PORTABLE OXYGEN BOTTLES
8 PLACES UNDER FIRST OUTBOARD SEAT FORWARD OF DOOR

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

PORTABLE OXYGEN BOTTLES
2 PLACES UNDER FLIGHT ATTENDANT SEAT AFT OF DOOR

HYDRAULIC RESERVOIR
4 PLACES ON ENGINE STRUTS

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

FUEL TANKS
FUEL VENT AND OVERFLOW LOCATED BENEATH WING

CREW OXYGEN SYSTEM
BOTTLE IN FWD CARGO COMPARTMENT

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

PORTABLE OXYGEN BOTTLE ON FWD CARGO COMPARTMENT CEILING

HYDRAULIC RESERVOIR
4 PLACES ON ENGINE STRUTS

FUEL TANK
FUEL TANKS

APU FUEL LINE

PORTABLE OXYGEN BOTTLES
8 PLACES UNDER FIRST OUTBOARD SEAT FORWARD OF DOOR

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

APU

SIDE CARGO DOOR (COMBI)

FUEL TANK

SURGE TANK

FUEL TANK

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL TANK

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

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

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

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EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS (10) EXTERNAL HANDLE

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

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

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

TO OPEN DOOR:
1. DISARM SLIDE (ONLY REQUIRED ON BUTTERFLY WITH SLIDE DISARM)
2. PULL HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. SLIDE DOOR AFT.

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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

4 CUT-IN AREAS

NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DictATE THE NECESSITY FOR A CUT-IN.
EMERGENCY RESCUE ACCESS-2

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

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

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

APU FIRE T-HANDLE - PULL

APU MASTER SWITCH - STOP

BATTERY SWITCH
- LIFT GUARD
- SWITCH OFF

THRUSt LEVERS - RETARD

ENGINE START LEVERS - CUTOFF

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

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

747-200 SPECIAL FREIGHTER

FLAMMABLE MATERIAL LOCATIONS

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

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

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747-200 SPECIAL FREIGHTER

1 ENTRY DOORS (10) EXTERNAL HANDLE

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

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

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

TO OPEN DOOR:
1. DISARM SLIDE (ONLY REQUIRED ON BUTTERFLY WITH SLIDE DISARM)
2. PULL HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
3. SLIDE DOOR AFT.

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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

4 CUT-IN AREAS

NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

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

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

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747-300 & 300 COMBI SERIES

FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC ACCUMULATORS (RIGHT WHEEL WELL AREA)

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE STRUTS

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

FUEL TANK

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT

PORTABLE OXYGEN BOTTLE ON FWD CARGO COMPARTMENT CEILING

SURGE TANK

FUEL TANK

FUEL TANK

FUEL TANK

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

APU FUEL LINE

SIDE CARGO DOOR (COMBI)

FUEL TANKS

FUEL TANKS

FUEL TANKS

FUEL VENT AND OVERFLOW LOCATED BENEATH WING

APU

788 GAL - 2983 L

17164 GAL - 64973 L

12546 GAL - 47492 L

534

365

12546 GAL - 47492 L

4482 GAL - 16966 L

534

12546 GAL - 47492 L

4482 GAL - 16966 L

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1 ENTRY DOORS (10) EXTERNAL HANDLE

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

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

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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

3 UPPER DECK EMERGENCY DOORS (2)

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

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENAGES THE EMERGENCY POWER SYSTEM.
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.
3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

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

4 CUT-IN AREAS

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

3 UPPER DECK EMERGENCY DOORS (2)

4 ENTRY DOORS (10)

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

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October 18, 2019
747-300 & 300 COMBI SERIES

BATTERY LOCATIONS

ACCESS DOOR

APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)

MAIN BATTERY

APU BATTERY

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

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

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

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

Lap Inflatable Seatbelt

Front View

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

Firing System is contained within seat assembly

Side View

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**747-300 SPECIAL FREIGHTER**

**FLAMMABLE MATERIAL LOCATIONS**

- **FUEL TANKS**
  - 788 GAL - 2983 L
  - 4482 GAL - 16966 L
  - 12546 GAL - 47492 L
  - 17164 GAL - 64973 L

- **HYDRAULIC ACCUMULATORS**
  - (RIGHT WHEEL WELL AREA)

- **SIDE CARGO DOOR (COMBI)**

- **CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT**

- **PORTABLE OXYGEN BOTTLE ON FWD CARGO COMPARTMENT CEILING**

- **FUEL VENT AND OVERFLOW LOCATED BENEATH WING**

- **HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS**

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

- **APU FUEL LINE**

**HOT BRAKES**

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

**WHEEL FIRE**

- Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
- Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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October 18, 2019
1 ENTRY DOORS EXTERNAL HANDLE (2)

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

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENGAGES THE EMERGENCY POWER SYSTEM.

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

3 UPPER DECK EMERGENCY DOORS (2)

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

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

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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

4 CUT-IN AREAS

NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

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

3 UPPER DECK EMERGENCY DOORS (2)

2 CREW OVERHEAD ESCAPE HATCH

1 ENTRY DOOR (1L)

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

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ENGINE FIRE T-HANDLES - PULL

APU FIRE T-HANDLE - PULL

APU MASTER SWITCH - STOP

ENGINE START LEVERS - CUTOFF

THRUST LEVERS - RETARD

BATTERY SWITCH
- LIFT GUARD
- SWITCH OFF

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

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

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

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

**WARNING:** Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 ENTRY DOORS EXTERNAL HANDLE (8)

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

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

2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)

TO OPEN DOOR:
1. DISARM SLIDE (ONLY REQUIRED ON BUTTERFLY WITH SLIDE DISARM)
2. PULL HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF "OPEN" ARROW.
3. SLIDE DOOR AFT.

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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

4 CUT-IN AREAS

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1 ENTRY DOORS EXTERNAL HANDLE (2)

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

NOTE: ON FREIGHTERS AND SPECIAL FREIGHTERS, THERE SHOULD BE NO PERSONNEL ON THE MAIN DECK DURING TAXI, TAKEOFF OR LANDING AND THE MAIN DOORS ARE NOT CERTIFIED AS EMERGENCY EXITS. THE EMERGENCY POWER ASSIST SYSTEM AND THE ESCAPE SLIDES ARE NOT INSTALLED.

2 UPPER DECK CREW DOOR EXTERNAL HANDLE

TO OPEN DOOR:
1. PULL HANDLE FROM RECESS AND ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
2. SLIDE DOOR AFT.

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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

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   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
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   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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- Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
- Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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October 18, 2019
1 ENTRY DOORS EXTERNAL HANDLE (10)

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

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

3 UPPER DECK EMERGENCY DOORS (2)

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.
3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

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

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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

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

4 CUT-IN AREAS

NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENDAGES THE EMERGENCY POWER SYSTEM.
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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EMERGENCY RESCUE ACCESS-2

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

3 UPPER DECK EMERGENCY DOORS (2)

2 CREW OVERHEAD ESCAPE HATCH

1 ENTRY DOORS (10)

A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.
B) UPPER DECK EMERGENCY DOOR HANDLE
   WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT
C) PASSENGER CABIN FLOOR LEVEL TO GROUND
   WHEELS RETRACTED: 9 FT 10 IN. - WHEELS EXTENDED: 16 FT
D) ENTRY DOOR HANDLE
   WHEELS RETRACTED: 13 FT - WHEELS EXTENDED: 19 FT 2 IN.
E) CREW OVERHEAD ESCAPE HATCH
   WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
ON PASSENGER AIRCRAFT ONLY, DOOR 5R ALLOWS ACCESS TO THE OVERHEAD CREW REST AREA. THE OVERHEAD CREW REST AREA MAY BE OCCUPIED AND MUST BE CHECKED FOR TRAPPED AND/OR INJURED PEOPLE.
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.
NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

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

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

Lap Inflatable Seatbelt

Firing System is contained within seat assembly

Note: Firing system is contained in seat assembly and consists of a high pressure (up to 7,400 psi) compressed gas cylinder (inflator) that is actuated by an independent battery.
### 747-400 FREIGHTER SERIES

**FLAMMABLE MATERIAL LOCATIONS**

- **Surge Tanks**
- **Fuel Vents and Overflow (Beneath Wing)**
- **Fuel Tank**
- **Fuel Tanks**
- **Crew Oxygen System Bottle in FWD Cargo Compartment**
- **Flight Deck Portable Oxygen Bottle**
- **Engine Oil Tank - Forward Right Side or Rear Left Side of Each Engine**
- **Hydraulic Accumulators in Right Body Wheel Well**
- **Hydraulic Reservoir 4 Places on Engine Struts**
- **Fuel Vents and Overflow (Beneath Wing)**
- **Surge Tank**
- **Fuel Tank**
- **FUEL TANKS**
- **FUEL VENT AND OVERFLOW (BENEATH WING)**
- **CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT**
- **FLIGHT DECK PORTABLE OXYGEN BOTTLE**
- **ENGINE OIL TANK - FORWARD RIGHT SIDE OR REAR LEFT SIDE OF EACH ENGINE**
- **HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS**
- **APU**
- **APU FUEL LINE**
- **SIDE CARGO DOOR**
- **FUEL VENT AND OVERFLOW (BENEATH WING)**

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

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

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

**WHEEL FIRE**
- Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
- Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.
EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS EXTERNAL HANDLE (2)

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

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

3 UPPER DECK EMERGENCY DOOR

TO OPEN DOOR:
1. PUSH OUTSIDE DISARM LEVER.
2. LIFT DOOR HANDLE.
3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

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

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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

4 CUT-IN AREAS

NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.
747-400 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-2

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

- MAIN DECK TO UPPER DECK LADDER
- 3 UPPER DECK CREW DOOR RH SIDE ONLY
- 2 CREW OVERHEAD ESCAPE HATCH
- 1 ENTRY DOOR (1L)

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

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

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BATTERY LOCATIONS

- **Main Battery**
- **Nose Gear Compartment Access Door**
- **APU Battery**

Emergency Locator Transmitter (ELT) (as installed)

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FLIGHT DECK CONTROL SWITCH LOCATIONS

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

FUEL CONTROL SWITCHES - CUTOFF

APU SELECTOR - ROTATE OFF

BATTERY SWITCH - PRESS NOTE: ON SYMBOL IS REMOVED

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

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

MAIN DECK EXTINGUISHERS AVAILABLE ON FREIGHTER VERSION

October 18, 2019
COMPOSITE MATERIALS LOCATIONS

- WINGLETS (-400 ONLY)
- FLAP TRACK FAIRINGS
- UPPER WING TRAILING EDGE
- UPPER WING LEADING EDGE
- ENGINE PYLONS
- INLET, FAN, AND REVERSER COWLS
- RADOME
- WING TO BODY FAIRING
- LOWER WING TRAILING EDGE
- LOWER WING LEADING EDGE
- TIP FAIRING
- Rudder
- VERTICAL STABILIZER TRAILING EDGE PANELS
- ELEVATORS
- STABILIZER TIP
- SPOILERS
- AILERONS
- UPPER WING LEADING EDGE
AIRPLANE RESCUE AND FIRE FIGHTING INFORMATION

747 LARGE CARGO FREIGHTER

FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC ACCUMULATORS
(RIGHT WHEEL WELL AREA)

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE STRUTS

FUEL TANKS

FUEL VENT AND
OVERFLOW LOCATED
BENEATH WING

CREW OXYGEN SYSTEM
BOTTLES IN FWD MAIN DECK

FUEL TANK

SURGE TANK

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

HYDRAULIC RESERVOIR 4
PLACES ON ENGINE STRUTS

FUEL TANK

HYDRAULIC RESERVOIR

SWING TAIL HYDRAULIC
RESERVOIR

FUEL TANK

FUEL TANK

FUEL TANK

HOT BRAKES

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

WHEEL FIRE
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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

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

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October 18, 2019
1 ENTRY DOORS EXTERNAL HANDLE (2)

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

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

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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

Copyright © Boeing. May be subject to export restrictions under EAR. See title page for details.
A) CONTROL CABIN/LOUNGE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 18 FT 4 IN. - WHEELS EXTENDED: 24 FT 6 IN.

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

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

D) CREW OVERHEAD ESCAPE HATCH
WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT
EMERGENCY LOCATOR TRANSMITTER (ELT) IS INSTALLED IN THE AFT LOWER LOBE

STANDBY BATTERY IS IN THE E/E

MAIN BATTERY

ACCESS DOOR

NOSE GEAR COMPARTMENT

STANDBY BATTERY IS IN THE E/E

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

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

- Upper Wing Leading Edge
- Ailerons
- Engine Pylons
- Spoilers
- Inlet, Fan, and Reverser Cowls
- Radome
- Vertical Stabilizer
- Forward Torque Box
- Upper Wing Trailing Edge
- Lower Wing Trailing Edge
- Wing to Body Fairing
- Lower Wing Leading Edge
- Flap Track Fairings
- Tip Fairing
- Rudder
- Vertical Stabilizer Trailing Edge Panels
- Elevators
- Stabilizer Tip
FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC ACCUMULATORS IN RIGHT BODY WHEEL WELL

HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS

FUEL VENT AND OVERFLOW (BENEATH WING)

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

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

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

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747-8 FREIGHTER SERIES

1 ENTRY DOORS EXTERNAL HANDLE (2)

- TO OPEN DOOR:
  1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
  2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
  3. PULL DOOR OUTWARD

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

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

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

3 CUT-IN AREAS

NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.

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

B) UPPER DECK CREW DOOR HANDLE
  WHEELS RETRACTED: 20 FT 4 IN. - WHEELS EXTENDED: 27 FT

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

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

E) CREW OVERHEAD ESCAPE HATCH
  WHEELS RETRACTED: 25 FT 10 IN. - WHEELS EXTENDED: 32 FT

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BATTERY LOCATIONS

- MAIN BATTERY
- NOSE GEAR COMPARTMENT
- ACCESS DOOR
- APU BATTERY

Emergency Locator Transmitter (ELT) (as installed)
FLIGHT DECK CONTROL SWITCH LOCATIONS

- Engine Fire T-handles - Pull
  (If not illuminated, may require pushing and holding the button under the switch to release)

- Critical switch locations and their operation are shown with the expanded views of the control modules.

- Fuel Control Switches - Cutoff

- APU Selector - Rotate Off

- Battery Switch - Press
  Note: On symbol is removed

- Thrust Levers - Retard

- Main deck extinguishers available on freighter version

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COMPOSITE MATERIALS LOCATIONS

- Upper Wing
  - Leading Edge
  - Flap Track Fairings
- Inlet, Fan, and Reverser Cowls
- Radome
- Vertical Stabilizer Forward Torque Box
- Ailerons
- Engine Pylons
- Spoilers
- Upper Wing Trailing Edge
- TIP FAIRING
- Lower Wing
  - Leading Edge
  - Flap Track Fairings
  - Lower Wing Trailing Edge

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FLAMMABLE MATERIAL LOCATIONS

HYDRAULIC ACCUMULATORS IN RIGHT BODY WHEEL WELL

HYDRAULIC RESERVOIR 4 PLACES ON ENGINE STRUTS

FUEL TANKS

FUEL VENT AND OVERFLOW (BENEATH WING)

CREW OXYGEN SYSTEM BOTTLE IN FWD CARGO COMPARTMENT

FLIGHT DECK PORTABLE OXYGEN BOTTLE

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

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

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

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

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

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

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**EMERGENCY RESCUE ACCESS-1**

1. **ENTRY DOORS EXTERNAL HANDLE (2)**
   
   **TO OPEN DOOR:**
   1. PUSH HANDLE RELEASE BUTTON AND PULL HANDLE FROM RECESS.
   2. ROTATE 180° IN DIRECTION OF “OPEN” ARROW.
   3. PULL DOOR OUTWARD

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

2. **CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE**
   
   **TO OPEN HATCH:**
   1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
   2. ROTATE HANDLE 180° COUNTERCLOCKWISE.
   3. PUSH HATCH INWARD.

3. **UPPER DECK EMERGENCY DOOR**
   
   **TO OPEN DOOR:**
   1. PUSH OUTSIDE DISARM LEVER.
   2. LIFT DOOR HANDLE.

   **NOTE:** PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENGAGES THE EMERGENCY POWER SYSTEM.

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

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

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

4. **CUT-IN AREAS**
   
   **NOTE:** CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.
EMERGENCY RESCUE ACCESS-2

- **2" Wide Band of Contrasting Color** indicating all passenger doors, hatches, and windows externally operable.

- **Access Door Right Side**

- **4 Cut-in Areas** (not marked on all airplanes)
  - **A)** Control Cabin/Lounge Floor Level to Ground
    - Wheels Retracted: 18 ft 4 in. - Wheels Extended: 24 ft 6 in.
  - **B)** Upper Deck Crew Door Handle
    - Wheels Retracted: 20 ft 4 in. - Wheels Extended: 27 ft
  - **C)** Passenger Cabin Floor Level to Ground
    - Wheels Retracted: 9 ft 10 in. - Wheels Extended: 16 ft
  - **D)** Entry Door Handle
    - Wheels Retracted: 13 ft - Wheels Extended: 19 ft 2 in.
  - **E)** Crew Overhead Escape Hatch
    - Wheels Retracted: 25 ft 10 in. - Wheels Extended: 32 ft

- **3 Upper Deck Crew Door RH Side Only**

- **2 Crew Overhead Escape Hatch**

- **1 Entry Door (1L)**
FLIGHT DECK CONTROL SWITCH LOCATIONS

**Critical Switch Locations and Their Operation** are shown with the expanded views of the control modules.

- **Engine Fire T-Handles**: Pull (if not illuminated, may require pushing and holding the button under the switch to release)

- **Main Deck Extinguishers**: Available on Freighter Version

- **APU Switch**: Pull (if not illuminated, may require pushing and holding the button under the switch to release)

- **Battery Switch**: Press
  
  *Note: On symbol is removed*

- **Thrust Levers**: Retard

- **Fuel Control Switches**: Cutoff

October 18, 2019
COMPOSITE MATERIALS LOCATIONS

- Upper Wing Leading Edge
- Ailerons
- Engine Pylons
- Spoilers
- Vertical Stabilizer Forward Torque Box
- Vertical Stabilizer Trailing Edge Panels
- Upper Wing Trailing Edge
- Rudder
- Elevators
- Stabilizer Tip
- Inlet, Fan, and Reverser Cowls
- Radome
- Lower Wing Trailing Edge
- Wing to Body Fairing
- Lower Wing Leading Edge
- Flap Track Fairings
Passenger Seatbelt Airbags

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

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

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

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