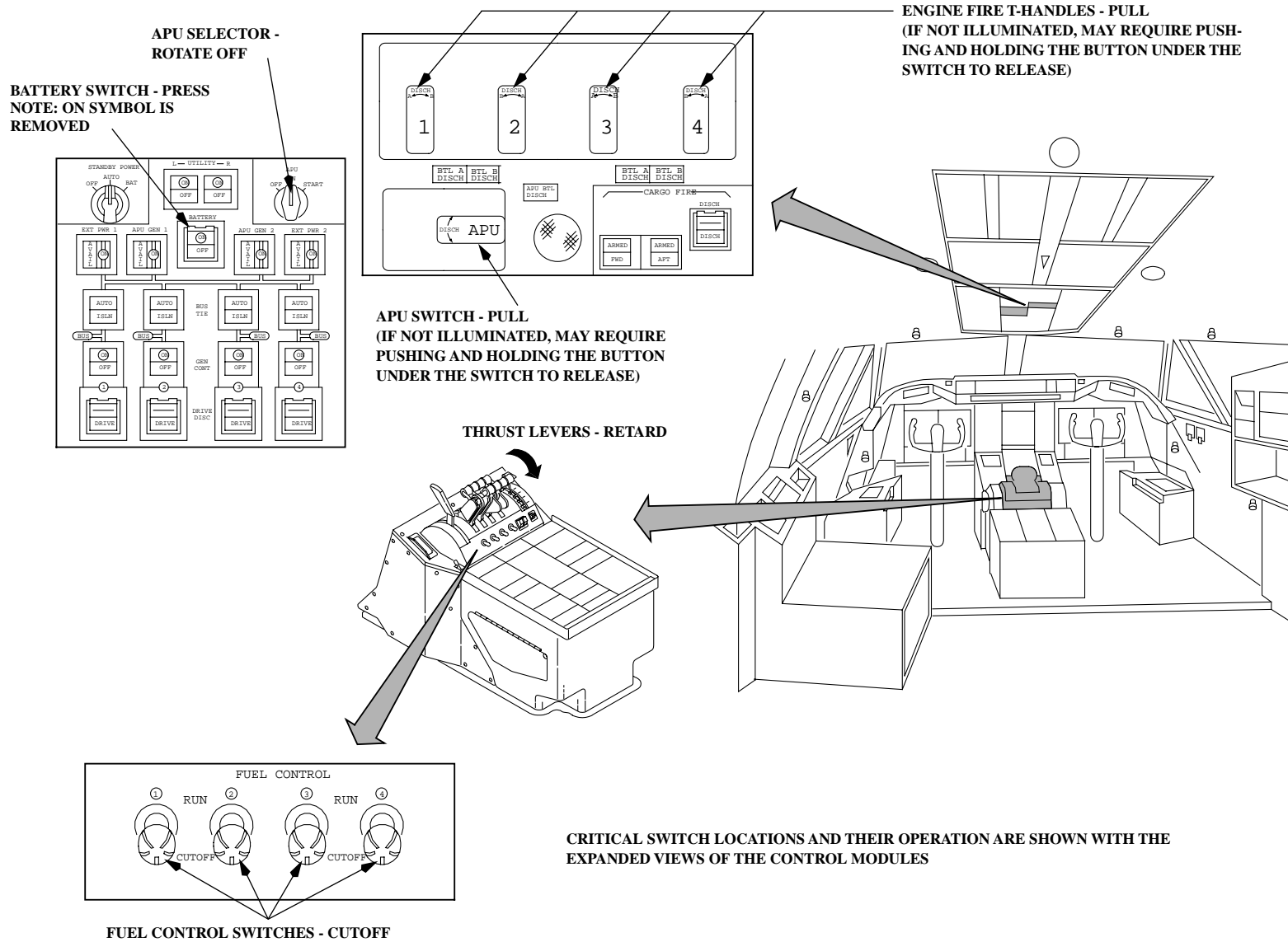
747-400 FREIGHTER



Jan 07/99  
05.07.04

# FLIGHT DECK CONTROL SWITCH LOCATIONS

747-400 FREIGHTER

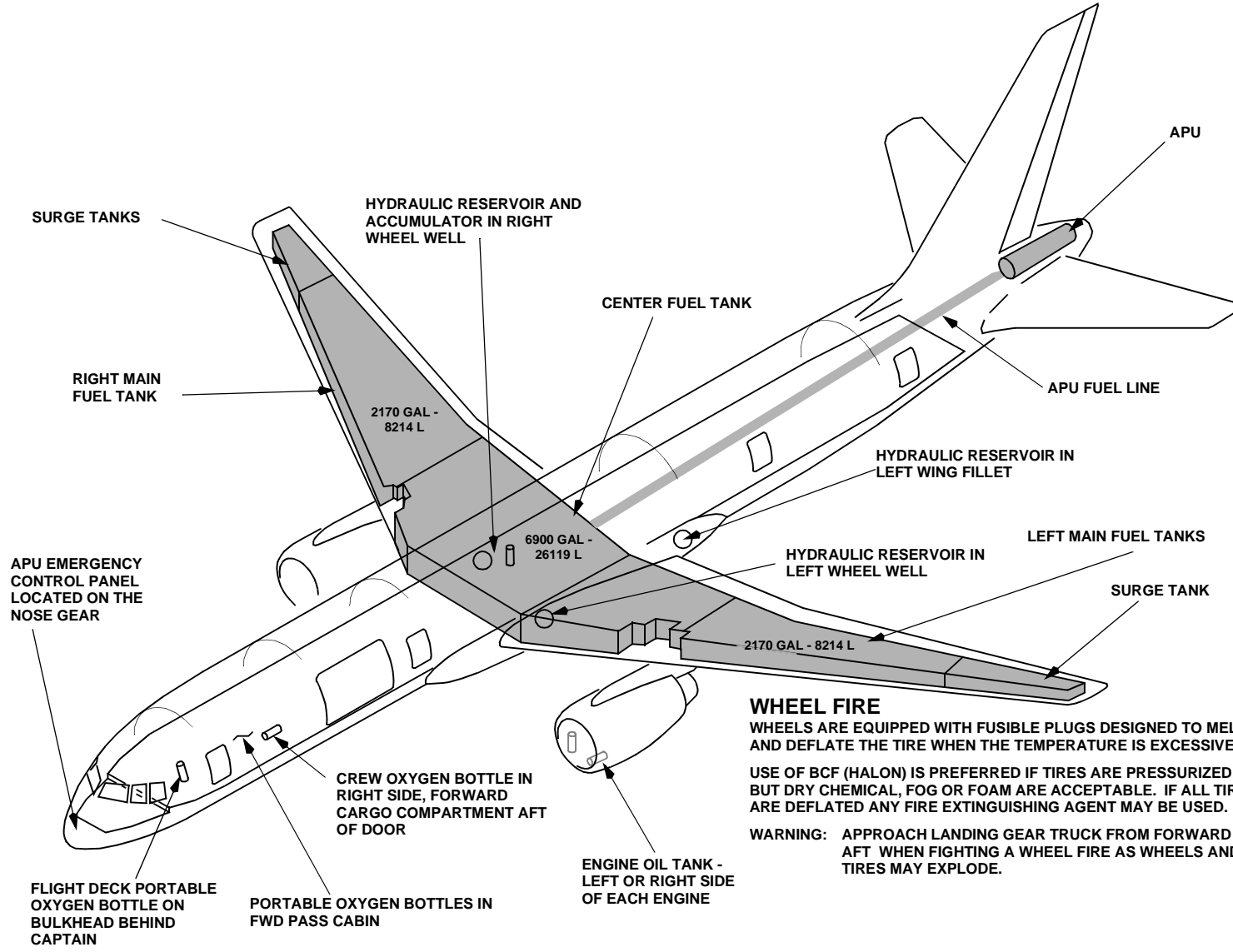


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**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**757-200 & 200 COMBI**

**FLAMMABLE MATERIAL LOCATIONS**



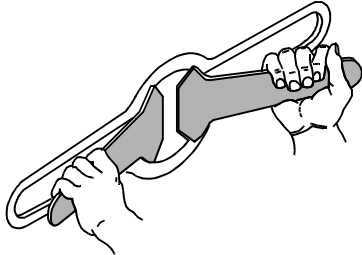
**WHEEL FIRE**  
WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE.  
USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED.  
WARNING: APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

## AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

### 757-200 & 200 COMBI

### EMERGENCY RESCUE ACCESS-1

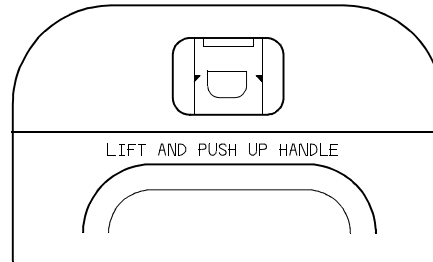
#### 1 ENTRY/SERVICE DOORS EXTERNAL HANDLE



##### 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



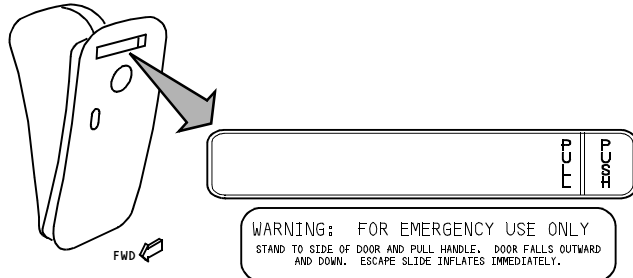
##### TO OPEN HATCH:

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 CHOP OUT AREAS

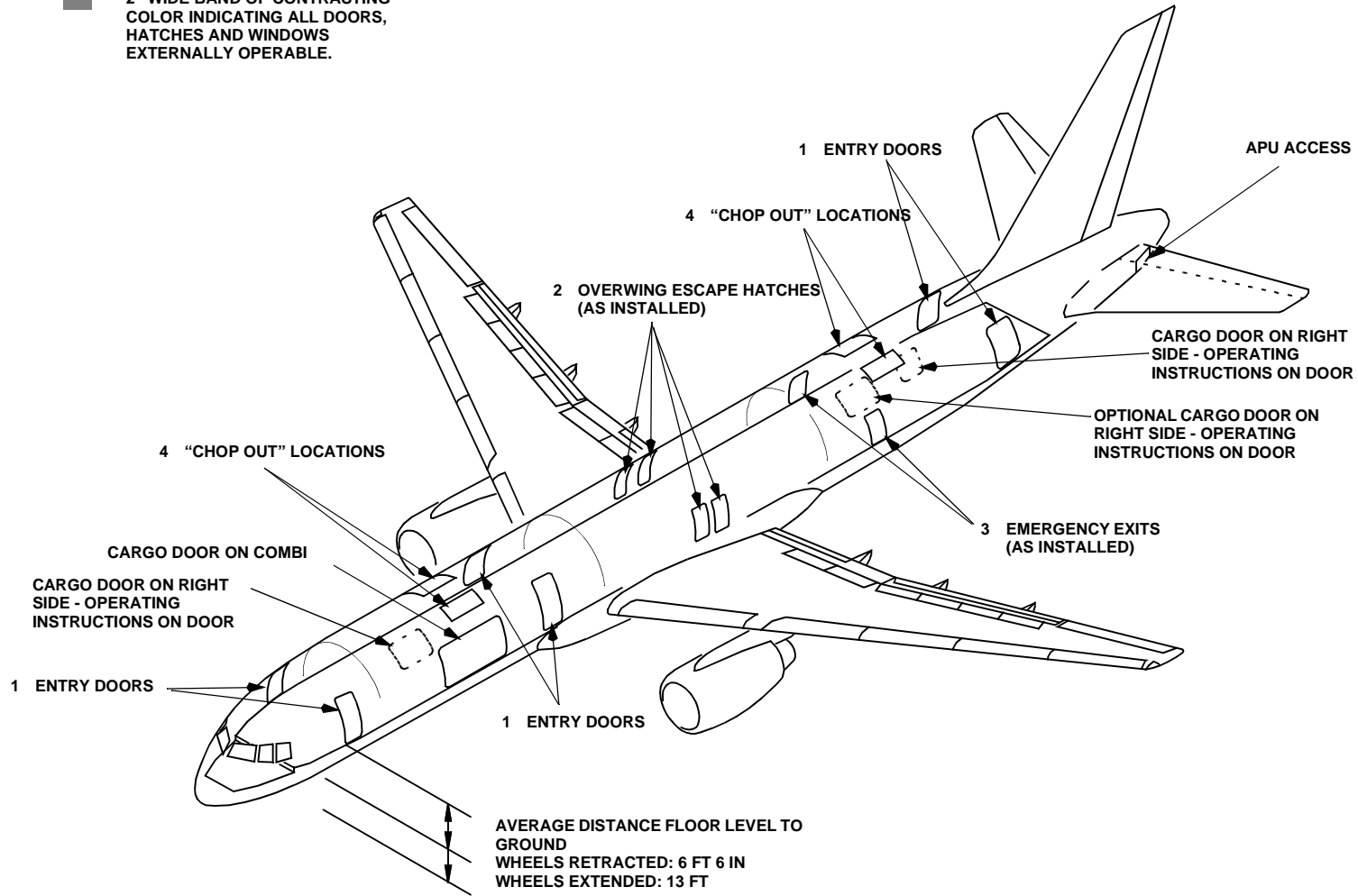
NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**757-200 & 200 COMBI**

**EMERGENCY RESCUE ACCESS-2**

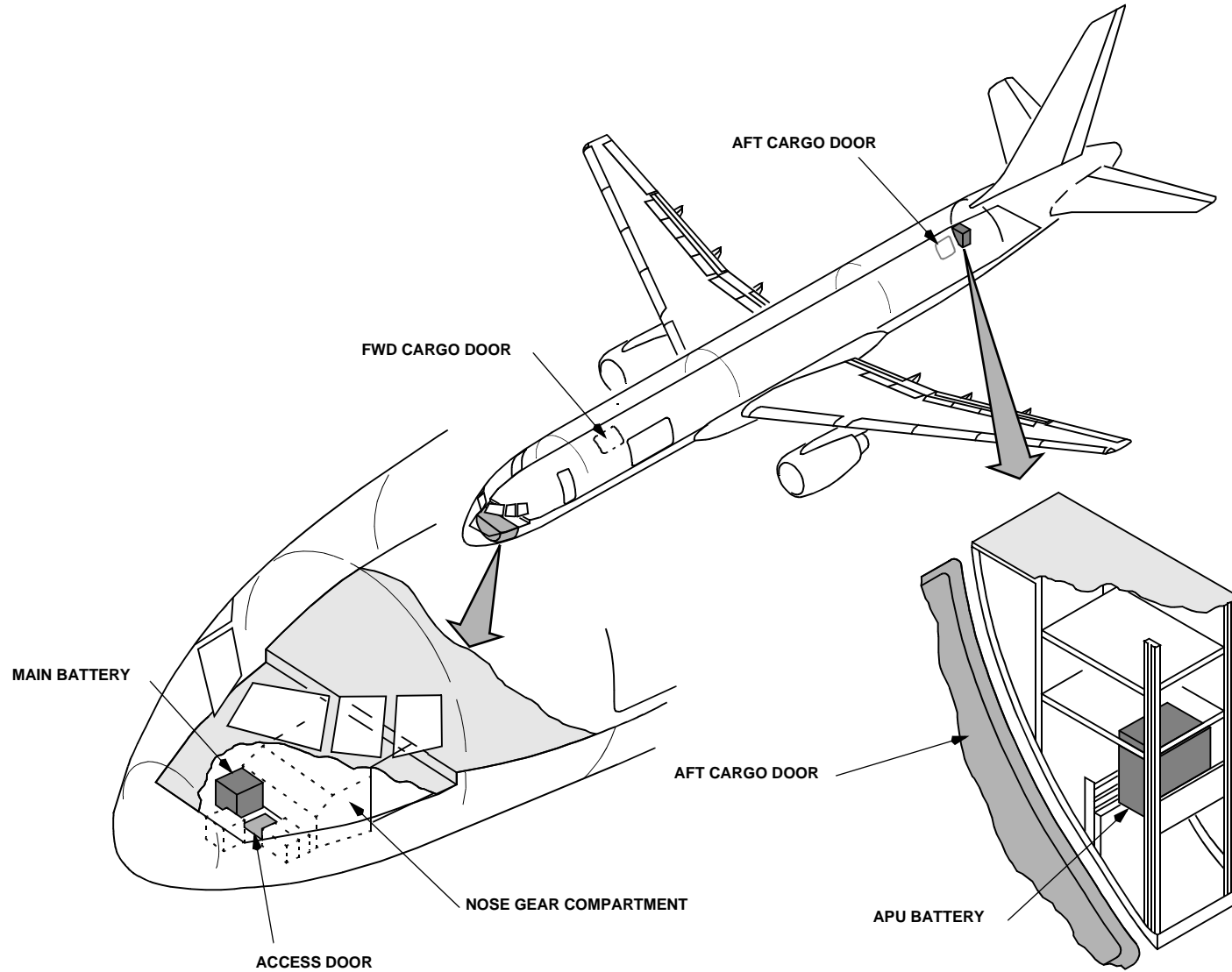
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**757-200 & 200 COMBI**

**BATTERY LOCATIONS**

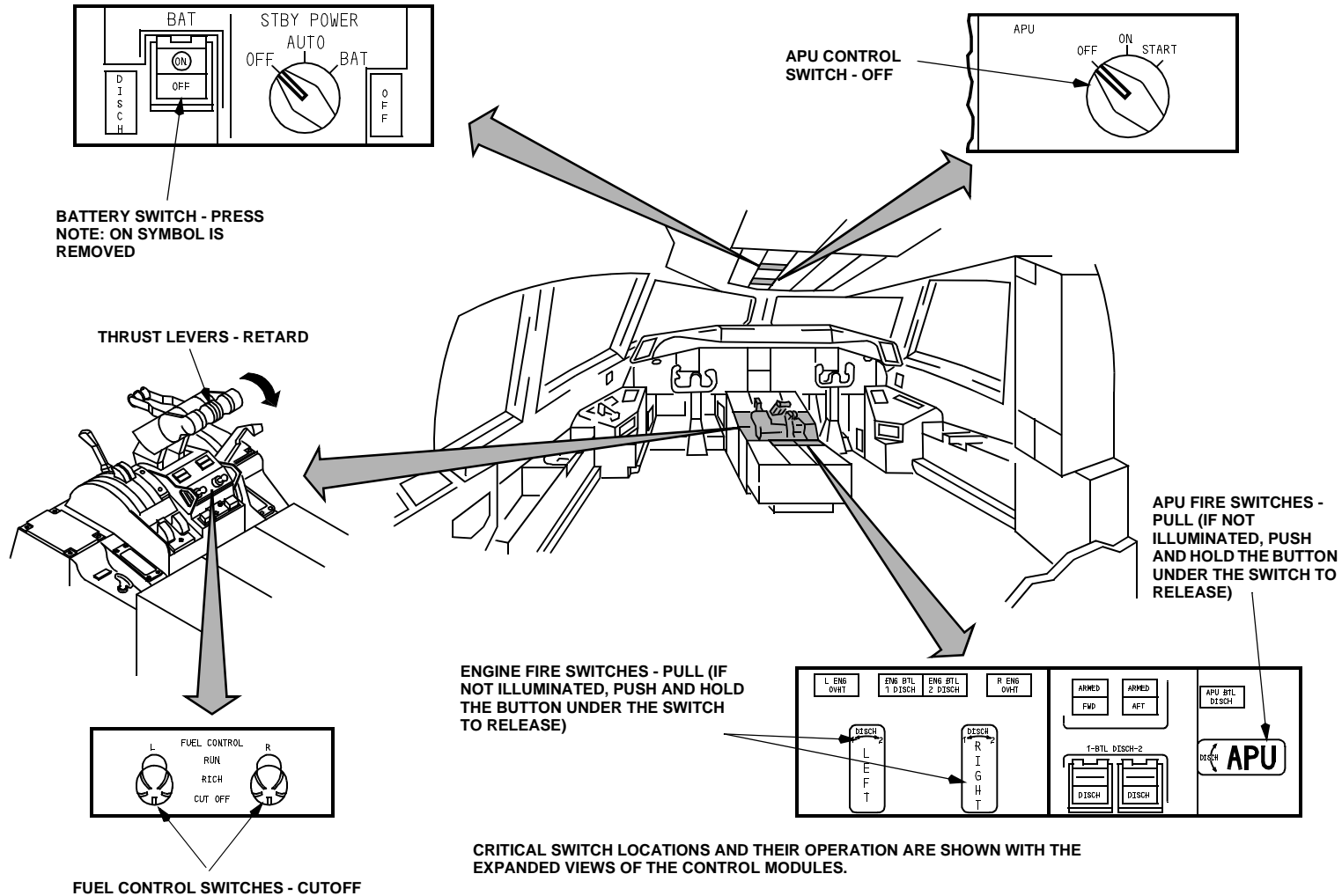




**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**757-200 & 200 COMBI**

**FLIGHT DECK CONTROL SWITCH LOCATIONS**

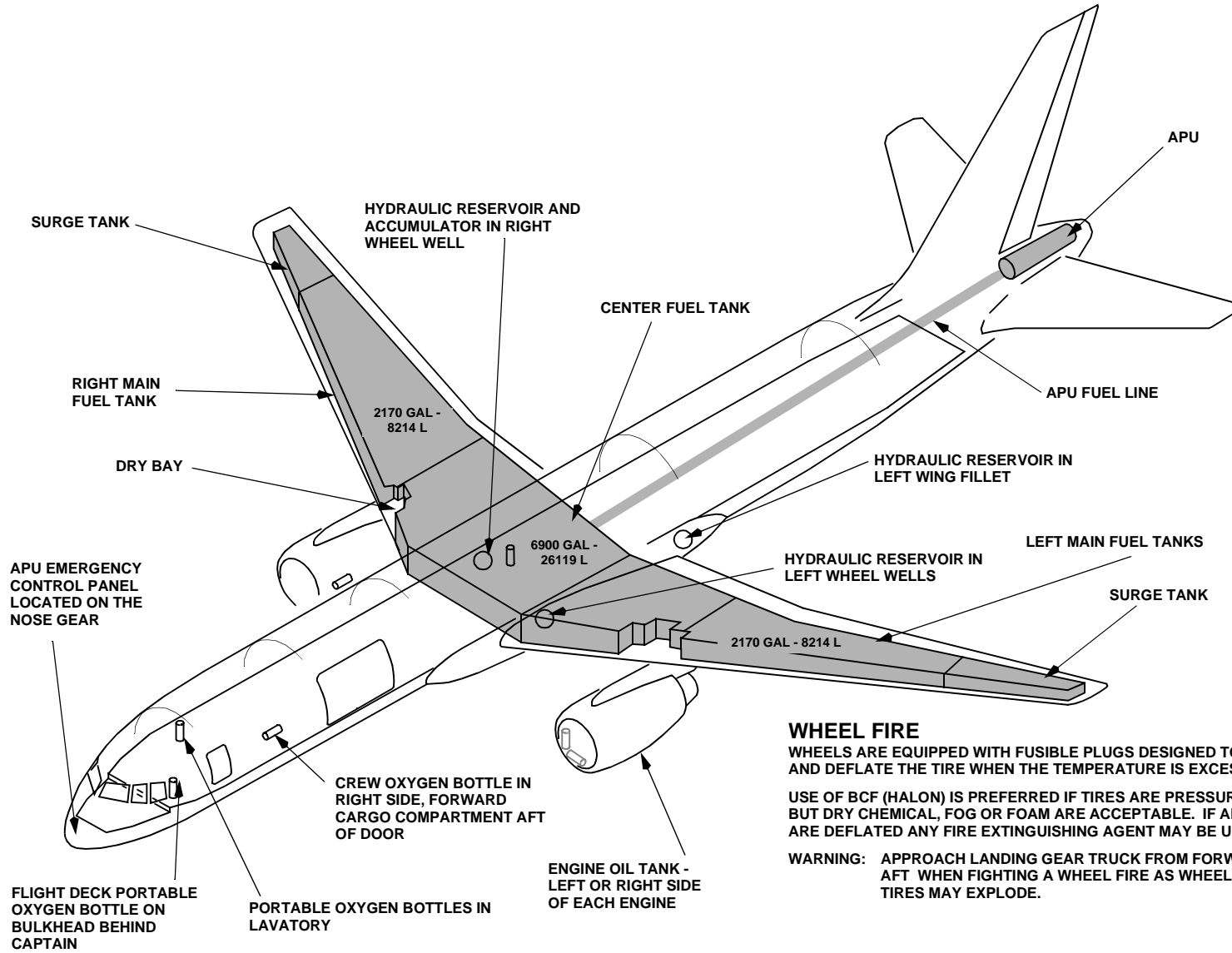


**757-200 & 200 COMBI**

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757-200 PACKAGE FREIGHTER

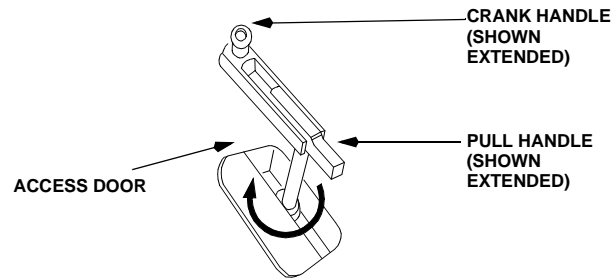
FLAMMABLE MATERIAL LOCATIONS



## 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 CHOP OUT AREAS

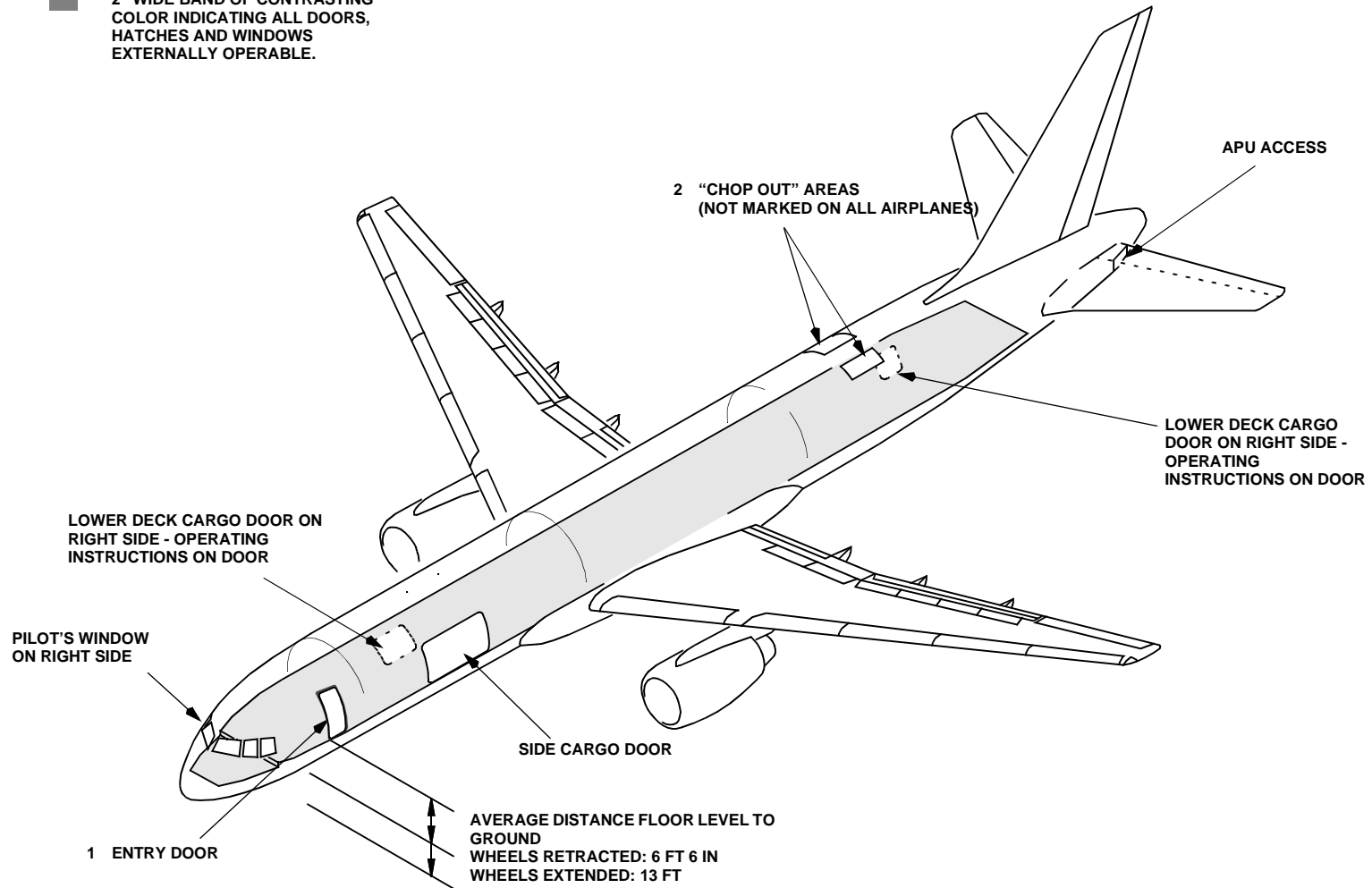
NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**757-200 PACKAGE FREIGHTER**

**EMERGENCY RESCUE ACCESS-2**

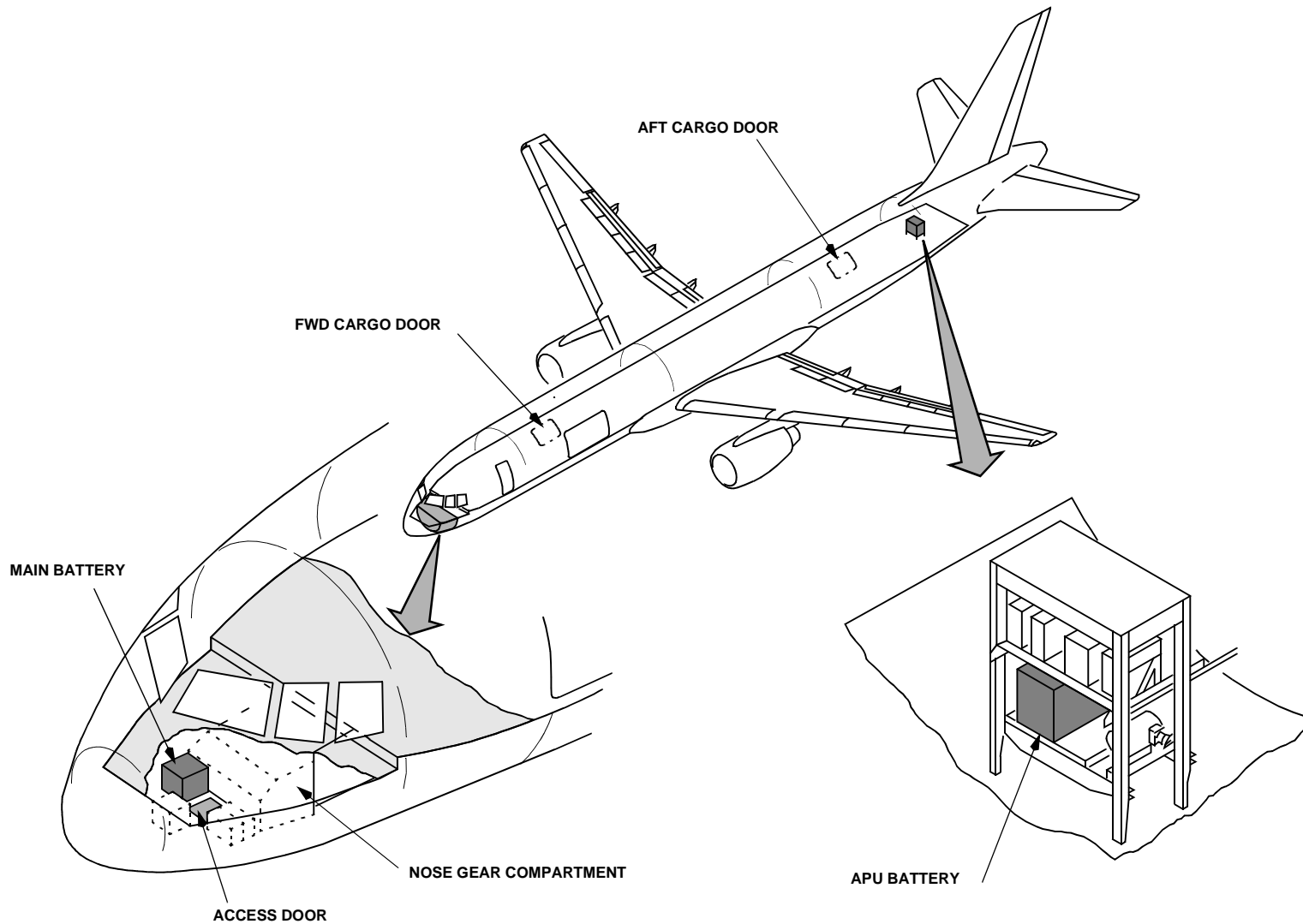
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

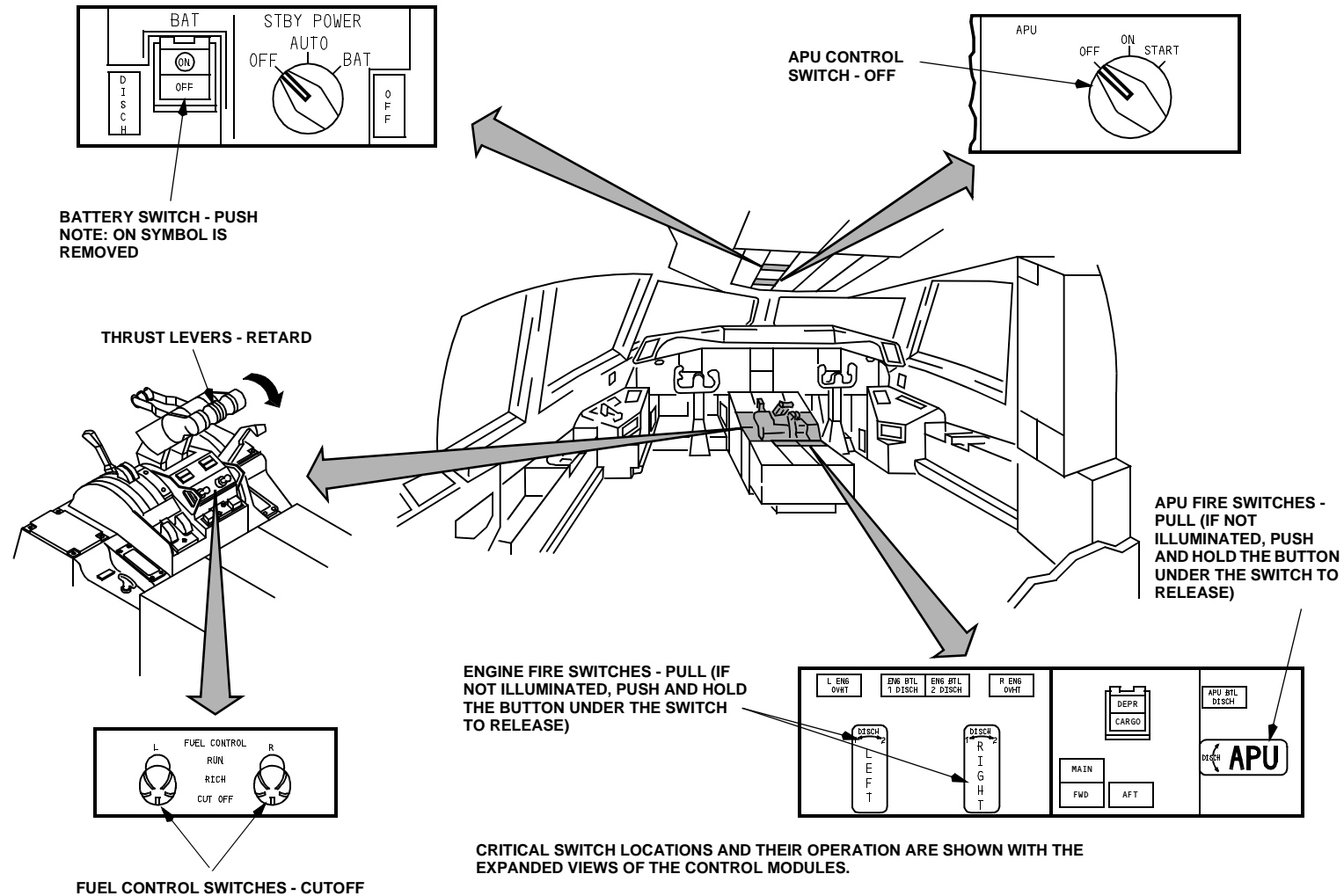
**757-200 PACKAGE FREIGHTER**

**BATTERY LOCATIONS**



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**757-200 PACKAGE FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS**



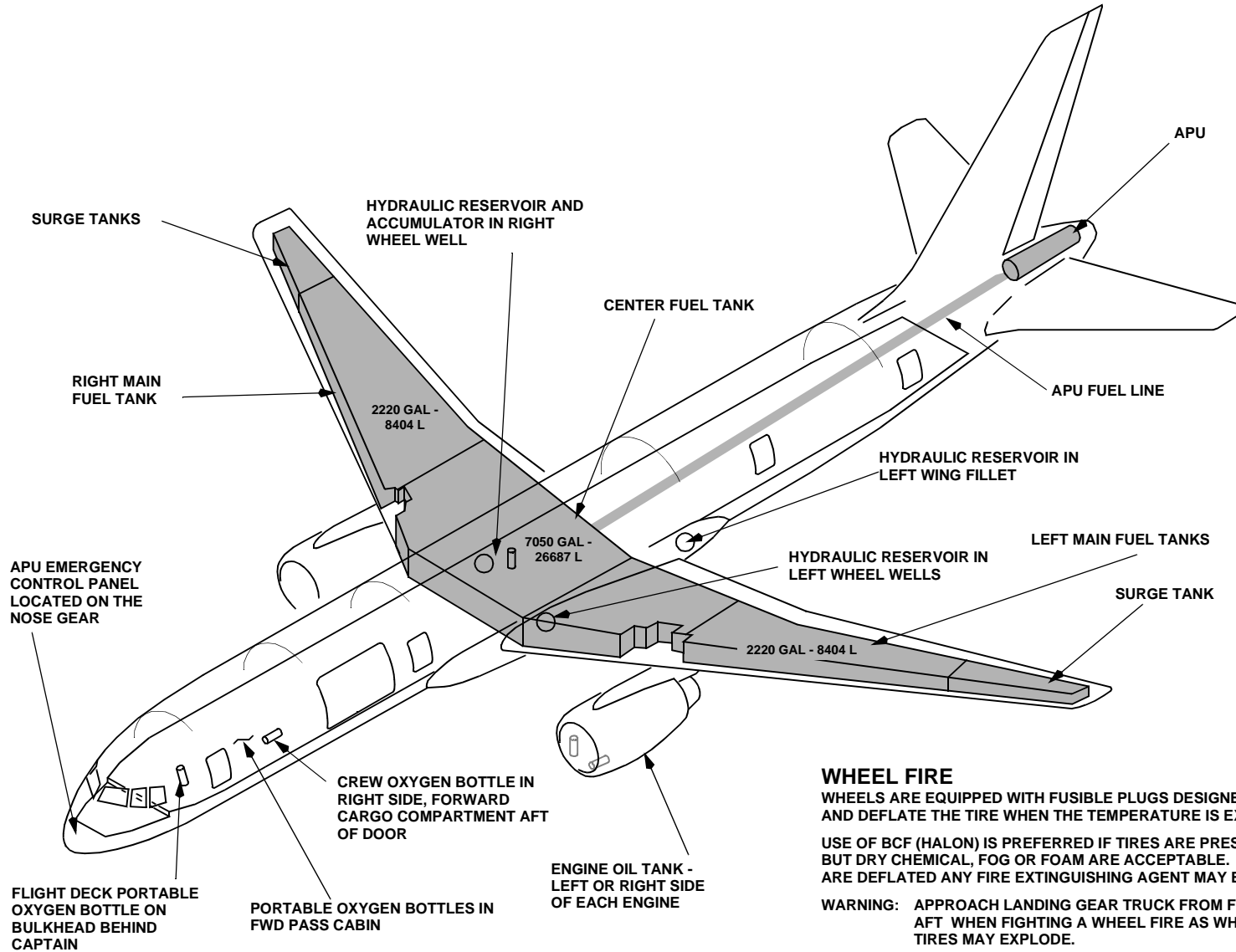
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757-300

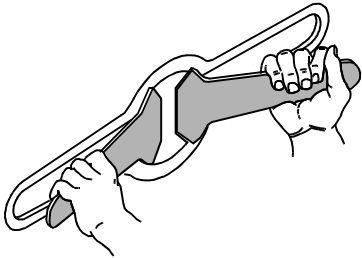
FLAMMABLE MATERIAL LOCATIONS



757-300

EMERGENCY RESCUE ACCESS-1

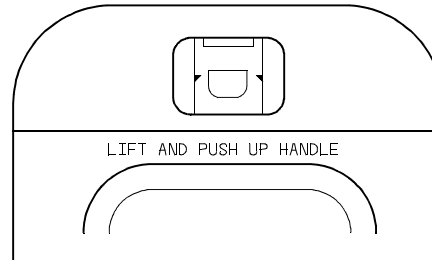
1 ENTRY/SERVICE DOORS EXTERNAL HANDLE



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



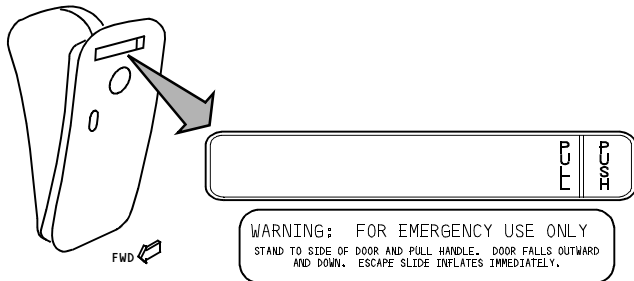
TO OPEN HATCH:

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 CHOP OUT AREAS

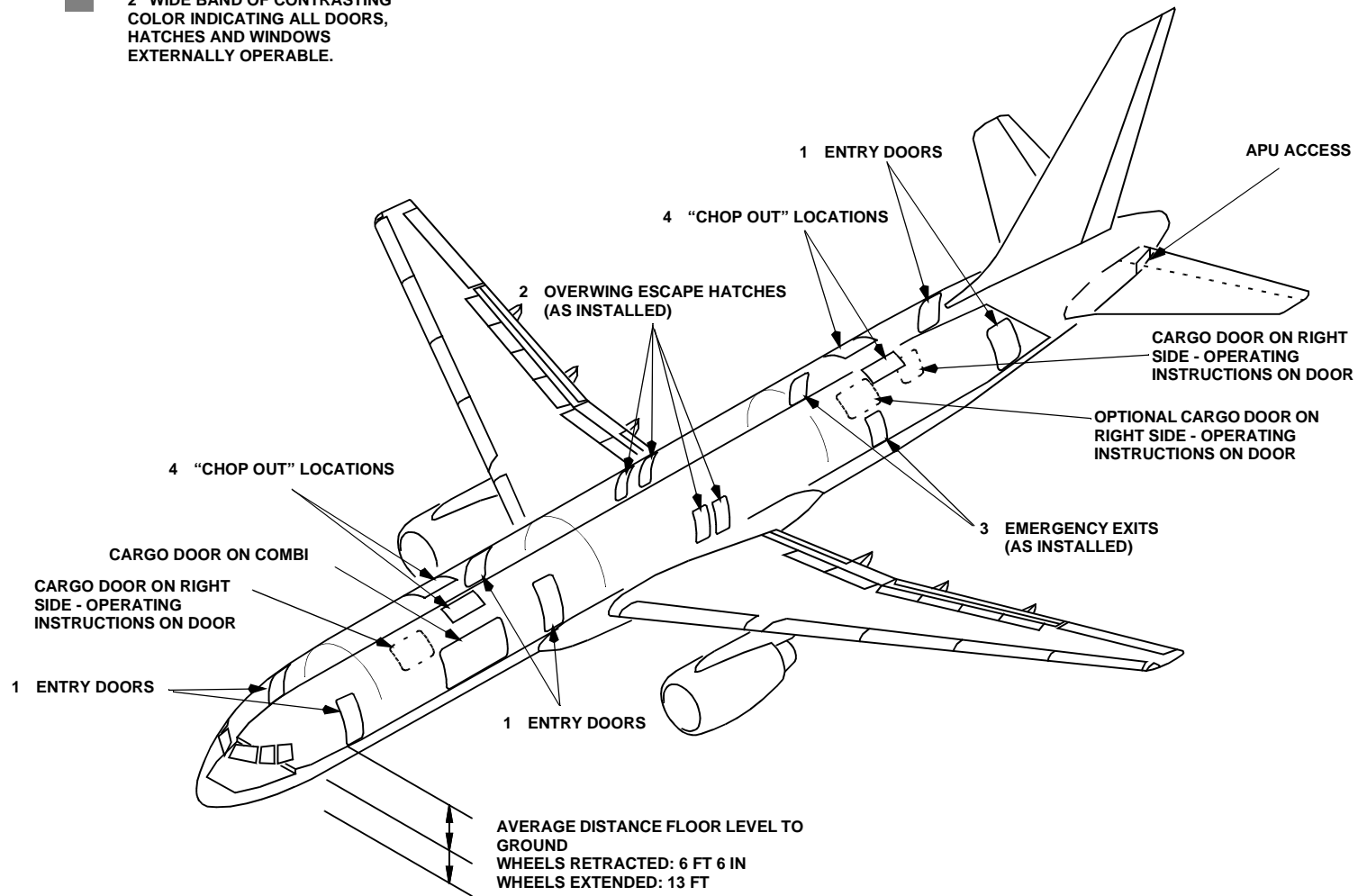
NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

## 757-300

## EMERGENCY RESCUE ACCESS-2

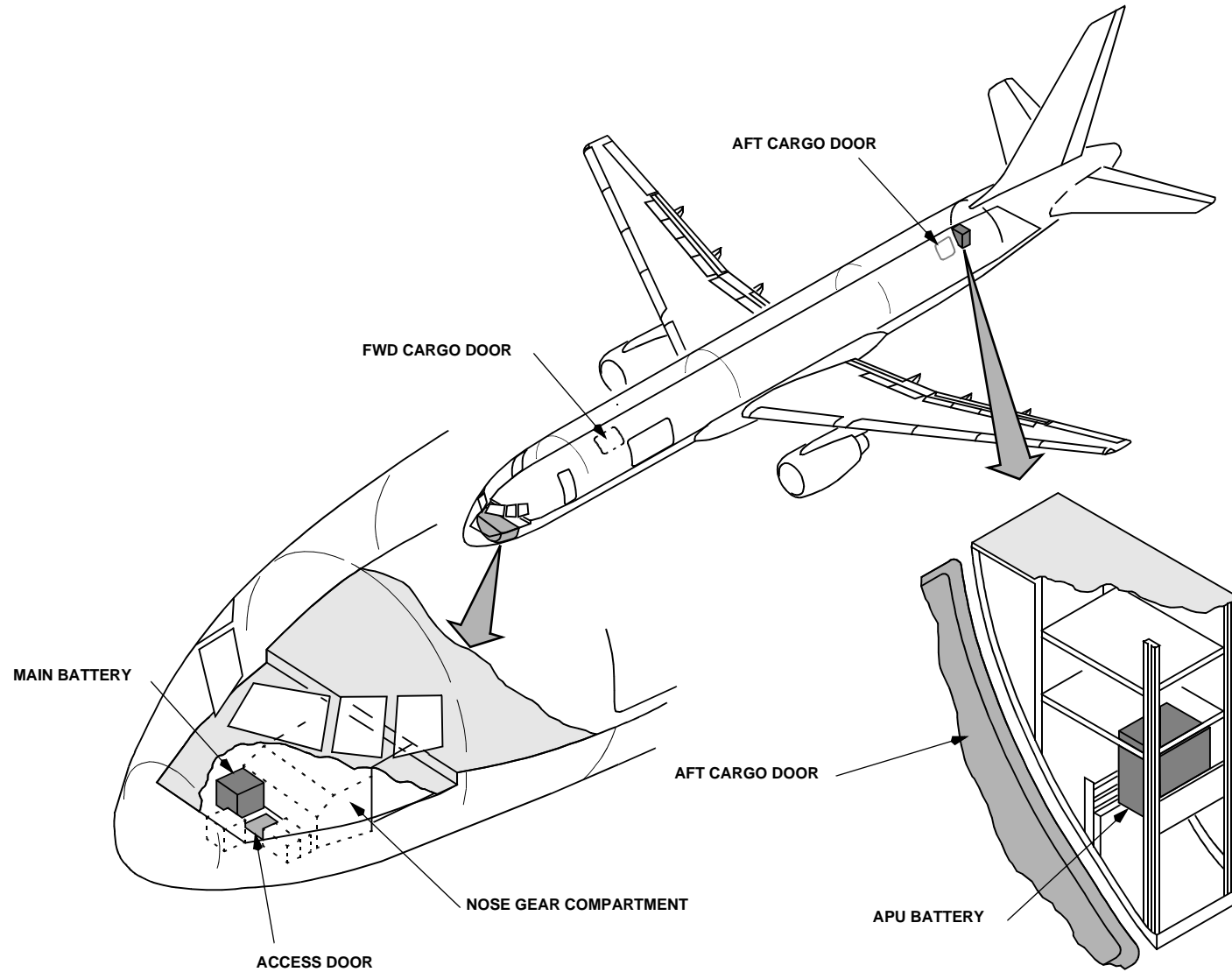
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

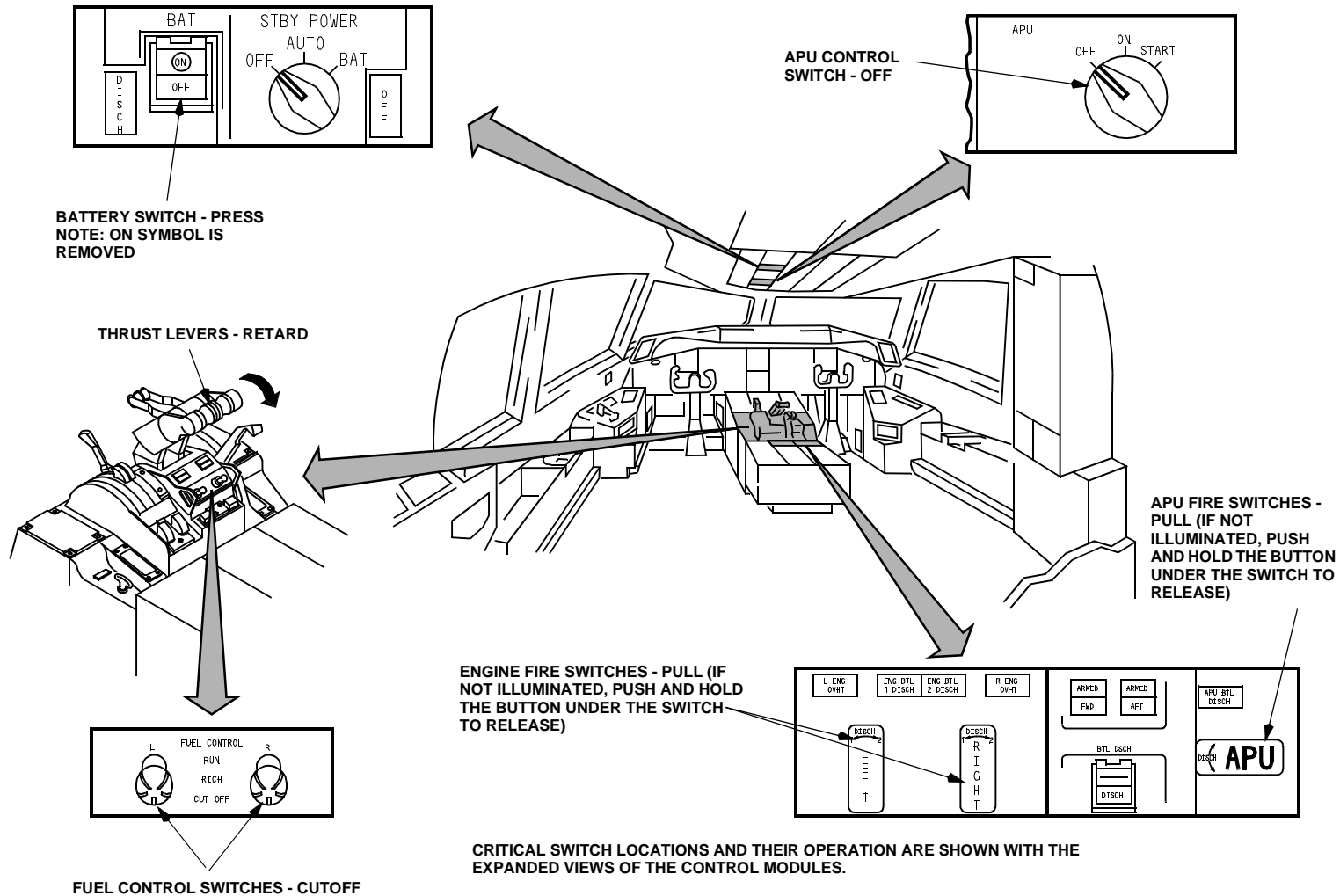
**757-300**

**BATTERY LOCATIONS**



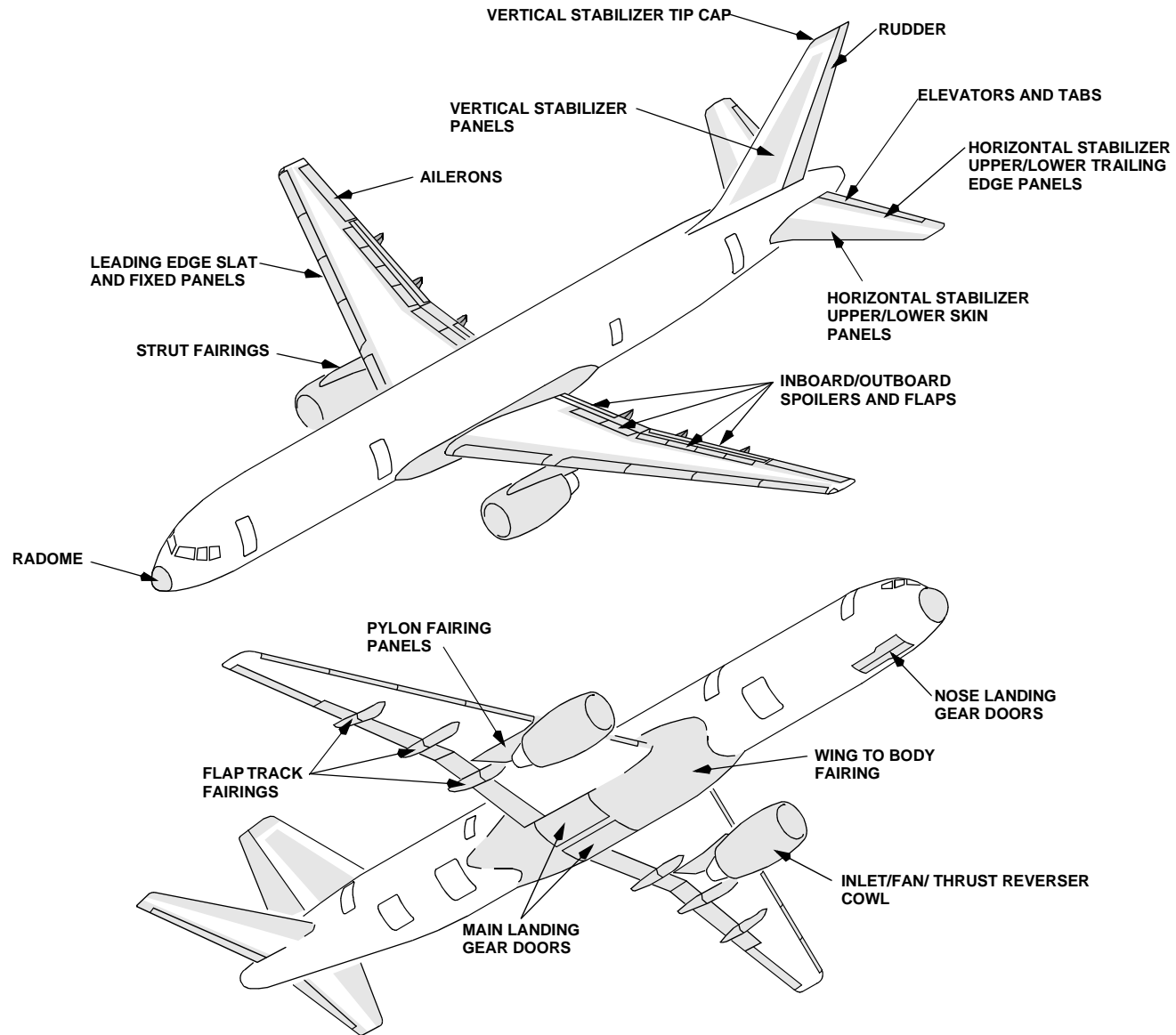
757-300

FLIGHT DECK CONTROL SWITCH LOCATIONS



757-300

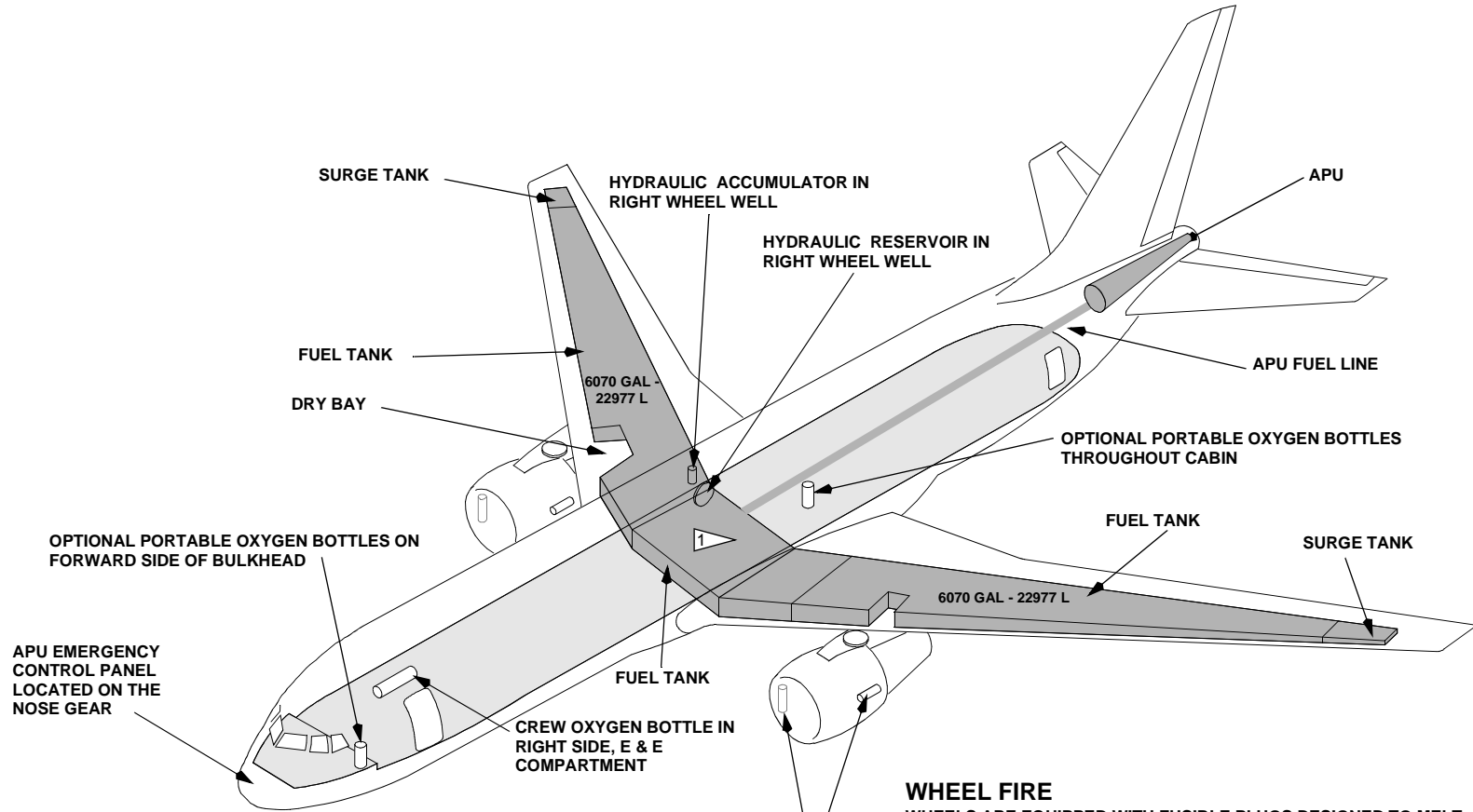
# COMPOSITE MATERIALS LOCATIONS



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**767 SERIES**

**FLAMMABLE MATERIAL LOCATIONS**



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

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

**WHEEL FIRE**

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE.

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED.

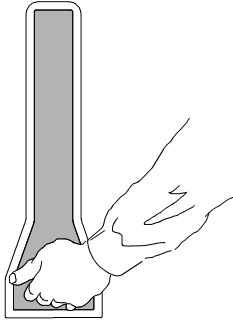
WARNING: APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

## AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

### 767 SERIES

### EMERGENCY RESCUE ACCESS-1

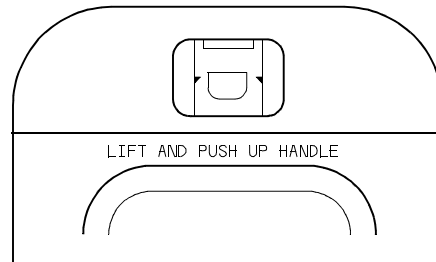
#### 1 ENTRY/SERVICE DOOR EXTERNAL HANDLE



##### 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.

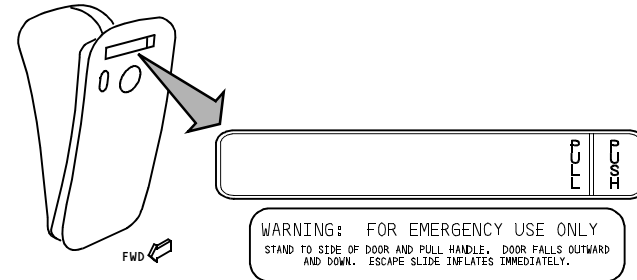
#### 2 OVERWING ESCAPE HATCHES



##### 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 CHOP OUT AREAS

**NOTE: "CHOP OUT" 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 NECESSITY FOR "CHOP OUT."**

##### NOTES:

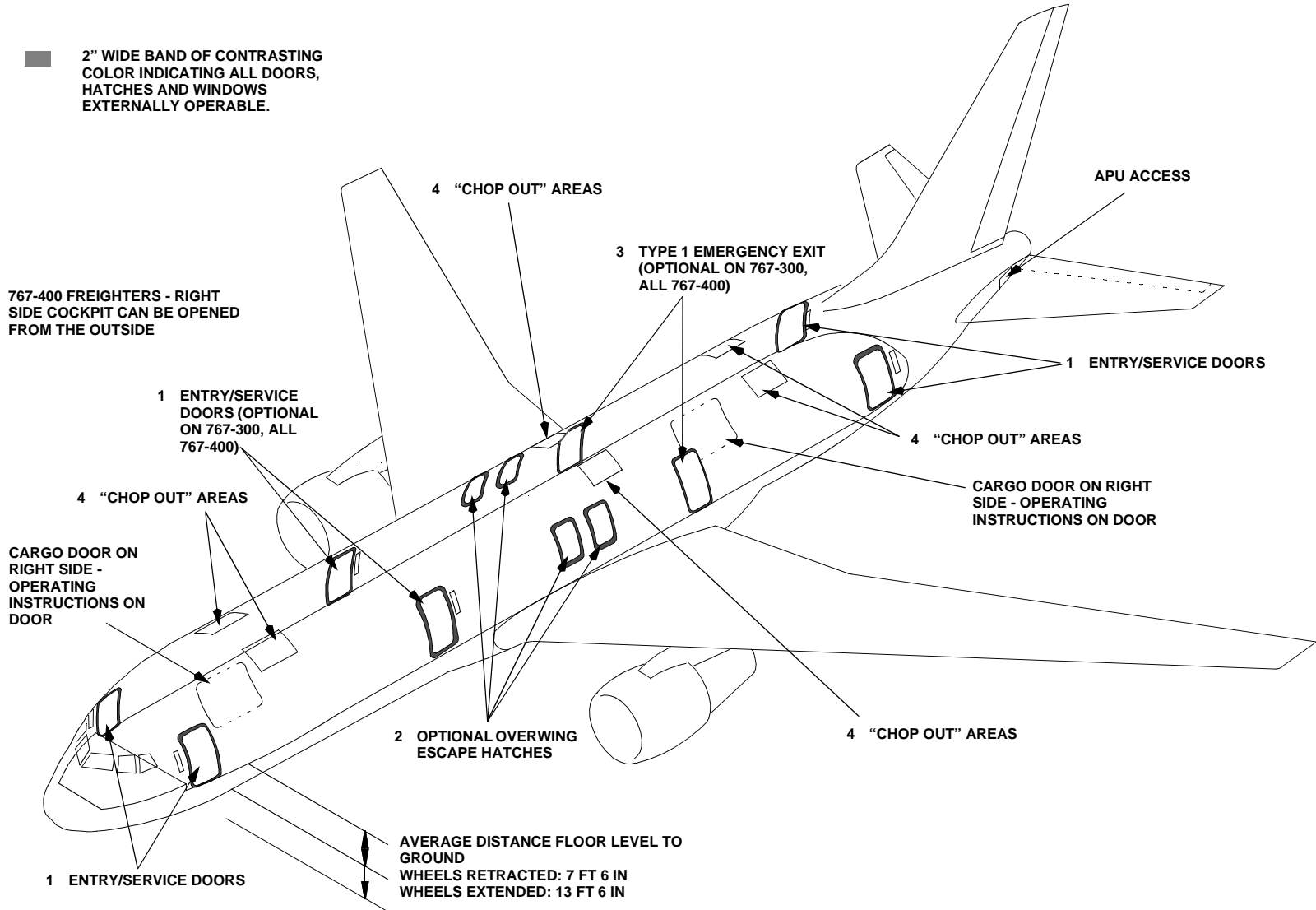
1. FOR ENTRY/SERVICE DOORS AND OVERWING HATCHES, ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE.
2. ON PASSENGER AIRPLANES, COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.
3. ON 767 FREIGHTERS, THE RIGHT SIDE COCKPIT WINDOW CAN BE OPENED FROM THE OUTSIDE.



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**767 SERIES**

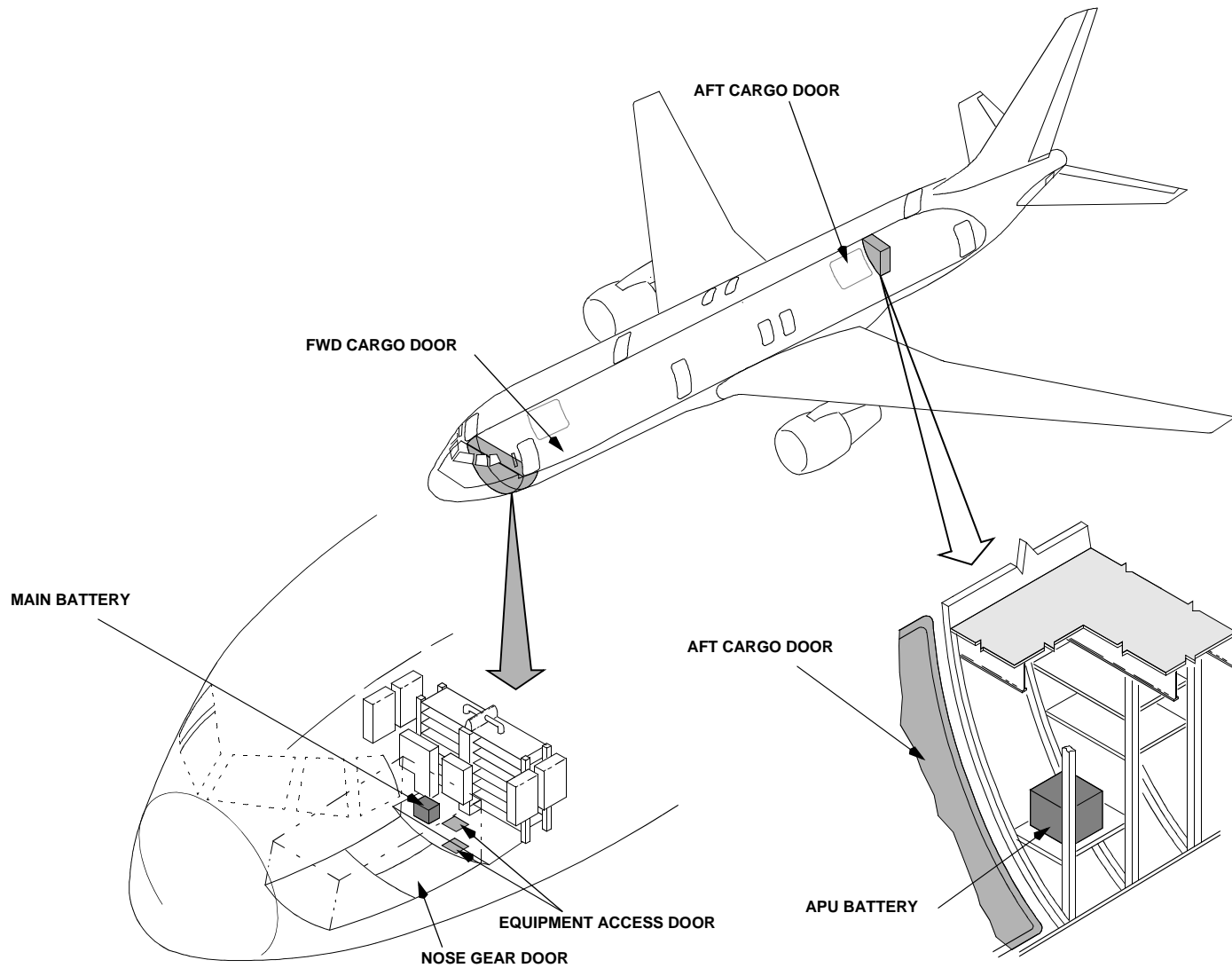
**EMERGENCY RESCUE ACCESS-2**



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

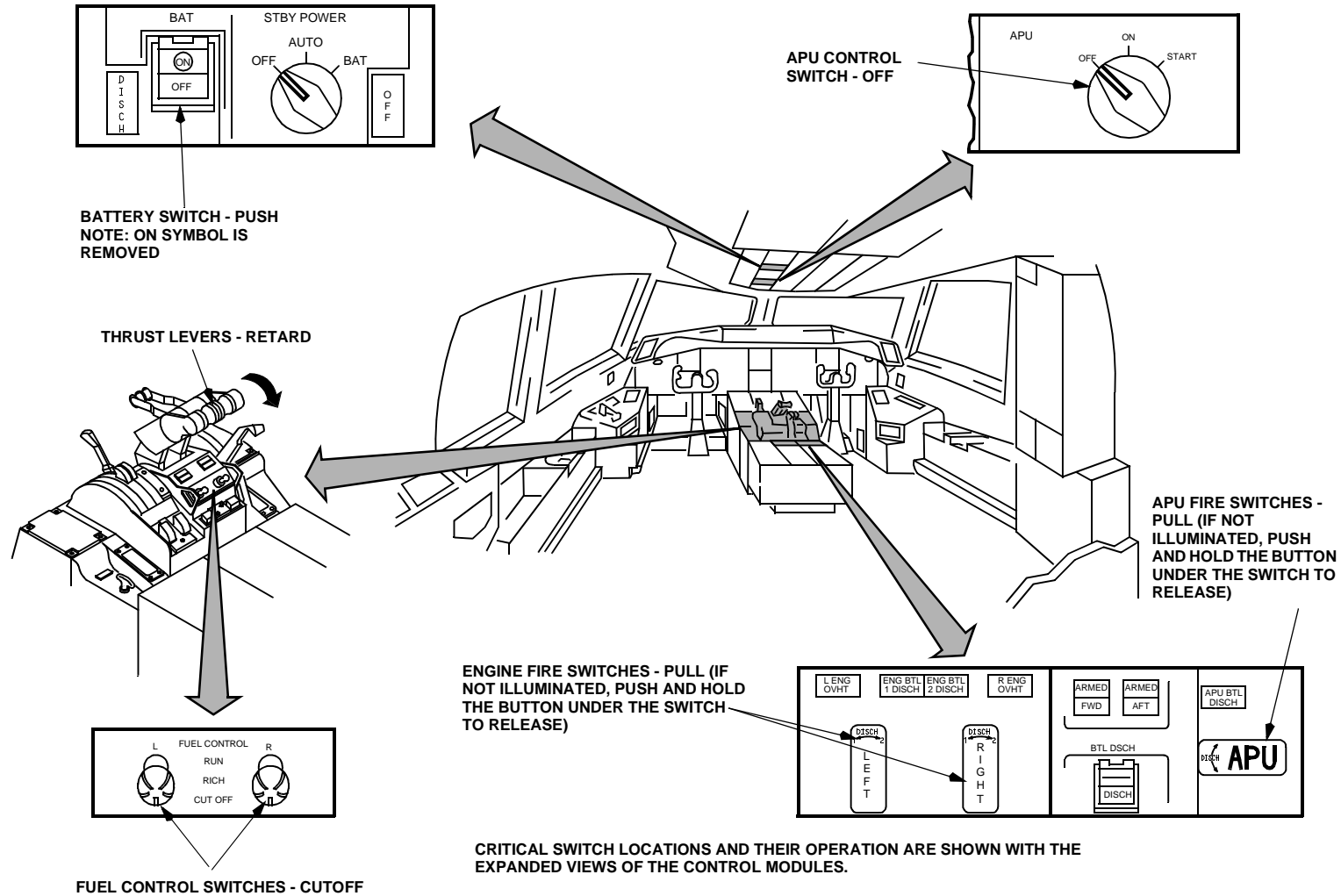
**767 SERIES**

**BATTERY LOCATIONS**



767 SERIES

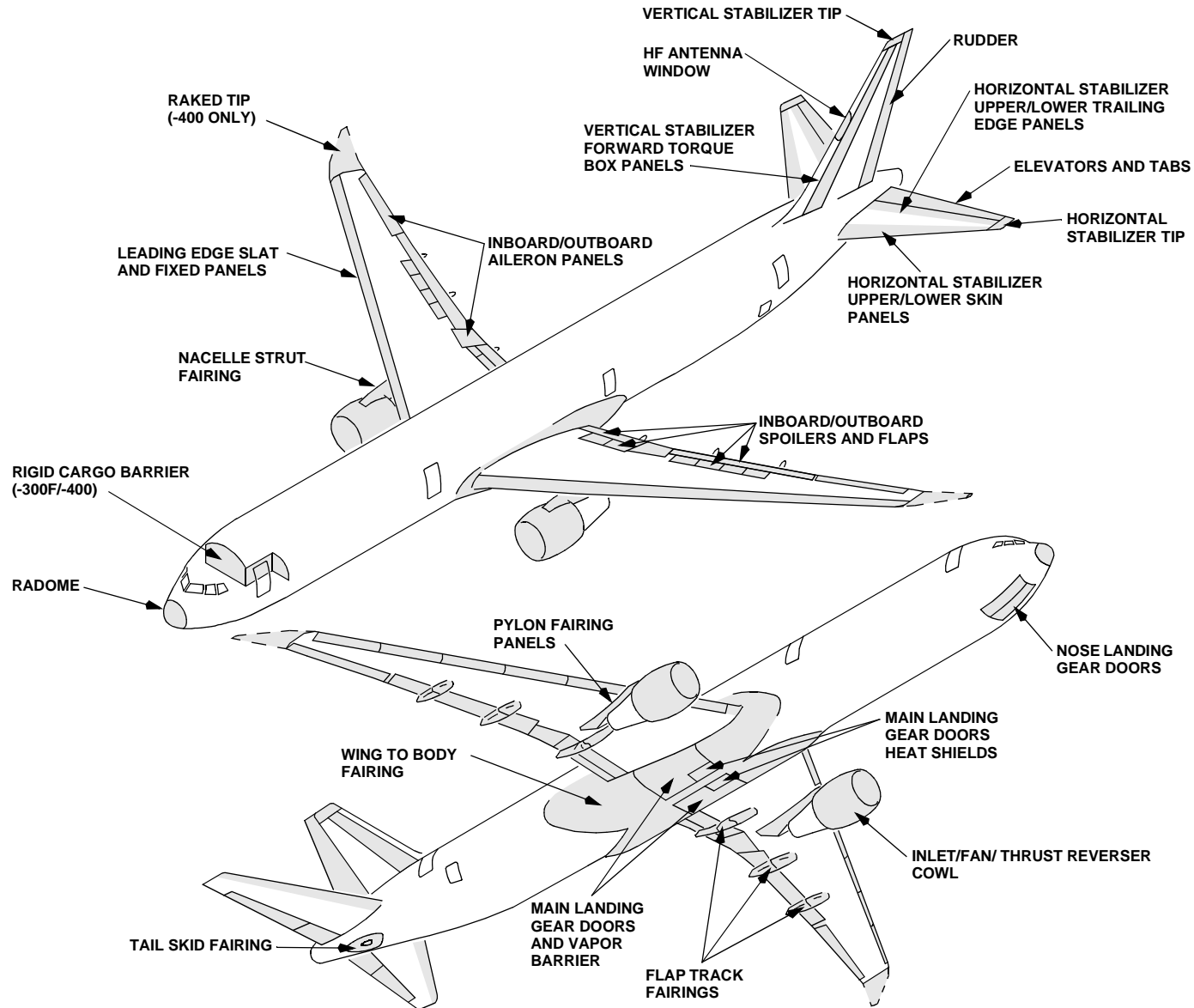
FLIGHT DECK CONTROL SWITCH LOCATIONS



AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

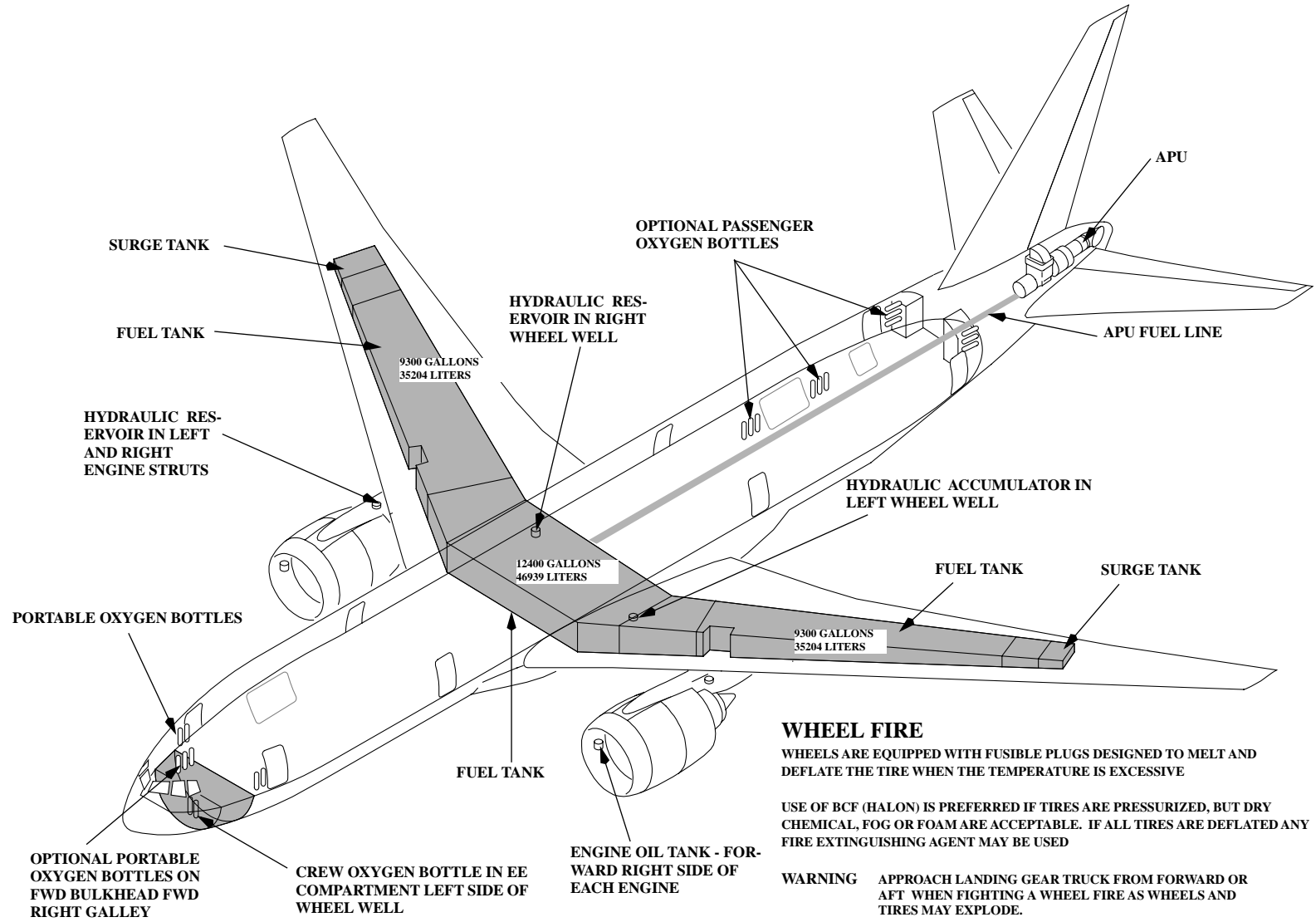
767 SERIES

COMPOSITE MATERIALS LOCATIONS



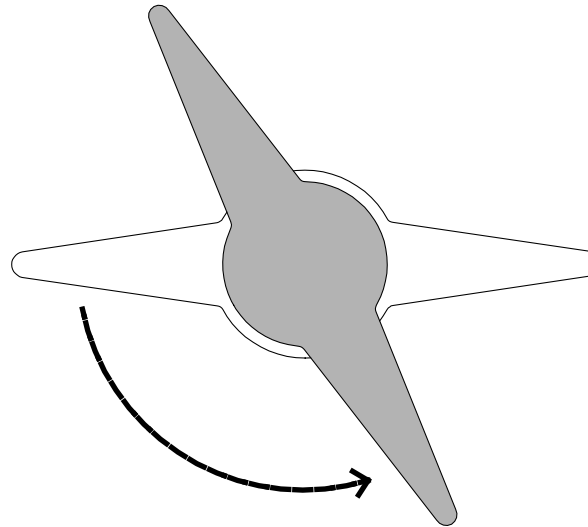
# FLAMMABLE MATERIAL LOCATIONS

777 SERIES



# EMERGENCY RESCUE ACCESS

777 SERIES



- 1**
- TO OPEN DOOR:**
- 1. ROTATE HANDLE COUNTER-CLOCKWISE 120 DEGREES**
  - 2. PULL DOOR OUTWARD**
- LEFT DOOR SHOWN-  
RIGHT SIDE OPPOSITE**

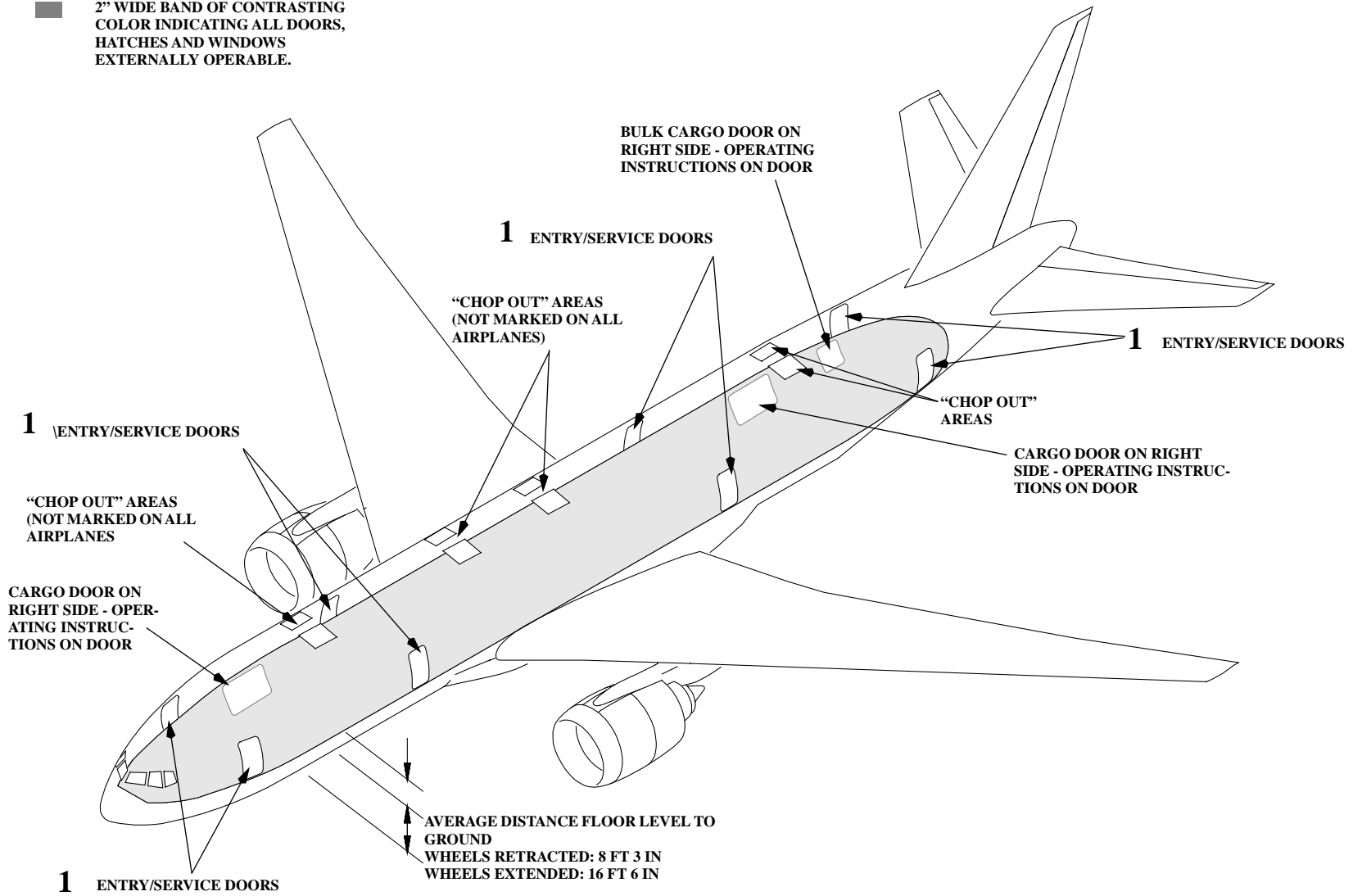
## NOTES

- 1. ESCAPE SLIDE DISARMS AUTOMATICALLY WHEN DOOR OR HATCH IS OPENED FROM THE OUTSIDE.**
- 2. COCKPIT WINDOWS CANNOT BE OPENED FROM THE OUTSIDE.**

# EMERGENCY RESCUE ACCESS

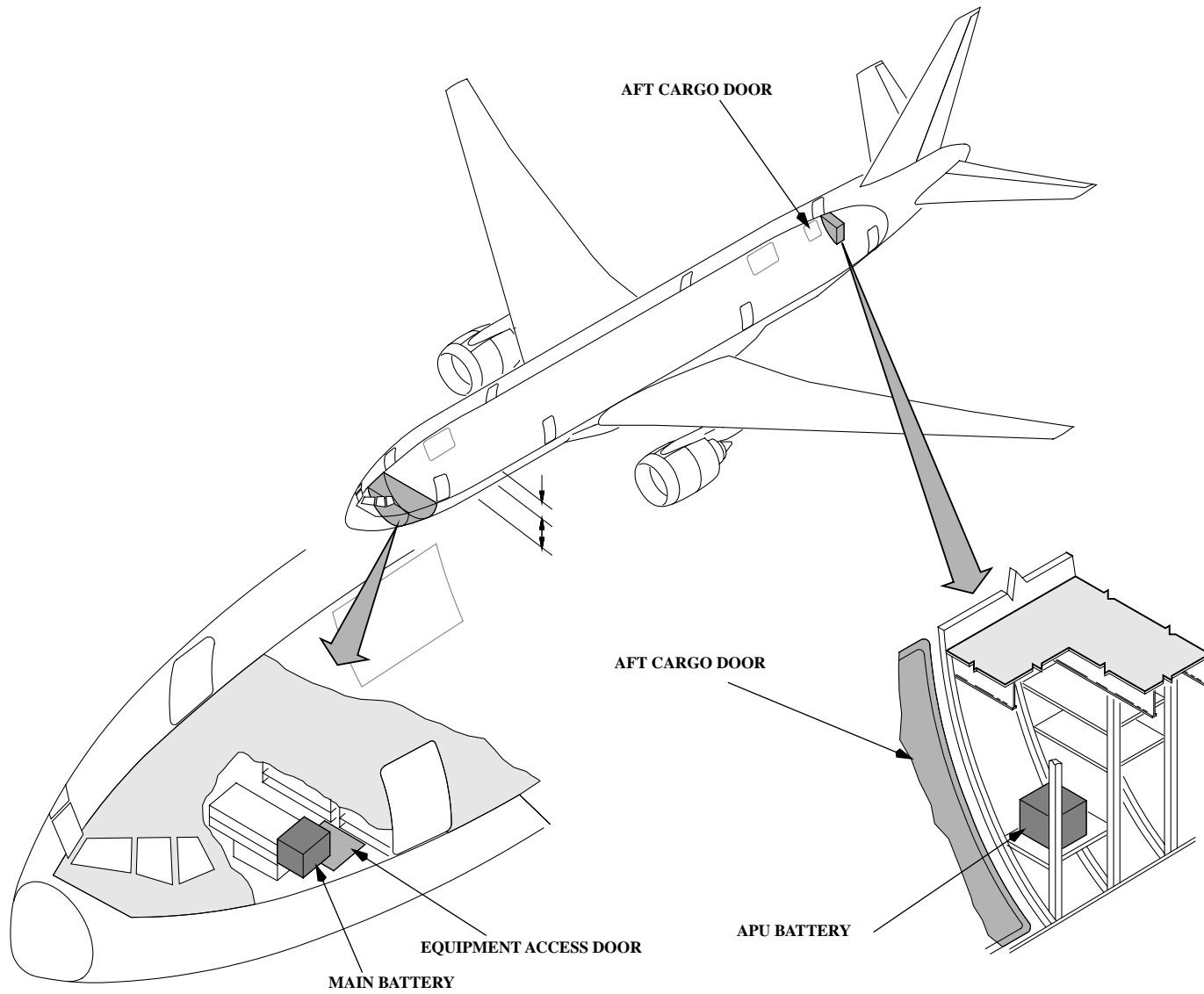
777 SERIES

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



# BATTERY LOCATIONS

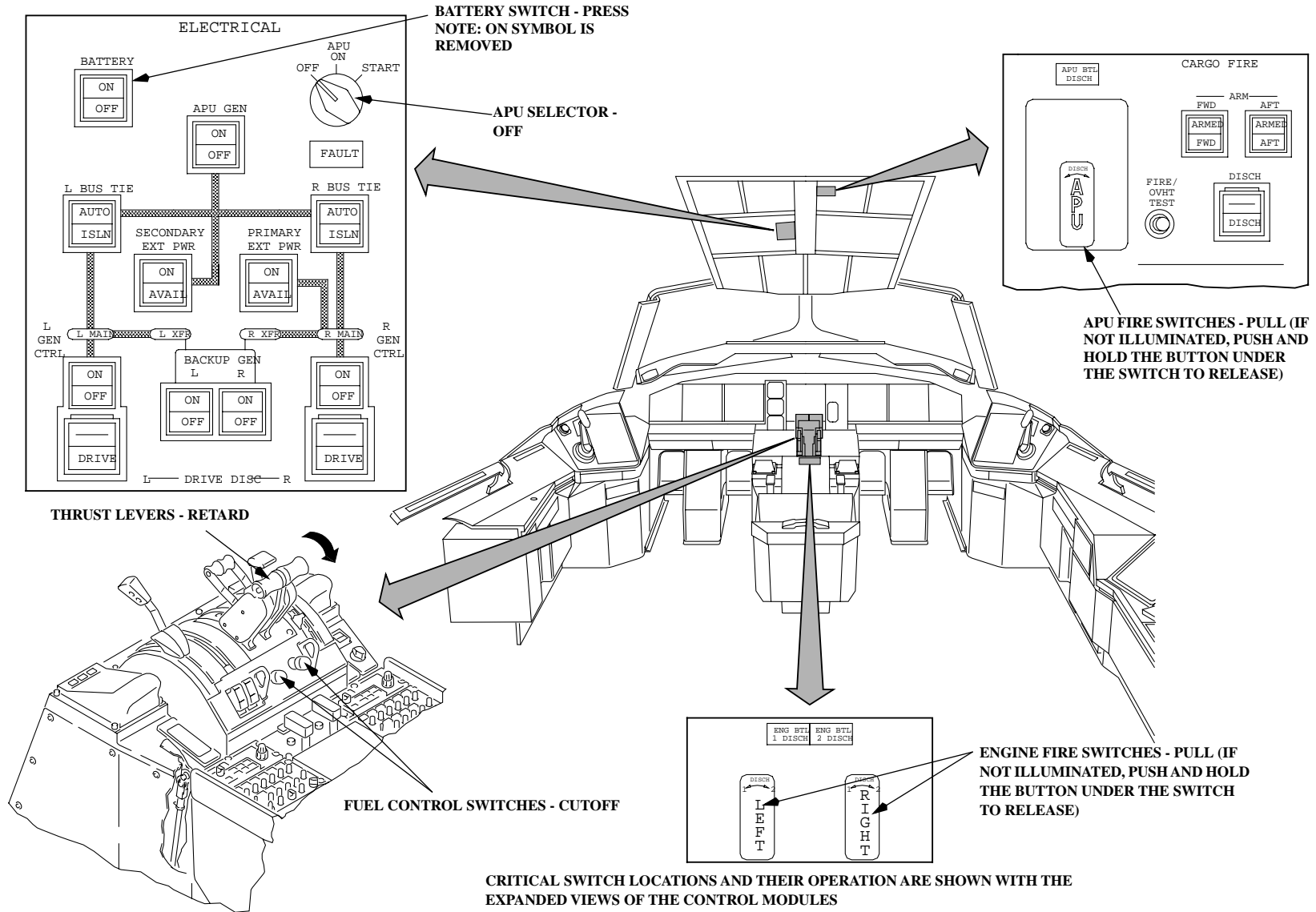
777 SERIES





# FLIGHT DECK CONTROL SWITCH LOCATIONS

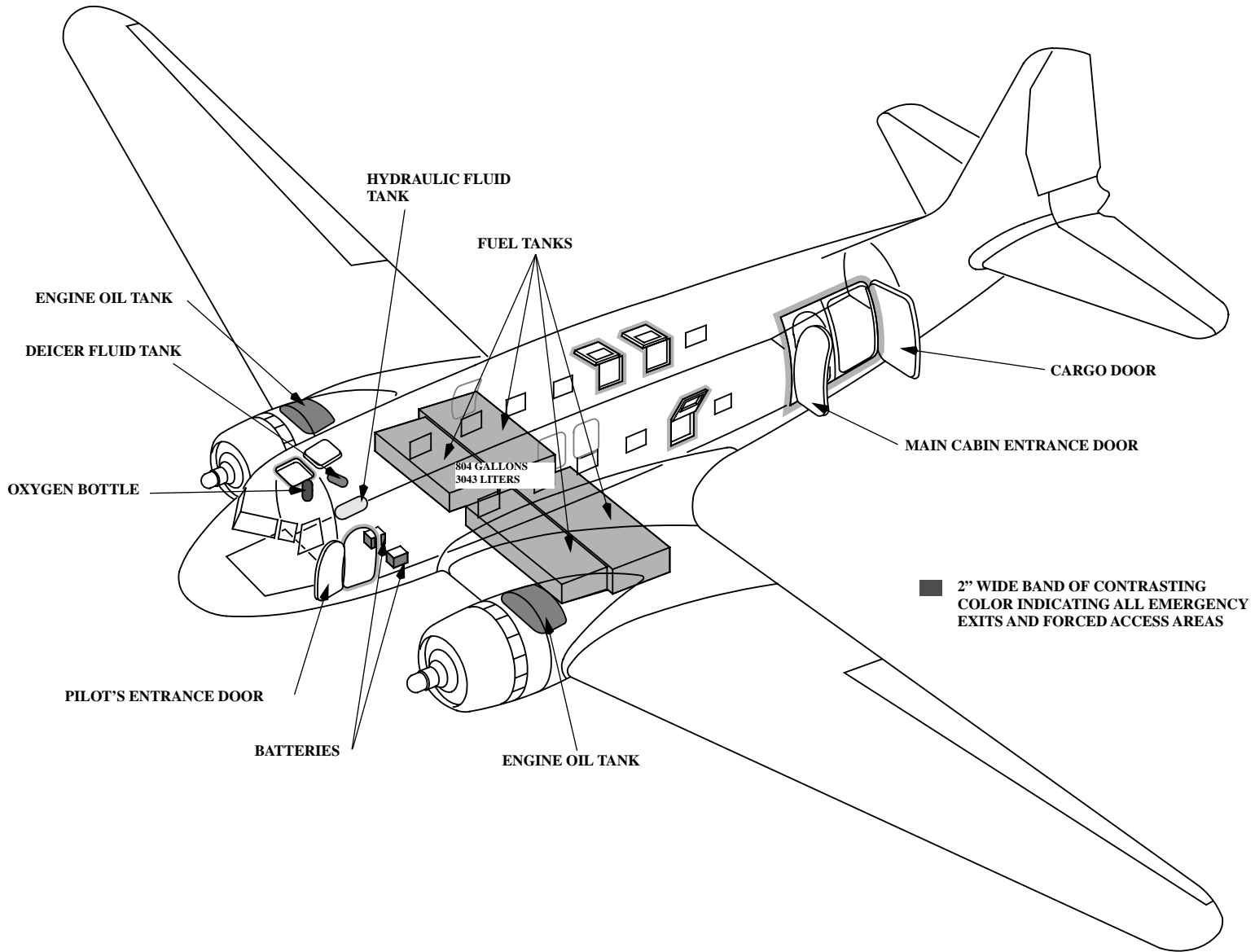
777 SERIES



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# FLAMMABLE MATERIAL LOCATIONS

DC-3

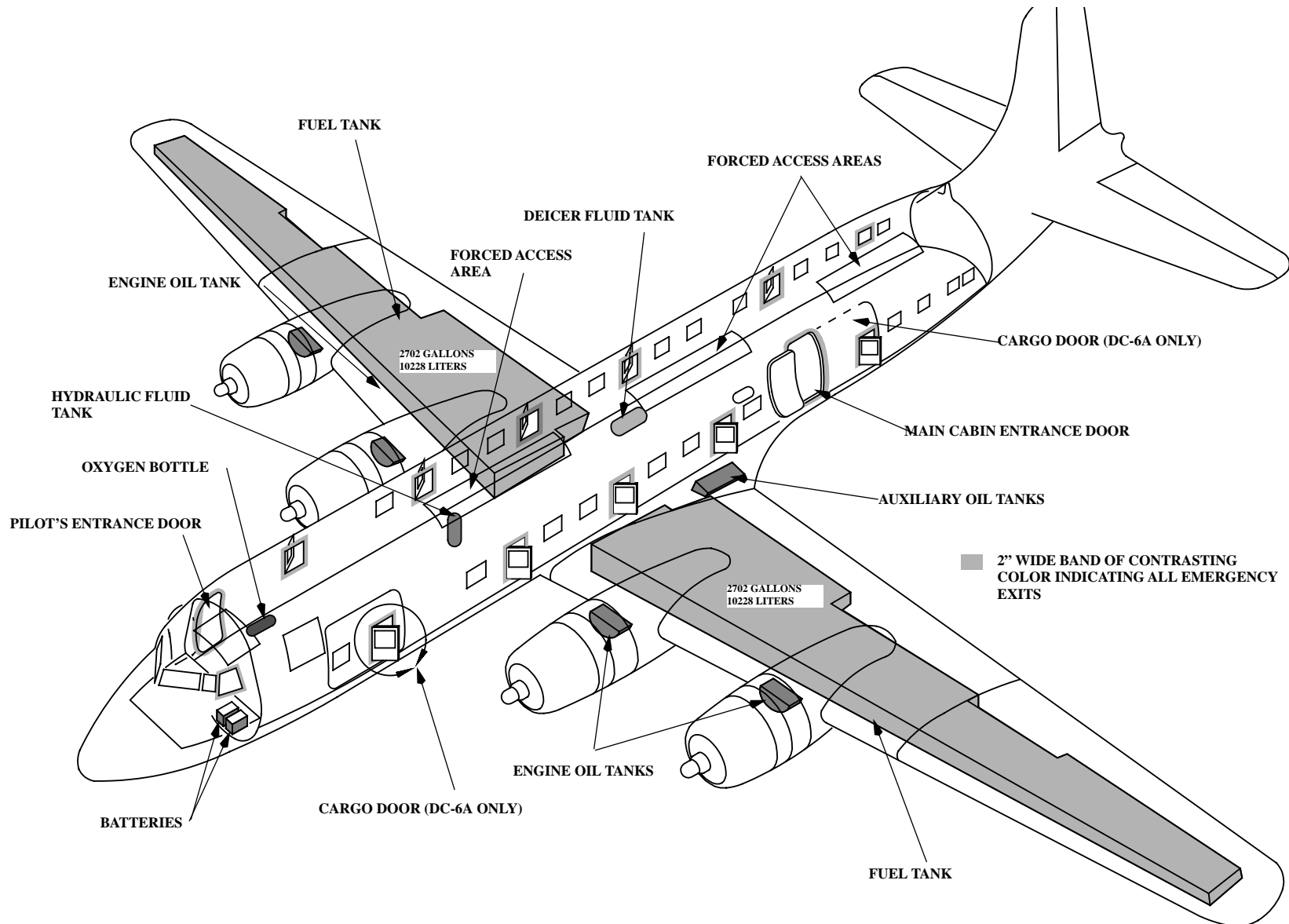


Oct 31/97  
20.00.01

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# FLAMMABLE MATERIAL LOCATIONS

DC-6

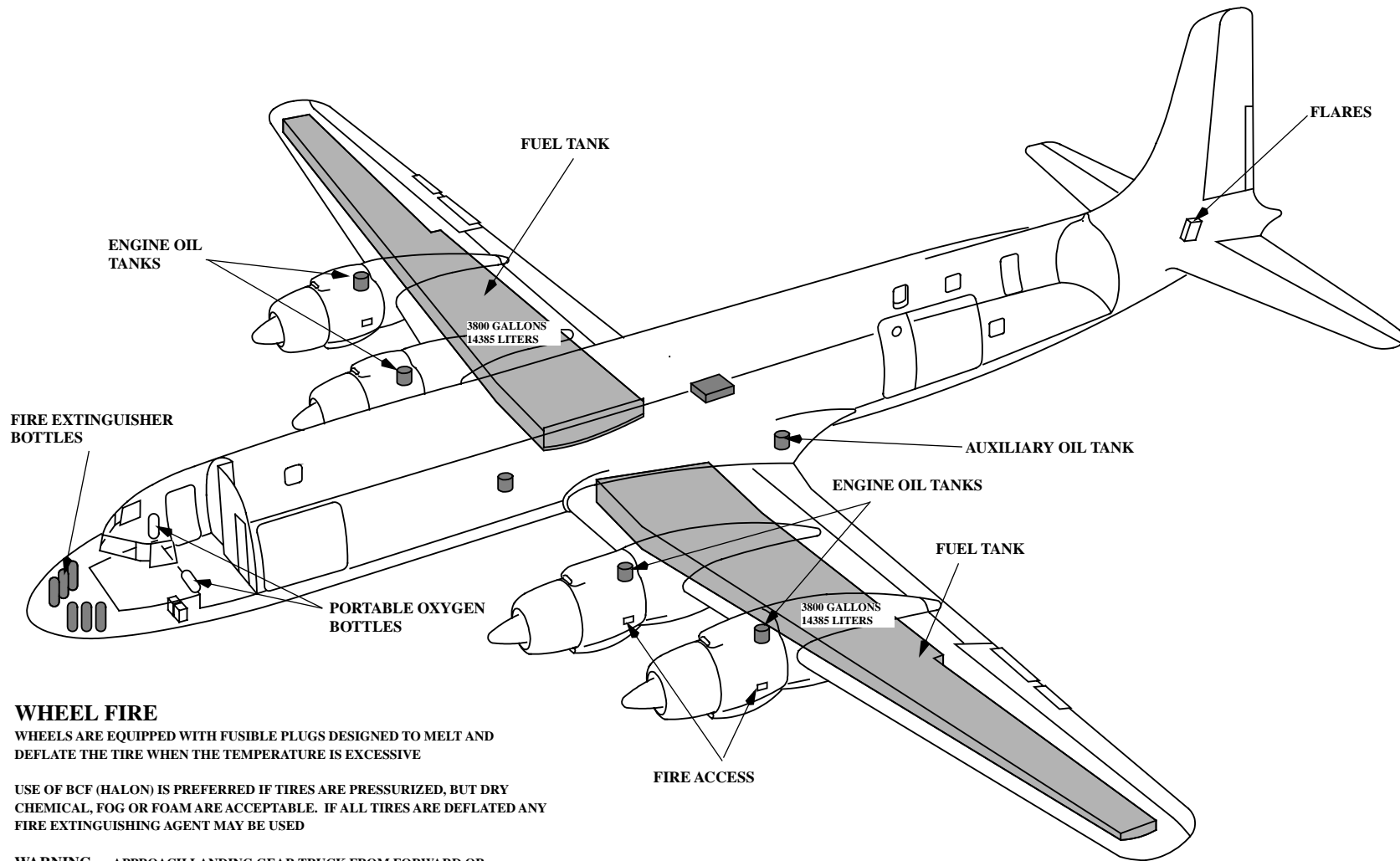


Oct 31/97  
21.00.01

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# FLAMMABLE MATERIAL LOCATIONS

DC-7C CARGO



## WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED

**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# EMERGENCY RESCUE ACCESS

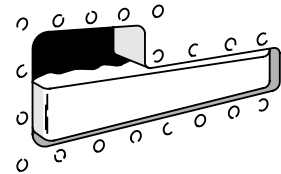
DC-7C CARGO

## 1 CREW AND MAIN DOORS EXTERNAL HANDLE



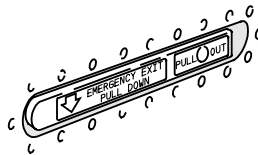
TO OPEN DOOR  
1. ROTATE HANDLE COUNTER-CLOCKWISE  
2. PULL DOOR OUTWARD

## 2 EMERGENCY EXIT DOORS EXTERNAL HANDLE



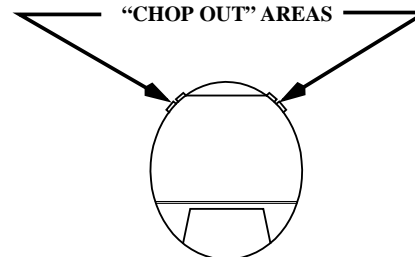
TO OPEN DOOR  
1. PULL HANDLE OUT  
2. PUSH DOOR INWARD

## 3 ESCAPE HATCH EXTERNAL HANDLE



TO OPEN HATCH  
1. PULL HANDLE OUT  
2. ROTATE HANDLE COUNTER-CLOCKWISE  
3. PULL HATCH OUT

## 4 AIRPLANE CROSS SECTION



### NOTE

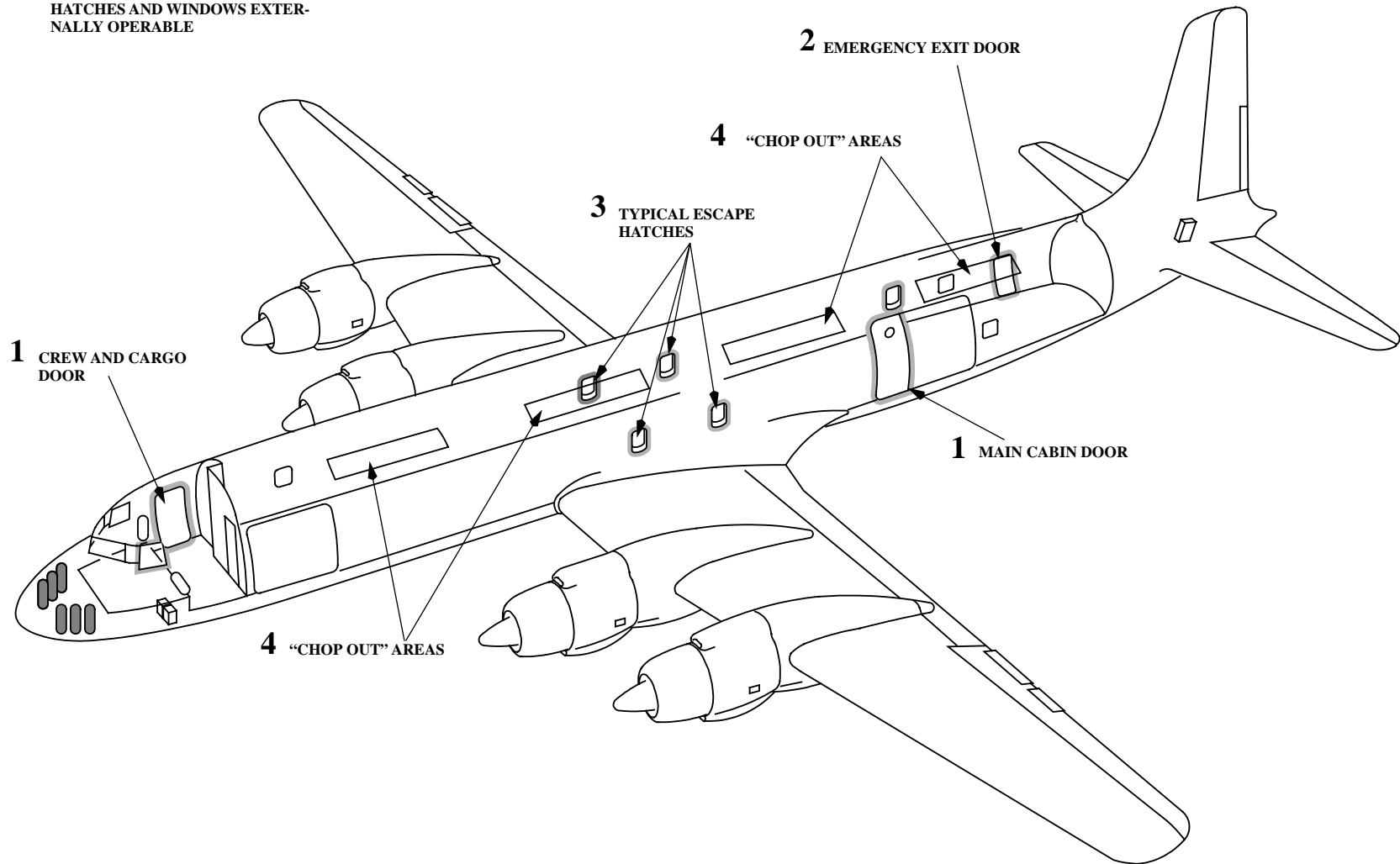
“CHOP OUT” AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR “CHOP OUT.”



# EMERGENCY RESCUE ACCESS

DC-7C CARGO

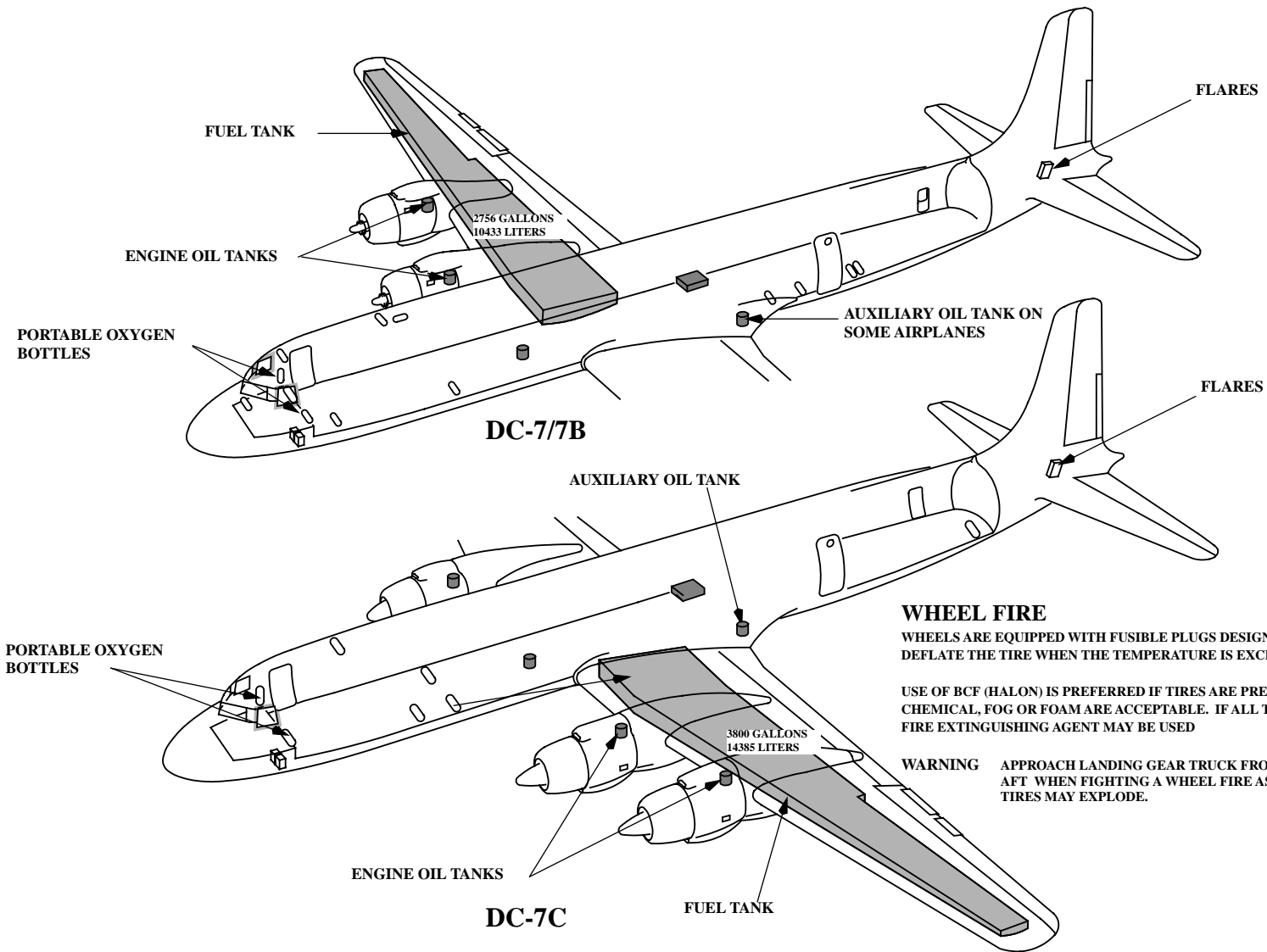
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE



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# FLAMMABLE MATERIAL LOCATIONS

DC-7 SERIES



## WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED

**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# EMERGENCY RESCUE ACCESS

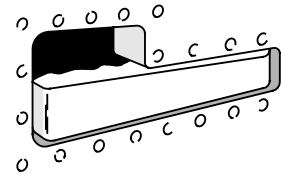
DC-7 SERIES

## 1 CREW AND MAIN DOORS EXTERNAL HANDLE



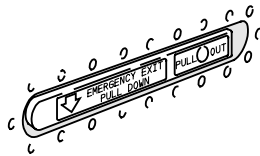
TO OPEN DOOR  
1. ROTATE HANDLE COUNTER-CLOCKWISE  
2. PULL DOOR OUTWARD

## 2 EMERGENCY EXIT DOORS EXTERNAL HANDLE



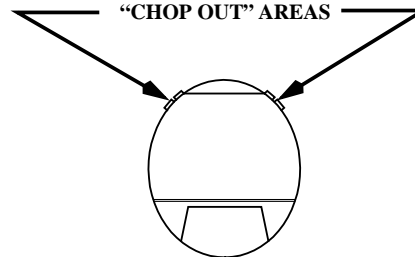
TO OPEN DOOR  
1. PULL HANDLE OUT  
2. PUSH DOOR INWARD

## 3 ESCAPE HATCH EXTERNAL HANDLE



TO OPEN HATCH  
1. PULL HANDLE OUT  
2. ROTATE HANDLE COUNTER-CLOCKWISE  
3. PULL HATCH OUT

## 4 AIRPLANE CROSS SECTION

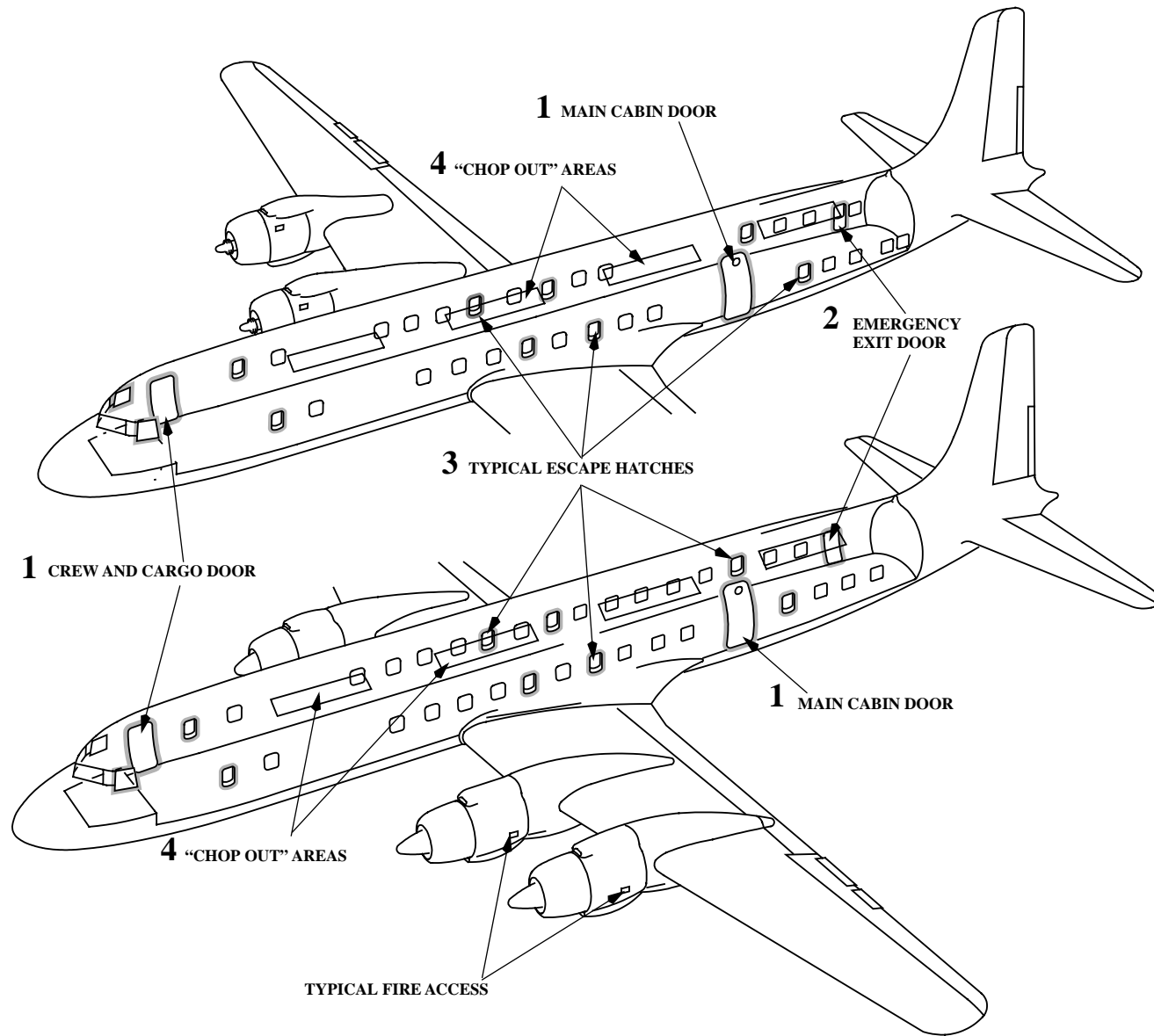


### NOTE

“CHOP OUT” 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 NECESSITY FOR “CHOP OUT.”

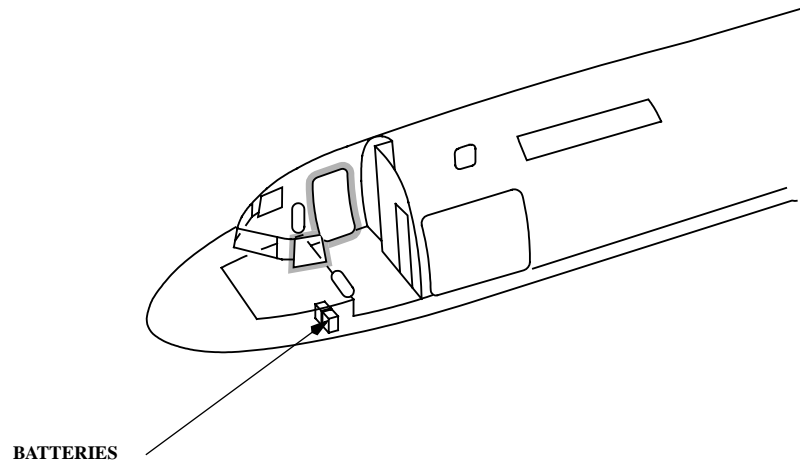
# EMERGENCY RESCUE ACCESS

DC-7 SERIES



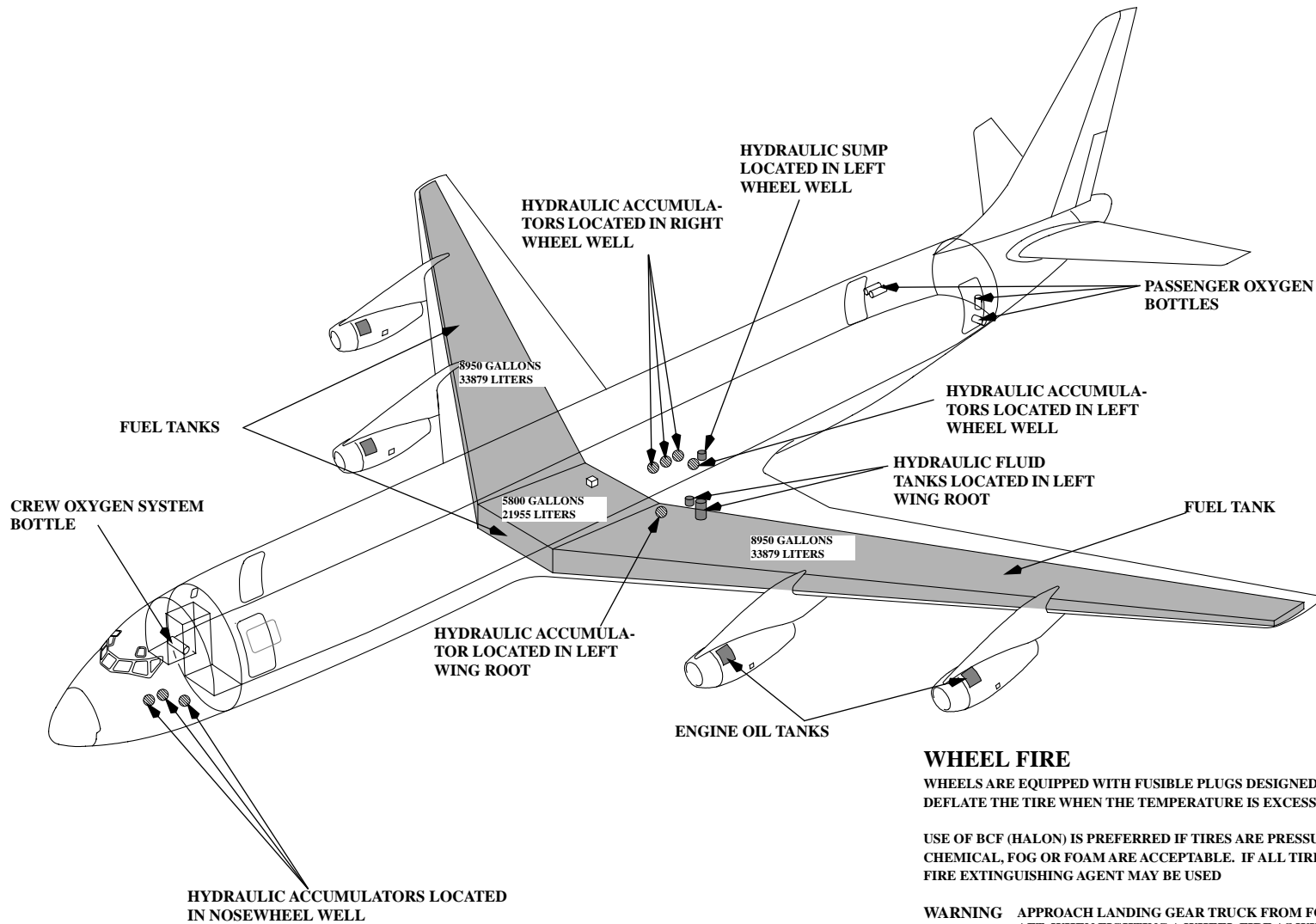
# BATTERY LOCATIONS

DC-7 SERIES



# FLAMMABLE MATERIAL LOCATIONS

DC-8

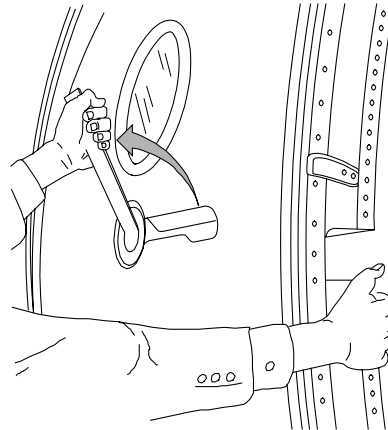


Oct 31/97  
23.00.01

# EMERGENCY RESCUE ACCESS

DC-8

## 1 PASSENGER AND SERVICE DOORS



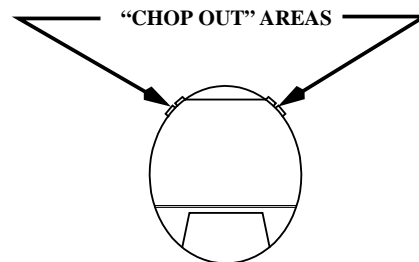
- TO OPEN DOOR**
1. PULL HANDLE FROM RECESS
  2. ROTATE HANDLE FORWARD
  3. PULL DOOR OPEN

## 2 EMERGENCY EXITS



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

## 3 AIRPLANE CROSS SECTION



### NOTE

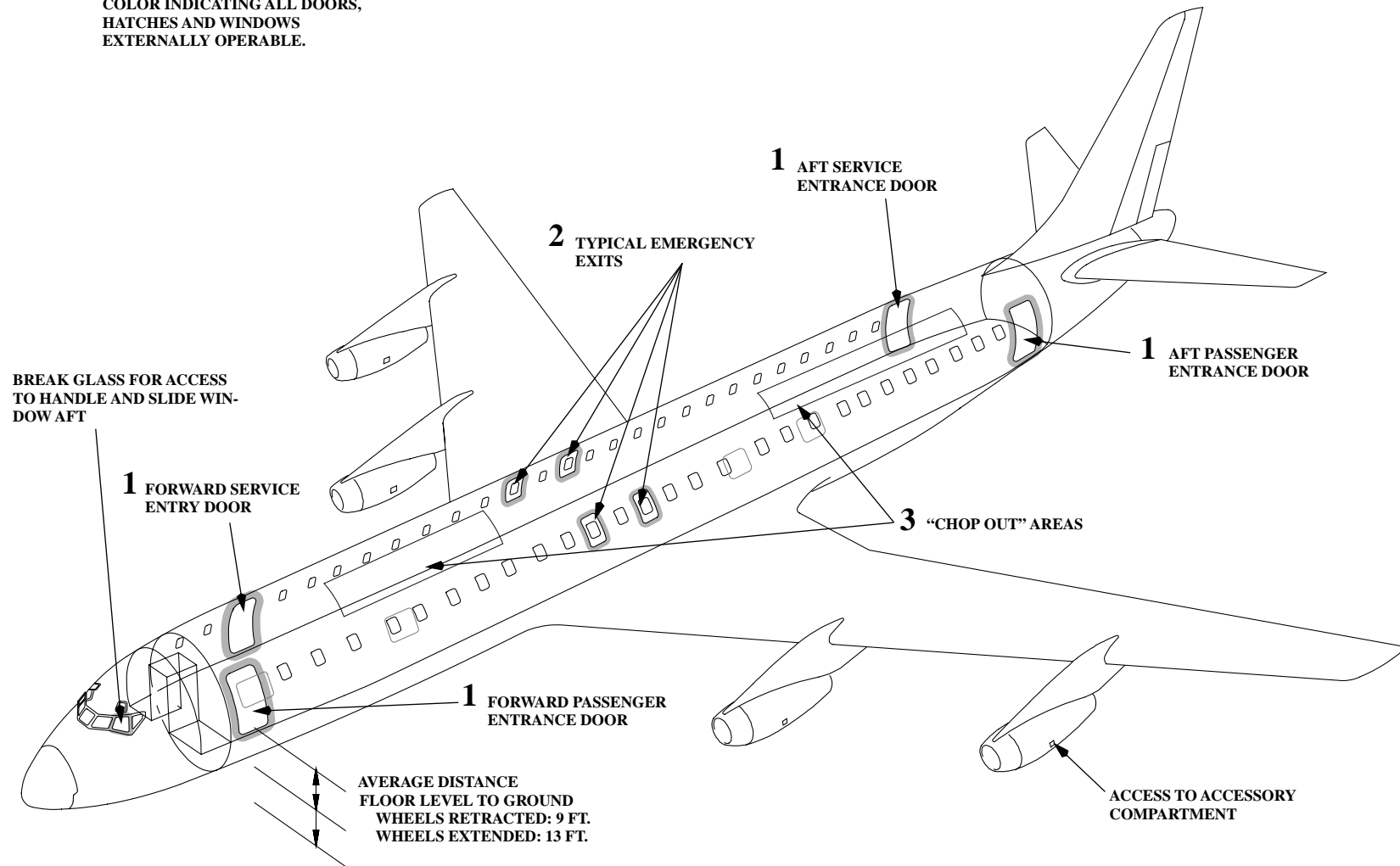
“CHOP OUT” AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR “CHOP OUT.”



# EMERGENCY RESCUE ACCESS

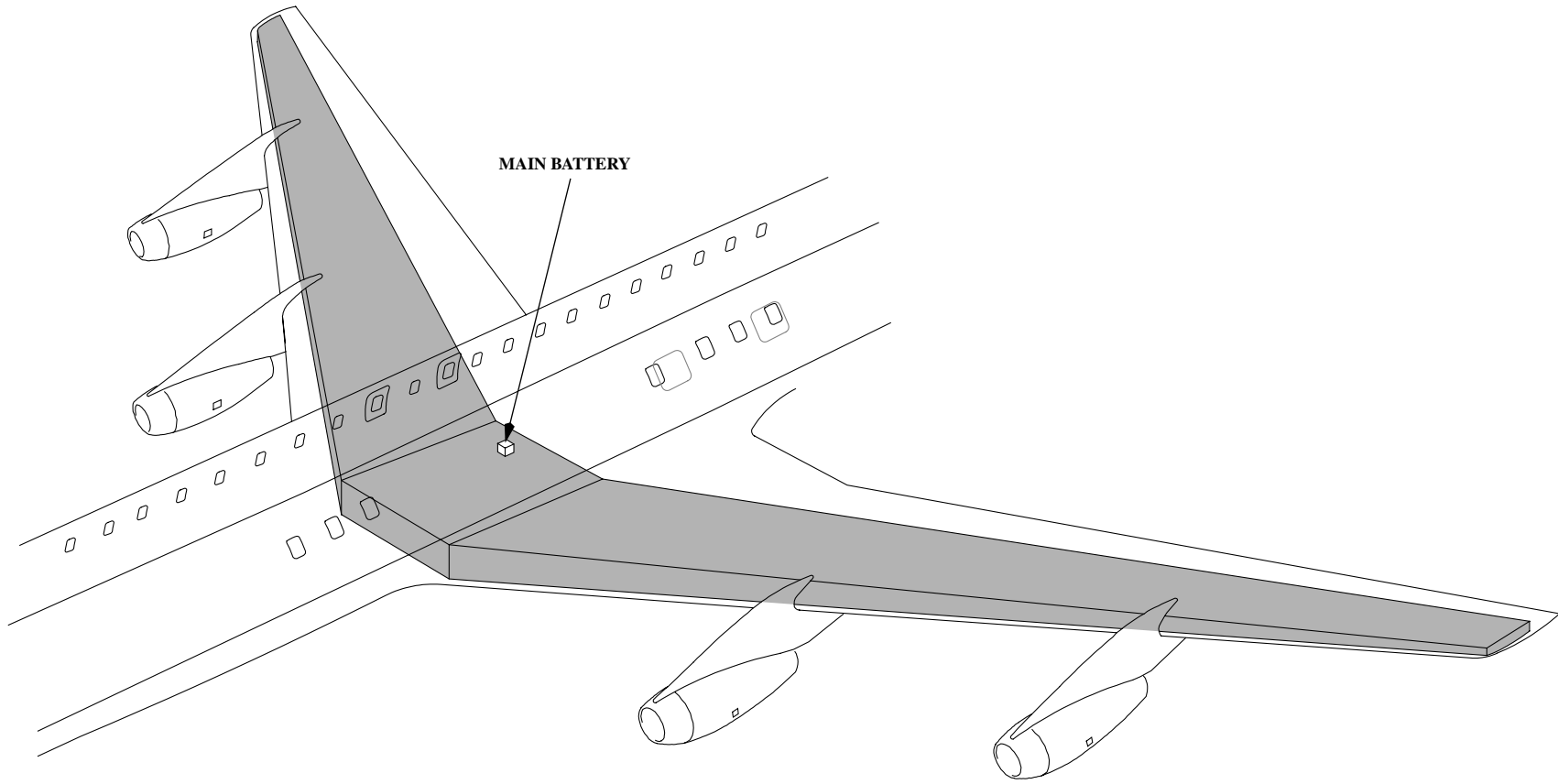
DC-8

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



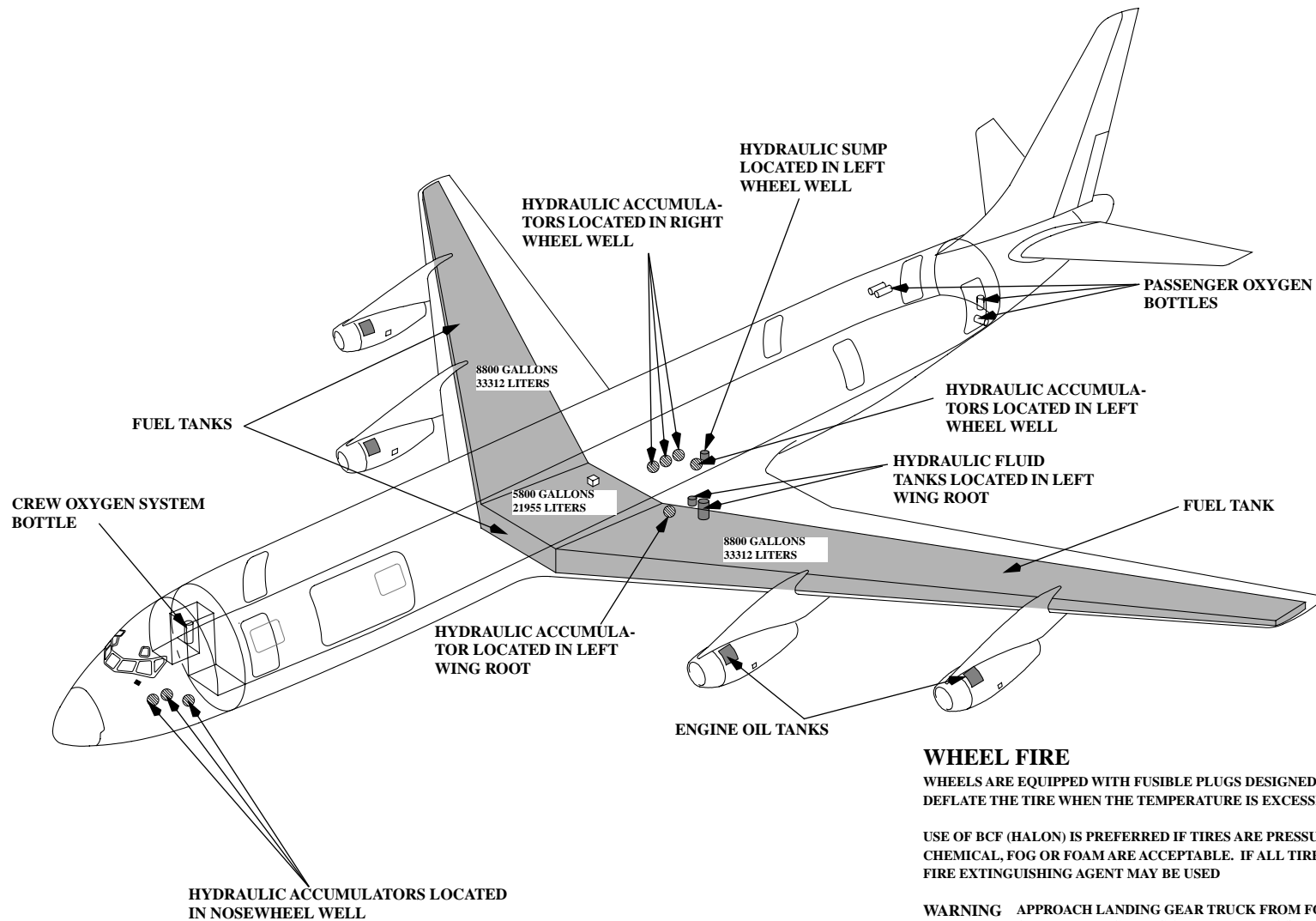
# BATTERY LOCATIONS

DC-8



# FLAMMABLE MATERIAL LOCATIONS

DC-8F



## WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

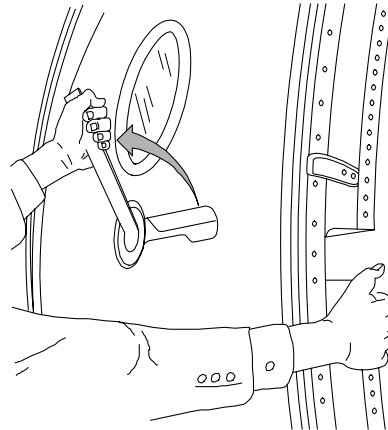
USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED

**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# EMERGENCY RESCUE ACCESS

DC-8F

## 1 PASSENGER AND SERVICE DOORS



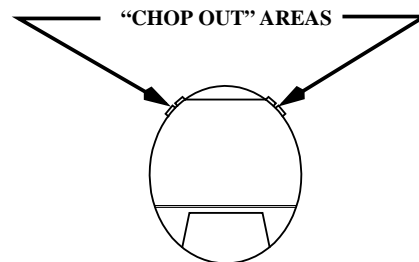
- TO OPEN DOOR**
1. PULL HANDLE FROM RECESS
  2. ROTATE HANDLE FORWARD
  3. PULL DOOR OPEN

## 2 EMERGENCY EXITS



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

## 3 AIRPLANE CROSS SECTION



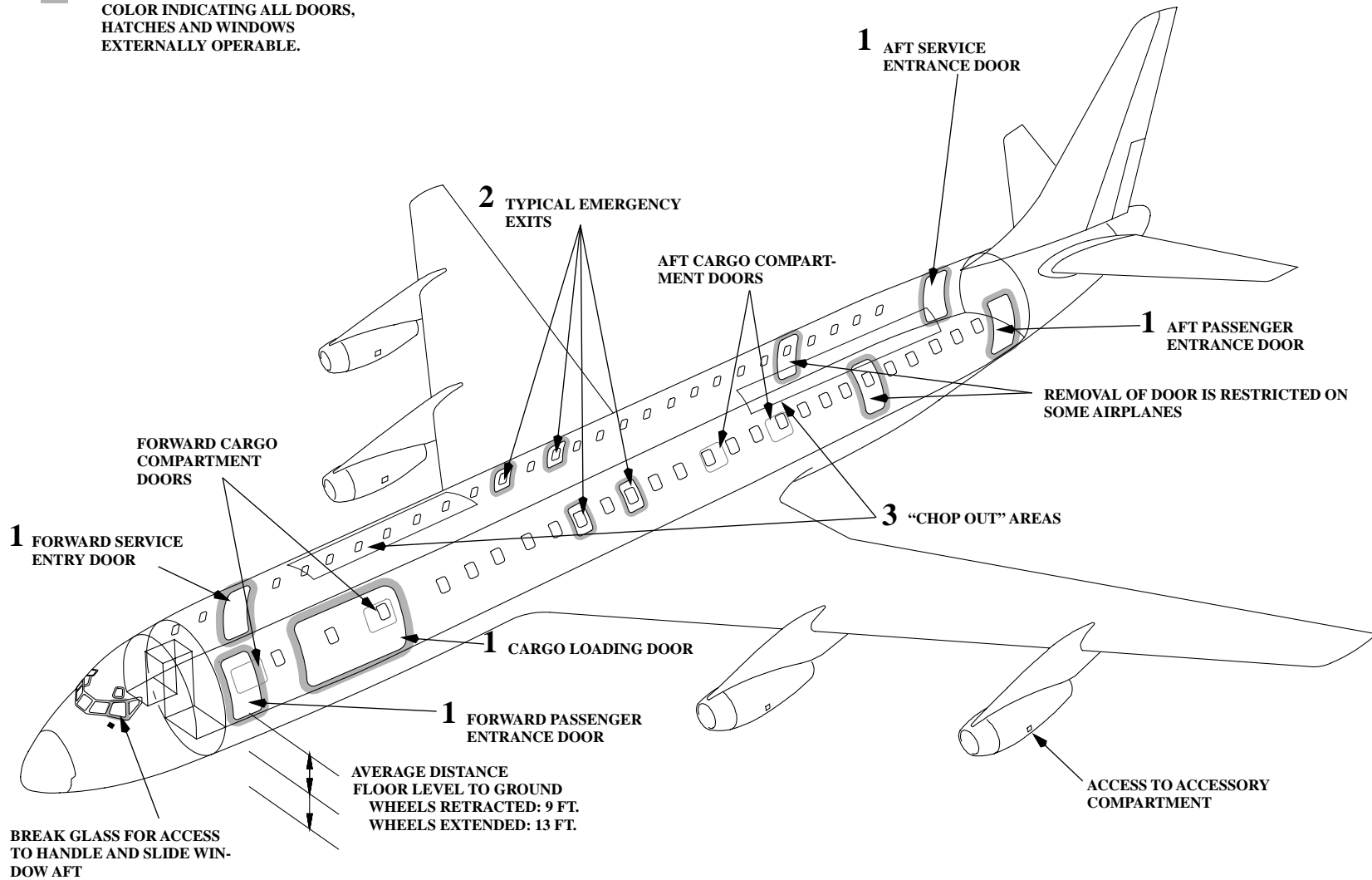
### NOTE

“CHOP OUT” 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 NECESSITY FOR “CHOP OUT.”

# EMERGENCY RESCUE ACCESS

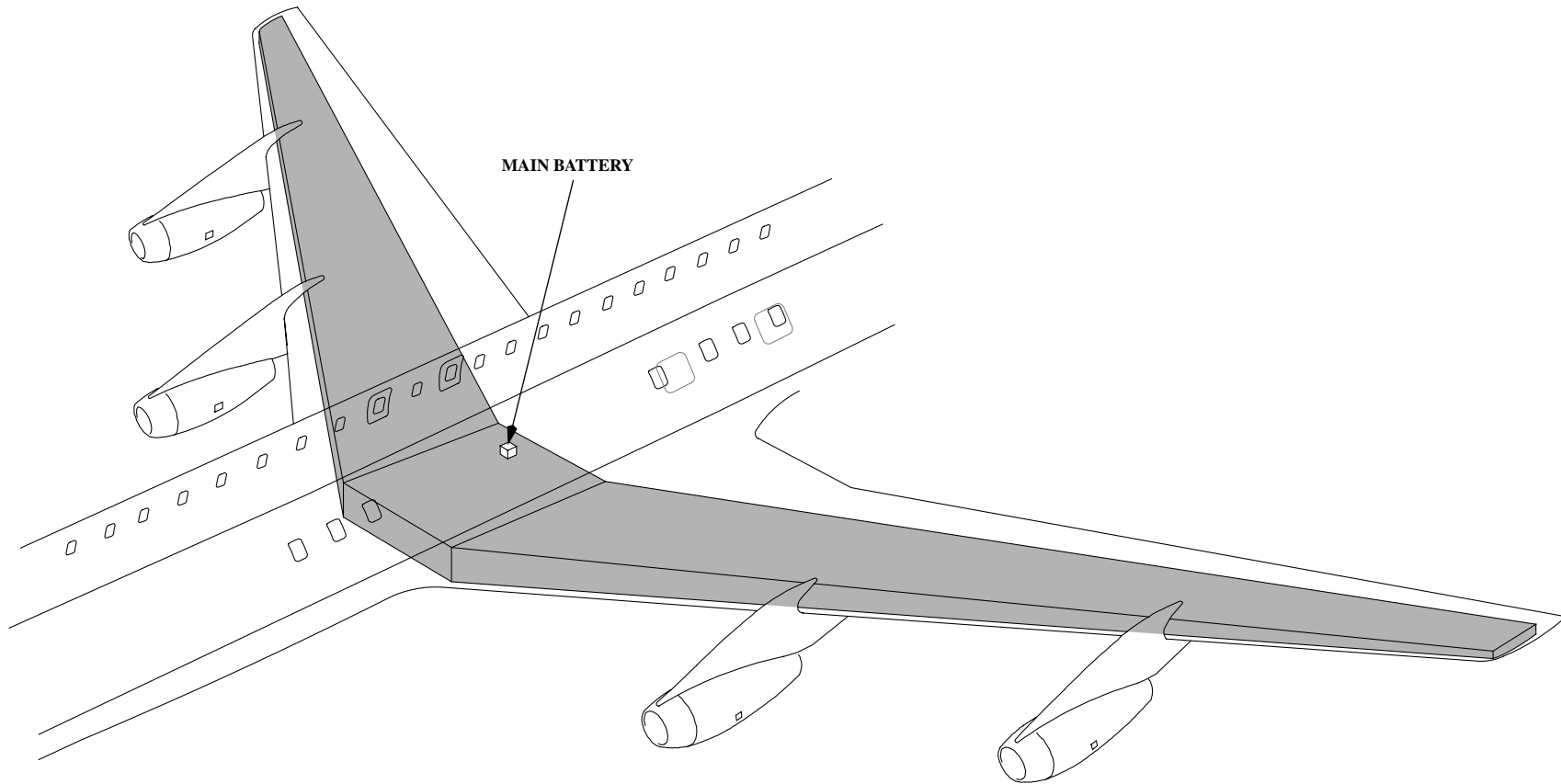
DC-8F

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



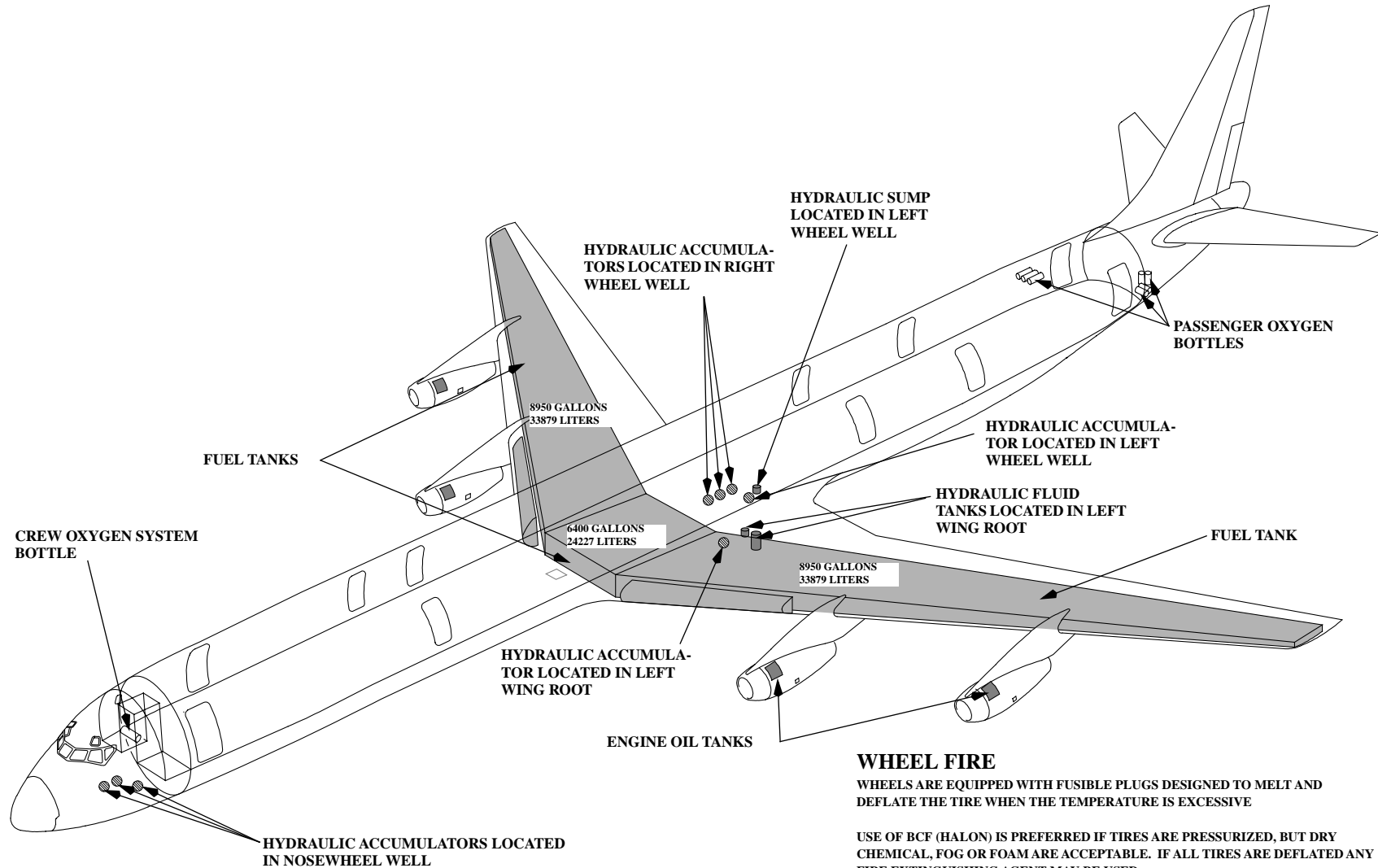
# BATTERY LOCATIONS

DC-8F



# FLAMMABLE MATERIAL LOCATIONS

DC-8 MODEL 61



## WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

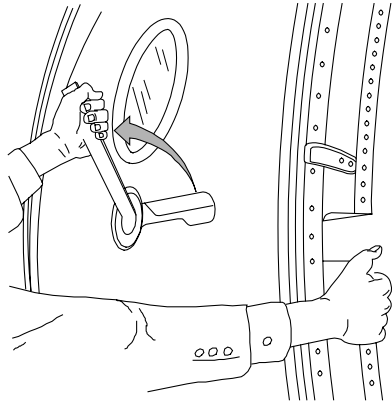
USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED

**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# EMERGENCY RESCUE ACCESS

DC-8 MODEL 61

## 1 PASSENGER AND SERVICE DOORS



TO OPEN DOOR

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

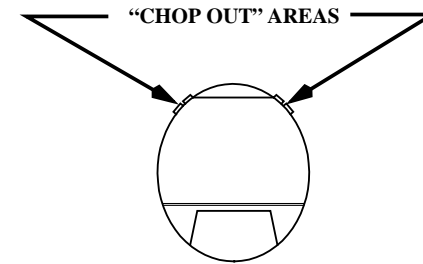
## 2 OVERWING EMERGENCY EXITS



TO OPEN DOOR

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

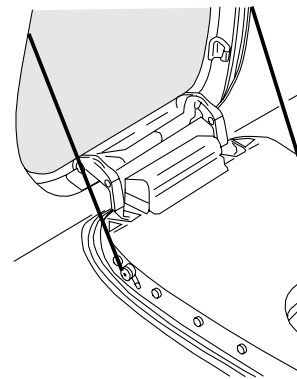
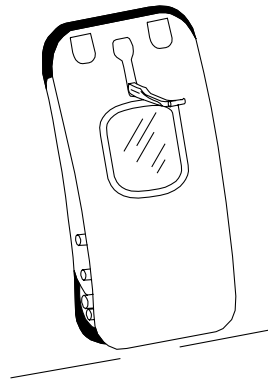
## 3 AIRPLANE CROSS SECTION



### NOTE

"CHOP OUT" 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 NECESSITY FOR "CHOP OUT."

## 4 EMERGENCY EXIT DOORS



TO OPEN DOOR

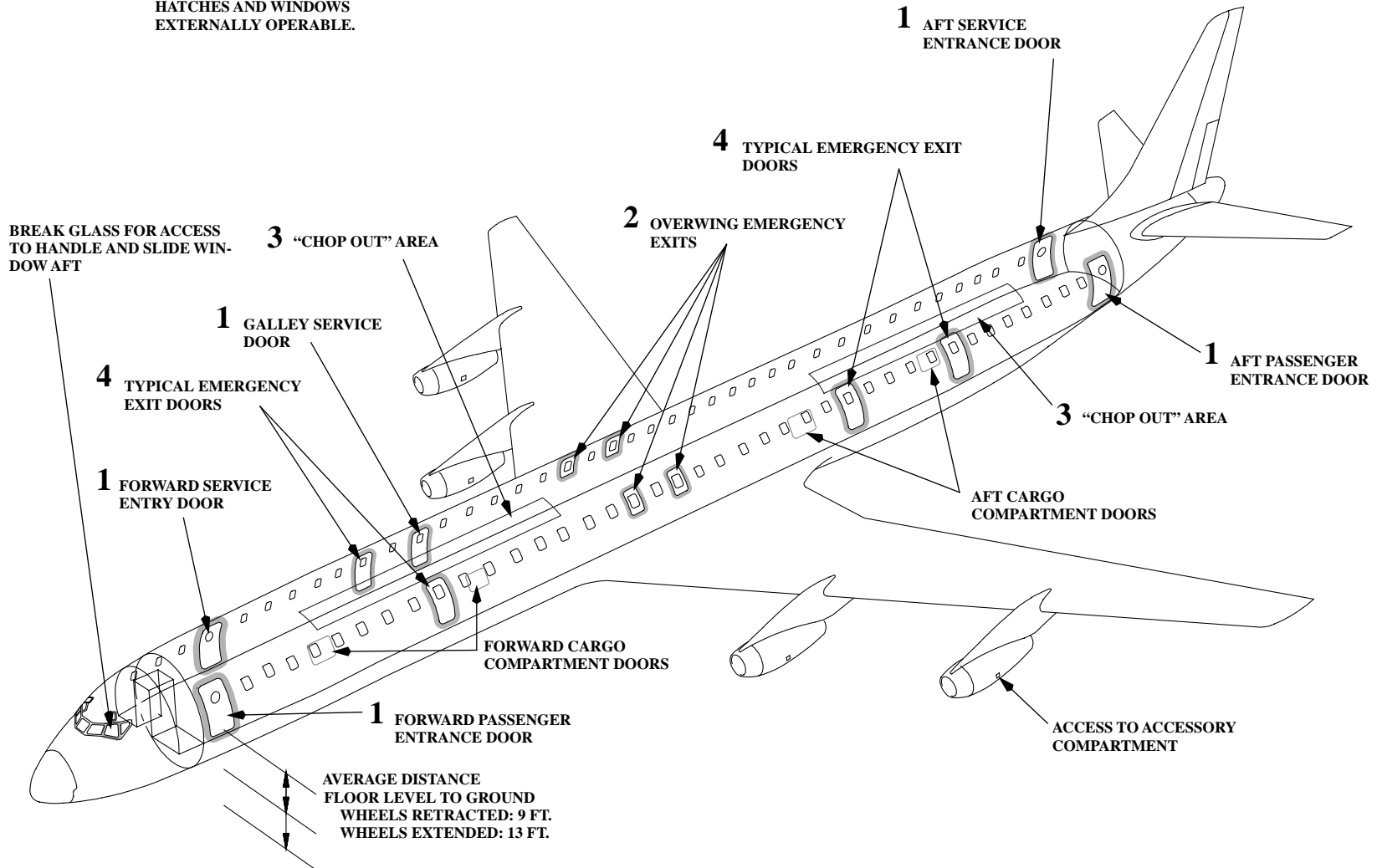
1. PULL HANDLE DOWN
2. DOOR LOWERS AND HINGE EXTENDS
3. DOOR SWINGS DOWN AND OUT



# EMERGENCY RESCUE ACCESS

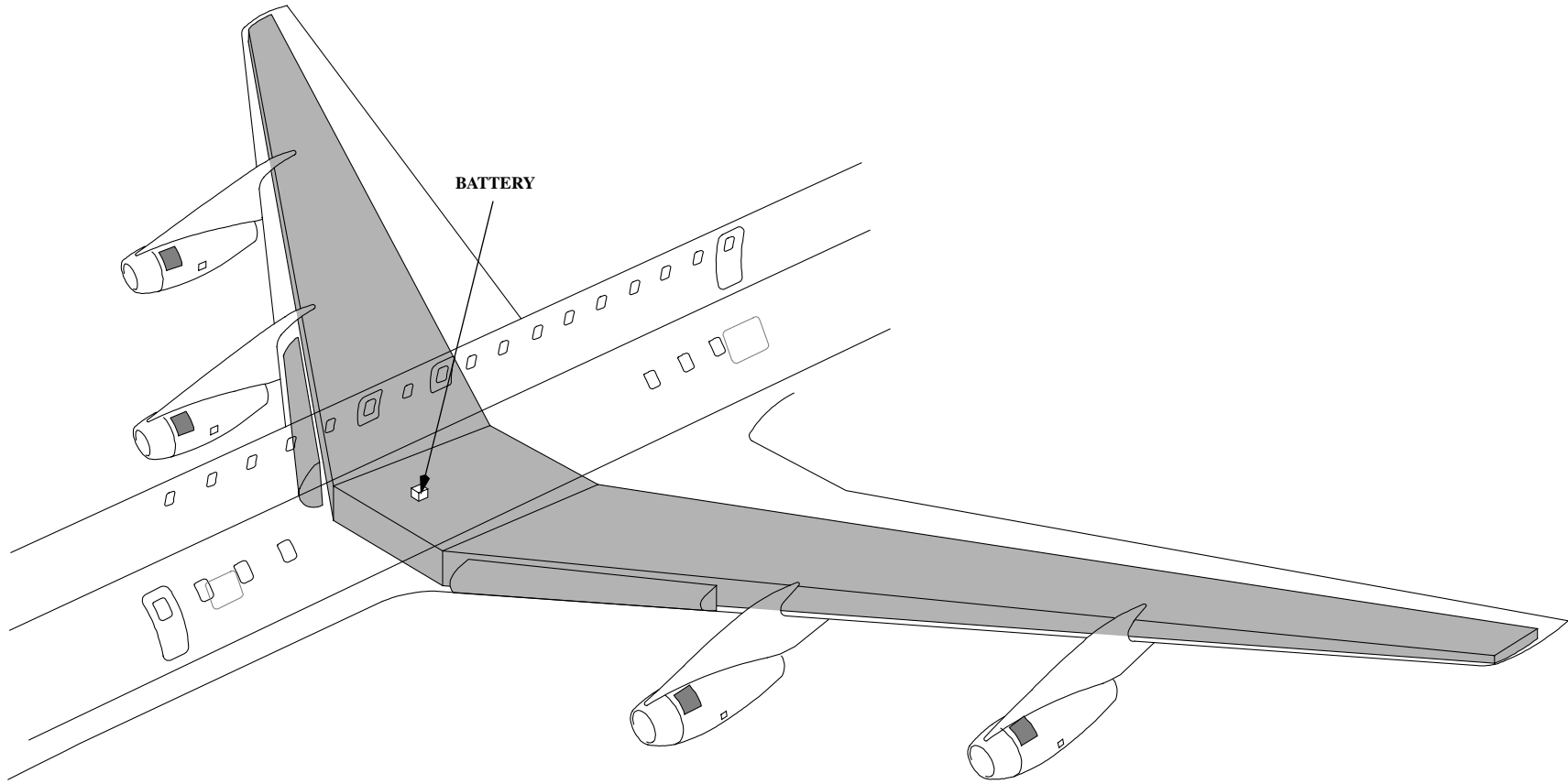
DC-8 MODEL 61

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



# BATTERY LOCATIONS

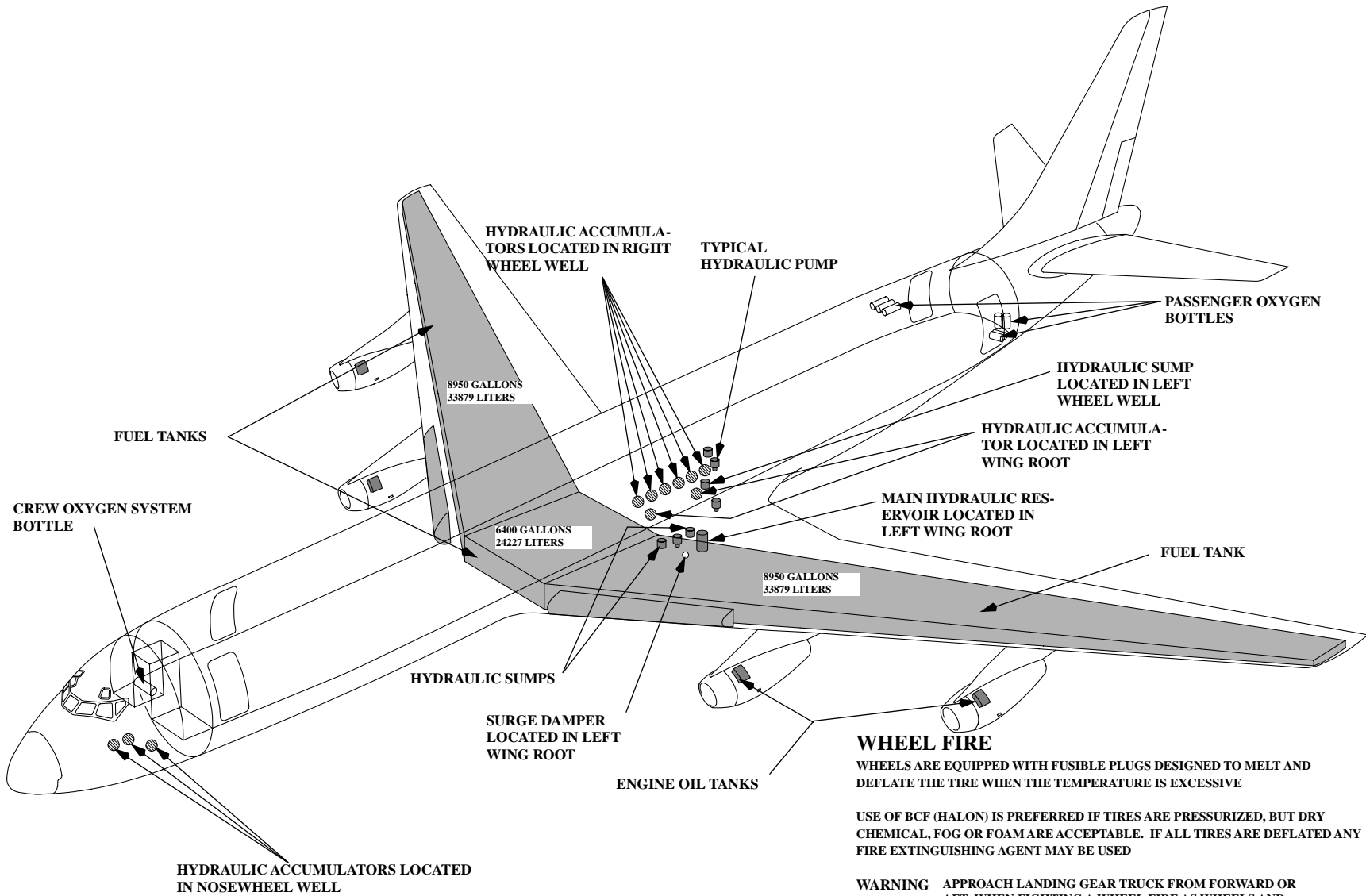
DC-8 MODEL 61



Oct 31/97  
23.02.04

# FLAMMABLE MATERIAL LOCATIONS

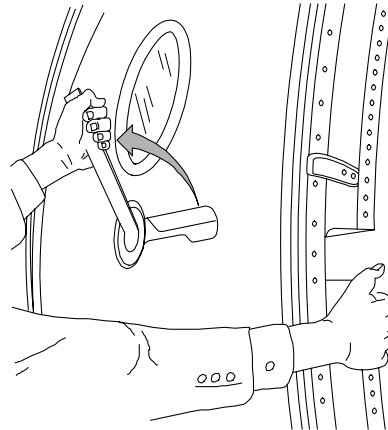
DC-8 MODEL 62



# EMERGENCY RESCUE ACCESS

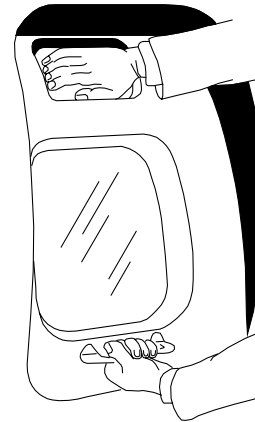
DC-8 MODEL 62

## 1 PASSENGER AND SERVICE DOORS



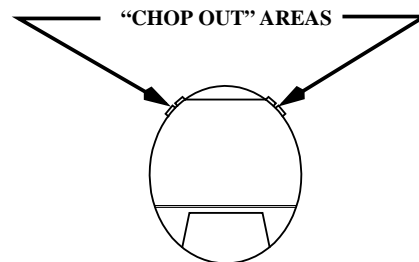
- TO OPEN DOOR**
1. PULL HANDLE FROM RECESS
  2. ROTATE HANDLE FORWARD
  3. PULL DOOR OPEN

## 2 EMERGENCY EXITS



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

## 3 AIRPLANE CROSS SECTION



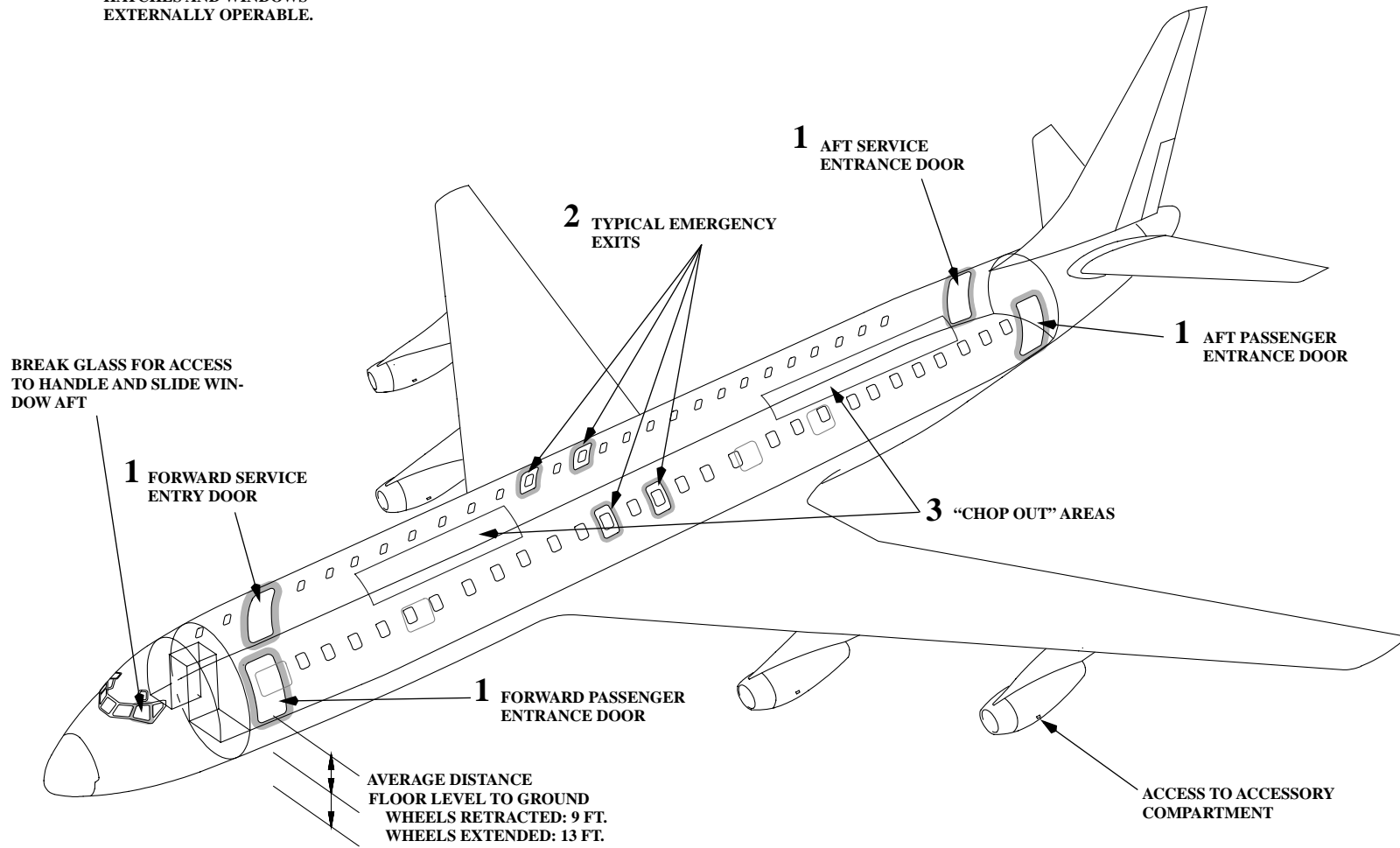
### NOTE

“CHOP OUT” 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 NECESSITY FOR “CHOP OUT.”

# EMERGENCY RESCUE ACCESS

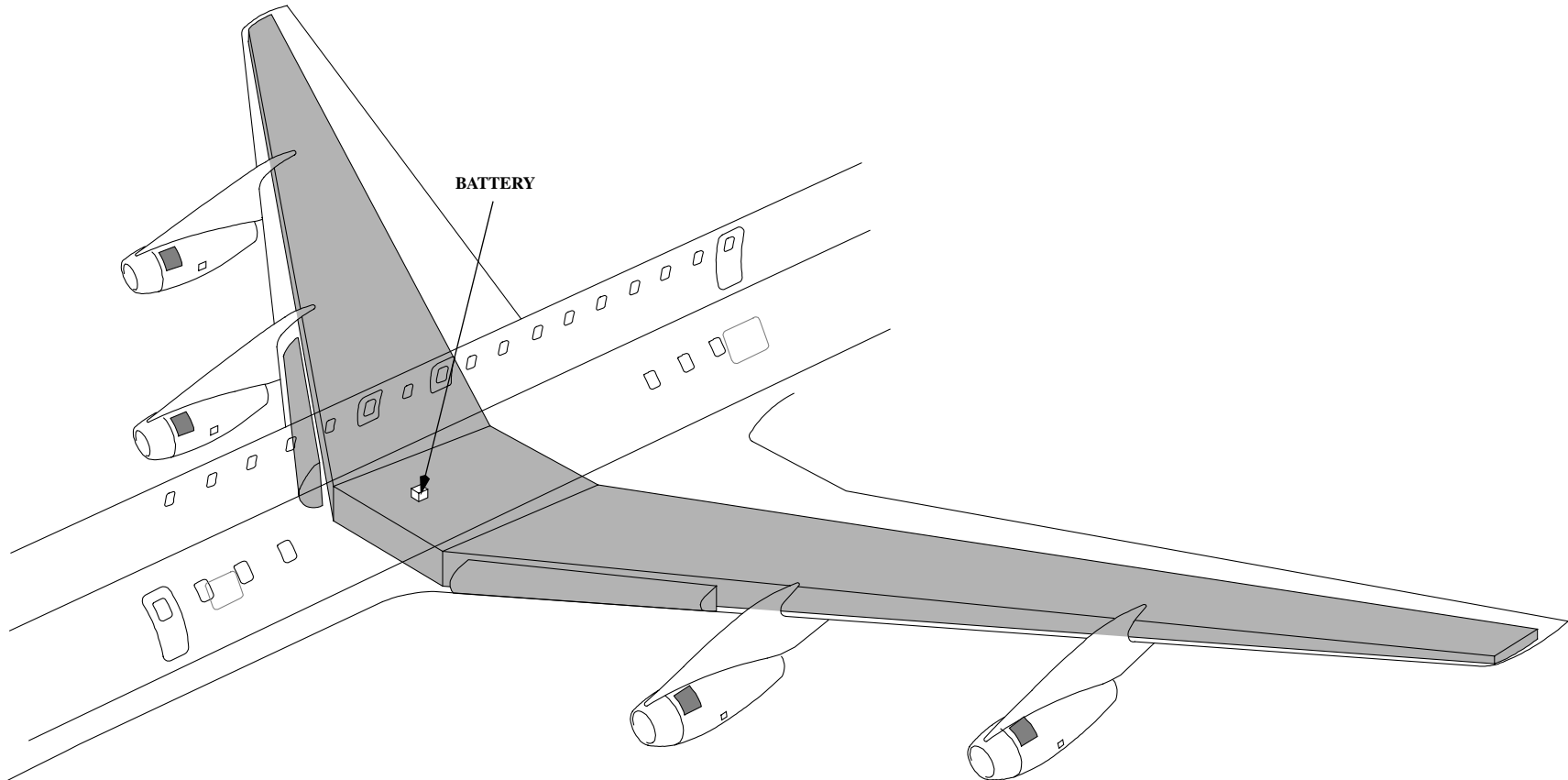
DC-8 MODEL 62

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



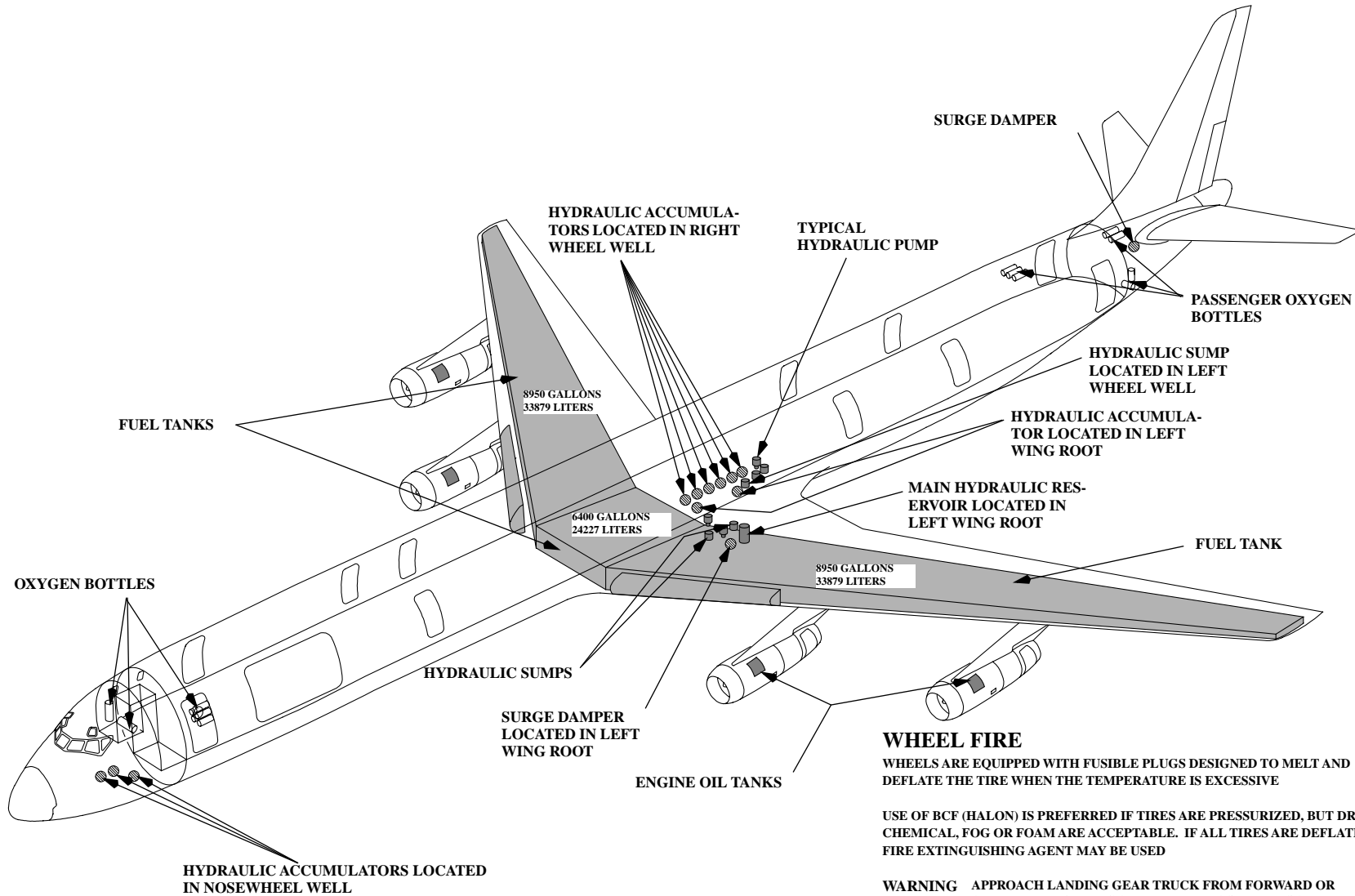
# BATTERY LOCATIONS

DC-8 MODEL 62



# FLAMMABLE MATERIAL LOCATIONS

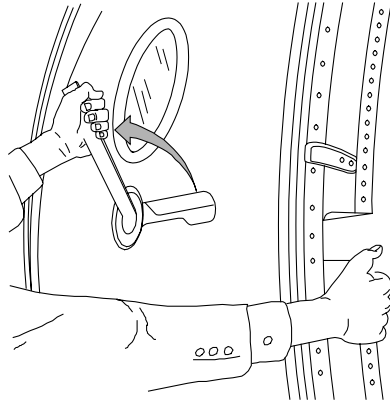
DC-8 MODEL 63



# EMERGENCY RESCUE ACCESS

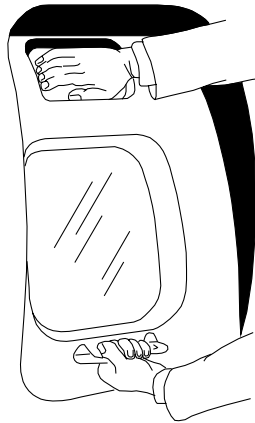
DC-8 MODEL 63

## 1 PASSENGER AND SERVICE DOORS



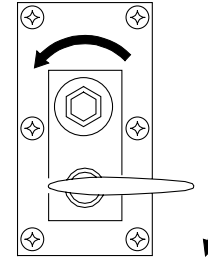
- TO OPEN DOOR
1. PULL HANDLE FROM RECESS
  2. ROTATE HANDLE FORWARD
  3. PULL DOOR OPEN

## 2 OVERWING EMERGENCY EXITS



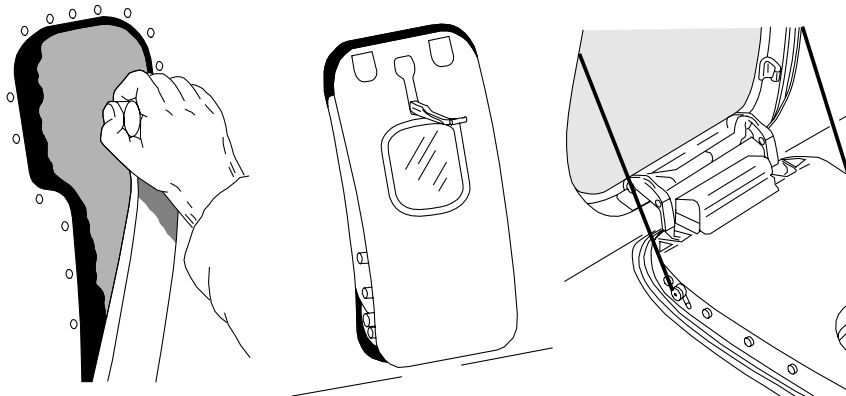
- TO OPEN DOOR
1. HOLD HANDLE
  2. PUSH RELEASE PLATE (HANDLE ON SOME AIRPLANES ONLY)

## 3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



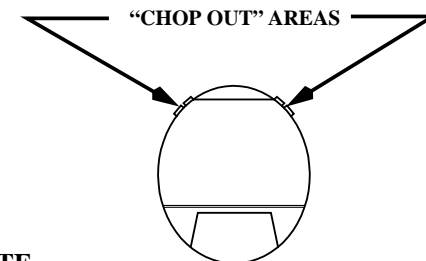
- TO OPEN DOOR
1. PUSH LOCKPIN HANDLE DOWN AND HOLD
  2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH DOOR
  3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN

## 4 EMERGENCY EXIT DOORS



- TO OPEN DOOR
1. PULL HANDLE DOWN
  2. DOOR LOWERS AND HINGE EXTENDS
  3. DOOR SWINGS DOWN AND OUT

## 5 AIRPLANE CROSS SECTION



### NOTE

“CHOP OUT” 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 NECESSITY FOR “CHOP OUT.”



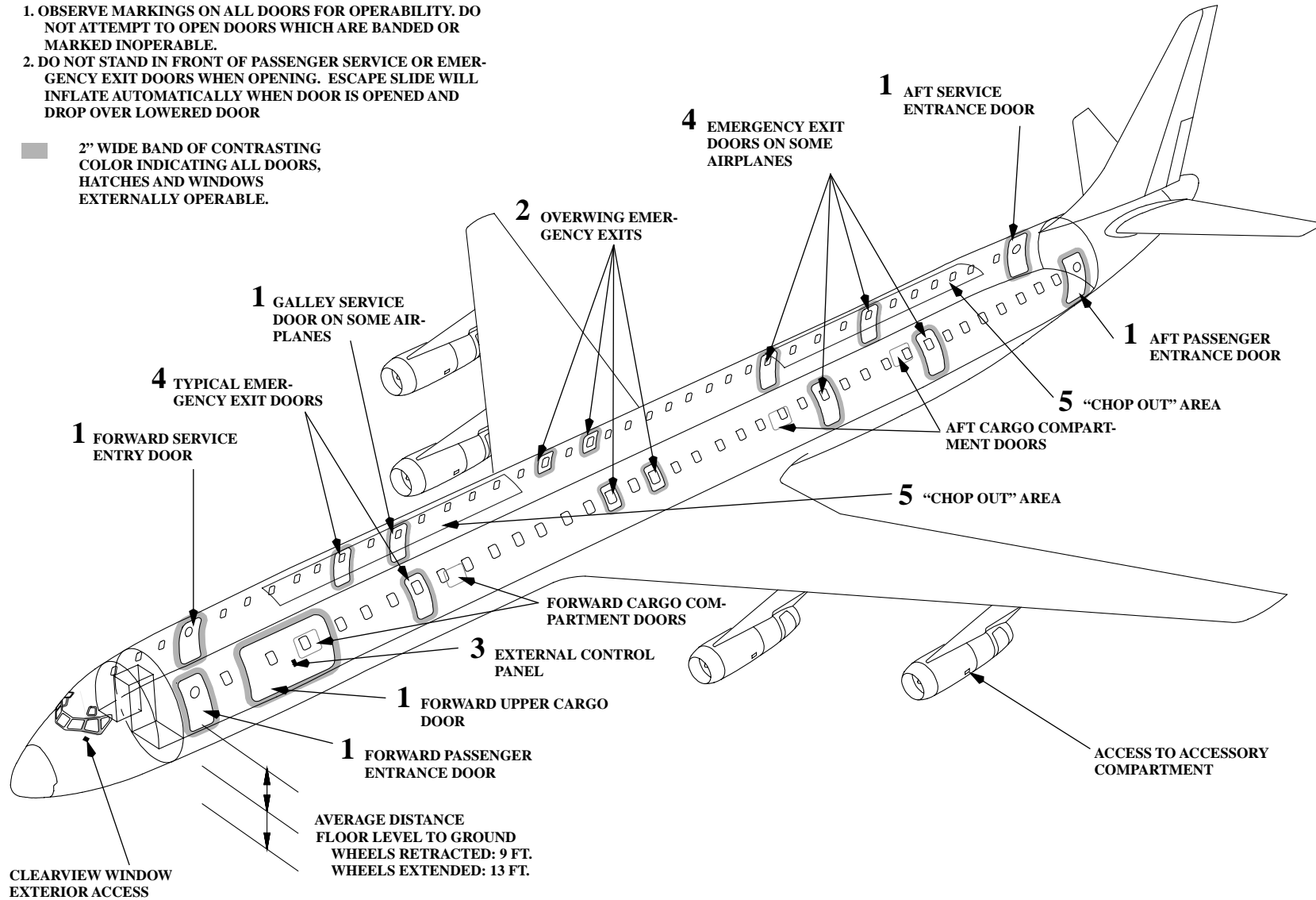
# EMERGENCY RESCUE ACCESS

DC-8 MODEL 63

**GENERAL NOTE:**

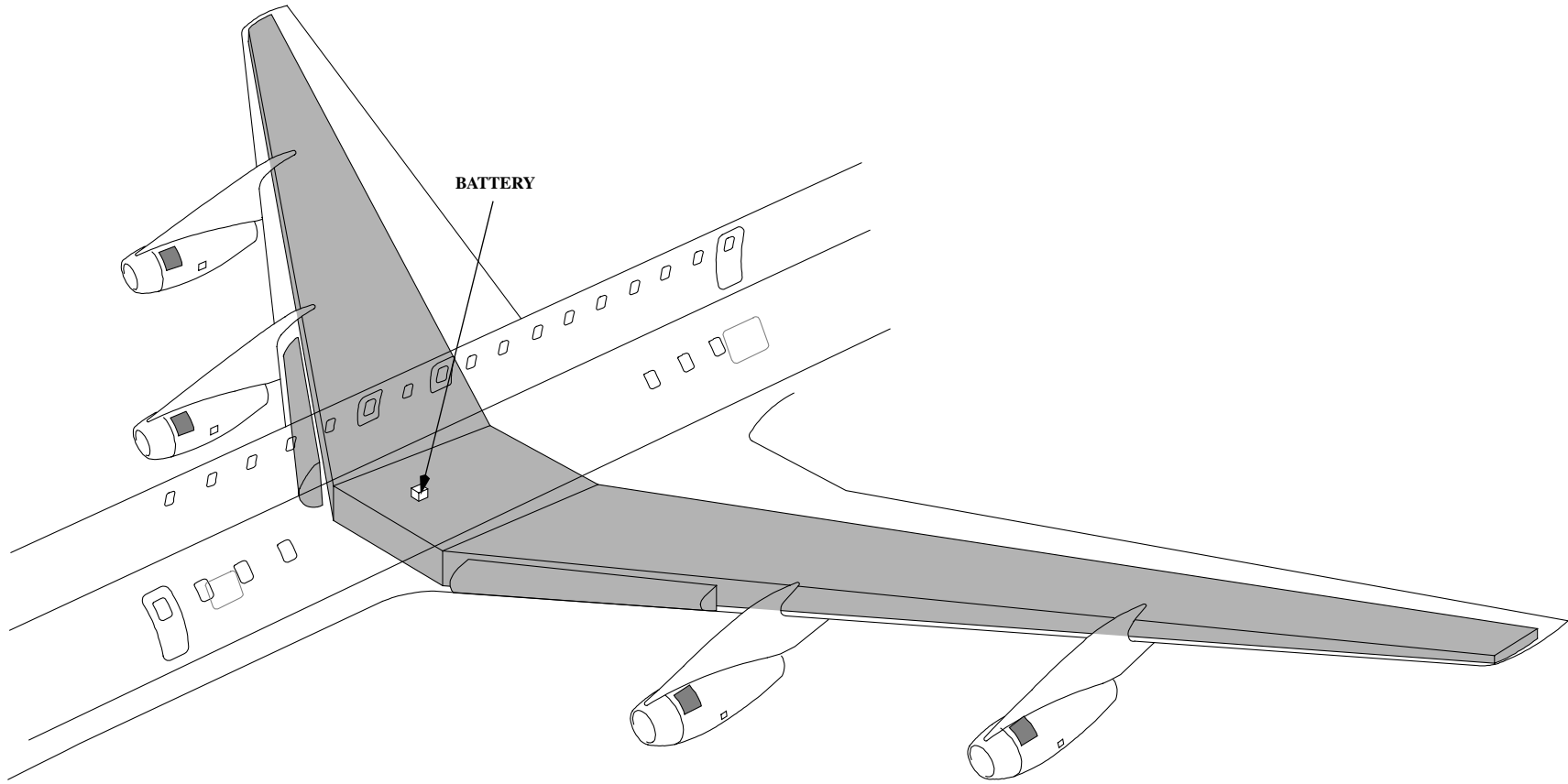
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR

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



# BATTERY LOCATIONS

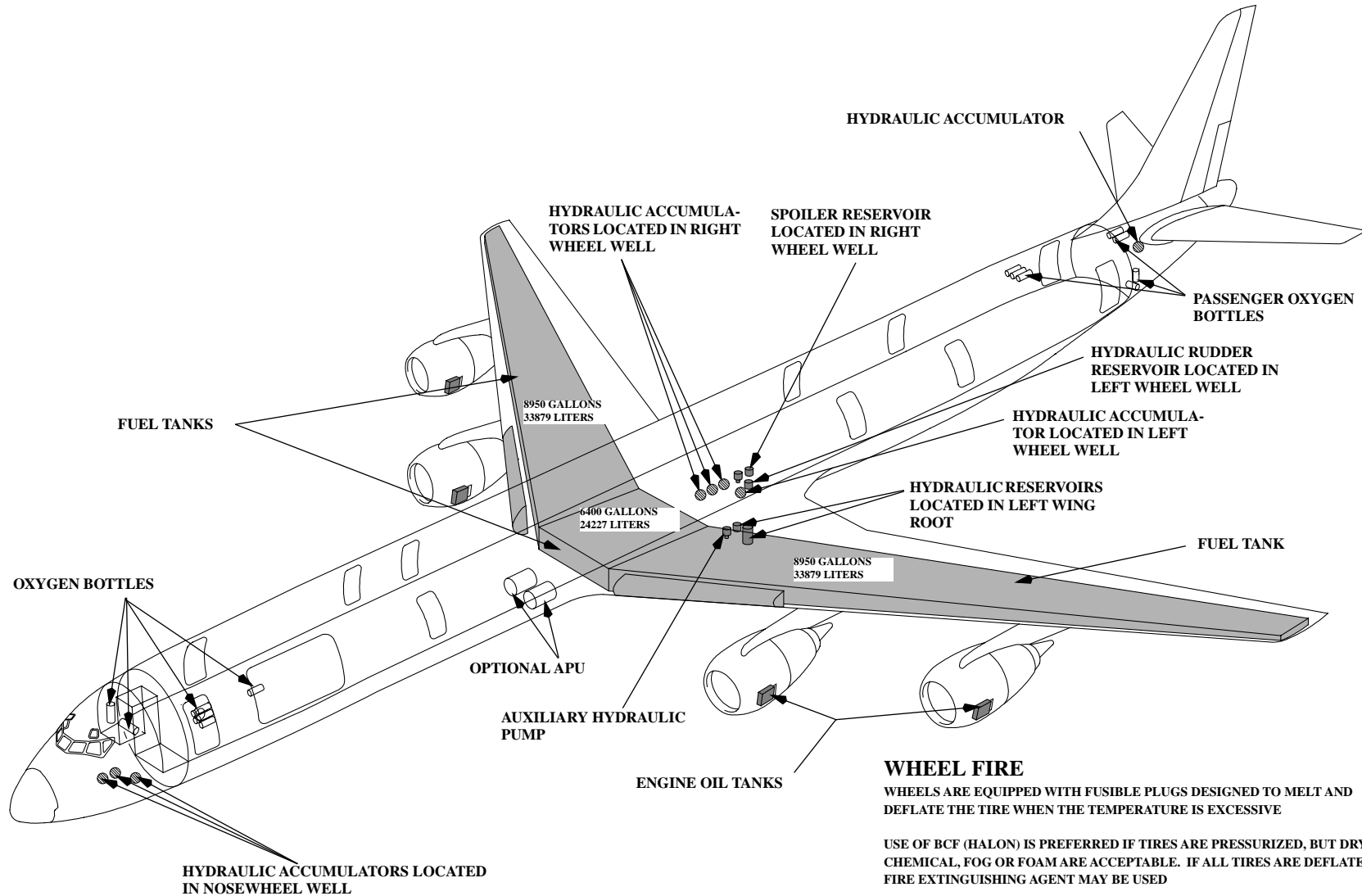
DC-8 MODEL 63



Oct 31/97  
23.04.04

# FLAMMABLE MATERIAL LOCATIONS

DC-8 MODEL 71



## WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

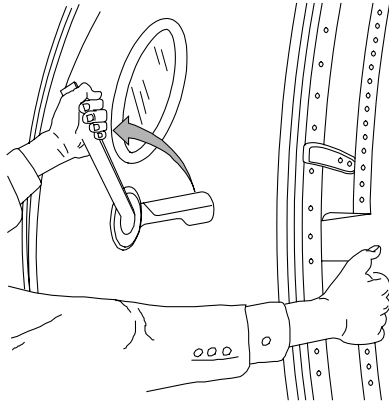
USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED

**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# EMERGENCY RESCUE ACCESS

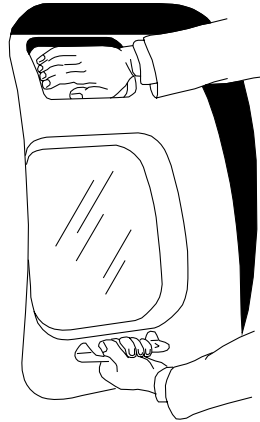
DC-8 MODEL 71

## 1 PASSENGER AND SERVICE DOORS



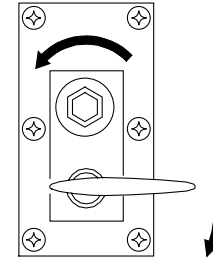
- TO OPEN DOOR
1. PULL HANDLE FROM RECESS
  2. ROTATE HANDLE FORWARD
  3. PULL DOOR OPEN

## 2 OVERWING EMERGENCY EXITS



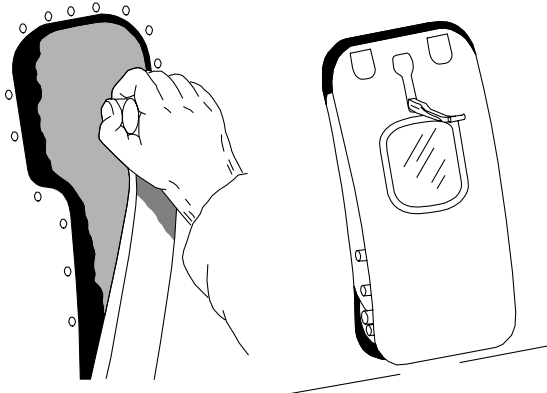
- TO OPEN DOOR
1. HOLD HANDLE
  2. PUSH RELEASE PLATE  
(HANDLE ON SOME AIRPLANES ONLY)

## 3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



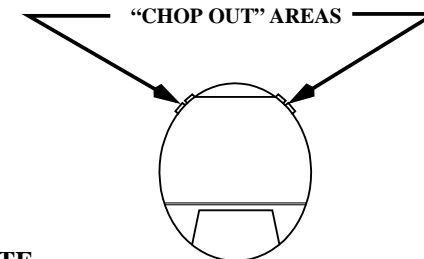
- TO OPEN DOOR
1. PUSH LOCKPIN HANDLE DOWN AND HOLD
  2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH DOOR
  3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN

## 4 EMERGENCY EXIT DOORS



- TO OPEN DOOR
1. PULL HANDLE DOWN
  2. DOOR LOWERS AND HINGE EXTENDS
  3. DOOR SWINGS DOWN AND OUT

## 5 AIRPLANE CROSS SECTION



### NOTE

“CHOP OUT” 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 NECESSITY FOR “CHOP OUT.”

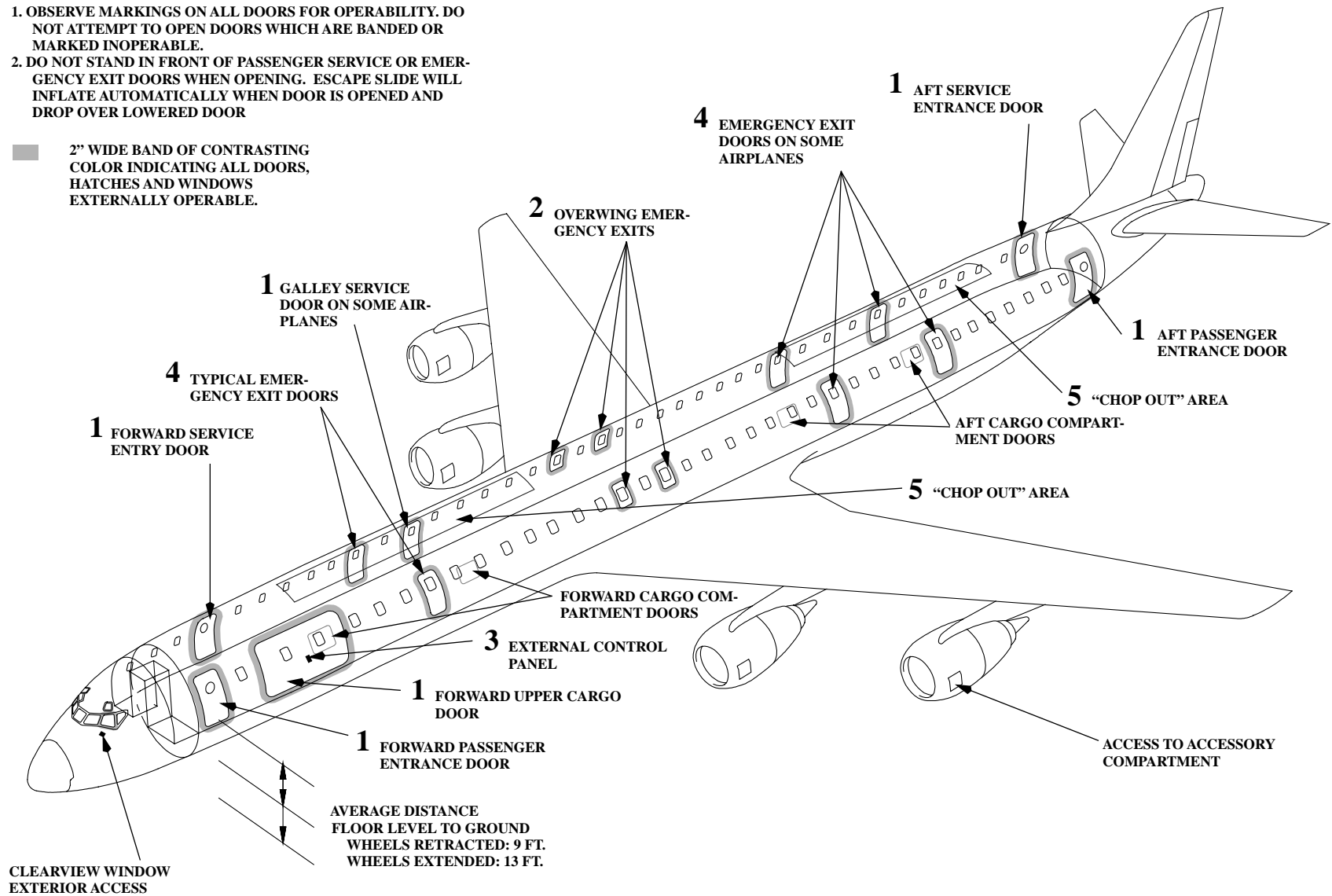
# EMERGENCY RESCUE ACCESS

DC-8 MODEL 71

**GENERAL NOTE:**

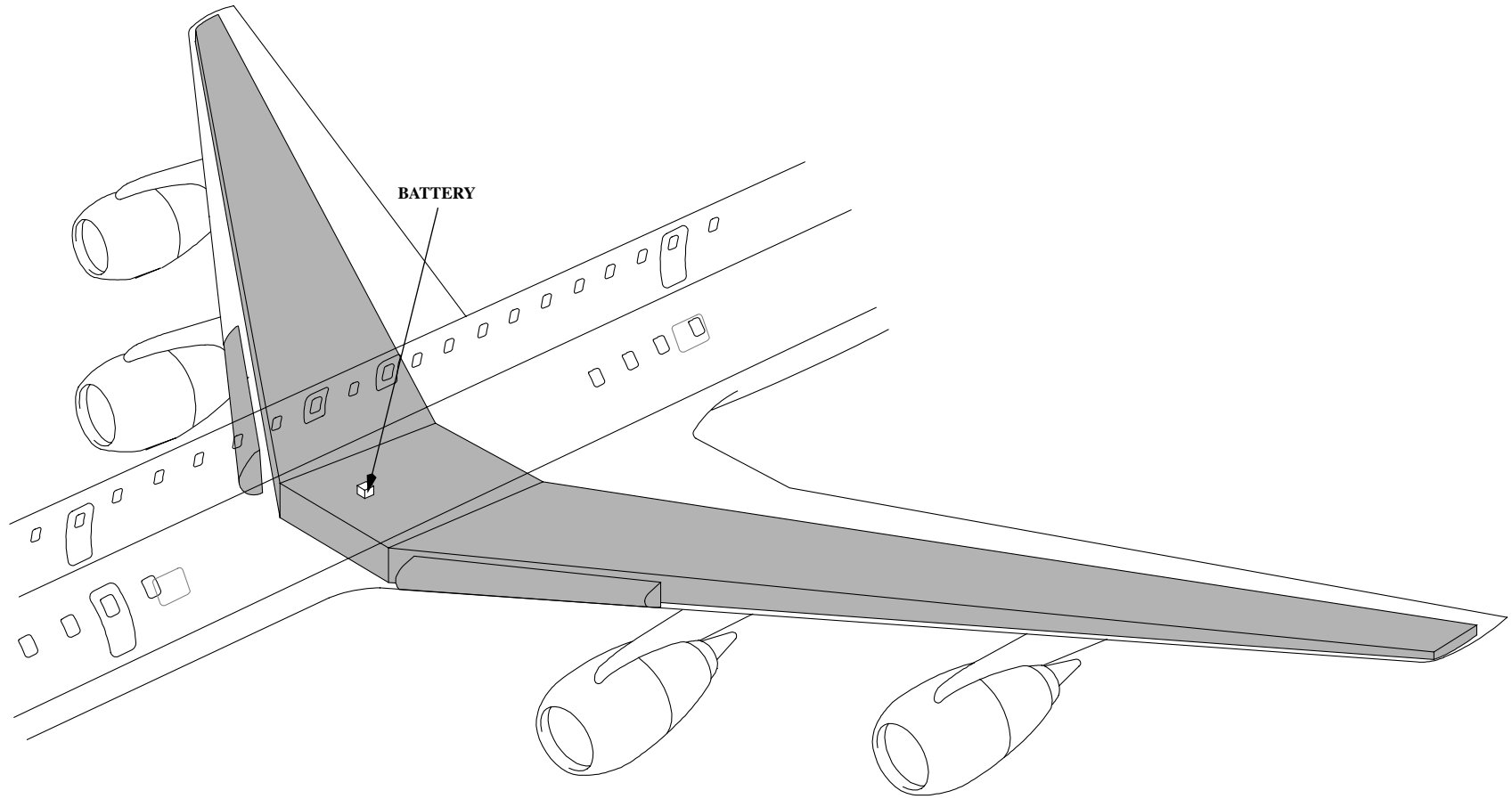
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR

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



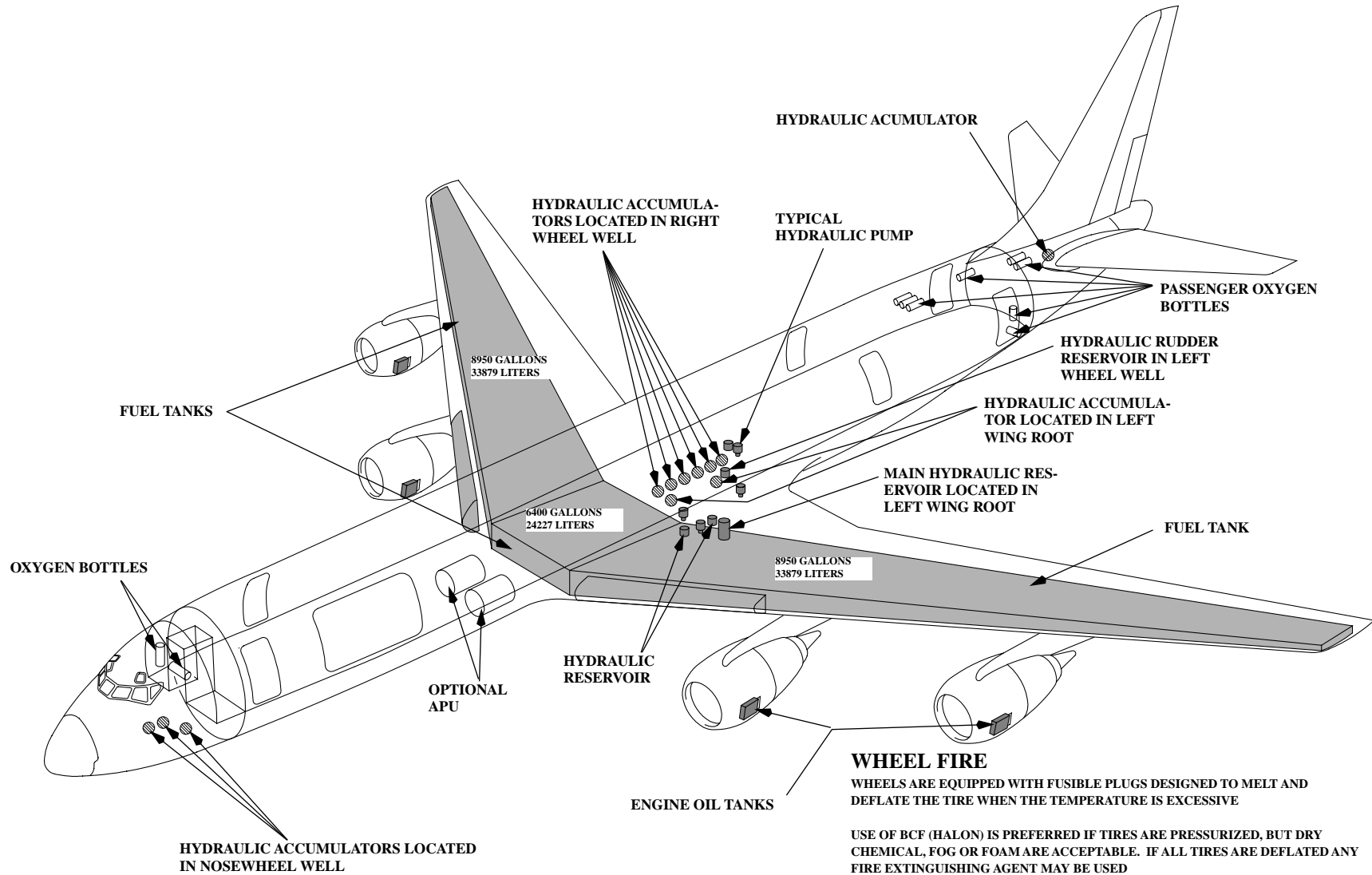
# BATTERY LOCATIONS

DC-8 MODEL 71



# FLAMMABLE MATERIAL LOCATIONS

DC-8 MODEL 72

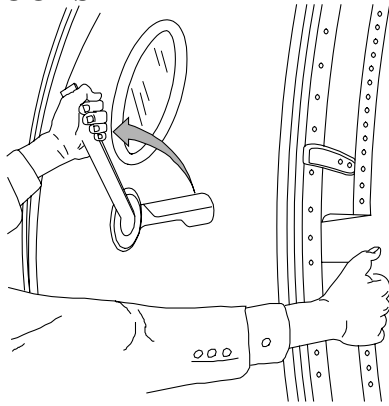


**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# EMERGENCY RESCUE ACCESS

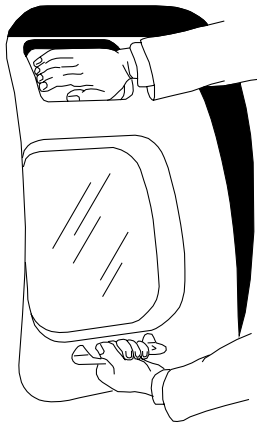
DC-8 MODEL 72

## 1 PASSENGER AND SERVICE DOORS



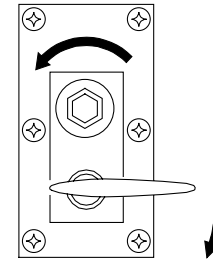
- TO OPEN DOOR**
1. PULL HANDLE FROM RECESS
  2. ROTATE HANDLE FORWARD
  3. PULL DOOR OPEN

## 2 OVERWING EMERGENCY EXITS



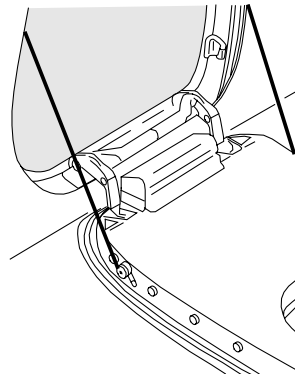
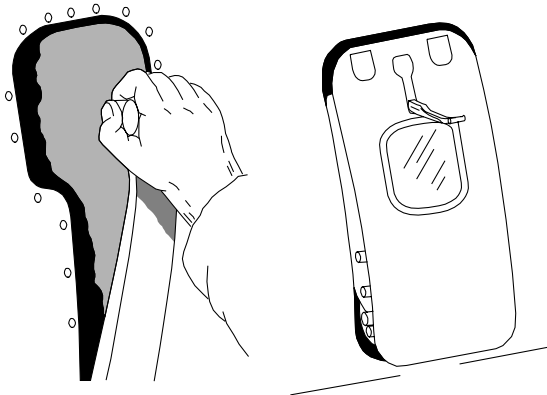
- TO OPEN DOOR**
1. HOLD HANDLE
  2. PUSH RELEASE PLATE  
(HANDLE ON SOME AIRPLANES ONLY)

## 3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



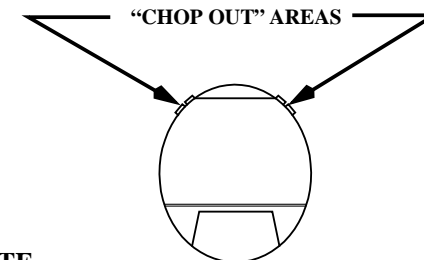
- TO OPEN DOOR**
1. PUSH LOCKPIN HANDLE DOWN AND HOLD
  2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH DOOR
  3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN

## 4 EMERGENCY EXIT DOORS



- TO OPEN DOOR**
1. PULL HANDLE DOWN
  2. DOOR LOWERS AND HINGE EXTENDS
  3. DOOR SWINGS DOWN AND OUT

## 5 AIRPLANE CROSS SECTION



**NOTE**

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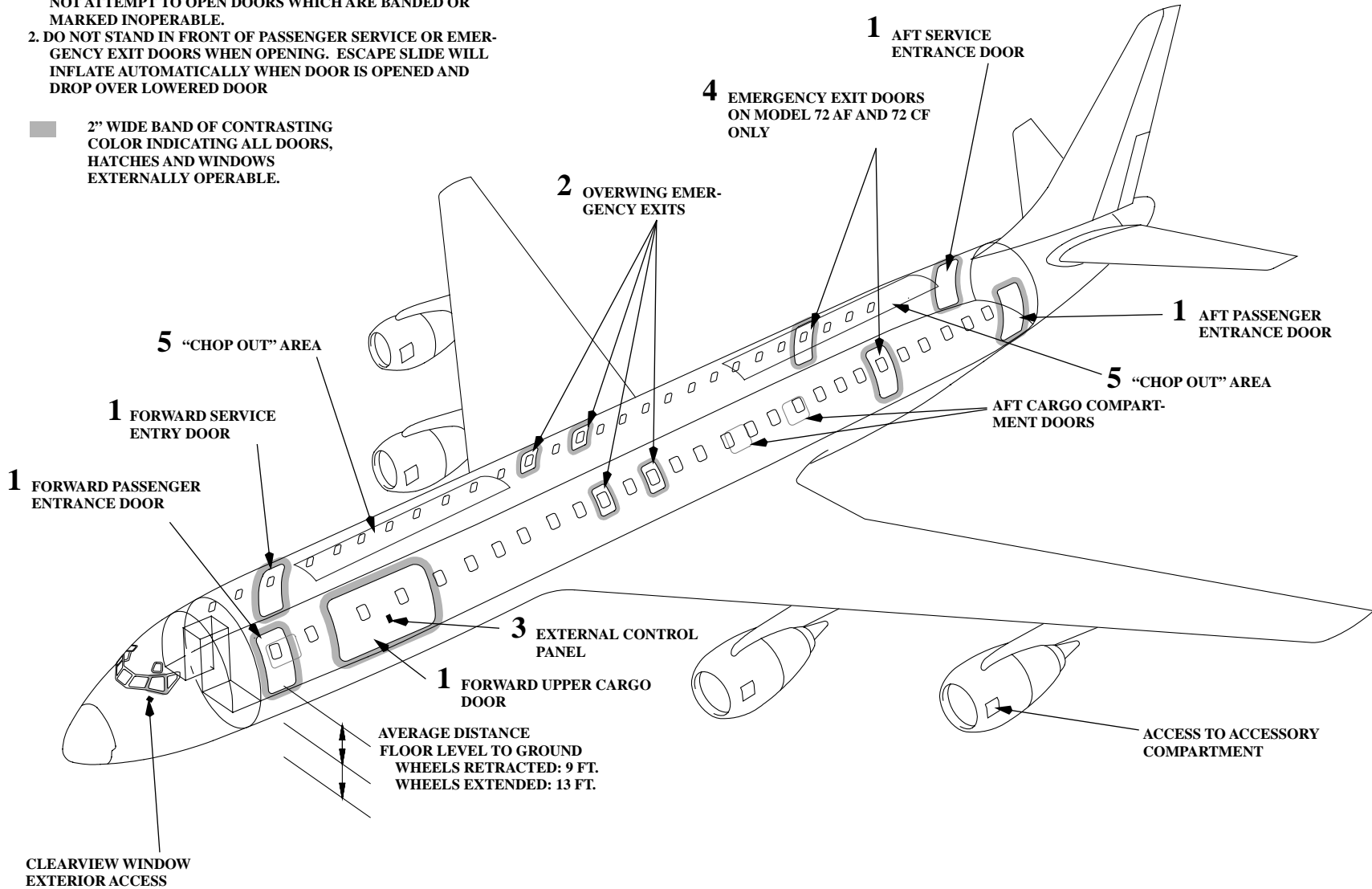
# EMERGENCY RESCUE ACCESS

DC-8 MODEL 72

**GENERAL NOTE:**

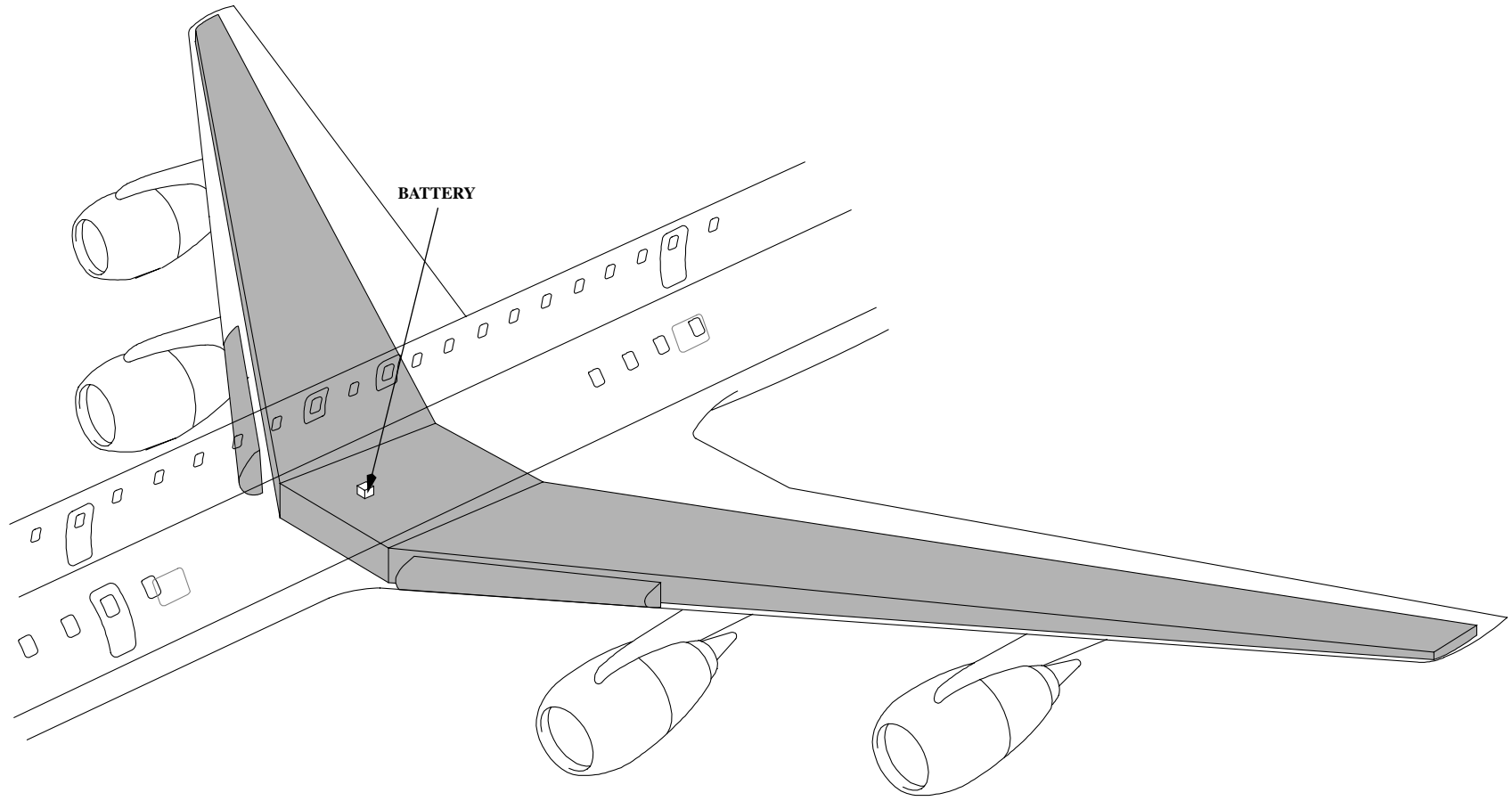
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR

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



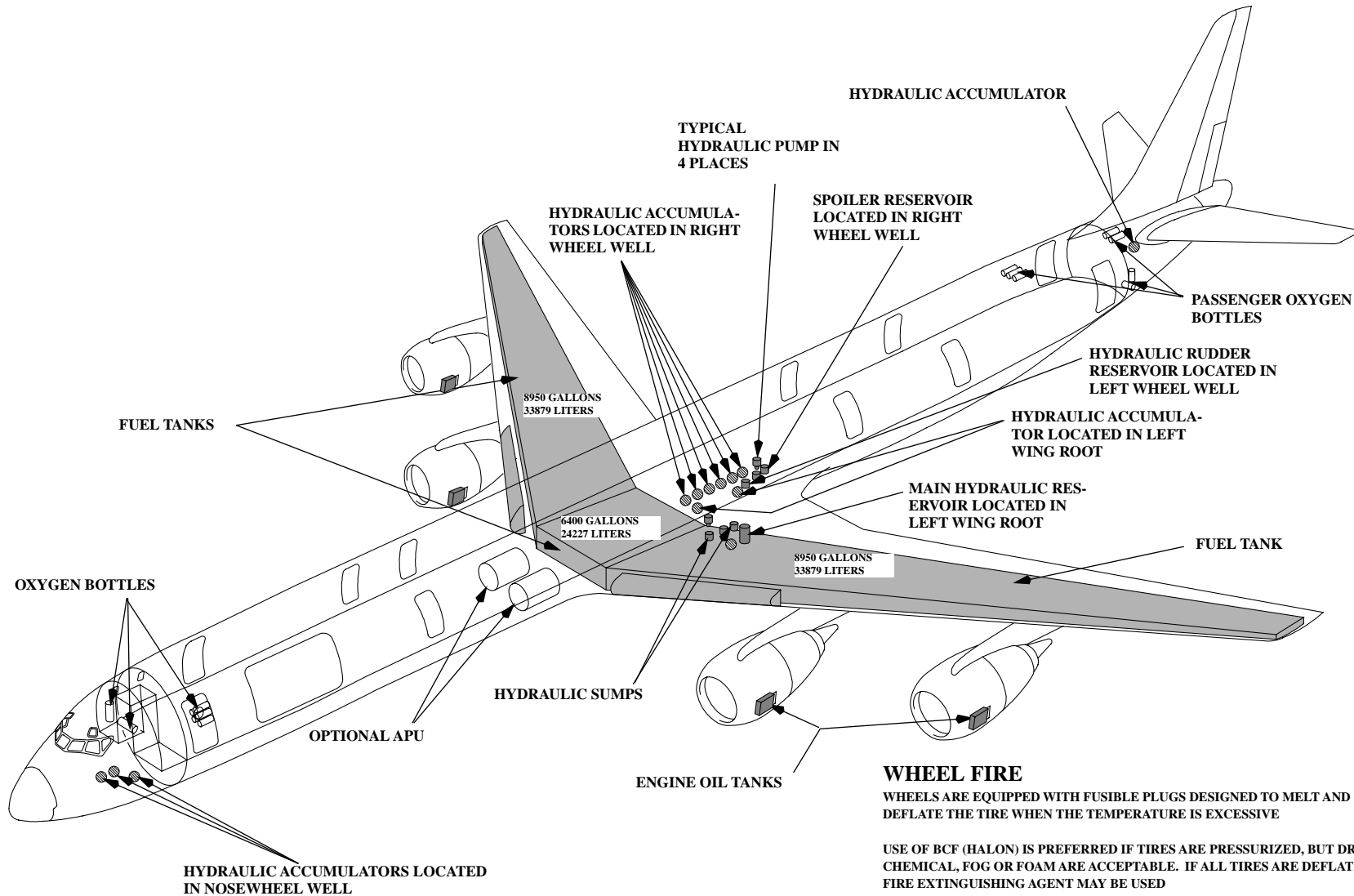
# BATTERY LOCATIONS

DC-8 MODEL 72



# FLAMMABLE MATERIAL LOCATIONS

DC-8 MODEL 73



## WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

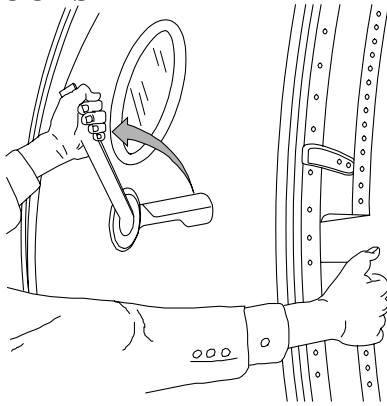
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**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# EMERGENCY RESCUE ACCESS

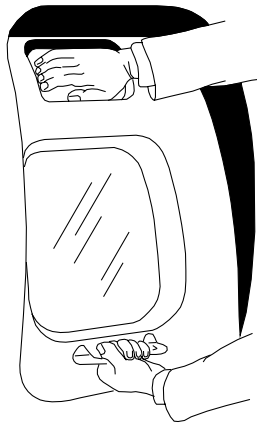
DC-8 MODEL 73

## 1 PASSENGER AND SERVICE DOORS



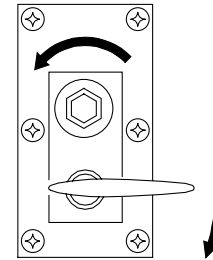
- TO OPEN DOOR**
1. PULL HANDLE FROM RECESS
  2. ROTATE HANDLE FORWARD
  3. PULL DOOR OPEN

## 2 OVERWING EMERGENCY EXITS



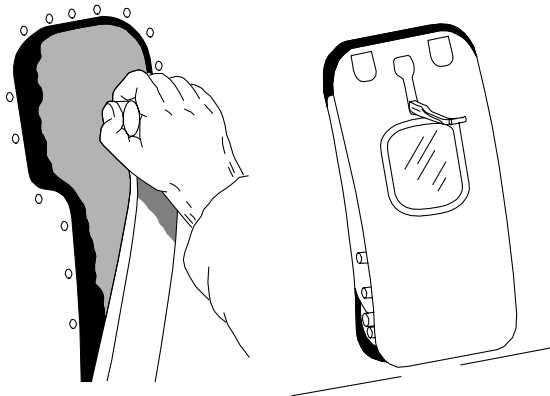
- TO OPEN DOOR**
1. HOLD HANDLE
  2. PUSH RELEASE PLATE  
(HANDLE ON SOME AIRPLANES ONLY)

## 3 FORWARD UPPER CARGO DOOR EXTERNAL CONTROL PANEL



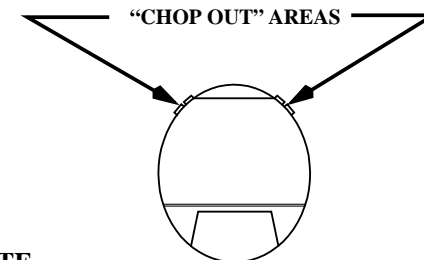
- TO OPEN DOOR**
1. PUSH LOCKPIN HANDLE DOWN AND HOLD
  2. INSERT WRENCH IN HEX END OF DOOR HANDLE SHAFT AND ROTATE COUNTERCLOCKWISE TO UNLATCH DOOR
  3. ATTACH SLING TO DOOR AND HOIST DOOR OPEN

## 4 EMERGENCY EXIT DOORS



- TO OPEN DOOR**
1. PULL HANDLE DOWN
  2. DOOR LOWERS AND HINGE EXTENDS
  3. DOOR SWINGS DOWN AND OUT

## 5 AIRPLANE CROSS SECTION



### NOTE

"CHOP OUT" 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 NECESSITY FOR "CHOP OUT!"

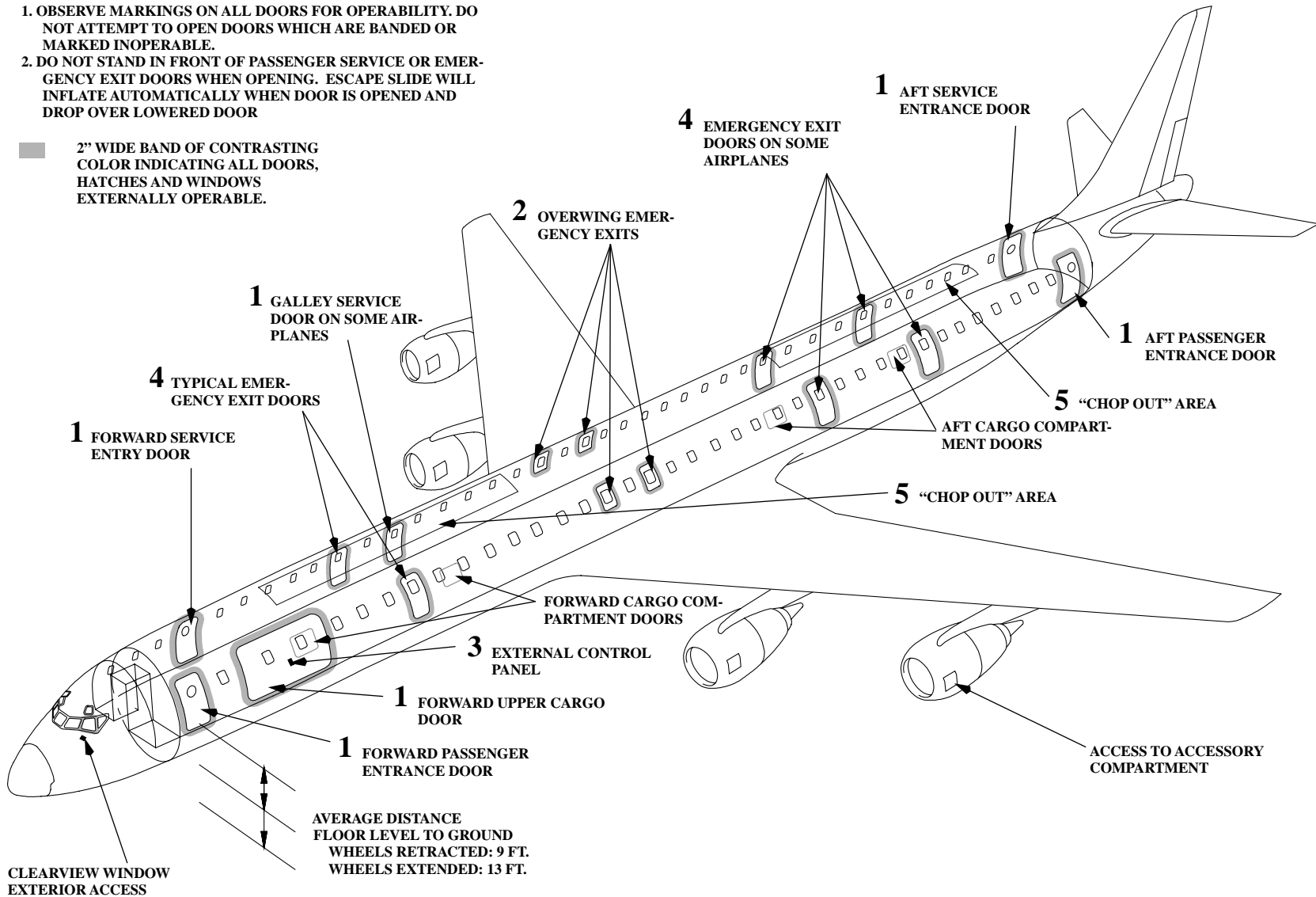
# EMERGENCY RESCUE ACCESS

DC-8 MODEL 73

**GENERAL NOTE:**

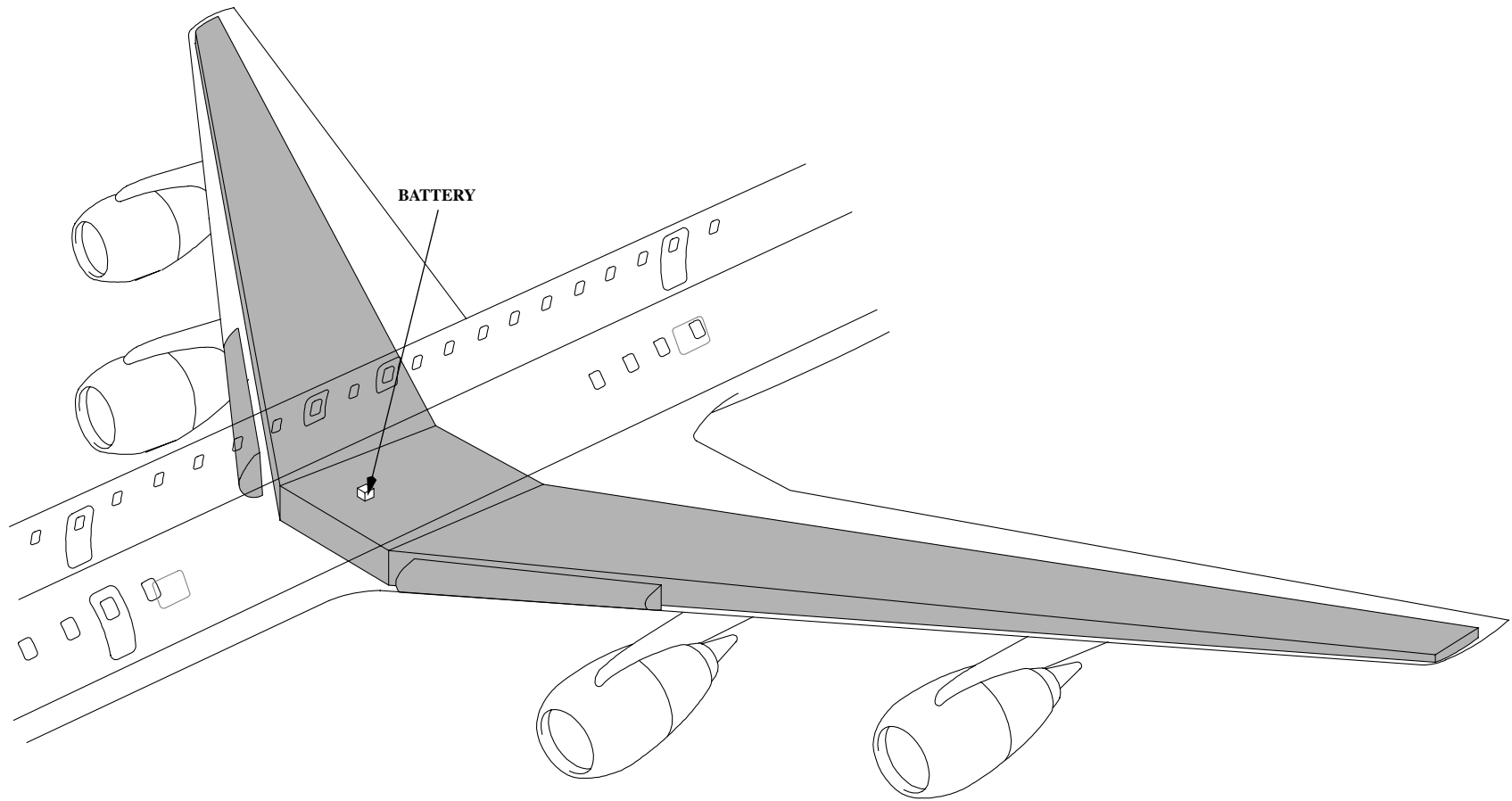
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR

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



# BATTERY LOCATIONS

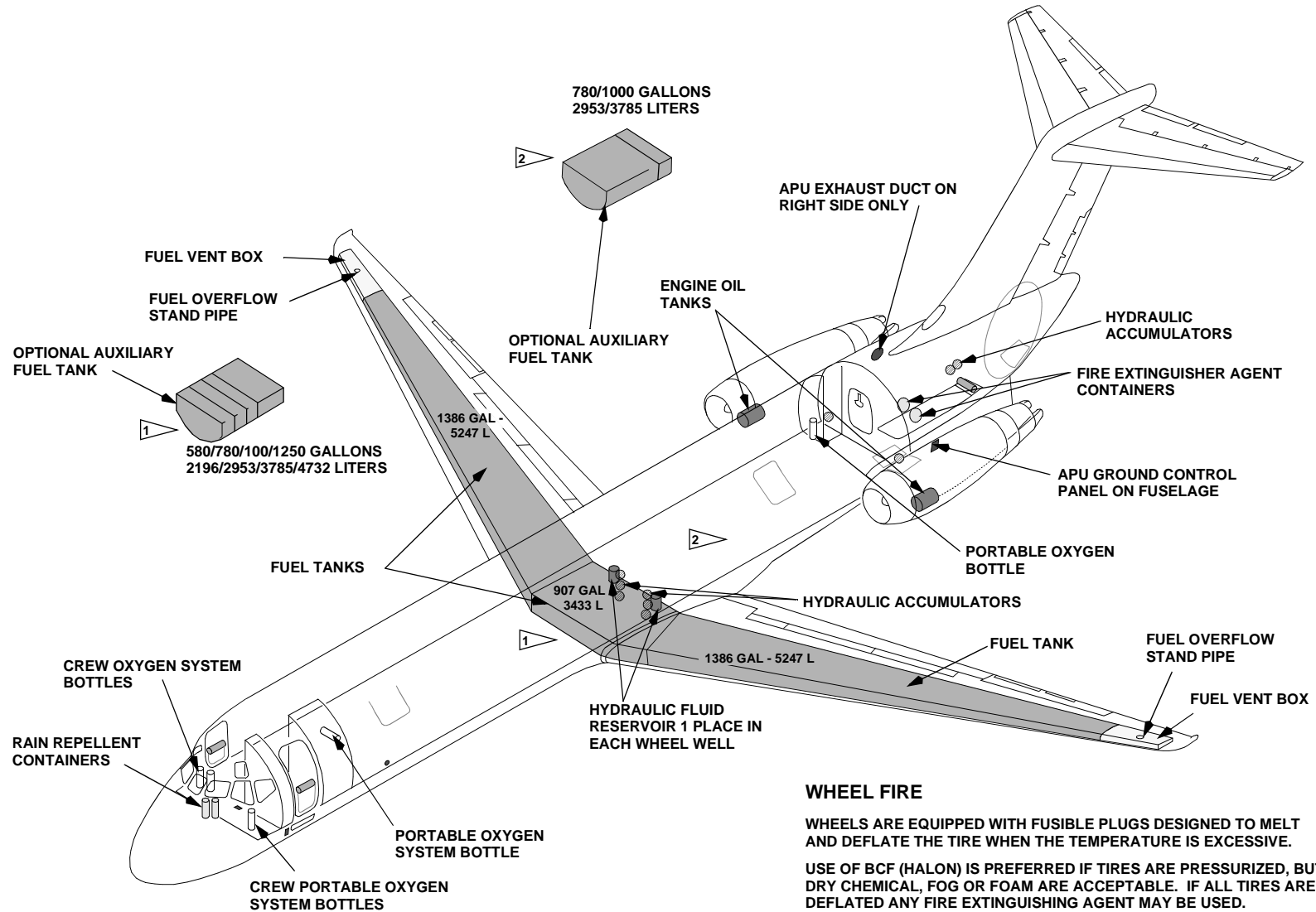
DC-8 MODEL 73



# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

## DC-9 SERIES

## FLAMMABLE MATERIAL LOCATIONS



### WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE.

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED.

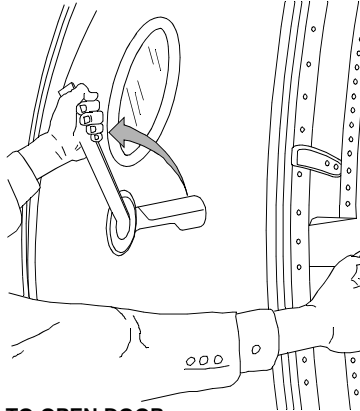
WARNING: APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

## DC-9 SERIES

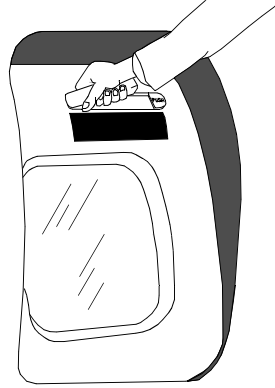
## EMERGENCY RESCUE ACCESS-1

### 1 PASSENGER AND SERVICE DOORS



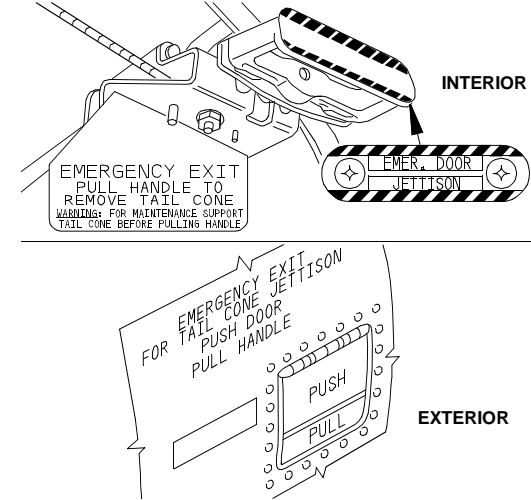
- TO OPEN DOOR:**
1. PULL HANDLE FROM RECESS.
  2. ROTATE HANDLE.
  3. PULL DOOR OPEN.

### 2 OVERWING EMERGENCY EXIT

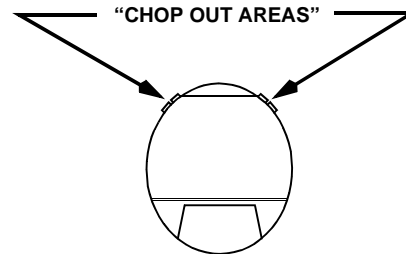


- TO OPEN DOOR:**
1. PUSH HANDLE.
  2. PULL HANDLE AND AT THE SAME TIME, PUSH IN ON TOP OF DOOR.
  3. LIFT UP FORCIBLY.

### 3 TAIL CONE JETTISON LATCH



### 4 CHOP OUT AREAS



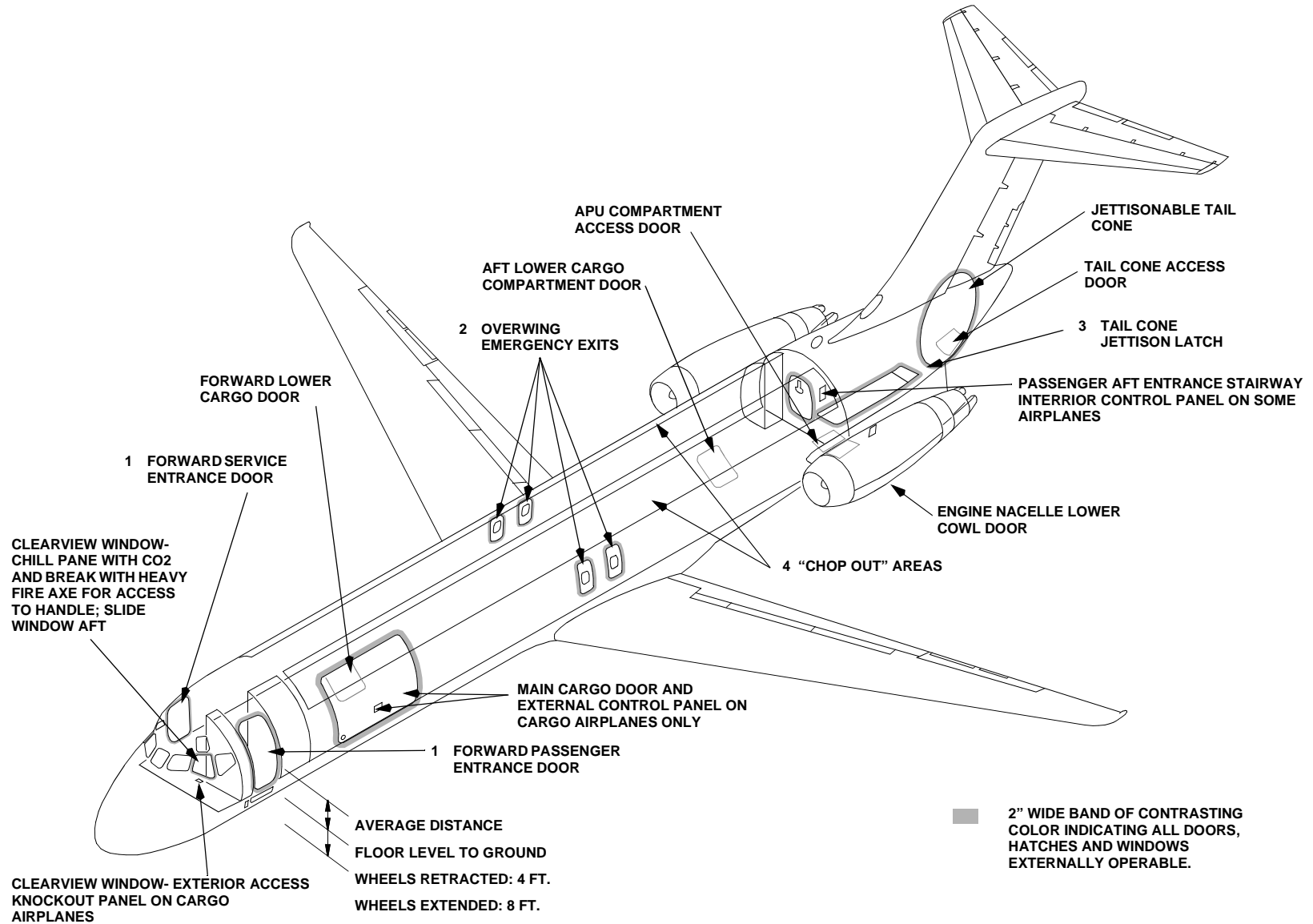
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**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

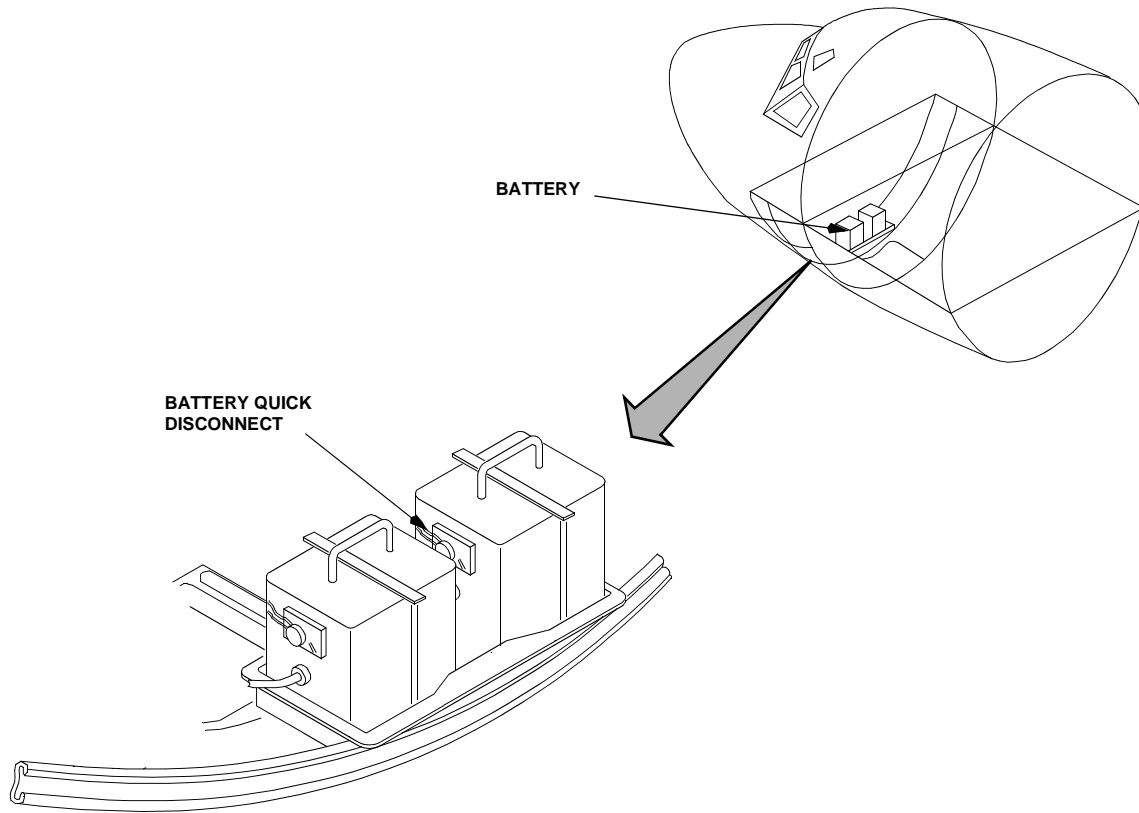
**DC-9 SERIES**

**EMERGENCY RESCUE ACCESS-2**



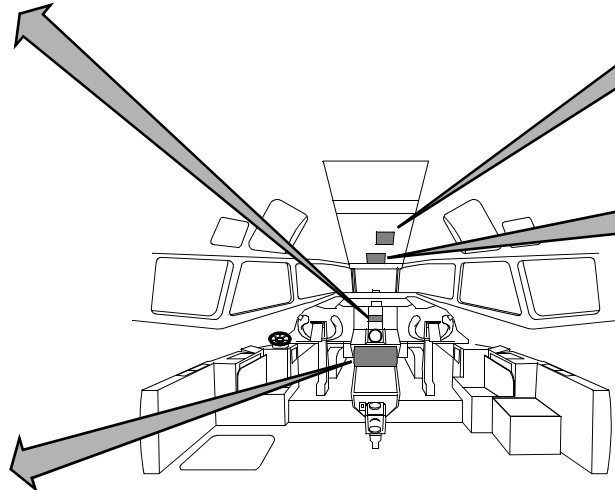
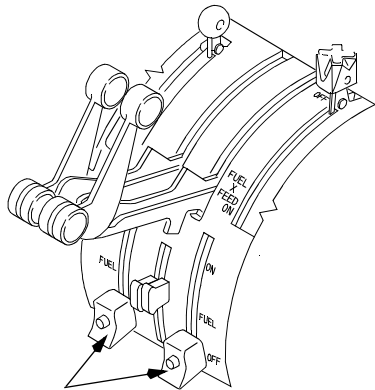
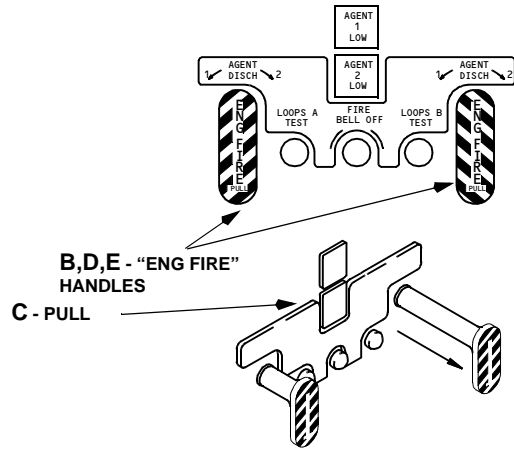
**DC-9 SERIES**

**BATTERY LOCATIONS**



**DC-9 SERIES**

**FLIGHT DECK CONTROL SWITCH LOCATIONS**

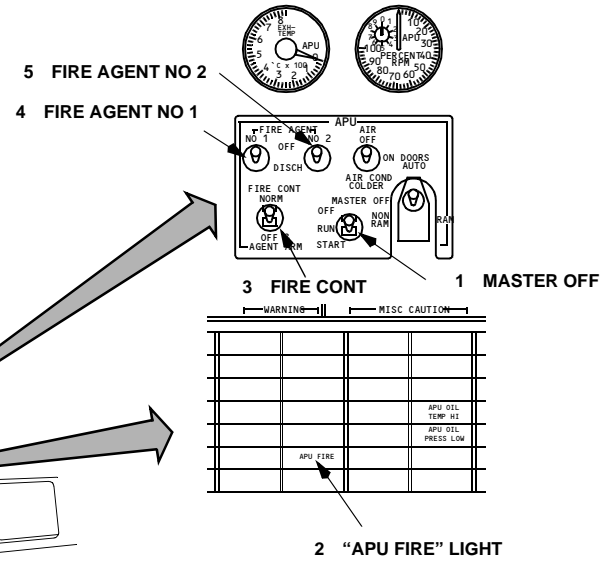


**ENGINE SHUTDOWN AND FIRE PROCEDURE:**

- 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**

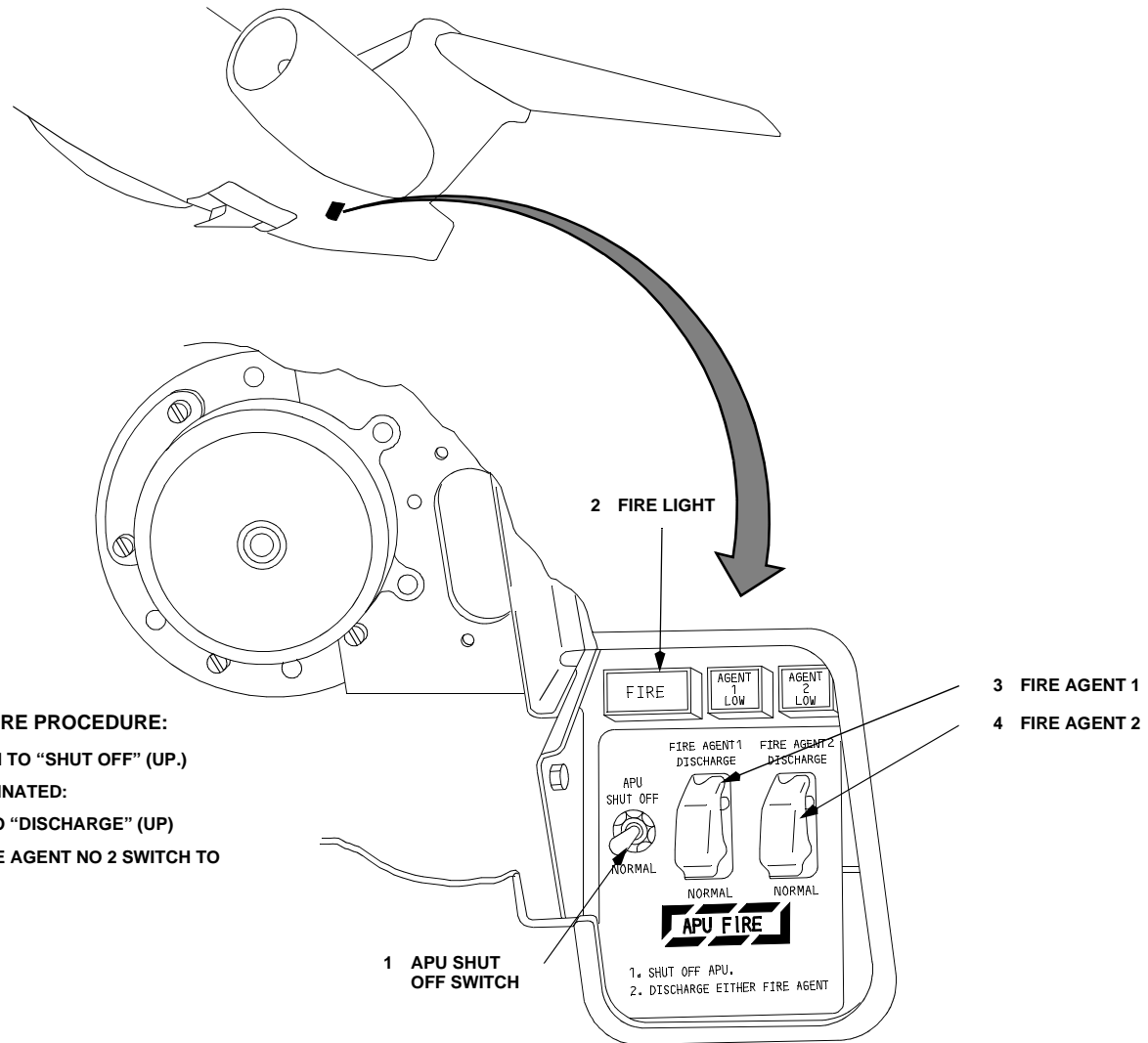


**APU SHUTDOWN AND FIRE PROCEDURE:**

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.)

# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

## DC-10 SERIES

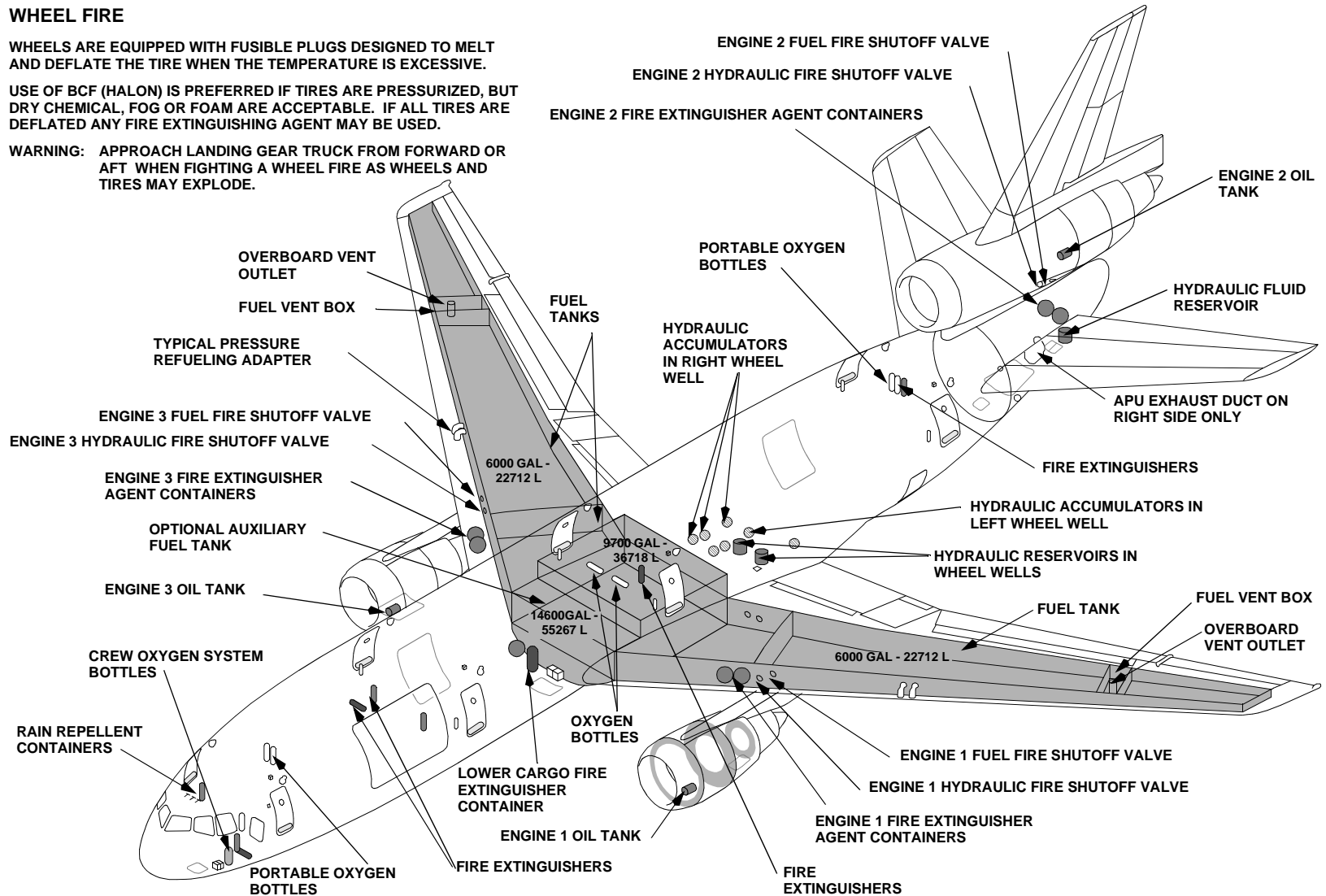
## FLAMMABLE MATERIAL LOCATIONS

### WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE.

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED.

**WARNING:** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.



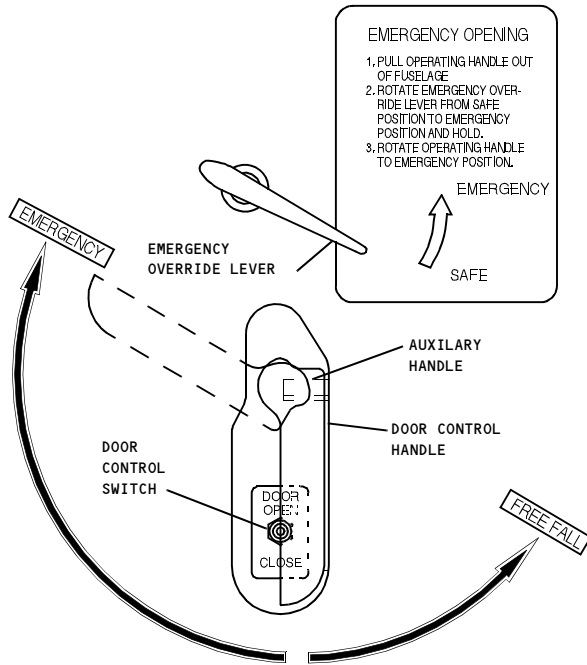
# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

## DC-10 SERIES

### 1 PASSENGER AND SERVICE DOORS

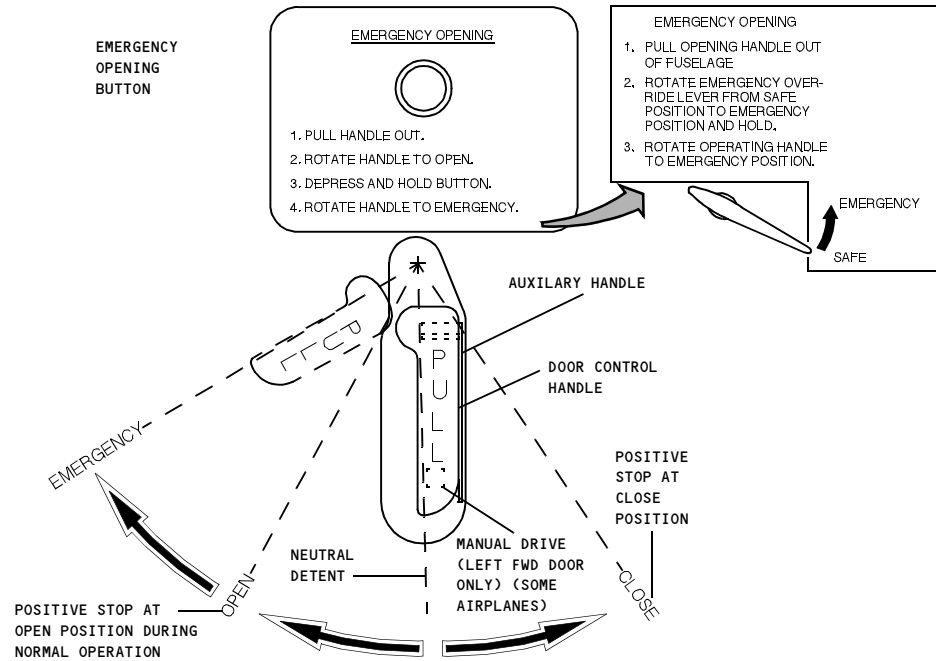
#### PUSH BUTTON TYPE

**NOTE:** WHEN MOVED TO "EMERGENCY" POSITION AND HELD, ALLOWS DOOR CONTROL HANDLE TO BE MOVED TO "EMERGENCY" POSITION FOR EMERGENCY OPENING OF THE DOOR IF ELECTRICAL POWER IS NOT AVAILABLE.



#### NON PUSH BUTTON TYPE

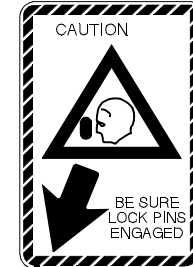
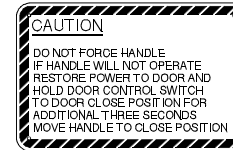
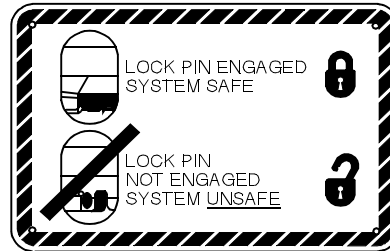
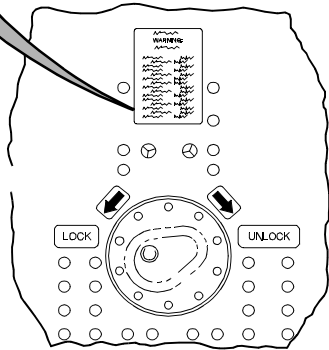
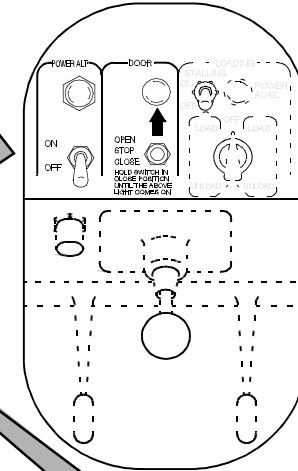
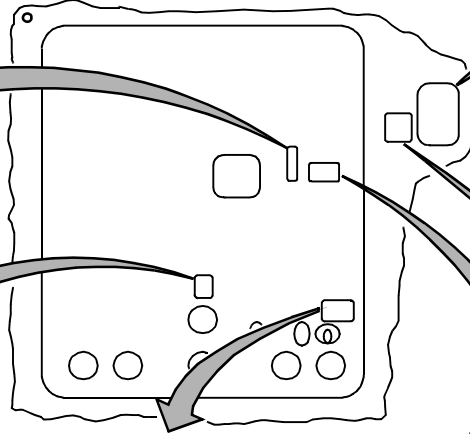
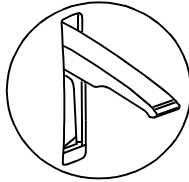
**NOTE:** WHEN PLACED IN "EMERGENCY" POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.



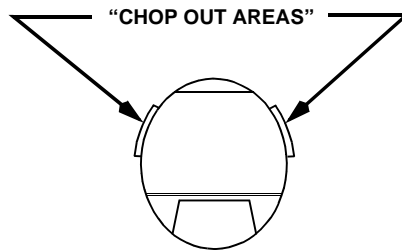
**DC-10 SERIES**  
**2 CARGO ACCESS DOORS**

**EMERGENCY RESCUE ACCESS-2**

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



**4 CHOP OUT AREAS**

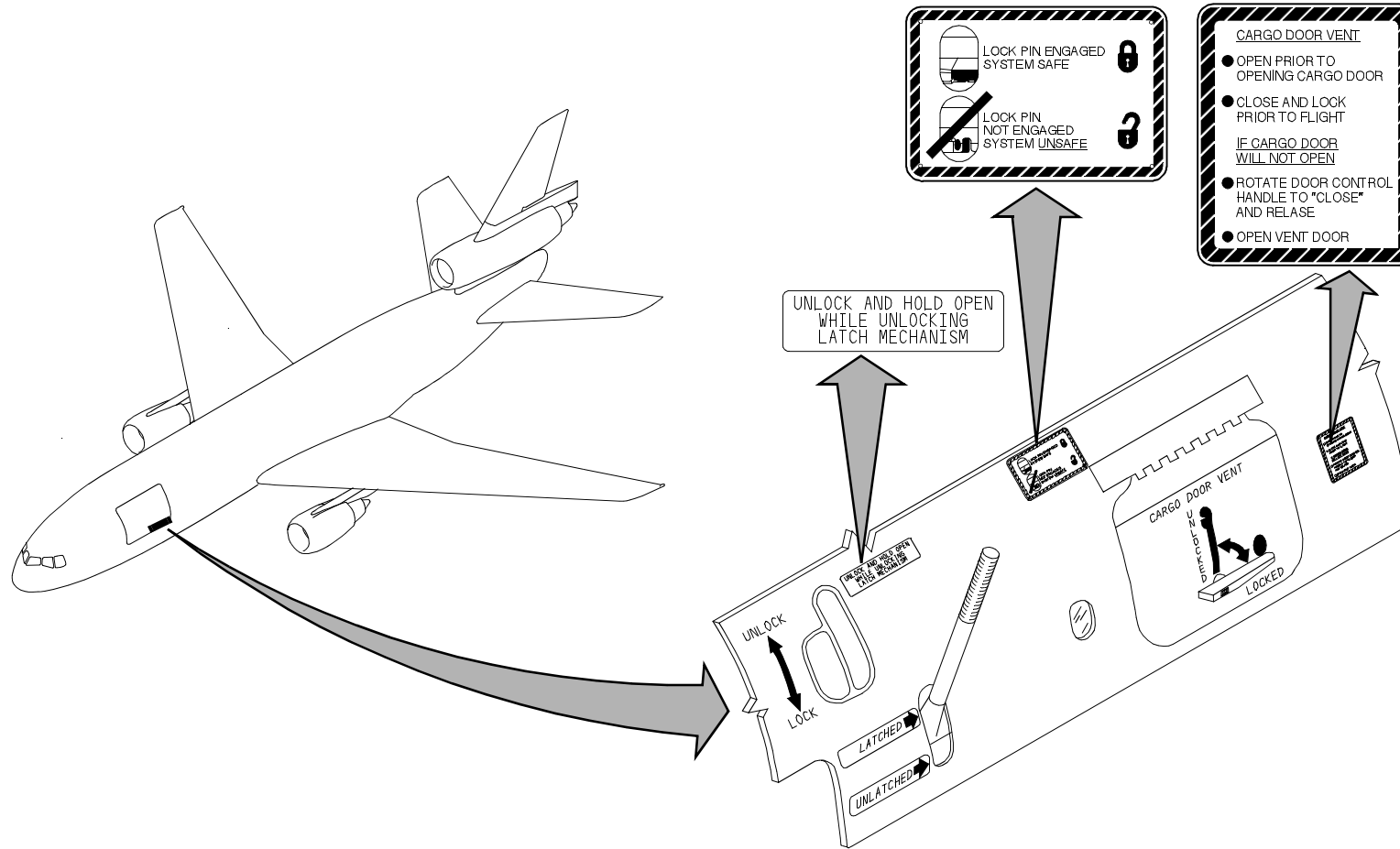


**NOTE:** "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

# DC-10 SERIES

## 3 UPPER CARGO DOOR (CONVERTIBLE FREIGHTER AIRPLANES ONLY)

# EMERGENCY RESCUE ACCESS-3

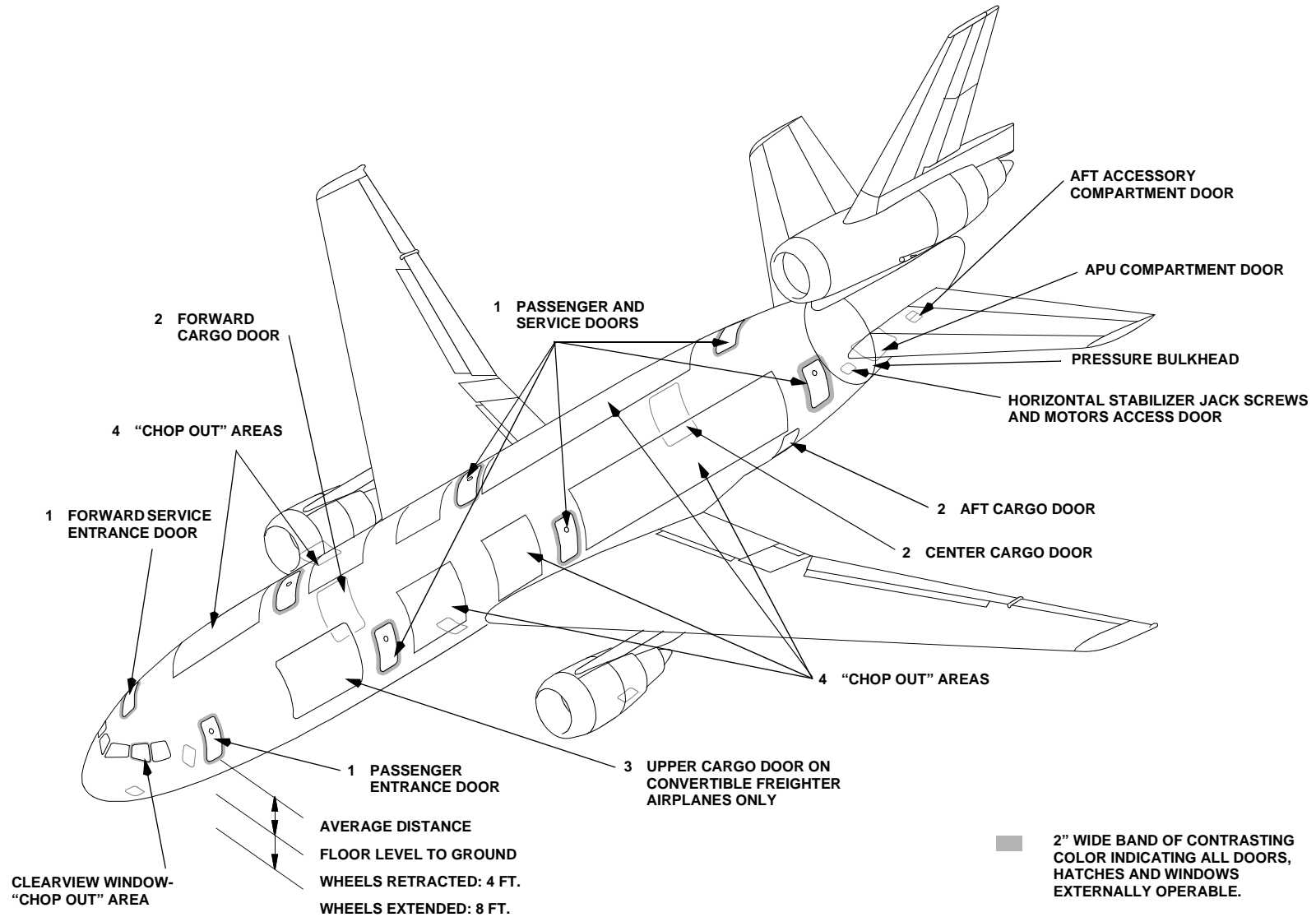




**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**DC-10 SERIES**

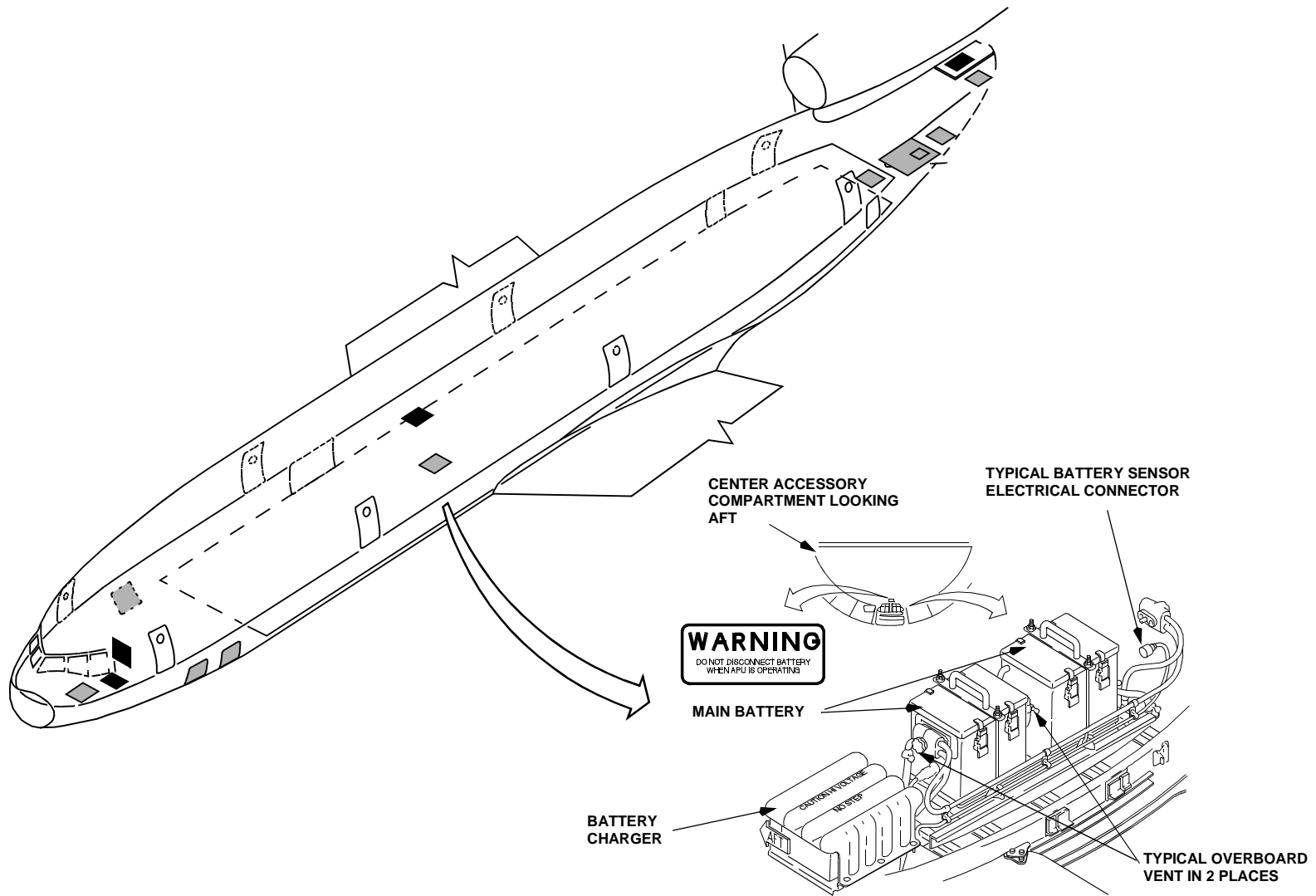
**EMERGENCY RESCUE ACCESS-4**



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**DC-10 SERIES**

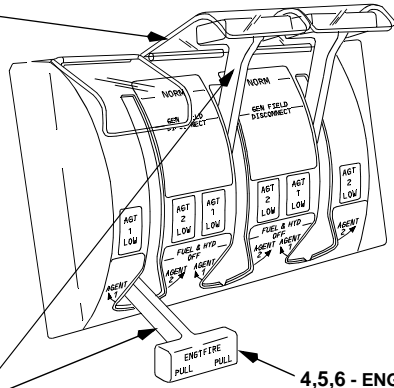
**BATTERY LOCATIONS**



**DC-10 SERIES**

**FLIGHT DECK CONTROL SWITCH LOCATIONS**

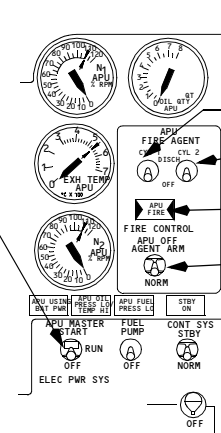
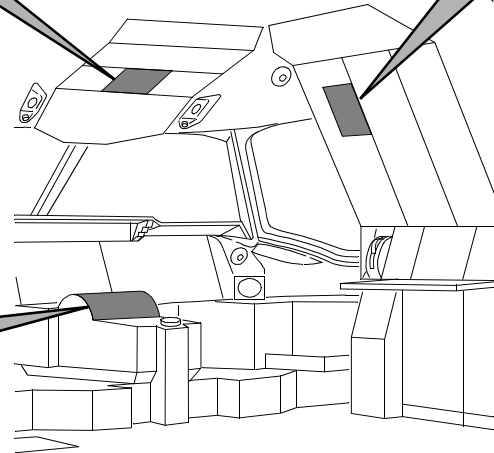
3 - ENG FIRE HANDLE COVERS



2 - ENG FIRE HANDLE

4,5,6 - ENG FIRE HANDLE

1 APU MASTER



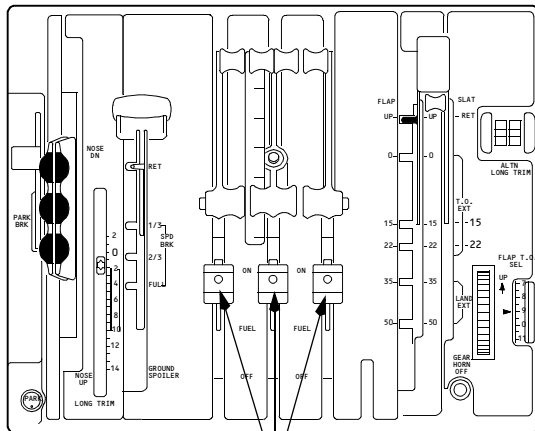
4 CYL 1

5 CYL 2

2 APU FIRE

3 APU OFF & AGENT ARM

FLIGHT ENGINEER'S UPPER INSTRUMENT PANEL NO. 1



1,2 - FUEL LEVERS

**ENGINE SHUTDOWN AND FIRE PROCEDURE:**

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

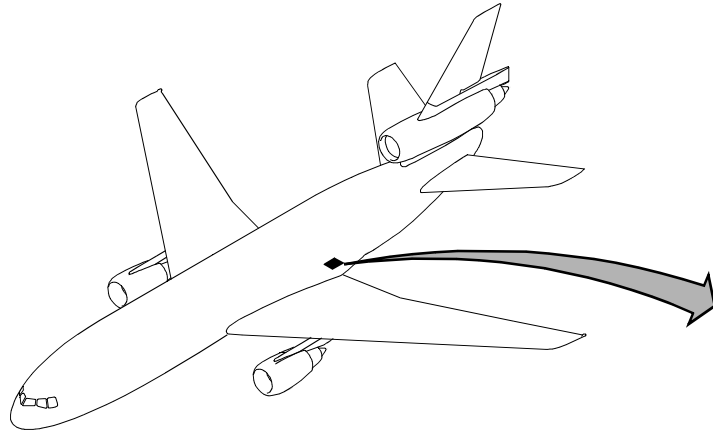
**APU SHUTDOWN AND FIRE PROCEDURE**

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

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

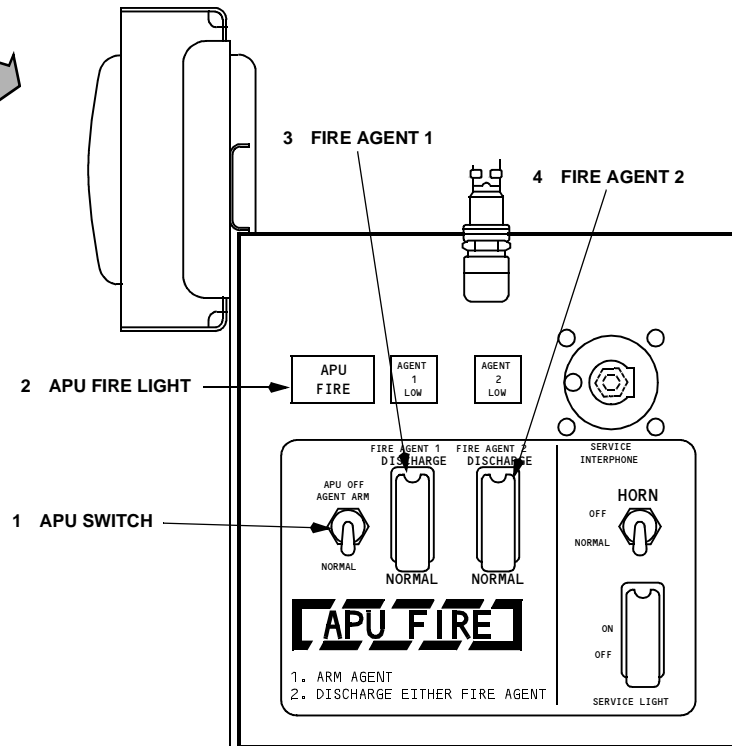
DC-10 SERIES

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).



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**KC-10A**

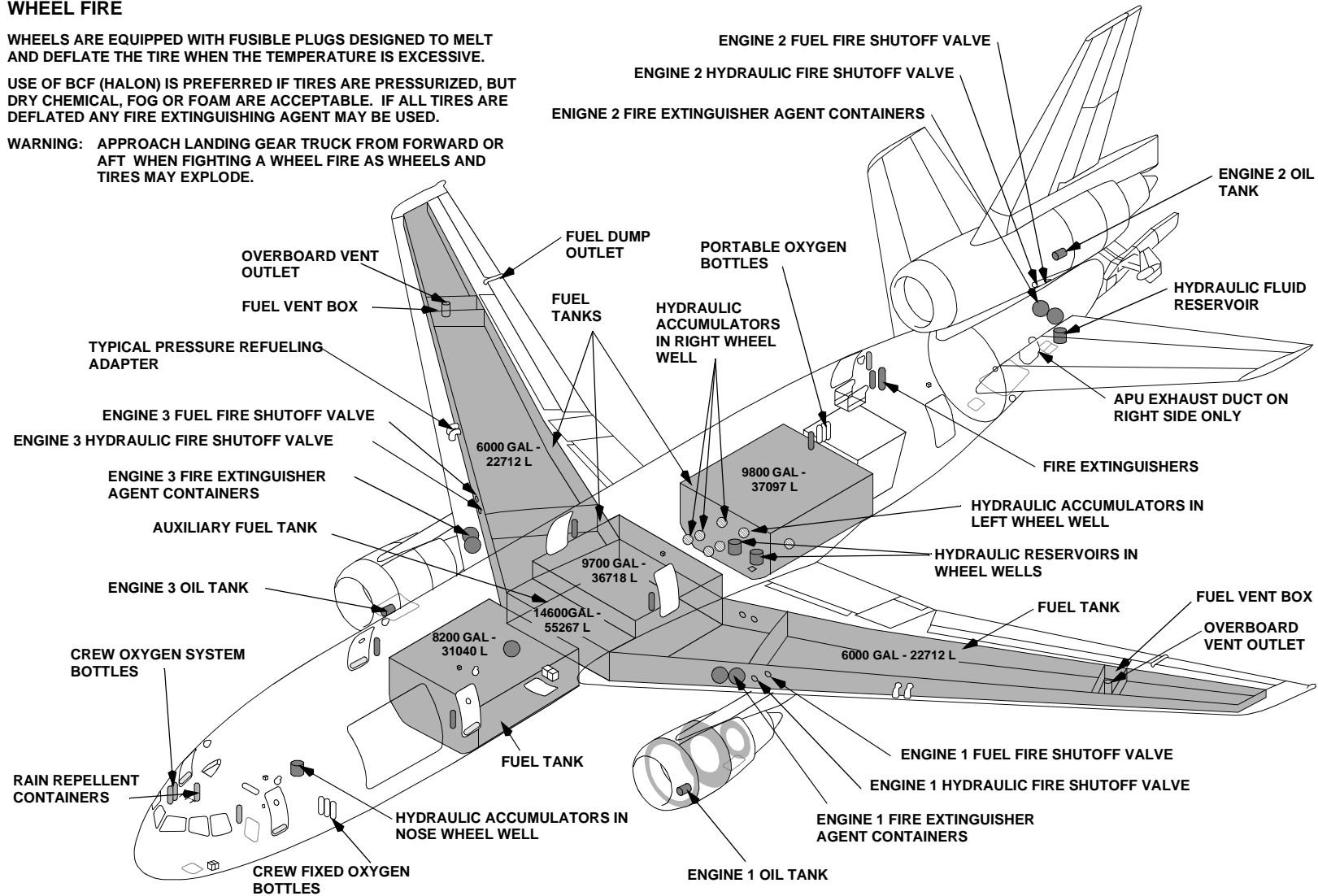
**FLAMMABLE MATERIAL LOCATIONS**

**WHEEL FIRE**

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE.

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED.

**WARNING:** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.



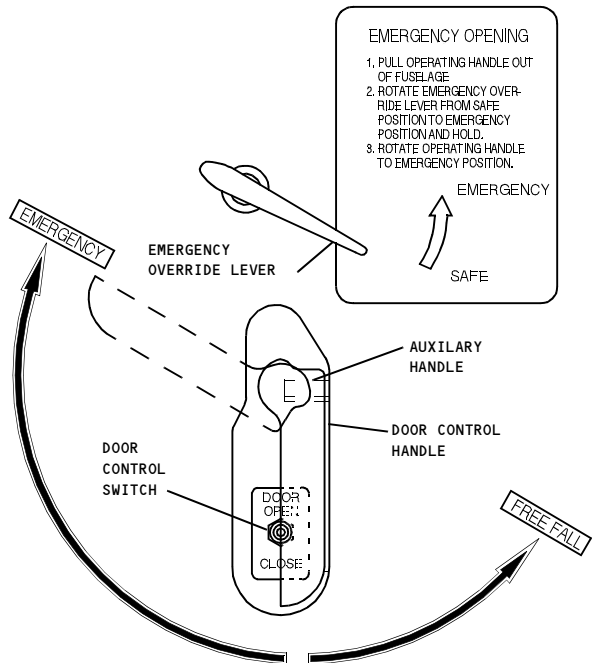
KC-10A

EMERGENCY RESCUE ACCESS-1

1 PASSENGER AND SERVICE DOORS

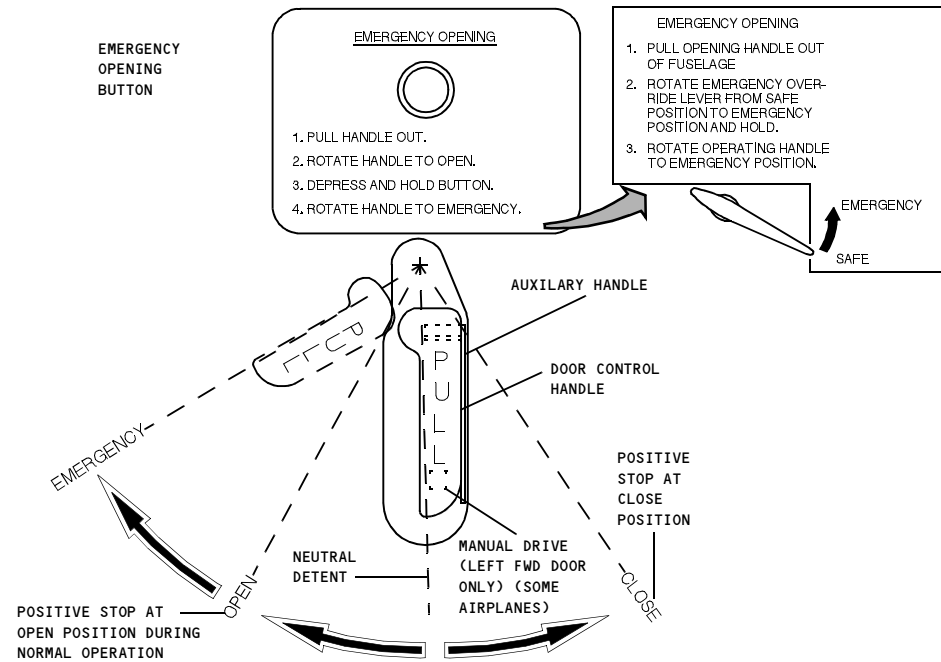
PUSH BUTTON TYPE

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

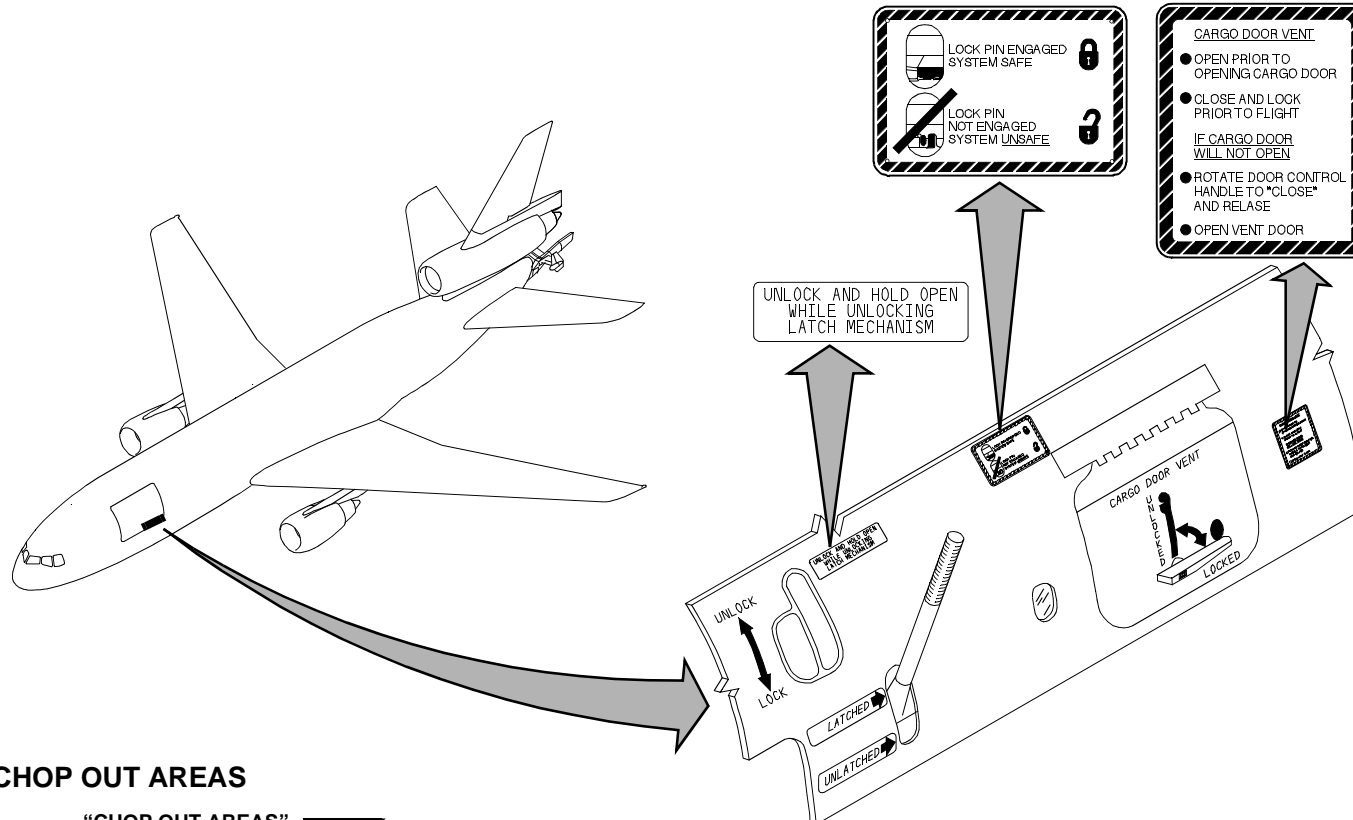
NOTE: WHEN PLACED IN "EMERGENCY" POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.



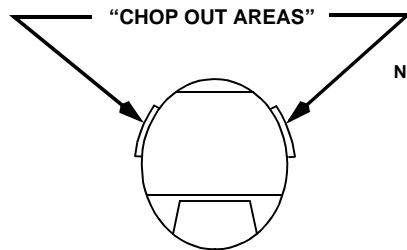
# KC-10A

## 2 UPPER CARGO DOOR

# EMERGENCY RESCUE ACCESS-2



## 3 CHOP OUT AREAS

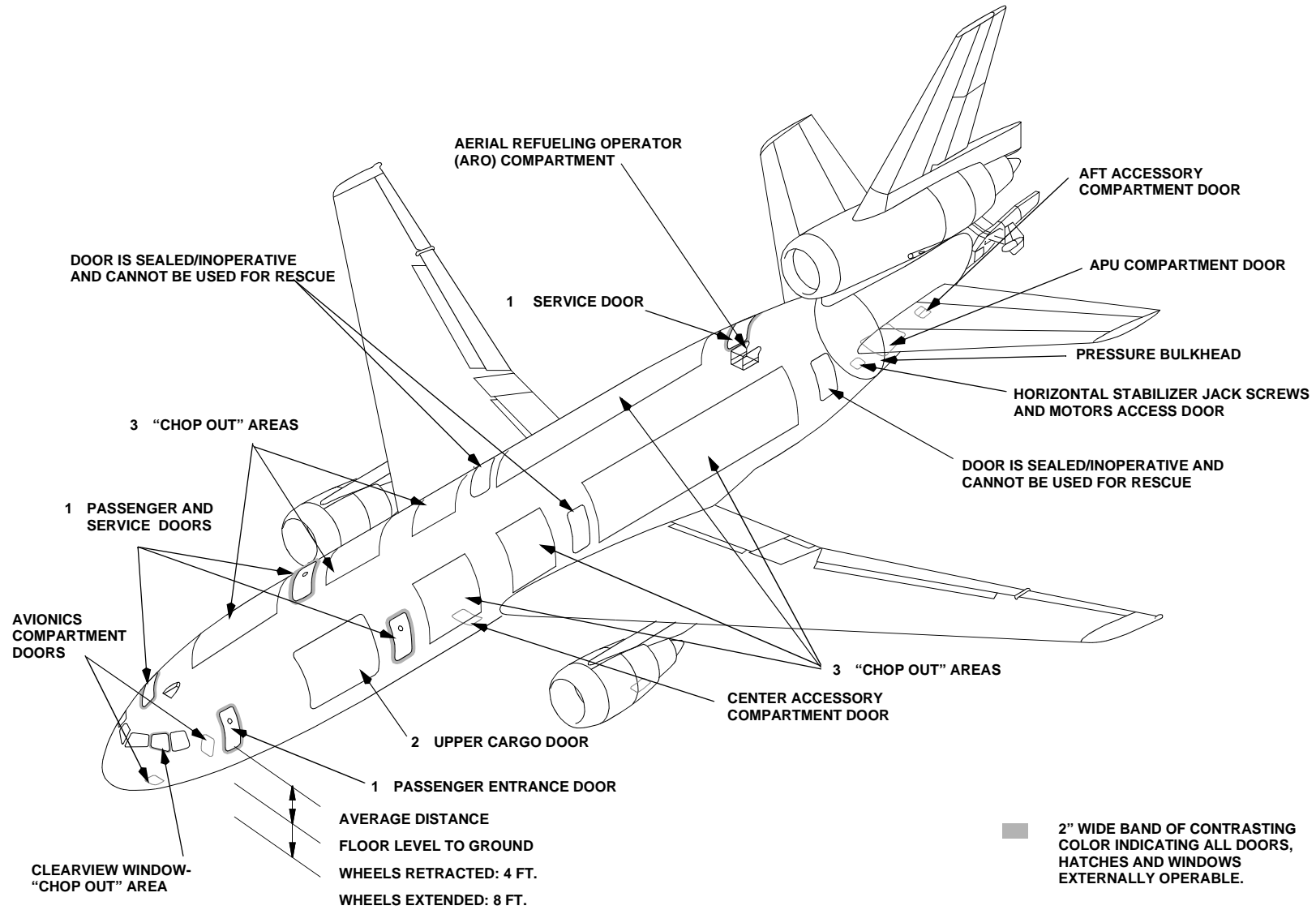


NOTE: "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**KC-10A**

**EMERGENCY RESCUE ACCESS-3**

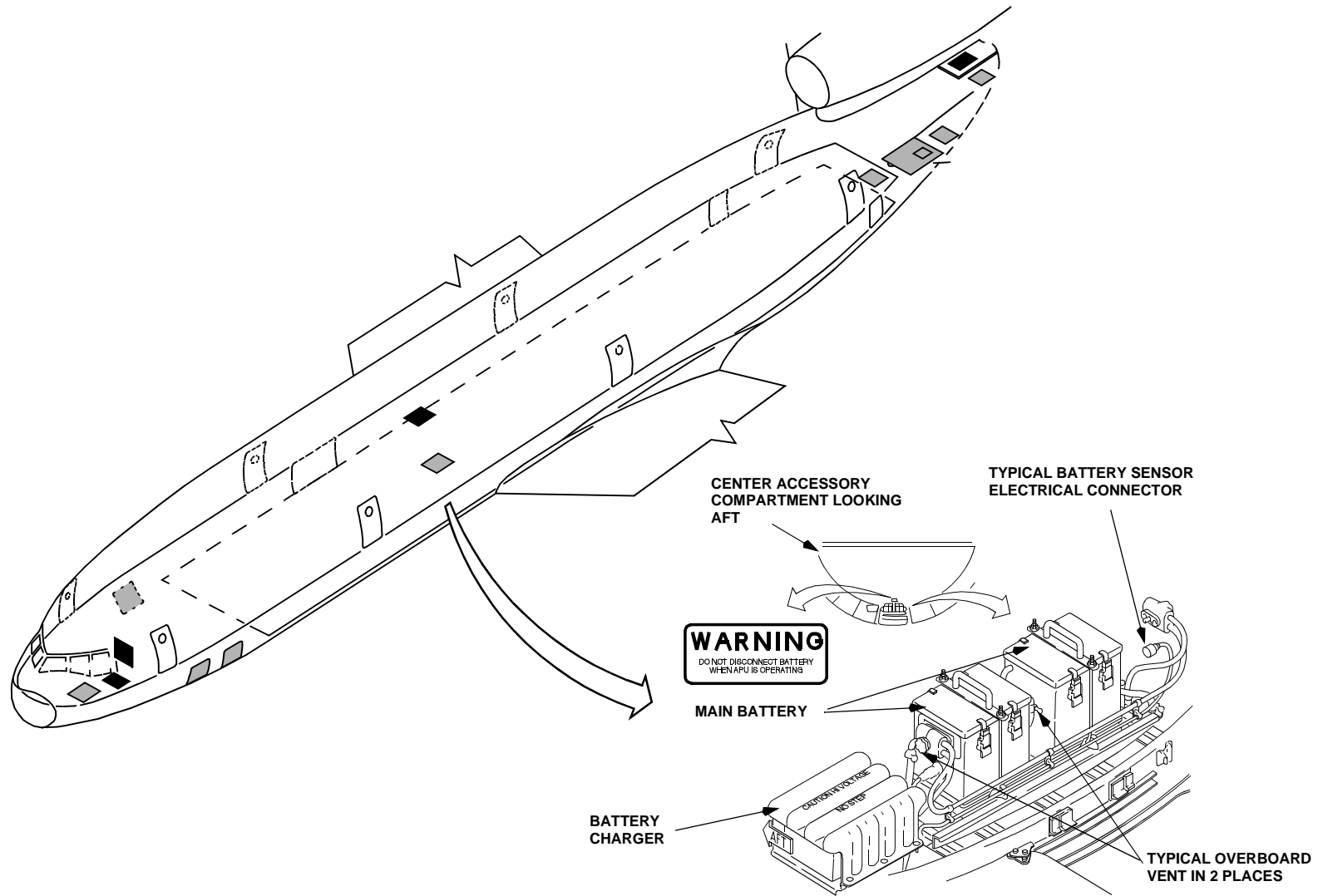




**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**KC-10A**

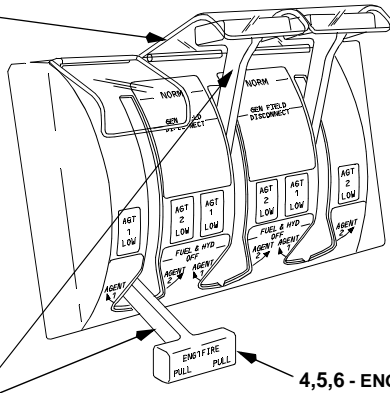
**BATTERY LOCATIONS**



KC-10A

FLIGHT DECK CONTROL SWITCH LOCATIONS

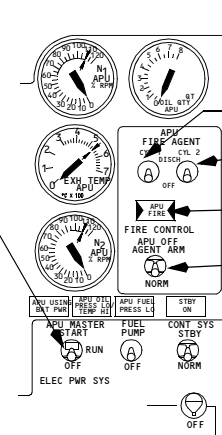
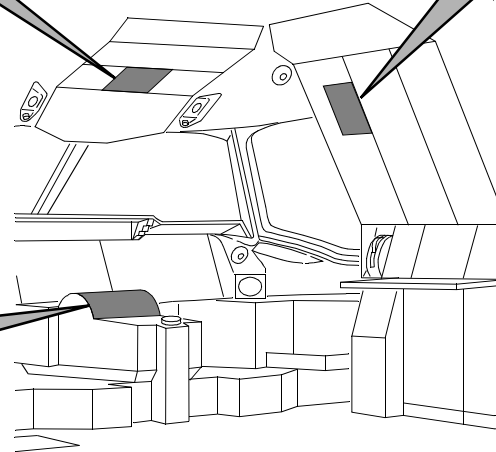
3 - ENG FIRE HANDLE COVERS



2-ENG FIRE HANDLE

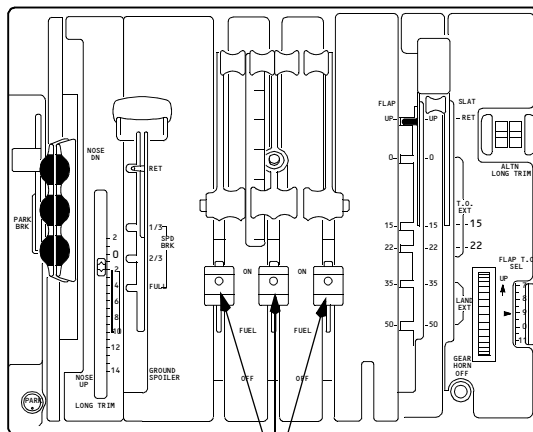
4,5,6 - ENG FIRE HANDLE

1 APU MASTER



4 CYL 1  
5 CYL 2  
2 APU FIRE  
3 APU OFF & AGENT ARM

FLIGHT ENGINEER'S UPPER INSTRUMENT PANEL NO. 1



1,2 - FUEL LEVERS

**ENGINE SHUTDOWN AND FIRE PROCEDURE:**

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

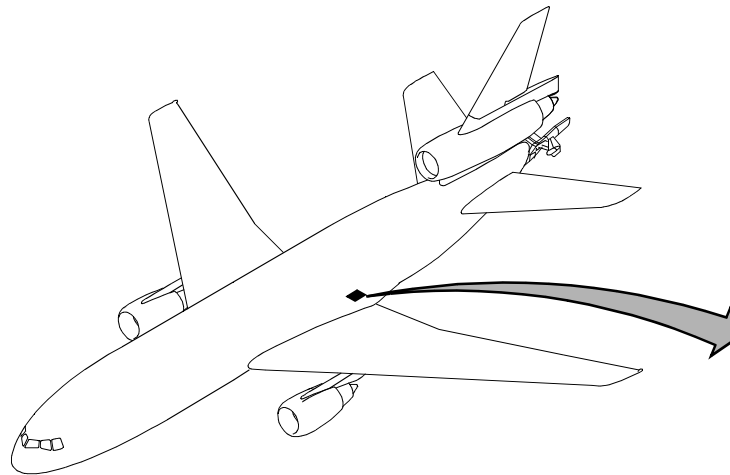
**APU SHUTDOWN AND FIRE PROCEDURE**

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

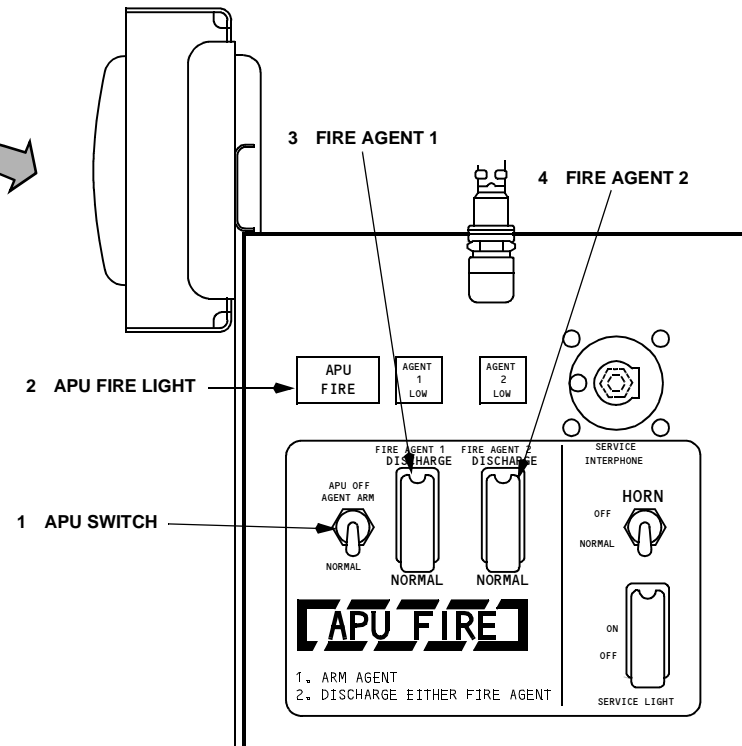
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

KC-10A

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).



*AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION*

**KC-10A**

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# FLAMMABLE MATERIAL LOCATIONS

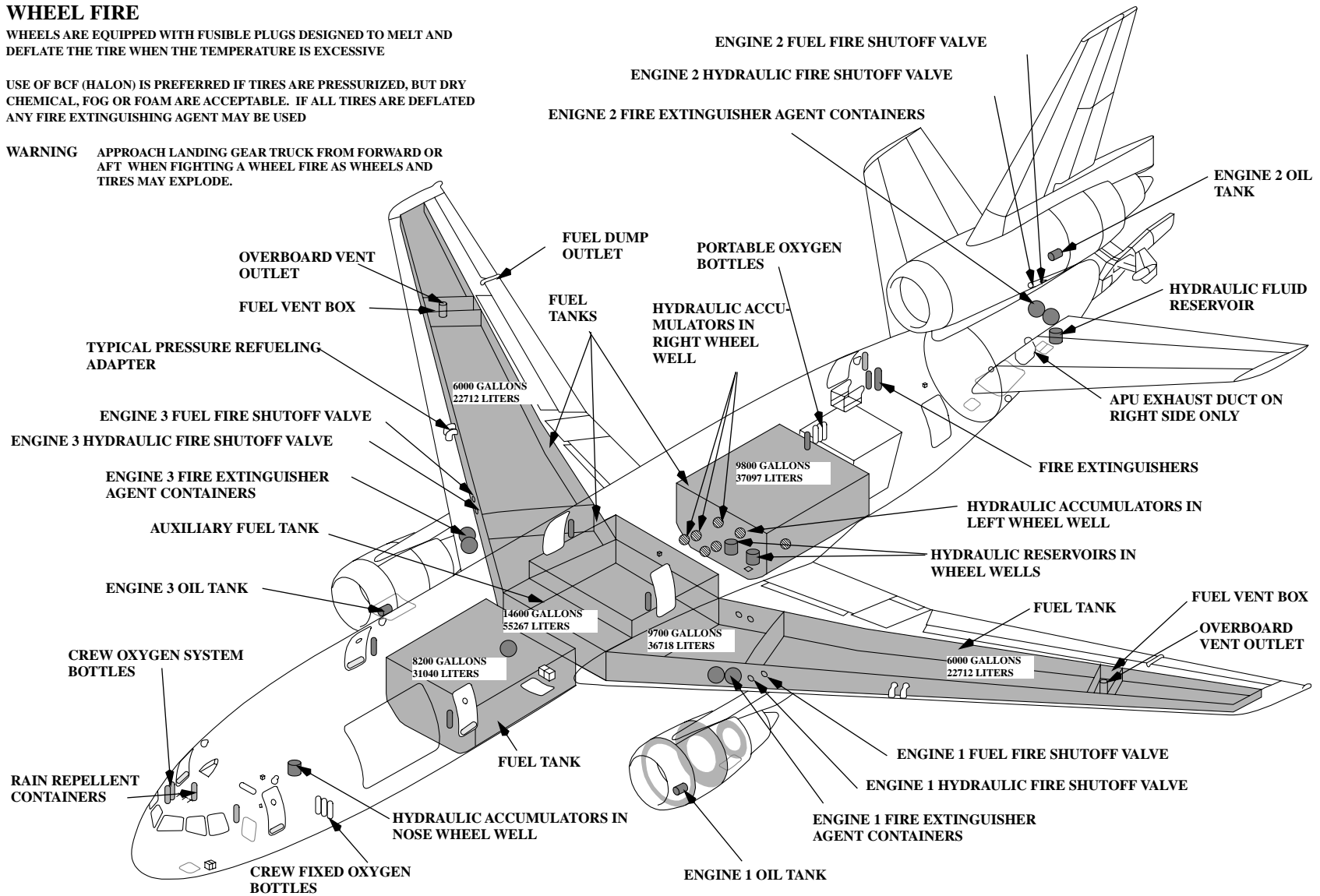
KC-10A

## WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED

**WARNING** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.



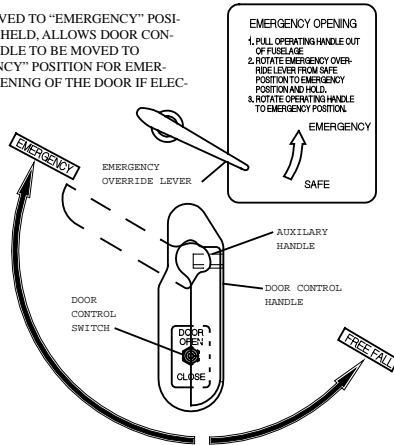
# EMERGENCY RESCUE ACCESS

KC-10A

## 1 PASSENGER AND SERVICE DOORS:

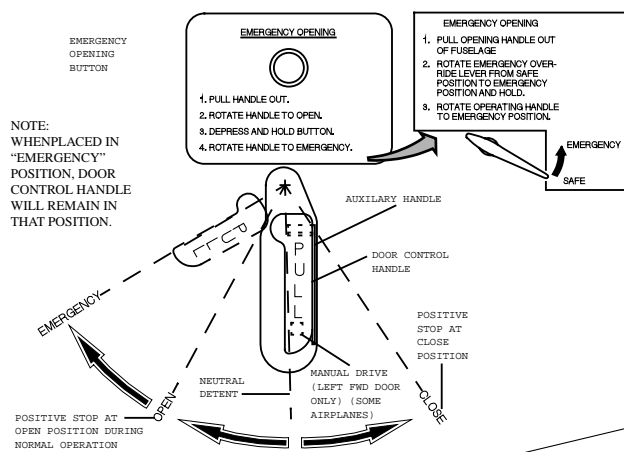
### PUSH BUTTON TYPE

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 ELEC.



### NON PUSH BUTTON TYPE

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

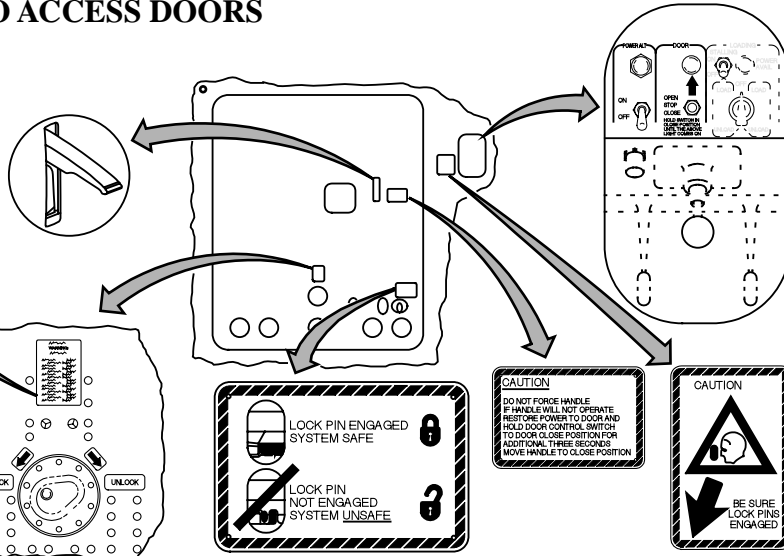


### NOTE

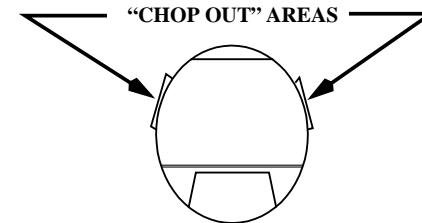
"CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

## 2 CARGO ACCESS DOORS

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

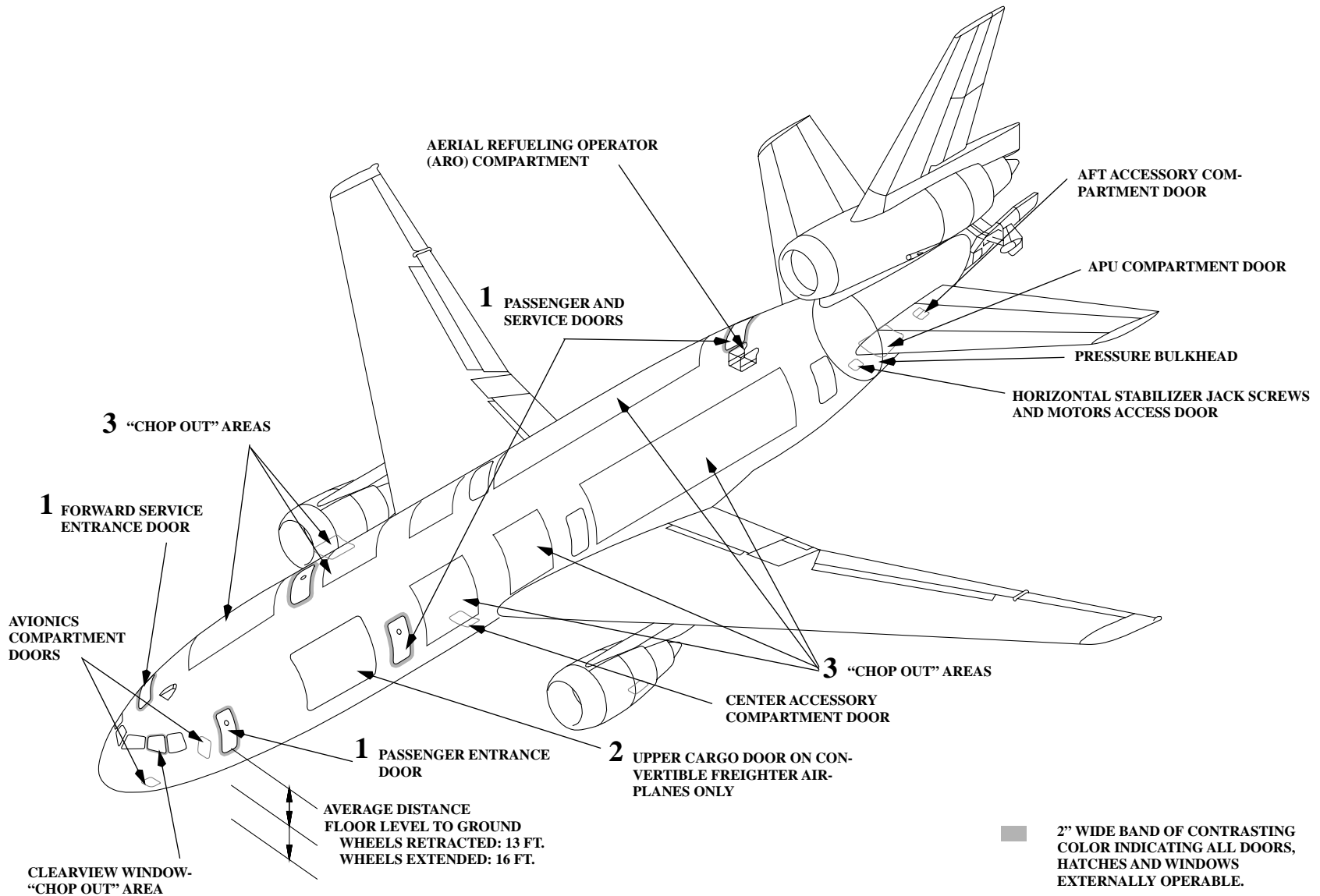


## 3 AIRPLANE CROSS SECTION



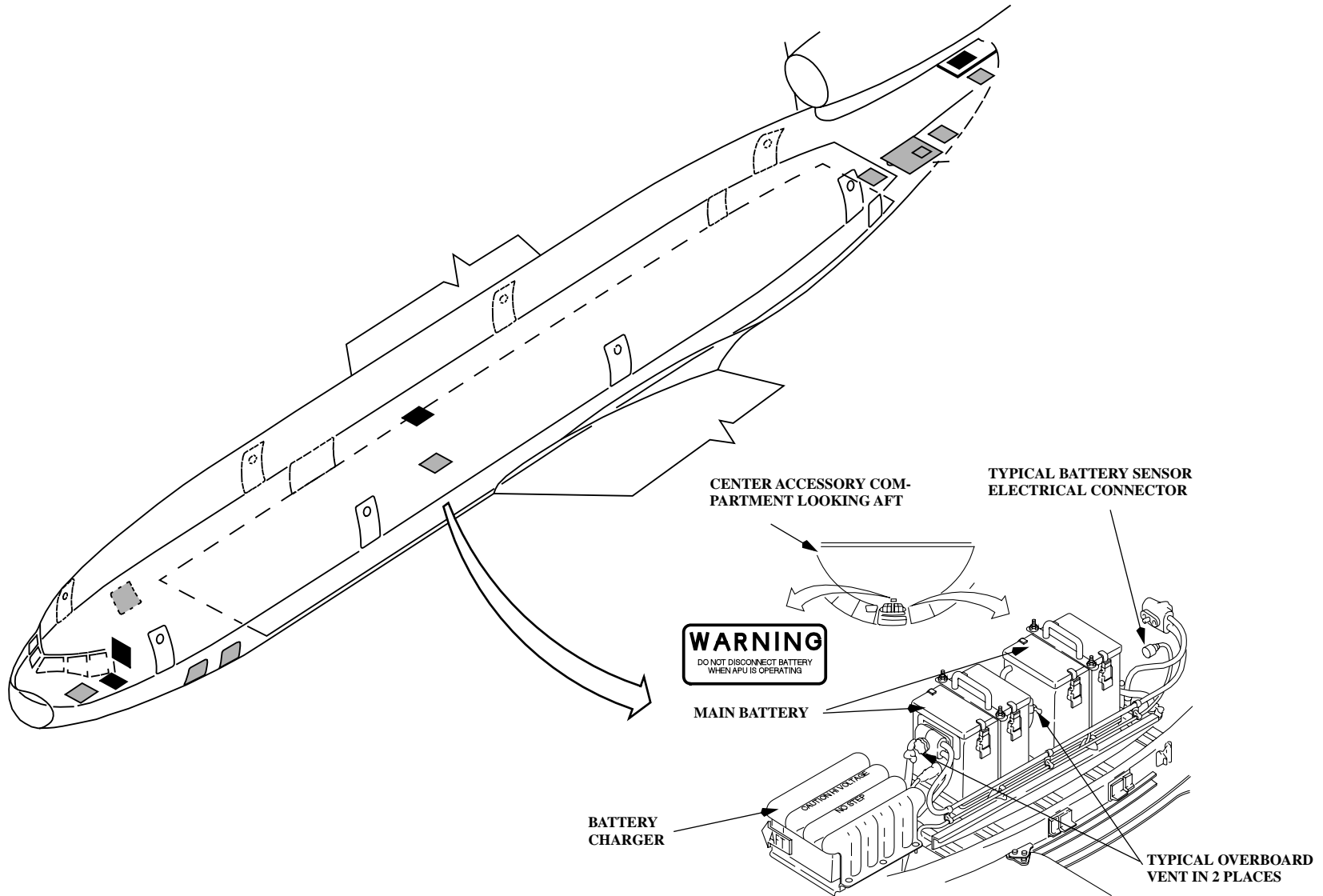
# EMERGENCY RESCUE ACCESS

KC-10A



# BATTERY LOCATIONS

KC-10A

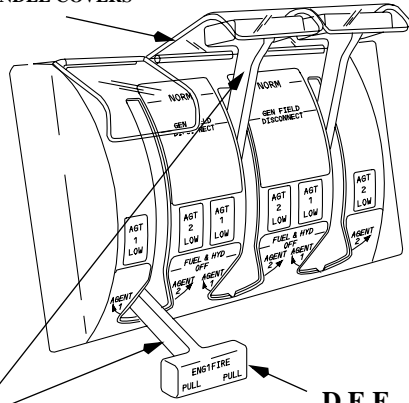




# FLIGHT DECK CONTROL SWITCH LOCATIONS

KC-10A

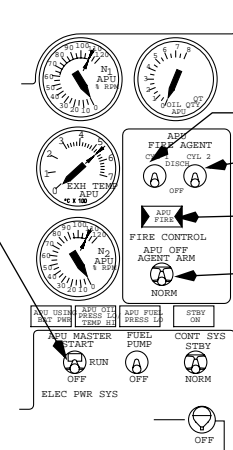
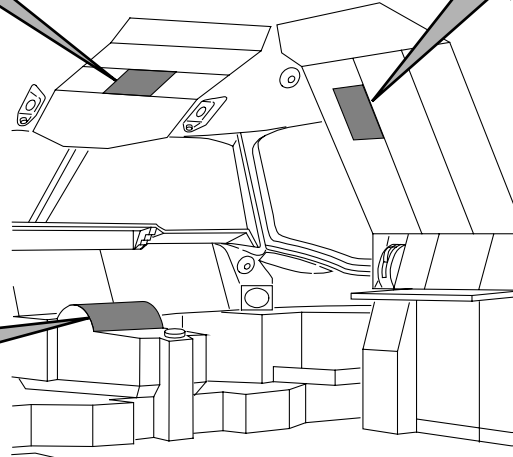
C ENG FIRE HANDLE COVERS



B ENG FIRE HANDLES

D,E,F  
ENG FIRE HANDLE

1 APU MASTER

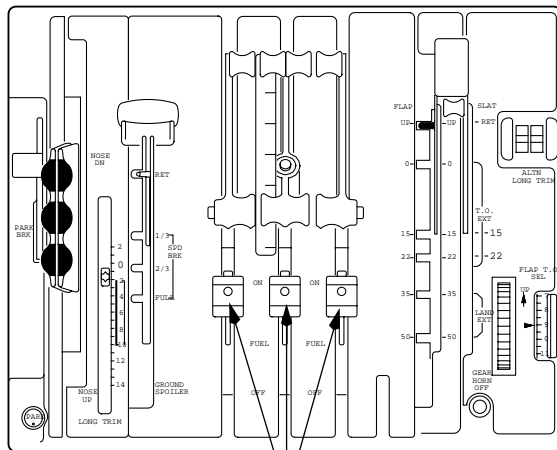


4 CYL 1  
5 CYL 2  
2 APU FIRE  
3 APU OFF & AGENT ARE

FLIGHT ENGINEER'S UPPER INSTRUMENT PANEL NO. 1

## 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 10 SECONDS, APU FIRE AGENT "CYL 2" SWITCH TO "DISCHARGE" (UP)



A,B FUEL LEVERS

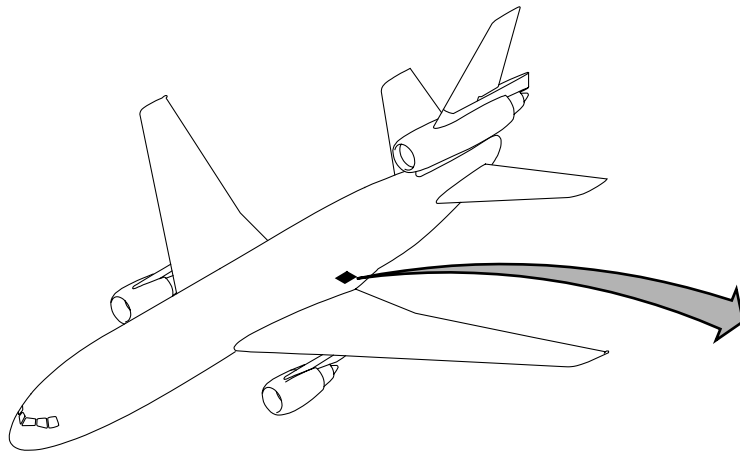
## ENGINE SHUTDOWN AND FIRE PROCEDURE

- A FUEL LEVER(S) FROM "ON" TO "OFF" (DOWN)
- B IF LIGHT(S) IN FUEL LEVER(S) OR "ENG/FIRE" HANDLE(S) ARE ILLUMINATED...
- C LIFT "ENG/FIRE" HANDLE GUARD(S)
- D PULL HANDLE(S) DOWN AND FORWARD
- E WHILE HOLDING FORWARD PRESSURE ON HANDLE, TWIST HANDLE CLOCKWISE AND HOLD
- F AFTER 10 SECONDS, TWIST HANDLE COUNTERCLOCKWISE

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

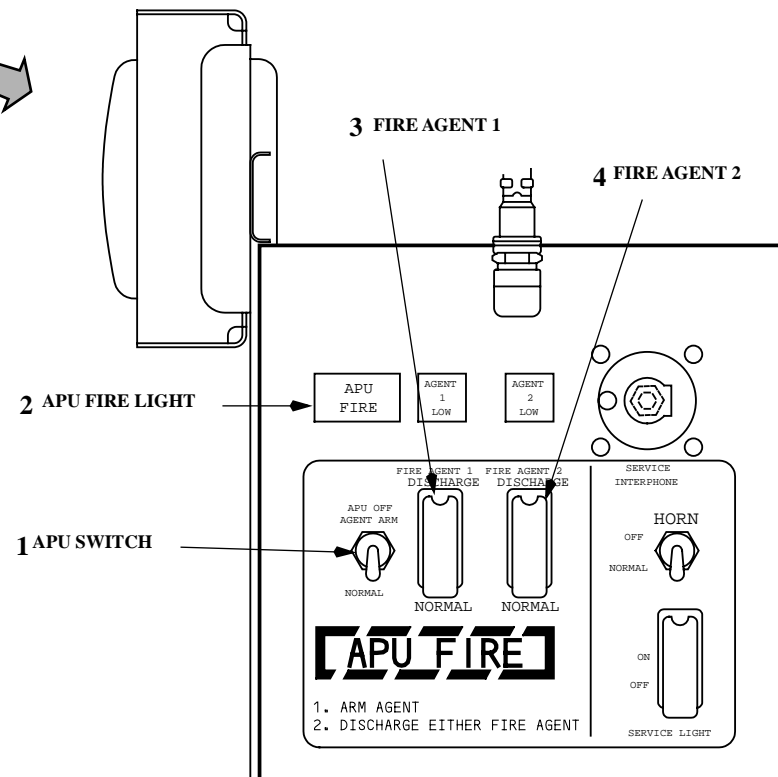
# EXTERNAL APU FIRE CONTROLS

KC-10A



## 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 10 SECONDS, FIRE AGENT 2 SWITCH TO "DISCHARGE" (UP)



# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

## MD-11 SERIES

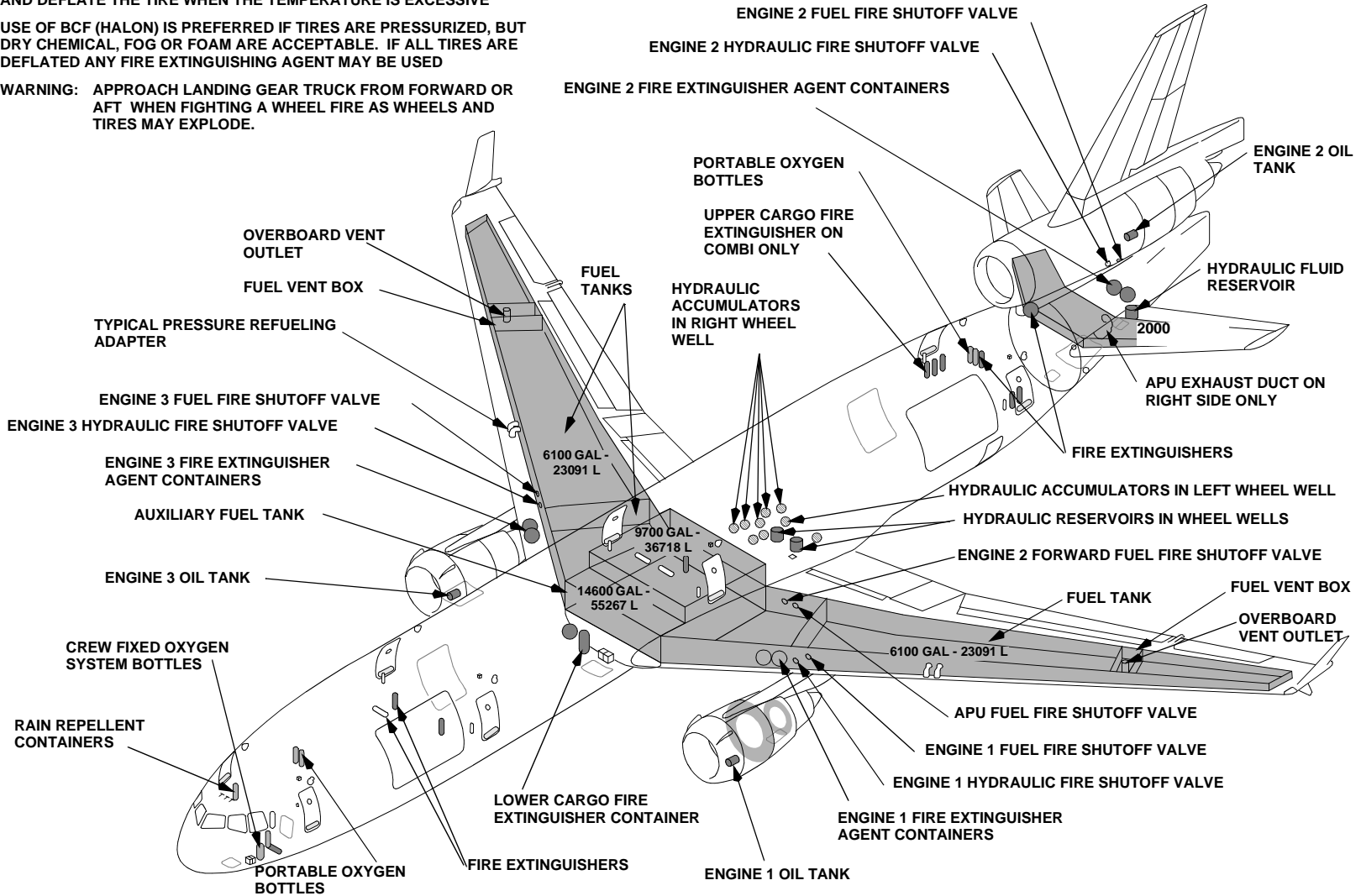
## FLAMMABLE MATERIAL LOCATIONS

### WHEEL FIRE

WHEELS ARE EQUIPPED WITH FUSIBLE PLUGS DESIGNED TO MELT AND DEFLATE THE TIRE WHEN THE TEMPERATURE IS EXCESSIVE

USE OF BCF (HALON) IS PREFERRED IF TIRES ARE PRESSURIZED, BUT DRY CHEMICAL, FOG OR FOAM ARE ACCEPTABLE. IF ALL TIRES ARE DEFLATED ANY FIRE EXTINGUISHING AGENT MAY BE USED

**WARNING:** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

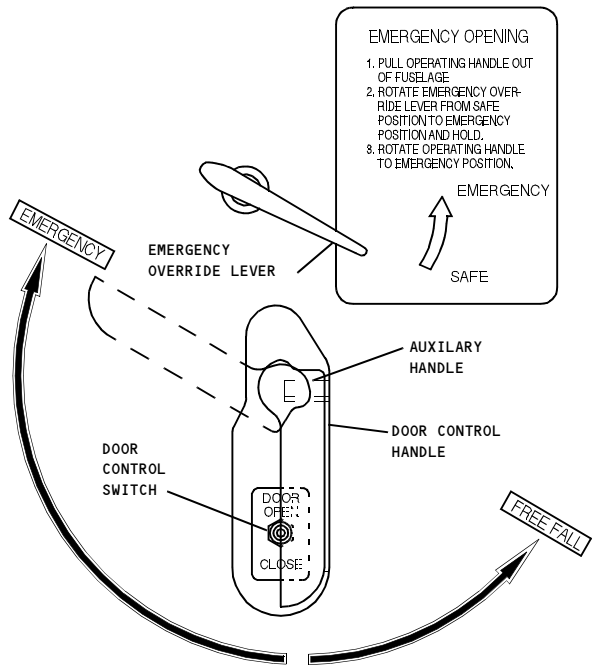


**MD-11 SERIES**

**1 PASSENGER AND SERVICE DOORS**

**PUSH BUTTON TYPE**

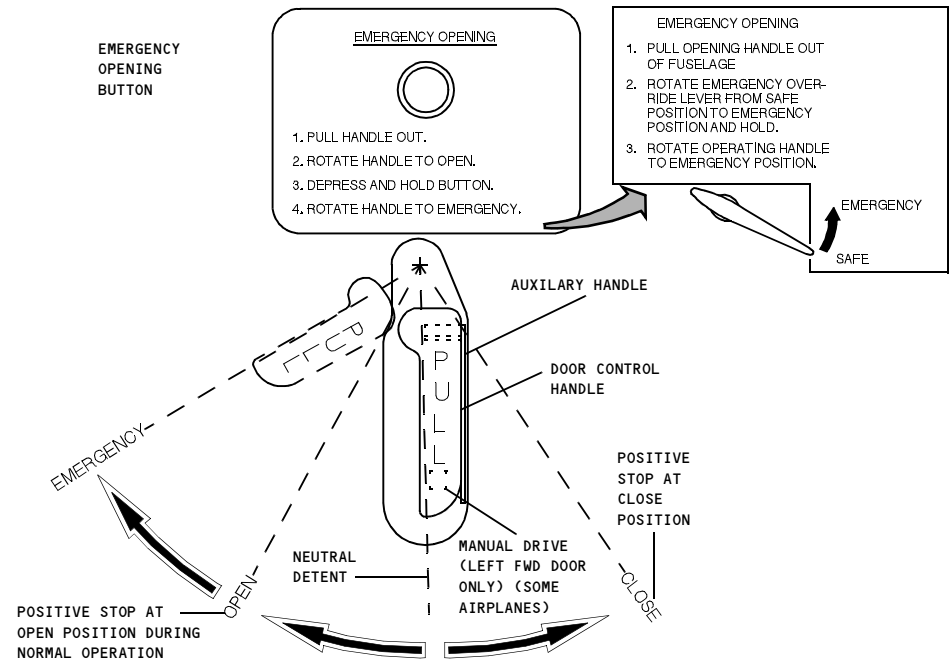
**NOTE: WHEN MOVED TO "EMERGENCY" POSITION AND HELD, ALLOWS DOOR CONTROL HANDLE TO BE MOVED TO "EMERGENCY" POSITION FOR EMERGENCY OPENING OF THE DOOR IF ELECTRICAL POWER IS NOT AVAILABLE.**



**EMERGENCY RESCUE ACCESS-1**

**NON PUSH BUTTON TYPE**

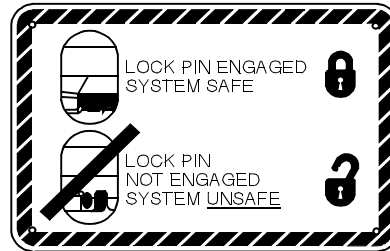
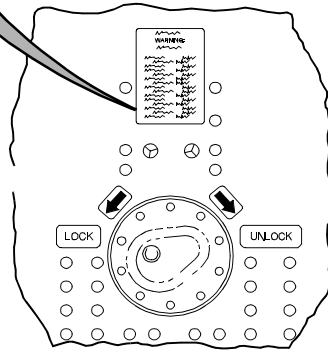
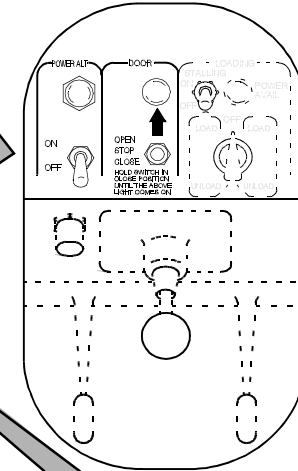
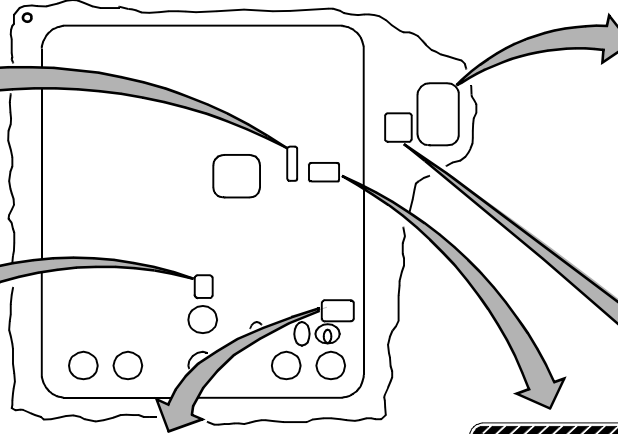
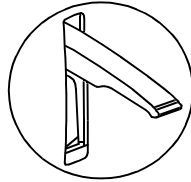
**NOTE: WHEN PLACED IN "EMERGENCY" POSITION, DOOR CONTROL HANDLE WILL REMAIN IN THAT POSITION.**



**MD-11 SERIES**  
**2 CARGO ACCESS DOORS**

**EMERGENCY RESCUE ACCESS-2**

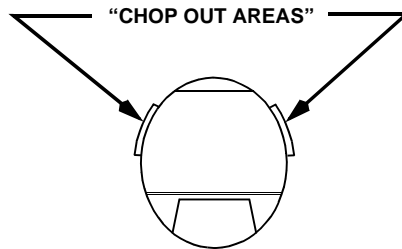
MANUAL OPERATION  
**WARNING:**  
 DOOR MAY SPRING OPEN  
 PRIOR TO MANUALLY UNLATCHING,  
 MANUALLY CRANK DOOR ACTUATOR  
 TO THE FULLY CLOSED POSITION.  
 DO NOT ATTEMPT TO PRY DOOR  
 OPEN, OR OPEN DOOR ELECTRICALLY  
 IF DOOR IS COVERED WITH ICE.  
 DO NOT USE POWER TOOLS  
 TO UNLOCK AND UNLATCH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



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



**4 CHOP OUT AREAS**

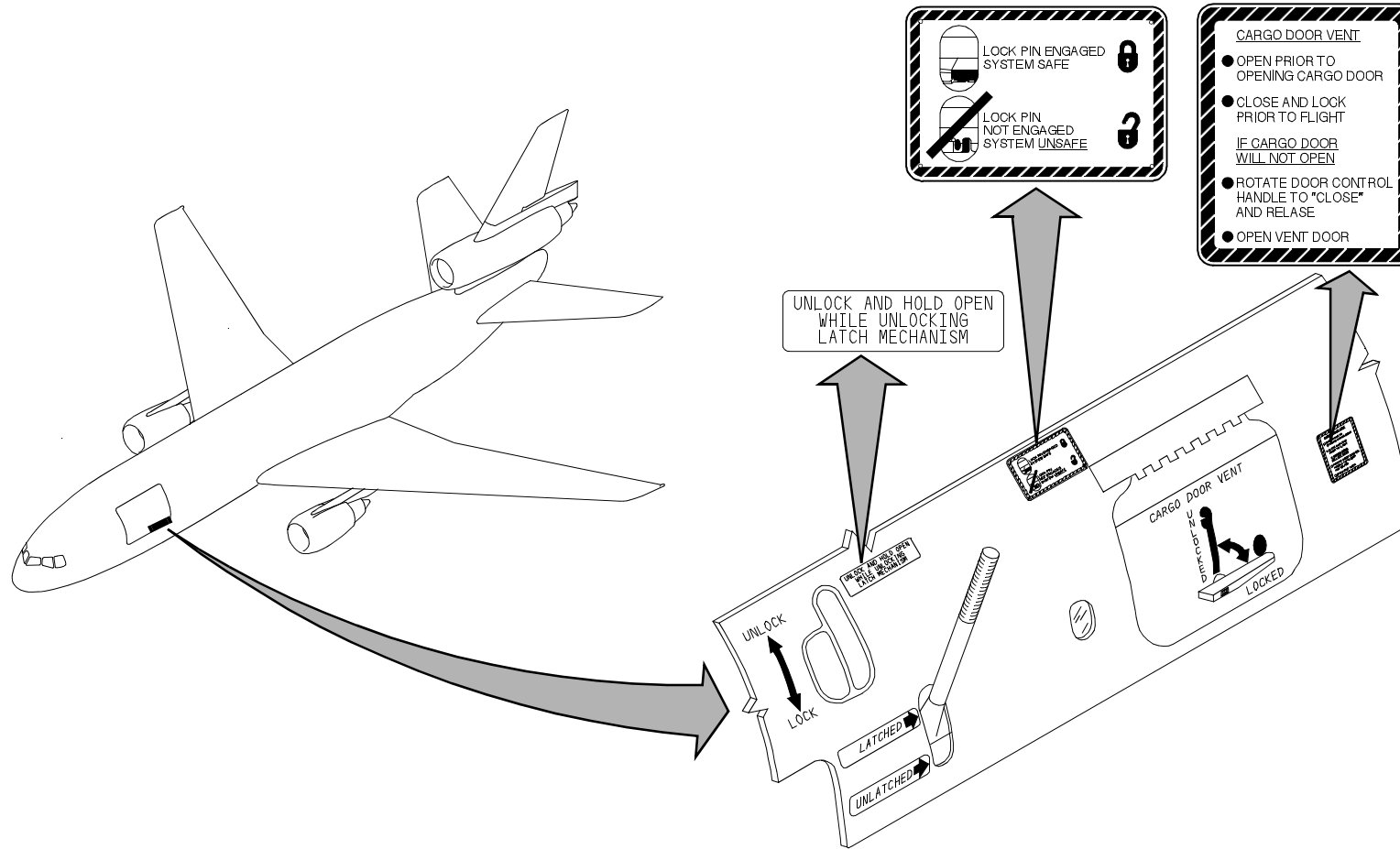


**NOTE:** "CHOP OUT" AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE NECESSITY FOR "CHOP OUT."

# MD-11 SERIES

# EMERGENCY RESCUE ACCESS-3

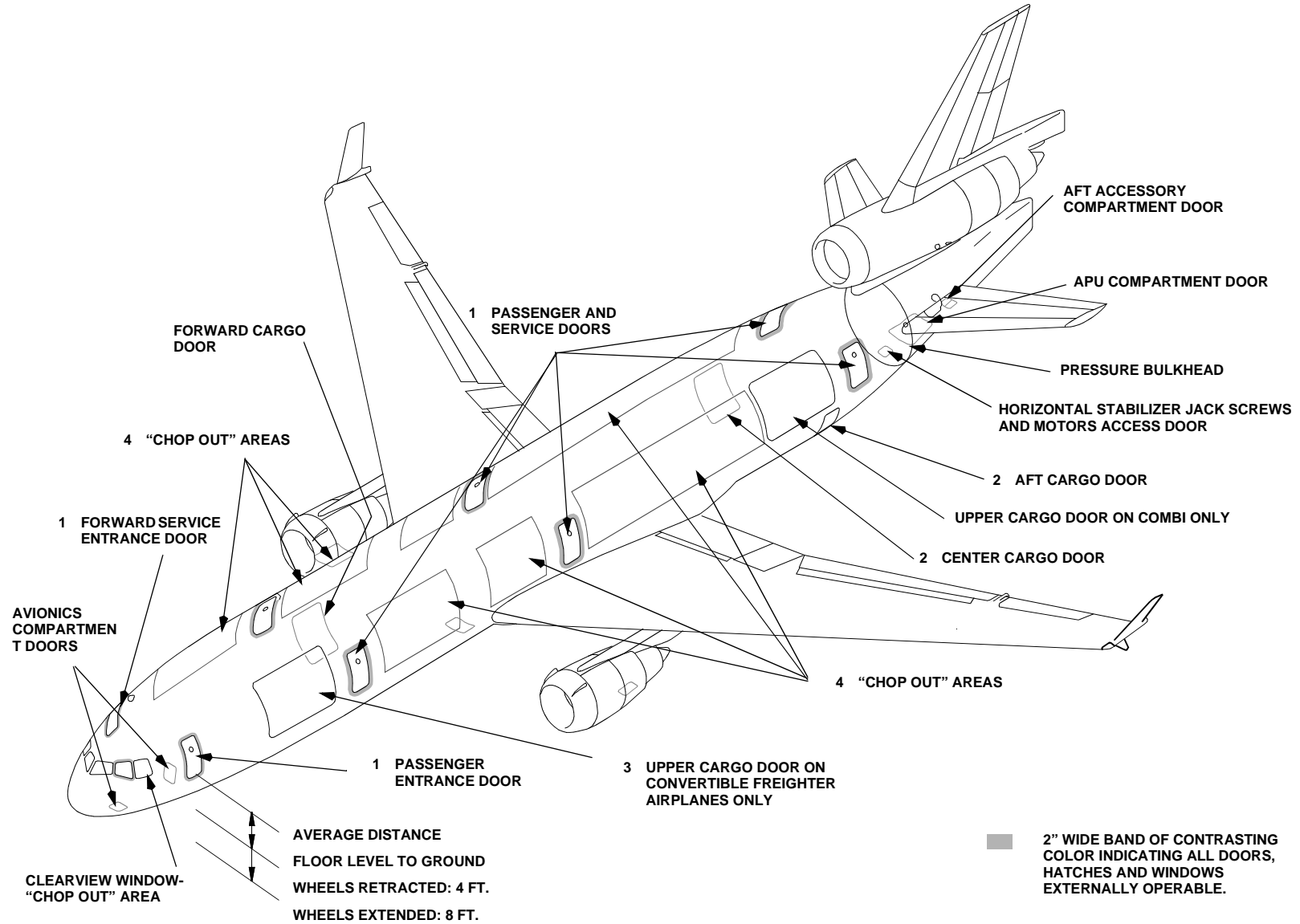
## 3 UPPER CARGO DOOR



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**MD-11 SERIES**

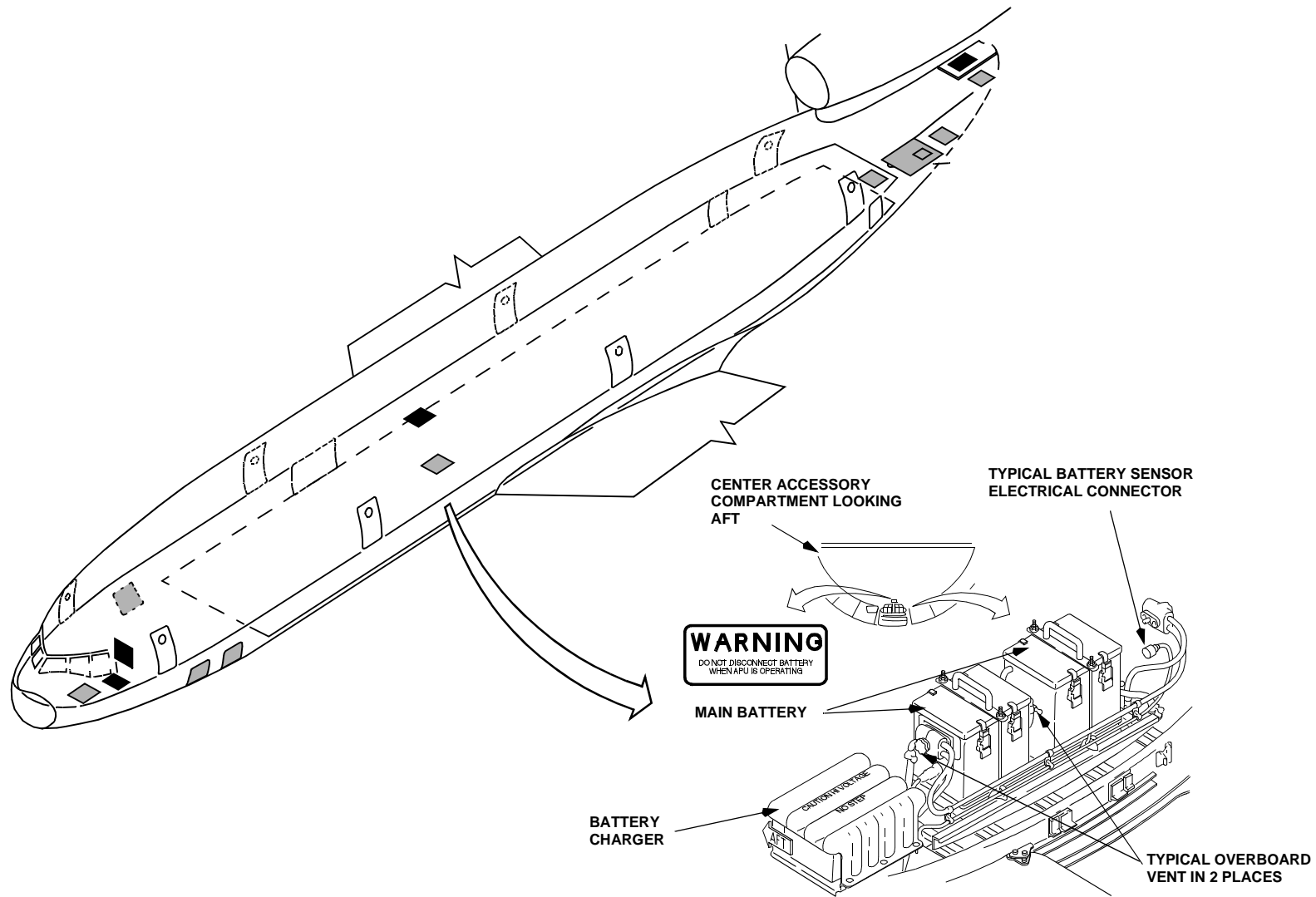
**EMERGENCY RESCUE ACCESS-4**



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**MD-11 SERIES**

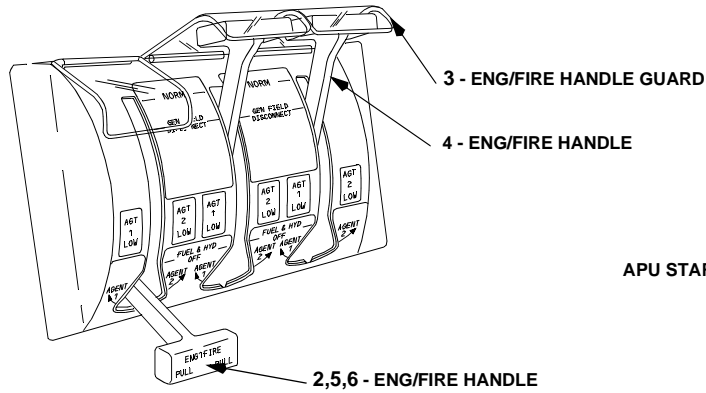
**BATTERY LOCATIONS**



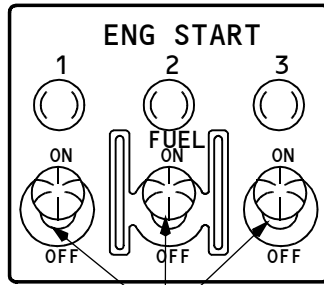


MD-11 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



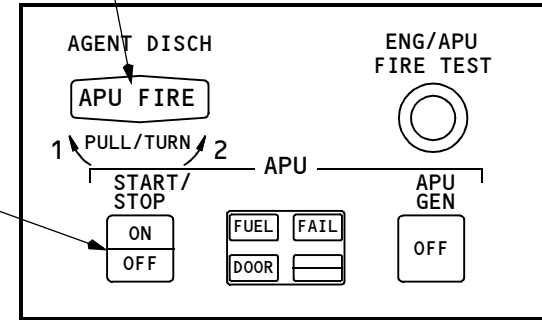
AFT OVERHEAD PANEL



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.

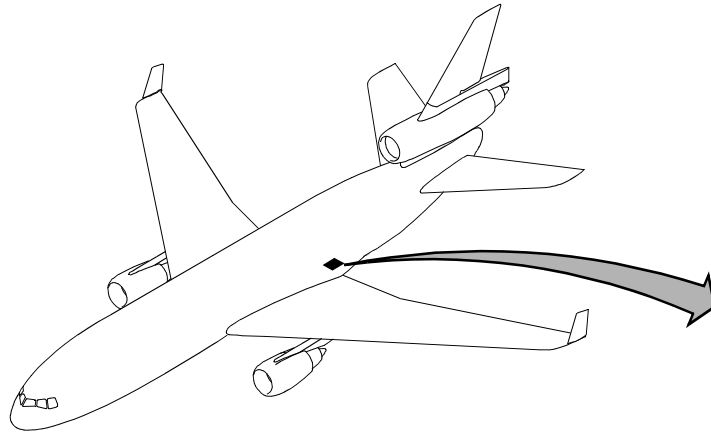
ENGINE SHUTDOWN AND FIRE PROCEDURE:

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.

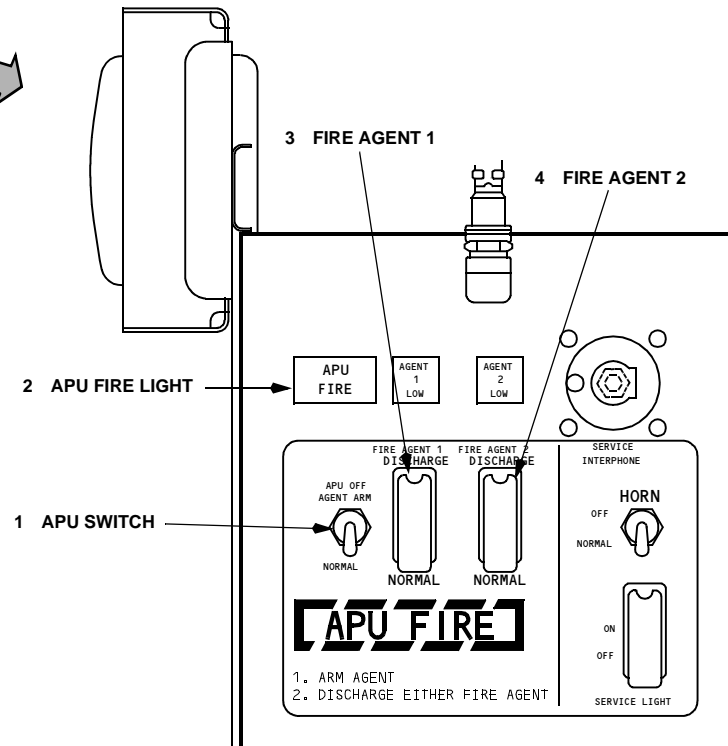
MD-11 SERIES

EXTERNAL APU FIRE CONTROLS



**APU SHUTDOWN AND FIRE PROCEDURE:**

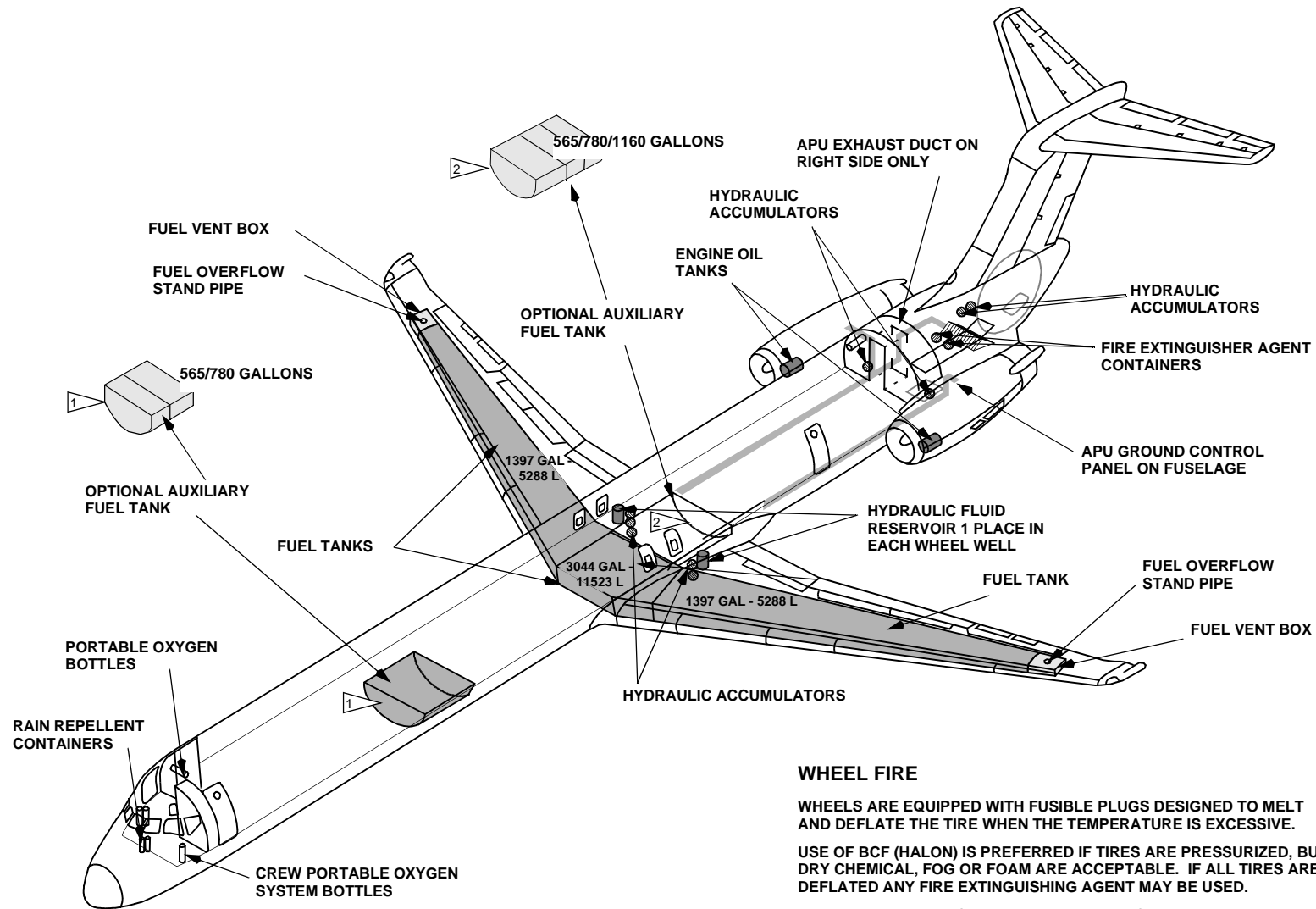
1. TURN APU SWITCH TO "OFF" (UP).
2. IF APU FIRE LIGHT IS ON...
3. FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP).
4. AFTER 30 SECONDS, FIRE AGENT 2 SWITCH TO "DISCHARGE" (UP).



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**MD-80 SERIES**

**FLAMMABLE MATERIAL LOCATIONS**



**WHEEL FIRE**

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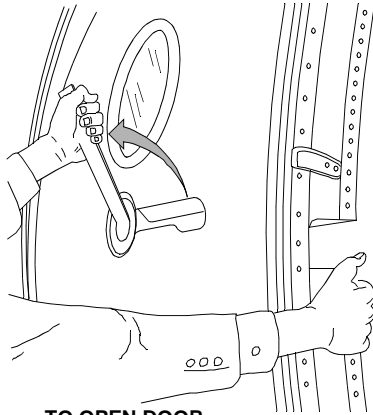
**WARNING:** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

## AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

### MD-80 SERIES

### EMERGENCY RESCUE ACCESS-1

#### 1 PASSENGER AND SERVICE DOORS



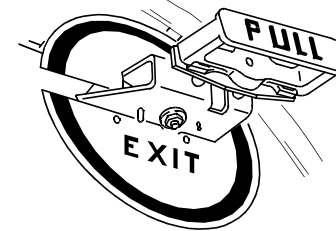
- TO OPEN DOOR**
1. PULL HANDLE FROM RECESS.
  2. ROTATE HANDLE.
  3. PULL DOOR OPEN.

#### 2 OVERWING EMERGENCY EXIT

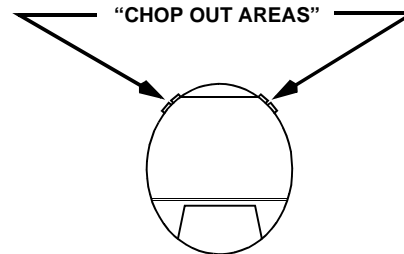


- TO OPEN DOOR**
1. PUSH HANDLE.
  2. PULL HANDLE AND PUSH IN ON TOP OF DOOR.
  3. LIFT UP FORCIBLY.

#### 3 TAIL CONE JETTISON LATCH



#### 4 CHOP OUT AREAS



**NOTE:** "CHOP OUT" 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 NECESSITY FOR "CHOP OUT."

# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

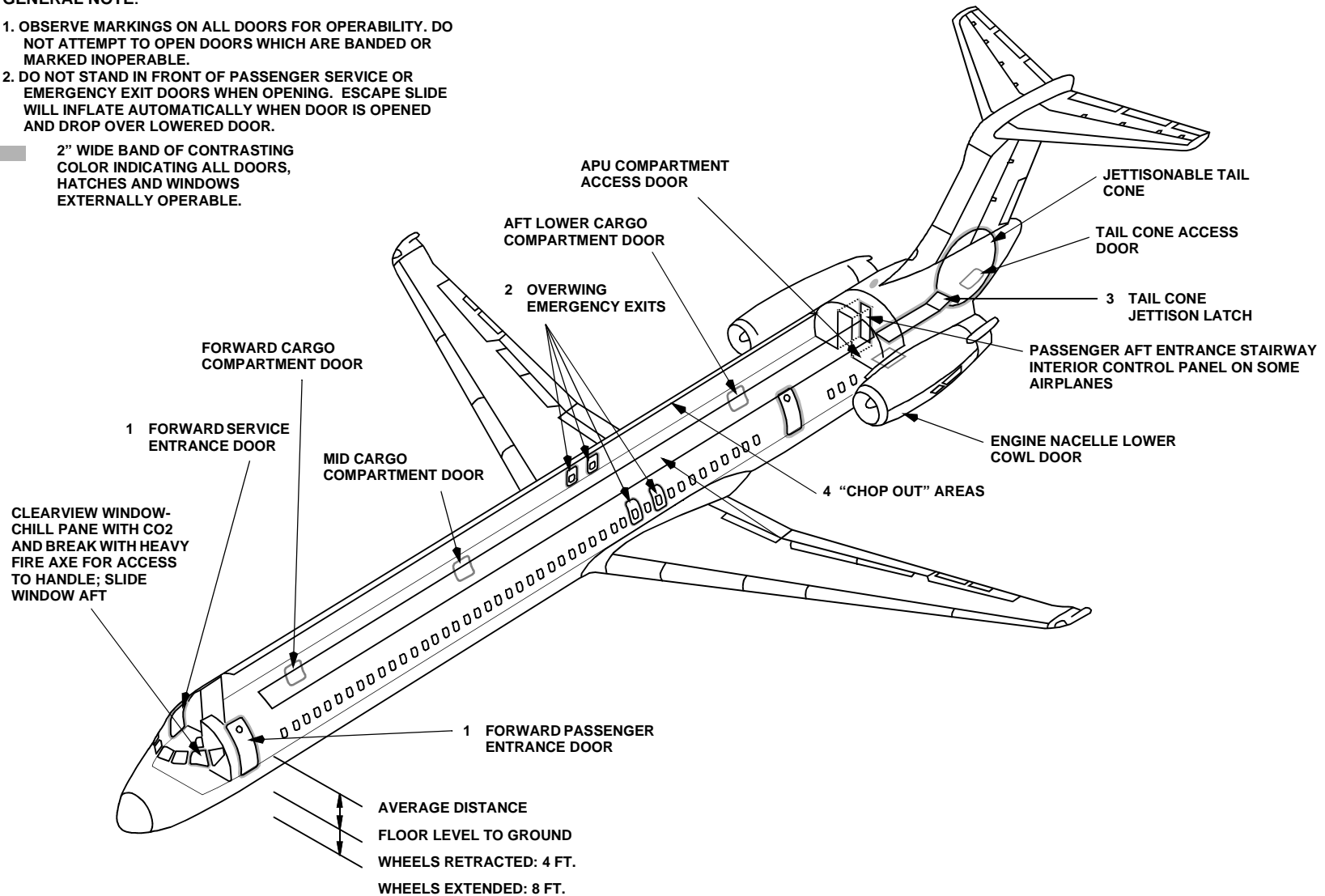
## MD-80 SERIES

## EMERGENCY RESCUE ACCESS-2

### GENERAL NOTE:

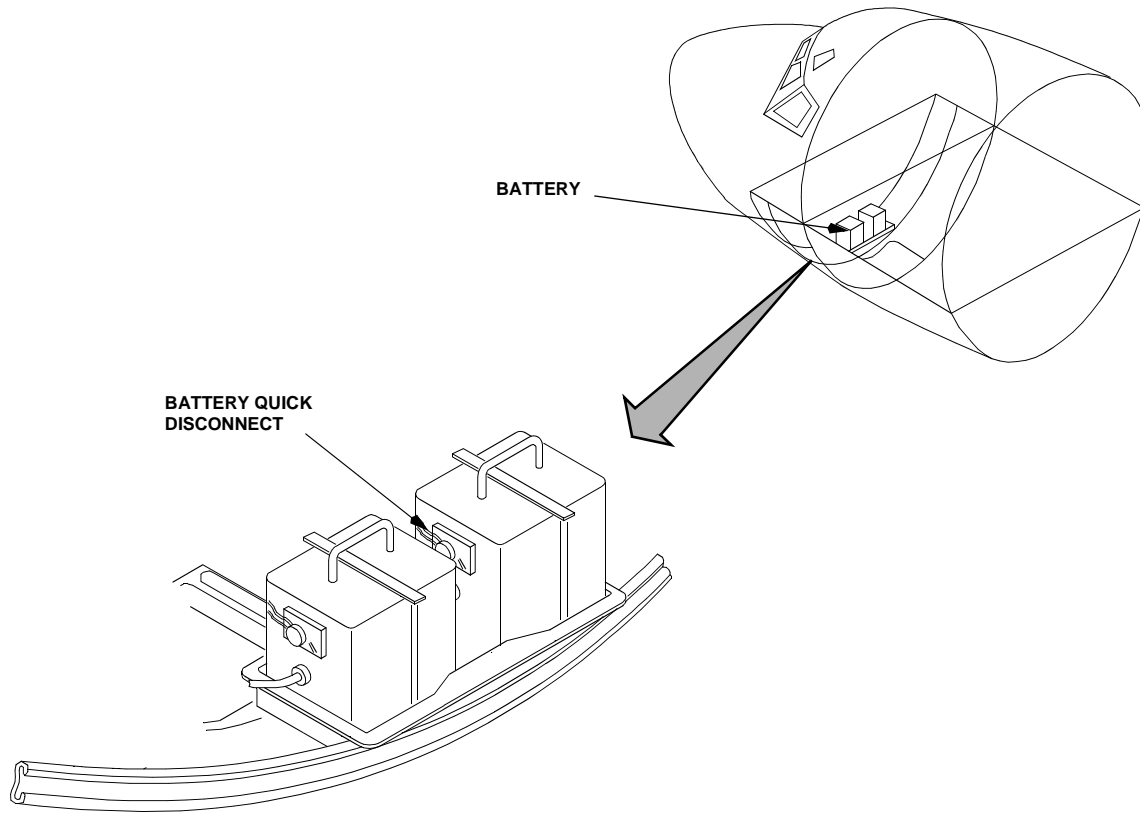
1. OBSERVE MARKINGS ON ALL DOORS FOR OPERABILITY. DO NOT ATTEMPT TO OPEN DOORS WHICH ARE BANDED OR MARKED INOPERABLE.
2. DO NOT STAND IN FRONT OF PASSENGER SERVICE OR EMERGENCY EXIT DOORS WHEN OPENING. ESCAPE SLIDE WILL INFLATE AUTOMATICALLY WHEN DOOR IS OPENED AND DROP OVER LOWERED DOOR.

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



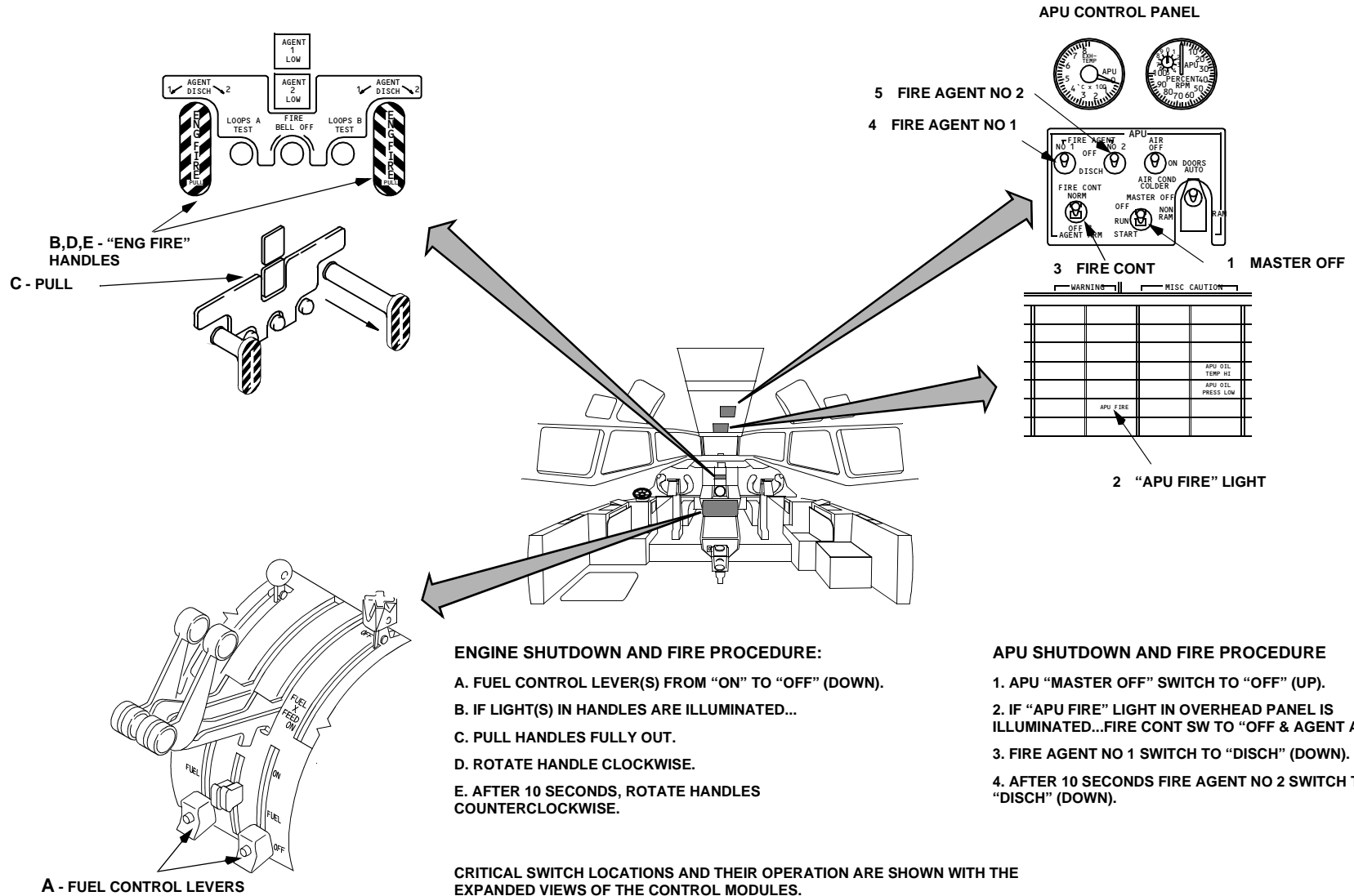
**MD-80 SERIES**

**BATTERY LOCATIONS**



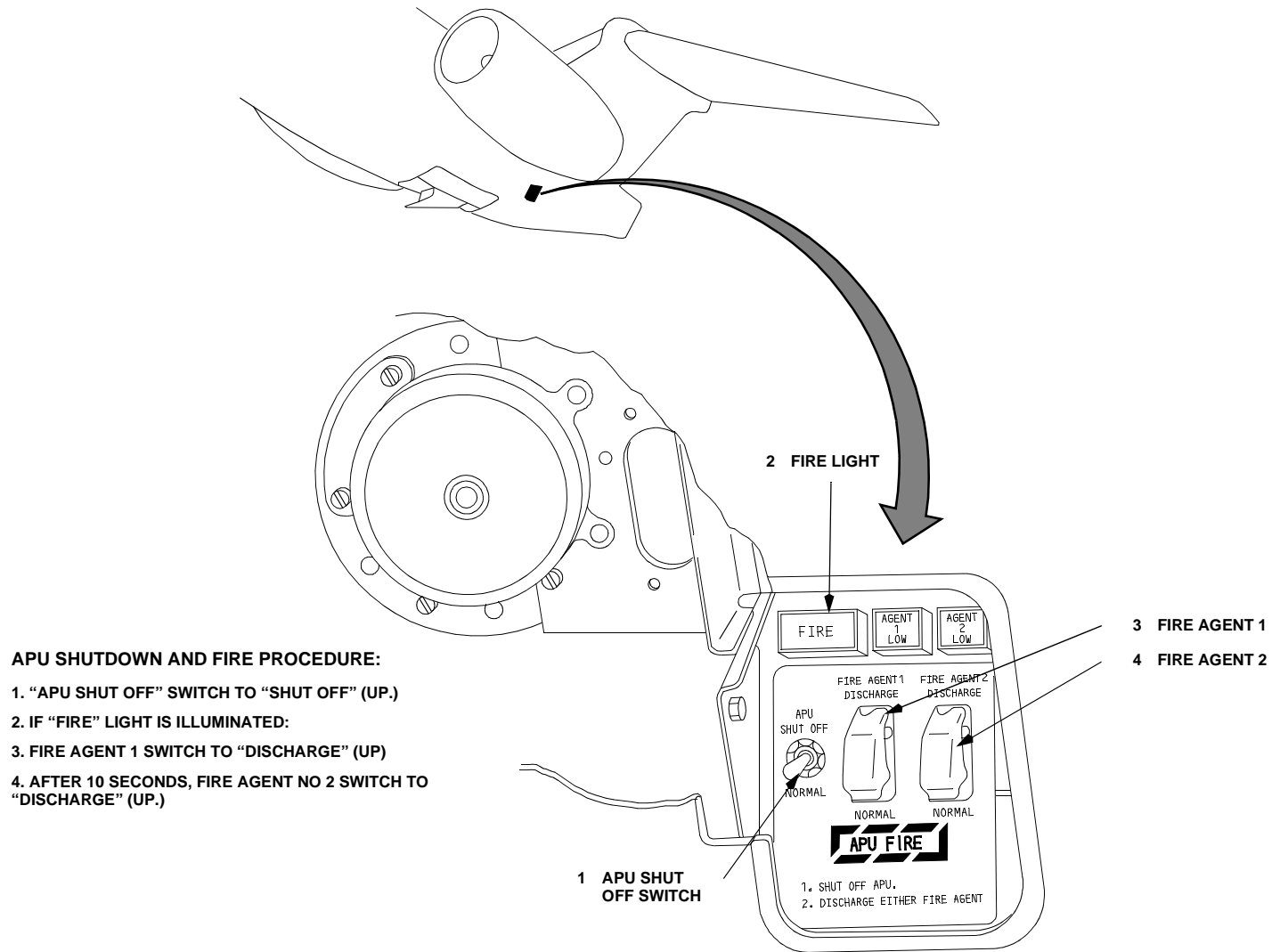
MD-80 SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



MD-80 SERIES

EXTERNAL APU FIRE CONTROLS



**APU SHUTDOWN AND FIRE PROCEDURE:**

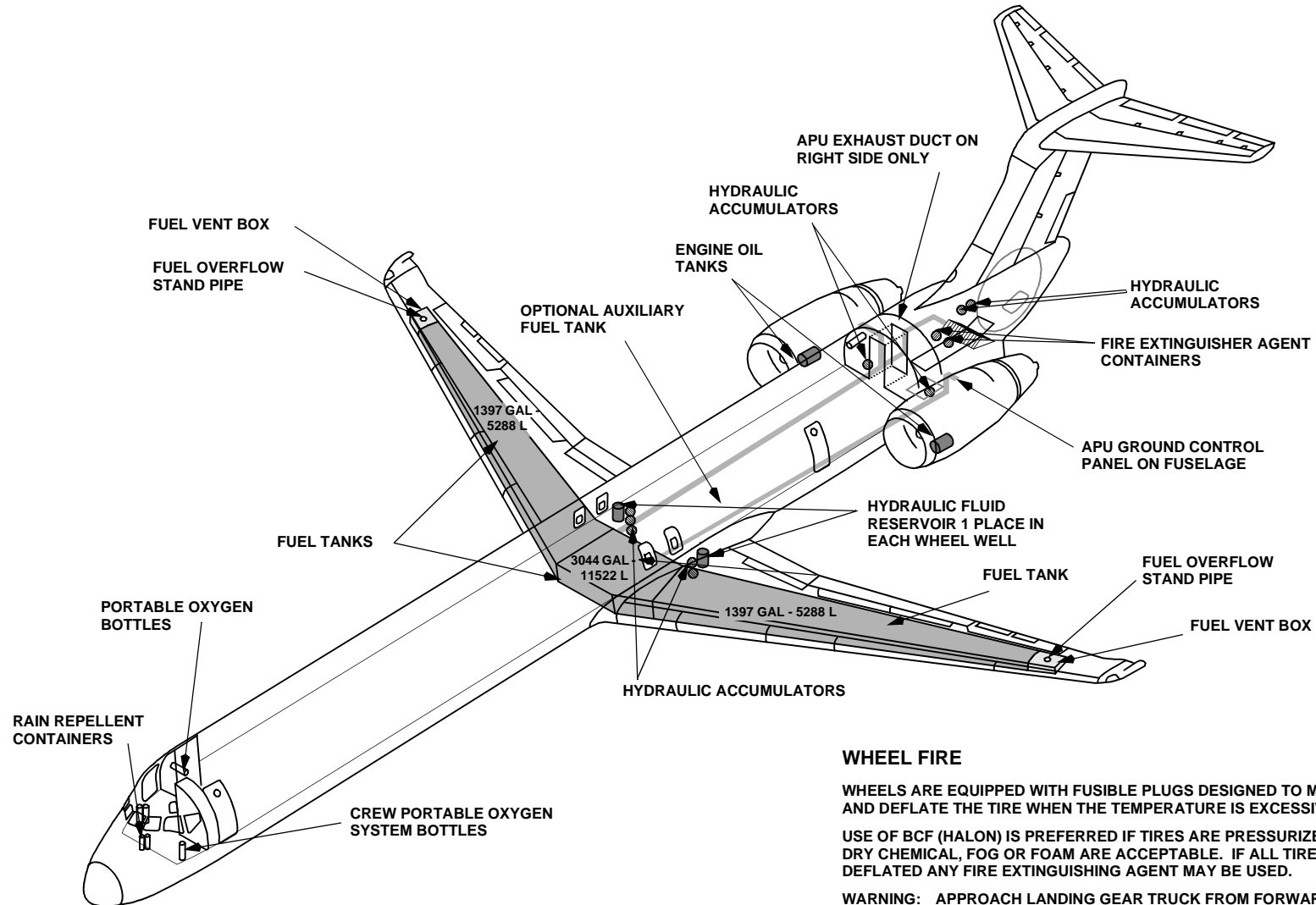
- 1. "APU SHUT OFF" SWITCH TO "SHUT OFF" (UP.)
- 2. IF "FIRE" LIGHT IS ILLUMINATED:
- 3. FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP)
- 4. AFTER 10 SECONDS, FIRE AGENT NO 2 SWITCH TO "DISCHARGE" (UP.)

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



MD-90 SERIES

FLAMMABLE MATERIAL LOCATIONS



**WHEEL FIRE**

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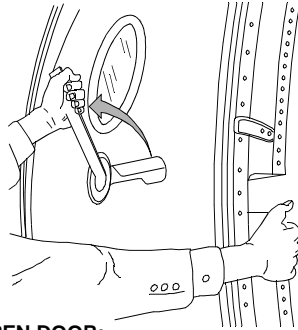
**WARNING:** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.

# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

## MD-90 SERIES

## EMERGENCY RESCUE ACCESS-1

### 1 PASSENGER DOOR AND STAIRWAY

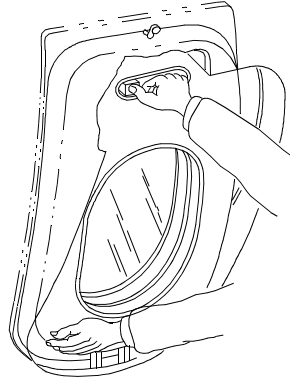


#### TO OPEN DOOR:

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.

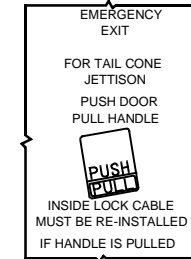
### 2 OVERWING EMERGENCY EXIT



#### TO OPEN DOOR:

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

### 3 TAIL CONE JETTISON/SLIDE DEPLOYMENT

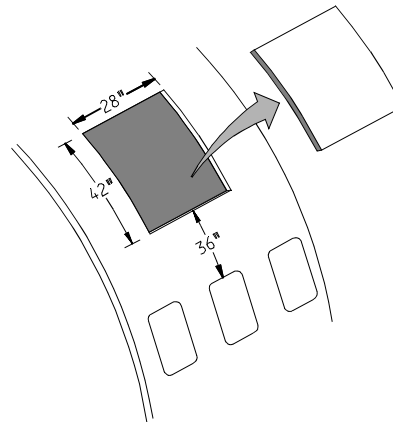


#### TO JETTISON TAIL CONE AND INFLATE SLIDE

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

NOTE: HANDLE IS 10 FEET ABOVE THE GROUND.

### 4 CHOP OUT AREAS



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# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

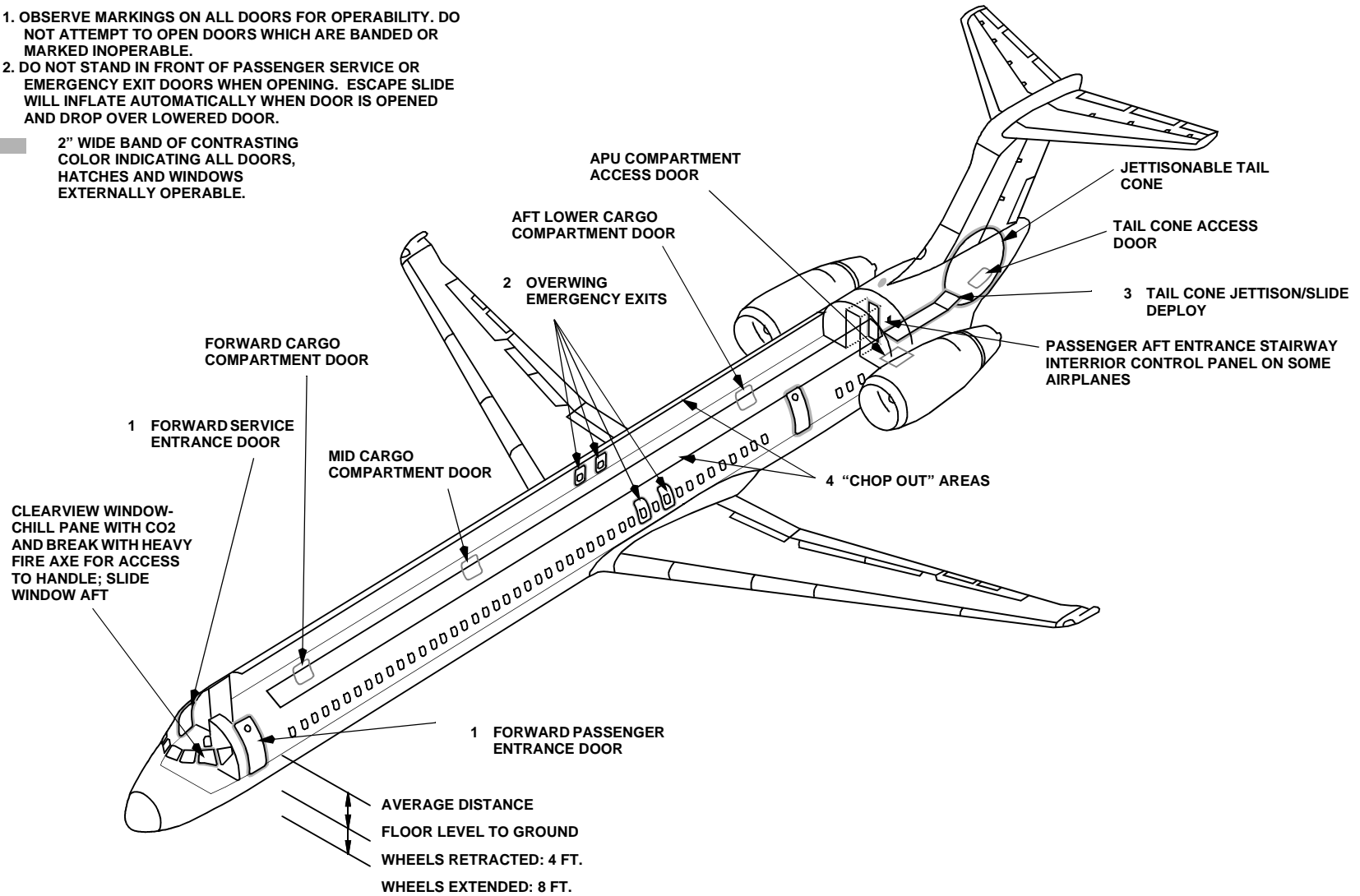
## MD-90 SERIES

## EMERGENCY RESCUE ACCESS-2

### GENERAL NOTE:

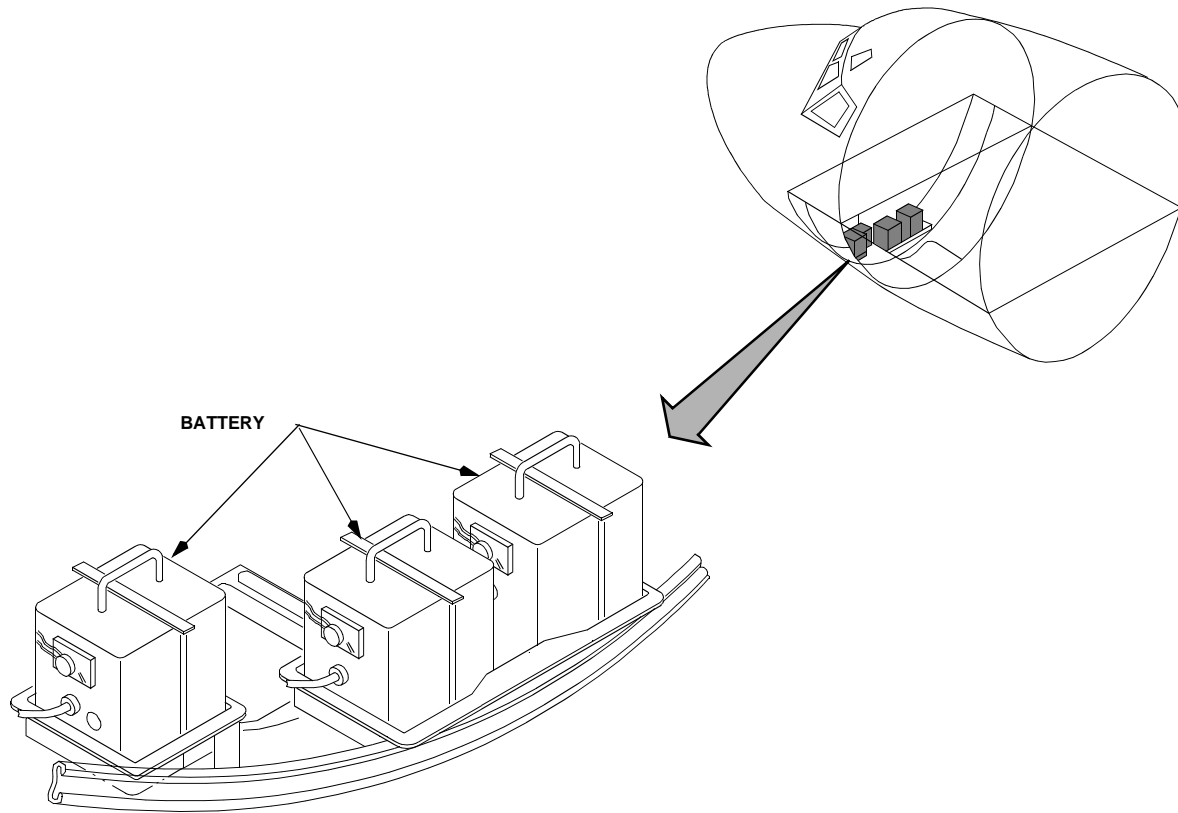
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■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



**MD-90 SERIES**

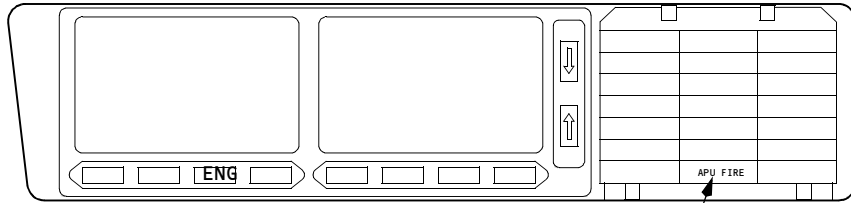
**BATTERY LOCATIONS**



# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

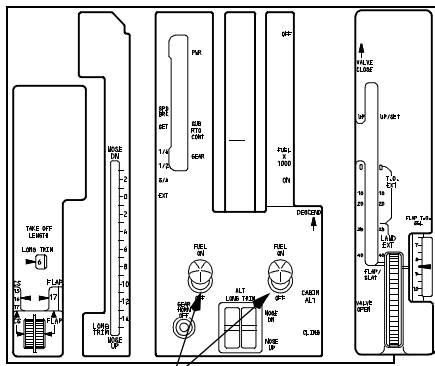
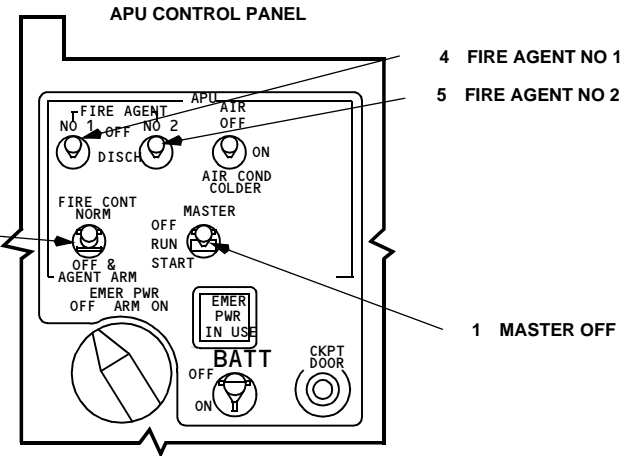
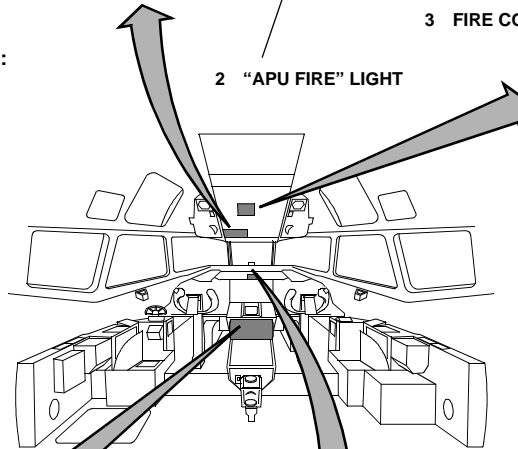
## MD-90 SERIES

## FLIGHT DECK CONTROL SWITCH LOCATIONS

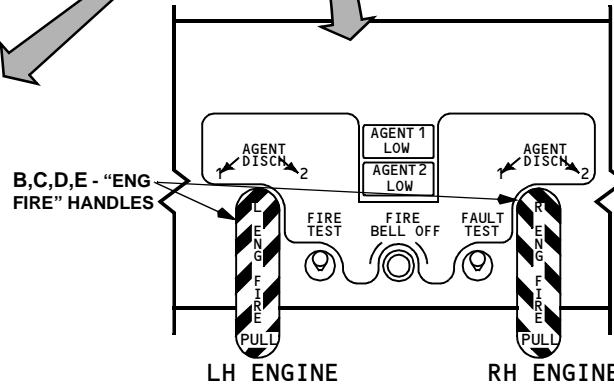


### ENGINE SHUTDOWN AND FIRE PROCEDURE:

- A. FUEL SWITCHES FROM "ON" TO "OFF" (DOWN.)
- B. IF LIGHT(S) IN HANDLES ARE ILLUMINATED:
- C. PULL HANDLES FULLY OUT
- D. ROTATE HANDLE CLOCKWISE
- E. AFTER 10 SECONDS, ROTATE HANDLES COUNTERCLOCKWISE.



A - FUEL SWITCHES



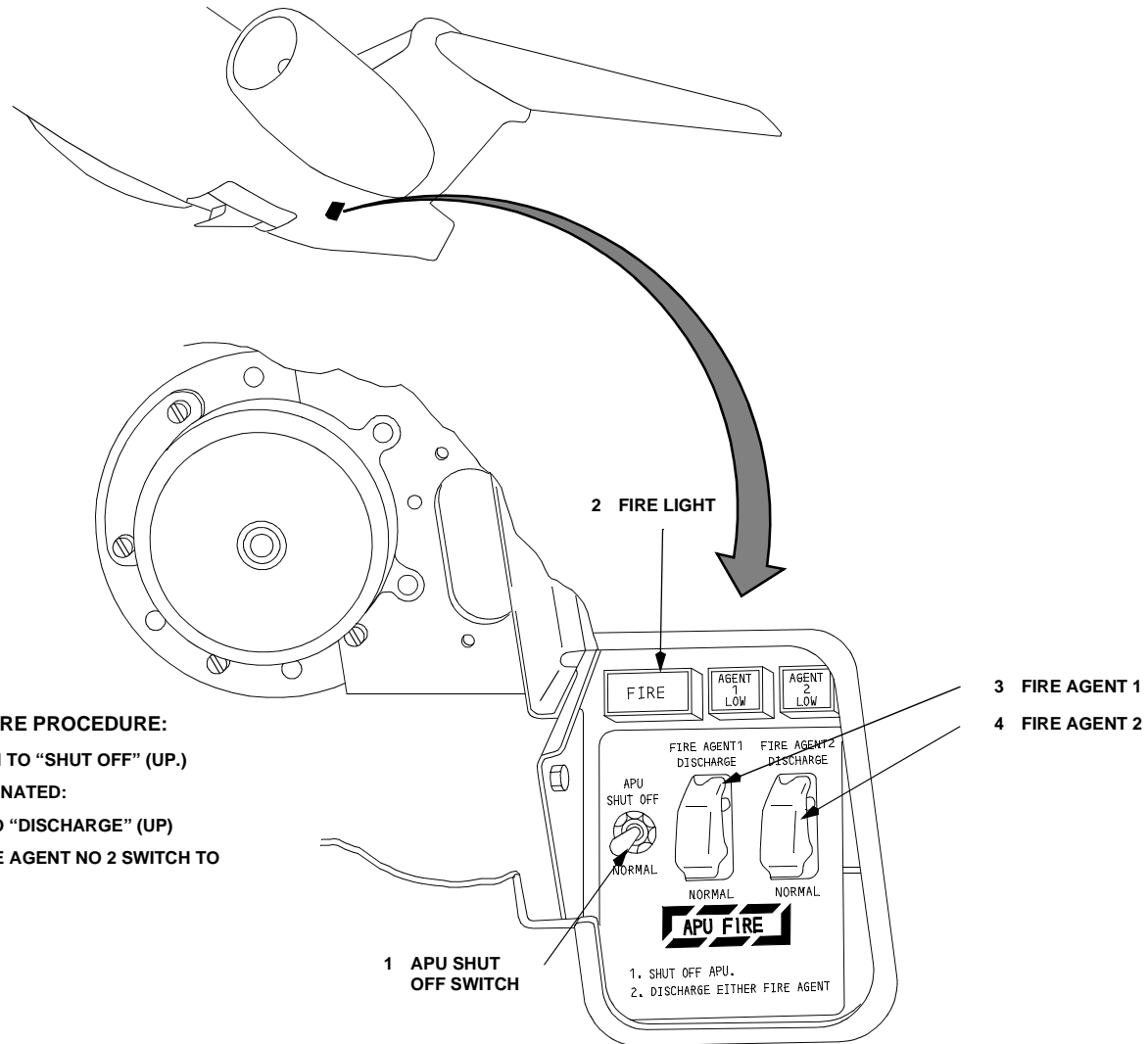
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

### 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).

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.)

# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

## C-17/C-17 ER

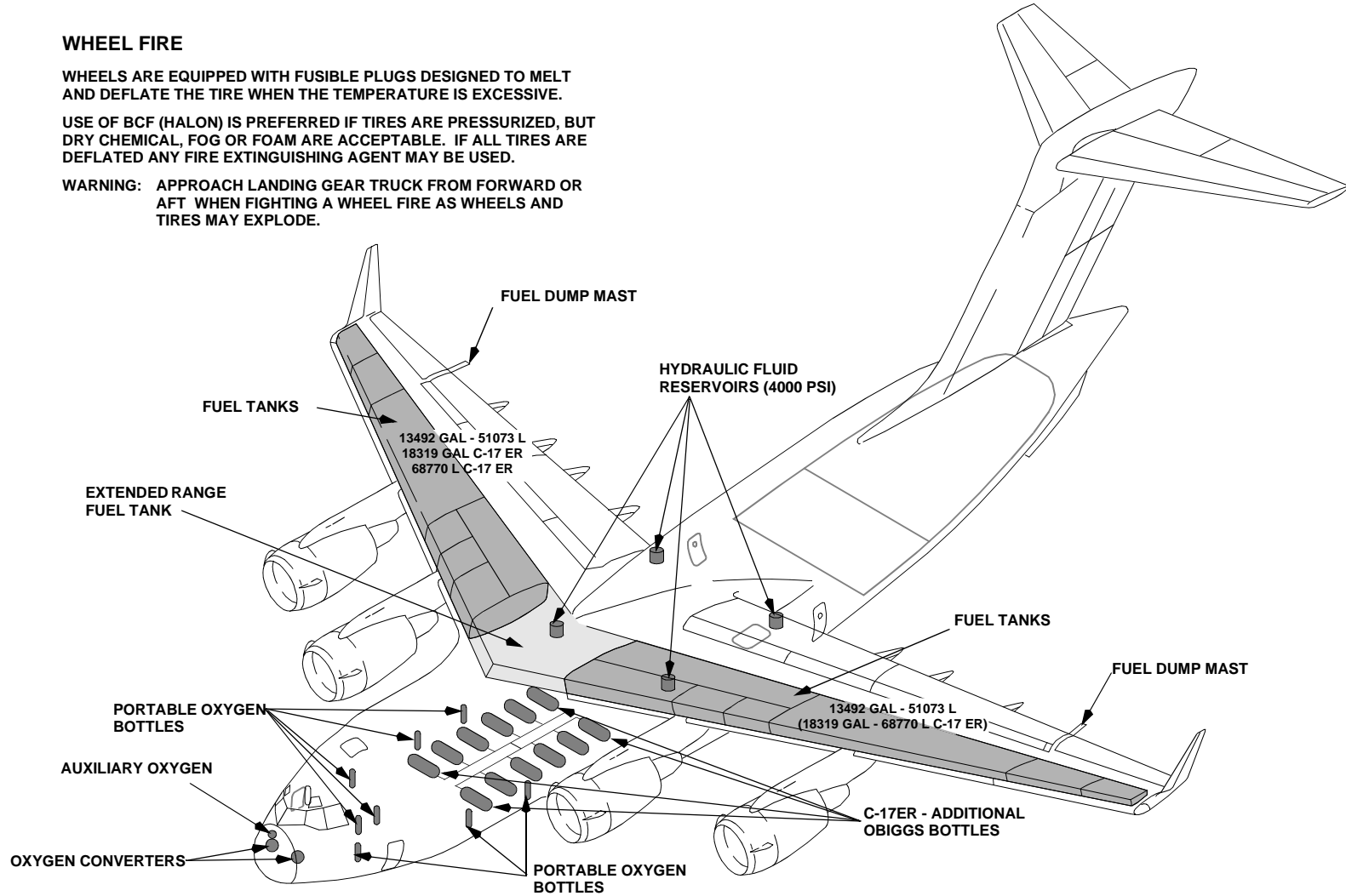
## FLAMMABLE MATERIAL LOCATIONS

### WHEEL FIRE

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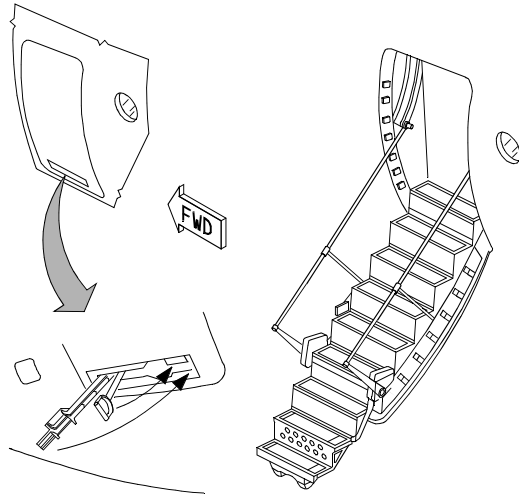
**WARNING:** APPROACH LANDING GEAR TRUCK FROM FORWARD OR AFT WHEN FIGHTING A WHEEL FIRE AS WHEELS AND TIRES MAY EXPLODE.



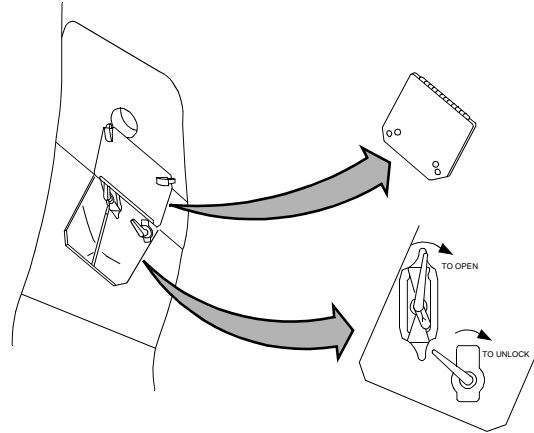
C-17/C-17 ER

EMERGENCY RESCUE ACCESS-1

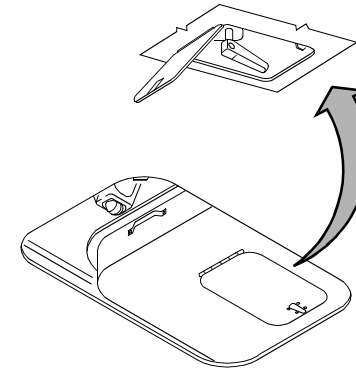
1 CREW ENTRY DOOR



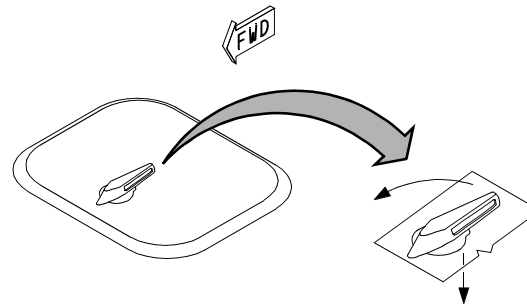
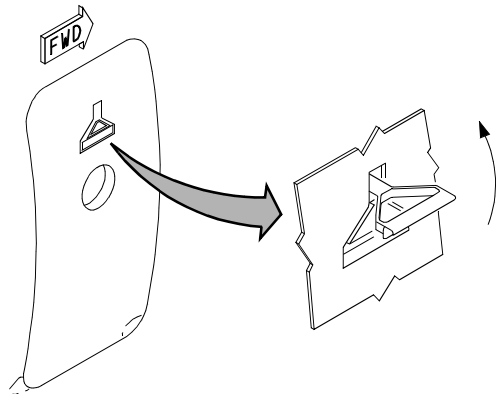
2 TROOP DOOR



3 BELLY ACCESS SERVICE HATCH



4 FORWARD EMERGENCY ESCAPE DOOR 5 MAINTENANCE/DITCHING HATCH



6 CHOP OUT AREAS

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# AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

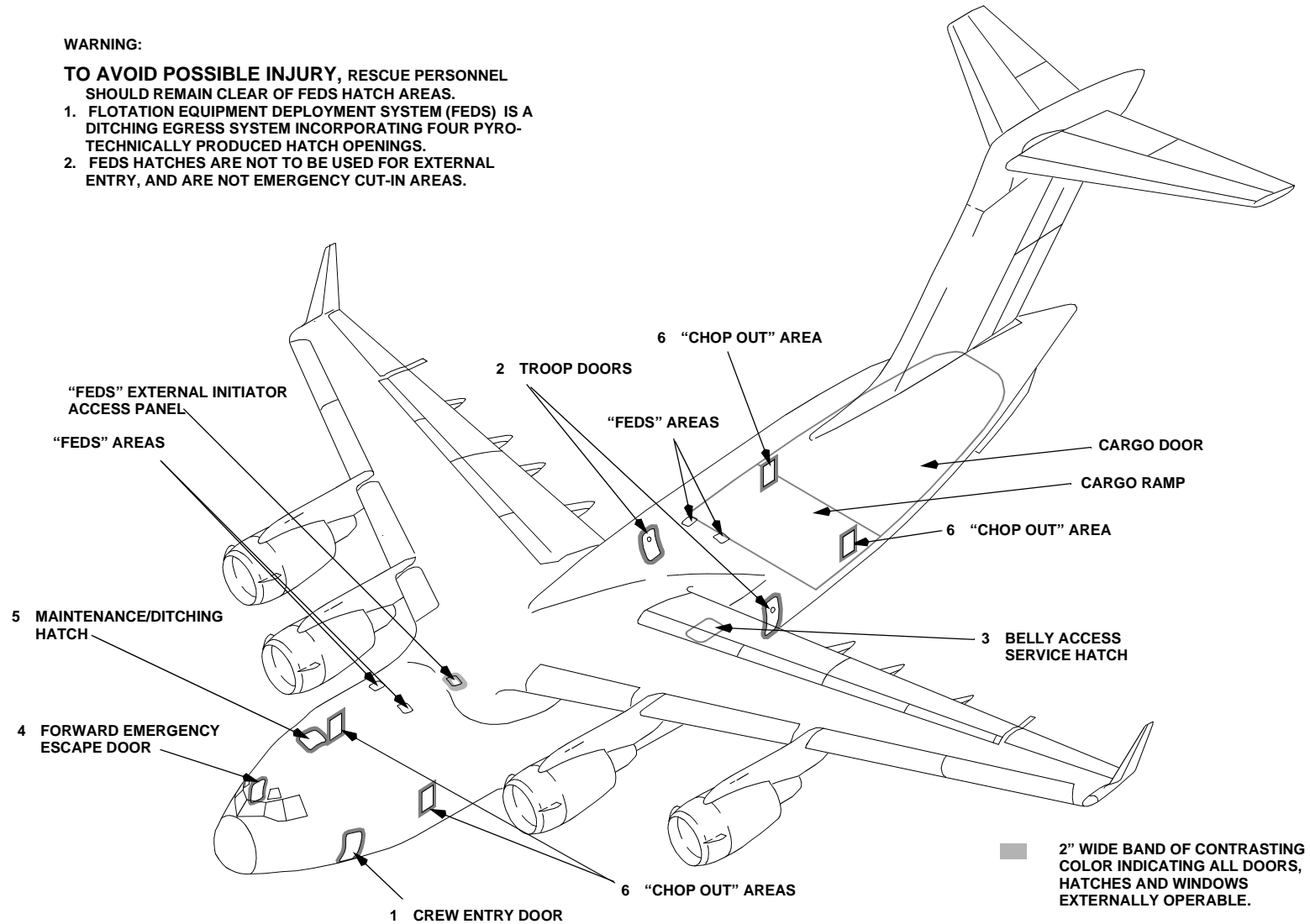
## C-17/C-17 ER

## EMERGENCY RESCUE ACCESS-2

**WARNING:**

**TO AVOID POSSIBLE INJURY, RESCUE PERSONNEL SHOULD REMAIN CLEAR OF FEDS HATCH AREAS.**

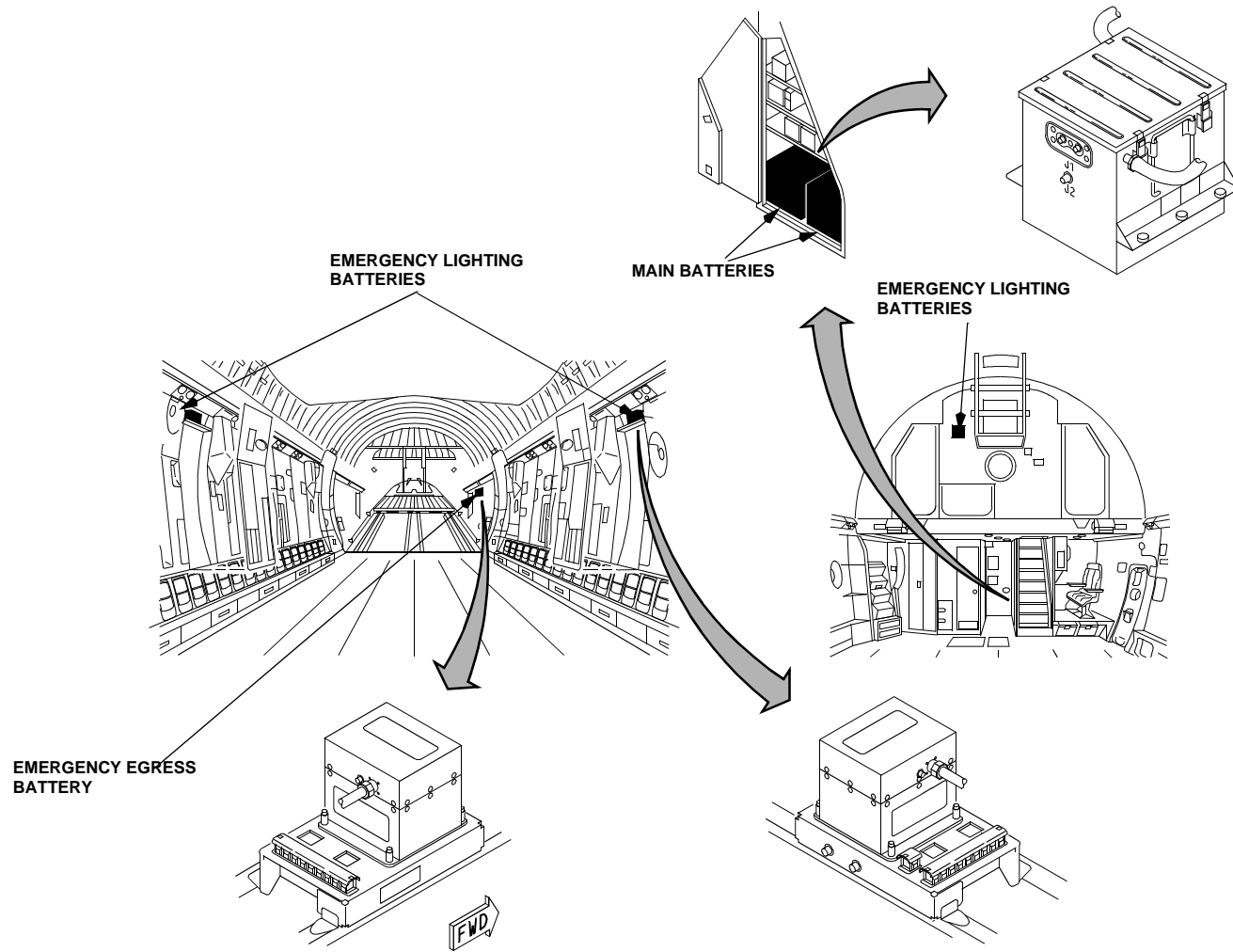
1. FLOTATION EQUIPMENT DEPLOYMENT SYSTEM (FEDS) IS A DITCHING EGRESS SYSTEM INCORPORATING FOUR PYROTECHNICALLY PRODUCED HATCH OPENINGS.
2. FEDS HATCHES ARE NOT TO BE USED FOR EXTERNAL ENTRY, AND ARE NOT EMERGENCY CUT-IN AREAS.



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**C-17/C-17 ER**

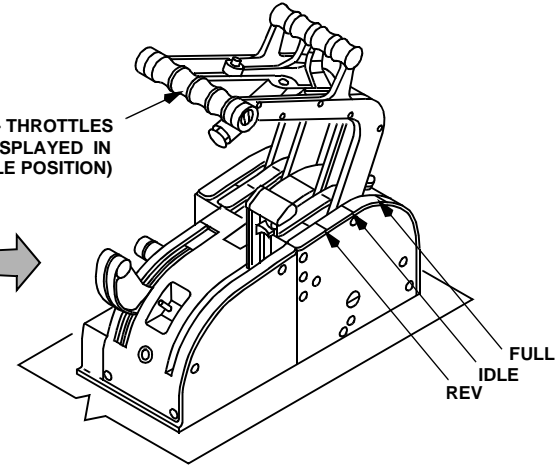
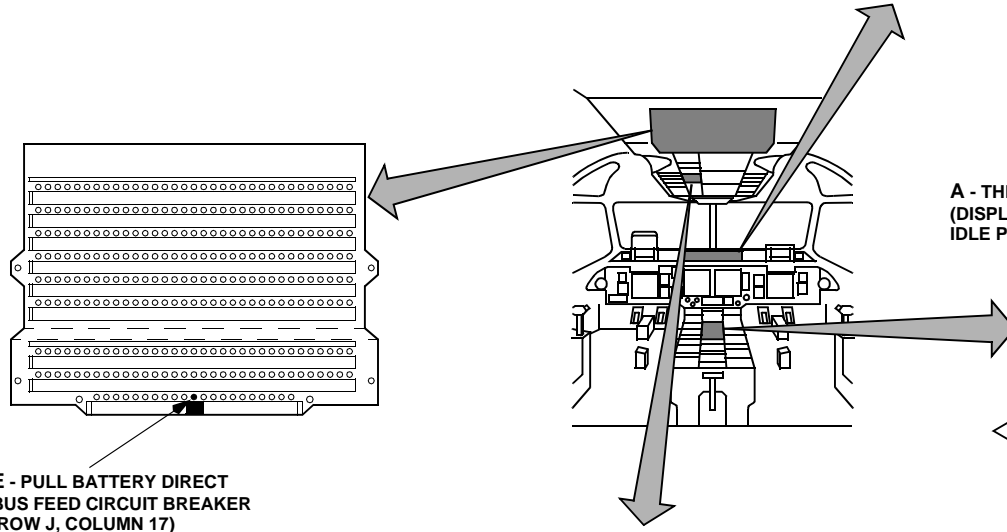
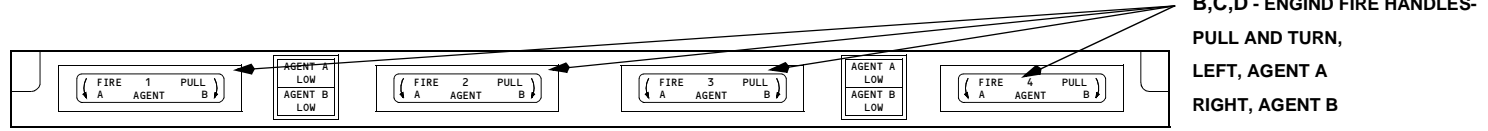
**BATTERY LOCATIONS**



**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

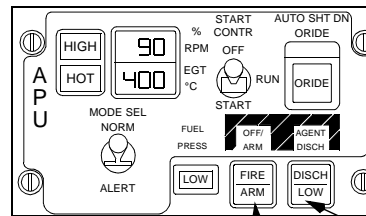
**C-17/C-17 ER**

**FLIGHT DECK CONTROL SWITCH LOCATIONS**



**ENGINE SHUTDOWN AND FIRE PROCEDURE:**

- A. THROTTLES TO IDLE.
- B. PULL FIRE HANDLES.
- C. ROTATE HANDLES COUNTERCLOCKWISE.
- D. AFTER 30 SECONDS, ROTATE HANDLES CLOCKWISE.
- E. PULL BATTERY DIRECT BUS FEED CIRCUIT BREAKER.



**APU SHUTDOWN AND FIRE PROCEDURE:**

- 1. PUSH APU OFF/ARM SWITCHLIGHT.
- 2. PUSH AGENT DISCH SWITCHLIGHT.

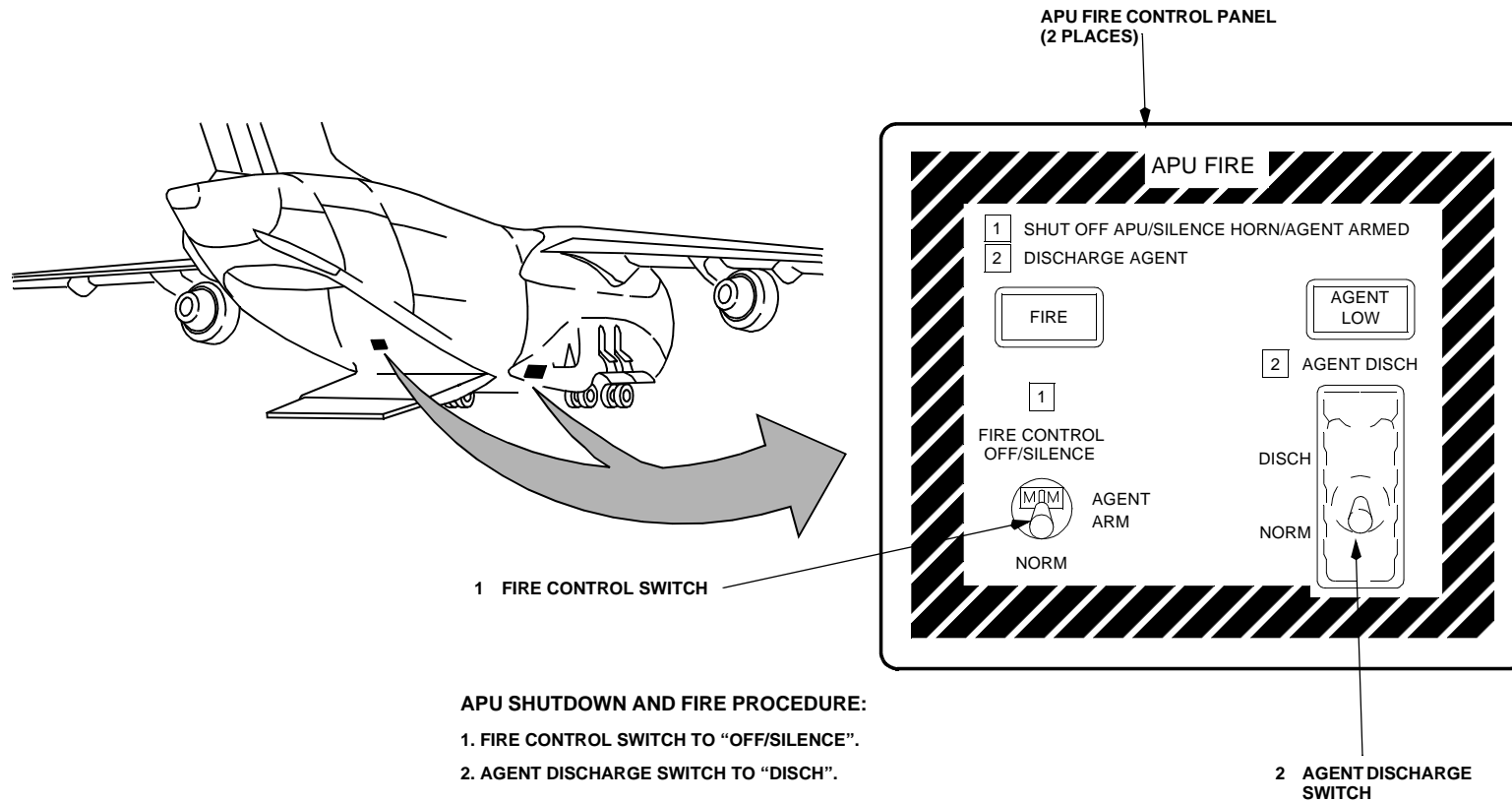
- 1 APU OFF/ARM SWITCHLIGHT
- 2 APU AGENT DISCH SWITCHLIGHT

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

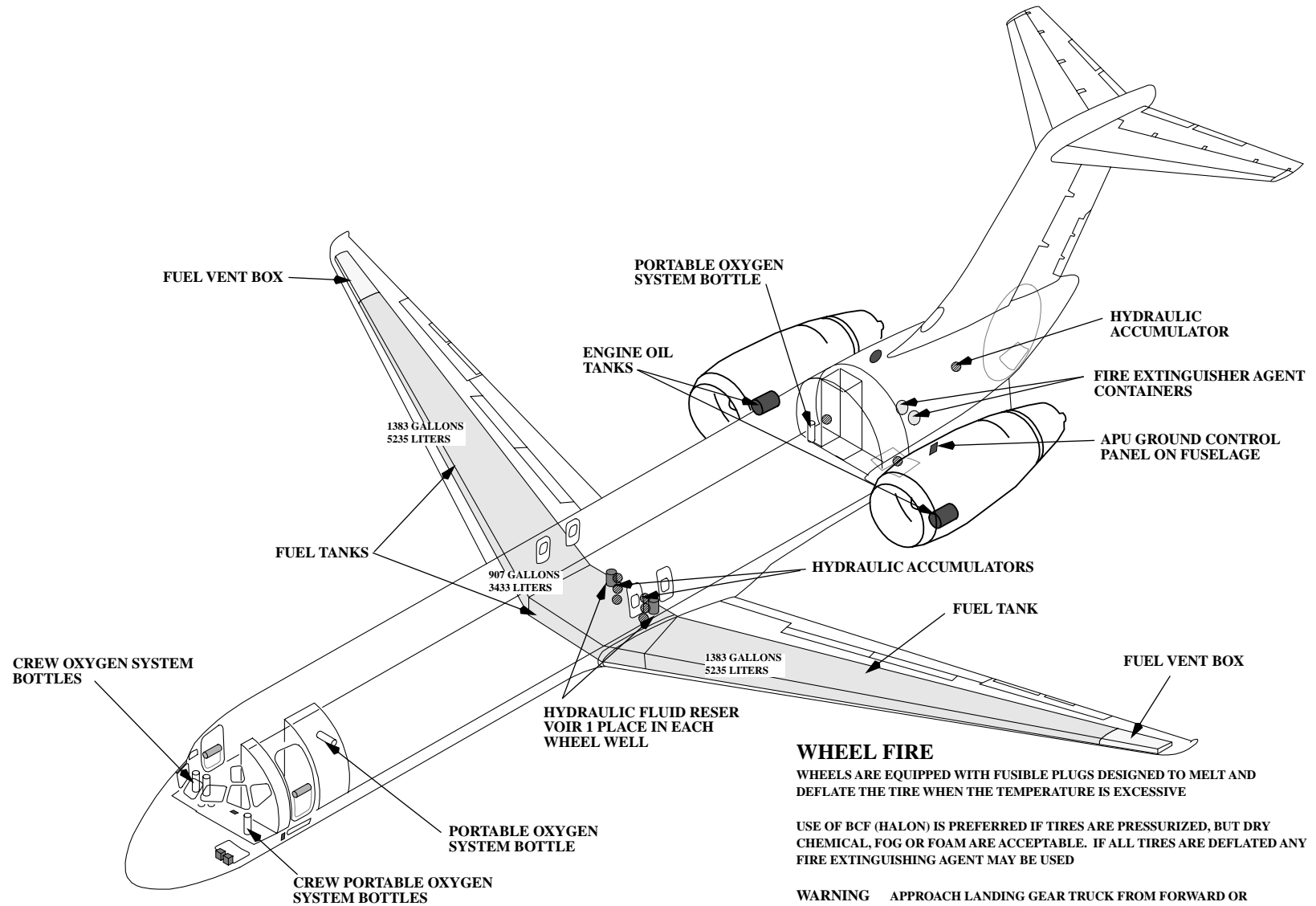
**AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION**

**C-17/C-17 ER**

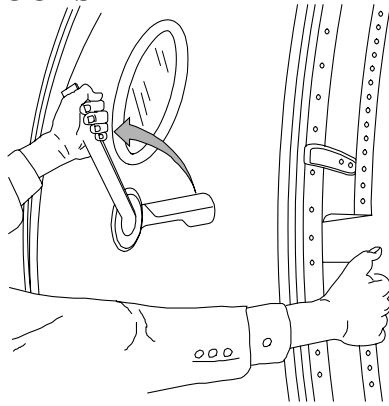
**EXTERNAL APU FIRE CONTROLS**



# FLAMMABLE MATERIAL LOCATIONS



## 1 PASSENGER AND SERVICE DOORS



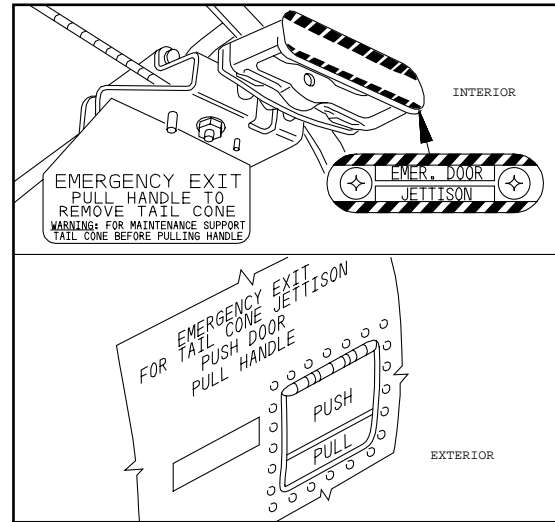
- TO OPEN DOOR**
1. PULL HANDLE FROM RECESS
  2. ROTATE HANDLE FORWARD
  3. PULL DOOR OPEN

## 2 OVERWING EMERGENCY EXITS

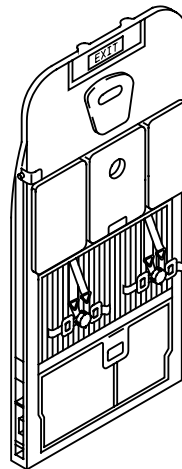
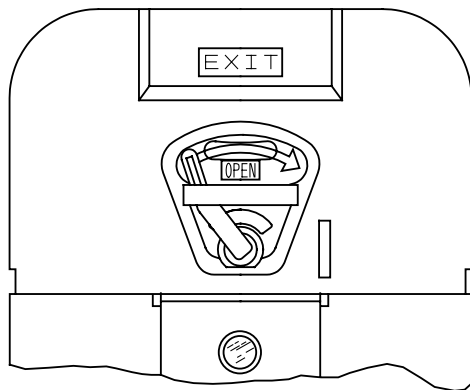


- TO OPEN DOOR**
1. PUSH HANDLE RELEASE
  2. PULL THE HANDLE AND, AT THE SAME TIME, PUSH IN TOP OF DOOR FORCIBLY

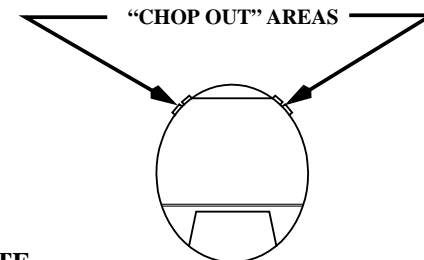
## 3 TAIL CONE JETTISON LATCH



## 4 AFT BULKHEAD EMERGENCY EXIT



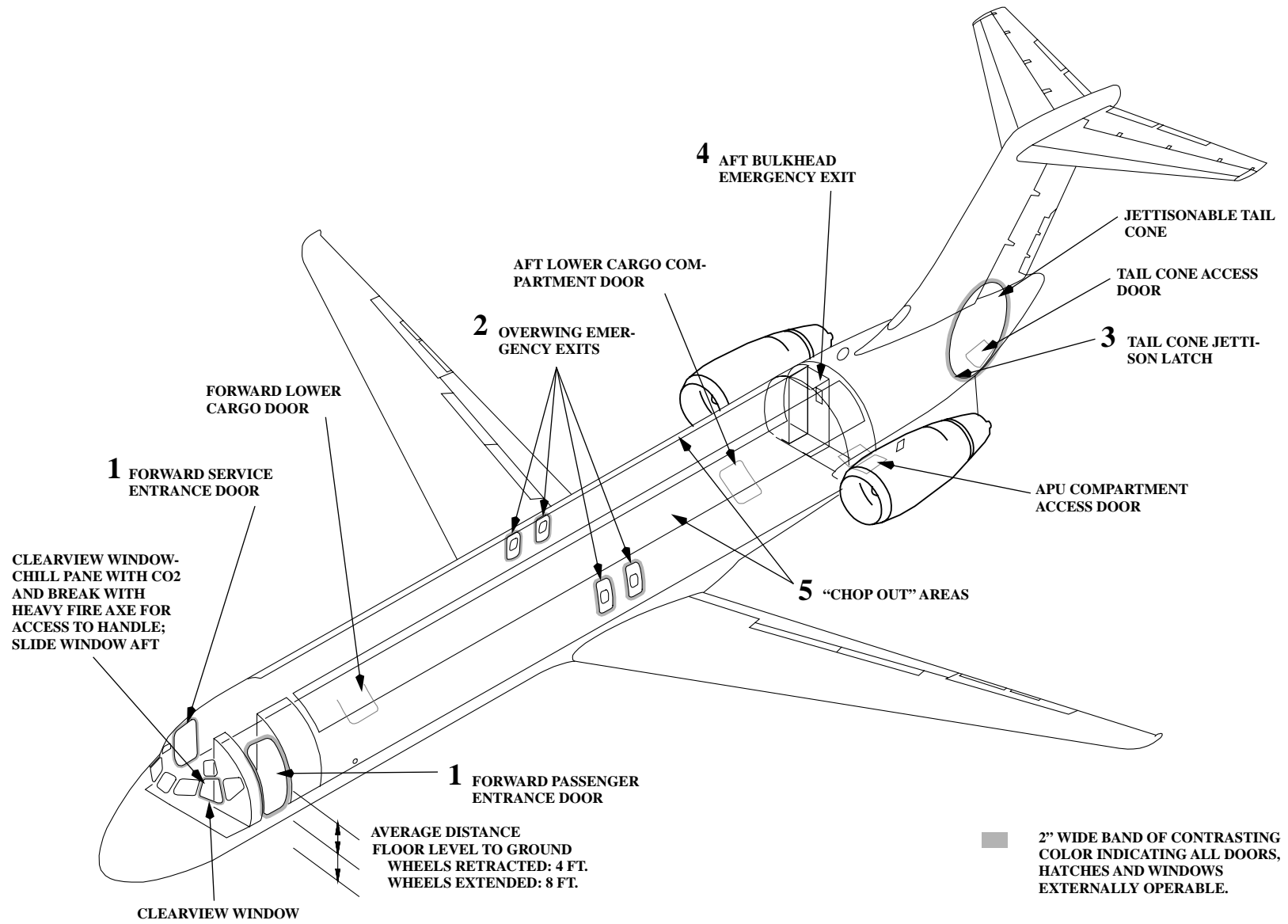
## 5 AIRPLANE CROSS SECTION



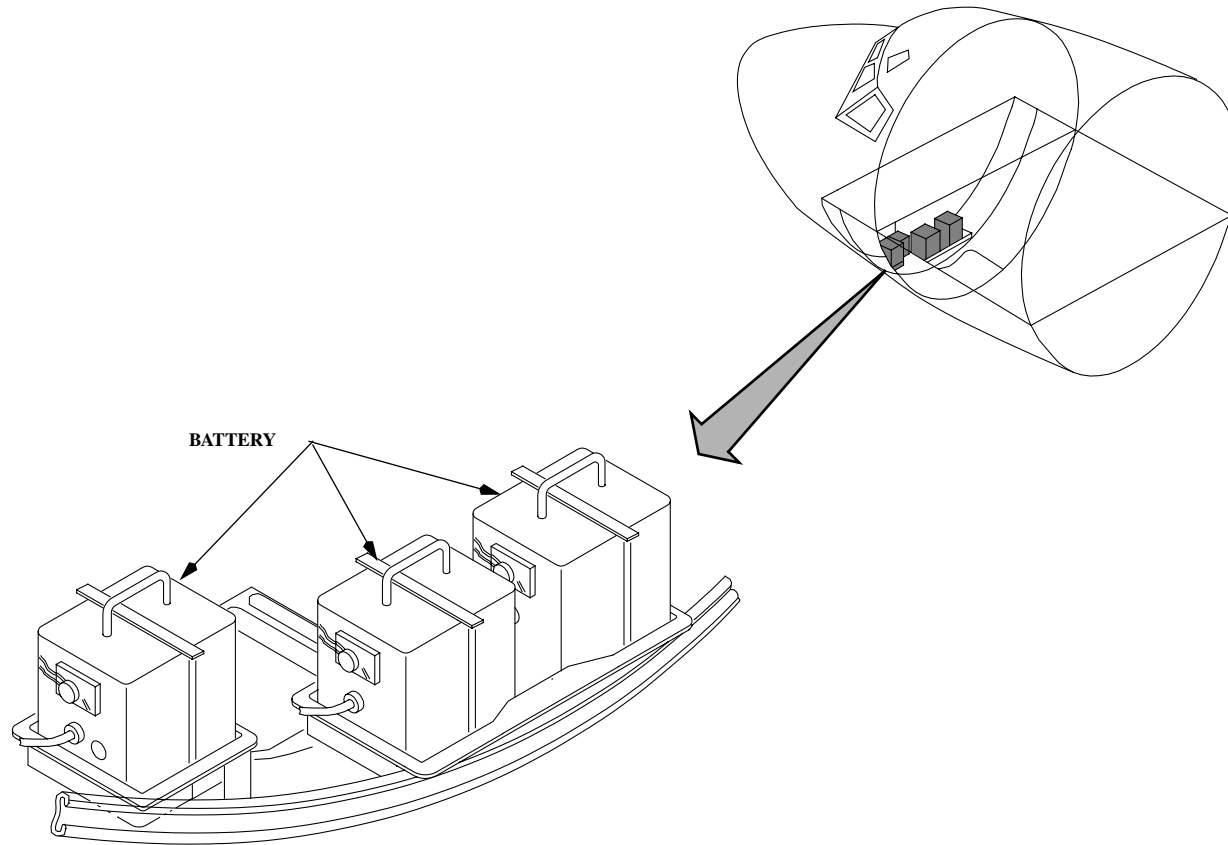
**NOTE**

“CHOP OUT” 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 NECESSITY FOR “CHOP OUT!”

# EMERGENCY RESCUE ACCESS

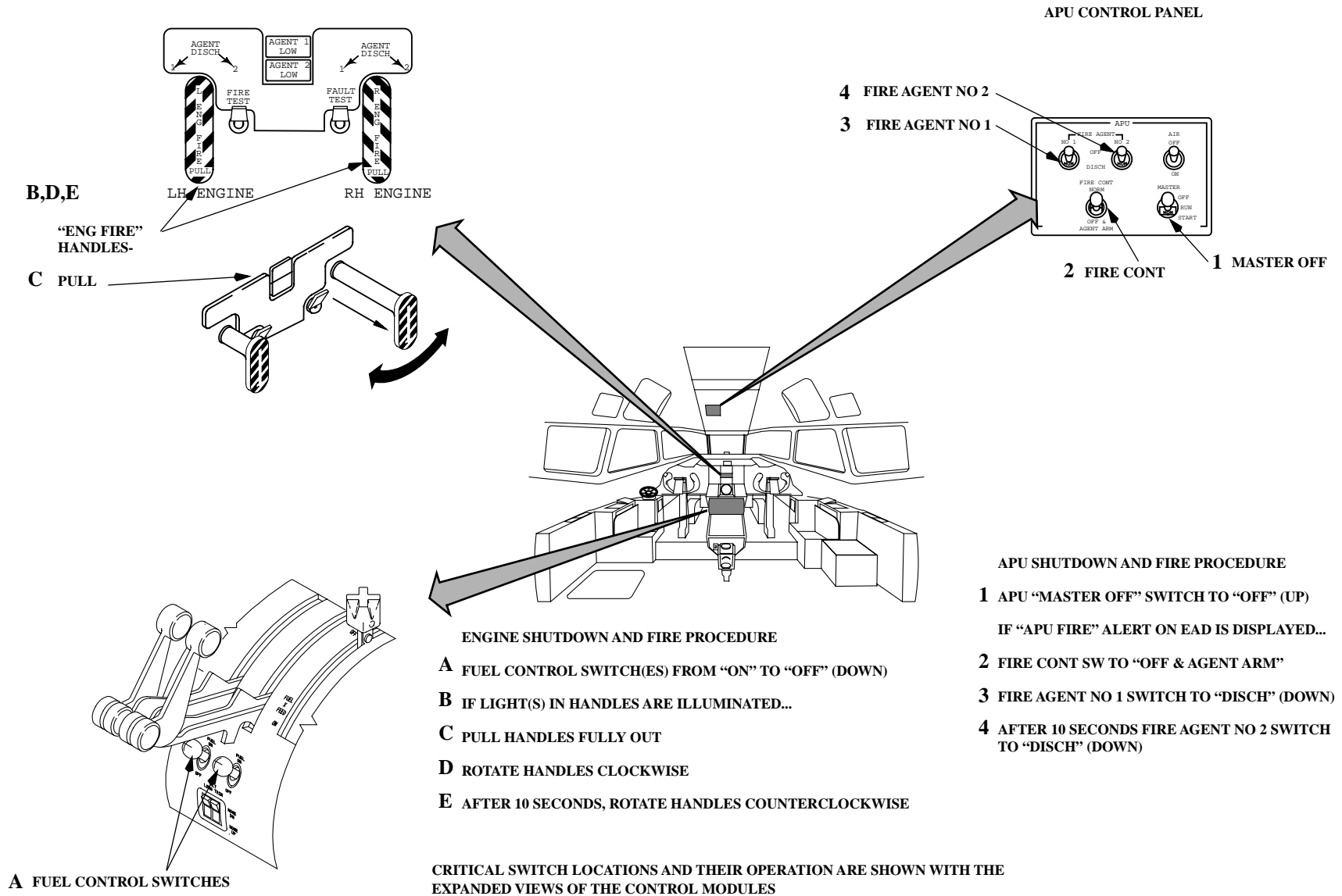


# BATTERY LOCATIONS

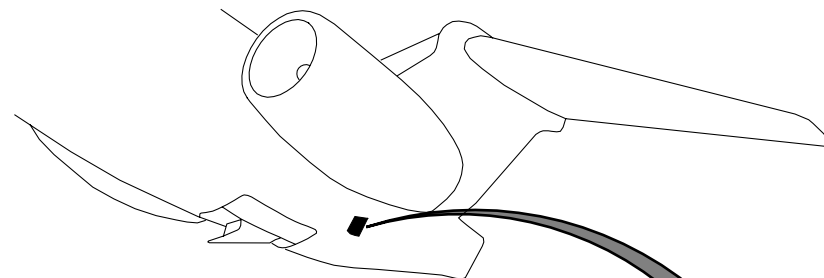




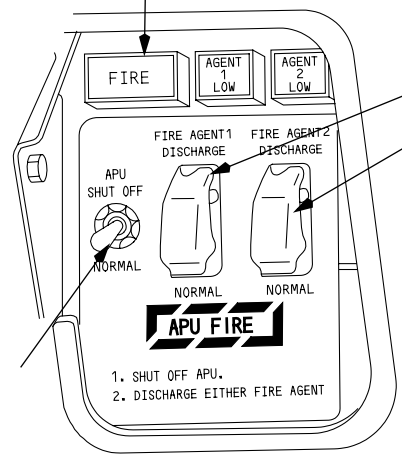
# FLIGHT DECK CONTROL SWITCH LOCATIONS



# EXTERNAL APU FIRE CONTROLS



**2 FIRE LIGHT**



**3 FIRE AGENT 1**

**4 FIRE AGENT 2**

**1 APU SHUT OFF SWITCH**

## APU SHUTDOWN AND FIRE PROCEDURE

- 1** APU SHUTOFF SWITCH TO "OFF" (UP)
- 2** IF "FIRE" LIGHT IS ILLUMINATED...
- 3** FIRE AGENT 1 SWITCH TO "DISCHARGE" (UP)
- 4** AFTER 10 SECONDS, FIRE AGENT 2 SWITCH TO "DISCHARGE" (UP)