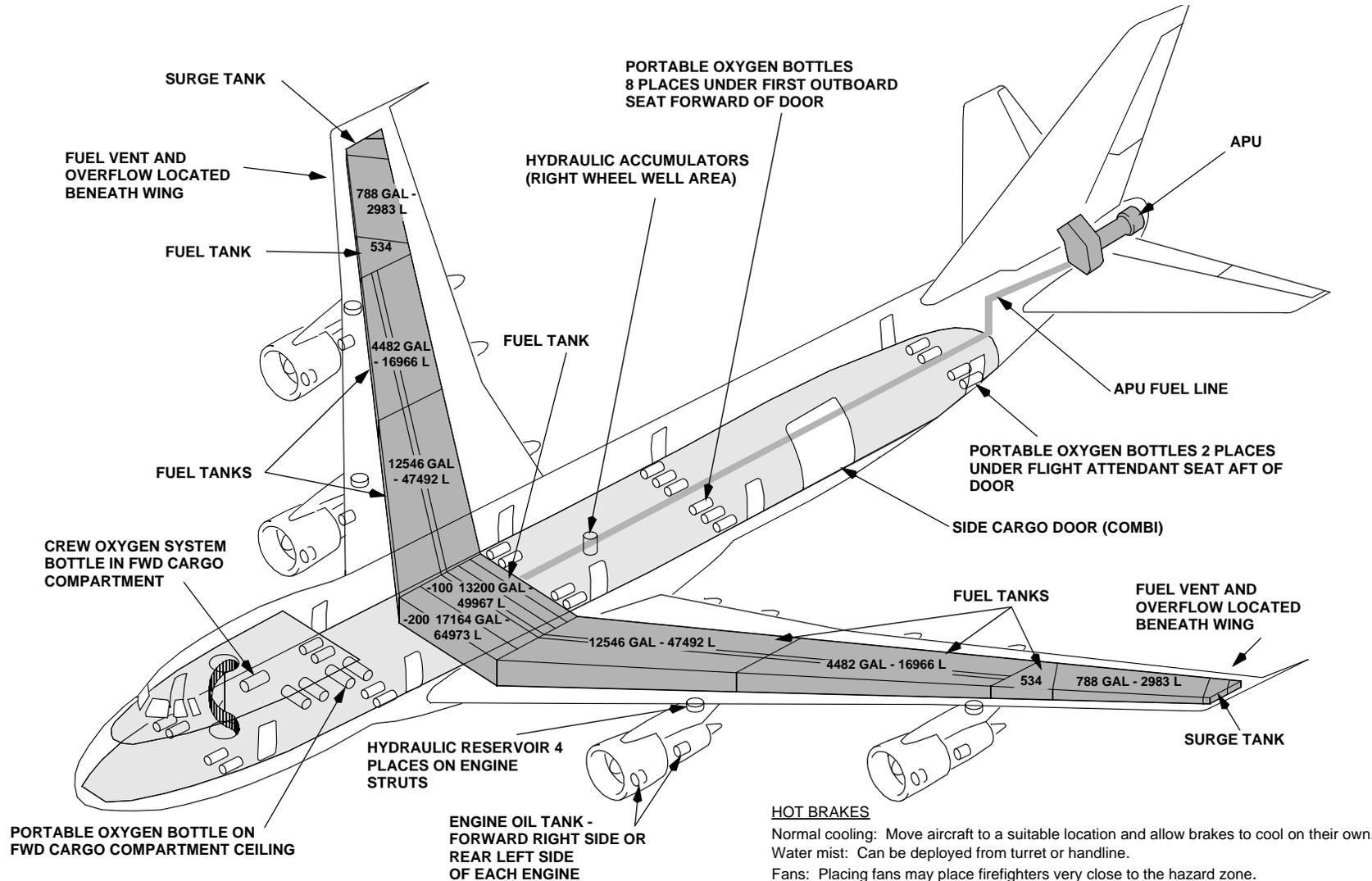


747-100 & 200/-100 & 200 COMBI

FLAMMABLE MATERIAL LOCATIONS



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

HOT BRAKES

Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.

Water mist: Can be deployed from turret or handline.

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

WHEEL FIRE

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

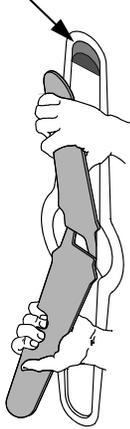
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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

747-100 & 200/-100 & 200 COMBI

1 ENTRY DOORS (10) EXTERNAL HANDLE

HANDLE RELEASE
BUTTON

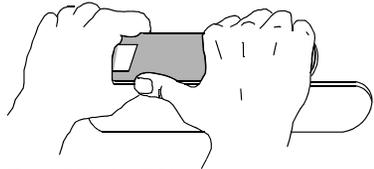
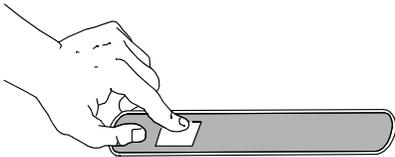


TO OPEN DOOR:

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

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

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

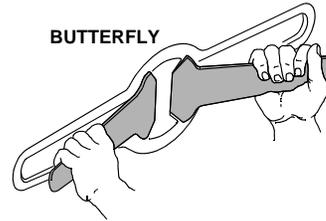


TO OPEN HATCH:

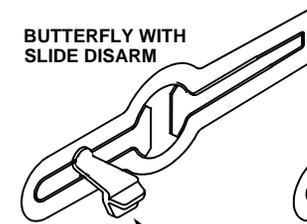
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE
3. PUSH HATCH INWARD.

EMERGENCY RESCUE ACCESS-1

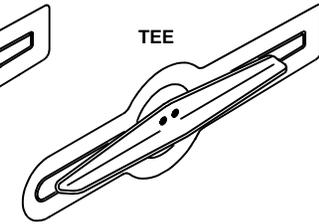
2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)



BUTTERFLY



BUTTERFLY WITH
SLIDE DISARM



TEE

SLIDE DISARM HANDLE

TO OPEN DOOR:

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

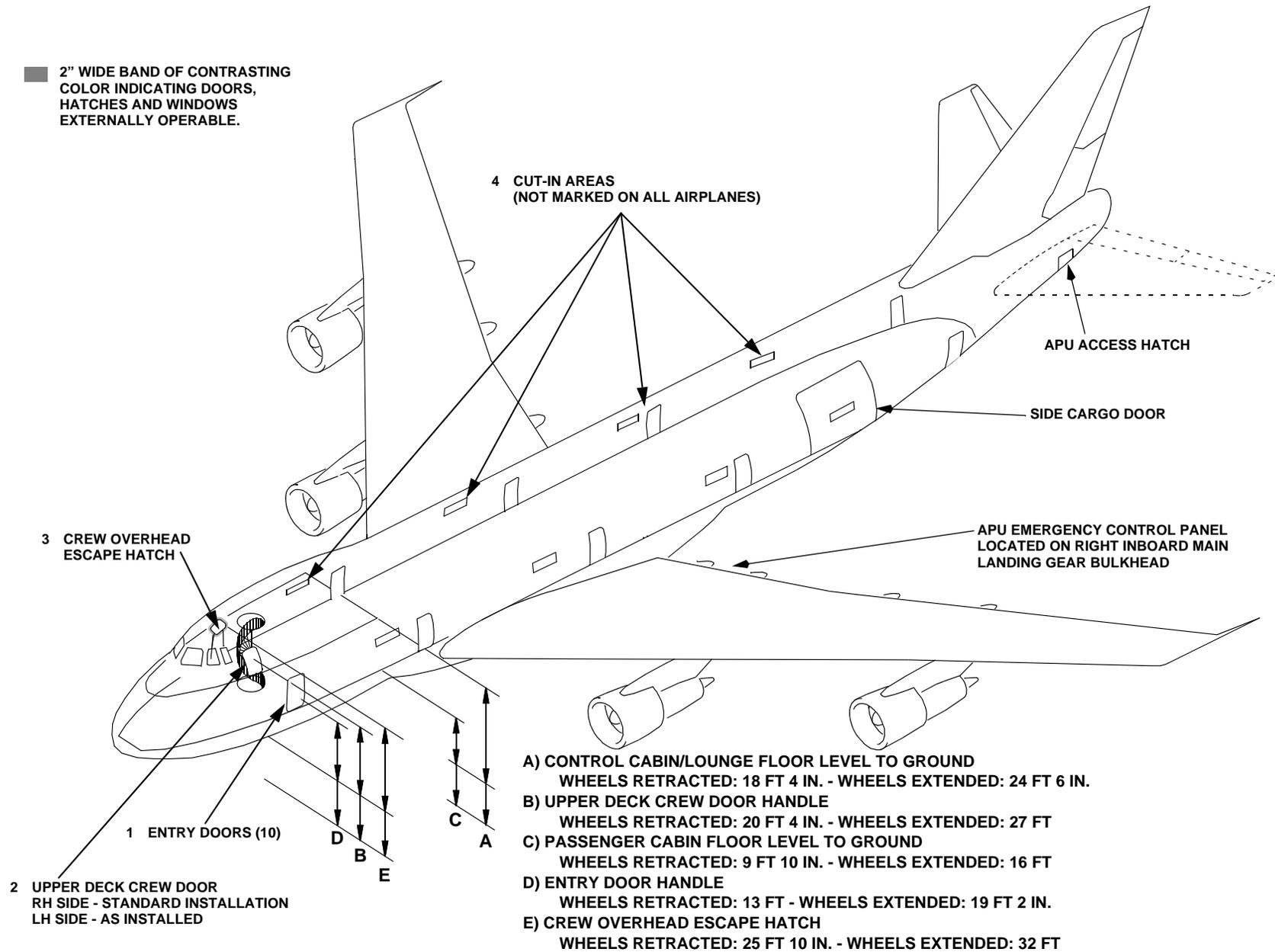
NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

4 CUT-IN AREAS

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

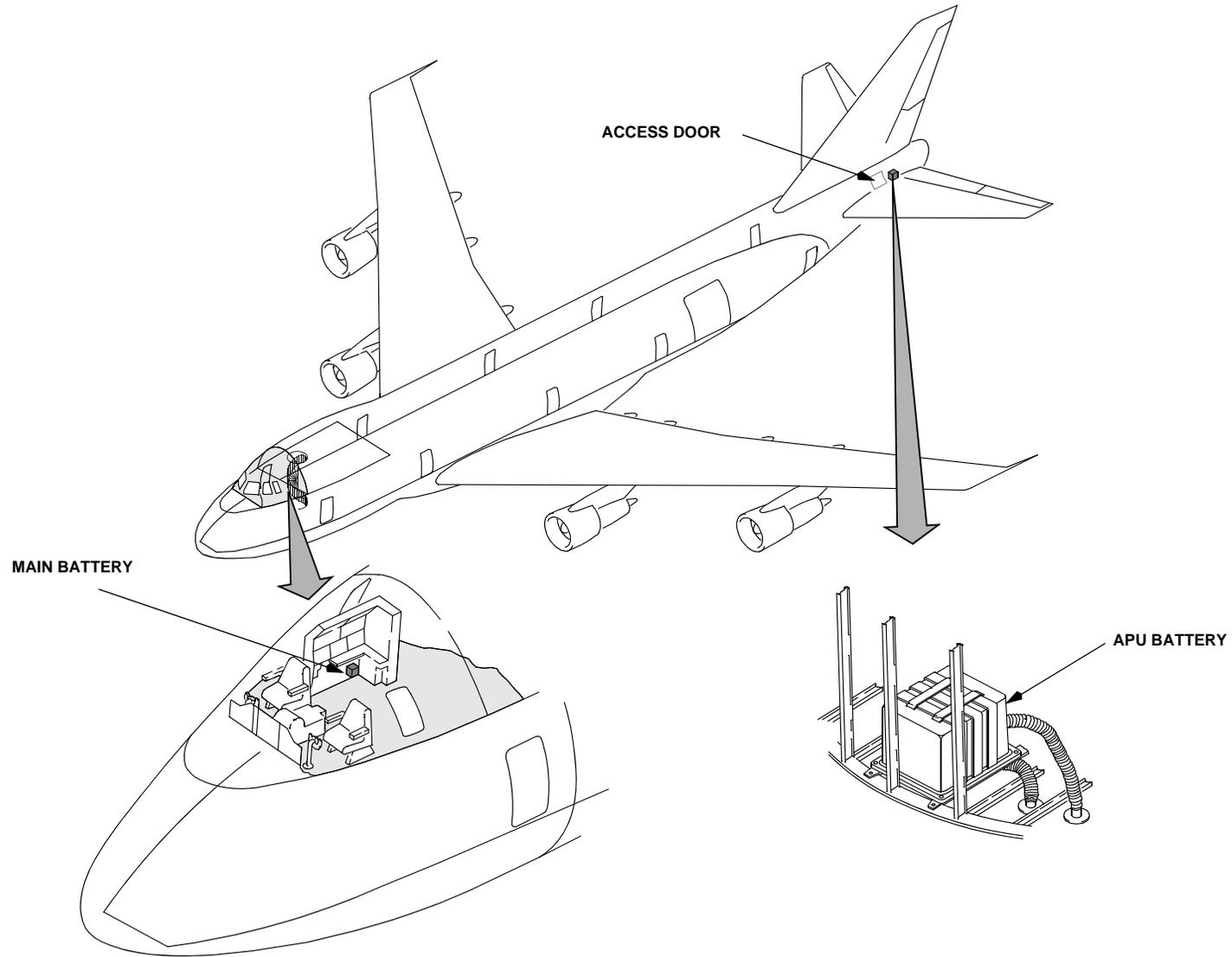
747-100 & 200/-100 & 200 COMBI

EMERGENCY RESCUE ACCESS-2

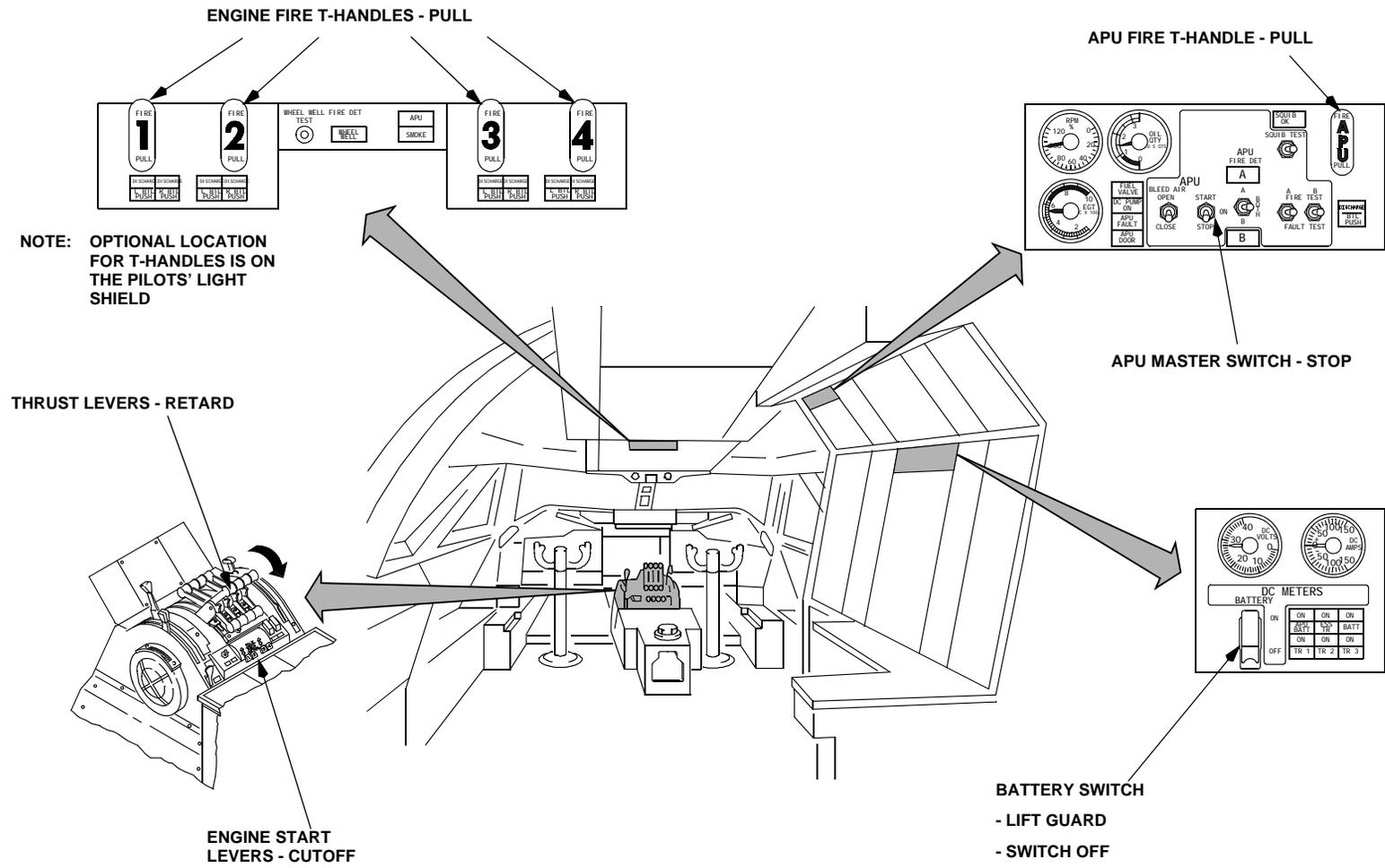


747-100 & 200/-100 & 200 COMBI

BATTERY LOCATIONS



747-100 & 200/-100 & 200 COMBI FLIGHT DECK CONTROL SWITCH LOCATIONS



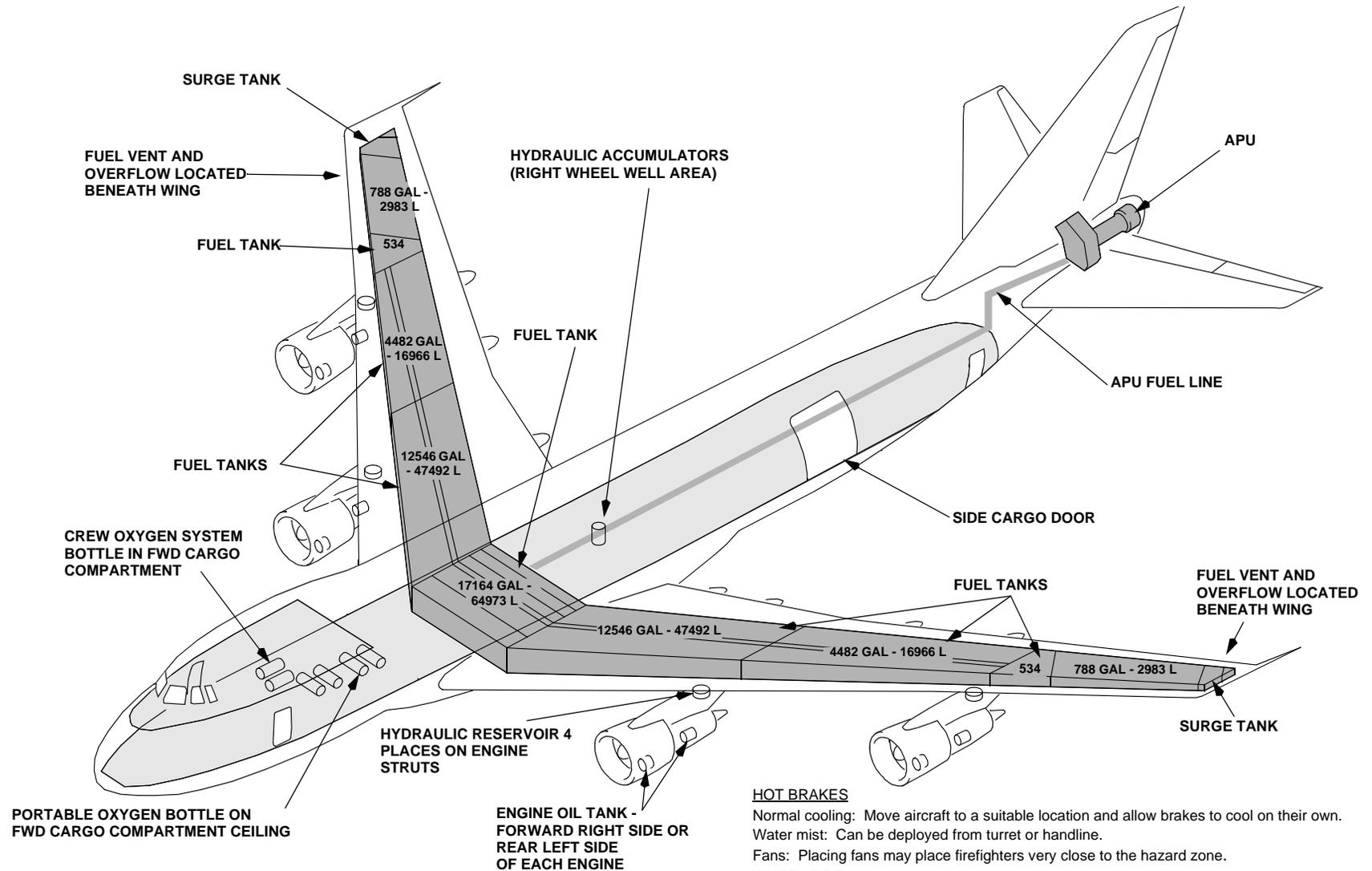
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

747-100 & 200/-100 & 200 COMBI

Intentionally Blank

747-200 SPECIAL FREIGHTER

FLAMMABLE MATERIAL LOCATIONS



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

HOT BRAKES

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

WHEEL FIRE

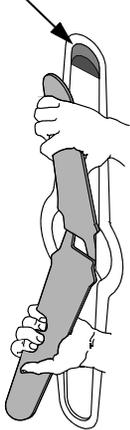
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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

747-200 SPECIAL FREIGHTER

1 ENTRY DOORS (10) EXTERNAL HANDLE

HANDLE RELEASE
BUTTON

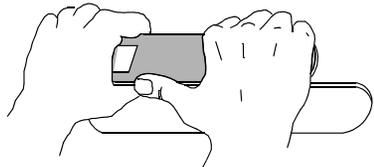
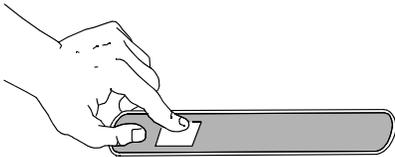


TO OPEN DOOR:

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

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

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

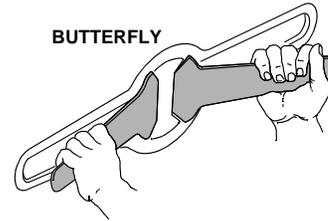


TO OPEN HATCH:

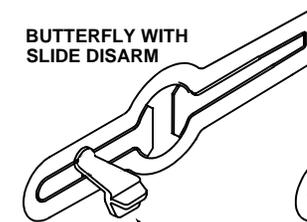
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE
3. PUSH HATCH INWARD.

EMERGENCY RESCUE ACCESS-1

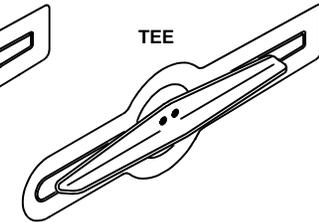
2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)



BUTTERFLY



BUTTERFLY WITH
SLIDE DISARM



TEE

SLIDE DISARM HANDLE

TO OPEN DOOR:

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

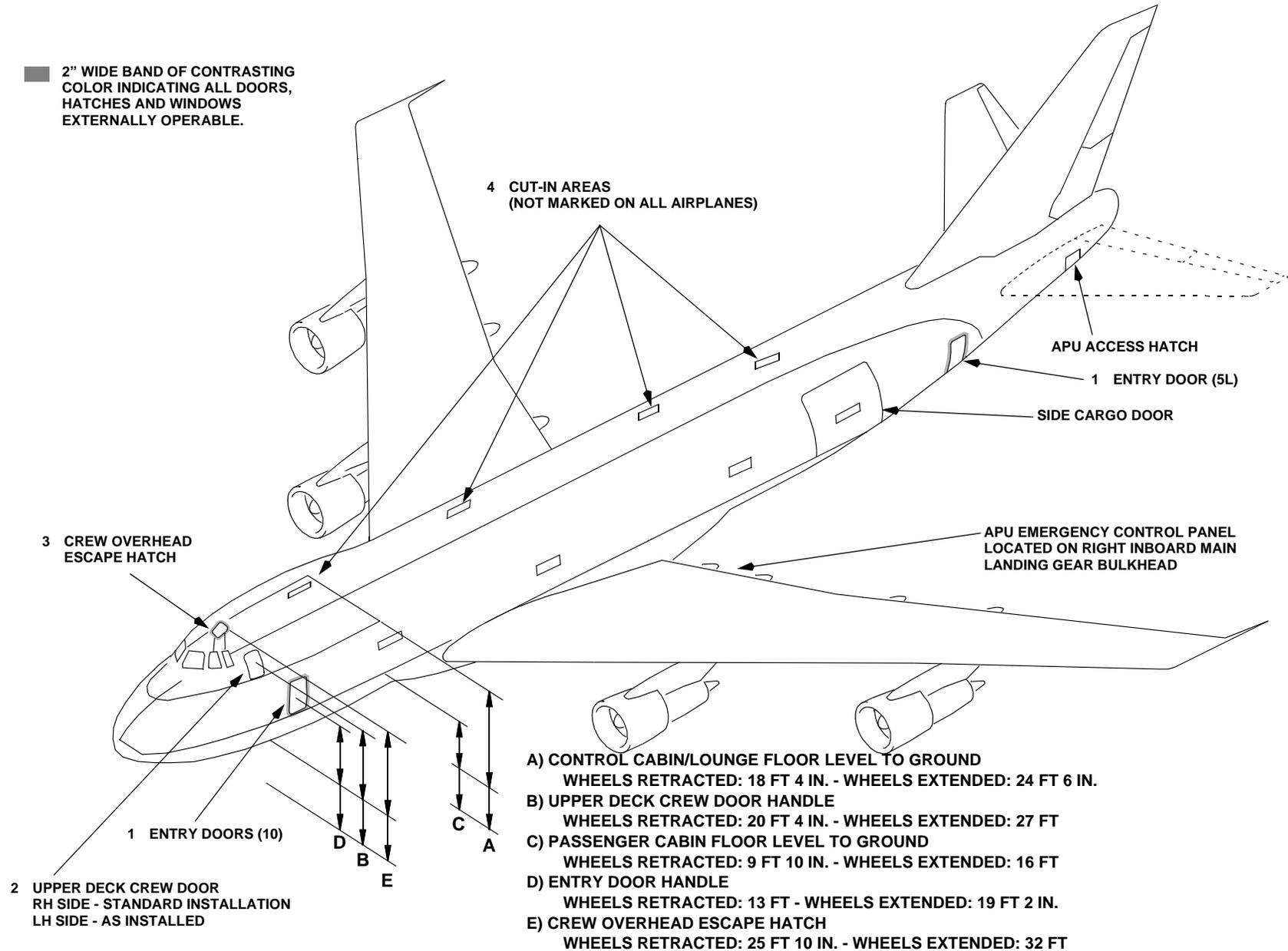
NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

4 CUT-IN AREAS

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

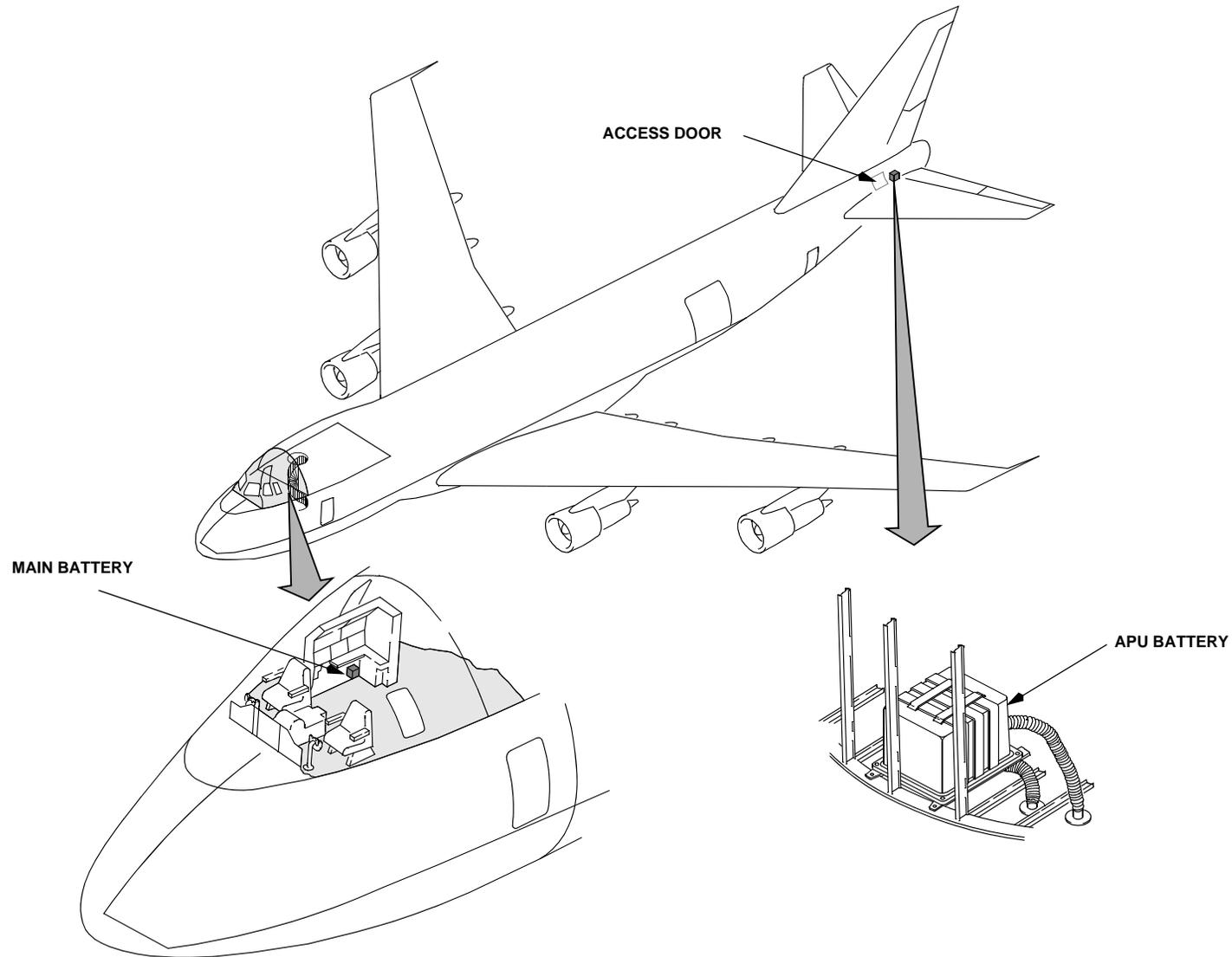
747-200 SPECIAL FREIGHTER

EMERGENCY RESCUE ACCESS-2

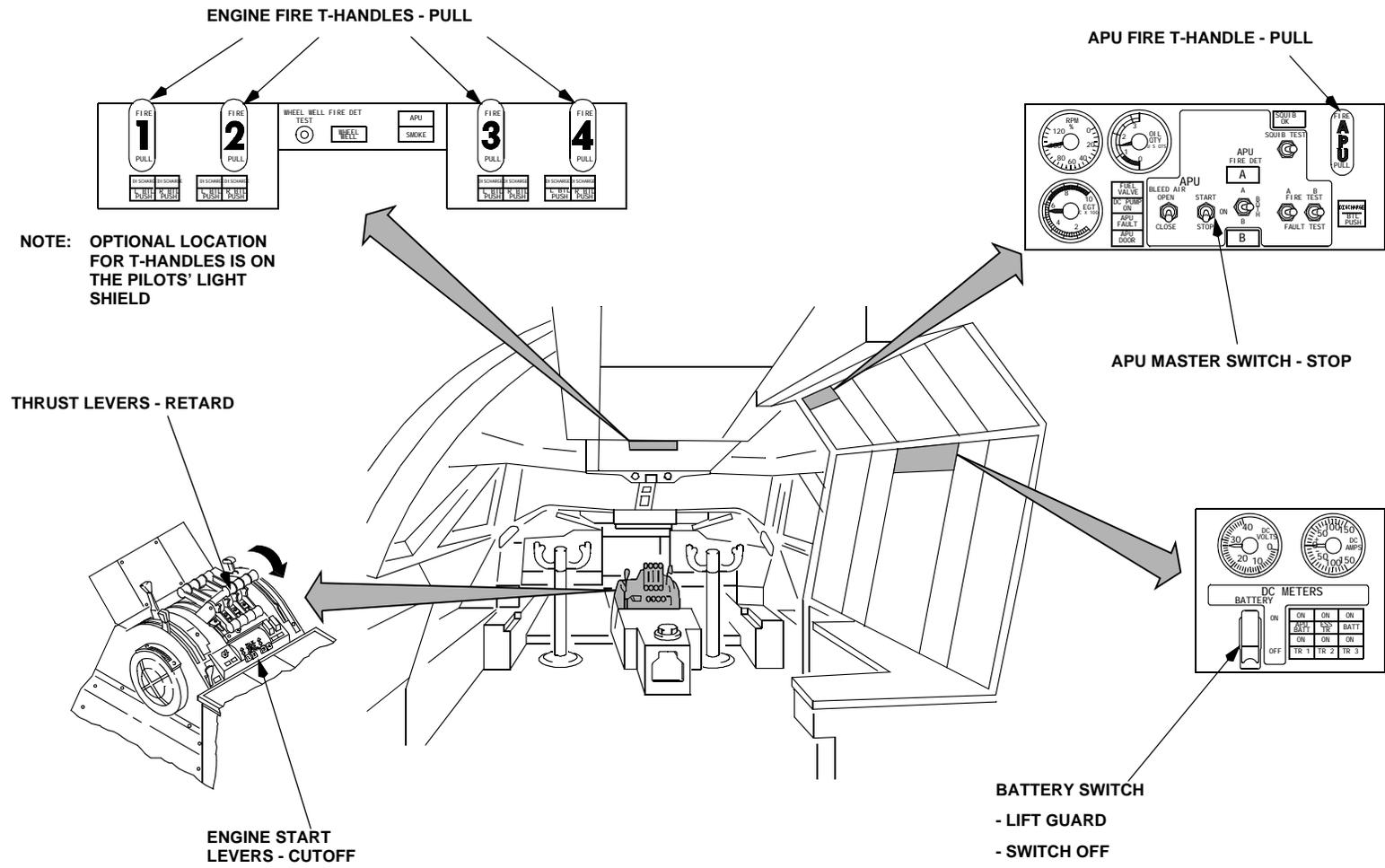


747-200 SPECIAL FREIGHTER

BATTERY LOCATIONS



747-200 SPECIAL FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS



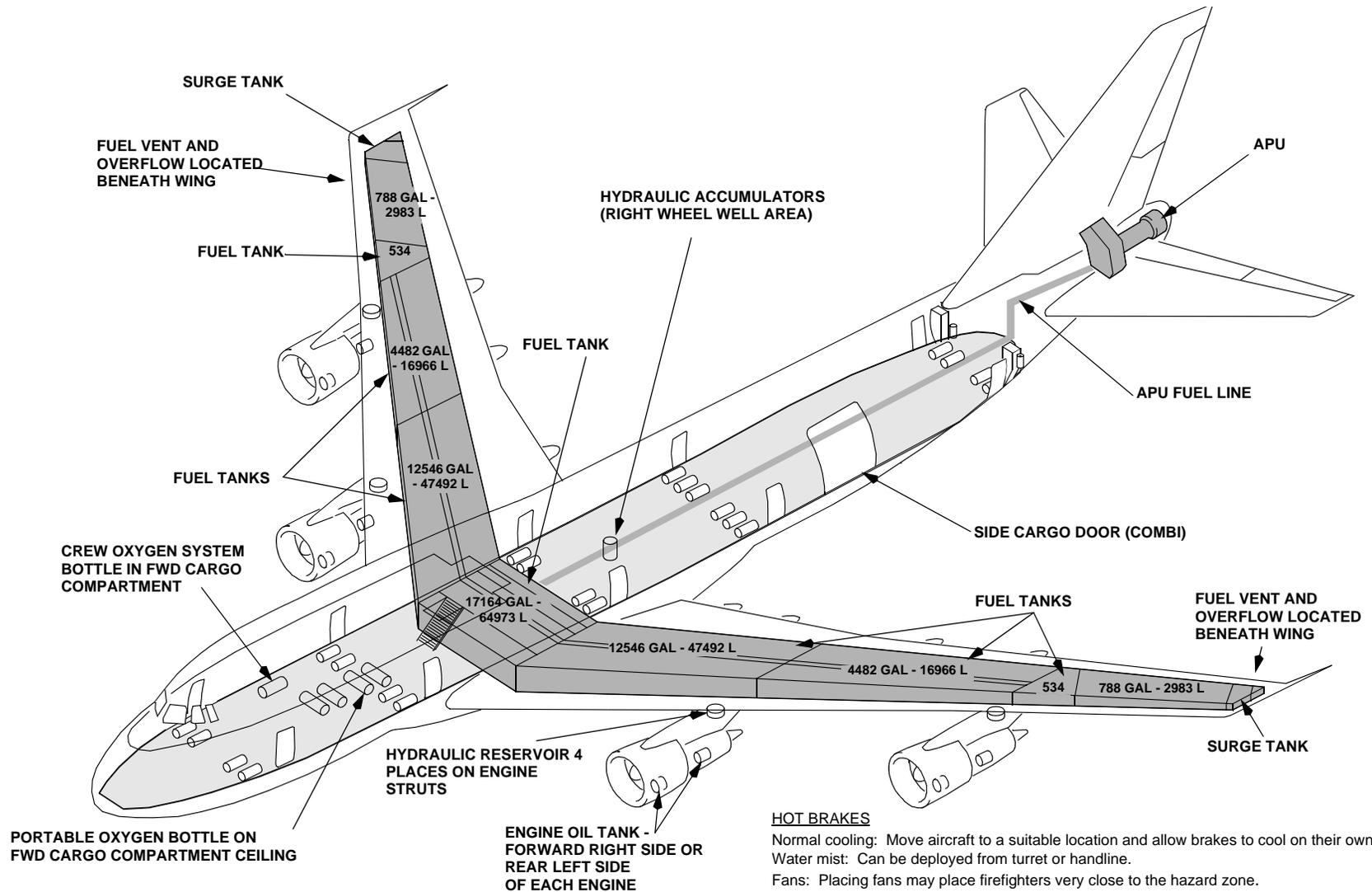
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

747-200 SPECIAL FREIGHTER

Intentionally Blank

747-300 & 300 COMBI SERIES

FLAMMABLE MATERIAL LOCATIONS



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

HOT BRAKES

Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.

Water mist: Can be deployed from turret or handline.

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

WHEEL FIRE

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

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

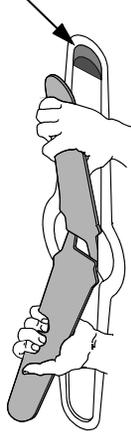
WARNING: Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

747-300 & 300 COMBI SERIES

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS (10) EXTERNAL HANDLE

HANDLE RELEASE
BUTTON

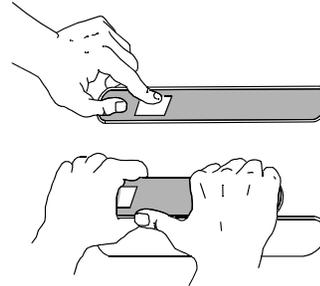


TO OPEN DOOR:

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

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

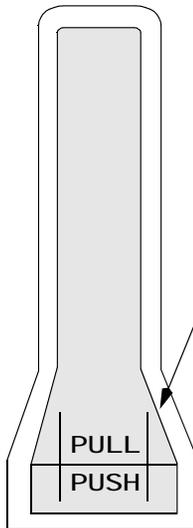
2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



TO OPEN HATCH:

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

3 UPPER DECK EMERGENCY DOORS (2)



TO OPEN DOOR:

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

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

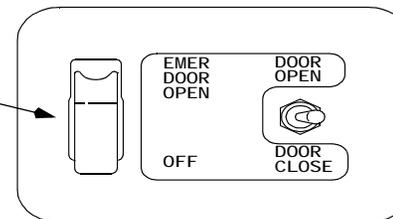
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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

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

4 CUT-IN AREAS

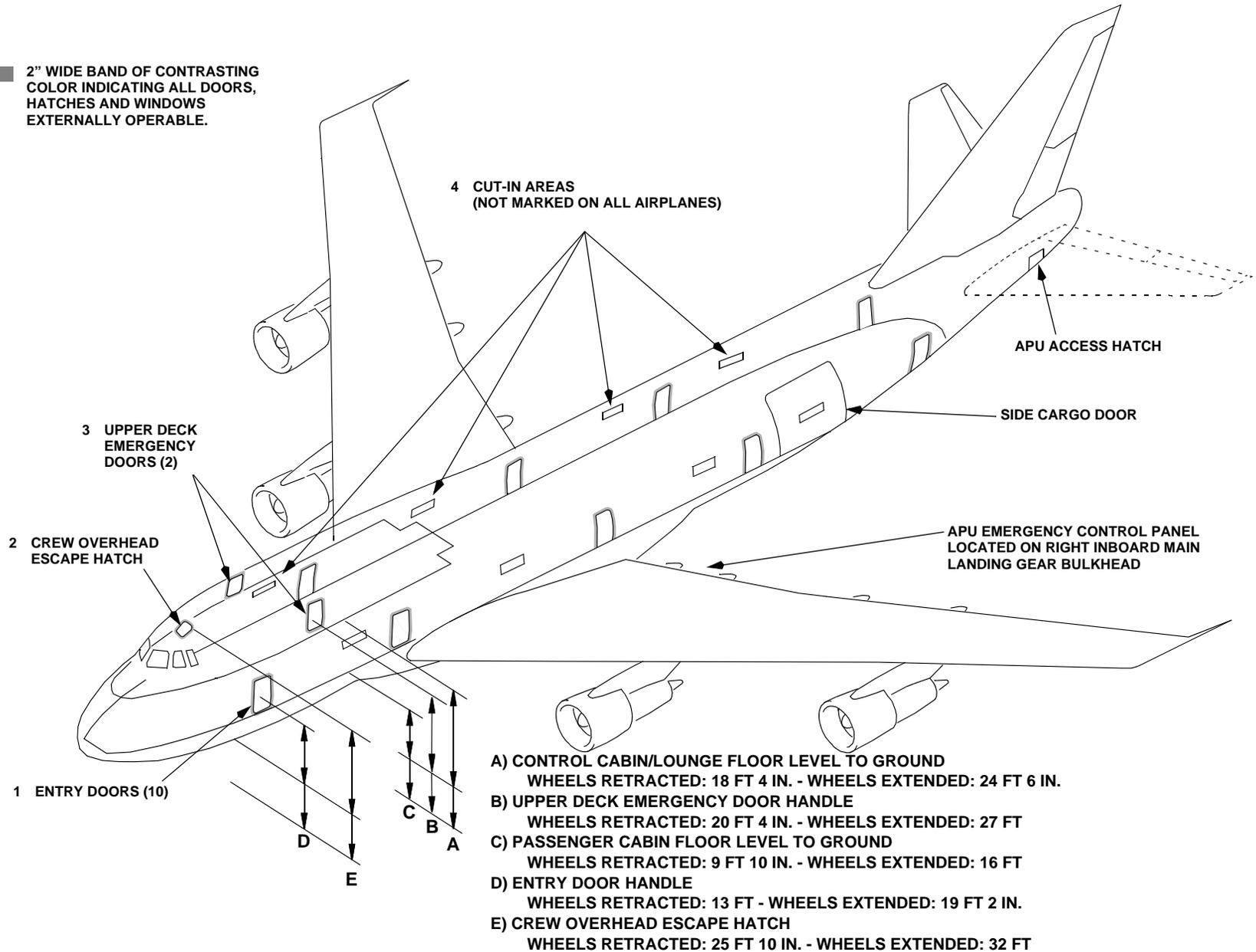
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747-300 & 300 COMBI SERIES

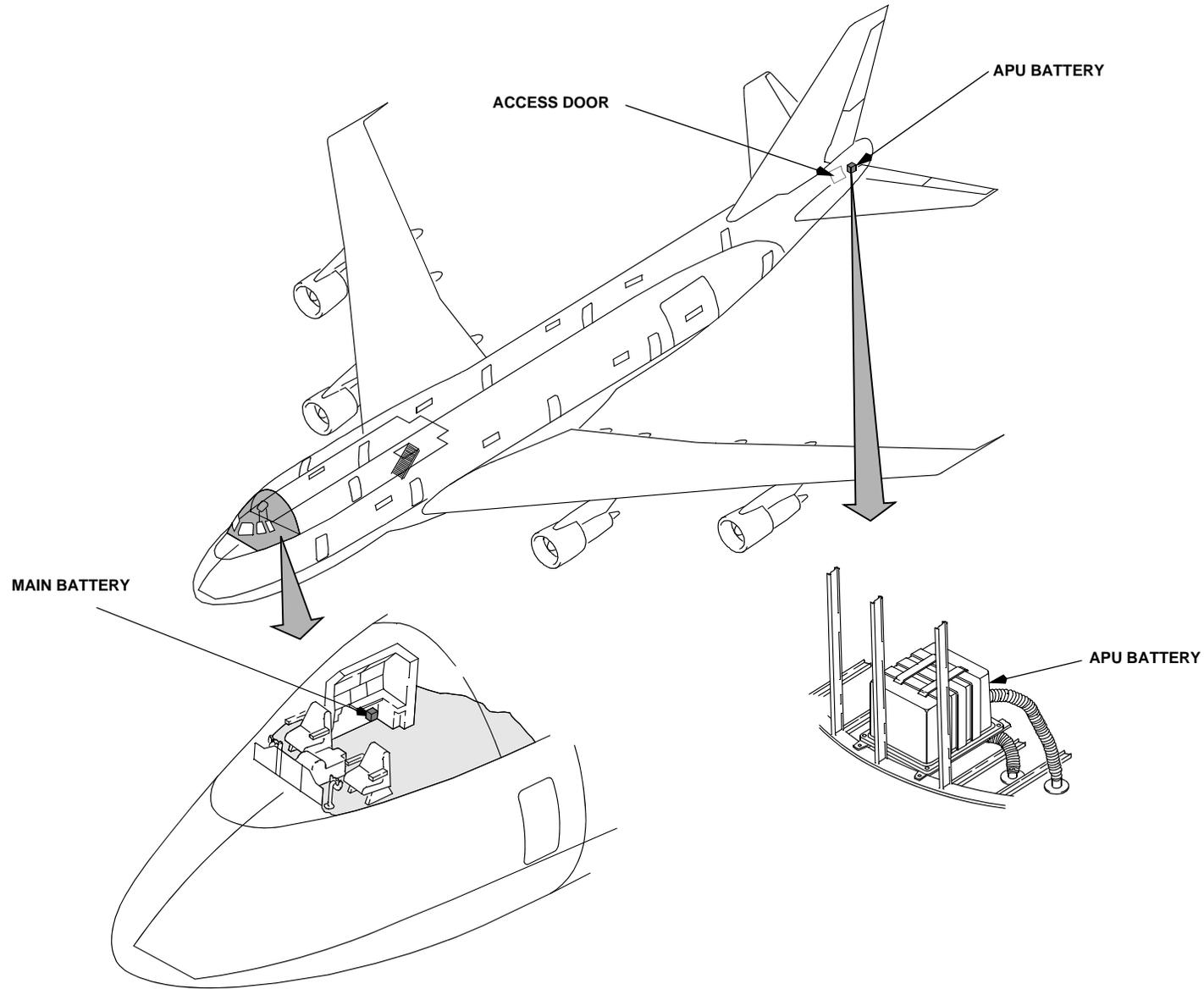
EMERGENCY RESCUE ACCESS-2

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

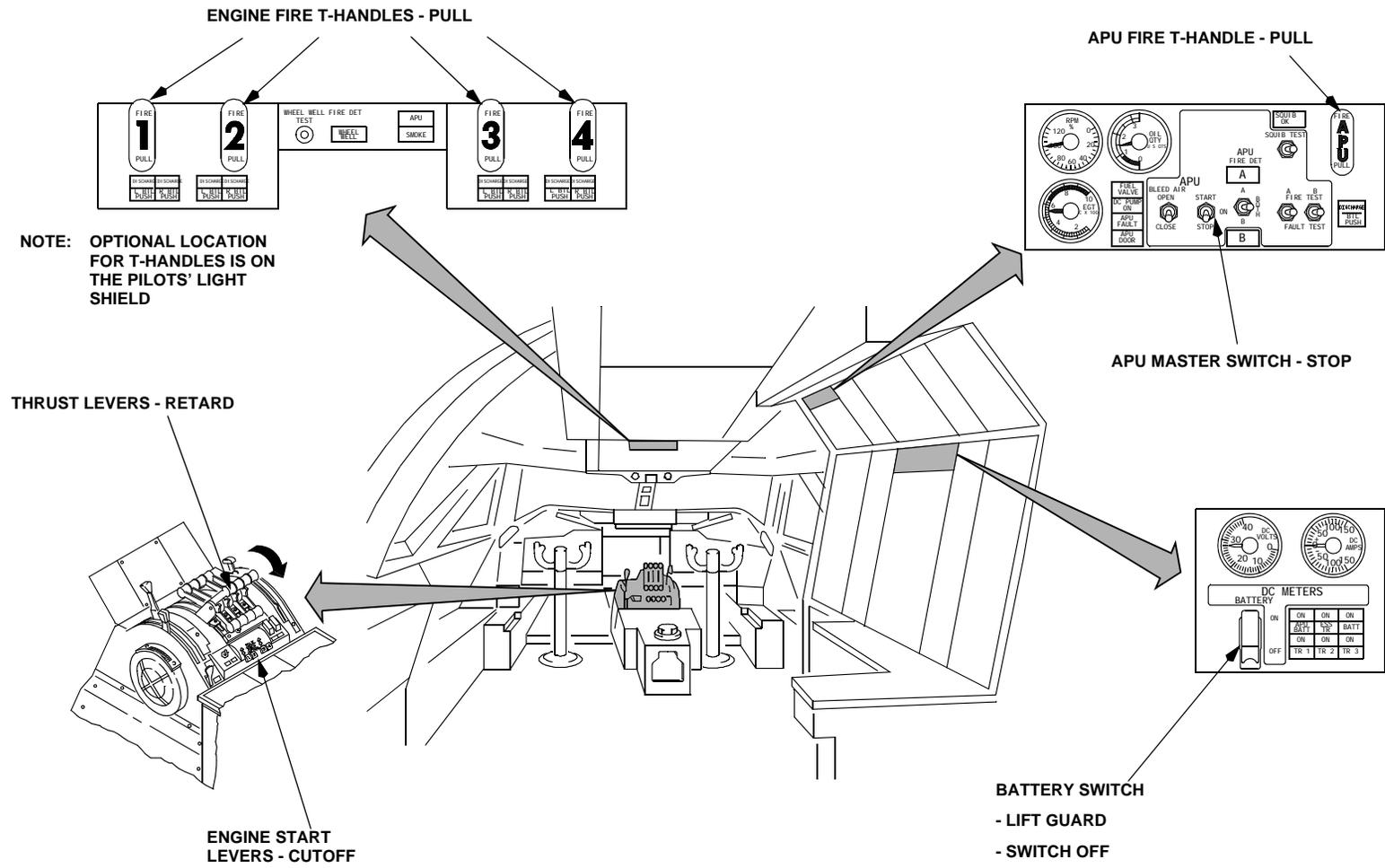


747-300 & 300 COMBI SERIES

BATTERY LOCATIONS



747-300 & 300 COMBI SERIES FLIGHT DECK CONTROL SWITCH LOCATIONS



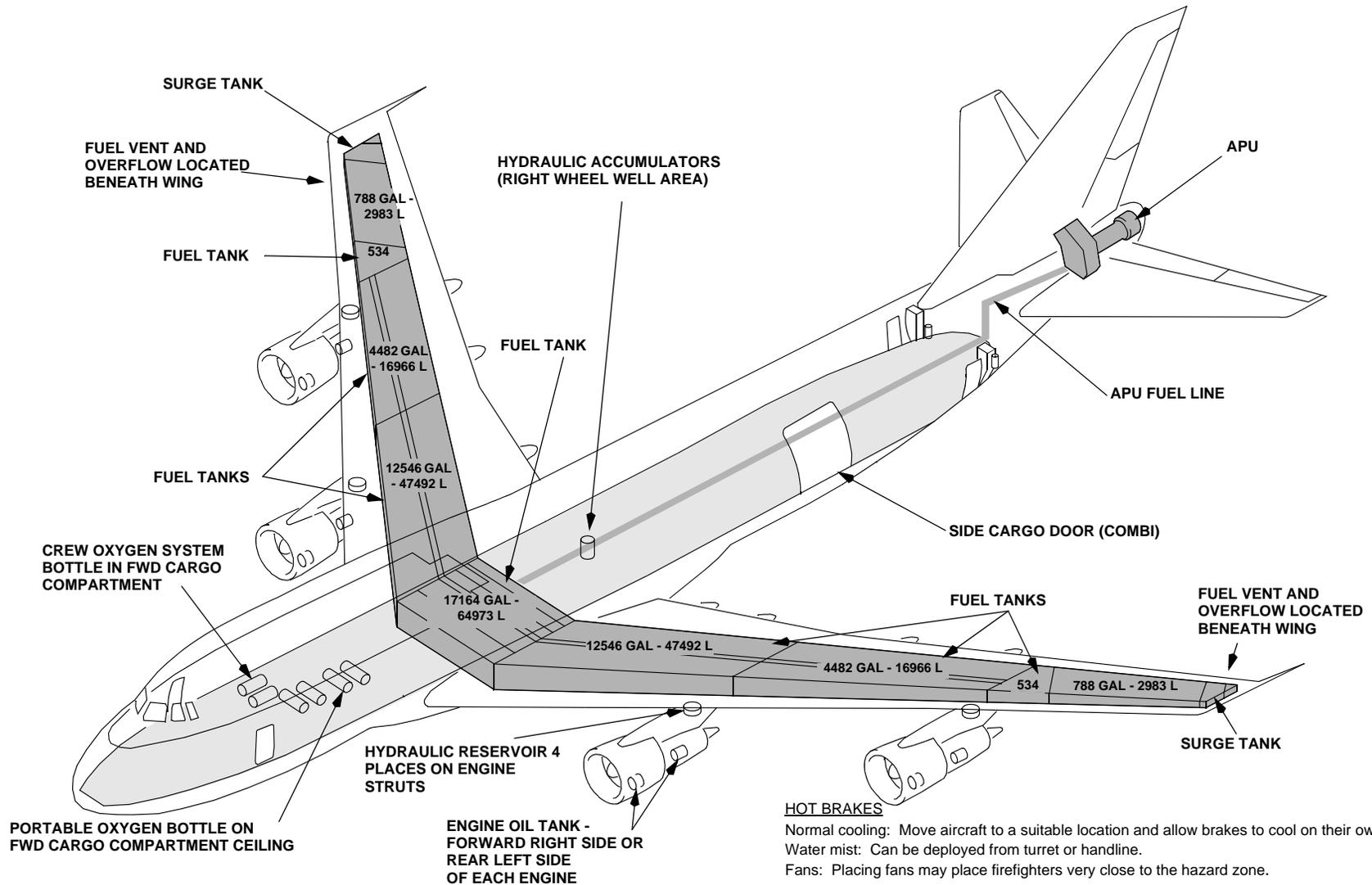
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

747-300 & 300 COMBI SERIES

Intentionally Blank

747-300 SPECIAL FREIGHTER

FLAMMABLE MATERIAL LOCATIONS



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

HOT BRAKES

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

WHEEL FIRE

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

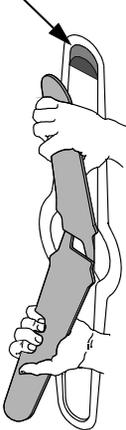
WARNING: Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

747-300 SPECIAL FREIGHTER

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS EXTERNAL HANDLE (2)

HANDLE RELEASE
BUTTON

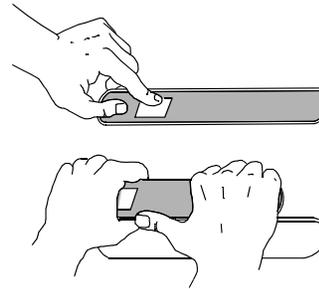


TO OPEN DOOR:

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

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

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



TO OPEN HATCH:

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

3 UPPER DECK EMERGENCY DOORS (2)

TO OPEN DOOR:

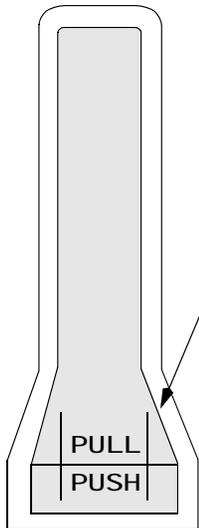
1. PUSH OUTSIDE DISARM LEVER.
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NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

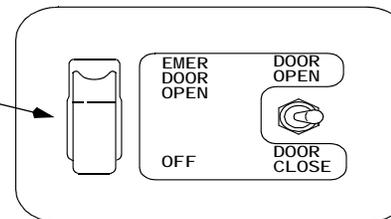
3. OPEN CONTROL ACCESS COVER
4. MOVE GUARDED EMERGENCY DOOR SWITCH TO OPEN.

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



4 CUT-IN AREAS

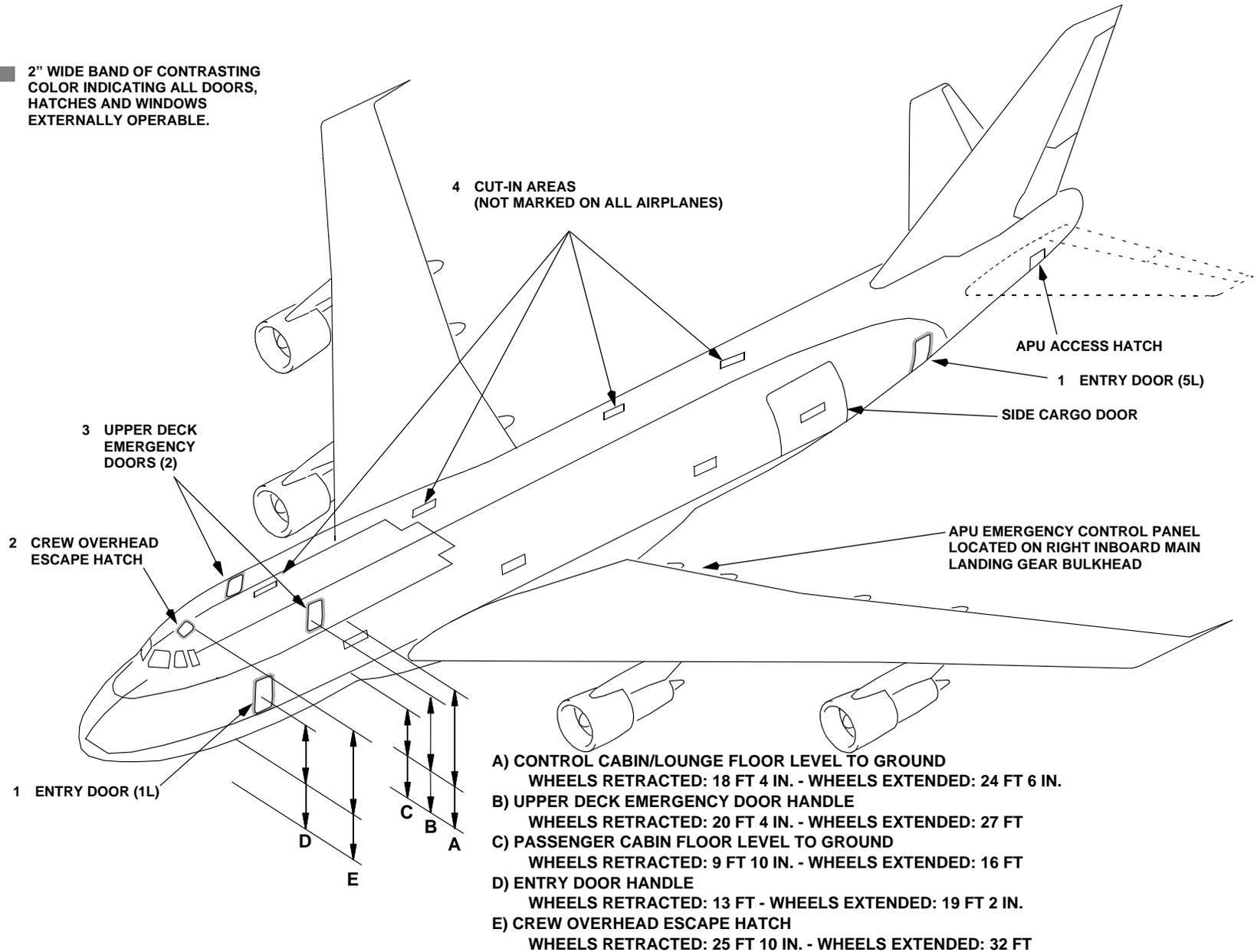
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747-300 SPECIAL FREIGHTER

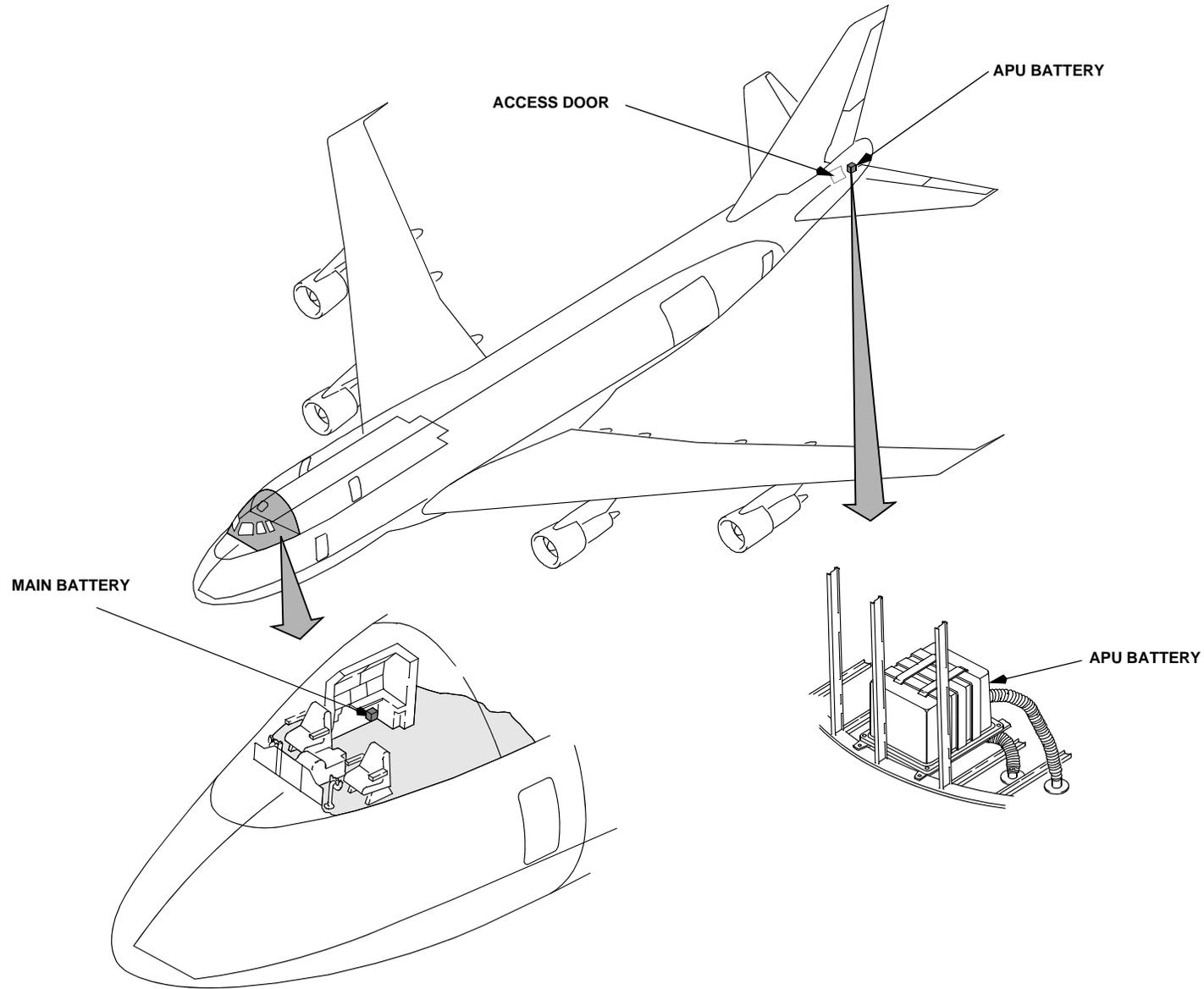
EMERGENCY RESCUE ACCESS-2

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

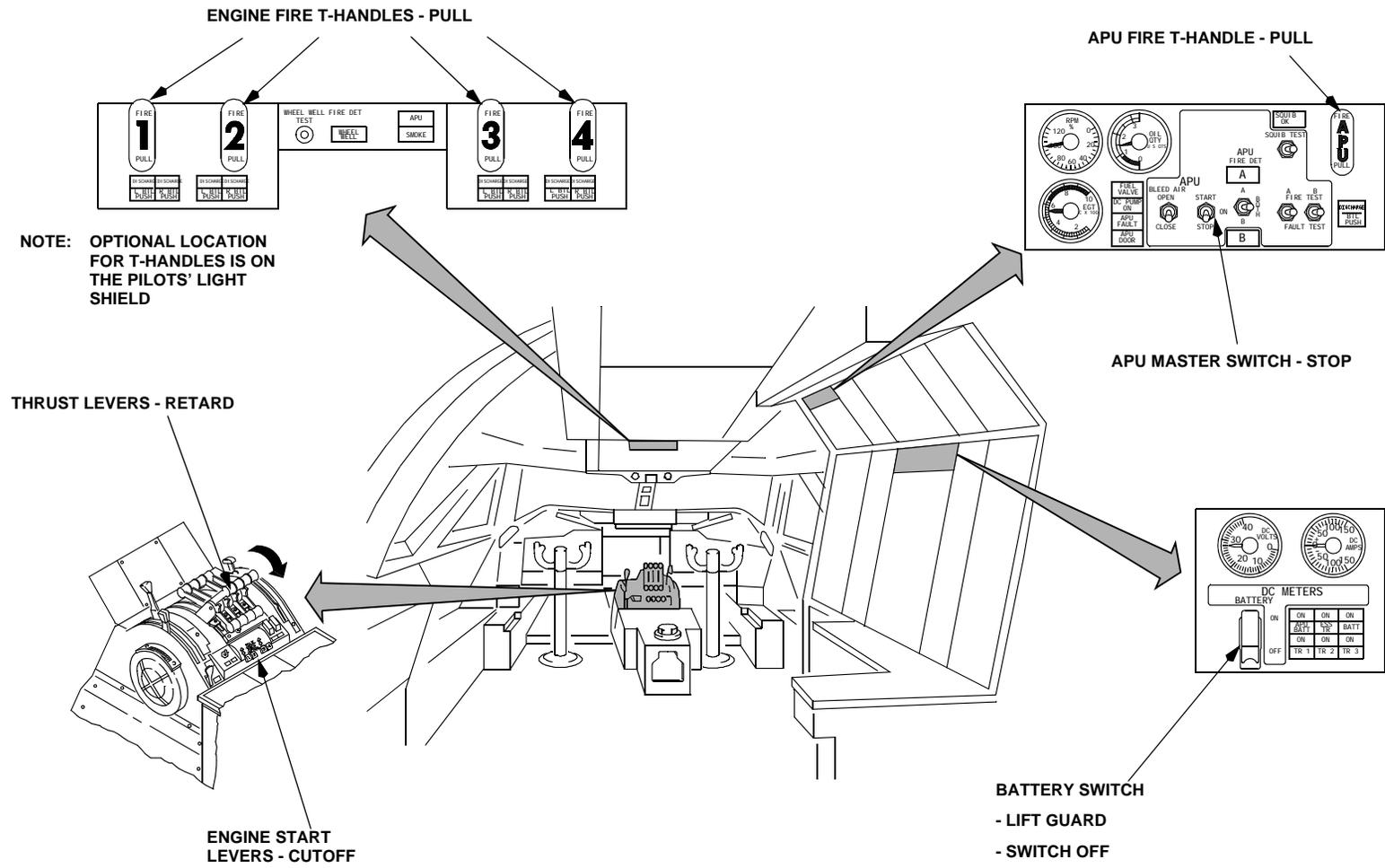


747-300 SPECIAL FREIGHTER

BATTERY LOCATIONS



747-300 SPECIAL FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS



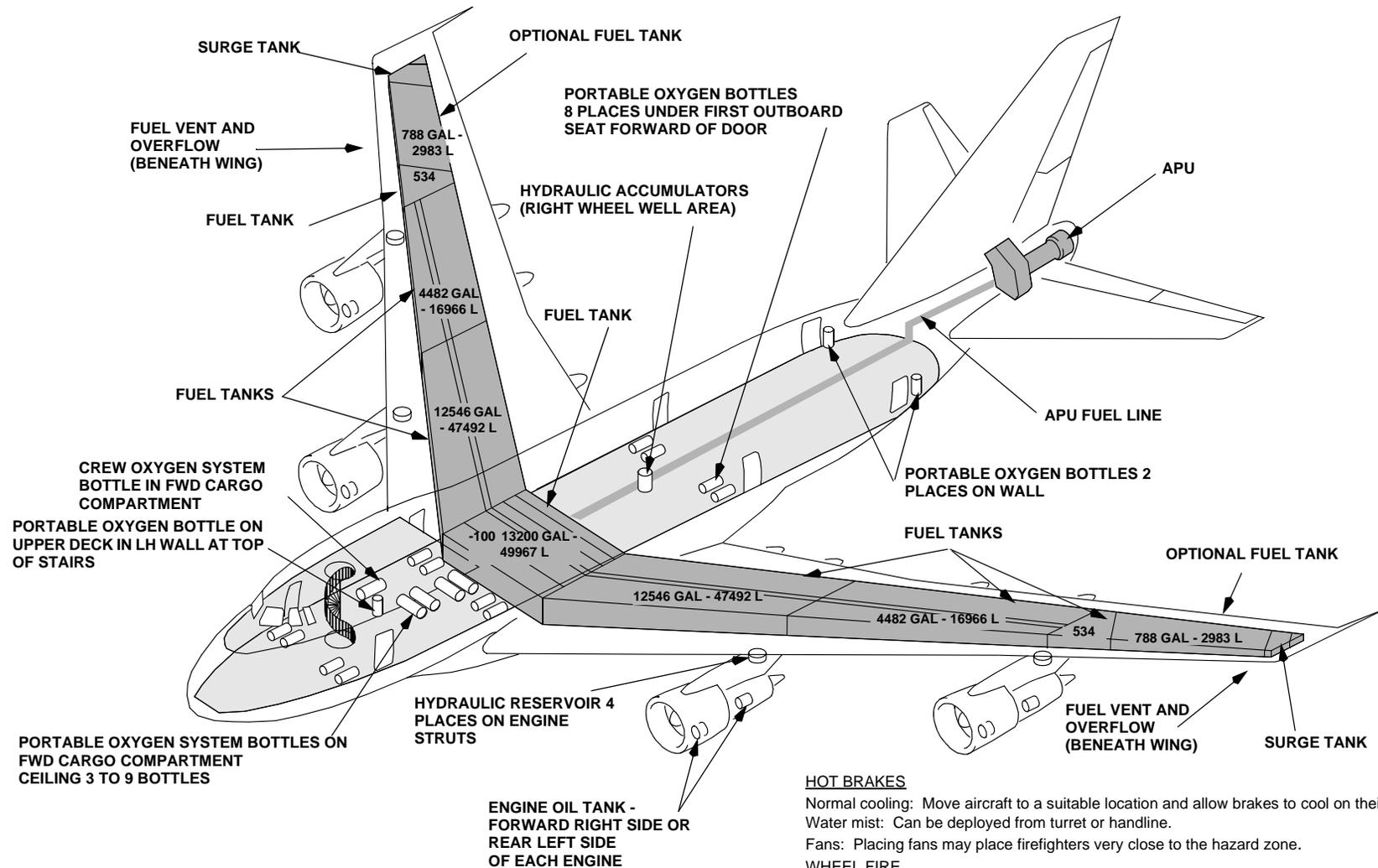
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

747-300 SPECIAL FREIGHTER

Intentionally Blank

747 SP SERIES

FLAMMABLE MATERIAL LOCATIONS



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WHEEL FIRE

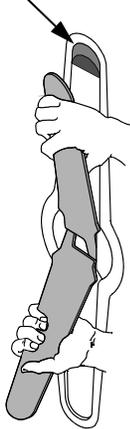
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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

747 SP SERIES

1 ENTRY DOORS EXTERNAL HANDLE (8)

HANDLE RELEASE
BUTTON

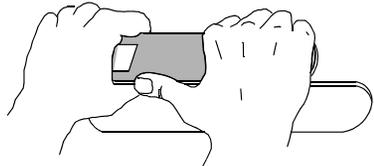
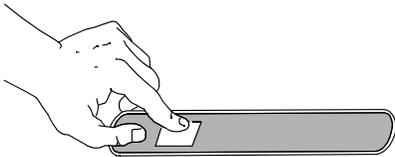


TO OPEN DOOR:

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

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

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

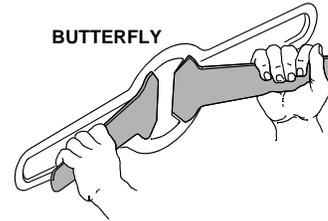


TO OPEN HATCH:

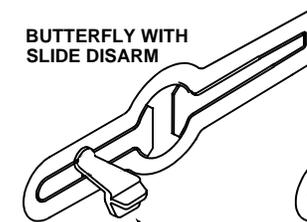
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE
3. PUSH HATCH INWARD.

EMERGENCY RESCUE ACCESS-1

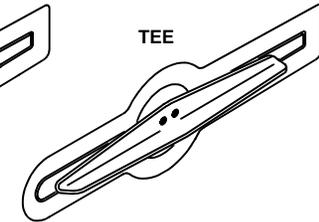
2 UPPER DECK CREW DOOR EXTERNAL HANDLE (AS INSTALLED)



BUTTERFLY



BUTTERFLY WITH
SLIDE DISARM



TEE

SLIDE DISARM HANDLE

TO OPEN DOOR:

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

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

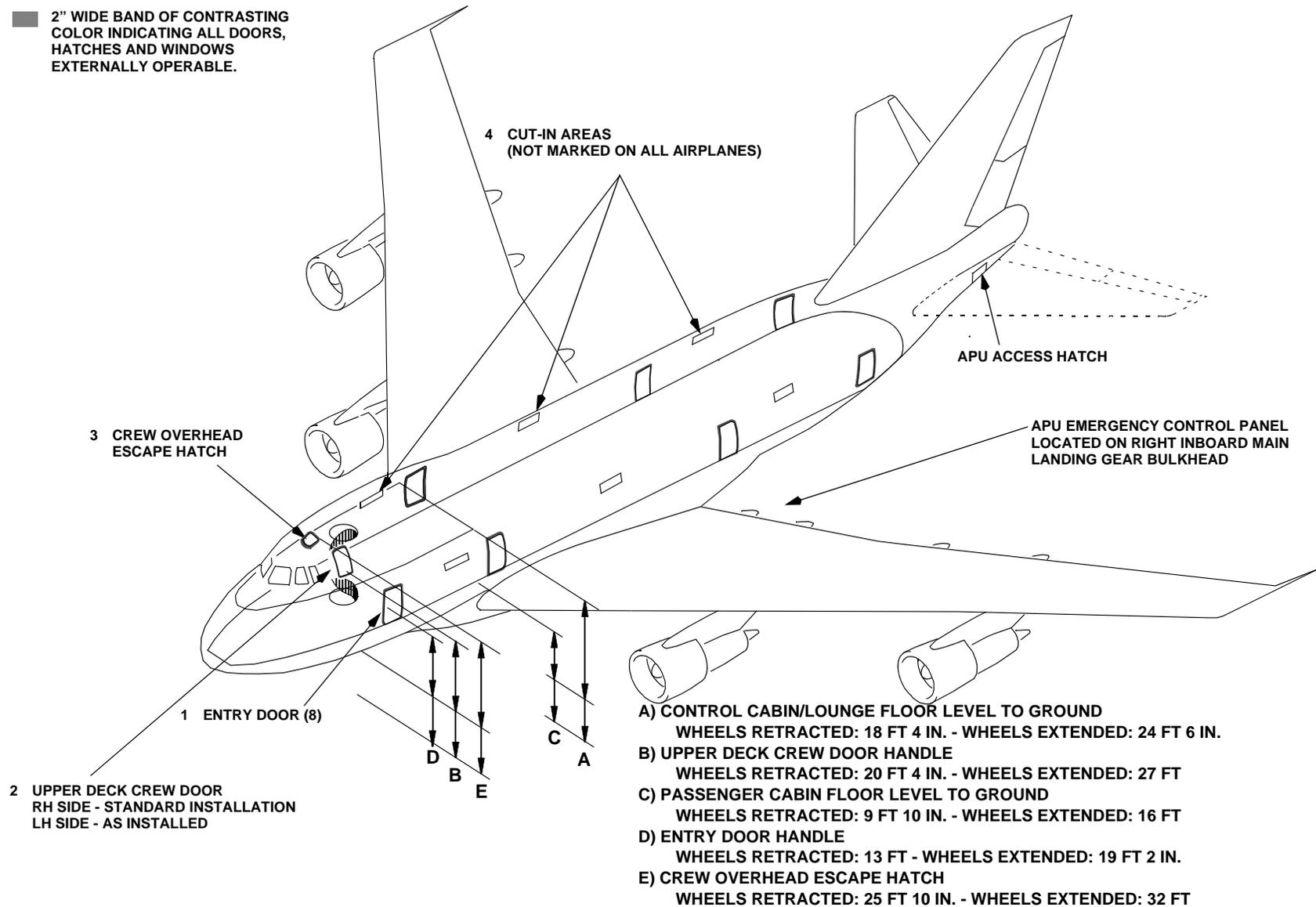
4 CUT-IN AREAS

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747 SP SERIES

EMERGENCY RESCUE ACCESS-2

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



3 CREW OVERHEAD ESCAPE HATCH

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

APU ACCESS HATCH

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

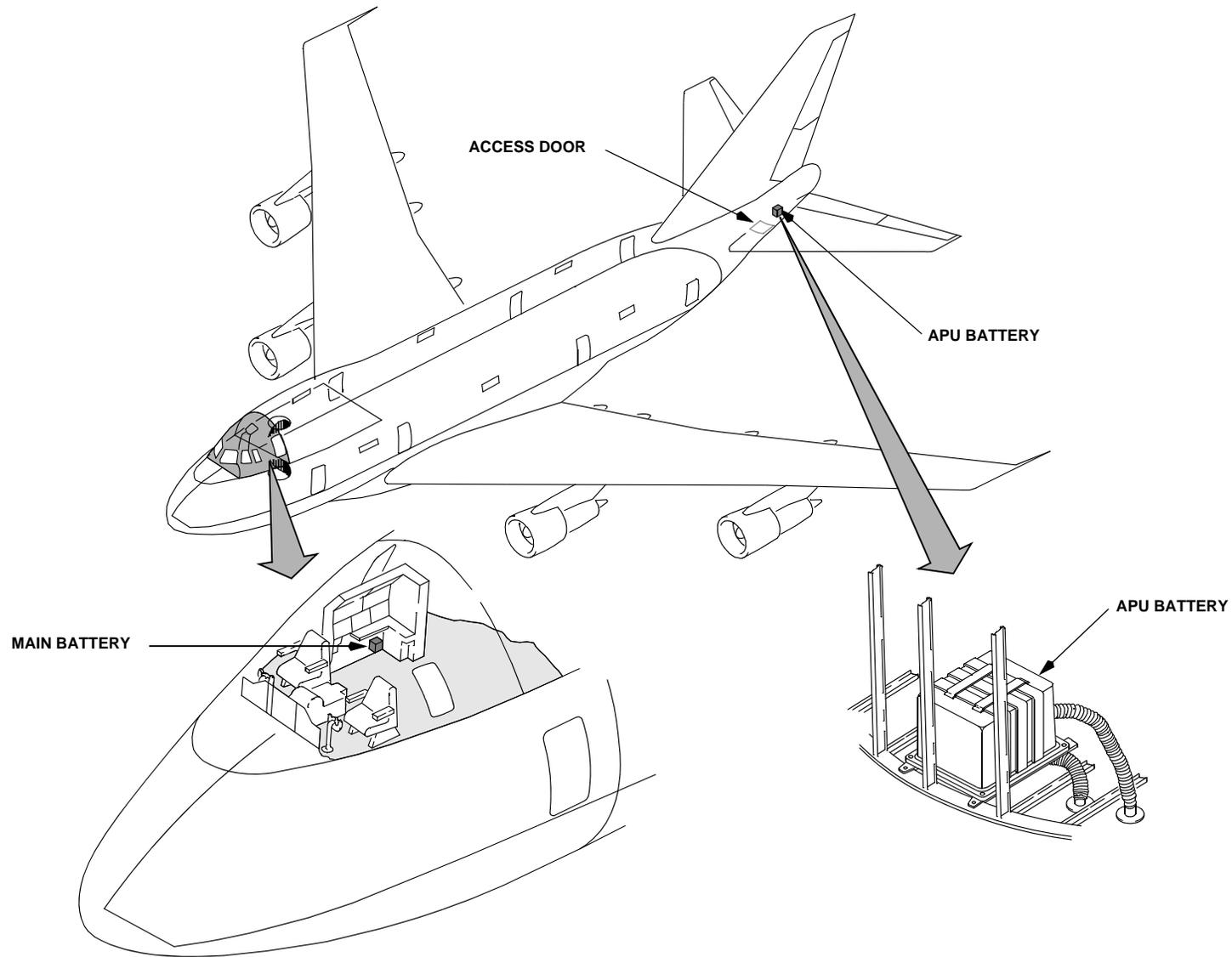
1 ENTRY DOOR (8)

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

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

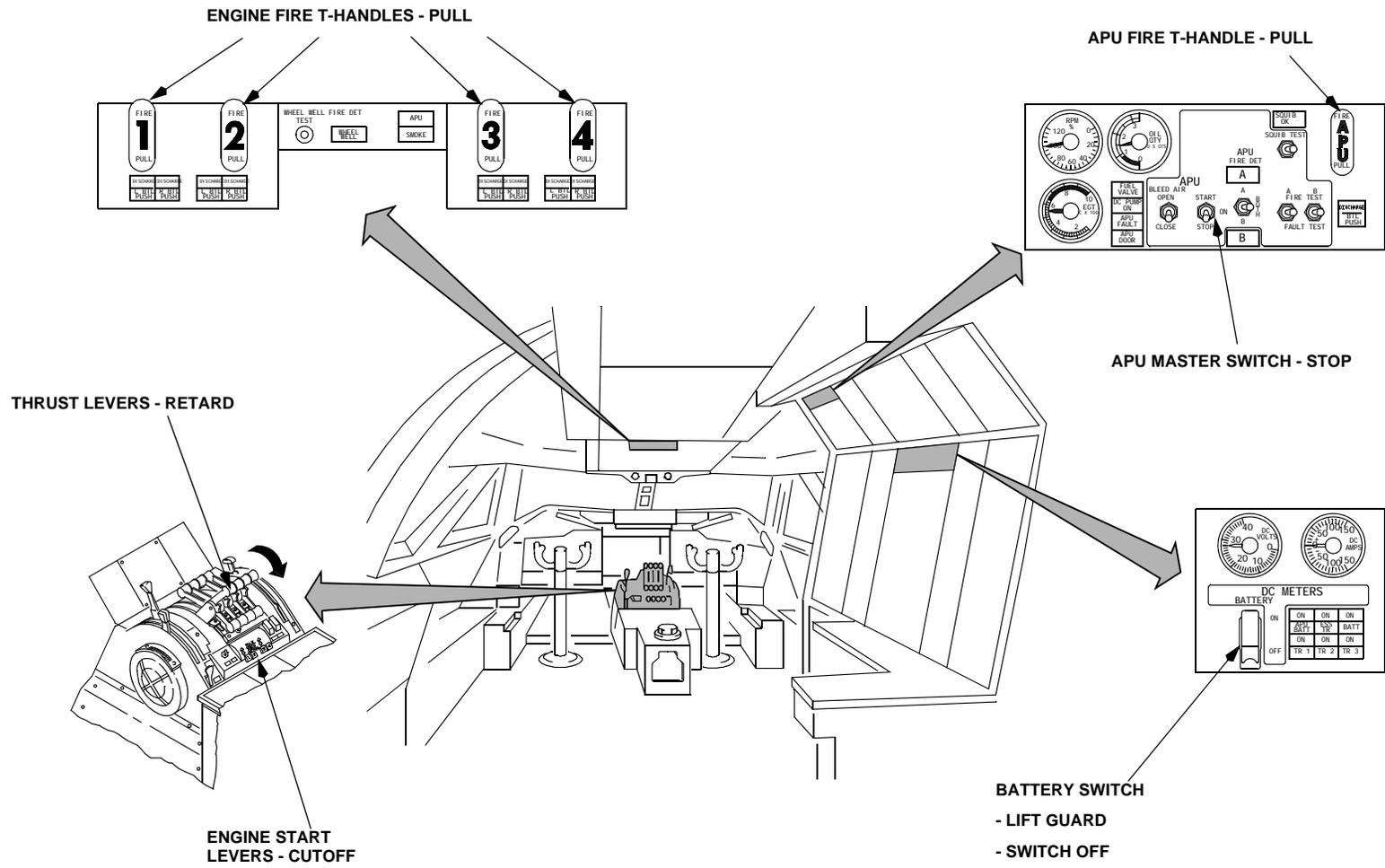
747 SP SERIES

BATTERY LOCATIONS



747 SP SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



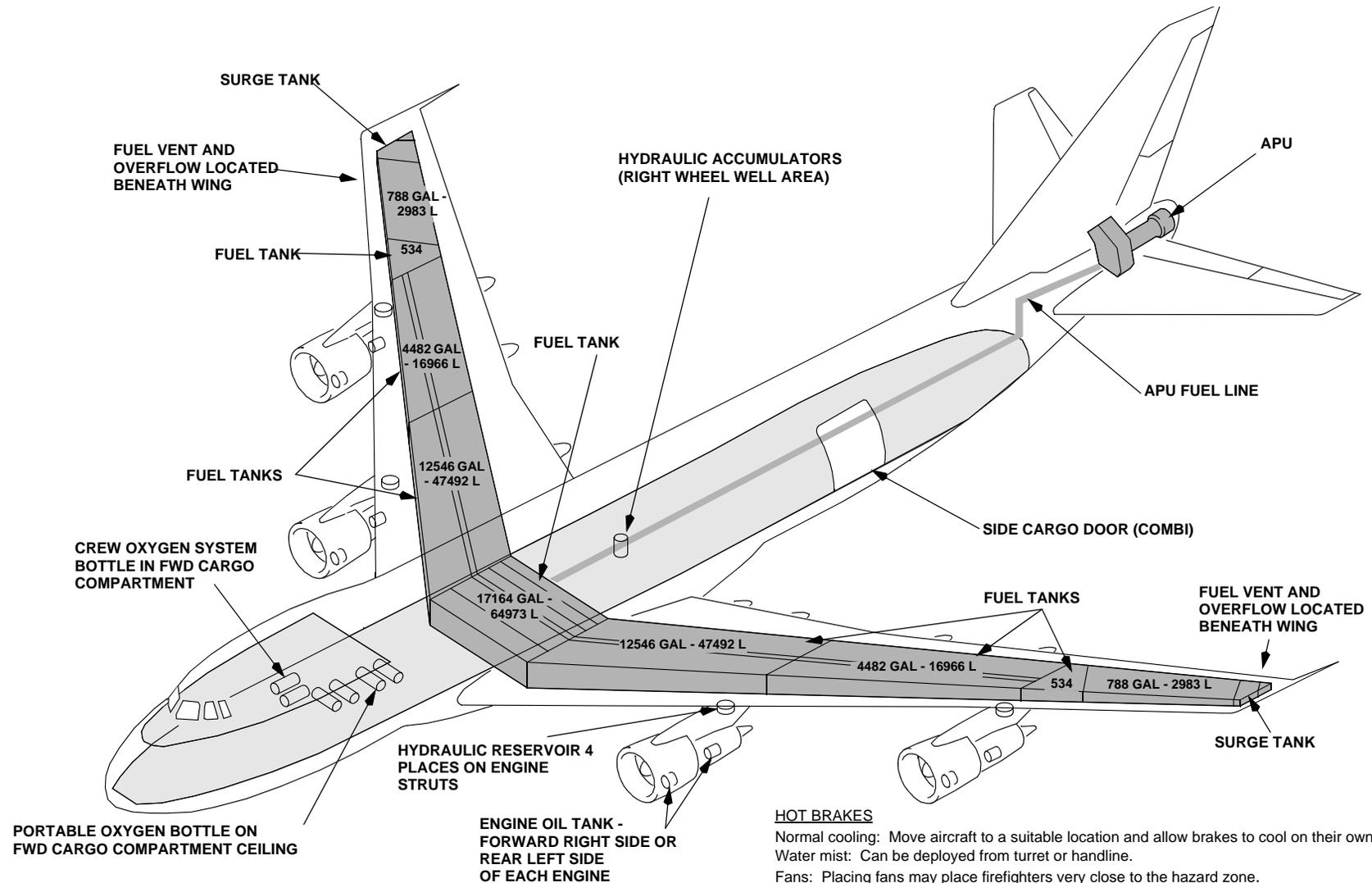
CRITICAL SWITCH LOCATIONS AND THEIR OPERATION ARE SHOWN WITH THE EXPANDED VIEWS OF THE CONTROL MODULES.

747 SP SERIES

Intentionally Blank

747 FREIGHTER SERIES

FLAMMABLE MATERIAL LOCATIONS



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

HOT BRAKES

Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.

Water mist: Can be deployed from turret or handline.

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

WHEEL FIRE

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

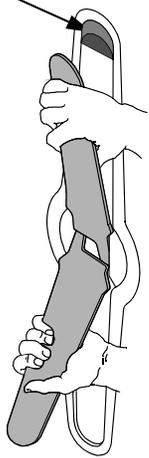
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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

747 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-1

HANDLE RELEASE
BUTTON



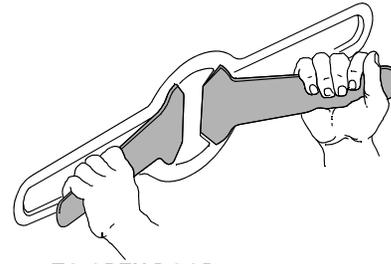
1 ENTRY DOORS EXTERNAL HANDLE (2)

TO OPEN DOOR:

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

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

2 UPPER DECK CREW DOOR EXTERNAL HANDLE

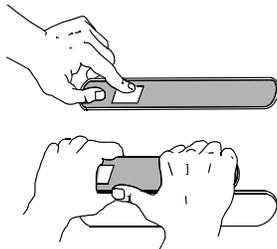


TO OPEN DOOR:

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

NOTE: THE ESCAPE SLIDE WILL REMAIN IN THE DOORWAY.

3 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



TO OPEN HATCH:

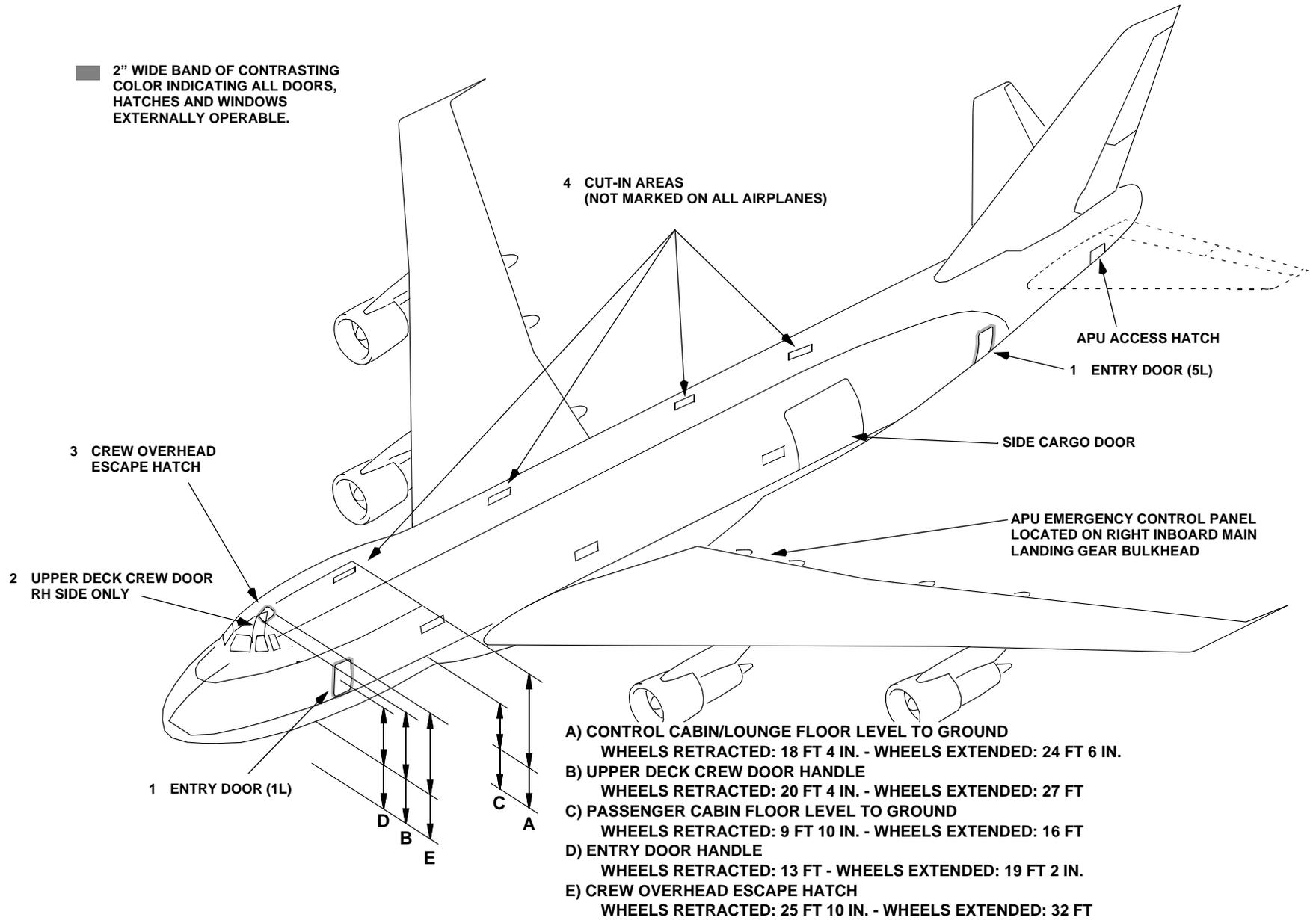
1. PUSH RELEASE TRIGGER ON HANDLE (HANDLE WILL SPRING OUT FROM RECESS APPROXIMATELY 3 INCHES).
2. ROTATE HANDLE 180° CLOCKWISE.
3. PUSH HATCH INWARD.

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.

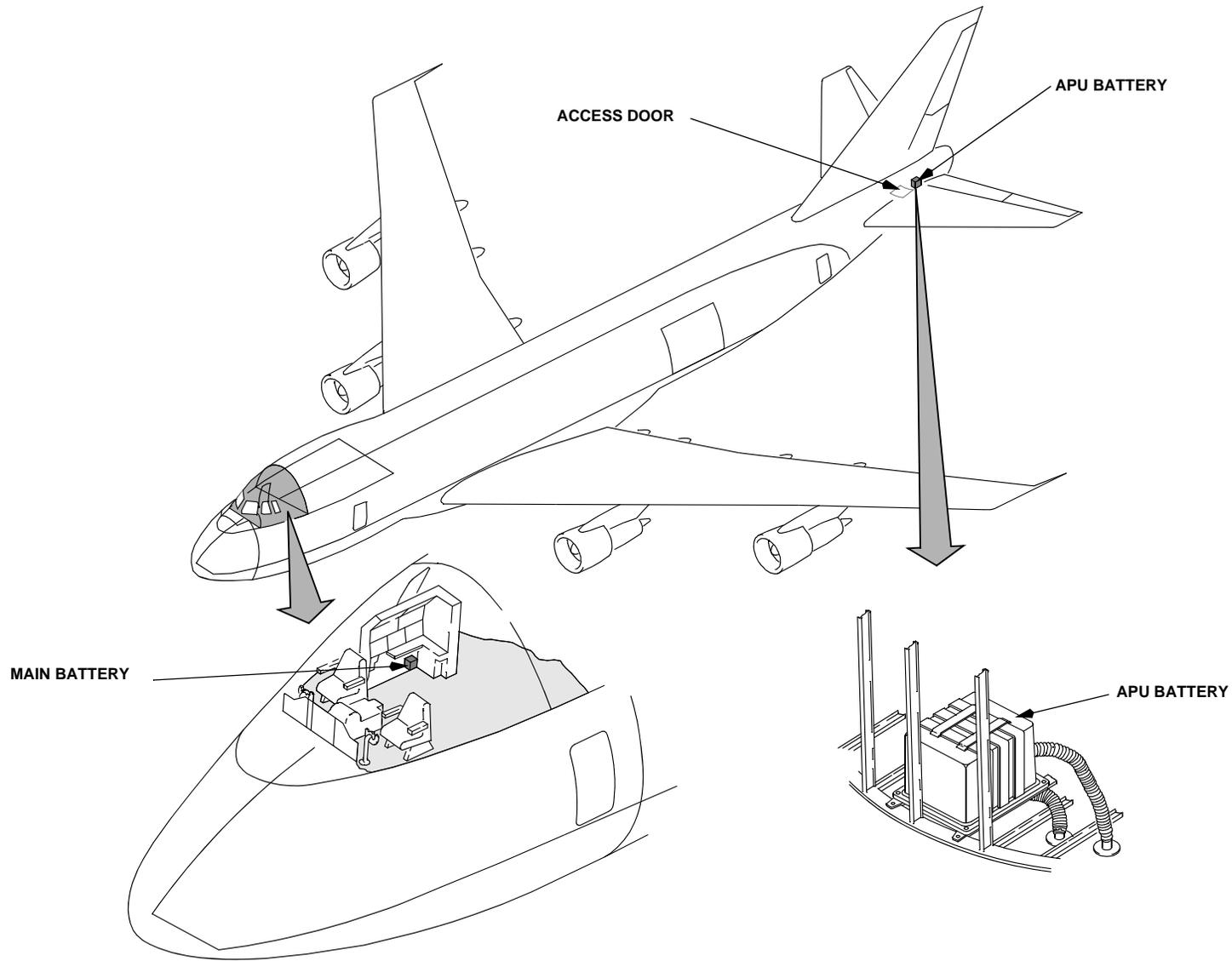
747 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-2



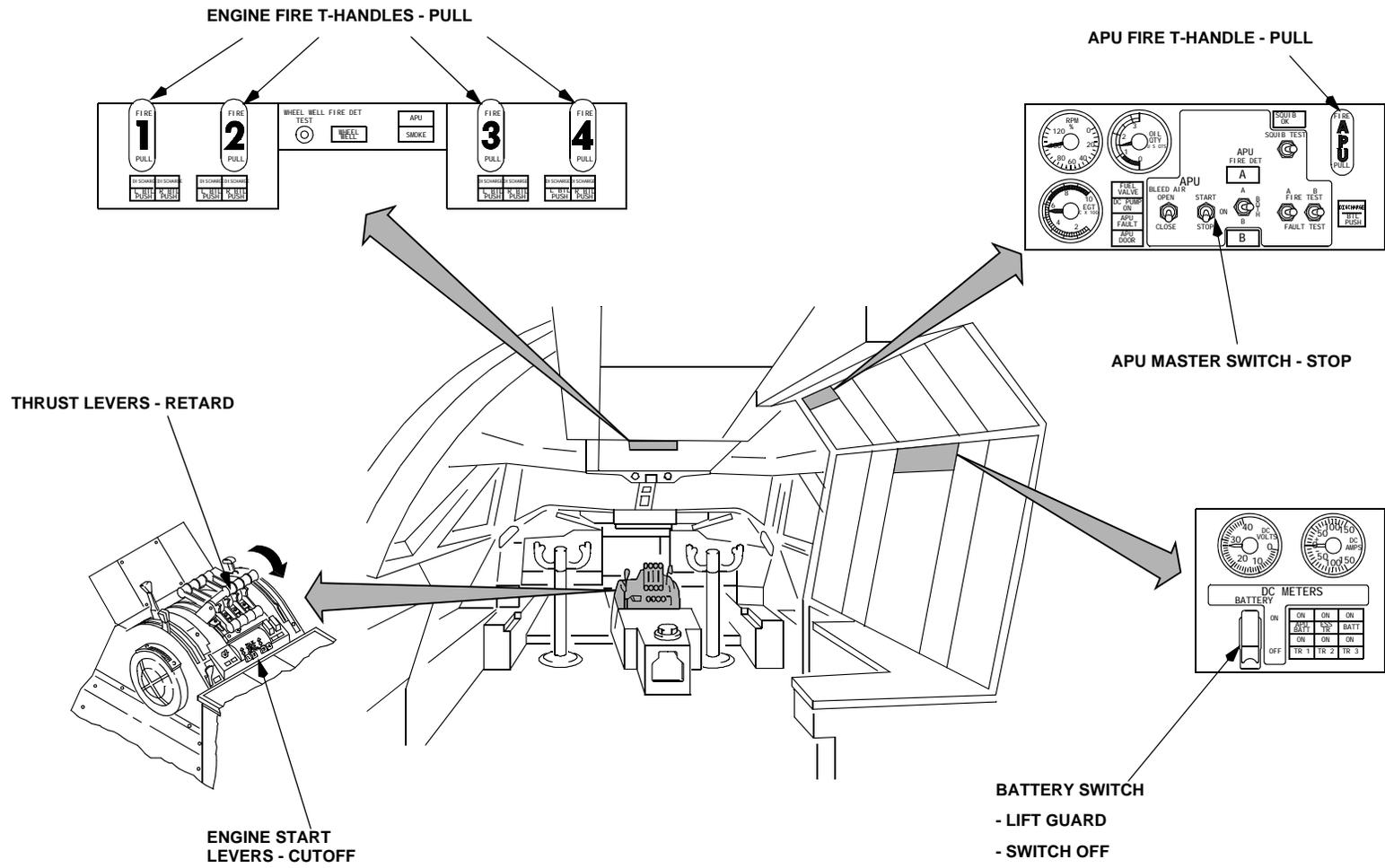
747 FREIGHTER SERIES

BATTERY LOCATIONS



747 FREIGHTER SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS



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

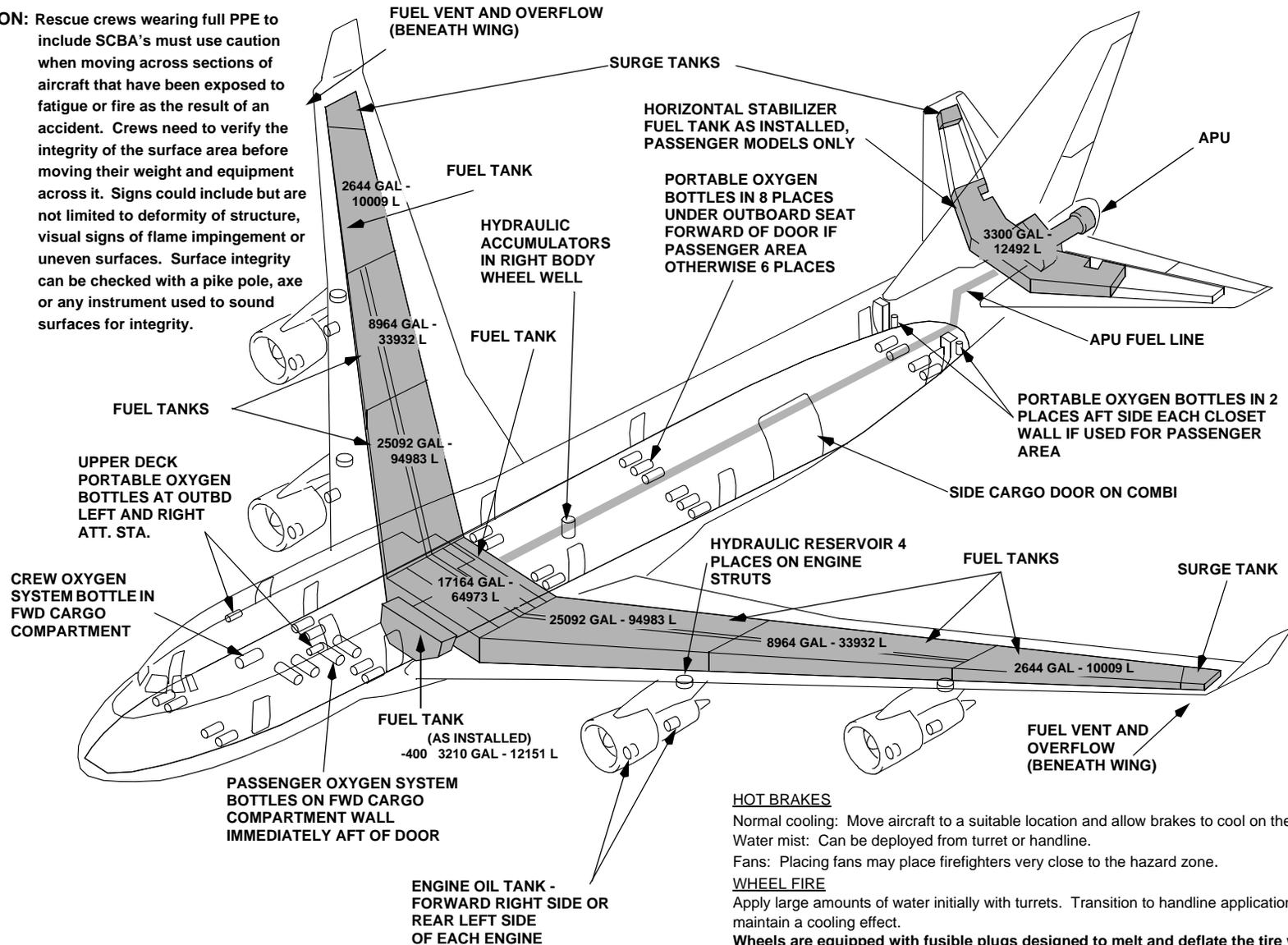
747 FREIGHTER SERIES

Intentionally Blank

747-400 & 400 COMBI SERIES

FLAMMABLE MATERIAL LOCATIONS

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



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

HOT BRAKES

Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.

Water mist: Can be deployed from turret or handline.

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

WHEEL FIRE

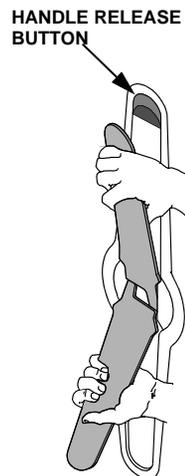
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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

747-400 & 400 COMBI SERIES

EMERGENCY RESCUE ACCESS-1

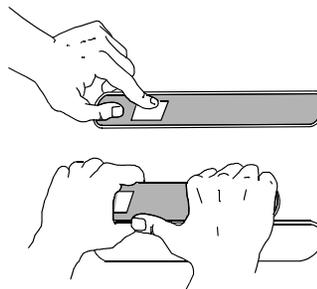
1 ENTRY DOORS EXTERNAL HANDLE (10)



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

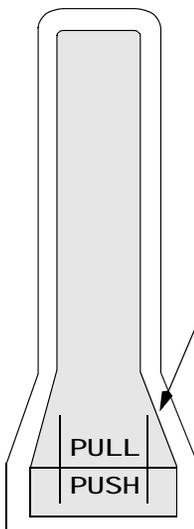
NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



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

3 UPPER DECK EMERGENCY DOORS (2)



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

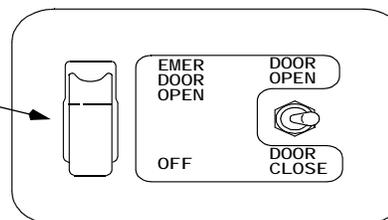
NOTE: PUSHING IN THE DISARM LEVER DISARMS THE SLIDE AND DISENGAGES THE EMERGENCY POWER SYSTEM.
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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

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

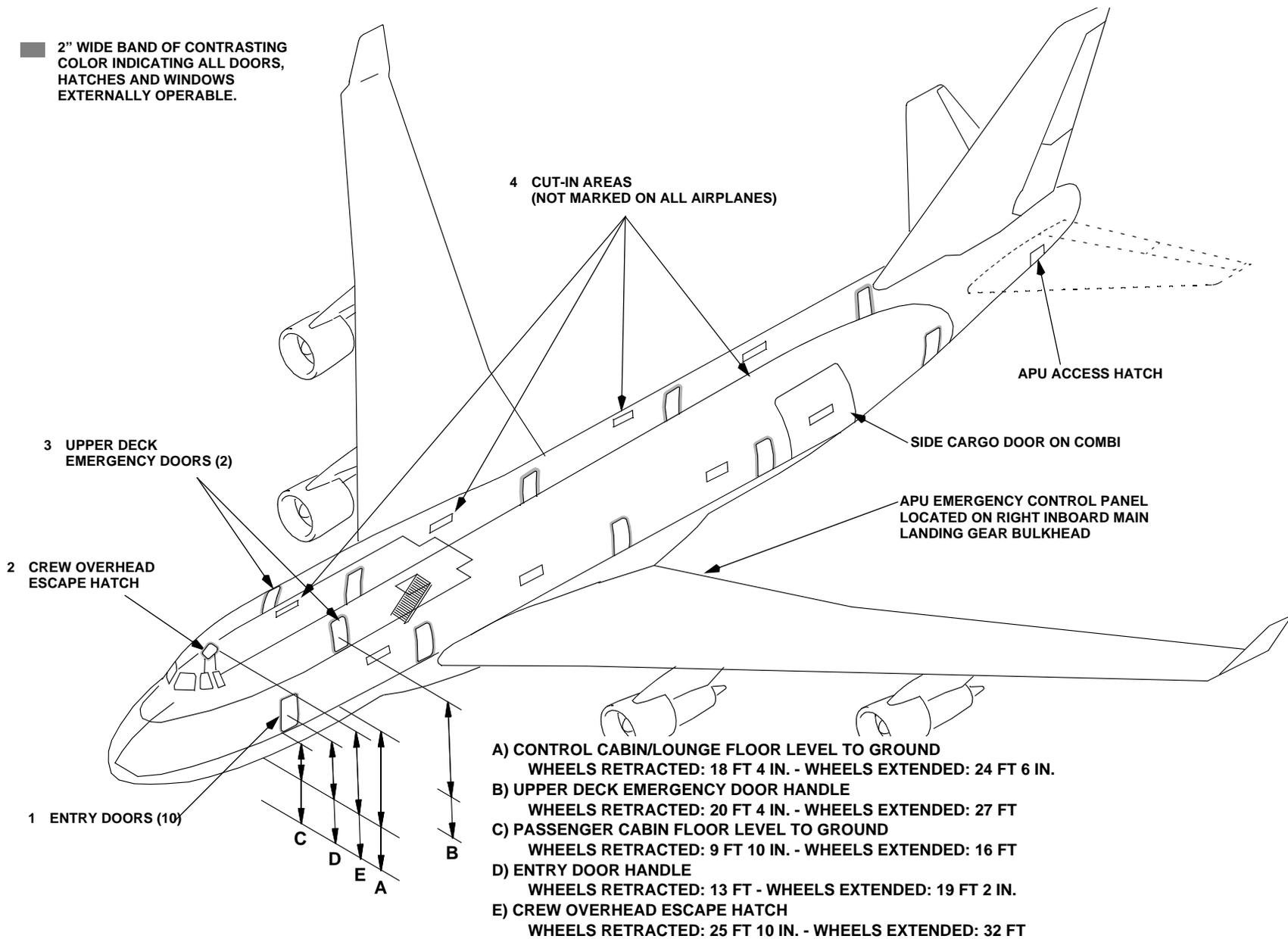
4 CUT-IN AREAS

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



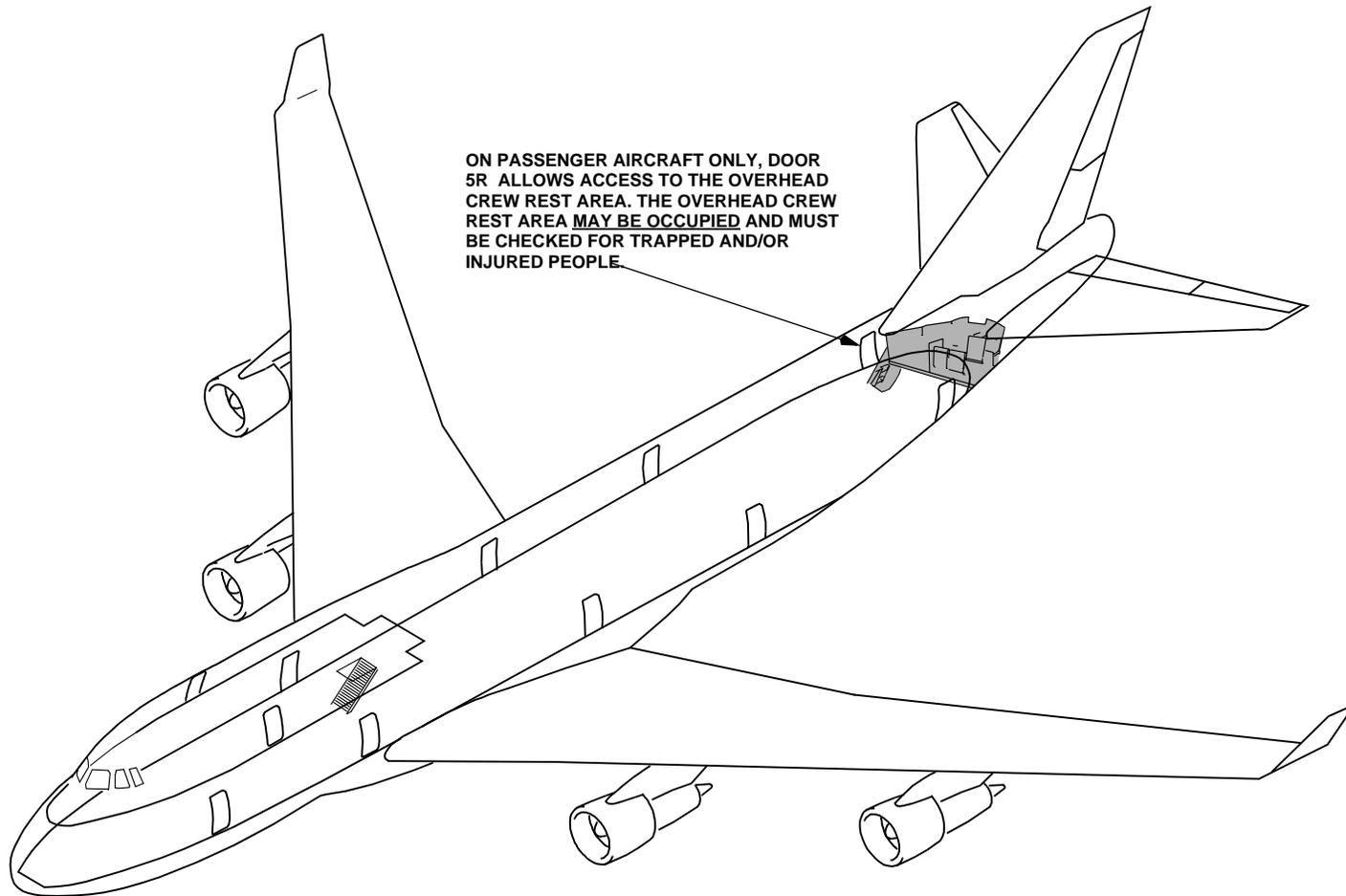
747-400 & 400 COMBI SERIES

EMERGENCY RESCUE ACCESS-2



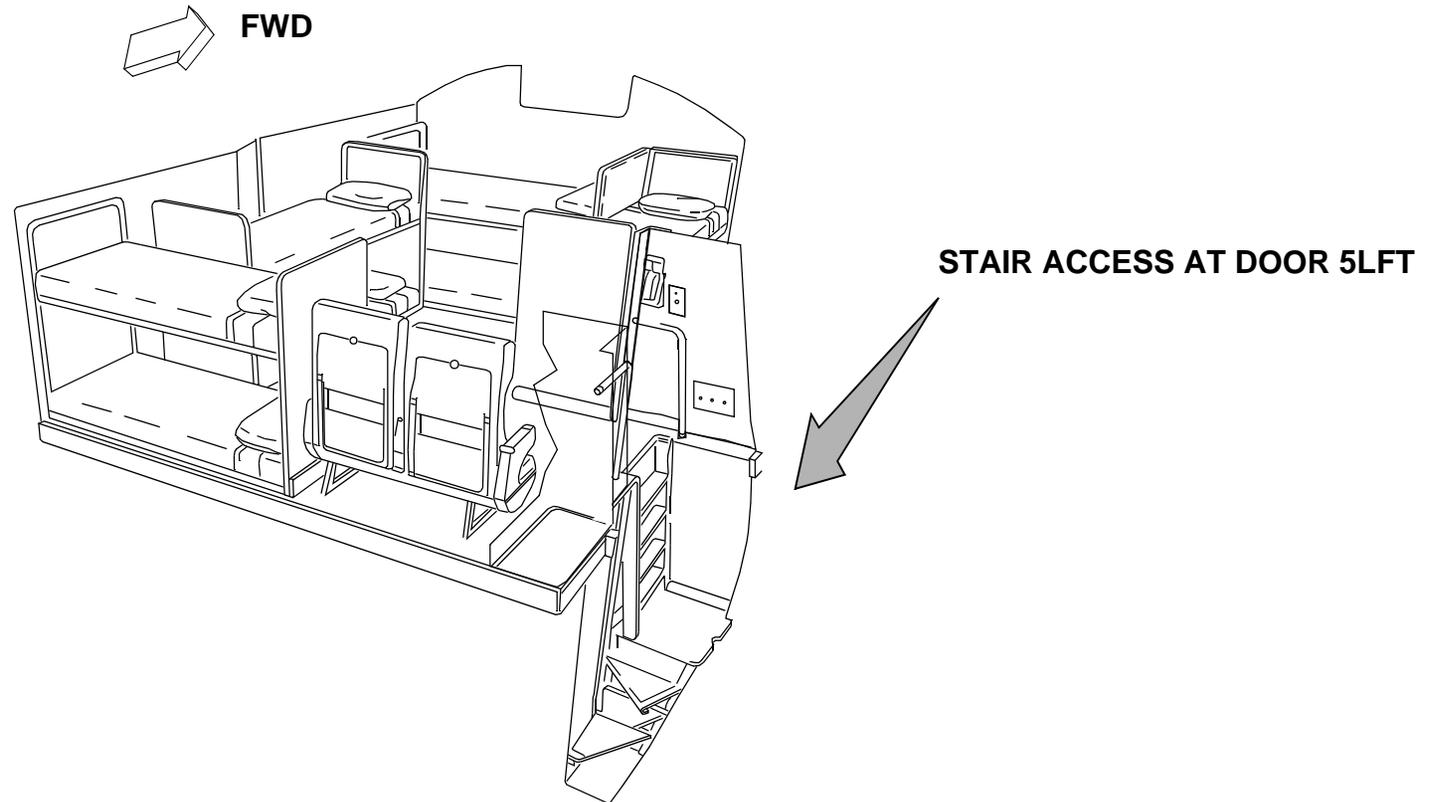
747-400 & 400 COMBI SERIES

EMERGENCY RESCUE ACCESS-3



747-400 & 400 COMBI SERIES

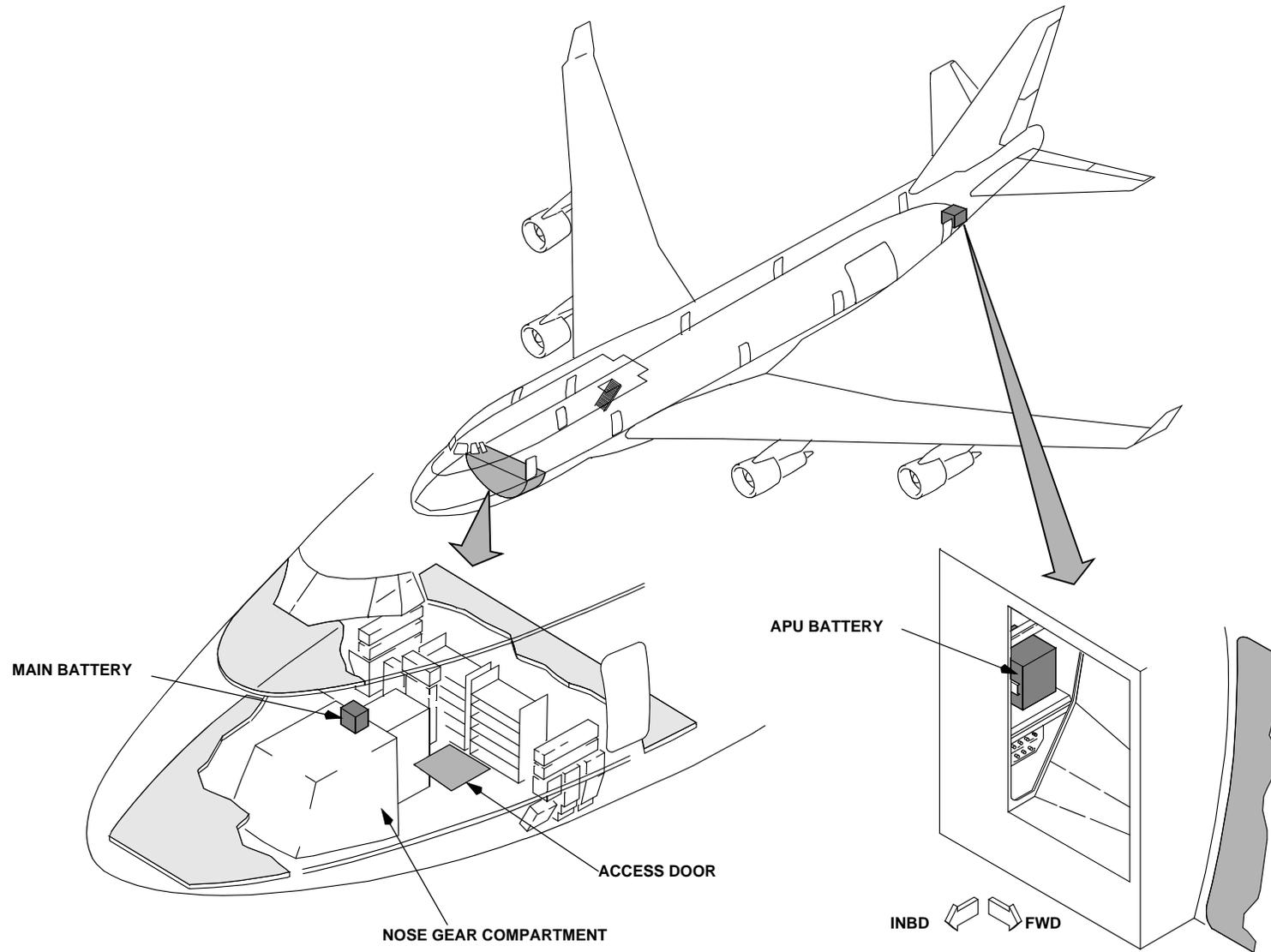
EMERGENCY RESCUE ACCESS-4



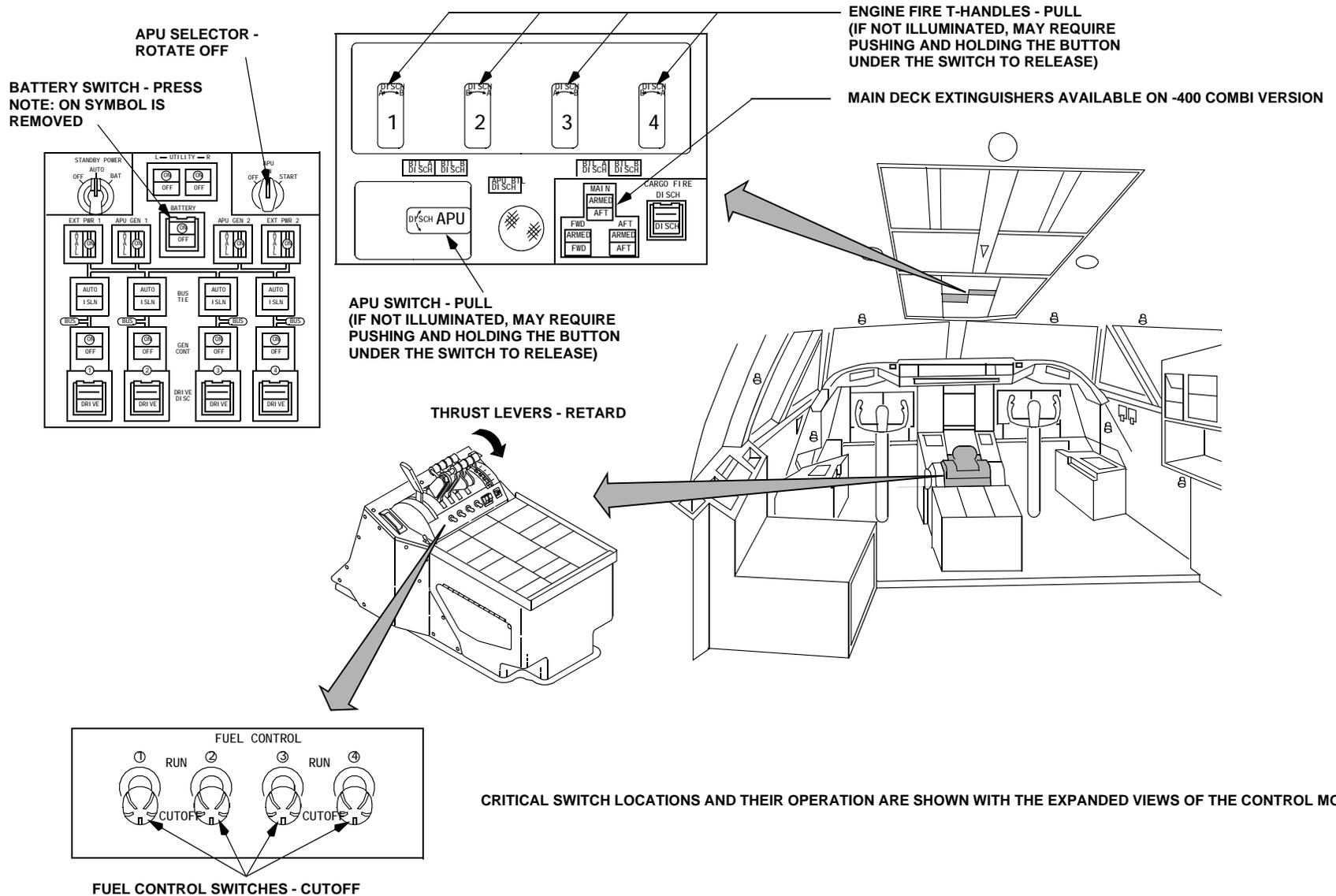
AFT OVERHEAD FLIGHT CREW REST AREA

747-400 & 400 COMBI SERIES

BATTERY LOCATIONS



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

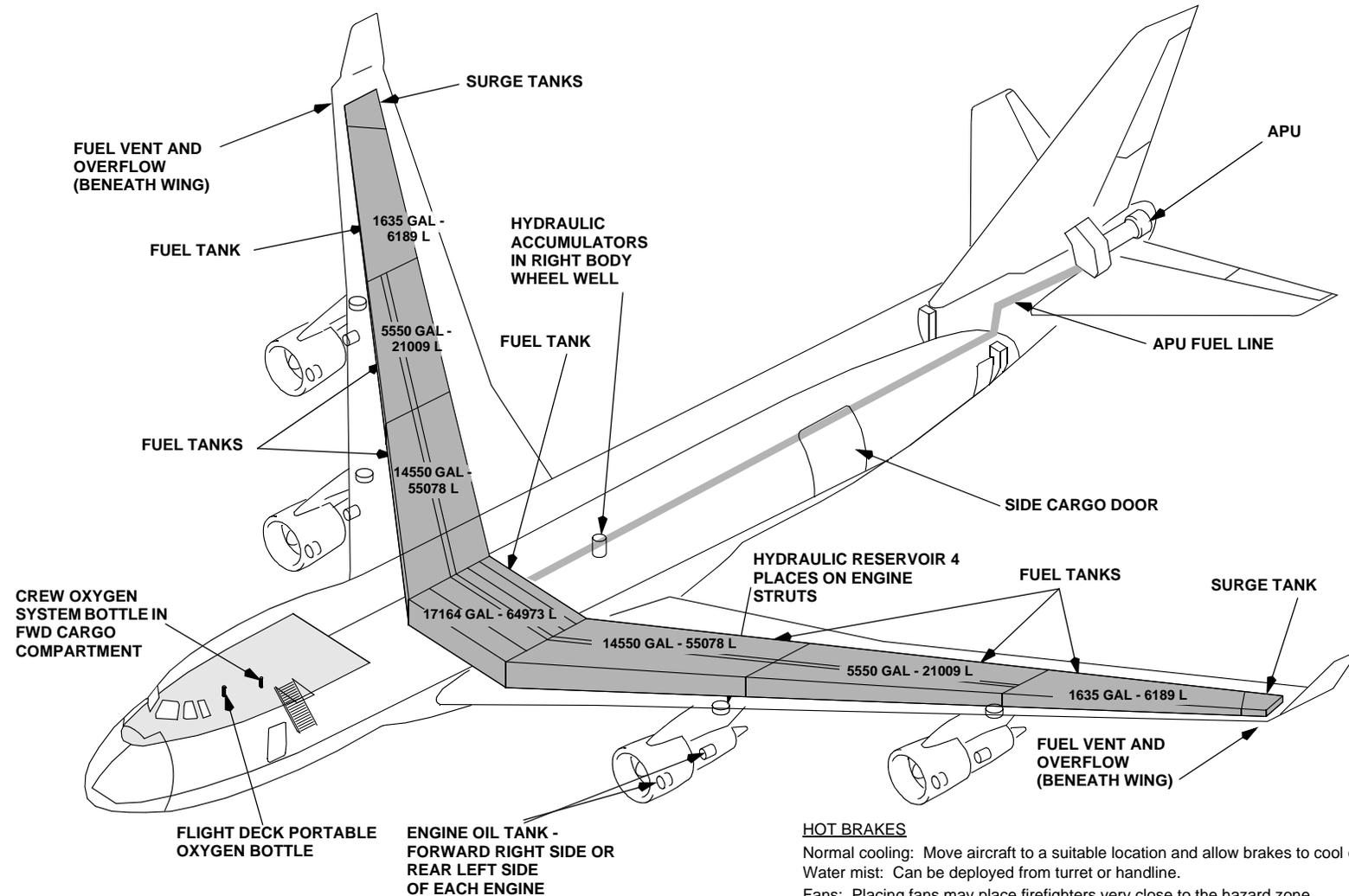


747-400 & 400 COMBI SERIES

Intentionally Blank

747-400 FREIGHTER SERIES

FLAMMABLE MATERIAL LOCATIONS



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

HOT BRAKES

Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.

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

WHEEL FIRE

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

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

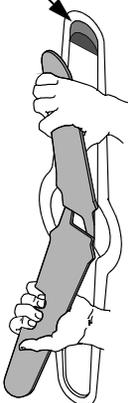
WARNING: Approach landing gear trucks from forward or aft when fighting a wheel fire, as wheels and tires may explode.

747-400 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS EXTERNAL HANDLE (2)

HANDLE RELEASE
BUTTON

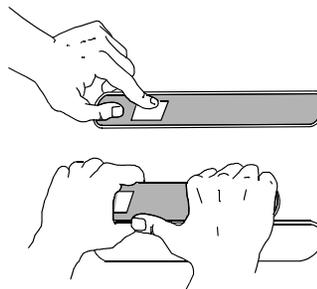


TO OPEN DOOR:

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

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

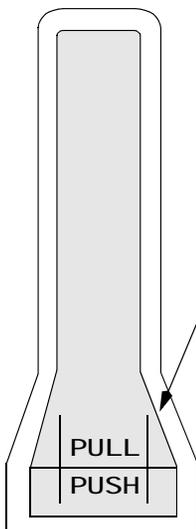
2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



TO OPEN HATCH:

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

3 UPPER DECK EMERGENCY DOOR



TO OPEN DOOR:

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

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

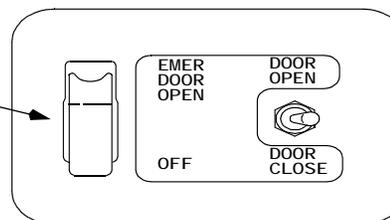
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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

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

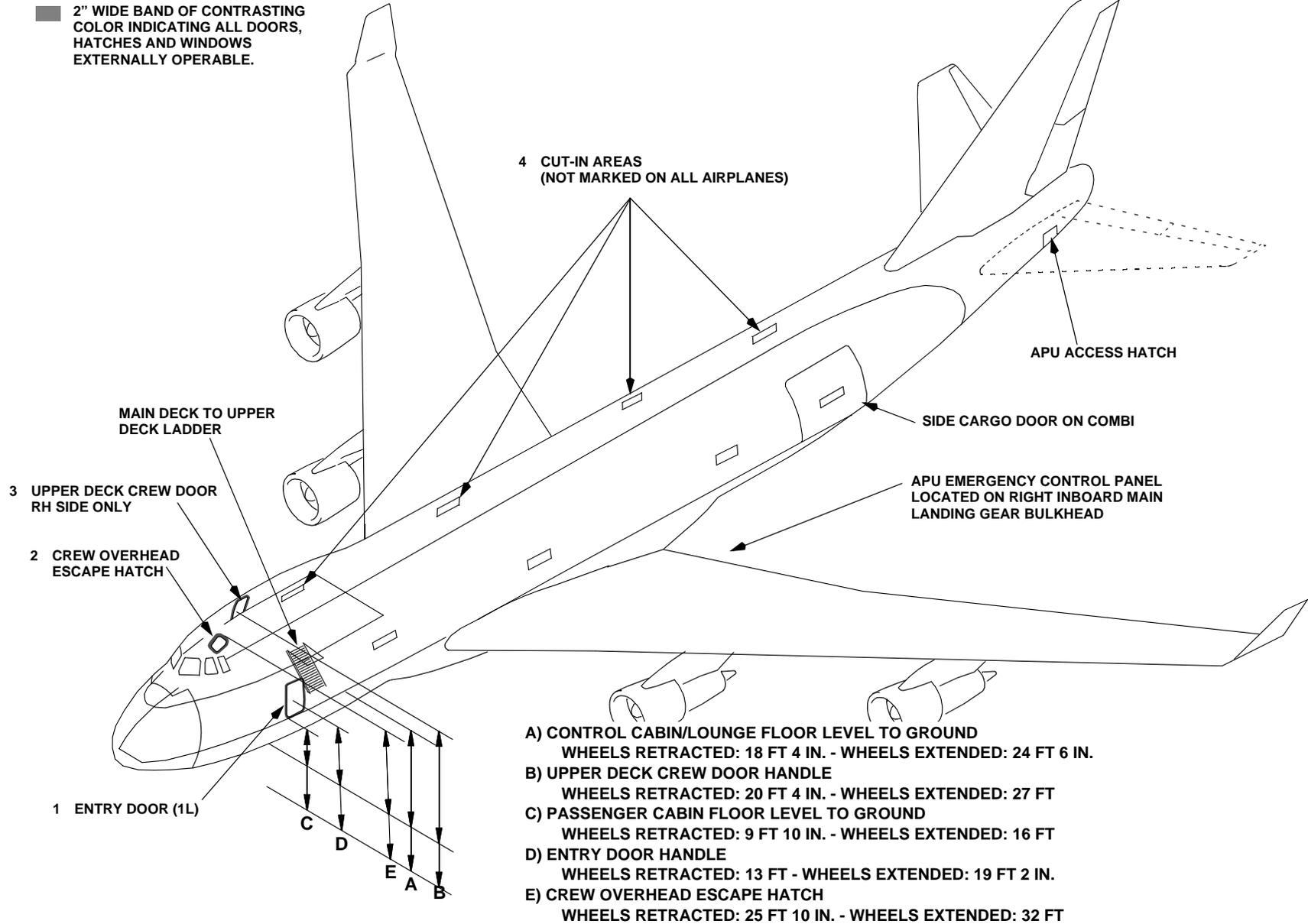
4 CUT-IN AREAS

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



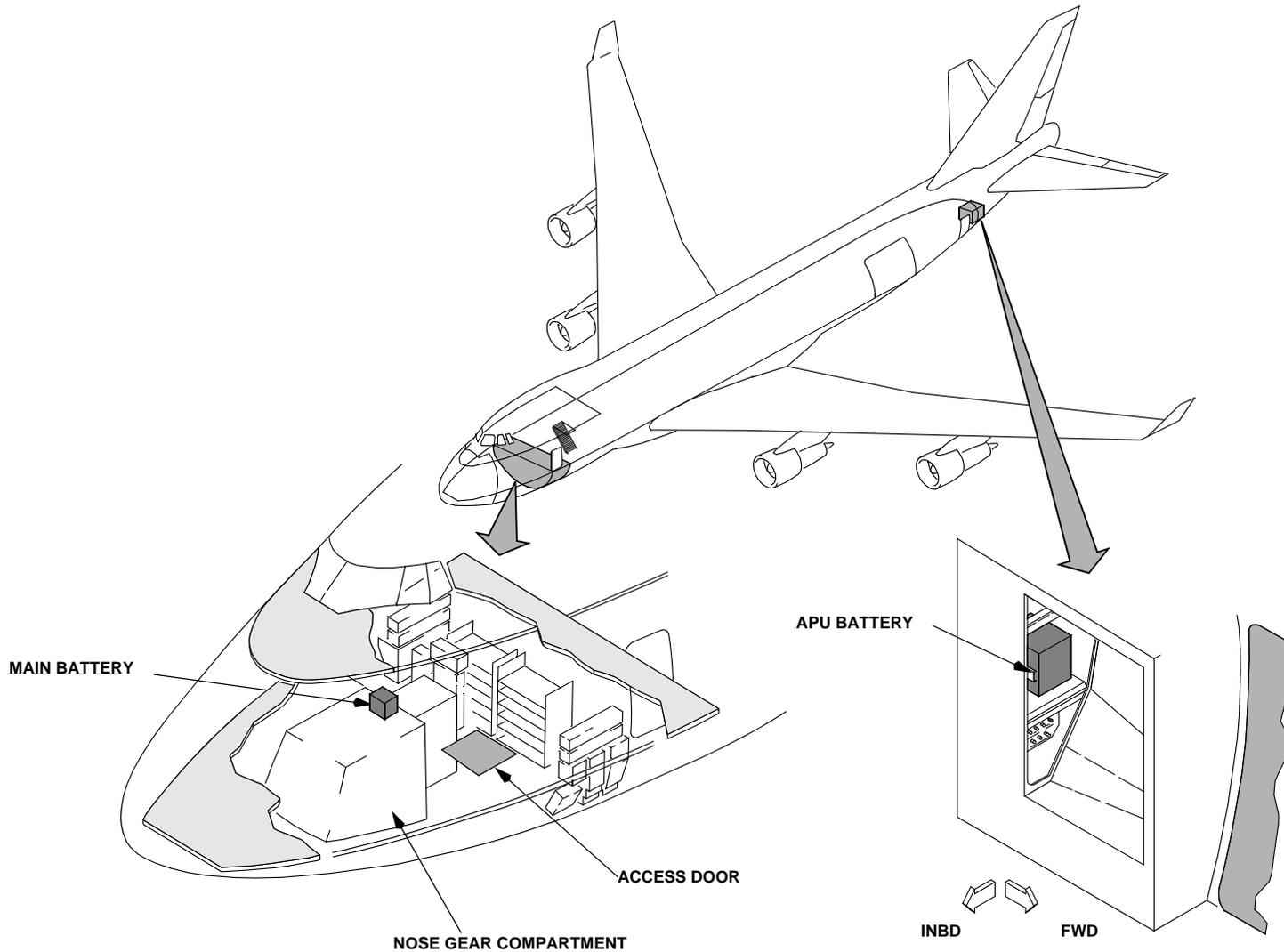
747-400 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-2



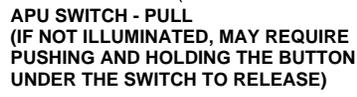
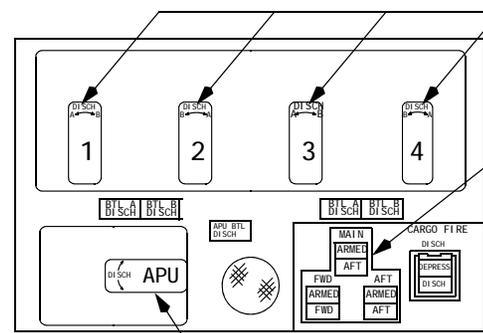
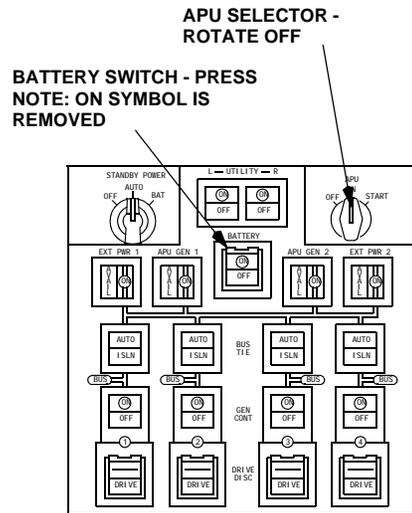
747-400 FREIGHTER SERIES

BATTERY LOCATIONS

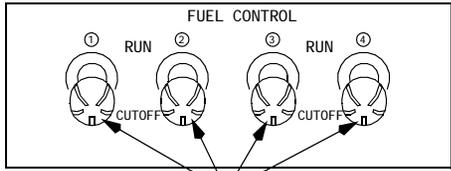
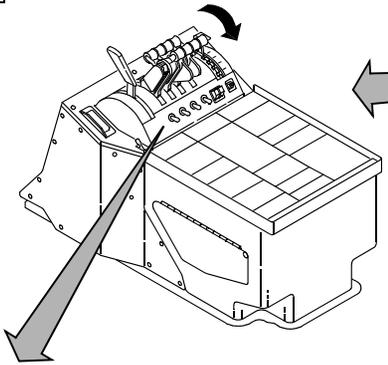


747-400 FREIGHTER SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

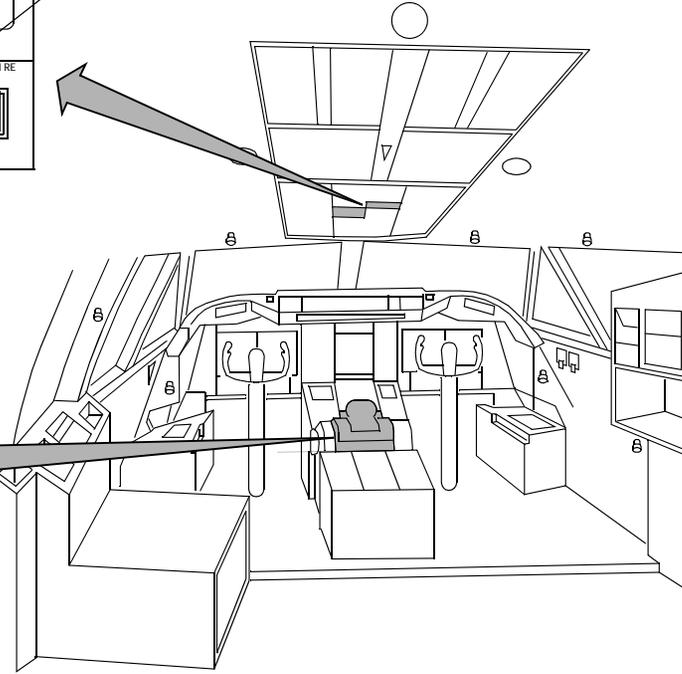


THRUST LEVERS - RETARD



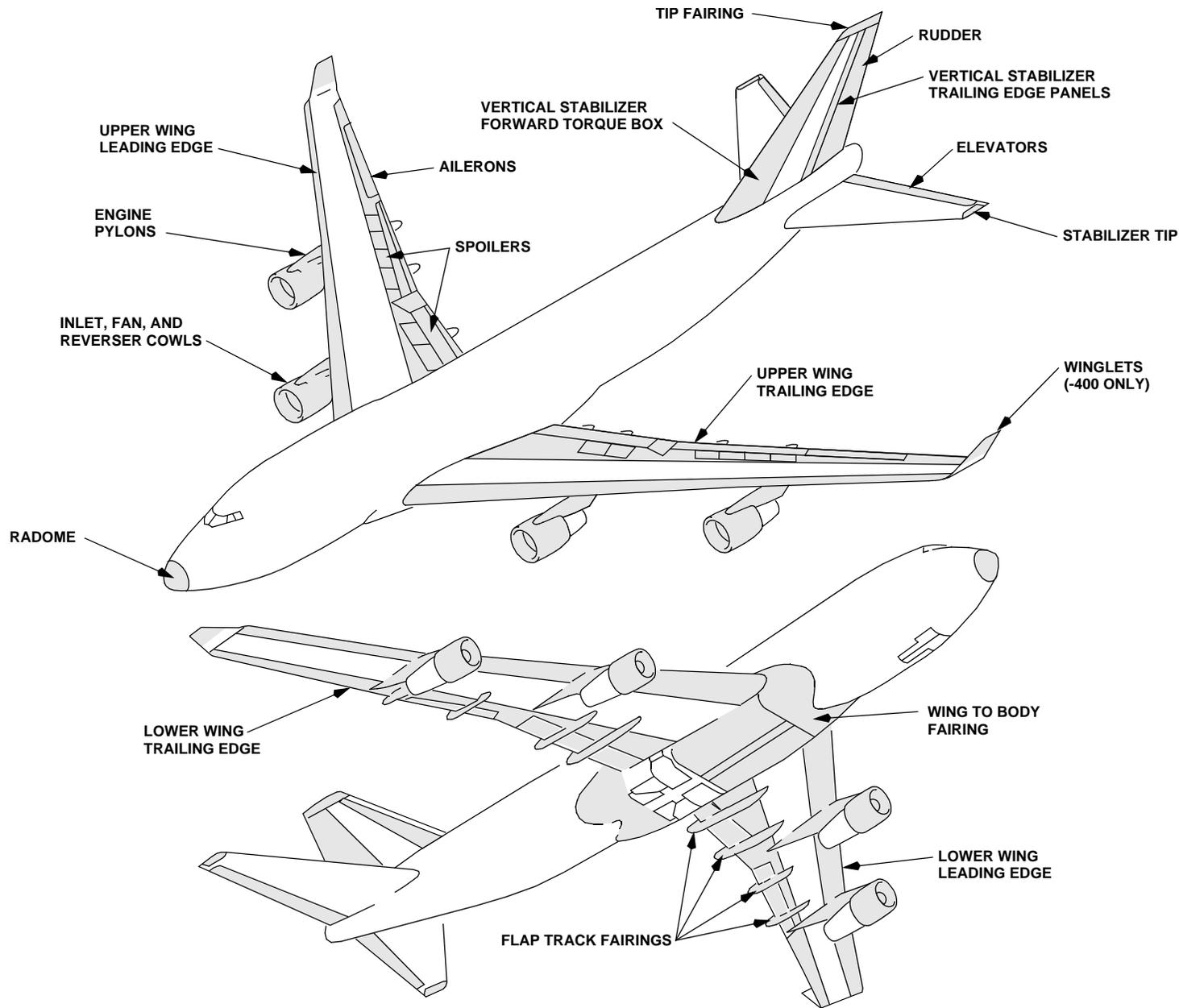
FUEL CONTROL SWITCHES - CUTOFF

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



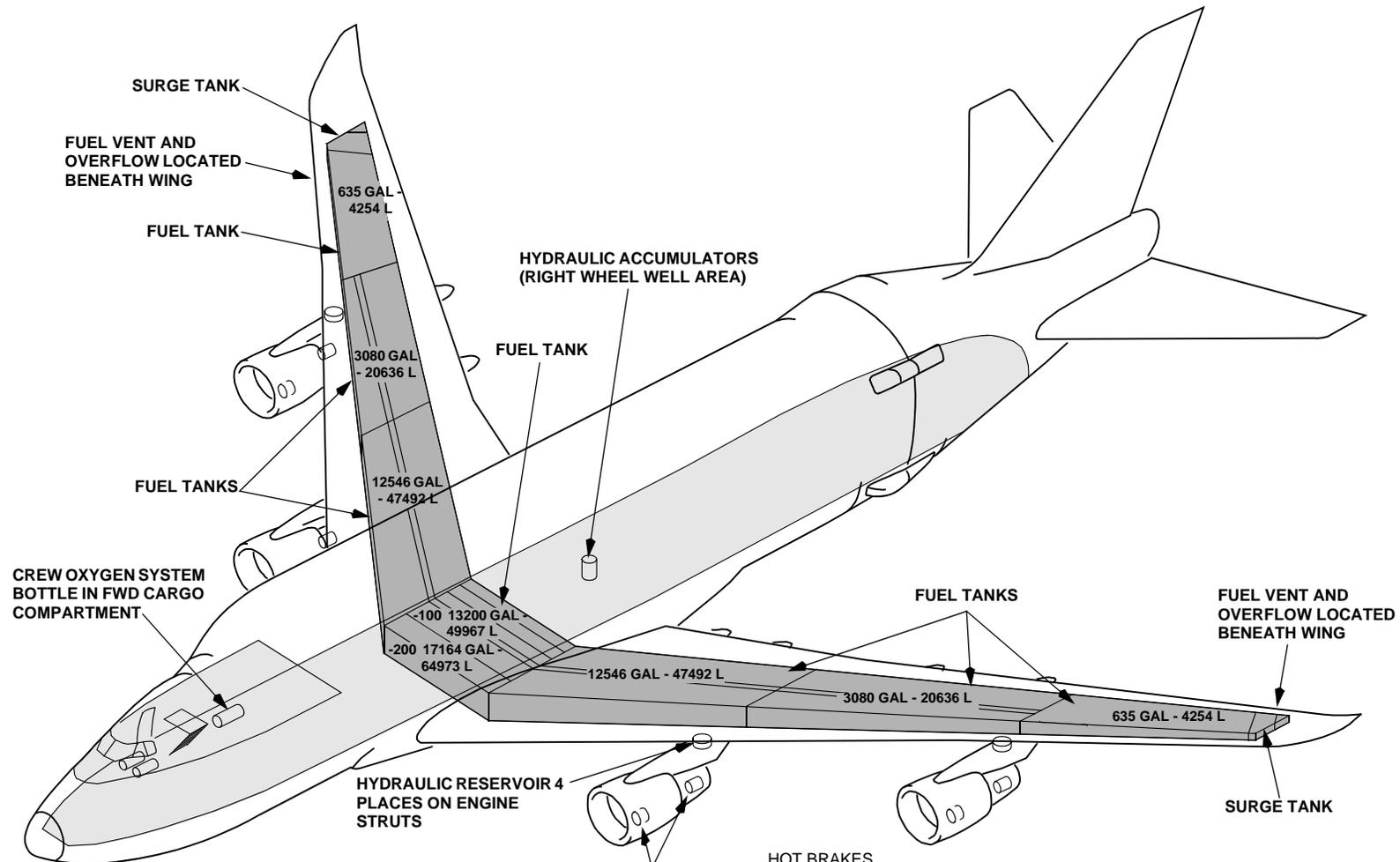
747-400 FREIGHTER SERIES

COMPOSITE MATERIALS LOCATIONS



747 LARGE CARGO FREIGHTER

FLAMMABLE MATERIAL LOCATIONS



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

HOT BRAKES

Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.

Water mist: Can be deployed from turret or handline.

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

WHEEL FIRE

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

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

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

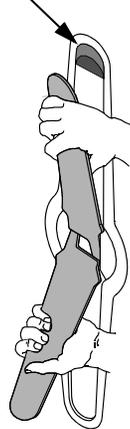
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747 LARGE CARGO FREIGHTER

EMERGENCY RESCUE ACCESS-1

1 ENTRY DOORS EXTERNAL HANDLE (2)

HANDLE RELEASE
BUTTON

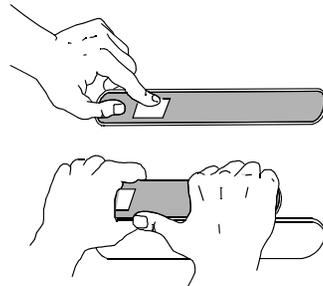


TO OPEN DOOR:

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

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

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE

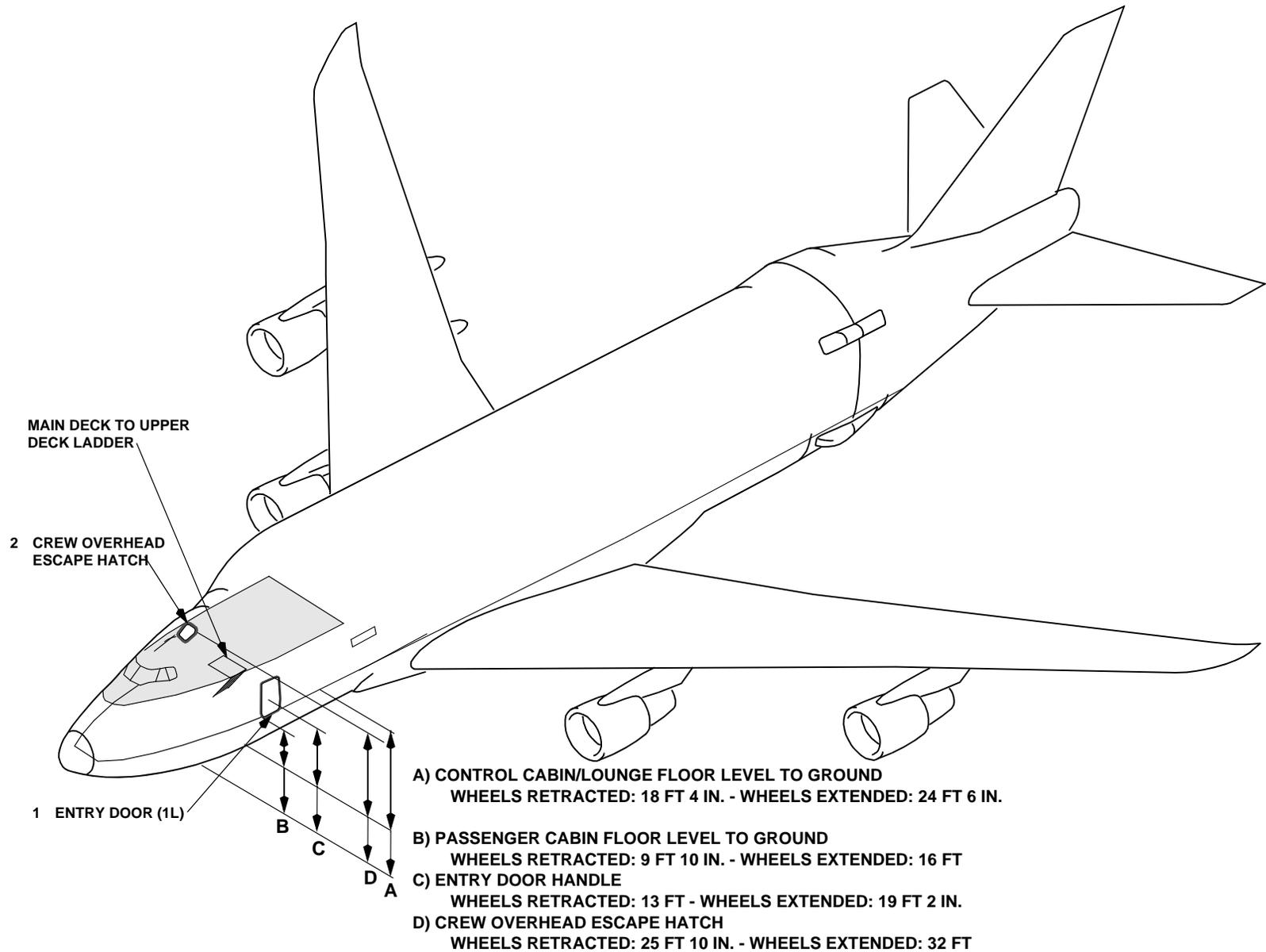


TO OPEN HATCH:

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

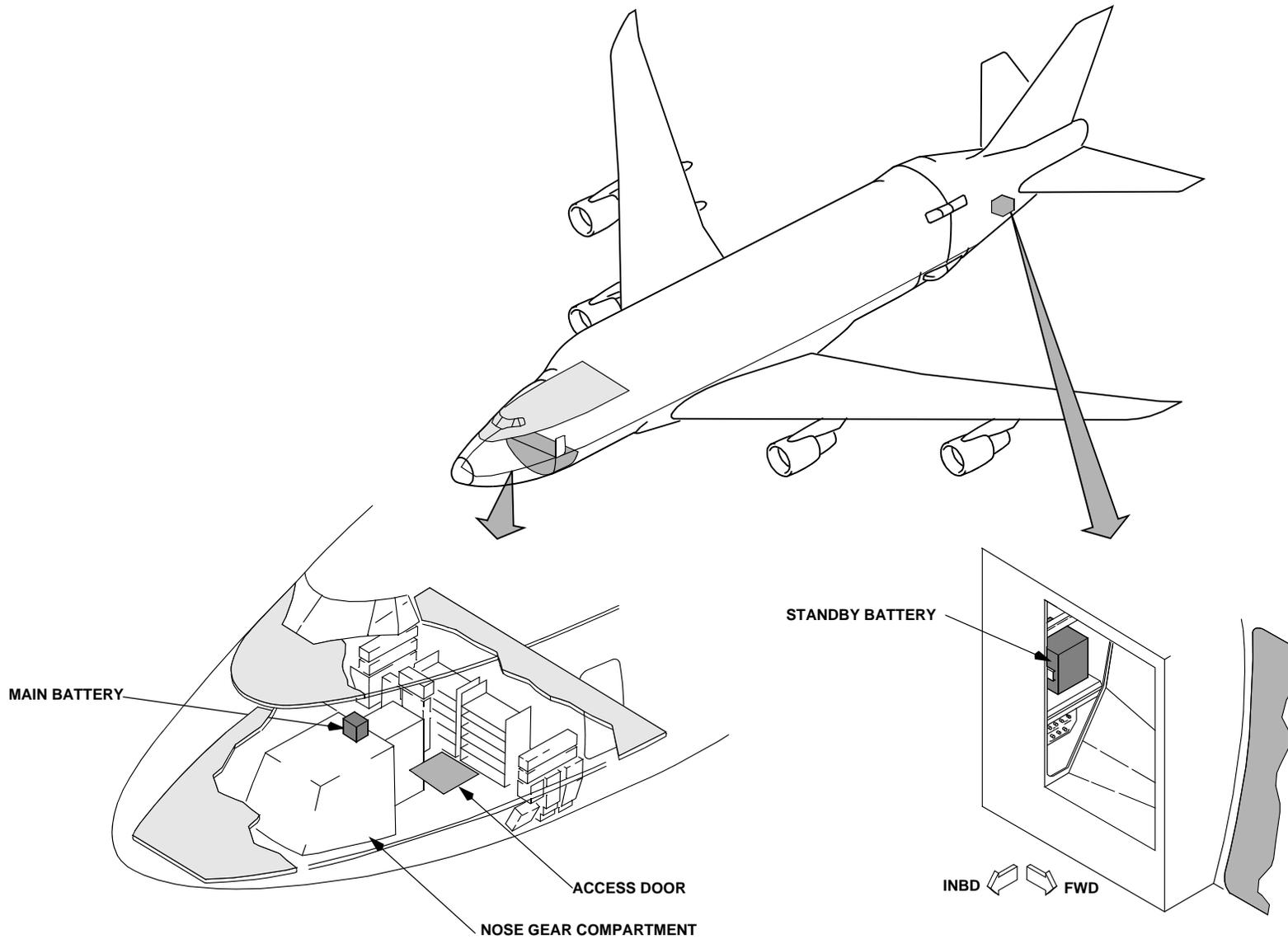
747 LARGE CARGO FREIGHTER

EMERGENCY RESCUE ACCESS-2



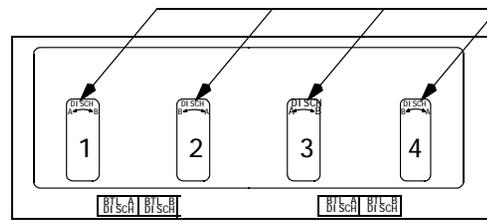
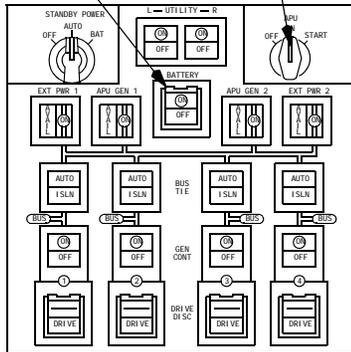
747 LARGE CARGO FREIGHTER

BATTERY LOCATIONS



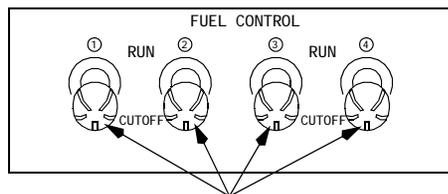
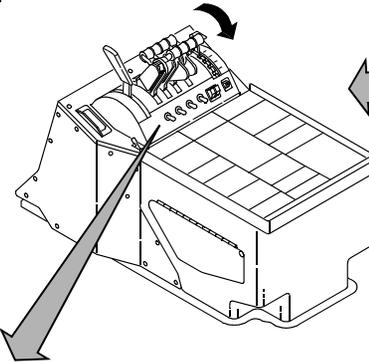
747 LARGE CARGO FREIGHTER FLIGHT DECK CONTROL SWITCH LOCATIONS

APU SELECTOR - ROTATE OFF
 BATTERY SWITCH - PRESS
 NOTE: ON SYMBOL IS REMOVED



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

THRUST LEVERS - RETARD

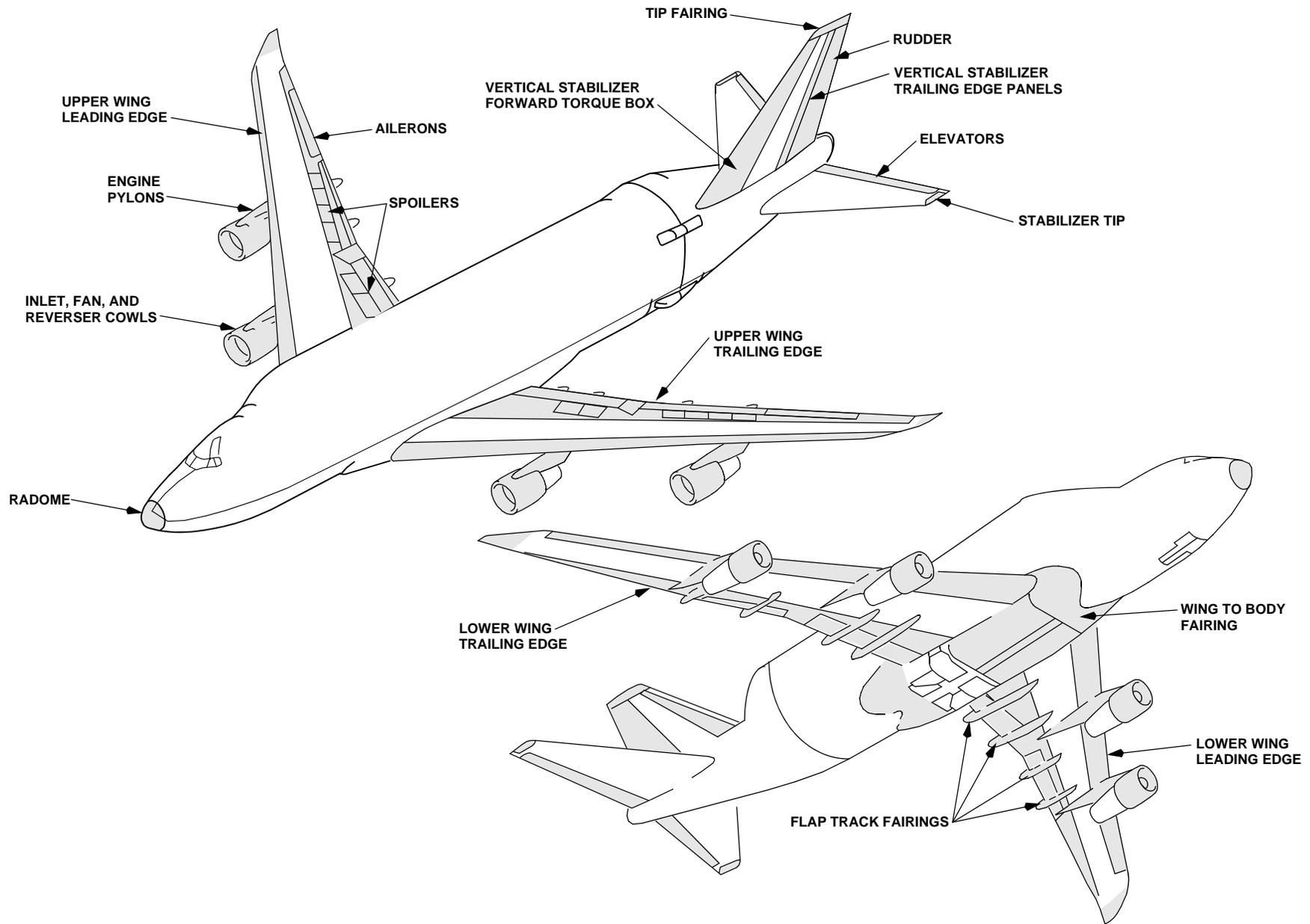


FUEL CONTROL SWITCHES - CUTOFF

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

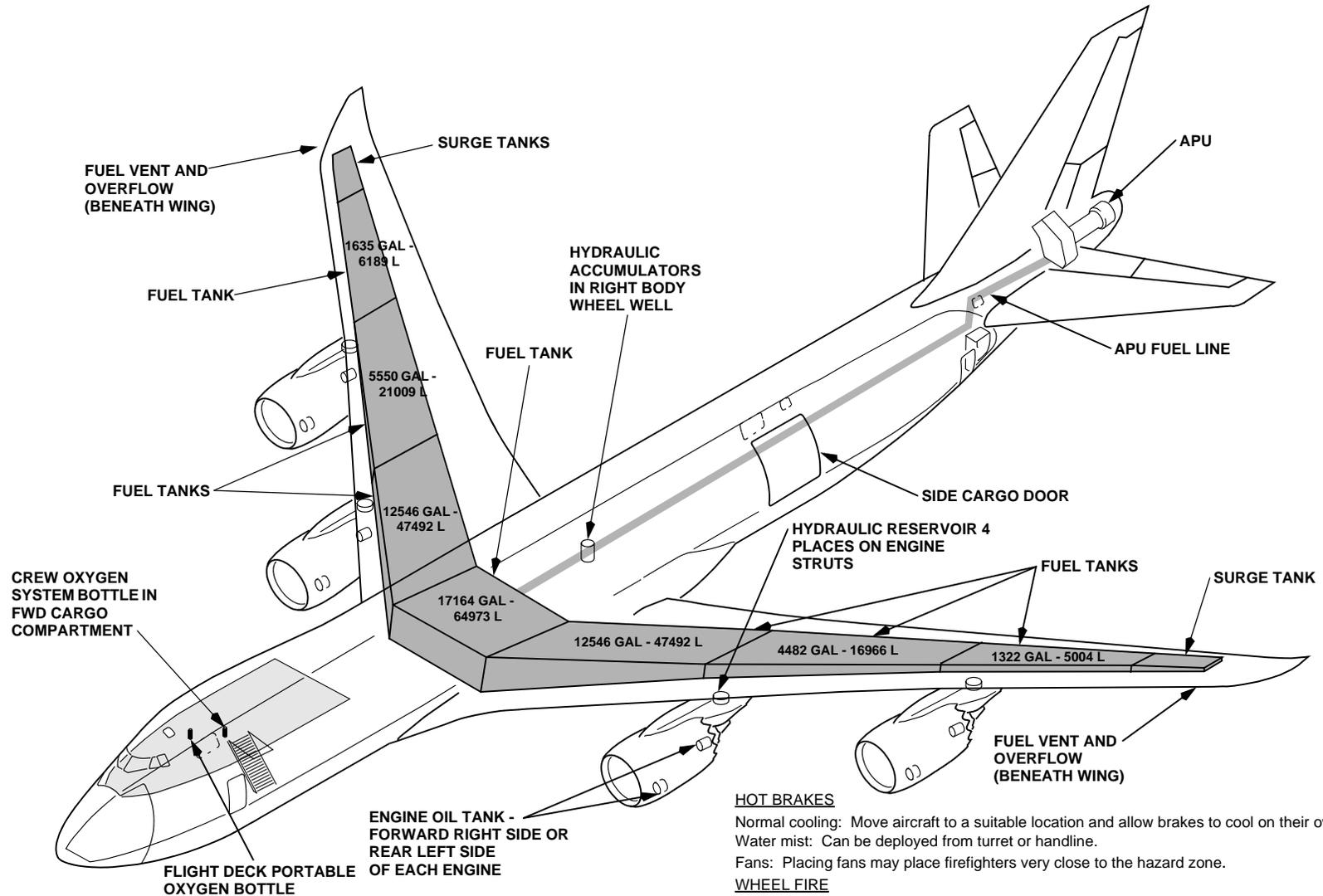
747 LARGE CARGO FREIGHTER

COMPOSITE MATERIALS LOCATIONS



747-8 FREIGHTER SERIES

FLAMMABLE MATERIAL LOCATIONS



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

WHEEL FIRE

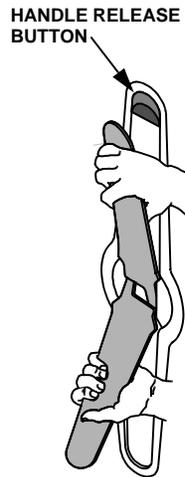
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.

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

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

747-8 FREIGHTER SERIES

1 ENTRY DOORS EXTERNAL HANDLE (2)



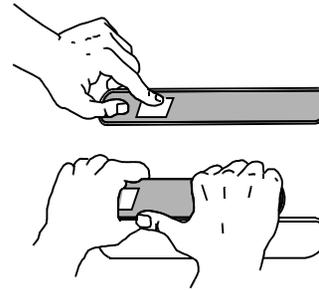
TO OPEN DOOR:

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

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

EMERGENCY RESCUE ACCESS-1

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



TO OPEN HATCH:

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

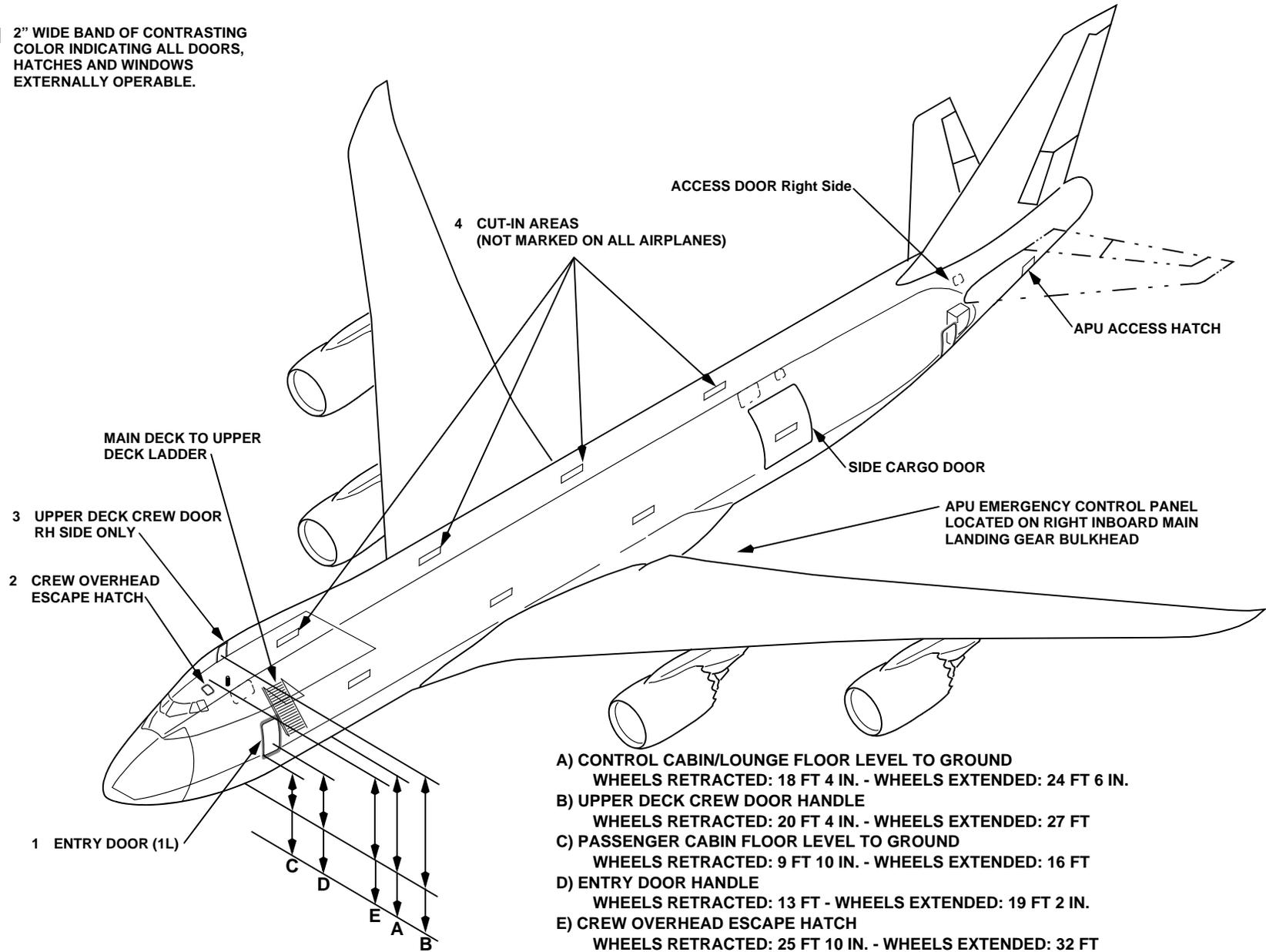
3 CUT-IN AREAS

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

747-8 FREIGHTER SERIES

EMERGENCY RESCUE ACCESS-2

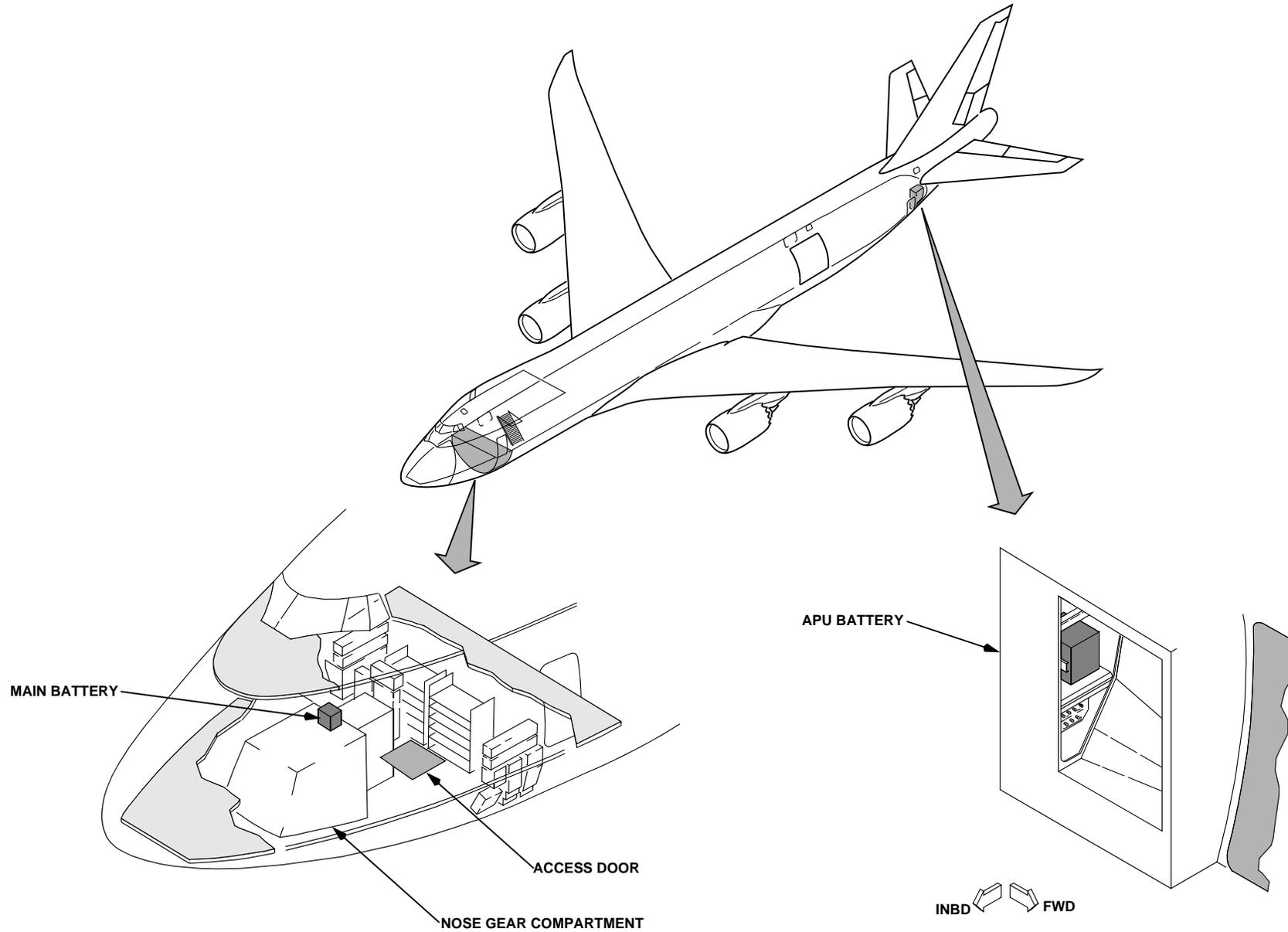
■ 2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL DOORS, HATCHES AND WINDOWS EXTERNALLY OPERABLE.



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

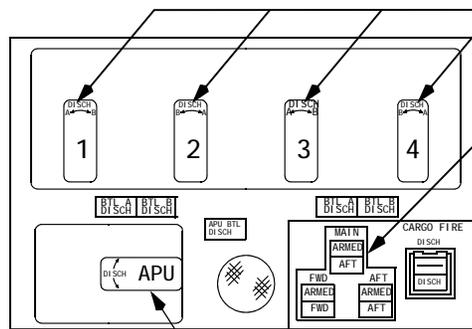
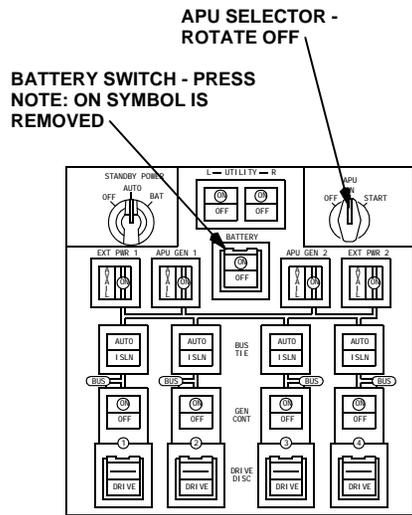
747-8 FREIGHTER SERIES

BATTERY LOCATIONS



747-8 FREIGHTER SERIES

FLIGHT DECK CONTROL SWITCH LOCATIONS

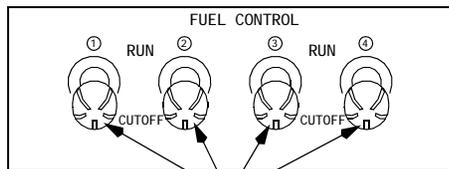
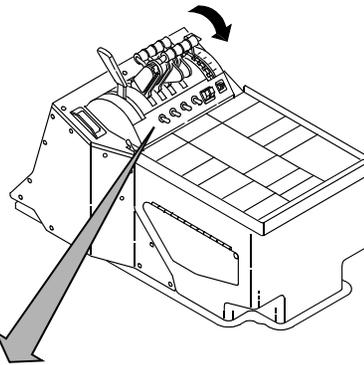


ENGINE FIRE T-HANDLES - PULL
(IF NOT ILLUMINATED, MAY REQUIRE
PUSHING AND HOLDING THE BUTTON
UNDER THE SWITCH TO RELEASE)

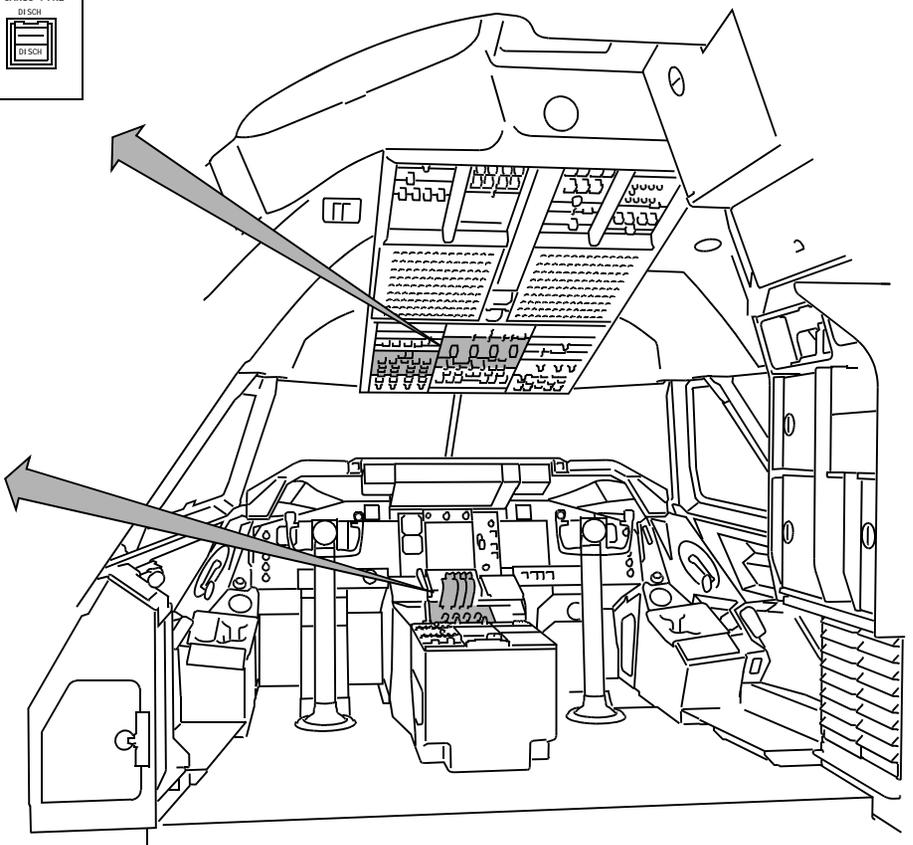
MAIN DECK EXTINGUISHERS AVAILABLE ON FREIGHTER VERSION

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

THRUST LEVERS - RETARD



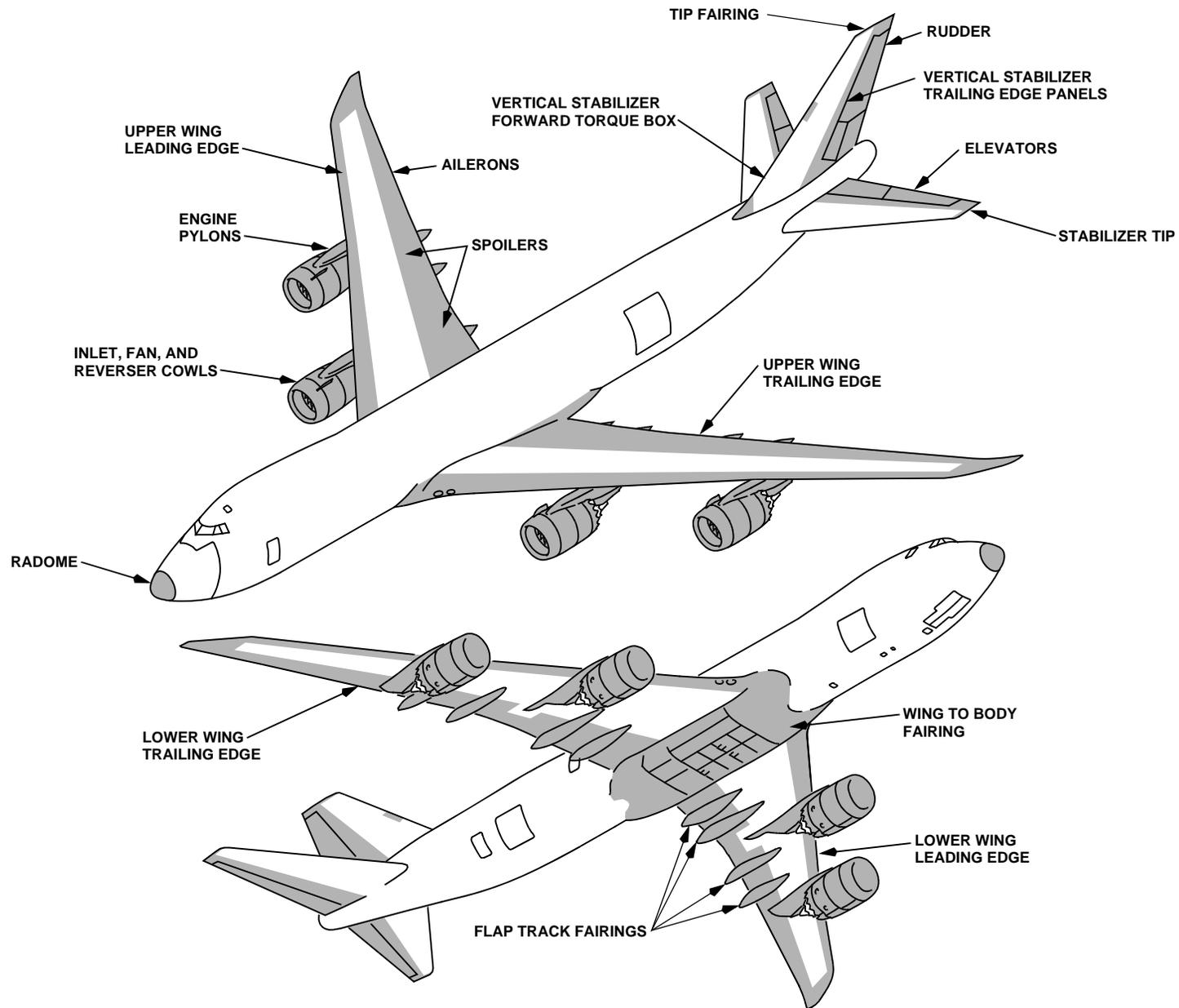
FUEL CONTROL SWITCHES - CUTOFF



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

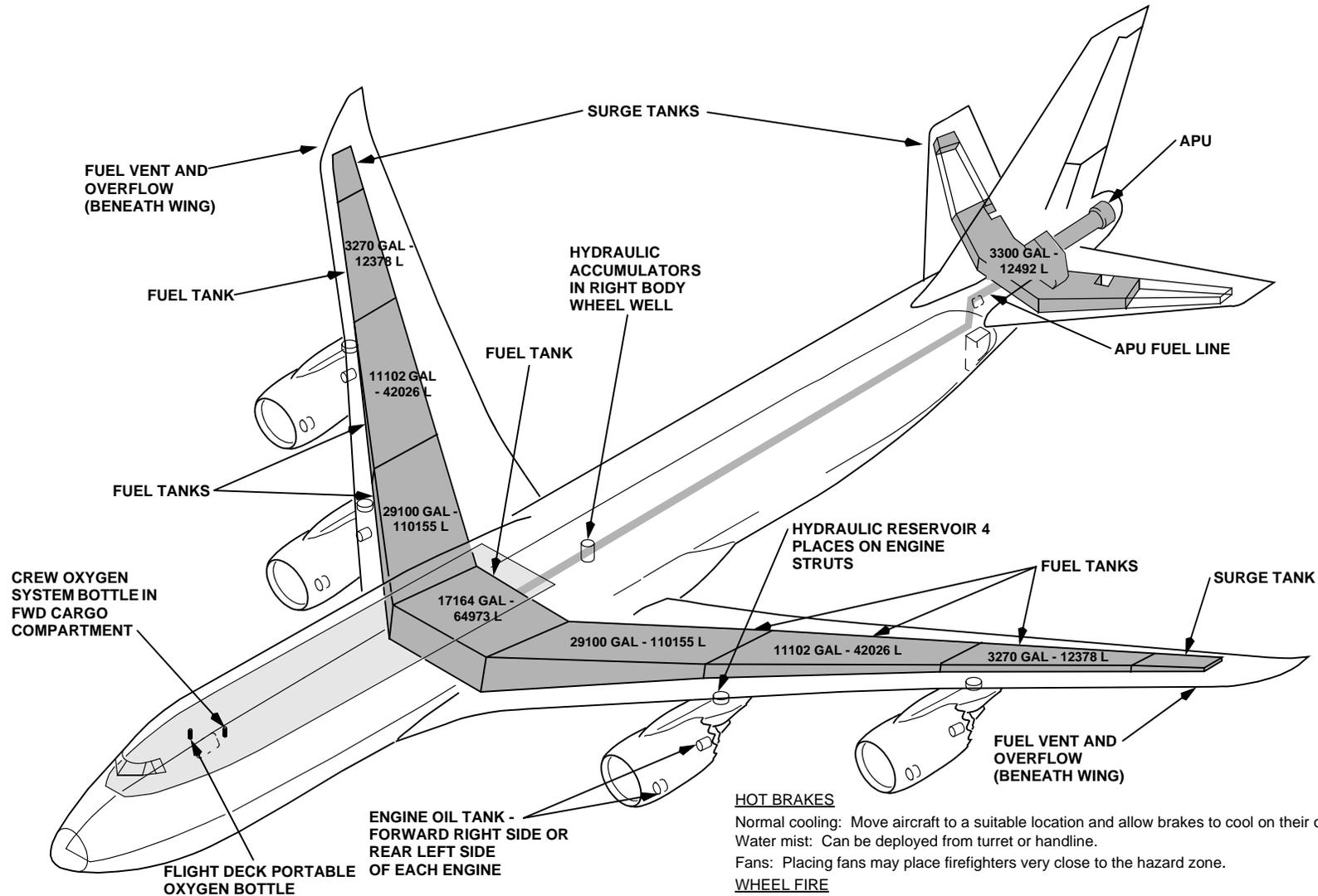
747-8 FREIGHTER SERIES

COMPOSITE MATERIALS LOCATIONS



747-8I

FLAMMABLE MATERIAL LOCATIONS



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

HOT BRAKES

Normal cooling: Move aircraft to a suitable location and allow brakes to cool on their own.
Water mist: Can be deployed from turret or handline.

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

WHEEL FIRE

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

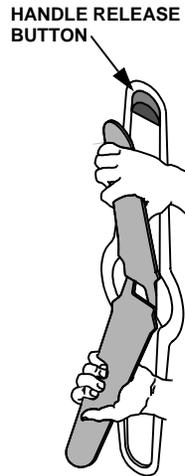
Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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

747-81

EMERGENCY RESCUE ACCESS-1

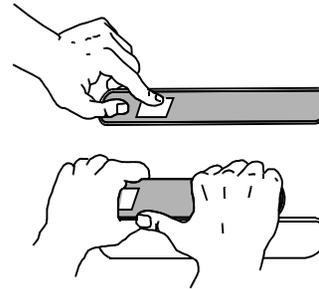
1 ENTRY DOORS EXTERNAL HANDLE (2)



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

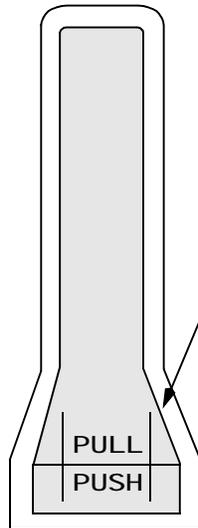
NOTE: OPENING A DOOR FROM THE OUTSIDE DISENGAGES THE EMERGENCY EVACUATION SYSTEM AND THE ESCAPE SLIDE WILL NOT DEPLOY.

2 CREW OVERHEAD ESCAPE HATCH EXTERNAL HANDLE



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

3 UPPER DECK EMERGENCY DOOR



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

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

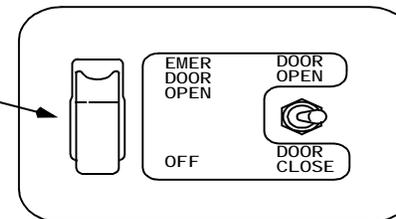
NOTE: CONTROL ACCESS COVER FORWARD OF THE LH DOOR AND AFT OF THE RH DOOR.

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

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

4 CUT-IN AREAS

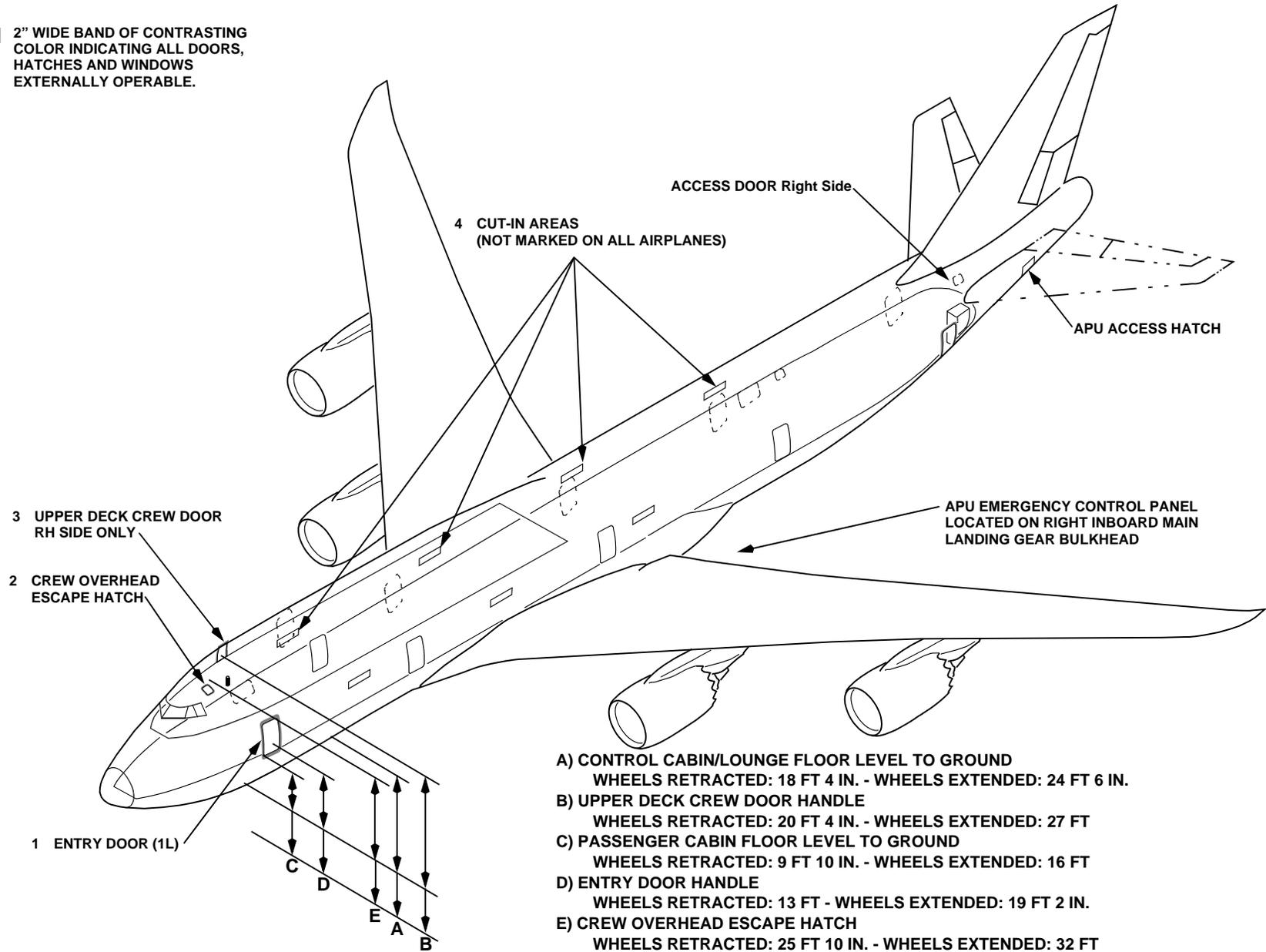
NOTE: CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.



747-8I

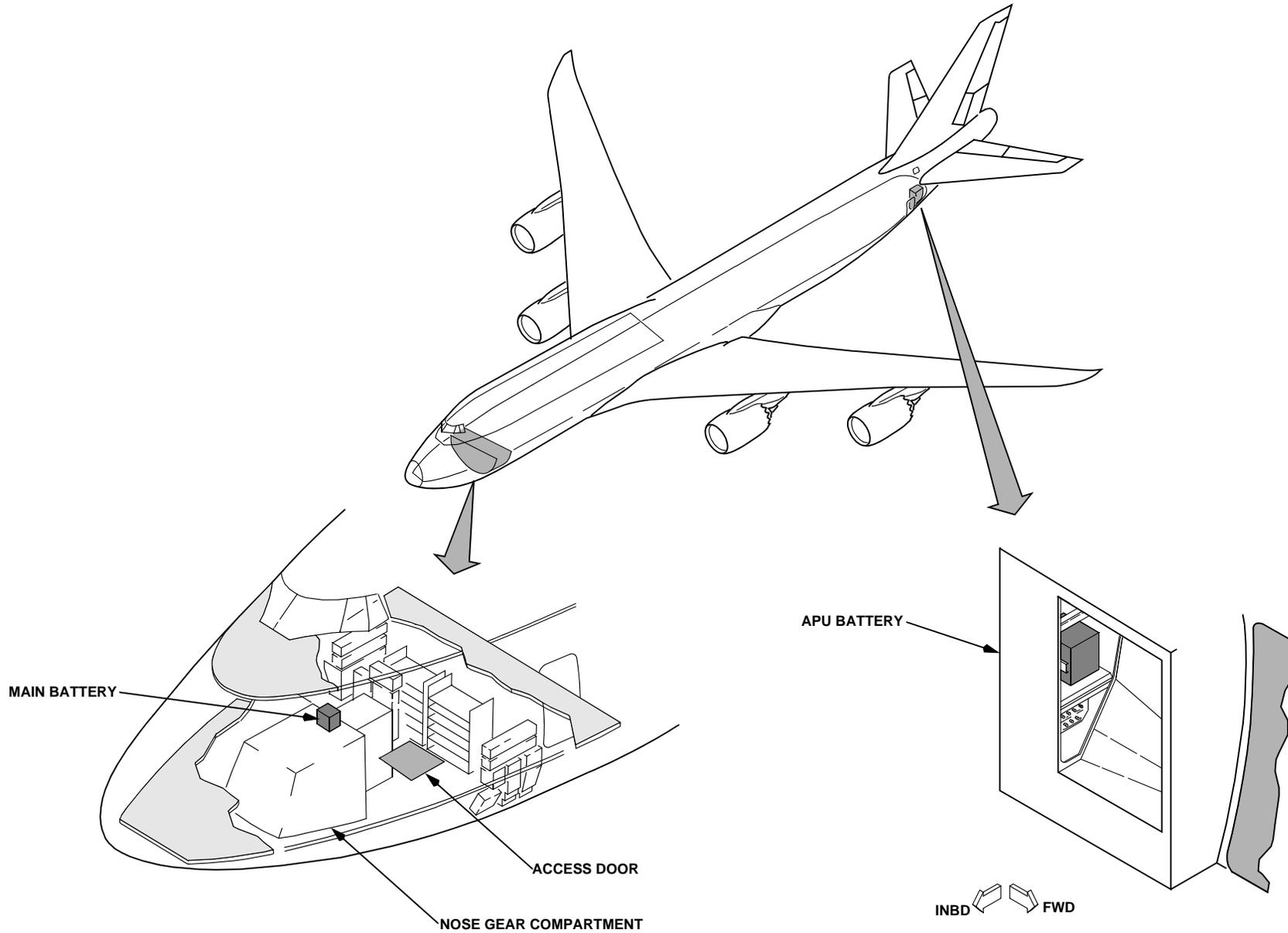
EMERGENCY RESCUE ACCESS-2

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



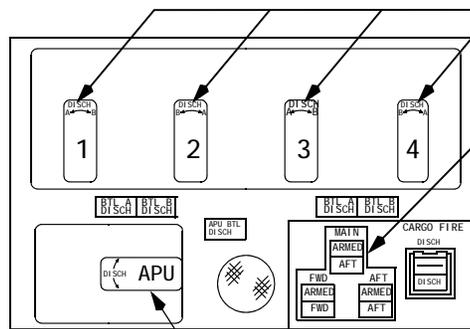
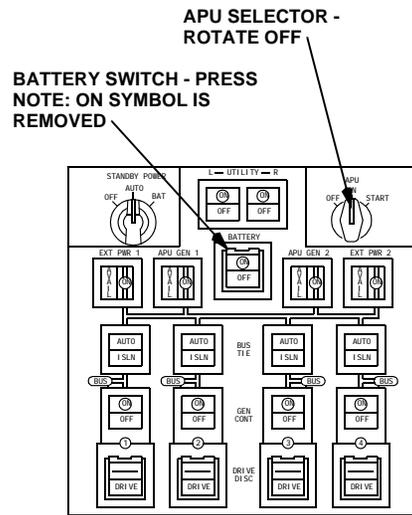
747-81

BATTERY LOCATIONS



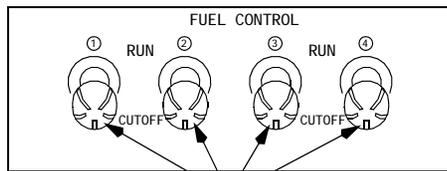
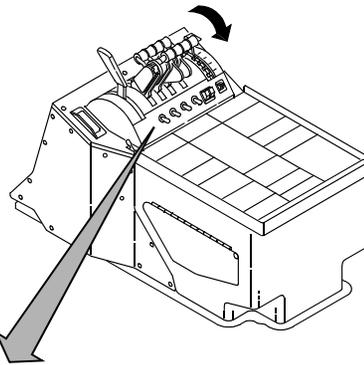
747-8I

FLIGHT DECK CONTROL SWITCH LOCATIONS

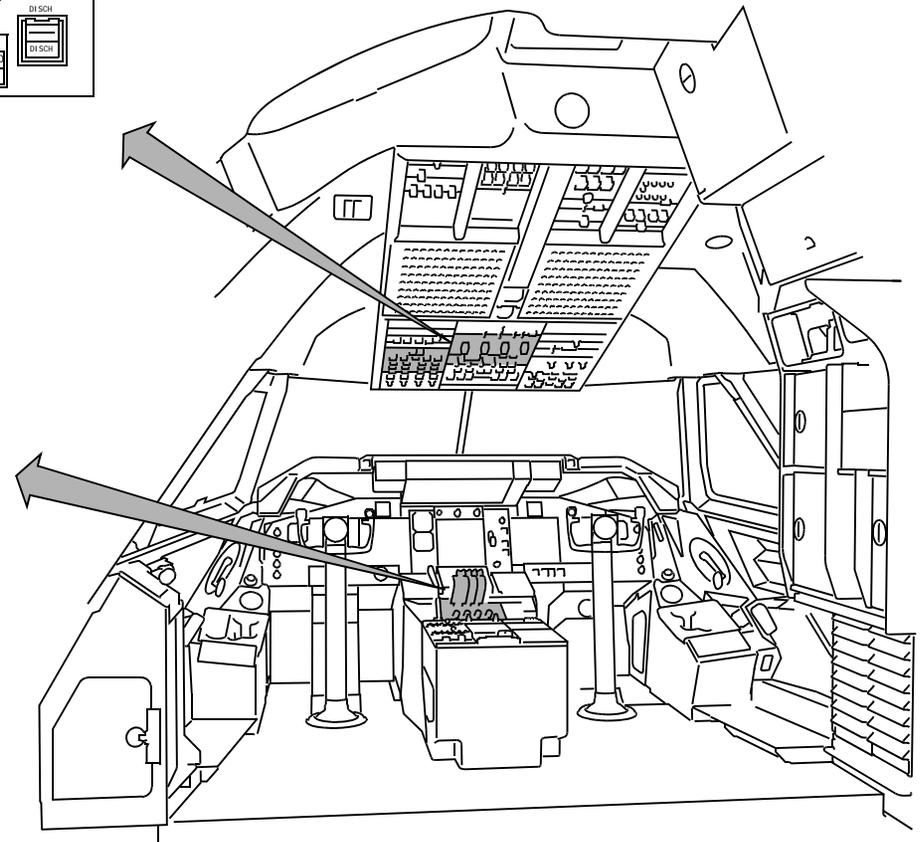


APU SWITCH - PULL
(IF NOT ILLUMINATED, MAY REQUIRE PUSHING AND HOLDING THE BUTTON UNDER THE SWITCH TO RELEASE)

THRUST LEVERS - RETARD



FUEL CONTROL SWITCHES - CUTOFF



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

747-81

COMPOSITE MATERIALS LOCATIONS

