

**WELCOME TO TECHNICAL ORDER 00-105E-9, 1 JULY 2004, REVISION 9.**

**THIS IS SEGMENT 18 COVERING CHAPTER 18 FROM THE 747 TO THE 777.**

**TO NAVIGATE**

**CLICK ON THE BOOKMARKS AND CLICK ON THE (+) SYMBOLS, THEN CLICK ON SUBJECT LINKS TO GO TO SPECIFIC VIEWS IN THIS SEGMENT.**



**CONTINUE**

**NOTICE**

**CONTACT**

**TO GO DIRECTLY TO THE TECHNICAL ORDER,  
CLICK ON THE CONTINUE BUTTON.**

**TO SEE THE SEGMENT INFORMATION CHANGE NOTICE,  
CLICK ON THE NOTICE BUTTON.**



**TO CONTACT THE TECHNICAL CONTENT MANAGER ,  
CLICK ON THE CONTACT BUTTON.**

## TECHNICAL ORDER 00-105E-9 TECHNICAL CONTENT MANAGER

### WRITTEN CORRESPONDENCE:

HQ AFCESA/CEXF

ATTN: Fire and Emergency Services Egress Manager  
139 Barnes Drive Suite 1  
Tyndall AFB, Florida 32403-5319



E-MAIL: Tom.Stemphoski@tyndall.af.mil

INTERNET: HQ AFCESA Fire and Emergency Services PUBLIC WEB PAGE:  
<http://www.afcesa.af.mil/CEX/fire/index.asp>

PHONE: (850) 283-6150  
DSN 523-6150

FAX: (850) 283-6390  
DSN 523-6390

For technical order improvements, correcting procedures, and other inquiries, please use the above media most convenient.

## SEGMENT 18 INFORMATION CHANGE NOTICE

This page is provided to notify the user of any informational changes made to Technical Order 00-105E-9 in this Segment and the current Revision. Informational changes will be referenced in the Adobe Reader's Bookmark tool as a designator symbol illustrated as a <[C]> for quick reference to the right of the affected aircraft. The user shall insure the most current information contained in this TO is used for his operation. Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies. If the user prints out pages his unit requires, the user shall print the affected page(s), remove and destroy the existing page(s), and insert the newly printed page(s) in the binder provided for that purpose. A Master of this TO shall be retained in the unit's library for reference, future printing requirements and inspections.

<u>CHAPTER</u>	<u>AIRCRAFT</u>	<u>PAGE</u>	<u>EXPLANATION OF CHANGE</u>
18	747	ALL	Updated file.
18	757	ALL	Updated file.
18	767	ALL	Updated file.
18	777	ALL	Updated file.

NOTE: All Boeing aircraft files are updated based on the latest ARFF information and all of these aircraft, regardless of age, are still being used and making aviation contributions in various functions besides CRAF, such as cargo, and freight.

**NOTE**

Chapter 18 contains emergency rescue and mishap response information for the following aircraft:

**DC-3  
DC-6  
DC-7  
DC-8  
DC-9  
DC-10  
MD-11  
MD-80  
MD-90  
L-1011-1  
L-1011-500  
707  
717  
720  
727  
737  
747  
757  
767  
777**

# AIRCRAFT PAINT SCHEME



747-100/-200



747-300

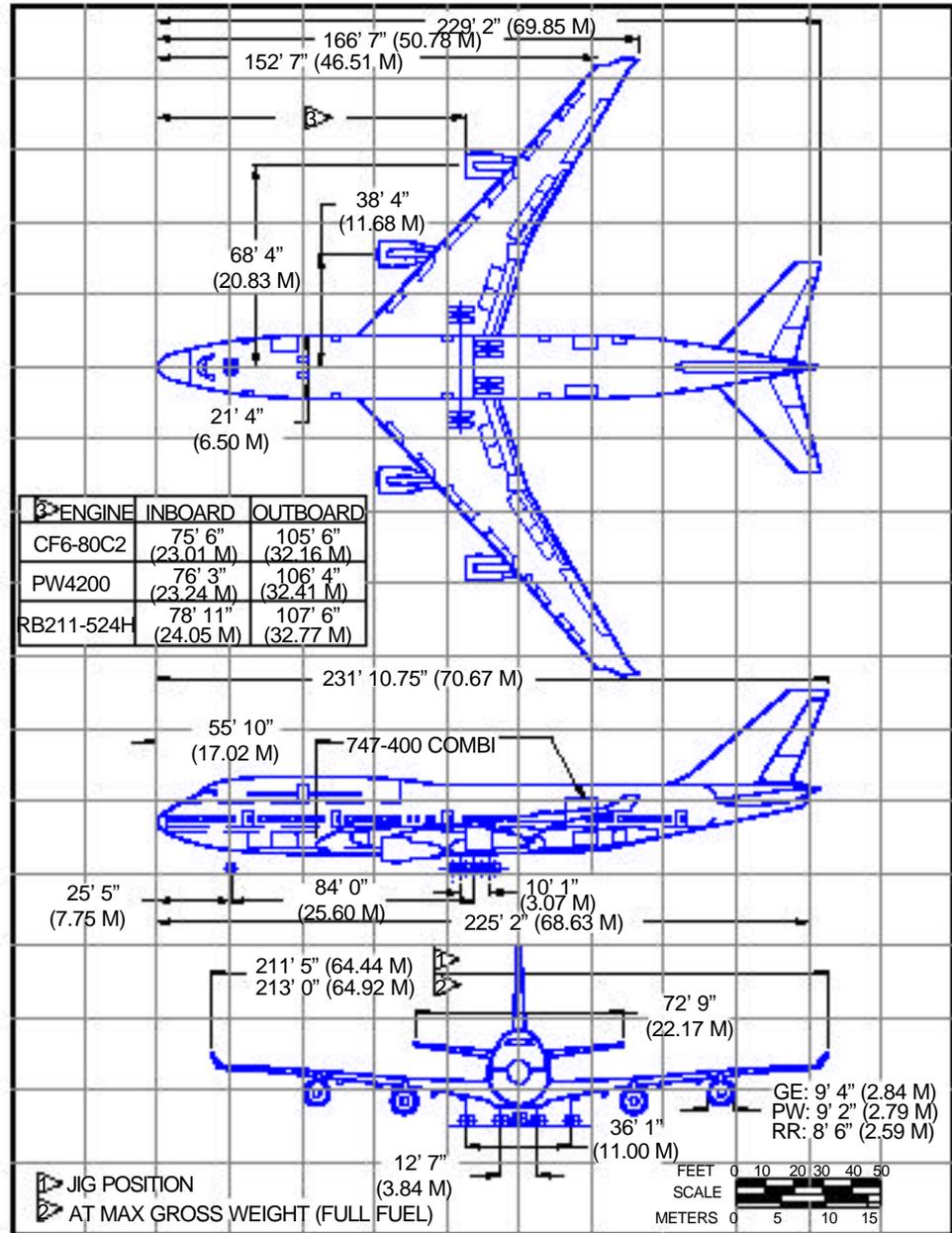


747-400

# AIRCRAFT DIMENSIONS

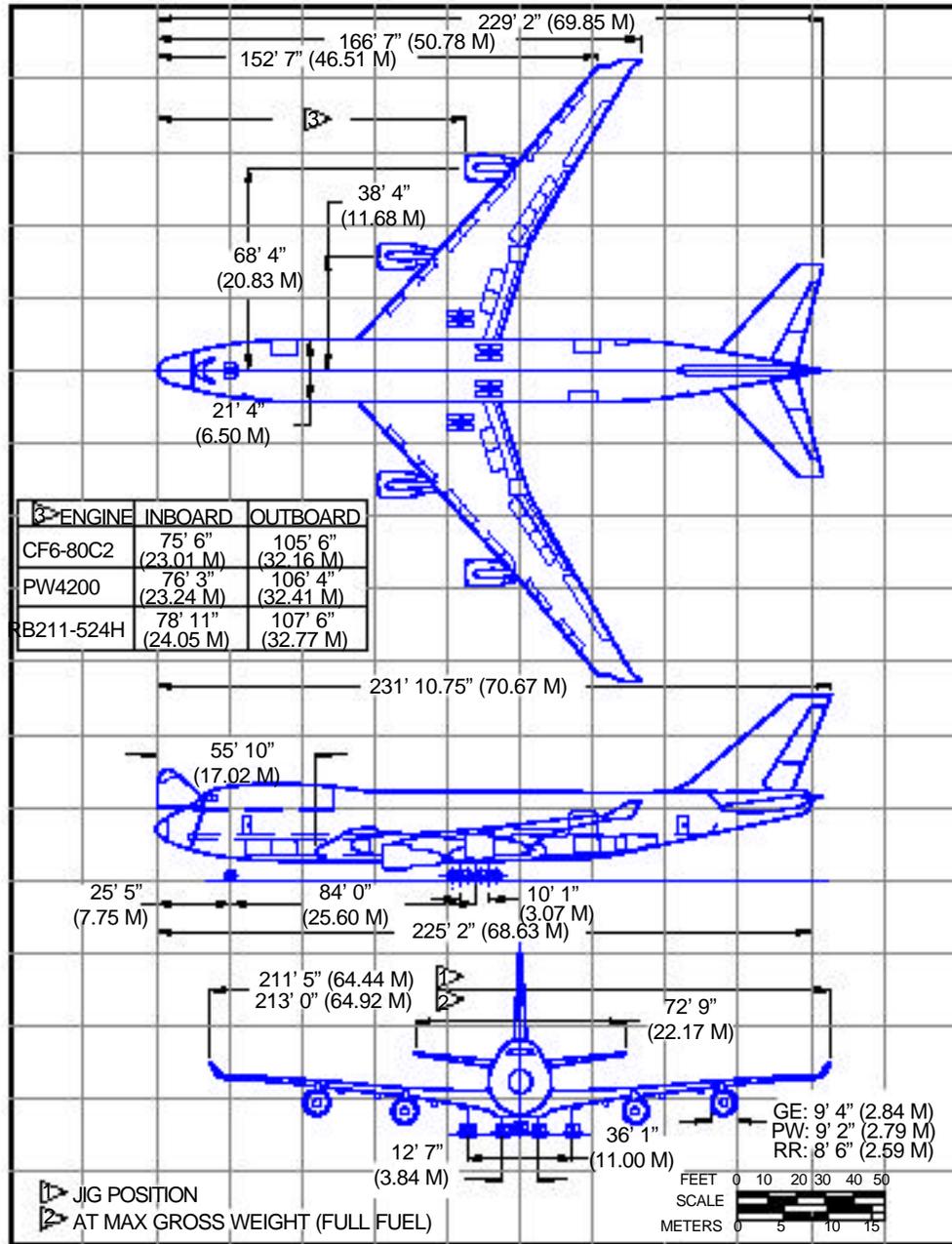
**NOTE:**

This file contains many variations of the 747. Older variations may still be in use, therefore the information will be retained. The 747-400 series is the model currently being marketed and the next three pages detailing the dimensions will be fully illustrated. Previous models will not, but are typical in comparison.

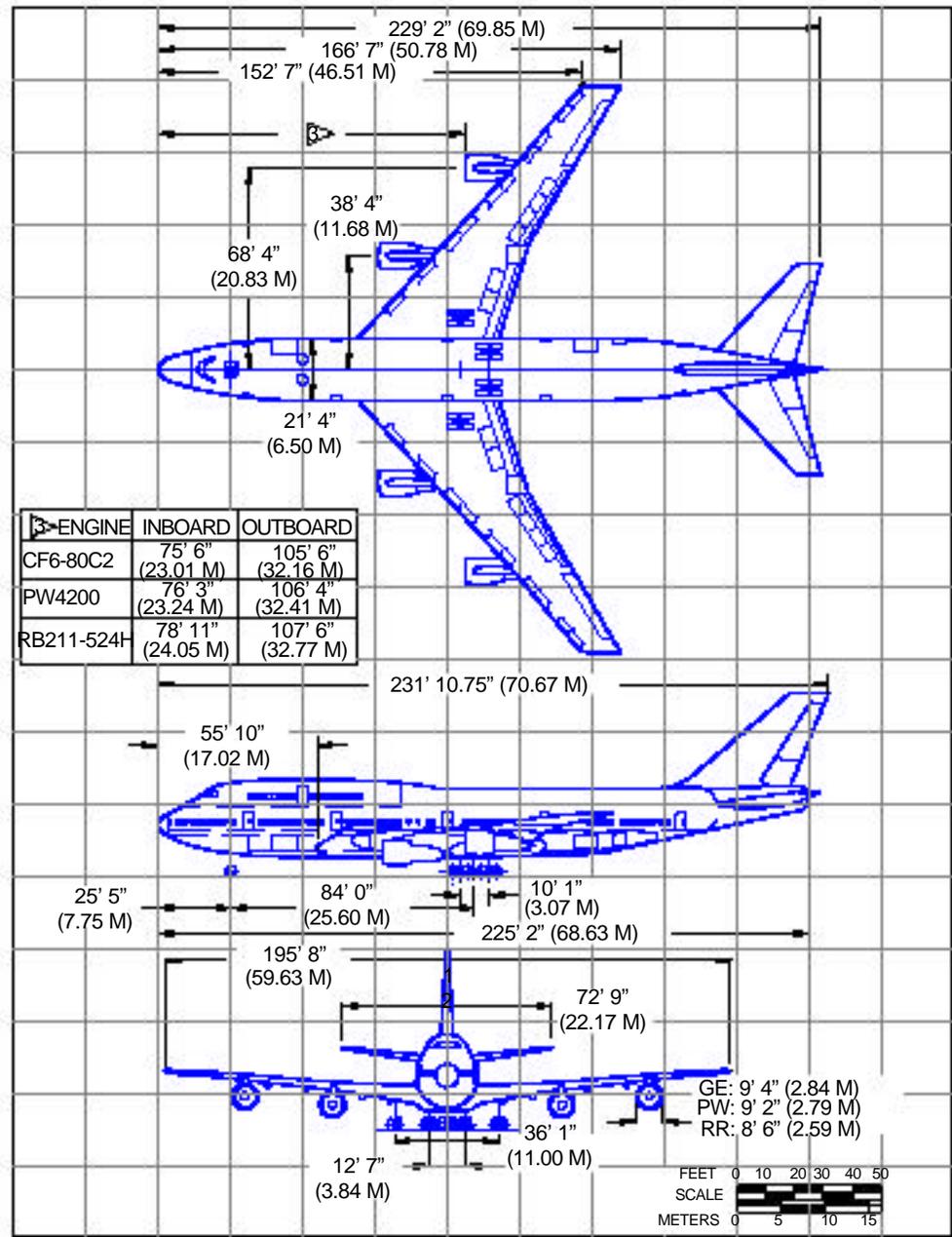


-400/ -400 COMBI/ -400ER

AIRCRAFT DIMENSIONS - Continued

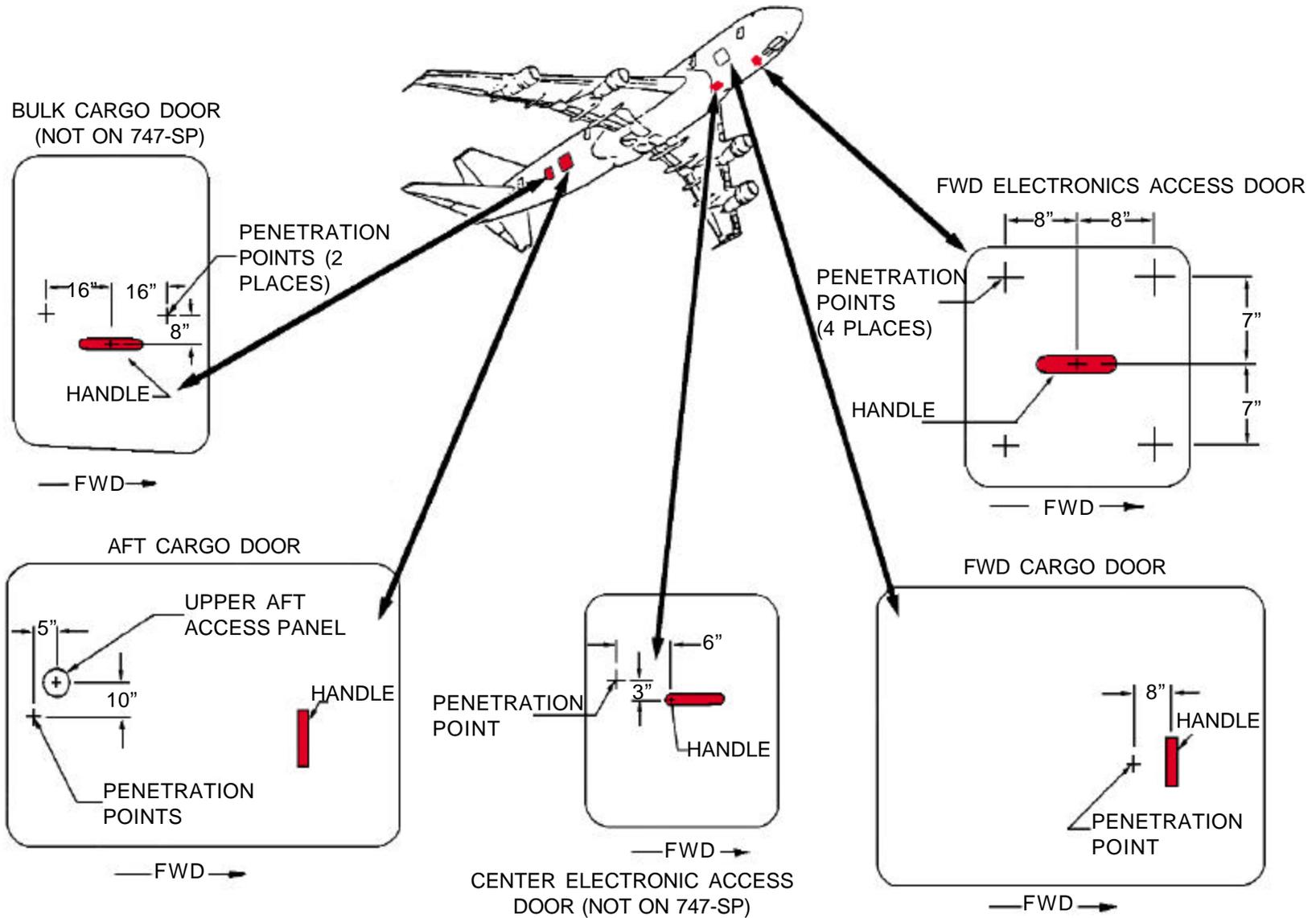


-400 FREIGHTER/ -400ER FREIGHTER



-400 DOMESTIC

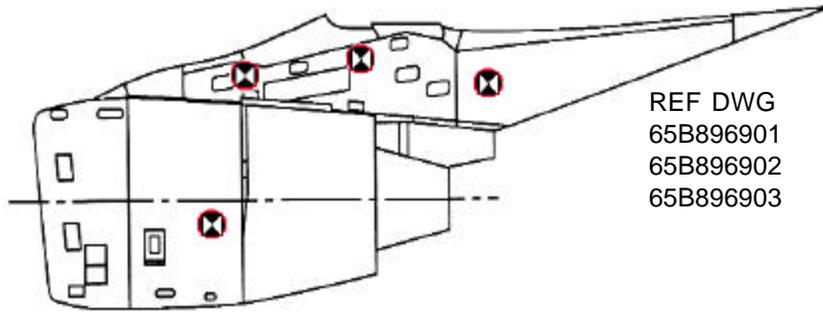
# AIRCRAFT PENETRATION POINTS



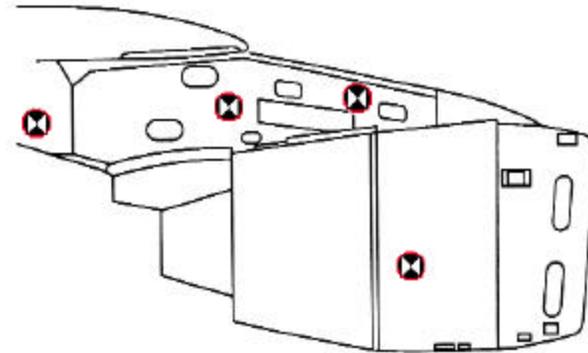
# AIRCRAFT PENETRATION POINTS-Continued

FOR RB211-524 B2/C2/D4 ENGINES

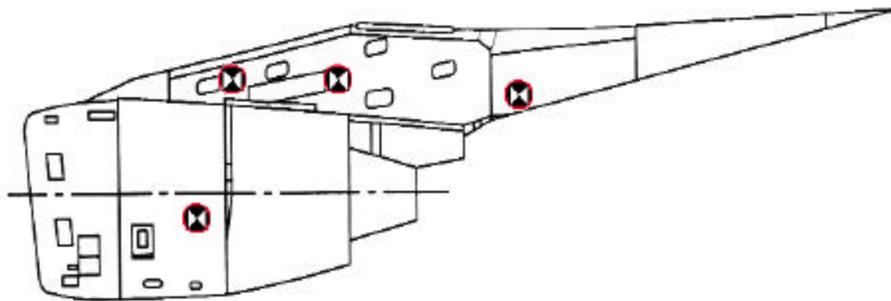
 PENETRATION POINT



REF DWG  
65B896901  
65B896902  
65B896903

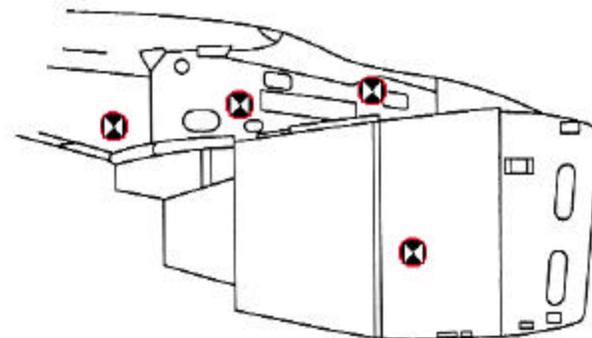


INBOARD NACELLE AND PYLON



INBOARD NACELLE AND PYLON  
LEFT HAND VIEW

ROLLS ROYCE RB 211-524  
ENGINES



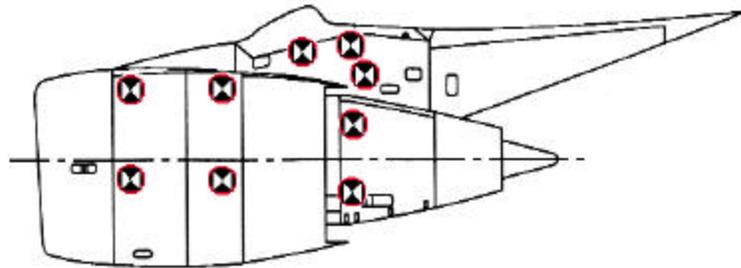
OUTBOARD NACELLE AND PYLON  
RIGHT HAND VIEW

# AIRCRAFT PENETRATION POINTS-Continued

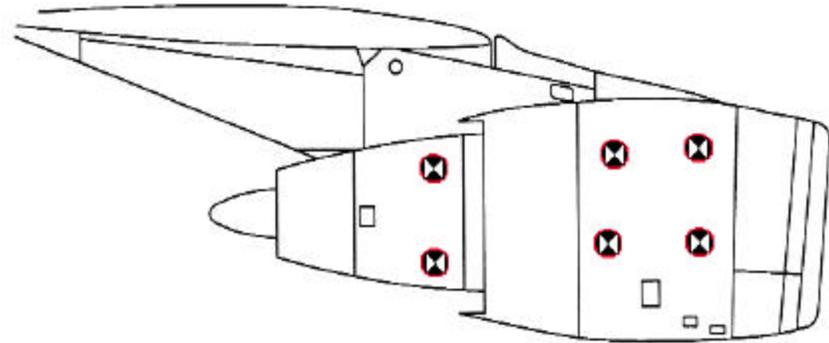
FOR CF6-50, E2 ENGINES

 PENETRATION POINTS

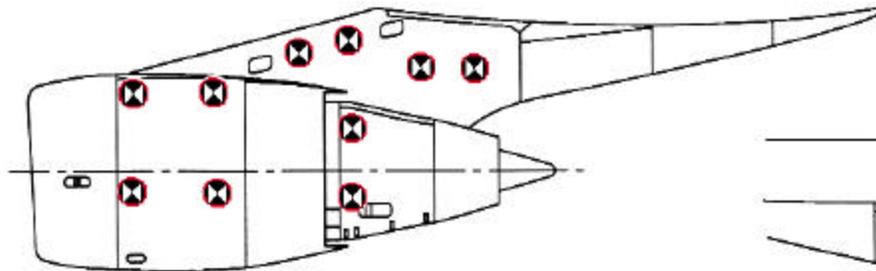
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65B94001  
65B94002  
65B94003  
65B94050



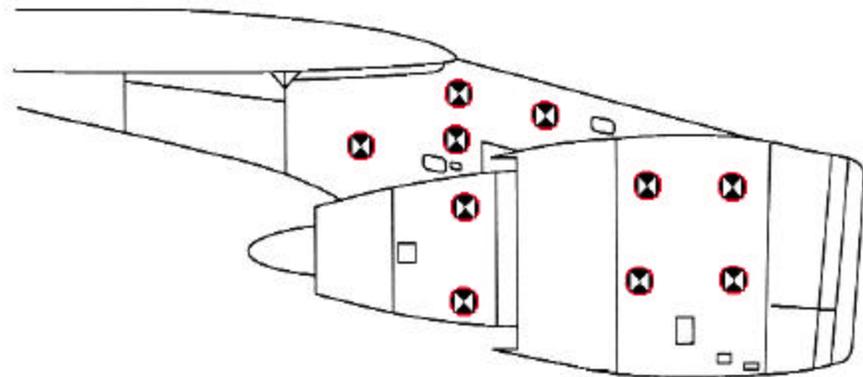
OUTBOARD NACELLE AND PYLON  
LEFT HAND VIEW



INBOARD NACELLE AND PYLON  
RIGHT HAND VIEW



INBOARD NACELLE AND PYLON  
LEFT HAND VIEW



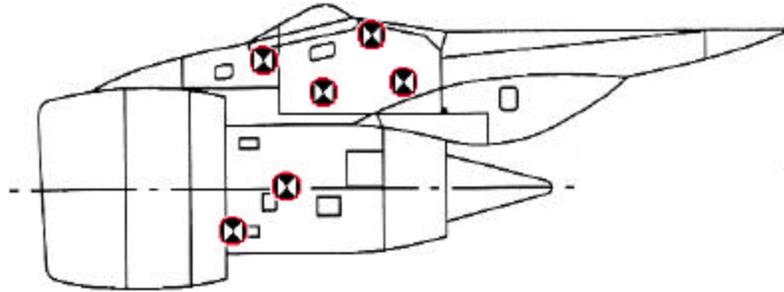
OUTBOARD NACELLE AND PYLON  
RIGHT HAND VIEW

NACELLES AND PYLONS STATION  
DIAGRAM - GE CFC ENGINES

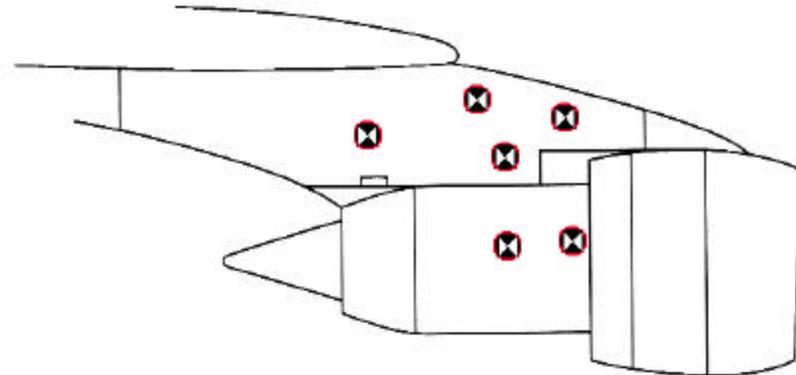
# AIRCRAFT PENETRATION POINTS-Continued

FOR JT9D -3, -7, -7Q, AND -7R4G2 ENGINES

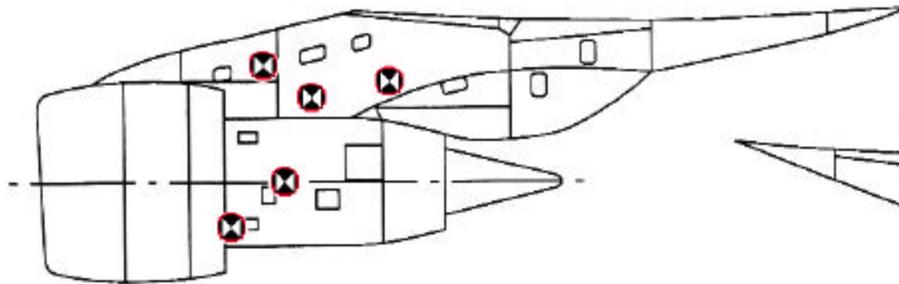
 PENETRATION POINTS



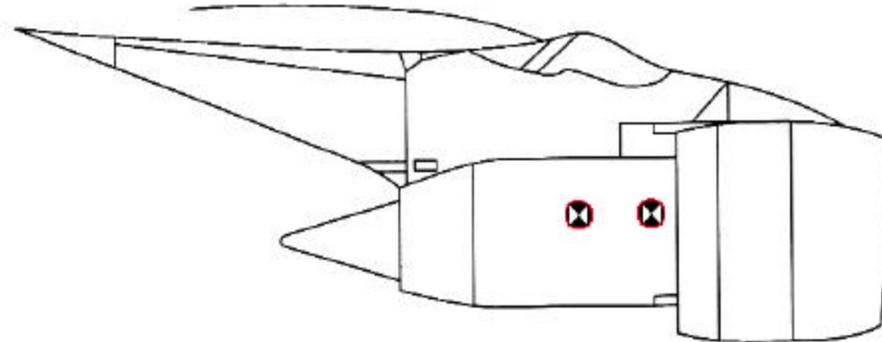
OUTBOARD NACELLE AND PYLON  
LEFT HAND VIEW



INBOARD NACELLE AND PYLON  
RIGHT HAND VIEW



INBOARD NACELLE AND PYLON  
LEFT HAND VIEW



OUTBOARD NACELLE AND PYLON  
RIGHT HAND VIEW

**SPECIAL TOOLS/EQUIPMENT**

- Power Rescue Saw
- 35 Foot Ladder
- Fire Drill II

**NOTE:**

Fuel capacity varies from model to model.

**AIRCRAFT ENTRY**

-100 & 200/-100 & 200 COMBI

**NOTE:**

Refer to the E-4 for more extensive information. Both airframes are identical except for military capabilities.

**1. NORMAL/EMERGENCY ENTRY**

- a. Pull entry door handles from recess position and rotate 180 degrees clockwise for entry doors located on left side and counterclockwise for entry doors on right side.

**NOTE:**

All ten entry doors open outward.

- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.

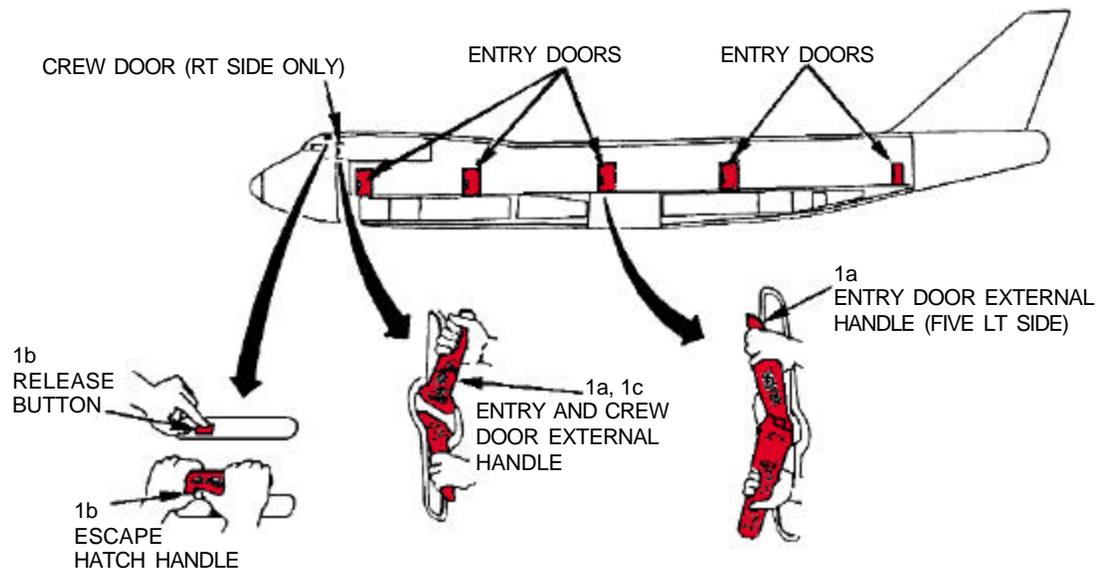
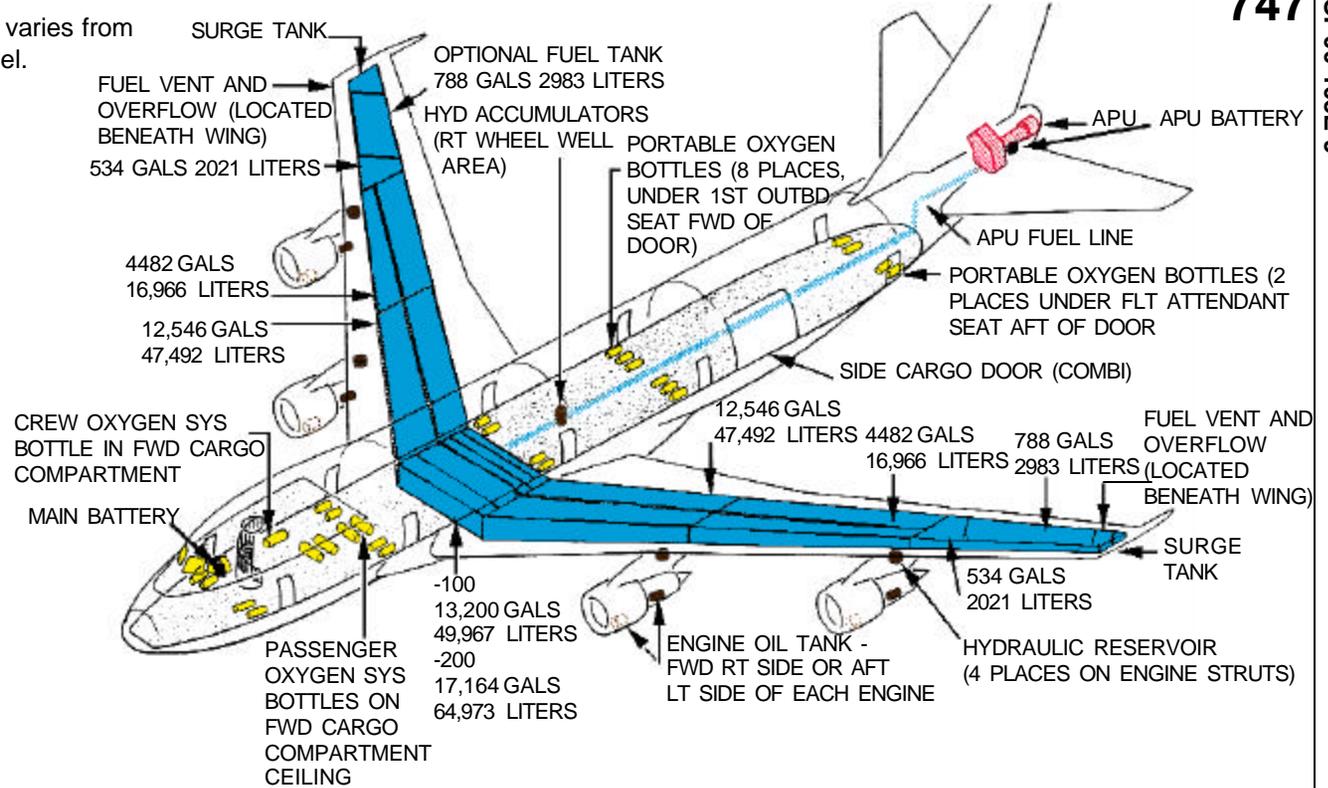
- c. Pull handle, located on crew door, and rotate 180 degrees counterclockwise. Push door inward until slide tracks are engaged, then slide door aft.

**NOTE:**

- Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.
- All emergency escape chutes are deployed from inside the aircraft only.

**2. CUT-IN**

- a. Cut areas along window lines as last resort.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

-100,-200/ -100/-200 COMBI  
-200 SPECIAL FREIGHTER  
SPECIAL PURPOSE AND FREIGHTER

## 1. ENGINE SHUTDOWN

- a. Retard throttles, located on pilot's center console, to IDLE CUTOFF position.
- b. Place engine start levers, located on pilot's center console, to CUTOFF position.

### NOTE:

If engines fail to shutdown, pull emergency fire T-handles, located on pilot's overhead panel.

- c. Place battery switch, located on flight engineer's center panel, to OFF position.
- d. Place APU switch, located on flight engineer's upper left panel, to STOP position.

### NOTE:

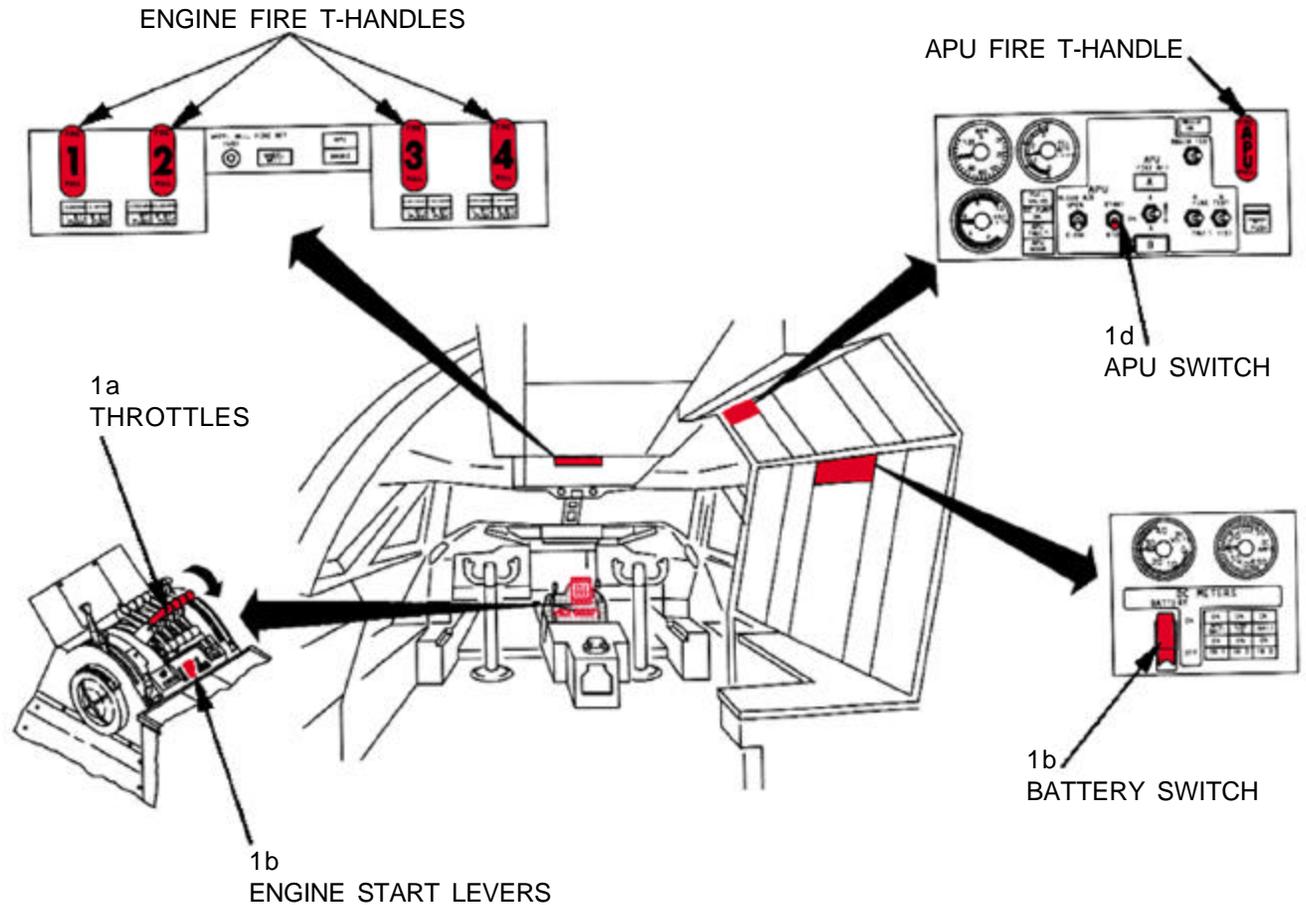
If APU fails to shutdown, pull emergency fire T-handle, located on flight engineer's overhead panel.

## 2. AIRCREW EXTRACTION

- a. Unlatch lap belts and remove shoulder harness from crewmembers.
- b. Depress control handles and rotate flight engineer's seat from left to right.
- c. Passenger seats are equipped with lap belts only.

### NOTE:

If seat tracks are not damaged during crash landing use adjustable seat control to retract seats to aft position.



# EMERGENCY RESCUE ACCESS

-100/-200 AND -100/-200 COMBI

NOTE:

Not all "chop out" areas are marked.

A - Control cabin/lounge floor level to ground

Wheels retracted: 18 FT 4 IN.

Wheels extended: 24 FT 6 IN.

B - Crew door handle

Wheels retracted: 20 FT 4 IN.

Wheels extended: 27 FT

C - Passenger cabin floor level to ground

Wheels retracted: 9 FT 10 IN.

Wheels extended: 16 FT

D - Entry door handle

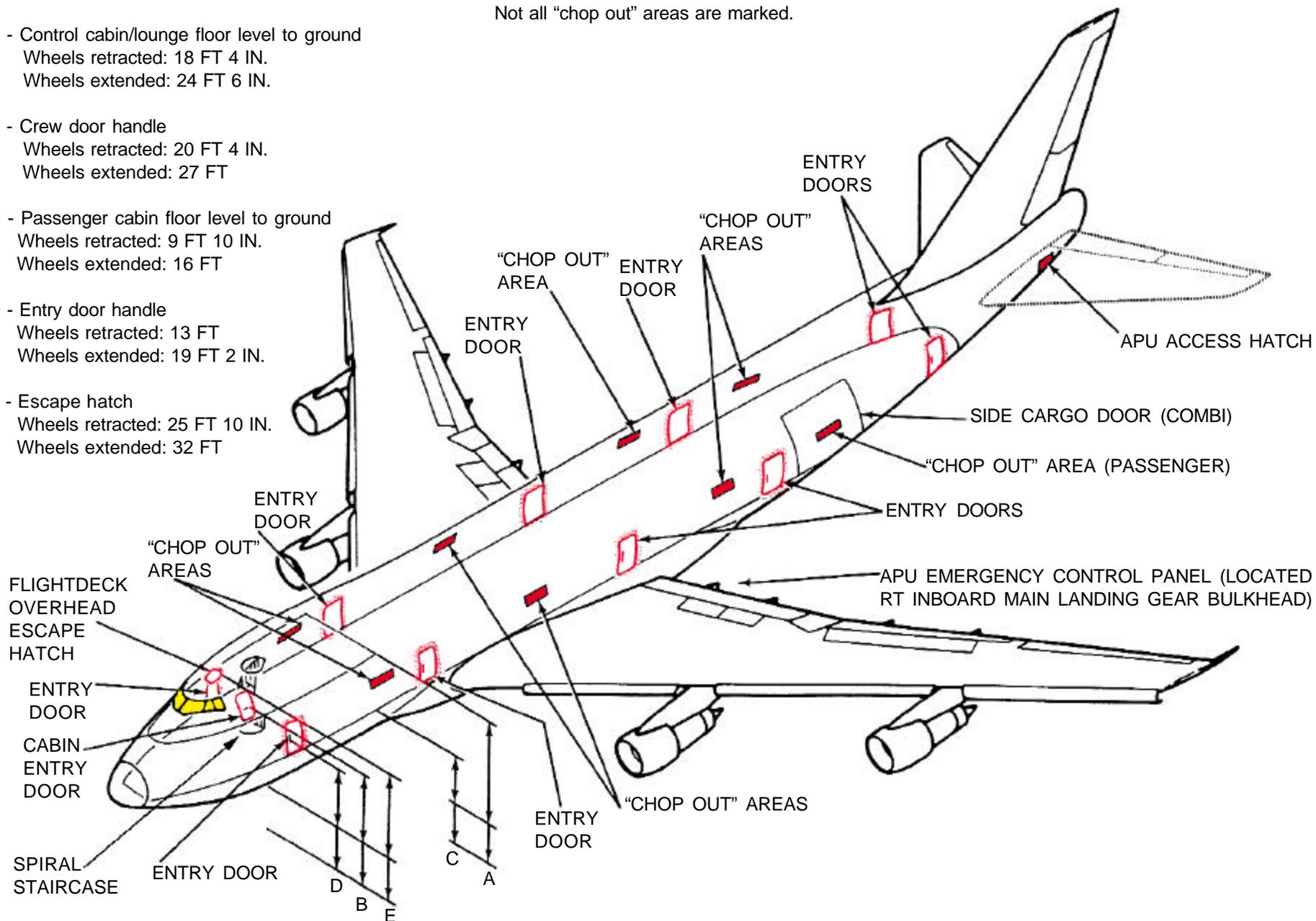
Wheels retracted: 13 FT

Wheels extended: 19 FT 2 IN.

E - Escape hatch

Wheels retracted: 25 FT 10 IN.

Wheels extended: 32 FT



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
35 Foot Ladder  
Fire Drill II

## AIRCRAFT ENTRY - 200 SPECIAL FREIGHTER

## 1. NORMAL/EMERGENCY ENTRY

- a. Pull entry door handles from recess position and rotate 180 degrees clockwise for entry doors located on left side and counterclockwise for entry doors on right side.

## NOTE:

All entry doors open outward.

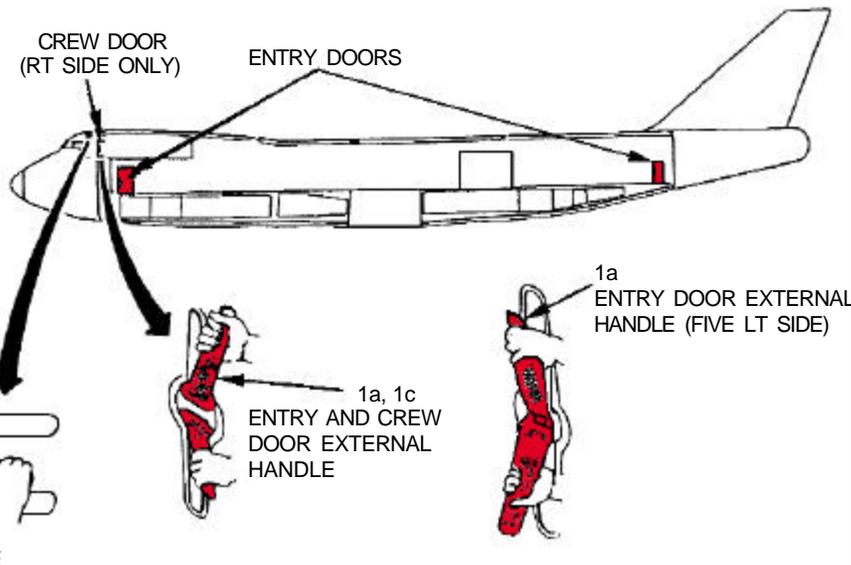
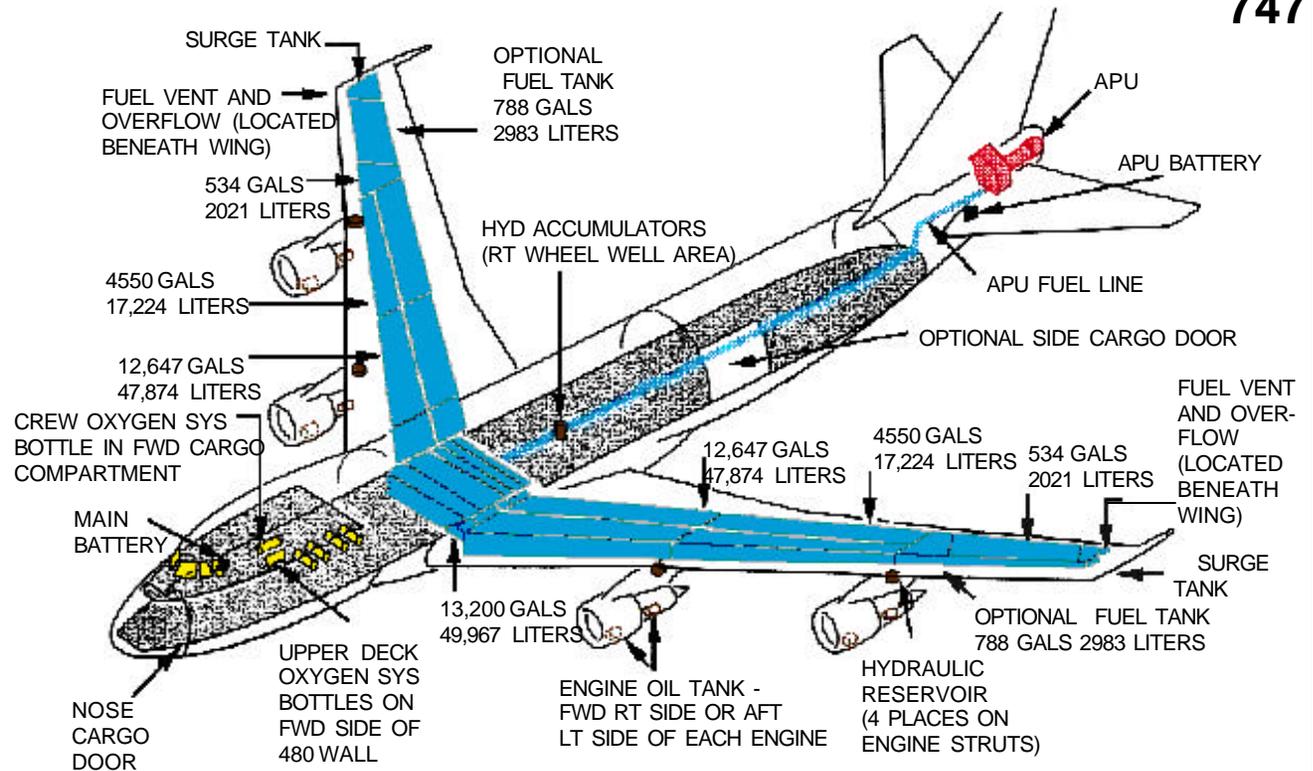
- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.
- c. Pull handle, located on crew door, and rotate 180 degrees counterclockwise. Push door inward until slide tracks are engaged, then slide door aft.

## NOTE:

- Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.
- All emergency escape chutes are deployed from inside the aircraft only.

## 2. CUT-IN

- a. Cut areas along window lines as last resort.



# EMERGENCY RESCUE ACCESS

-200 SPECIAL FREIGHTER

A - Control cabin/lounge floor level to ground

Wheels retracted: 18 FT 4 IN.

Wheels extended: 24 FT 6 IN.

B - Crew door handle

Wheels retracted: 20 FT 4 IN.

Wheels extended: 27 FT

C - Passenger cabin floor level to ground

Wheels retracted: 9 FT 10 IN.

Wheels extended: 16 FT

D - Entry door handle

Wheels retracted: 13 FT

Wheels extended: 19 FT 2 IN.

E - Escape hatch

Wheels retracted: 25 FT 10 IN.

Wheels extended: 32 FT

FLIGHT DECK OVERHEAD  
ESCAPE HATCH

FLIGHT  
DECK  
DOOR

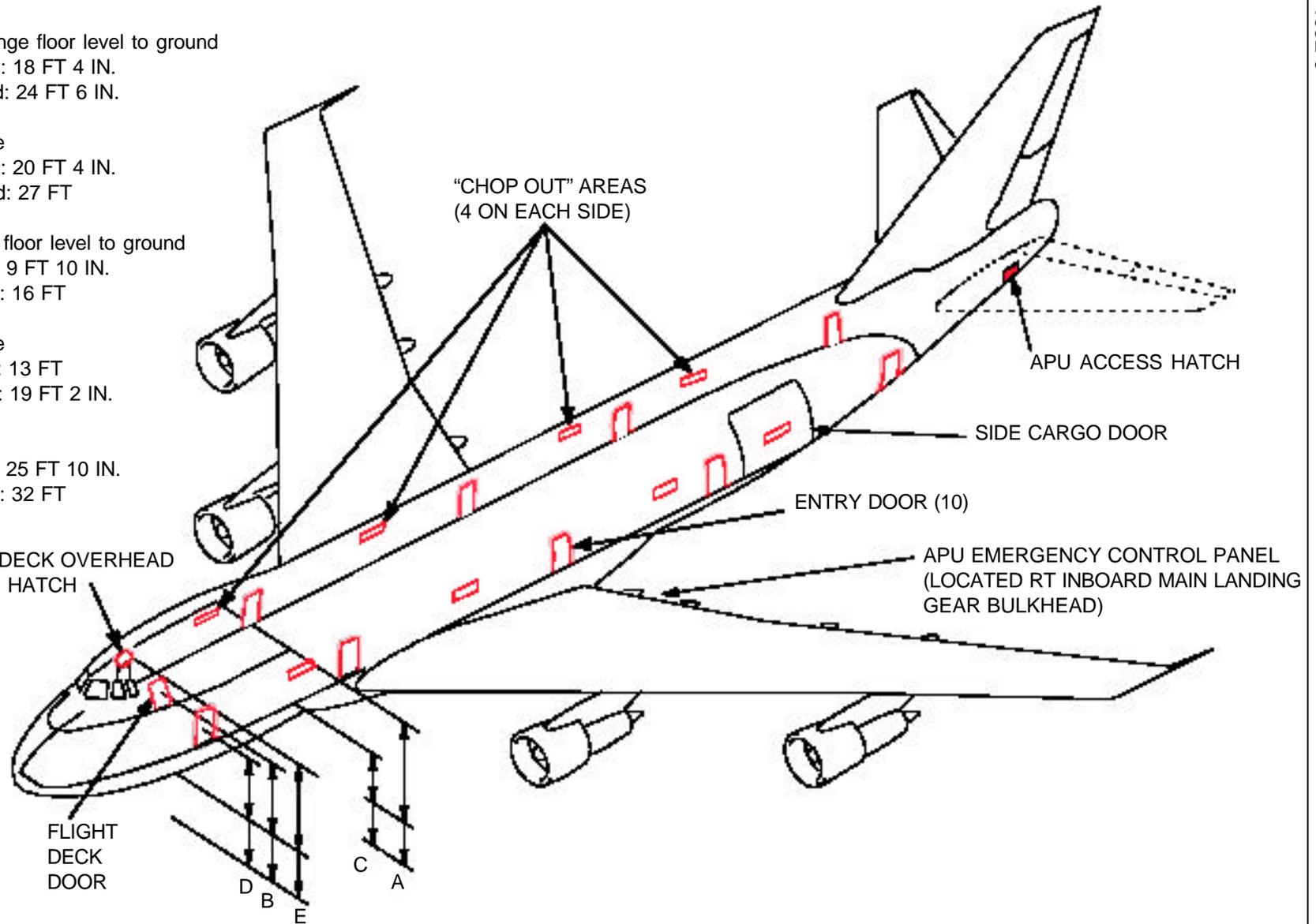
"CHOP OUT" AREAS  
(4 ON EACH SIDE)

APU ACCESS HATCH

SIDE CARGO DOOR

ENTRY DOOR (10)

APU EMERGENCY CONTROL PANEL  
(LOCATED RT INBOARD MAIN LANDING  
GEAR BULKHEAD)



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
35 Foot Ladder  
Fire Drill II

## AIRCRAFT ENTRY - SPECIAL PURPOSE (SP)

## 1. NORMAL/EMERGENCY ENTRY

- a. Pull entry door handles from recess position and rotate 180 degrees clockwise for entry doors located on left side and counterclockwise for entry doors on right side.

## NOTE:

All ten entry doors open outward.

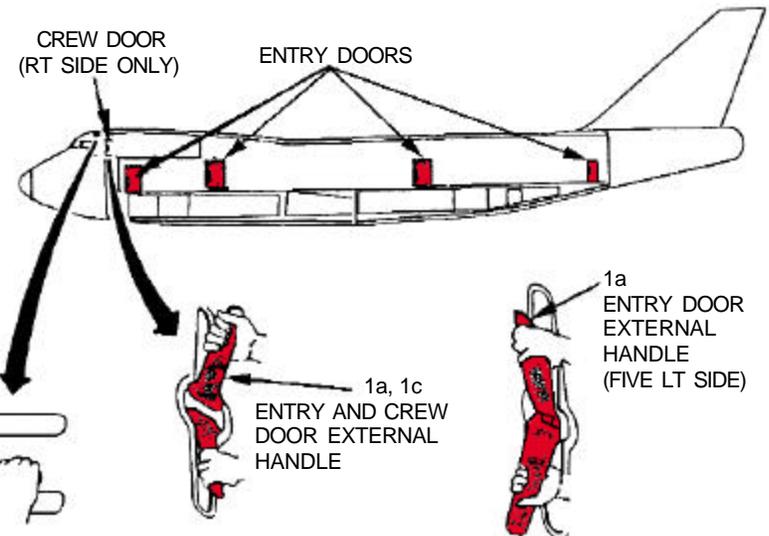
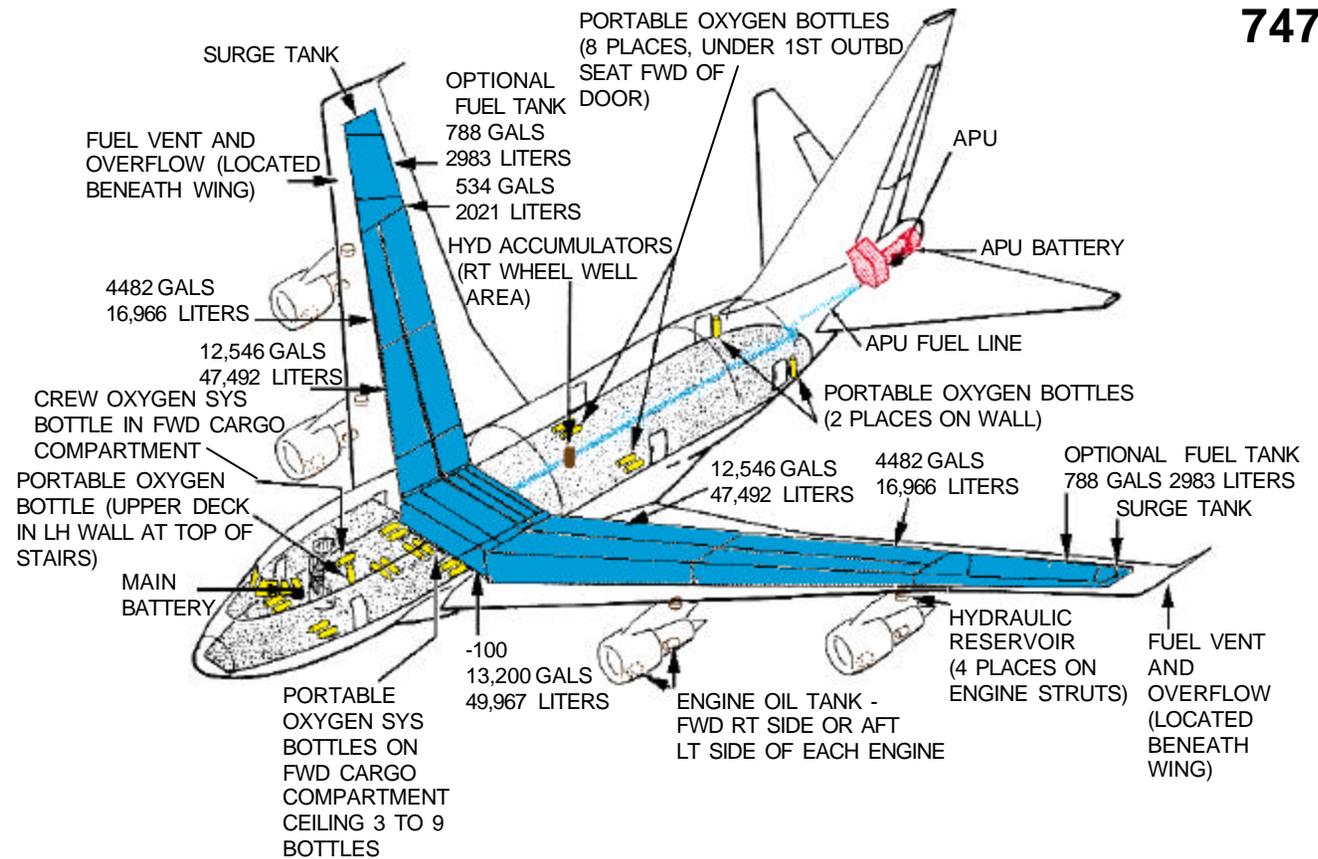
- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.
- c. Pull handle, located on crew door, and rotate 80 degrees counterclockwise. Push door inward until slide tracks are engaged, then slide door aft.

## NOTE:

- Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.
- All emergency escape chutes are deployed from inside the aircraft only.

## 2. CUT-IN

- a. Cut areas along window lines as last resort.



# EMERGENCY RESCUE ACCESS

-SPECIAL PURPOSE (SP)

NOTE:

Not all "chop out" areas are marked.

A - Control cabin/lounge floor level to ground

Wheels retracted: 18 FT 4 IN.

Wheels extended: 24 FT 6 IN.

B - Crew door handle

Wheels retracted: 20 FT 4 IN.

Wheels extended: 27 FT

C - Passenger cabin floor level to ground

Wheels retracted: 9 FT 10 IN.

Wheels extended: 16 FT

D - Entry door handle

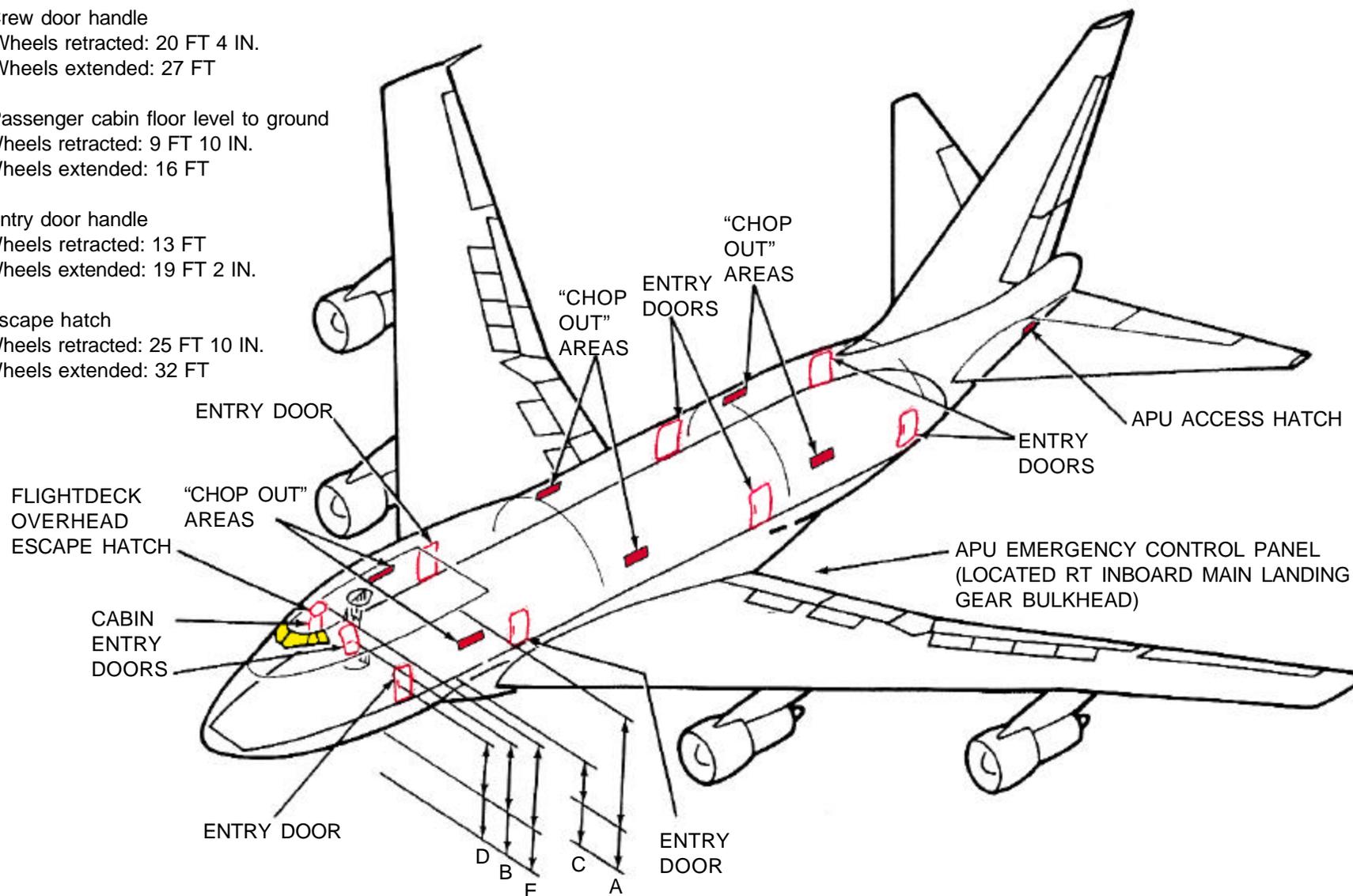
Wheels retracted: 13 FT

Wheels extended: 19 FT 2 IN.

E - Escape hatch

Wheels retracted: 25 FT 10 IN.

Wheels extended: 32 FT



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
35 Foot Ladder  
Fire Drill II

## AIRCRAFT ENTRY - FREIGHTER

## 1. NORMAL/EMERGENCY ENTRY

- a. Pull entry door handles from recess position and rotate 180 degrees clockwise for entry doors located on left side and counterclockwise for entry doors on right side.

## NOTE:

All entry doors open outward.

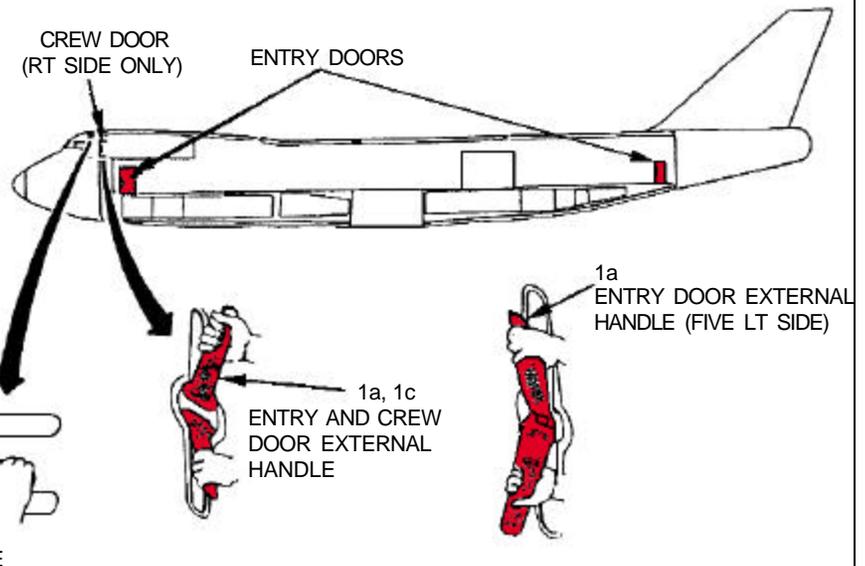
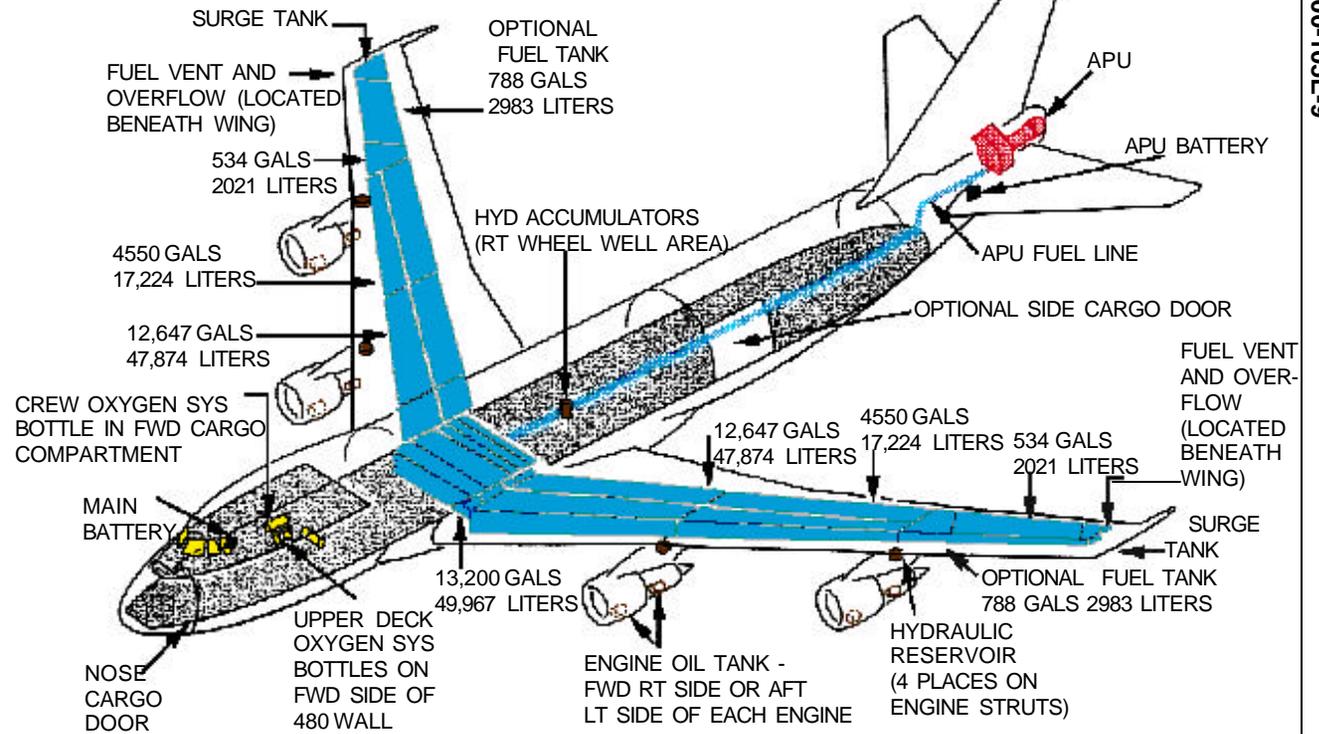
- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.
- c. Pull handle, located on crew door, and rotate 180 degrees counterclockwise. Push door inward until slide tracks are engaged, then slide door aft.

## NOTE:

- Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.
- All emergency escape chutes are deployed from inside the aircraft only.

## 2. CUT-IN

- a. Cut areas along window lines as last resort.



**EMERGENCY RESCUE ACCESS**

-FREIGHTER

NOTE:

Not all "chop out" areas are marked.

A - Control cabin/lounge floor level to ground

Wheels retracted: 18 FT 4 IN.

Wheels extended: 24 FT 6 IN.

B - Crew door handle

Wheels retracted: 20 FT 4 IN.

Wheels extended: 27 FT

C - Passenger cabin floor level to ground

Wheels retracted: 9 FT 10 IN.

Wheels extended: 16 FT

D - Entry door handle

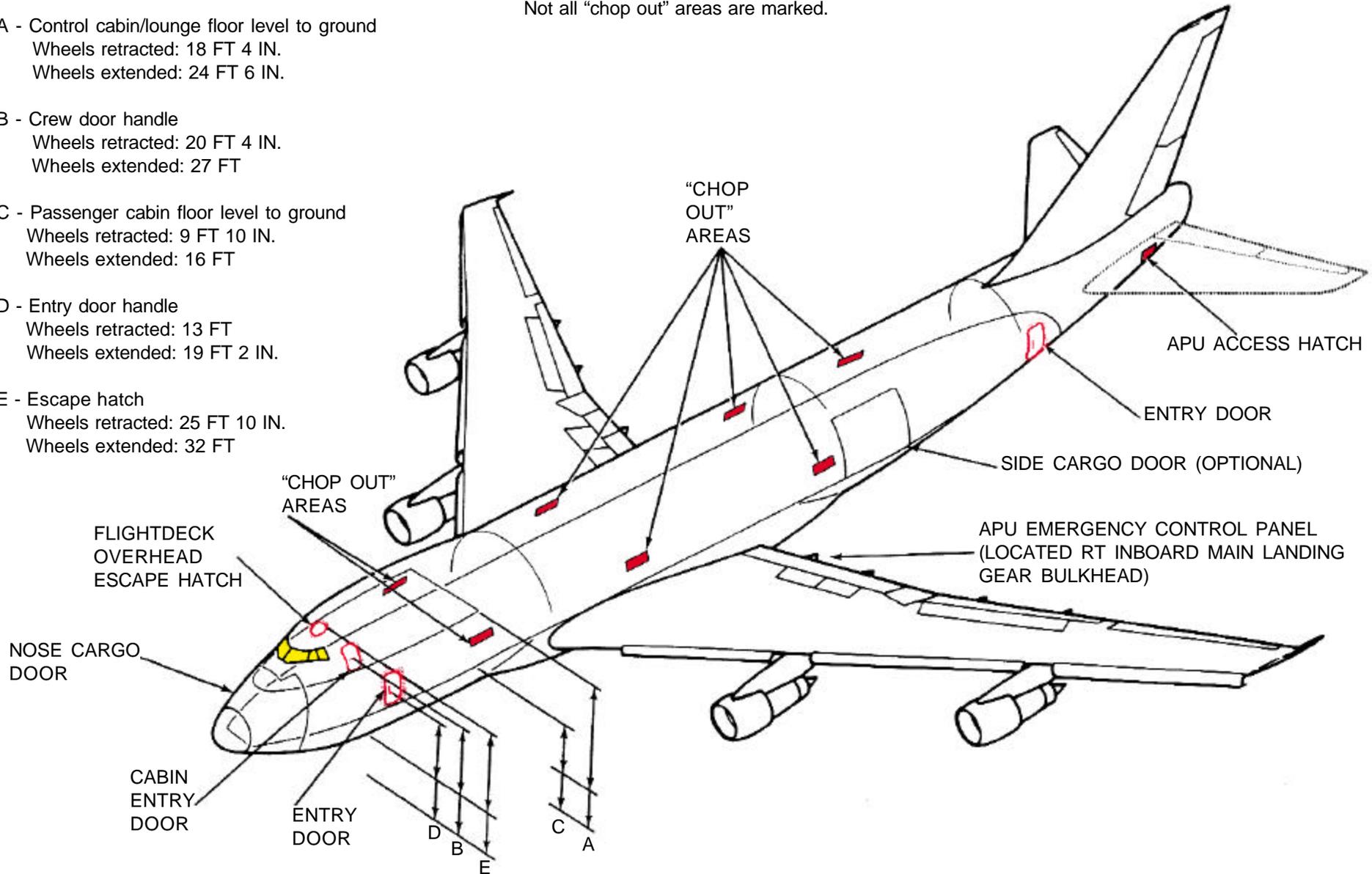
Wheels retracted: 13 FT

Wheels extended: 19 FT 2 IN.

E - Escape hatch

Wheels retracted: 25 FT 10 IN.

Wheels extended: 32 FT



**SPECIAL TOOLS/EQUIPMENT**

- Power Rescue Saw
- 35 Foot Ladder
- Fire Drill II

**AIRCRAFT ENTRY -300/-300 COMBI**

**NOTE:**

Refer to the E-4 for more extensive information. Both airframes are identical except for military capabilities.

**1. NORMAL/EMERGENCY ENTRY**

- a. Pull entry door handles from recess position and rotate 180 degrees clockwise for entry doors located on left side and counterclockwise for entry doors on right side.

**NOTE:**

All ten entry doors open outward.

- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.
- c. Pull handle, located on crew door, and rotate 180 degrees counterclockwise. Push door inward until slide tracks are engaged, then slide door aft.

**NOTE:**

- Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.
- All emergency escape chutes are deployed from inside the aircraft only.

**2. UPPER DECK EMERGENCY DOORS**

- a. Push access panel and lift door handle.

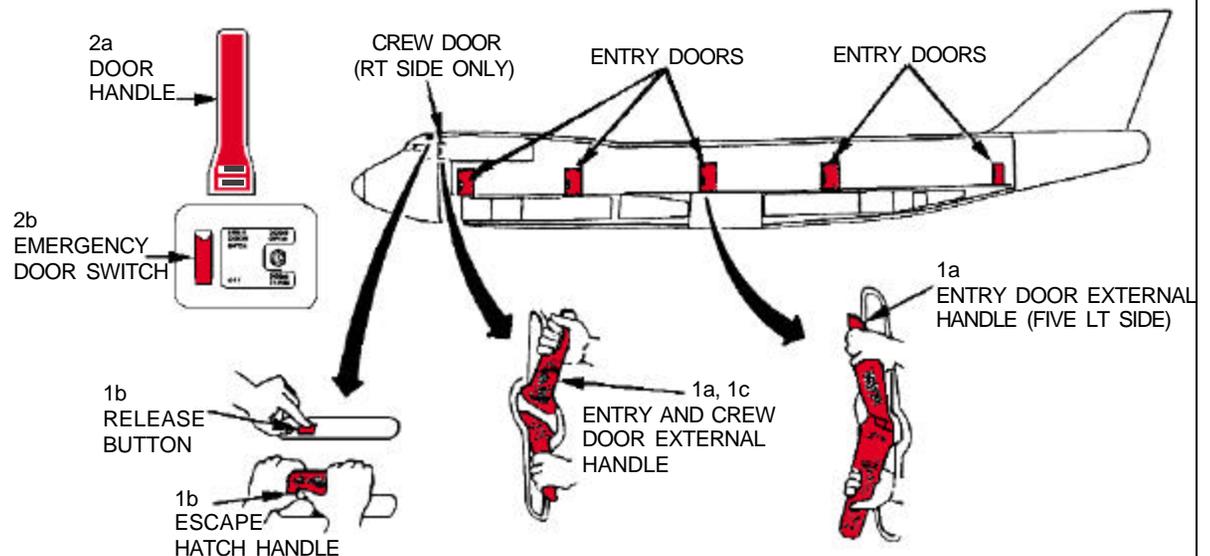
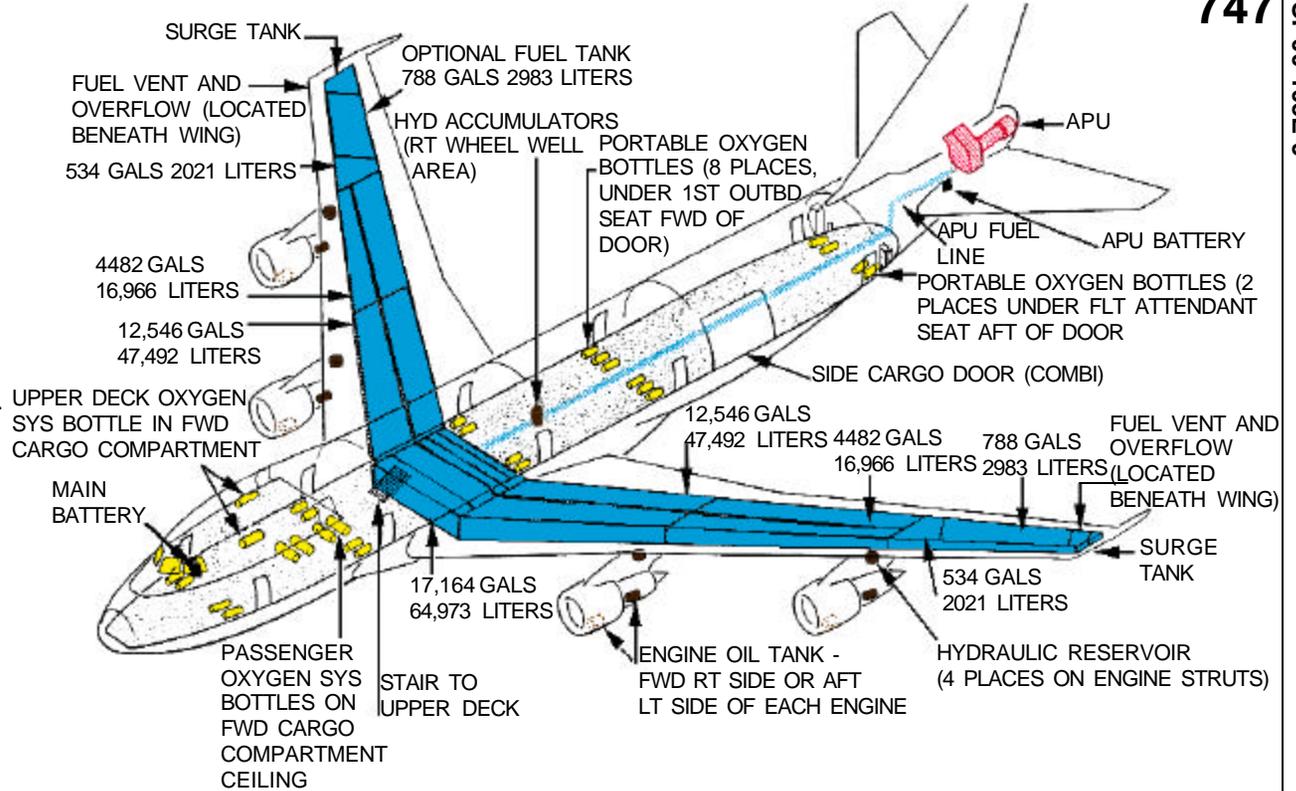
**NOTE:**

Lifting external handle disarms slide and disengages door interlock. Control access cover aft of door.

- b. Open cover and move guarded emergency door switch to open.

**3. CUT-IN**

- a. Cut areas along window lines as last resort.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

-300/-300COMBI AND SPECIAL FREIGHTER

## 1. ENGINE SHUTDOWN

- a. Retard throttles, located on pilot's center console, to IDLE CUTOFF position.
- b. Place engine start levers, located on pilot's center console, to CUTOFF position.

### NOTE:

If engines fail to shutdown, pull emergency fire T-handles, located on pilot's overhead panel.

- c. Place battery switch, located on flight engineer's center panel, to OFF position.
- d. Place APU switch, located on flight engineer's upper left panel, to STOP position.

### NOTE:

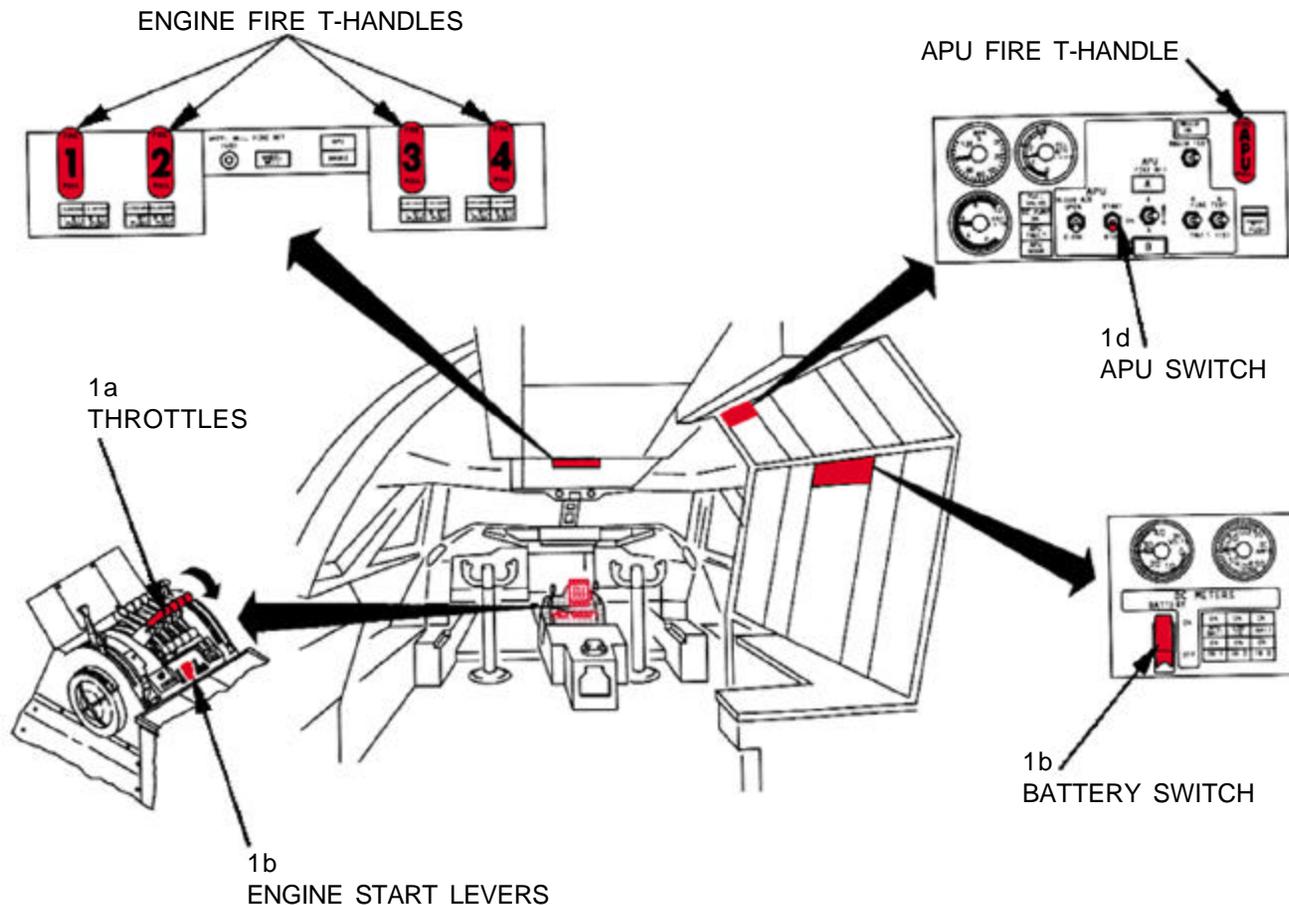
If APU fails to shutdown, pull emergency fire T-handle, located on flight engineer's overhead panel.

## 2. AIRCREW EXTRACTION

- a. Unlatch lap belts and remove shoulder harness from crewmembers.
- b. Depress control handles and rotate flight engineer's seat from left to right.
- c. Passenger seats are equipped with lap belts only.

### NOTE:

If seat tracks are not damaged during crash landing use adjustable seat control to retract seats to aft position.

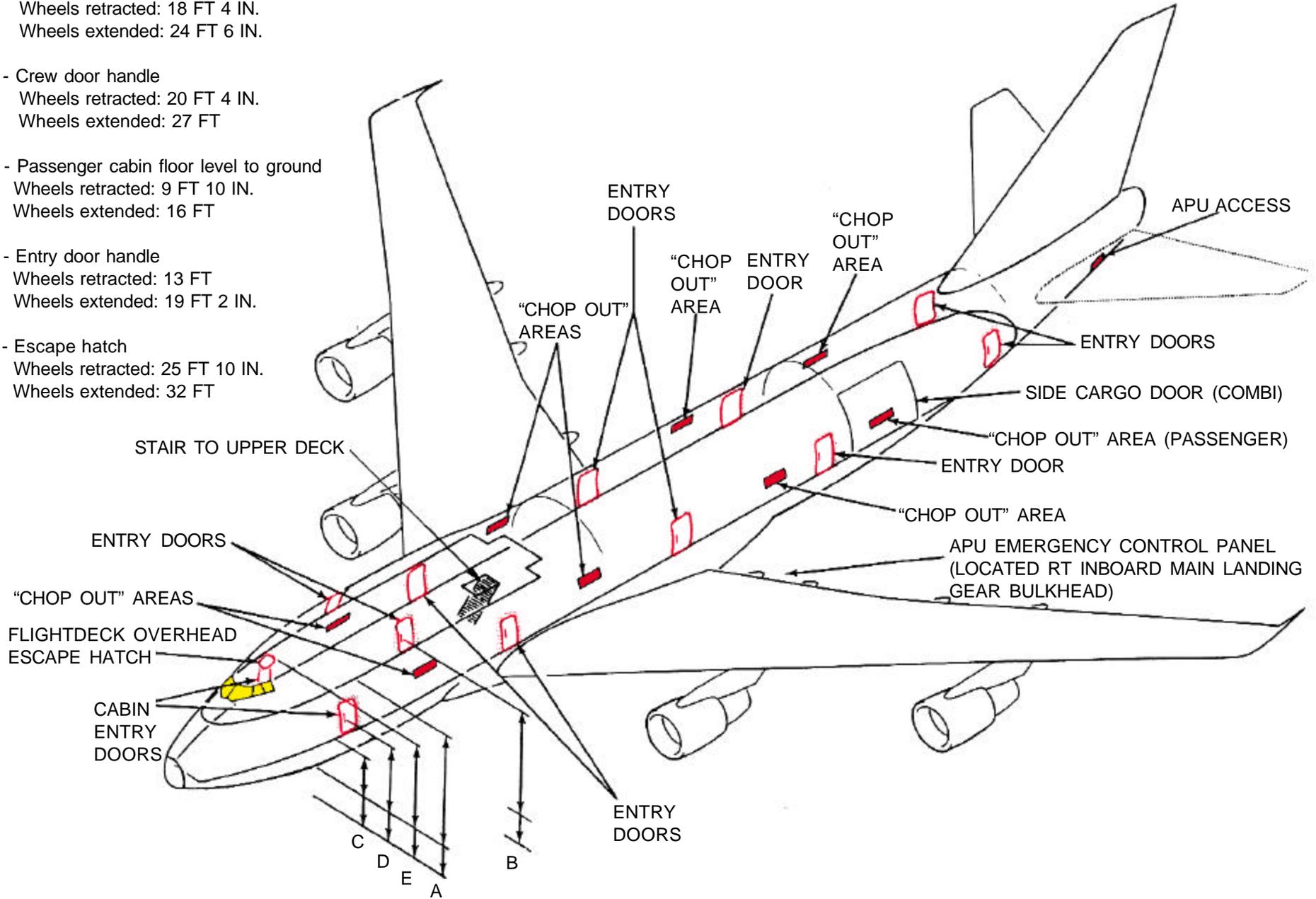


# EMERGENCY RESCUE ACCESS

-300/-300 COMBI

NOTE:  
Not all "chop out" areas are marked.

- A - Control cabin/lounge floor level to ground  
Wheels retracted: 18 FT 4 IN.  
Wheels extended: 24 FT 6 IN.
- B - Crew door handle  
Wheels retracted: 20 FT 4 IN.  
Wheels extended: 27 FT
- C - Passenger cabin floor level to ground  
Wheels retracted: 9 FT 10 IN.  
Wheels extended: 16 FT
- D - Entry door handle  
Wheels retracted: 13 FT  
Wheels extended: 19 FT 2 IN.
- E - Escape hatch  
Wheels retracted: 25 FT 10 IN.  
Wheels extended: 32 FT



**SPECIAL TOOLS/EQUIPMENT**

Power Rescue Saw  
35 Foot Ladder  
Fire Drill II

**AIRCRAFT ENTRY -300 SPECIAL FREIGHTER****1. NORMAL/EMERGENCY ENTRY**

- a. Pull entry door handles from recess position and rotate 180 degrees clockwise for entry doors located on left side and counterclockwise for entry doors on right side.

**NOTE:**

All ten entry doors open outward.

- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.

- c. Pull handle, located on crew door, and rotate 180 degrees counterclockwise. Push door inward until slide tracks are engaged, then slide door aft.

**NOTE:**

- Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.
- All emergency escape chutes are deployed from inside the aircraft only.

**2. UPPER DECK EMERGENCY DOORS**

- a. Push access panel and lift door handle.

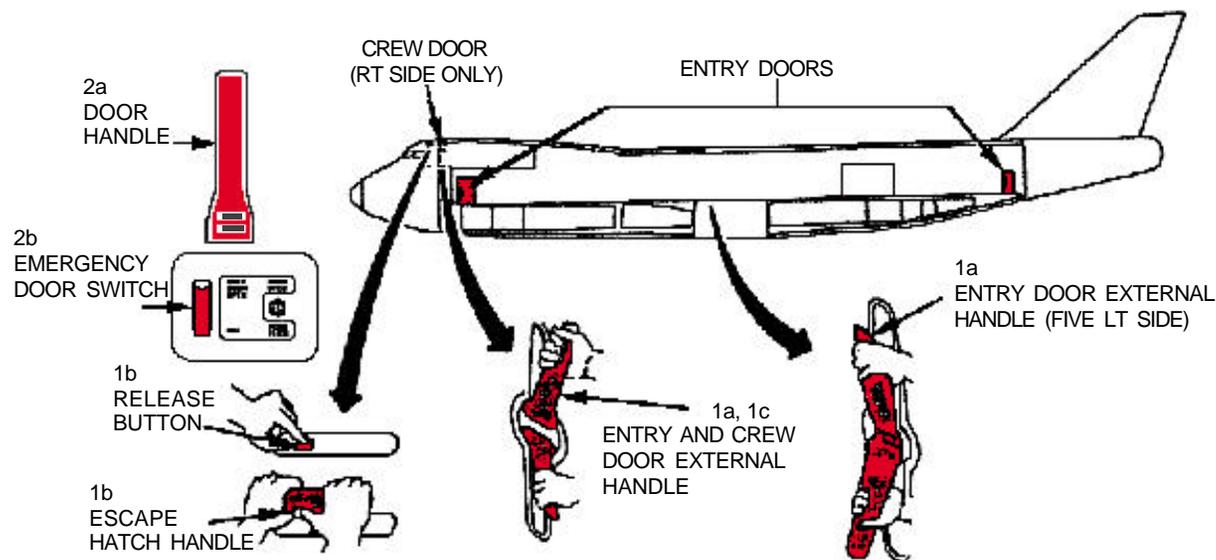
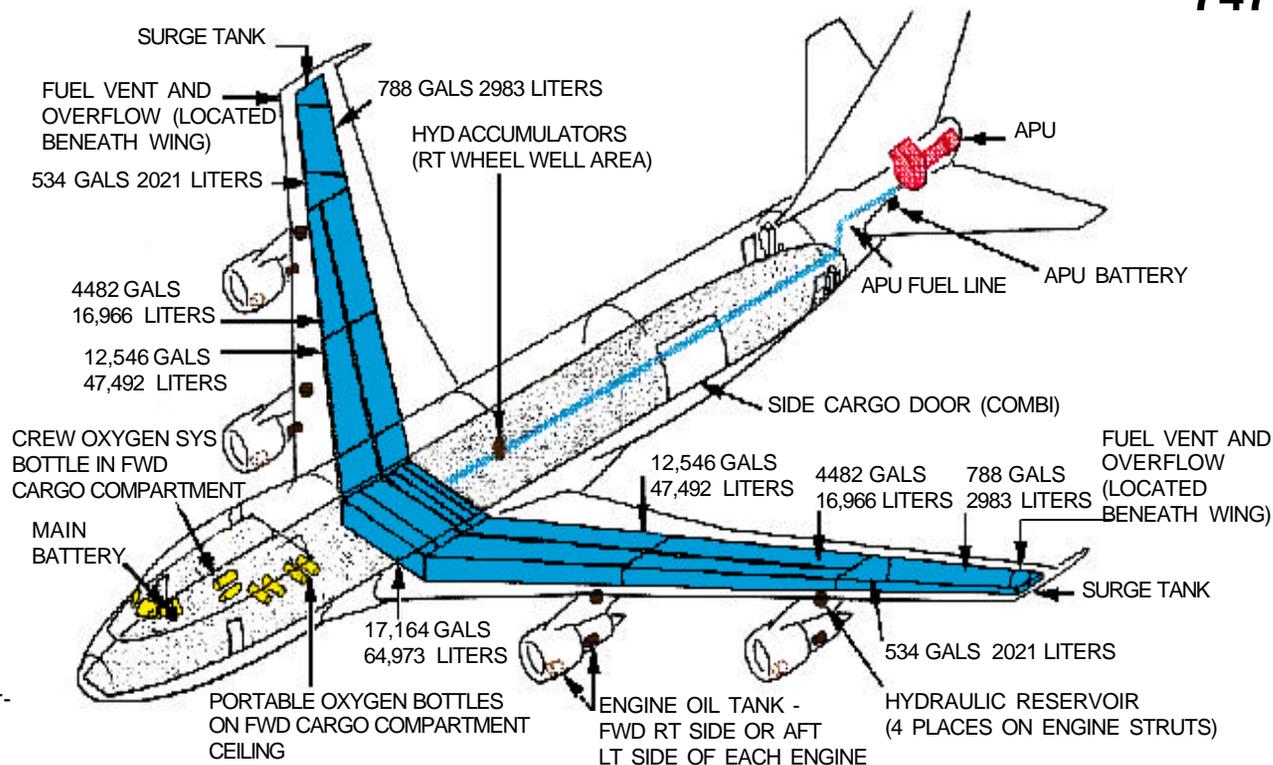
**NOTE:**

Lifting external handle disarms slide and disengages door interlock. Control access cover aft of door.

- b. Open cover and move guarded emergency door switch to open.

**3. CUT-IN**

- a. Cut areas along window lines as last resort.



# EMERGENCY RESCUE ACCESS

-300 SPECIAL FREIGHTER

A - Control cabin/lounge floor level to ground

Wheels retracted: 18 FT 4 IN.

Wheels extended: 24 FT 6 IN.

B - Crew door handle

Wheels retracted: 20 FT 4 IN.

Wheels extended: 27 FT

C - Passenger cabin floor level to ground

Wheels retracted: 9 FT 10 IN.

Wheels extended: 16 FT

D - Entry door handle

Wheels retracted: 13 FT

Wheels extended: 19 FT 2 IN.

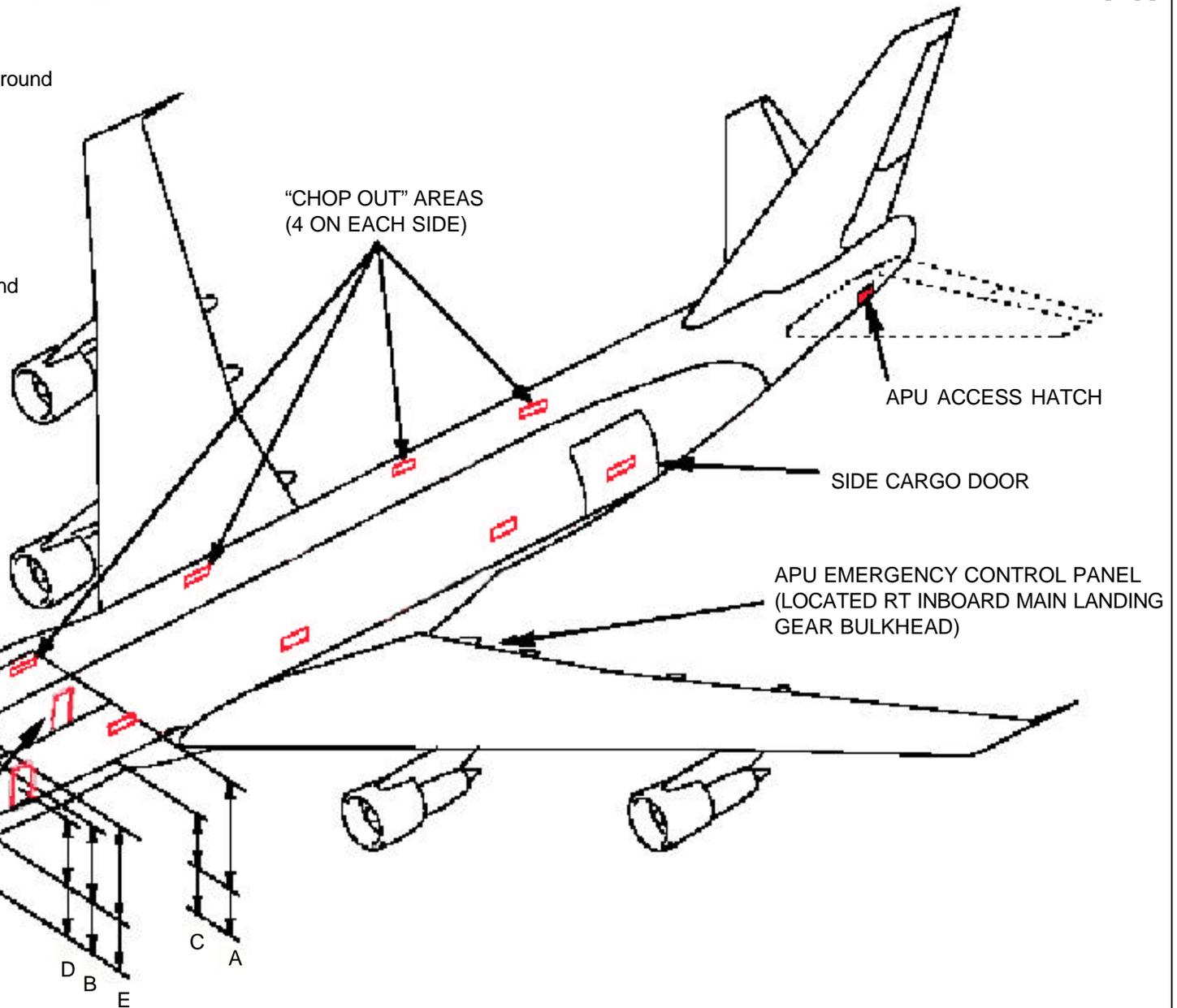
E - Escape hatch

Wheels retracted: 25 FT 10 IN.

Wheels extended: 32 FT

FLIGHT DECK OVERHEAD  
ESCAPE HATCH

FLIGHT  
DECK  
DOOR



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
35 Foot Ladder  
Fire Drill II

## AIRCRAFT ENTRY -400 &amp; 400 COMBI

## 1. NORMAL/EMERGENCY ENTRY

- a. Pull entry door handles from recess position and rotate 180 degrees clockwise for entry doors located on left side and counterclockwise for entry doors on right side.

## NOTE:

All ten entry doors open outward.

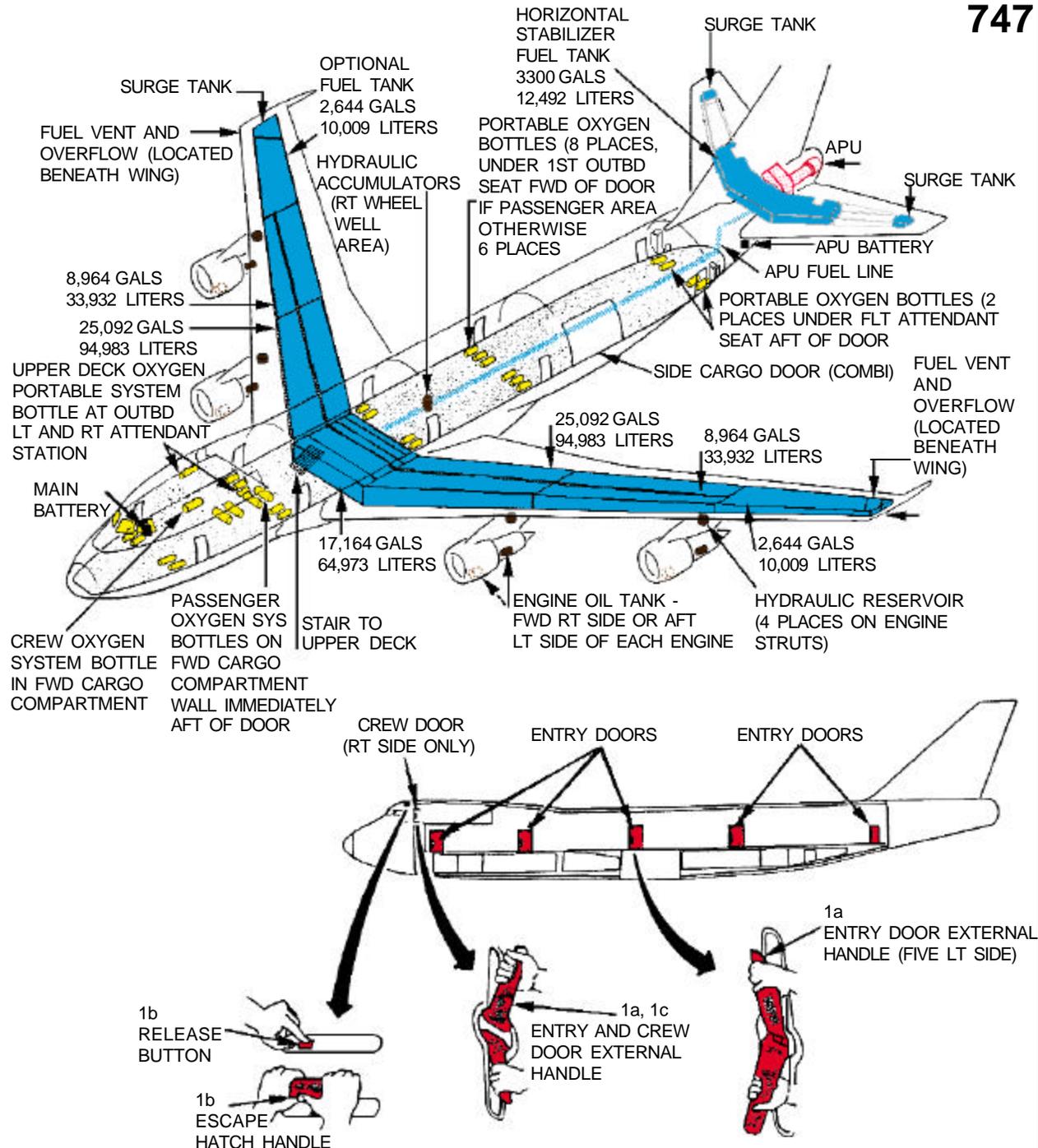
- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.
- c. Pull handle, located on crew door, and rotate 180 degrees counterclockwise. Push door inward until slide tracks are engaged, then slide door aft.

## NOTE:

- Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.
- All emergency escape chutes are deployed from inside the aircraft only.

## 2. CUT-IN

- a. Cut areas along window lines as last resort.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

## 1. ENGINE SHUTDOWN -400/-400 COMBI AND -400 FREIGHTER

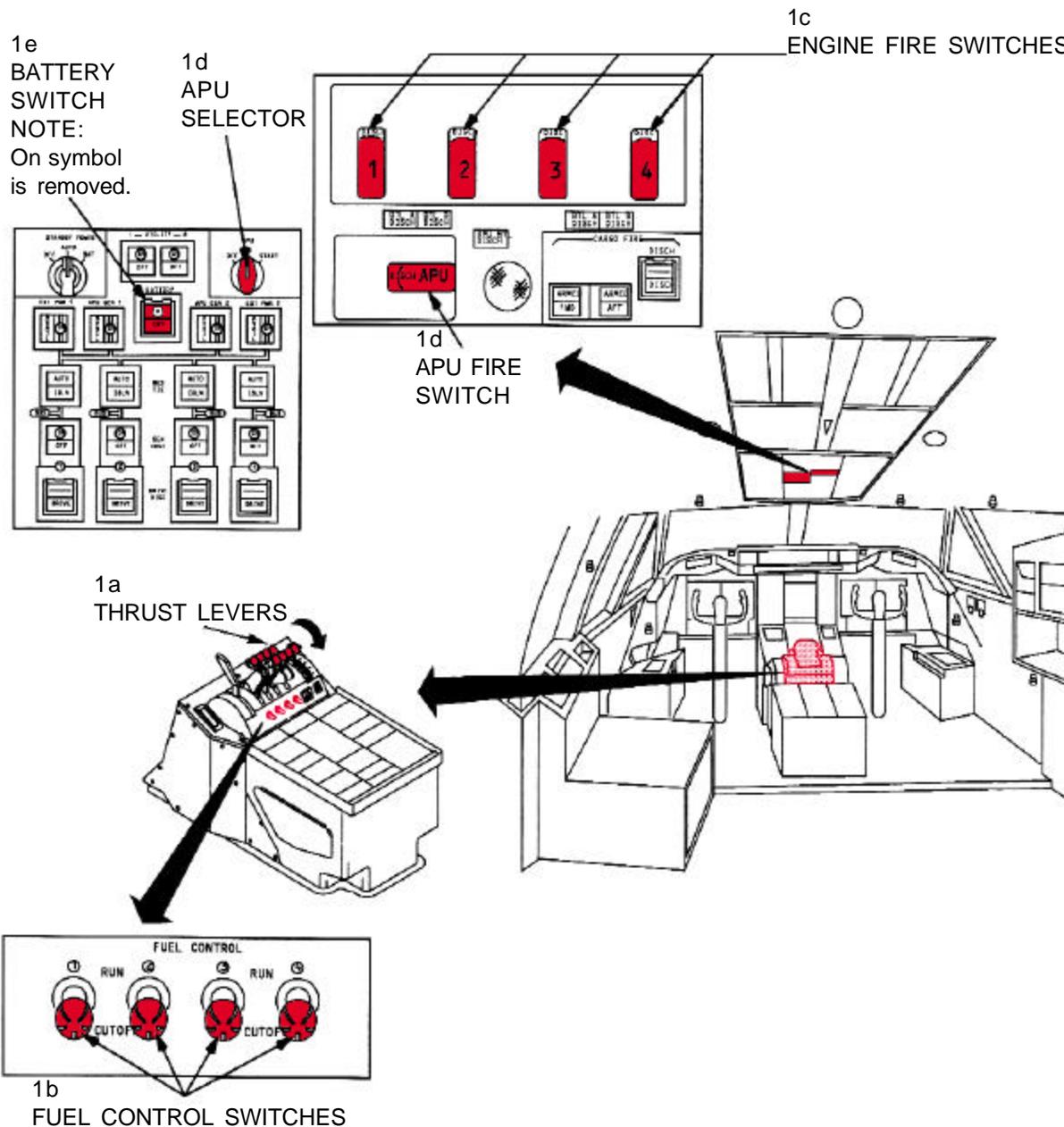
- Retard thrust levers, located on pilot's center console, to RETARD position.
- Place fuel control switches, located on pilot's center console under thrust levers, to CUT OFF position.
- In case of engine fire, pull engine fire switches, located on pilot's overhead center panel. If not illuminated, may require pushing and holding the button under the switch to release.
- In case of APU fire, pull APU fire switch, located on pilot's overhead center panel under engine fire switches. If not illuminated, may require pushing and holding the button under the switch to release. Rotate APU selector to OFF.
- Press battery switch, located on pilot's overhead center panel left side, to OFF.

## 2. AIRCREW EXTRACTION

- Unlatch lap belts and remove shoulder harness from crewmembers.
- Depress control handles and rotate flight engineer's seat from left to right.
- Passenger seats are equipped with lap belts only.

### NOTE:

If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position.





**SPECIAL TOOLS/EQUIPMENT**

- Power Rescue Saw
- 35 Foot Ladder
- Fire Drill II

**AIRCRAFT ENTRY -400 FREIGHTER**

**1. NORMAL/EMERGENCY ENTRY**

- a. Pull entry door handles from recess position and rotate 180 degrees clockwise for entry doors located on left side and counterclockwise for entry doors on right side.

**NOTE:**

All entry doors open outward.

- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.

- c. Pull handle, located on crew door, and rotate 180 degrees counterclockwise. Push door inward until slide tracks are engaged, then slide door aft.

**NOTE:**

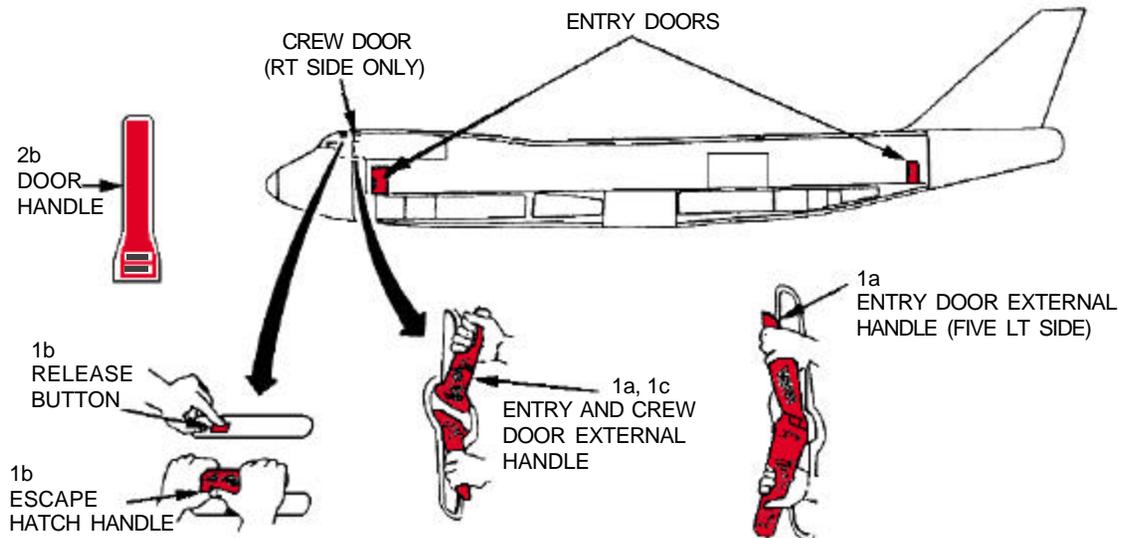
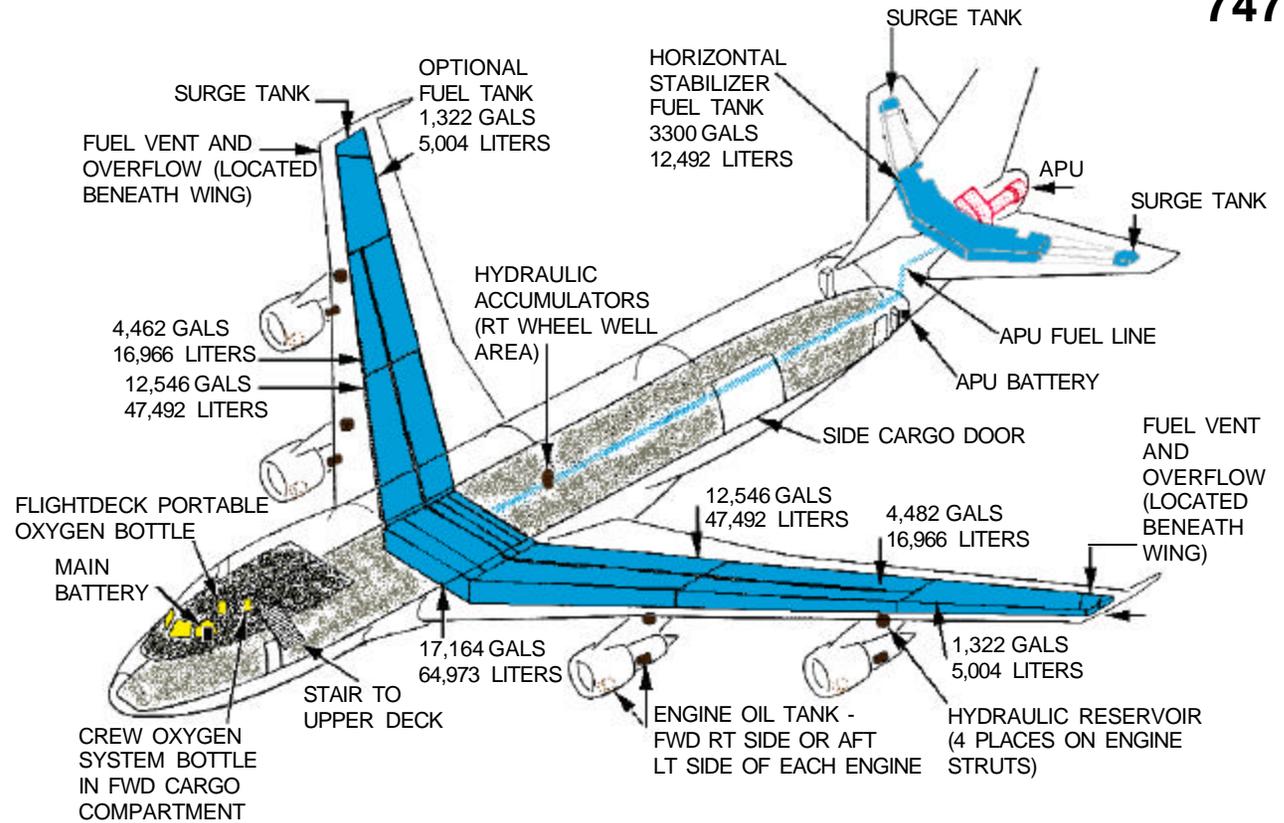
- Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.
- All emergency escape chutes are deployed from inside the aircraft only.

**2. UPPER DECK CREW SERVICE DOOR**

- a. To unlock door, push access panel.
- b. Lift door handle.

**3. CUT-IN**

- a. Cut areas along window lines as last resort.



**EMERGENCY RESCUE ACCESS**

- 400 FREIGHTER

NOTE:

Not all "chop out" areas are marked.

A - Control cabin/lounge floor level to ground

Wheels retracted: 18 FT 4 IN.

Wheels extended: 24 FT 6 IN.

B - Crew door handle

Wheels retracted: 20 FT 4 IN.

Wheels extended: 27 FT

C - Passenger cabin floor level to ground

Wheels retracted: 9 FT 10 IN.

Wheels extended: 16 FT

D - Entry door handle

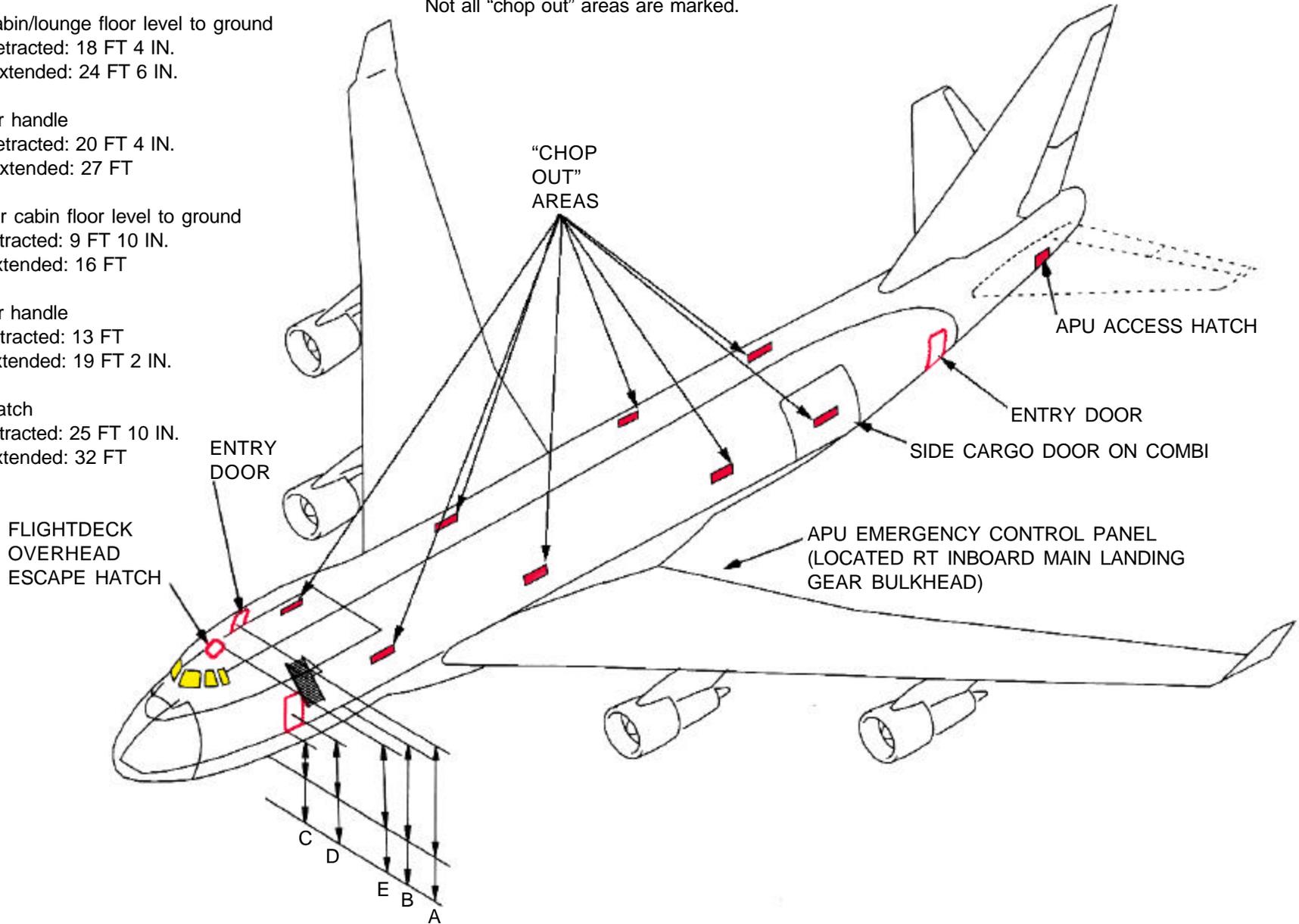
Wheels retracted: 13 FT

Wheels extended: 19 FT 2 IN.

E - Escape hatch

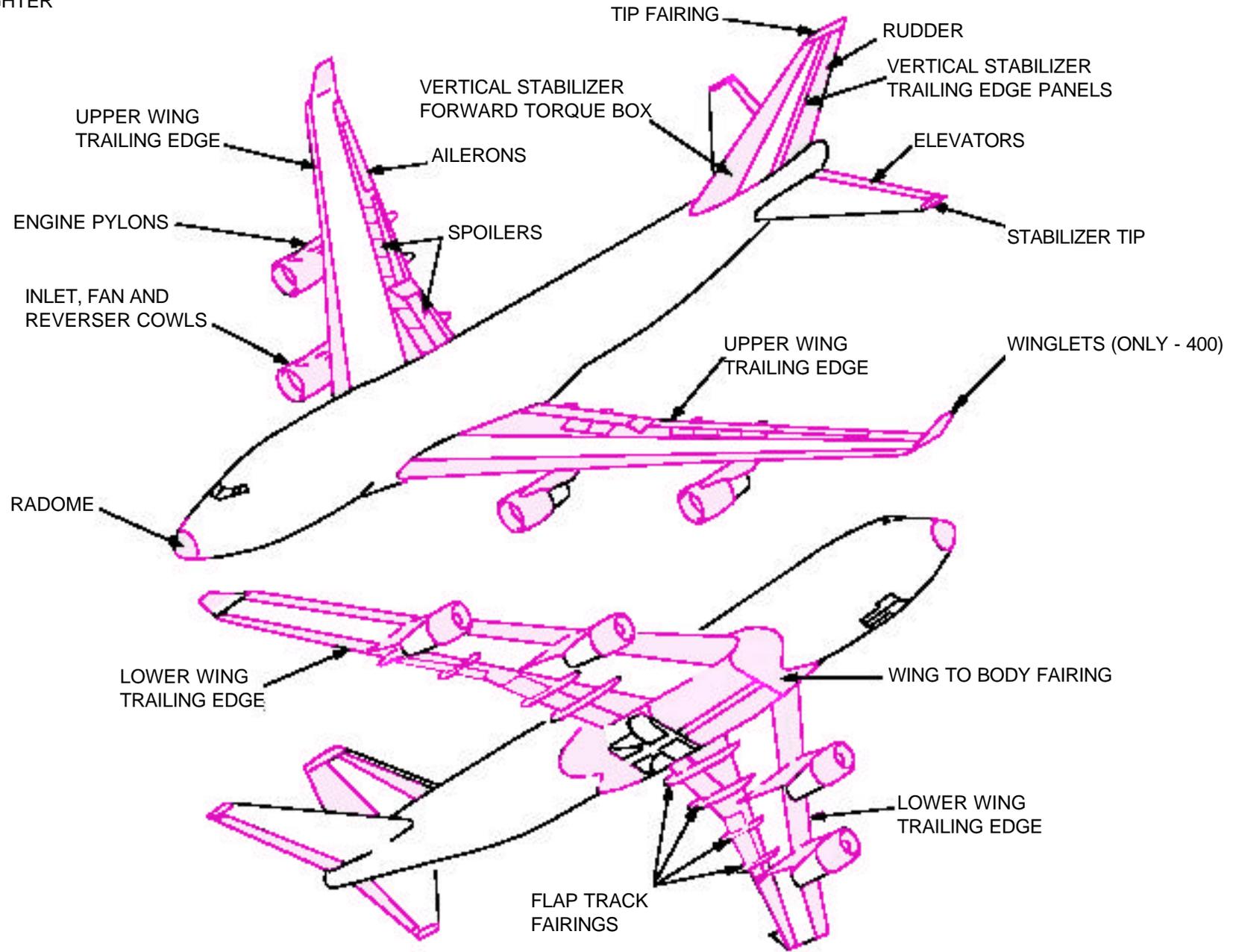
Wheels retracted: 25 FT 10 IN.

Wheels extended: 32 FT



# AIRFRAME COMPOSITE MATERIALS

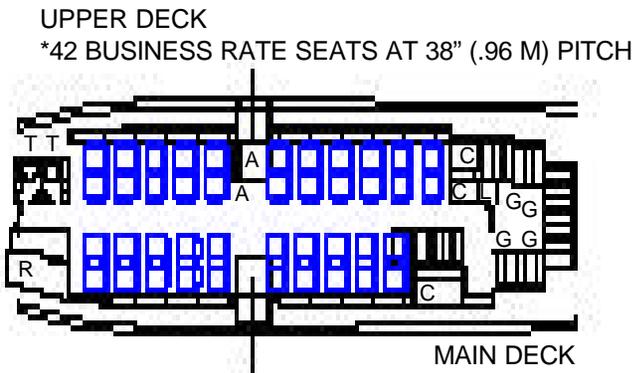
- 400 FREIGHTER



# CABIN CONFIGURATION

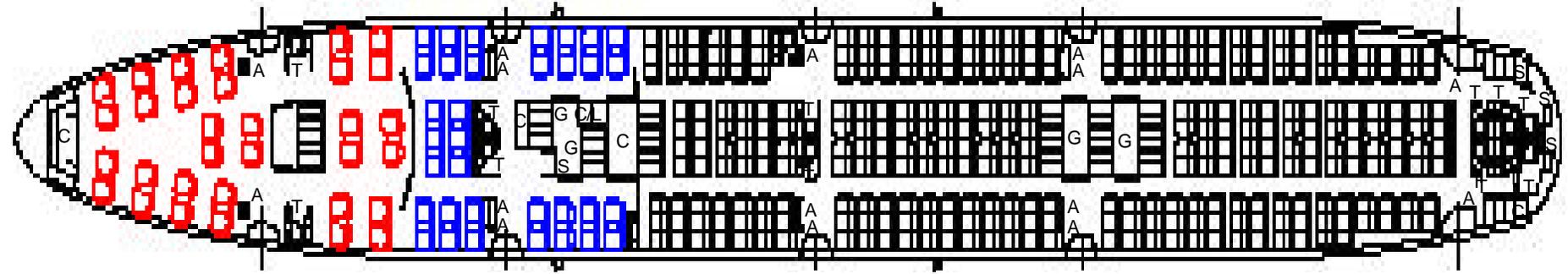
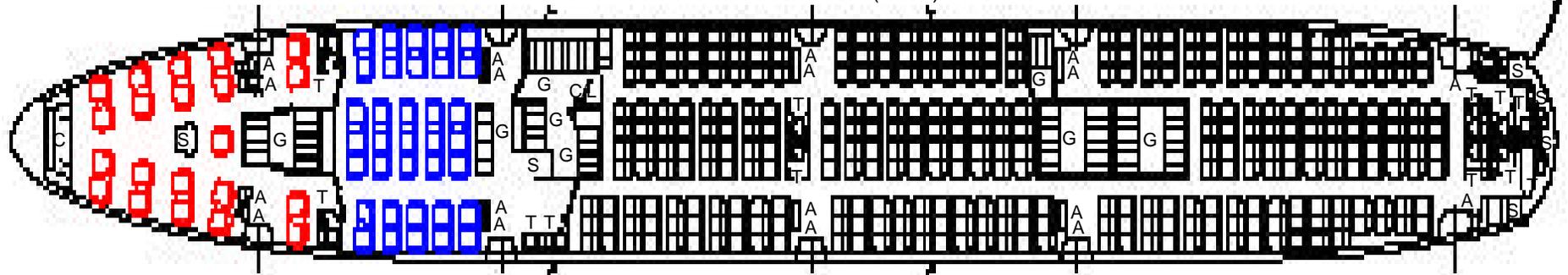
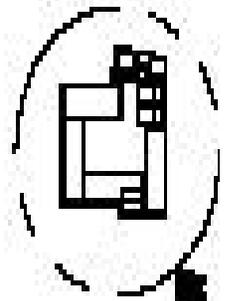
EFFECTIVITY: 747-400 (TRI-CLASS)

- A ATTENDANT
- T TOILET
- C CLOSET
- S STOWAGE
- R CREW REST
- G GALLEY
- C/L CART LIFT



MAIN DECK  
\*32 FIRST CLASS SEATS AT 61" (1.55 M) PITCH  
\*34 BUSINESS RATE SEATS AT 39" (1.00 M) PITCH  
\*322 ECONOMY SEATS AT 32" (.81 M) PITCH

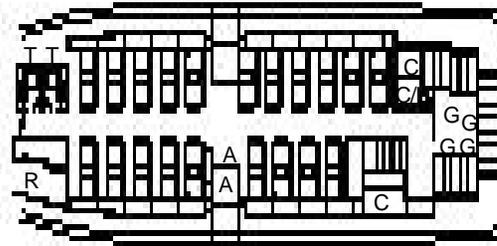
OPTIONAL IN=FLIGHT  
OVERHEAD CREW REST  
8 BUNKS AND 2 SEATS



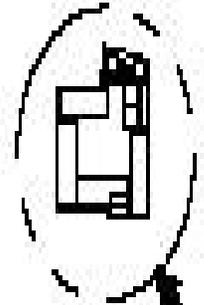
# CABIN CONFIGURATION-Continued

EFFECTIVITY: 747-400ER (TRI-CLASS)

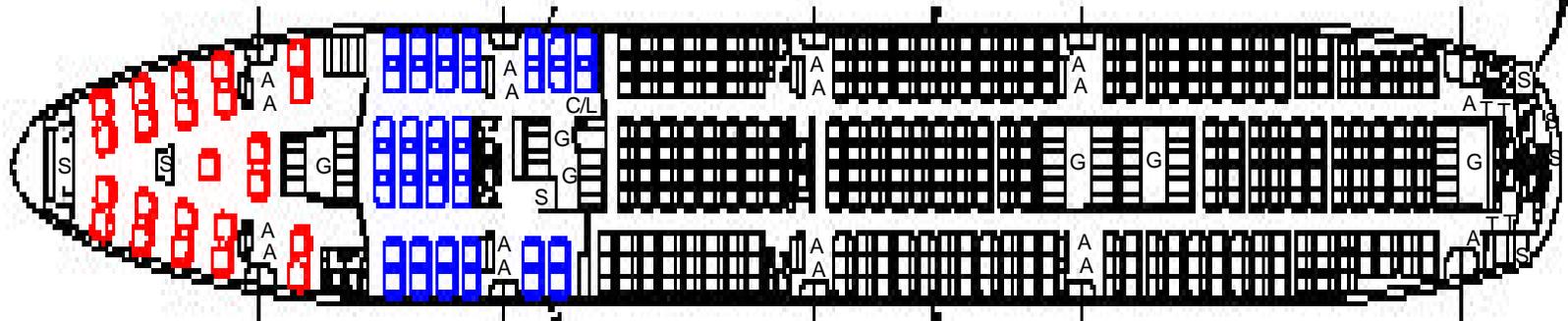
A	ATTENDANT
T	TOILET
C	CLOSET
S	STOWAGE
R	CREW REST
G	GALLEY
C/L	CART LIFT



UPPER DECK



OVERHEAD CREW REST  
8 BUNKS AND 2 SEATS



MAIN DECK

416 PASSENGERS

**MAIN DECK**

- \*23 FIRST CLASS SEATS AT 61" (1.55 M) PITCH
- \*38 BUSINESS RATE SEATS AT 39" (1.00 M) PITCH
- \*269 ECONOMY SEATS AT 32" (.81 M) PITCH
- \*46 ECONOMY SEATS AT 31" (.79 M) PITCH

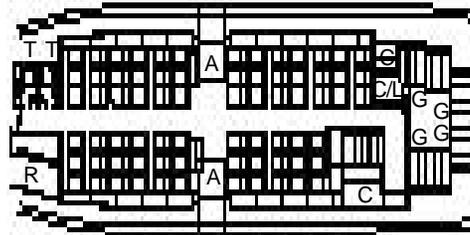
**UPPER DECK**

- \*40 BUSINESS CLASS SEATS AT 39" (1.00 M) PTICH

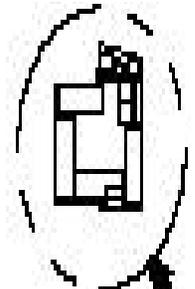
# CABIN CONFIGURATION-Continued

EFFECTIVITY: 747-400ER (DUAL CLASS)

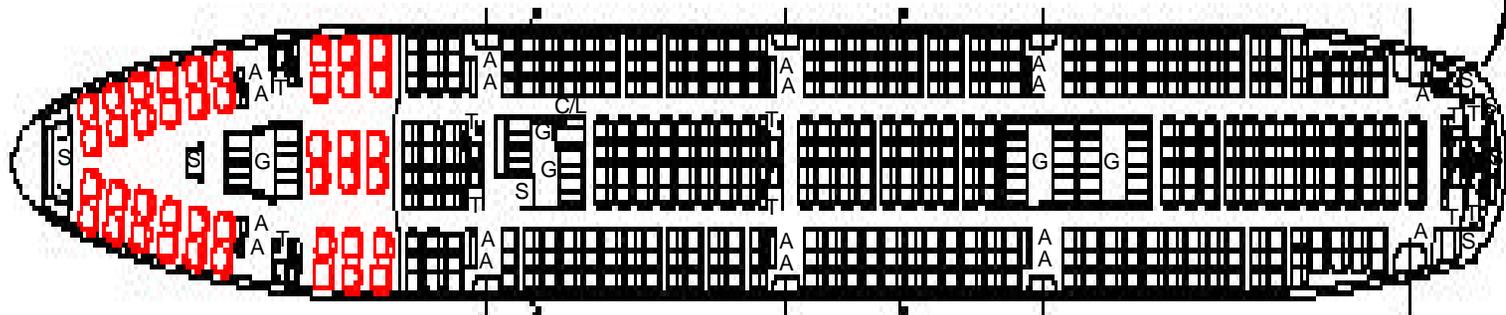
A	ATTENDANT
T	TOILET
C	CLOSET
S	STOWAGE
R	CREW REST
G	GALLEY
C/L	CART LIFT



UPPER DECK



OVERHEAD CREW REST  
8 BUNKS AND 2 SEATS



MAIN DECK

500 PASSENGERS

**MAIN DECK**

\*42 FIRST CLASS SEATS AT 39" (1.00 M) PITCH

\*333 ECONOMY SEATS AT 32" (.81 M) PITCH

\*53 ECONOMY SEATS AT 31" (.79 M) PITCH

**UPPER DECK**

\*33 ECONOMY SEATS AT 32" (.81 M) PITCH

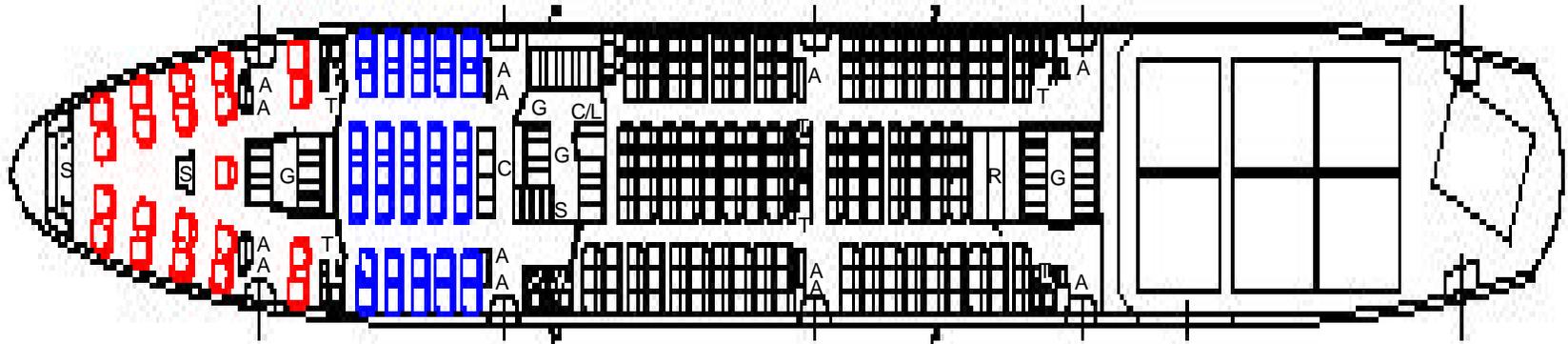
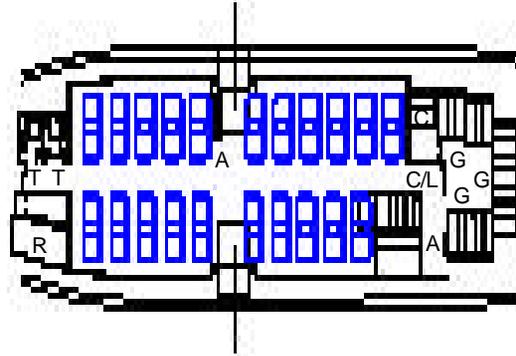
\*39 ECONOMY CLASS SEATS AT 31" (.79 M) PTICH

# CABIN CONFIGURATION-Continued

EFFECTIVITY: 747-400 COMBI

T	TOILET
S	STOWAGE
R	CREW REST
G	GALLEY
C/L	CART LIFT

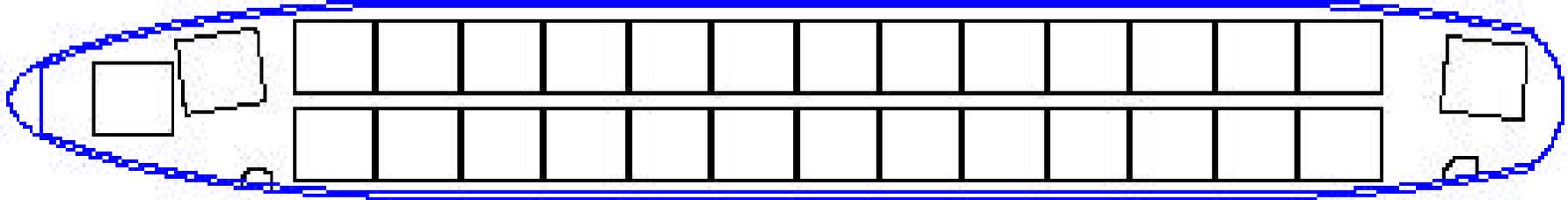
UPPER DECK  
 \*42 BUSINESS CLASS SEATS AT 38" (.96 M) PITCH



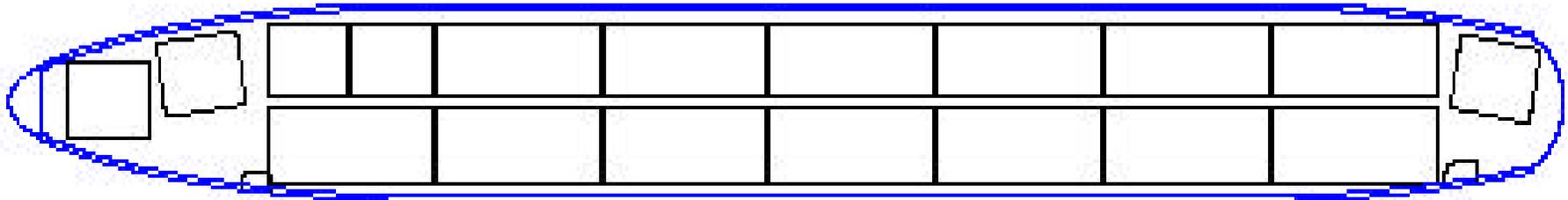
MAIN DECK - COMBI LOAD  
 \*21 FIRST CLASS SEATS AT 61" (1.55 M) PITCH  
 \*35 BUSINESS CLASS SEATS AT 38" (.96 M) PITCH  
 \*168 ECONOMY SEATS AT 32" (.81 M) PITCH  
 \*7 PALLETS

# CABIN CONFIGURATION-Continued

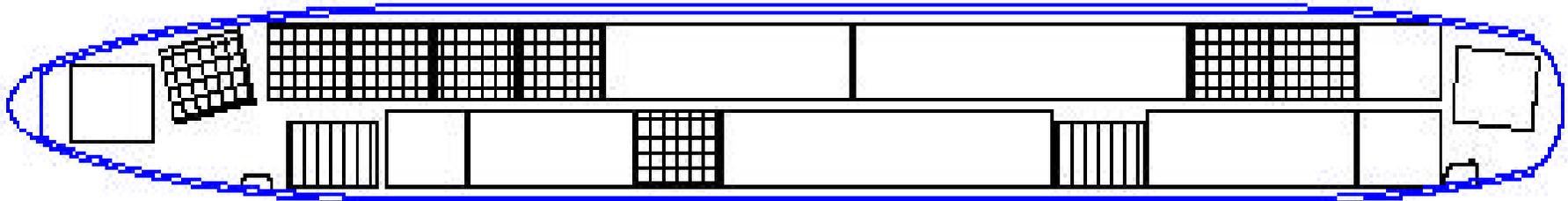
EFFECTIVITY: 747-400ER FREIGHTER



\*29 10' (3 M) CONTAINERS



\*13 20' (6 M) CONTAINERS  
\* 5 10' (3 M) CONTAINERS

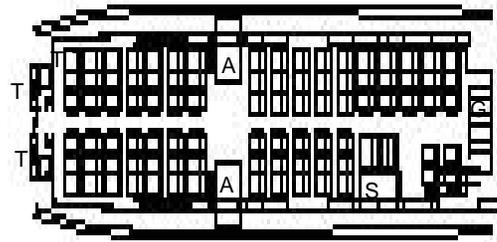


\*RANDOM MIX OF CARGO PALLETS  
AND CONTAINERS UP TO 40' (12 M)

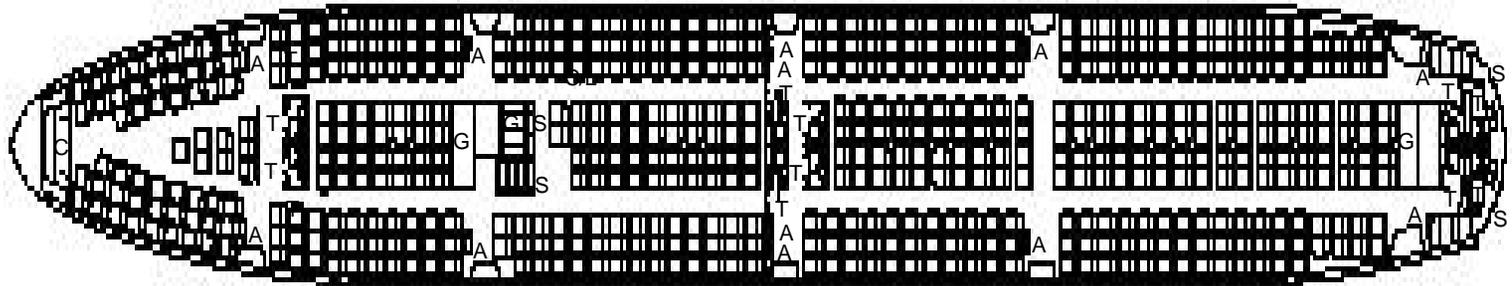
# CABIN CONFIGURATION-Continued

EFFECTIVITY: 747-400 DOMESTIC

A	ATTENDANT
T	TOILET
S	STOWAGE
G	GALLEY



UPPER DECK



MAIN DECK

\*539 ECONOMY CLASS SEATS AT 31" (.79 M) OR 32" (.81 M) PITCH

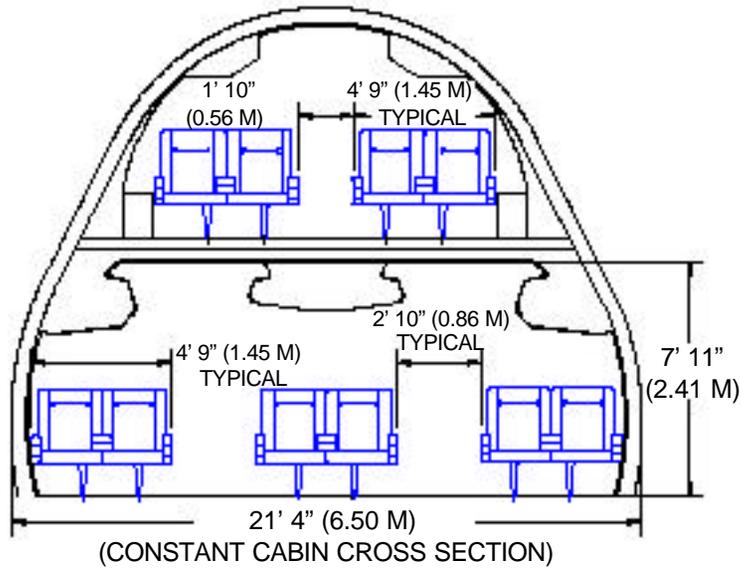
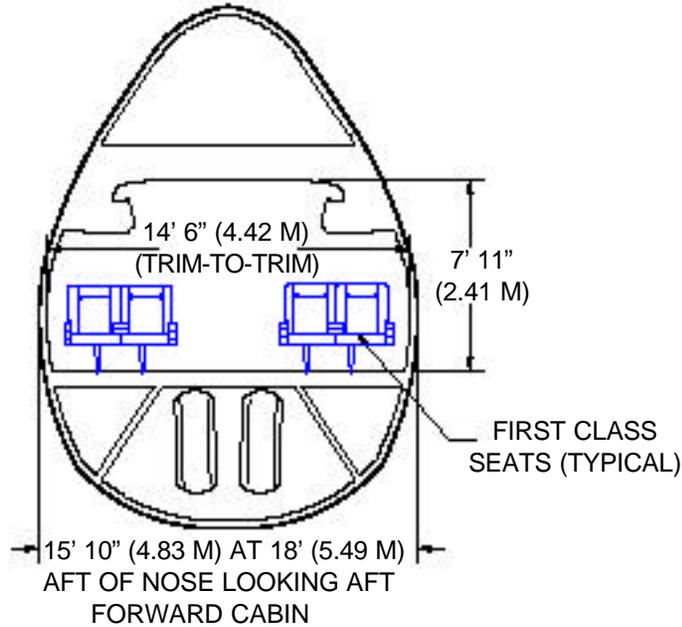
UPPER DECK

\*85 ECONOMY SEATS AT 31" (.79 M) OR 32" (.81 M) PITCH

# CROSS CABIN CONFIGURATION

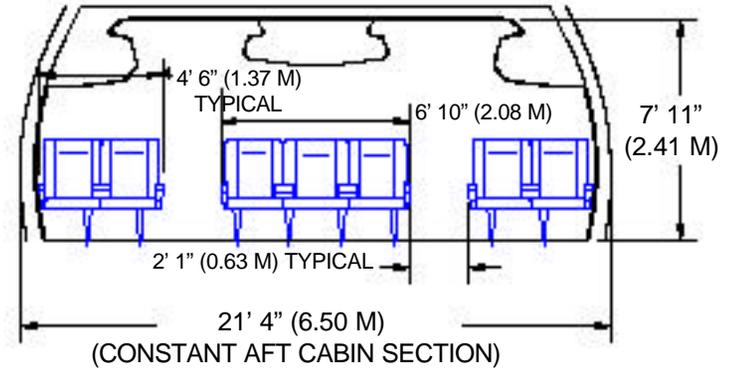
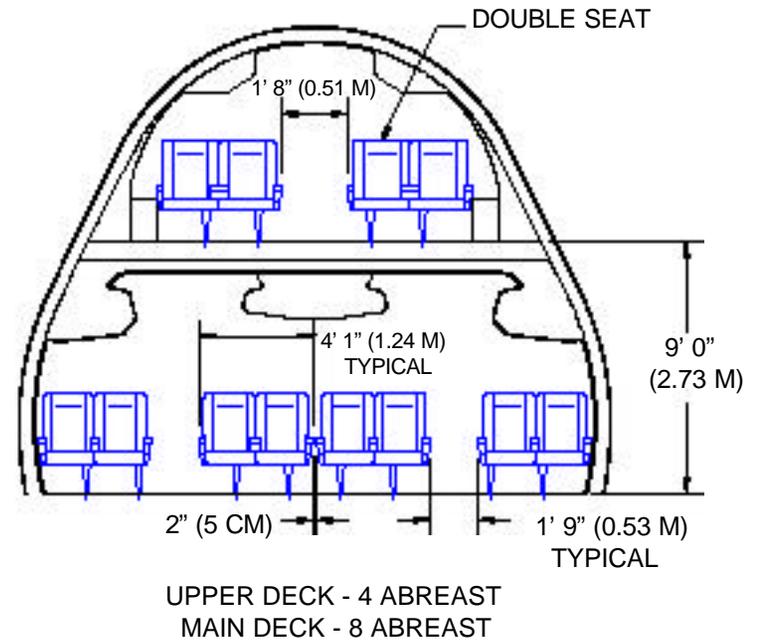
-400

## FIRST CLASS



BUSINESS CLASS UPPER DECK - 4 ABREAST  
MAIN DECK FIRST CLASS - 6 ABREAST

## BUSINESS CLASS

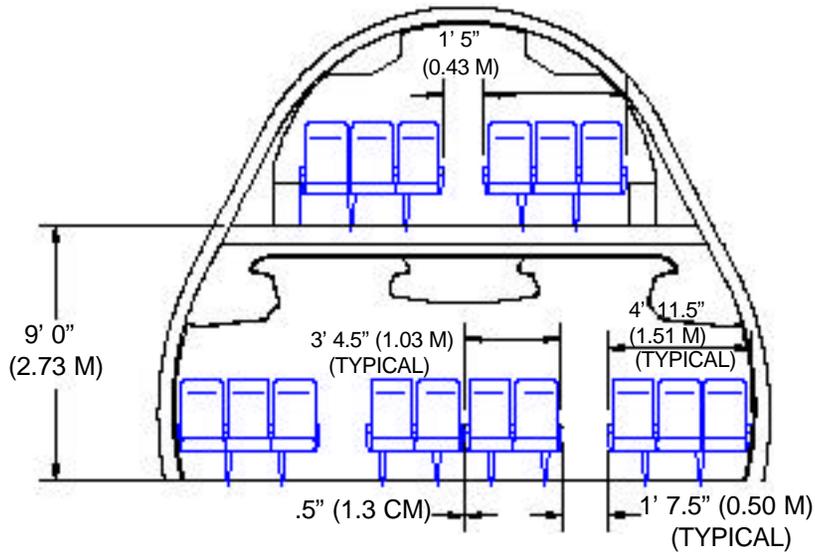


MAIN DECK - 7 ABREAST

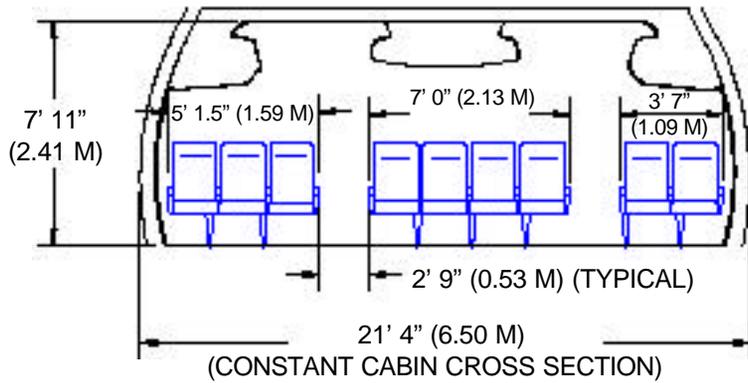
# CROSS CABIN CONFIGURATION-Continued

-400

## ECONOMY CLASS

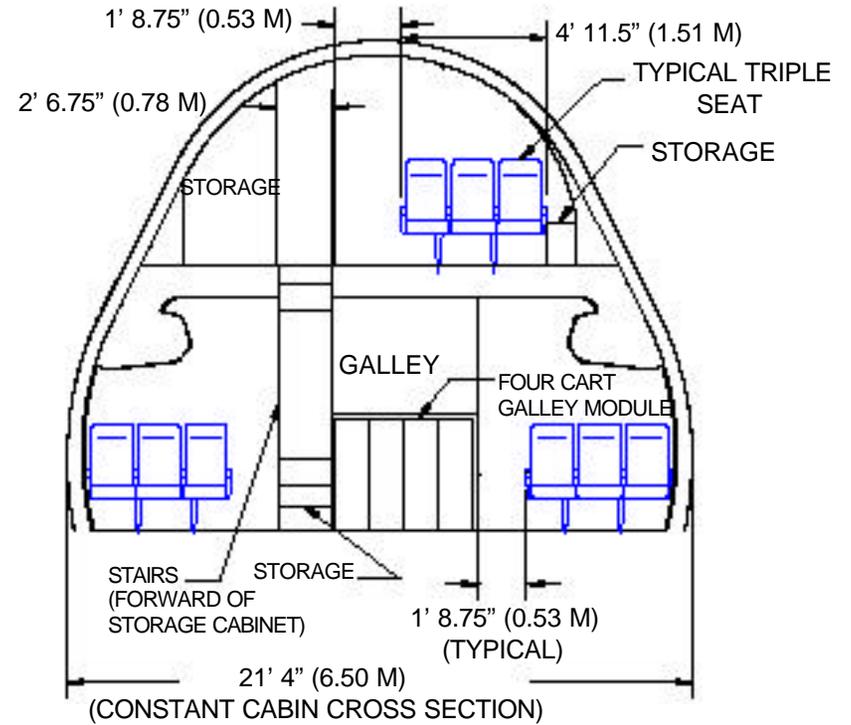


UPPER DECK - 6 ABREAST  
MAIN DECK - 10 ABREAST



MAIN DECK - 9 ABREAST

## GALLEY AND STAIRS



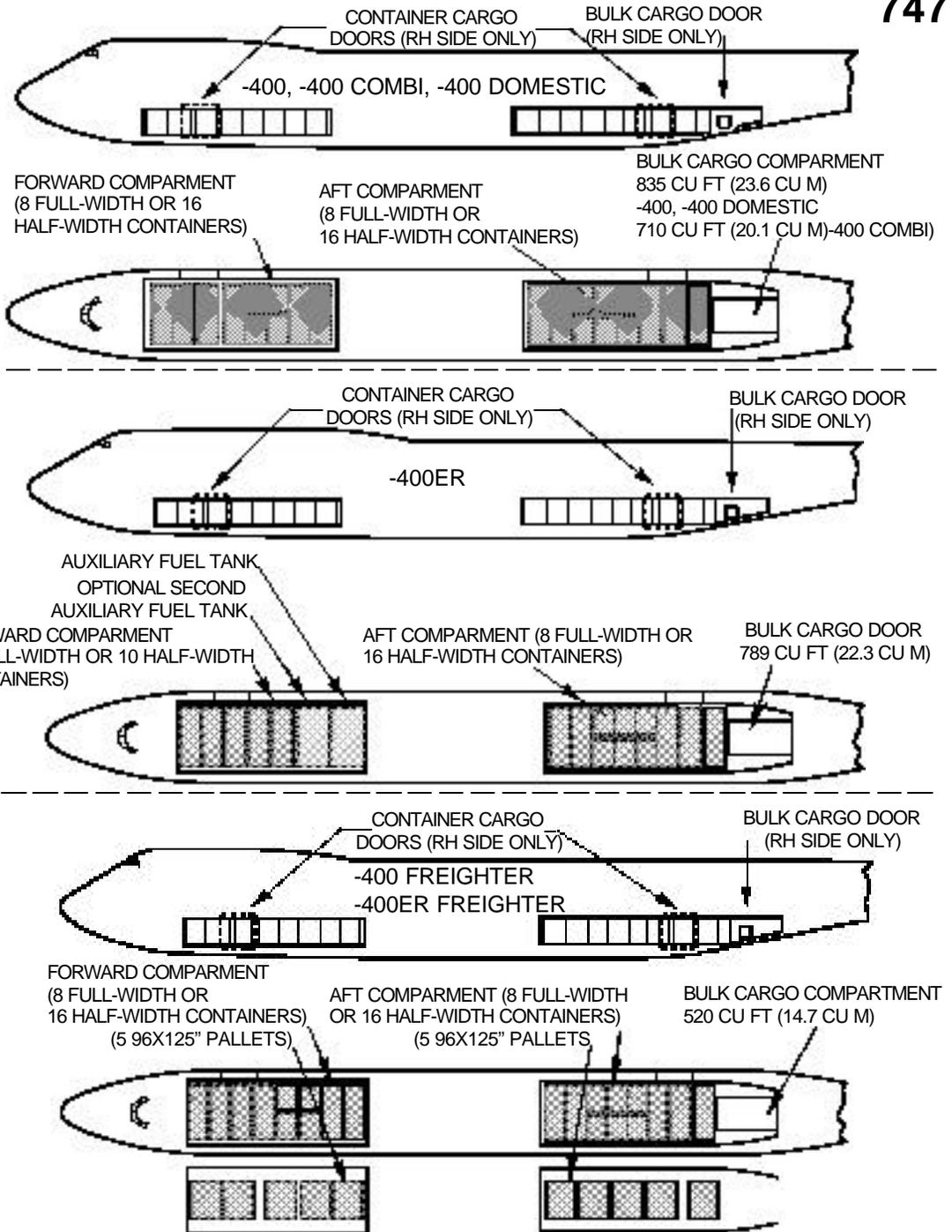
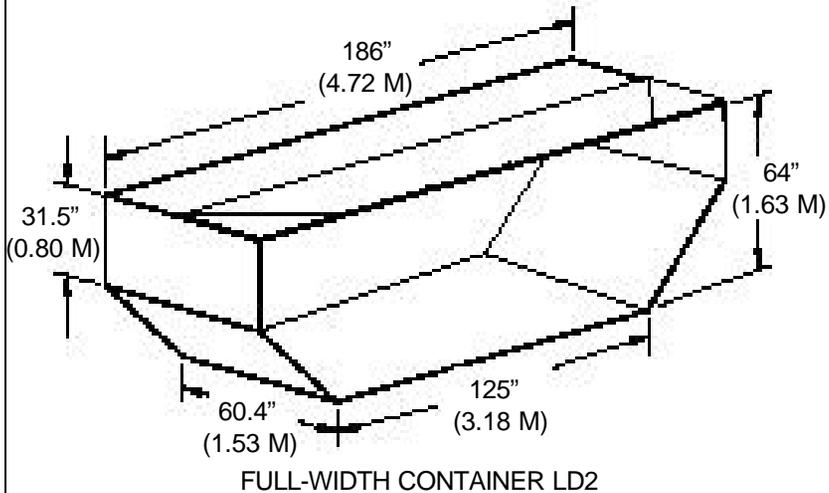
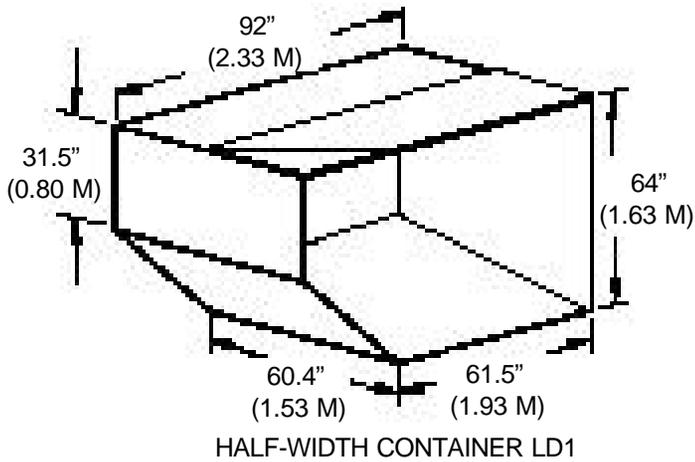
SECTION THROUGH STAIRS  
(VIEW LOOKING FORWARD)

# CARGO CONFIGURATIONS

-400, 400 COMBI, -400 DOMESTIC, -400ER,  
-400 FREIGHTER, -400ER FREIGHTER

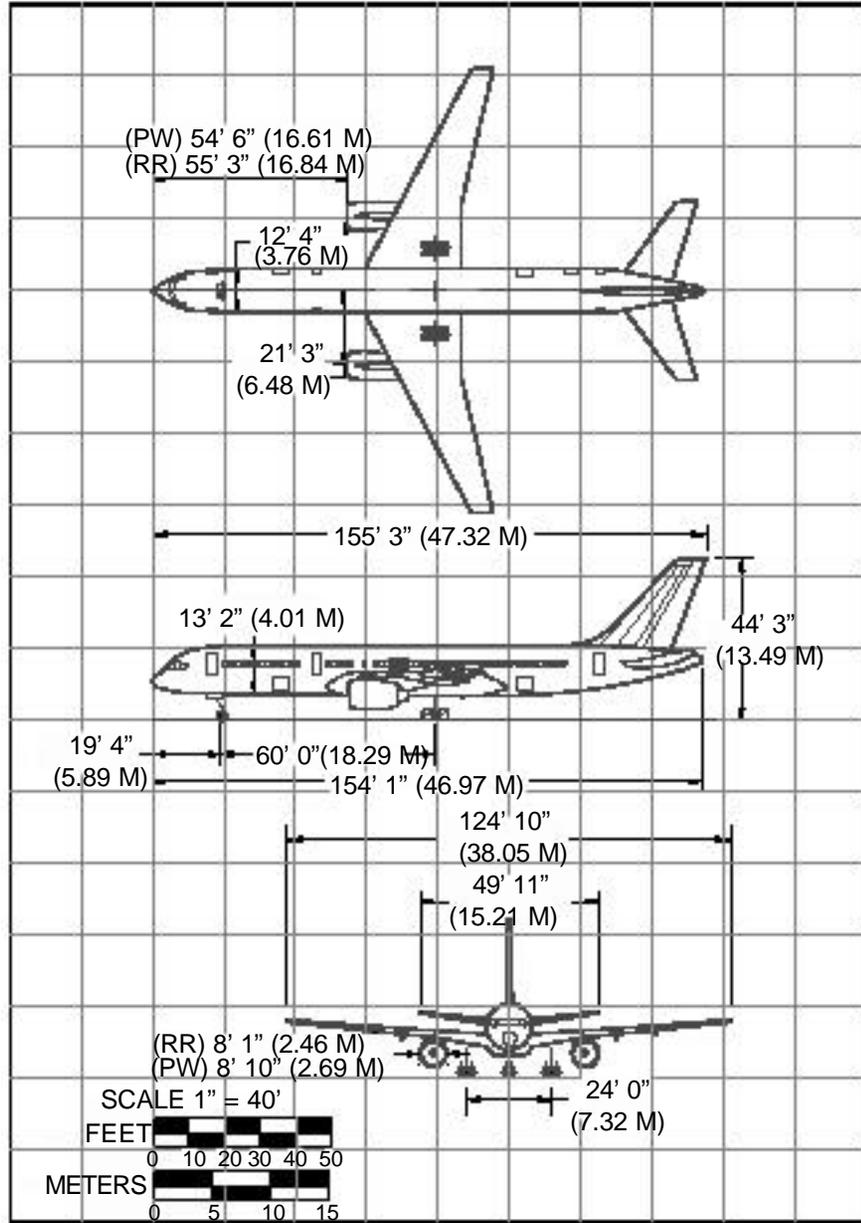
**NOTE:**

Container weight and data are typical. Consult using airline for specific data. Options are offered for carriage of certain standard military and commercial pallets in container compartments.

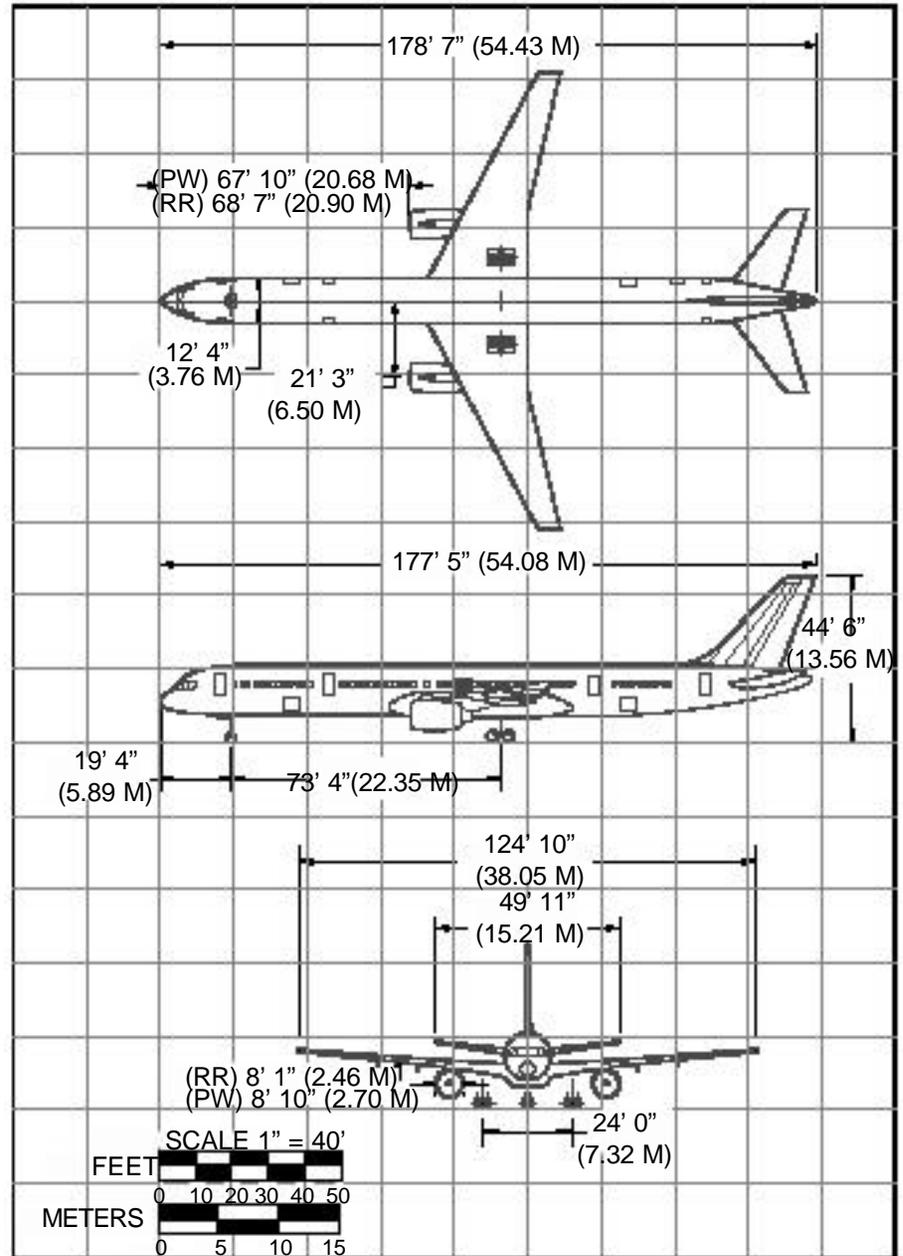




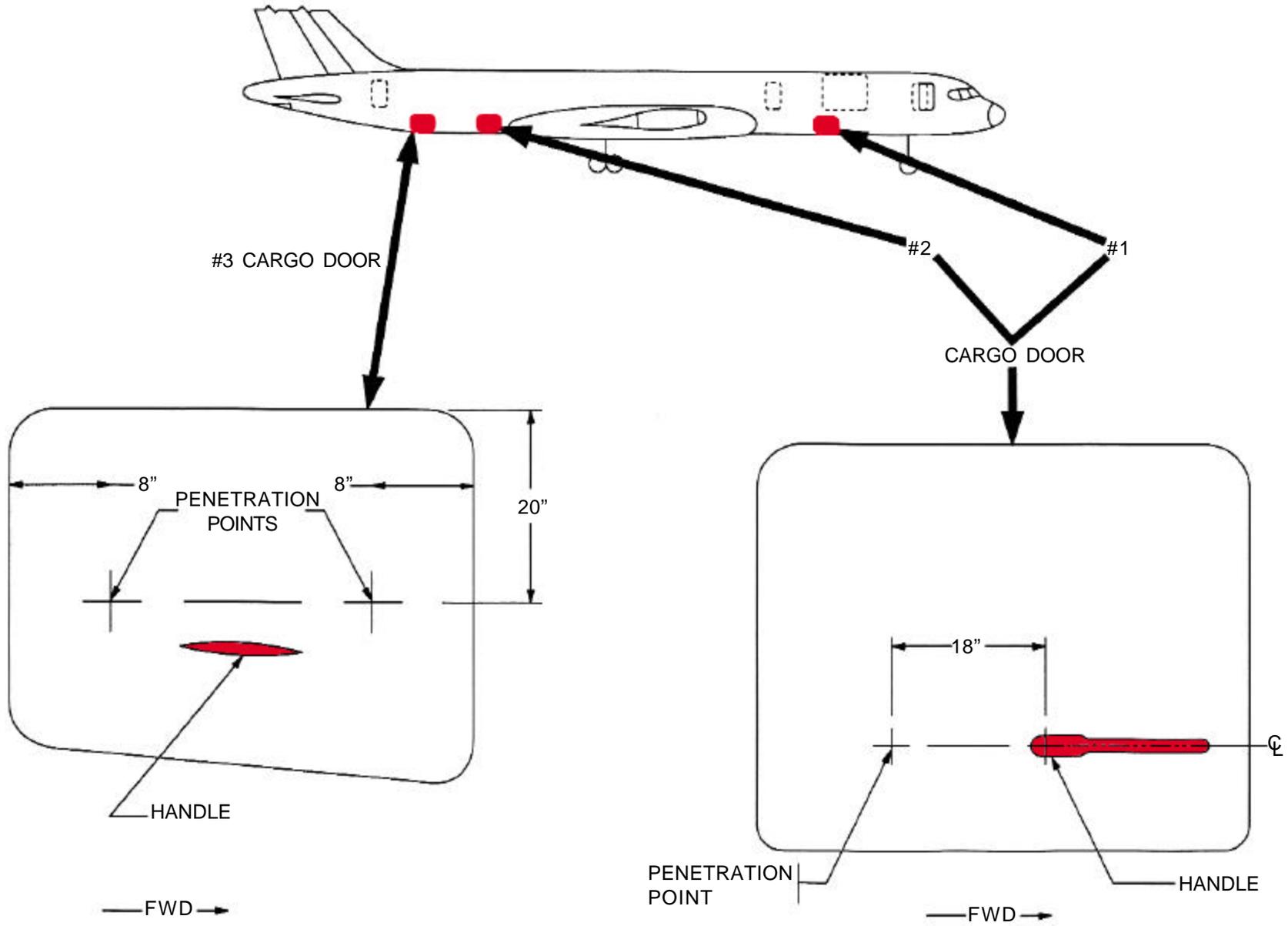
# AIRCRAFT DIMENSIONS



757-200/-200PF



757-300

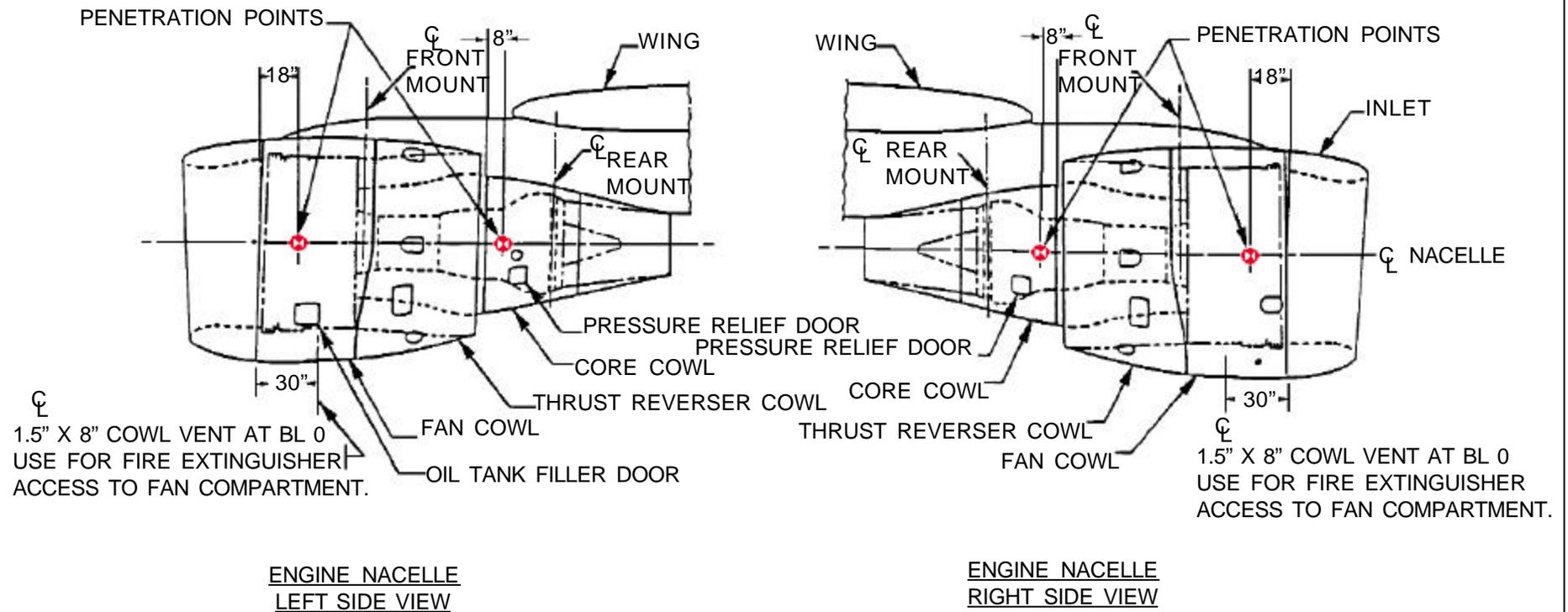


# AIRCRAFT SKIN PENETRATION POINTS-Continued

-200/ -300

## NOTE:

The 757-200 and -300 uses two Pratt & Whitney or Rolls-Royce turbofans with varying thrust mounted in underwing pods.



## SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw  
35 Foot Ladder  
Fire Drill II

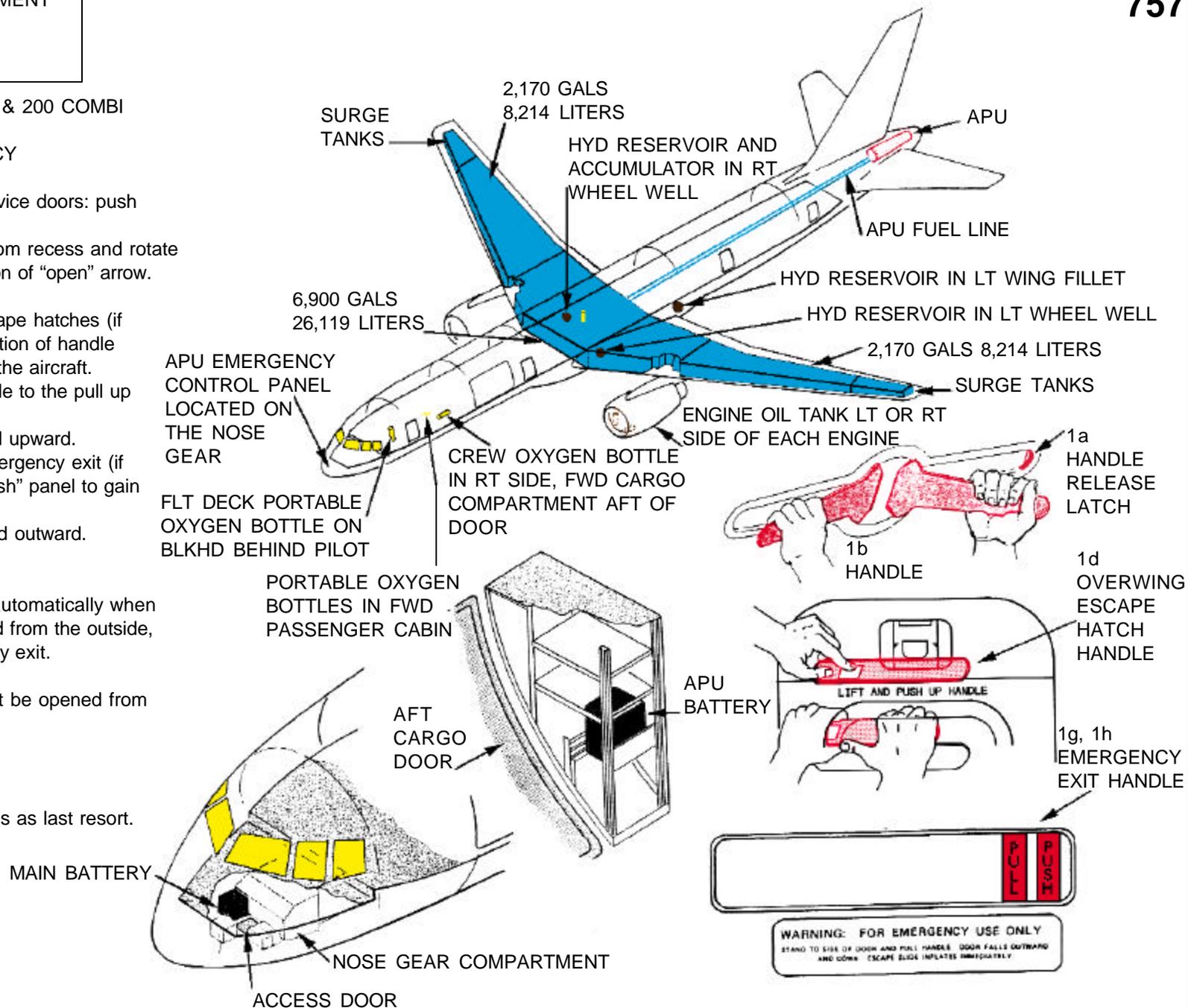
## AIRCRAFT ENTRY -200 &amp; 200 COMBI

## 1. NORMAL/EMERGENCY

- a. To open entry and service doors: push handle release latch.
- b. Pull butterfly handle from recess and rotate 180 degrees in direction of "open" arrow.
- c. Pull door outward.
- d. To open overwing escape hatches (if installed): lift lower portion of handle away from the side of the aircraft.
- e. Continue to raise handle to the pull up position.
- f. Push hatch inward and upward.
- g. To open number 3 emergency exit (if installed): push on "push" panel to gain access to handle.
- h. Pull handle forward and outward.

## NOTE:

- Escape slide disarms automatically when door or hatch is opened from the outside, except No. 3 emergency exit.
  - Cockpit windows cannot be opened from the outside.
2. CUT-IN
- a. Cut along window lines as last resort.



# ENGINE AND APU SHUTDOWN AND AIRCREW EXTRACTION

-200/-200 COMBI & -200 PACKAGE FREIGHTER

## 1. ENGINE AND APU SHUTDOWN

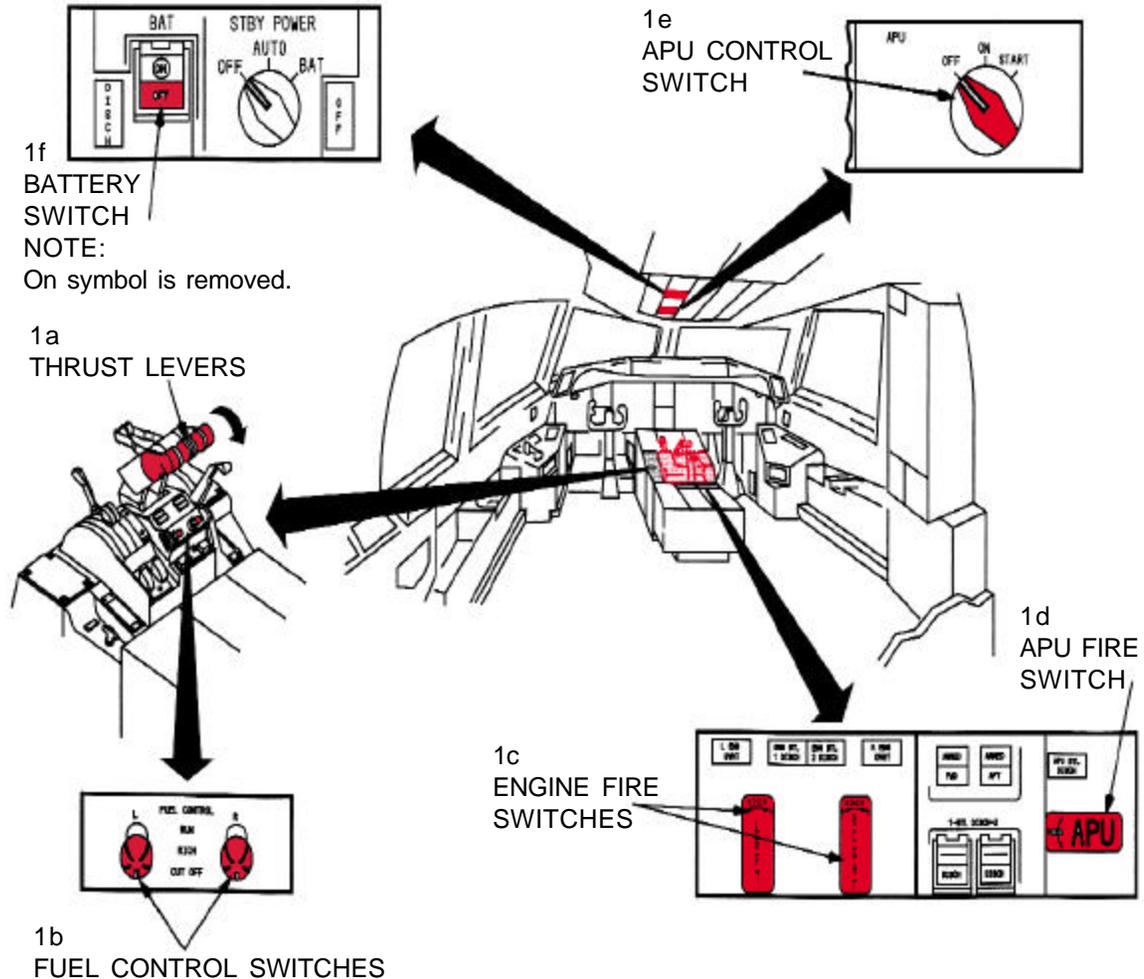
- Retard thrust levers, located on pilot's center console, to RETARD position.
- Place fuel control switches, located on pilot's center console under thrust levers, to CUT OFF position.
- In case of engine fire, pull engine fire switches, located on pilot's center console. Turn left or right to release agent. If not illuminated, push and hold the button under the switch to release.
- In case of APU fire, pull APU fire switch, located on pilot's center console to the right of the engine fire switches. Turn switch up or down to release agent. If not illuminated, push and hold the button under the switch to release.
- Rotate APU control switch, located on pilot's overhead panel to OFF.
- Press battery switch, located on pilot's overhead center panel left side, to OFF.
- There is a set of remote APU shutdown controls mounted on the forward landing gear. The APU ground control panel contains a fire warning light, a warning horn, a shutdown switch which shuts down the APU, arms a fire extinguisher, activates the horn and a bottle discharge switch which discharges agent into the APU compartment.

## 2. AIRCREW EXTRACTION

- Unlatch lap belts and remove shoulder harness from crewmembers.
- Depress control handles and rotate flight engineer's seat from left to right.
- Passenger seats are equipped with lap belts only.

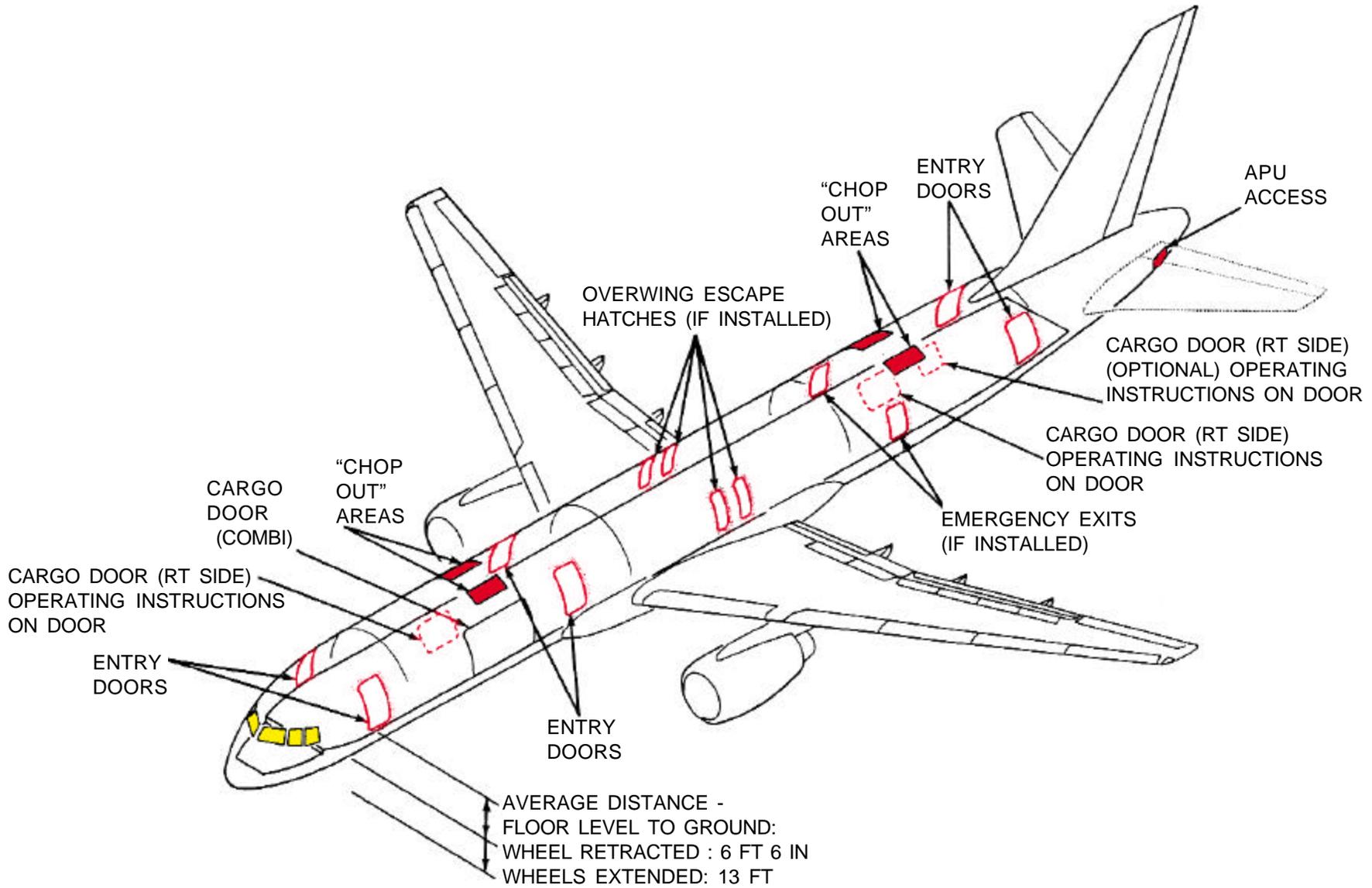
### NOTE:

If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position.



# EMERGENCY RESCUE ACCESS

-200 & 200 COMBI



**SPECIAL TOOLS/EQUIPMENT**

- Power Rescue Saw
- 35 Foot Ladder
- Fire Drill II

**-200 PACKAGE FREIGHTER**

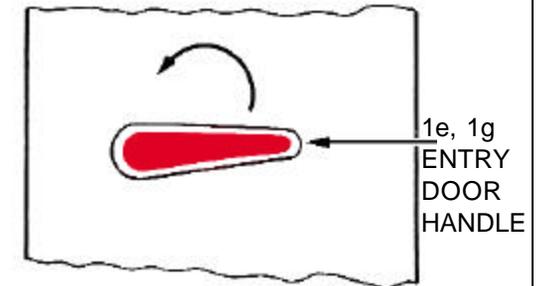
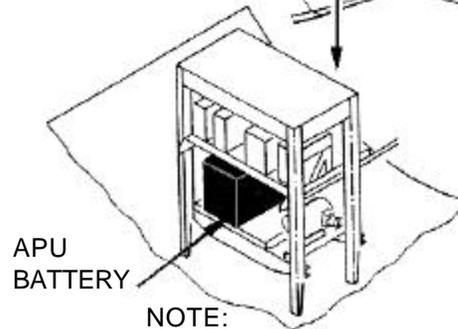
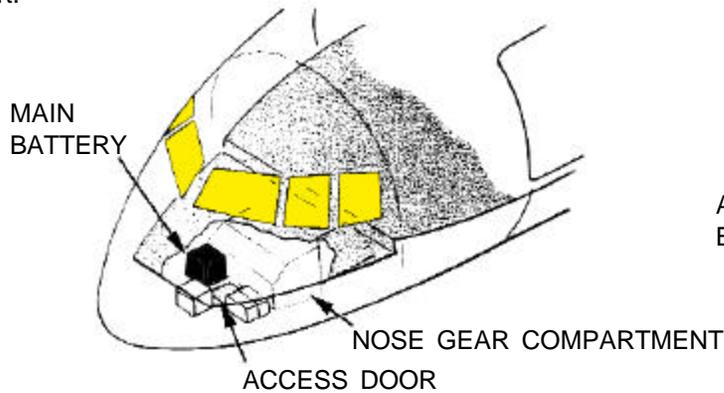
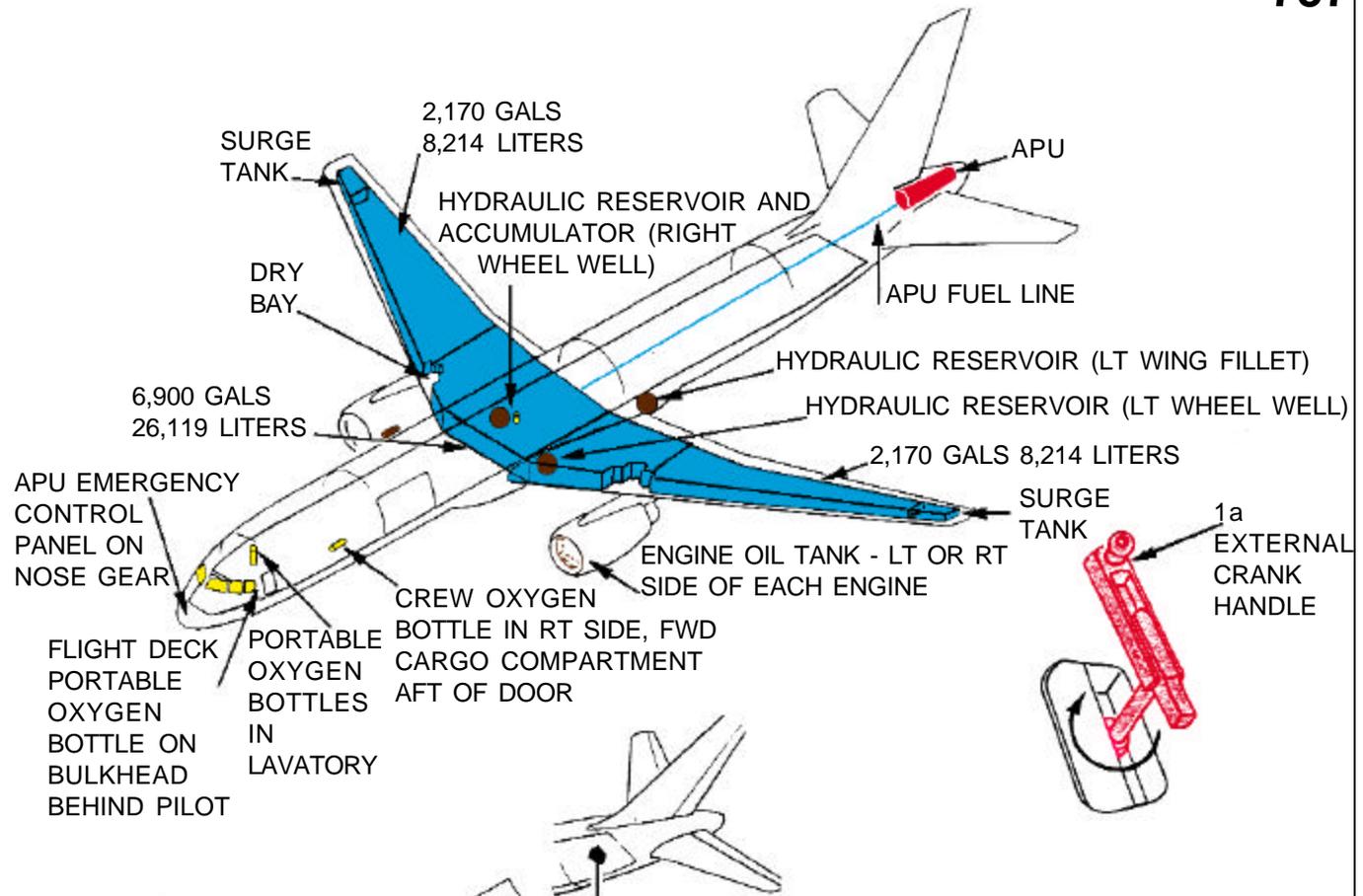
**AIRCRAFT ENTRY**

**1. NORMAL/EMERGENCY**

- a. To open window from outside: push in external door.
- b. Pull external pull handle.
- c. Unfold crank handle.
- d. Rotate crank handle clockwise.
- e. To open entry door: pull out aft end of handle.
- f. Rotate handle counter clockwise.
- g. Push door inward.

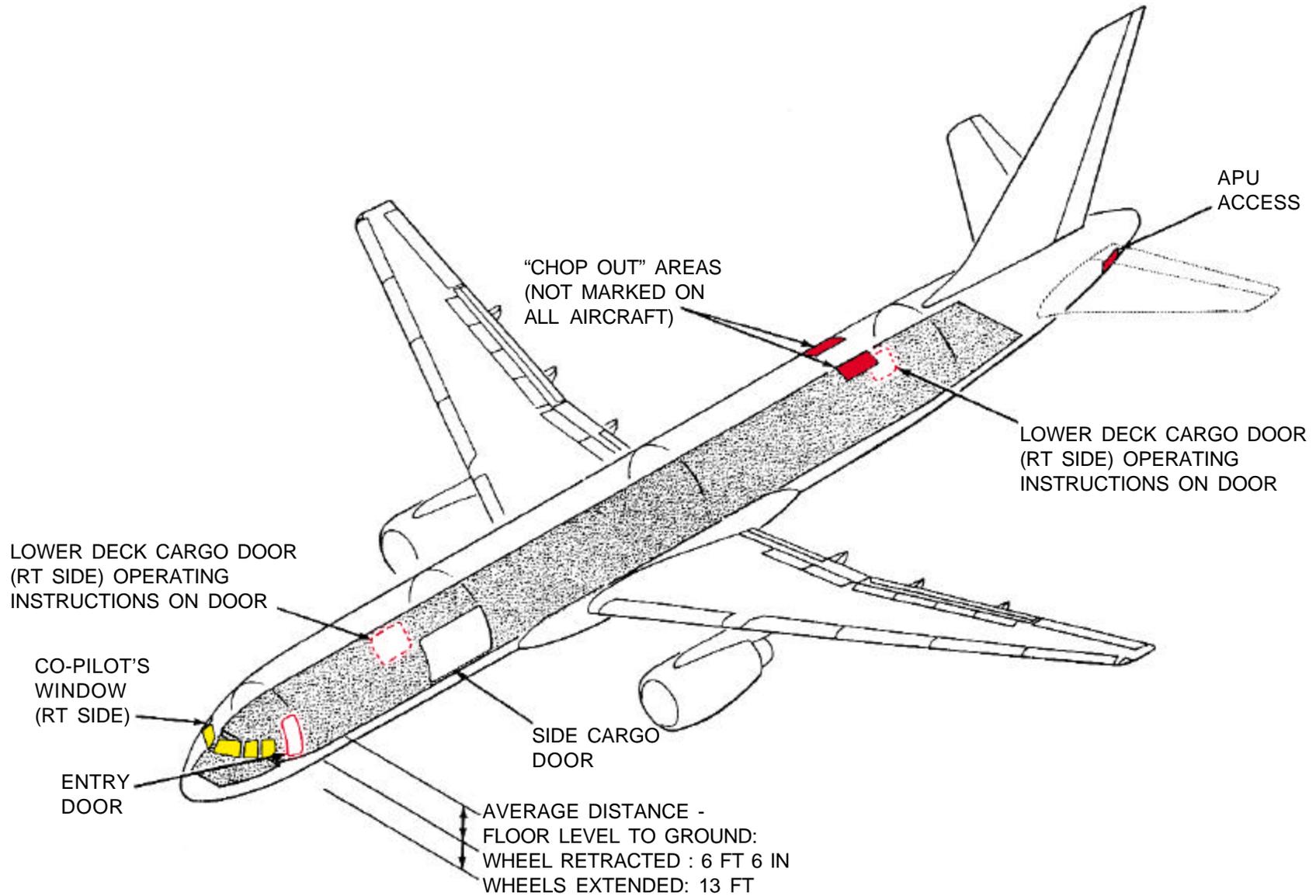
**2. CUT-IN**

- a. Cut along window lines as last resort.



# EMERGENCY RESCUE ACCESS

-200 PACKAGE FREIGHTER



**SPECIAL TOOLS/EQUIPMENT**

- Power Rescue Saw
- 35 Foot Ladder
- Fire Drill II

**AIRCRAFT ENTRY -300**

**1. NORMAL/EMERGENCY**

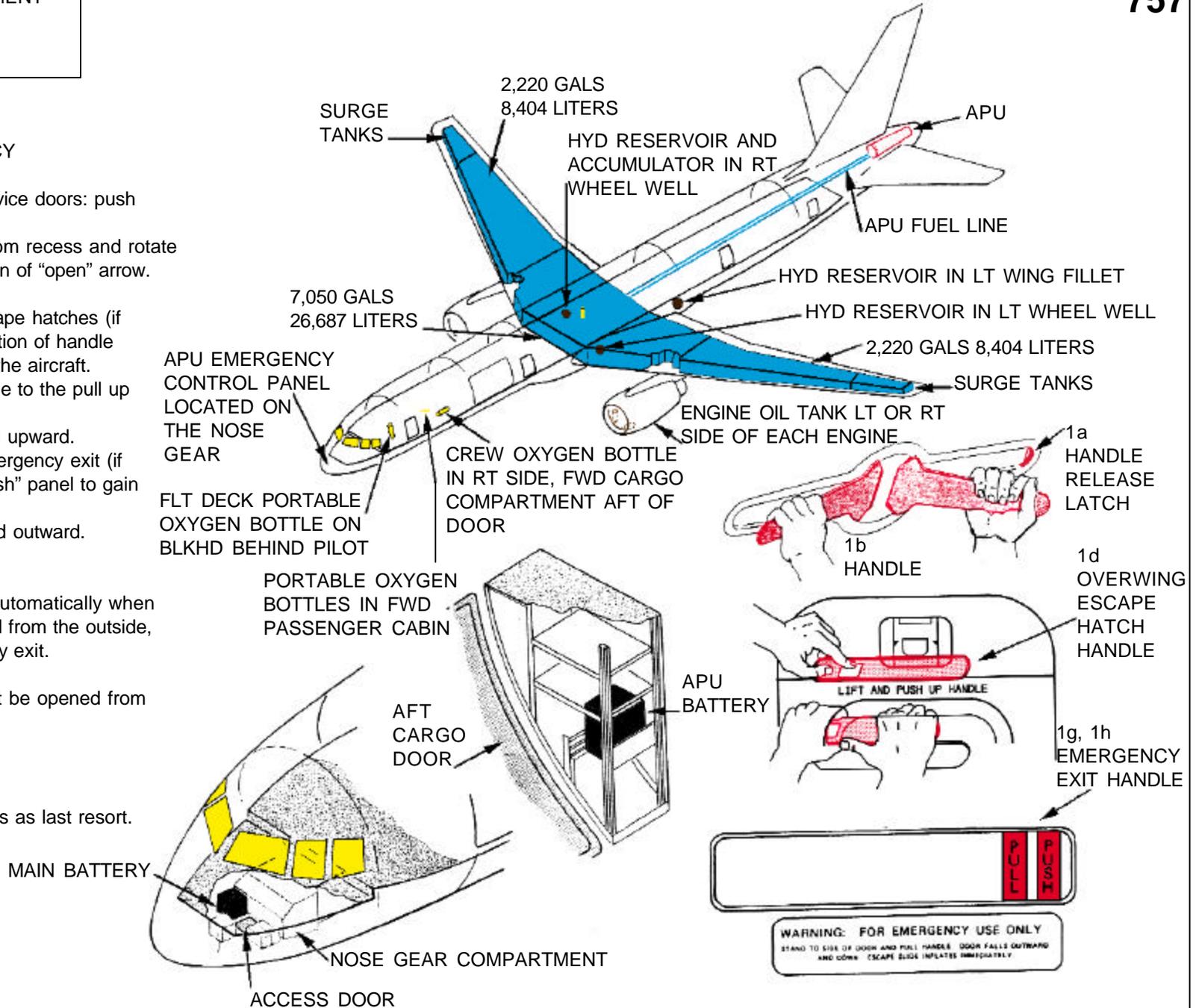
- a. To open entry and service doors: push handle release latch.
- b. Pull butterfly handle from recess and rotate 180 degrees in direction of "open" arrow.
- c. Pull door outward.
- d. To open overwing escape hatches (if installed): lift lower portion of handle away from the side of the aircraft.
- e. Continue to raise handle to the pull up position.
- f. Push hatch inward and upward.
- g. To open number 3 emergency exit (if installed): push on "push" panel to gain access to handle.
- h. Pull handle forward and outward.

**NOTE:**

- Escape slide disarms automatically when door or hatch is opened from the outside, except No. 3 emergency exit.
- Cockpit windows cannot be opened from the outside.

**2. CUT-IN**

- a. Cut along window lines as last resort.



# ENGINE AND APU SHUTDOWN AND AIRCREW EXTRACTION

-300

## 1. ENGINE AND APU SHUTDOWN

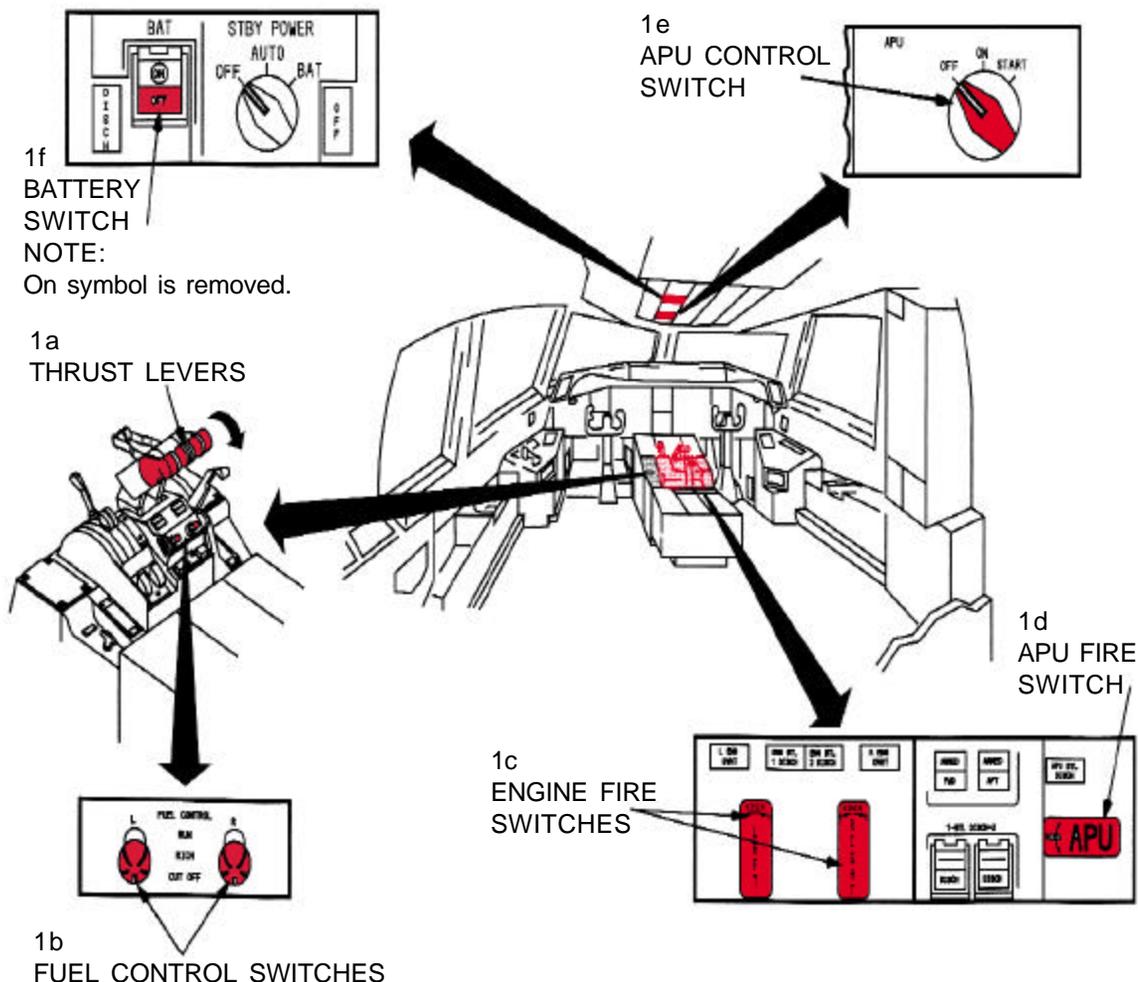
- a. Retard thrust levers, located on pilot's center console, to RETARD position.
- b. Place fuel control switches, located on pilot's center console under thrust levers, to CUT OFF position.
- c. In case of engine fire, pull engine fire switches, located on pilot's center console. Turn left or right to release agent. If not illuminated, push and hold the button under the switch to release.
- d. In case of APU fire, pull APU fire switch, located on pilot's center console to the right of the engine fire switches. Turn switch up or down to release agent. If not illuminated, push and hold the button under the switch to release.
- e. Rotate APU control switch, located on pilot's overhead panel to OFF.
- f. Press battery switch, located on pilot's overhead center panel left side, to OFF.
- g. There is a set of remote APU shutdown controls mounted on the forward landing gear. The APU ground control panel contains a fire warning light, a warning horn, a shutdown switch which shuts down the APU, arms a fire extinguisher, activates the horn and a bottle discharge switch which discharges agent into the APU compartment.

## 2. AIRCREW EXTRACTION

- a. Unlatch lap belts and remove shoulder harness from crewmembers.
- b. Depress control handles and rotate flight engineer's seat from left to right.
- c. Passenger seats are equipped with lap belts only.

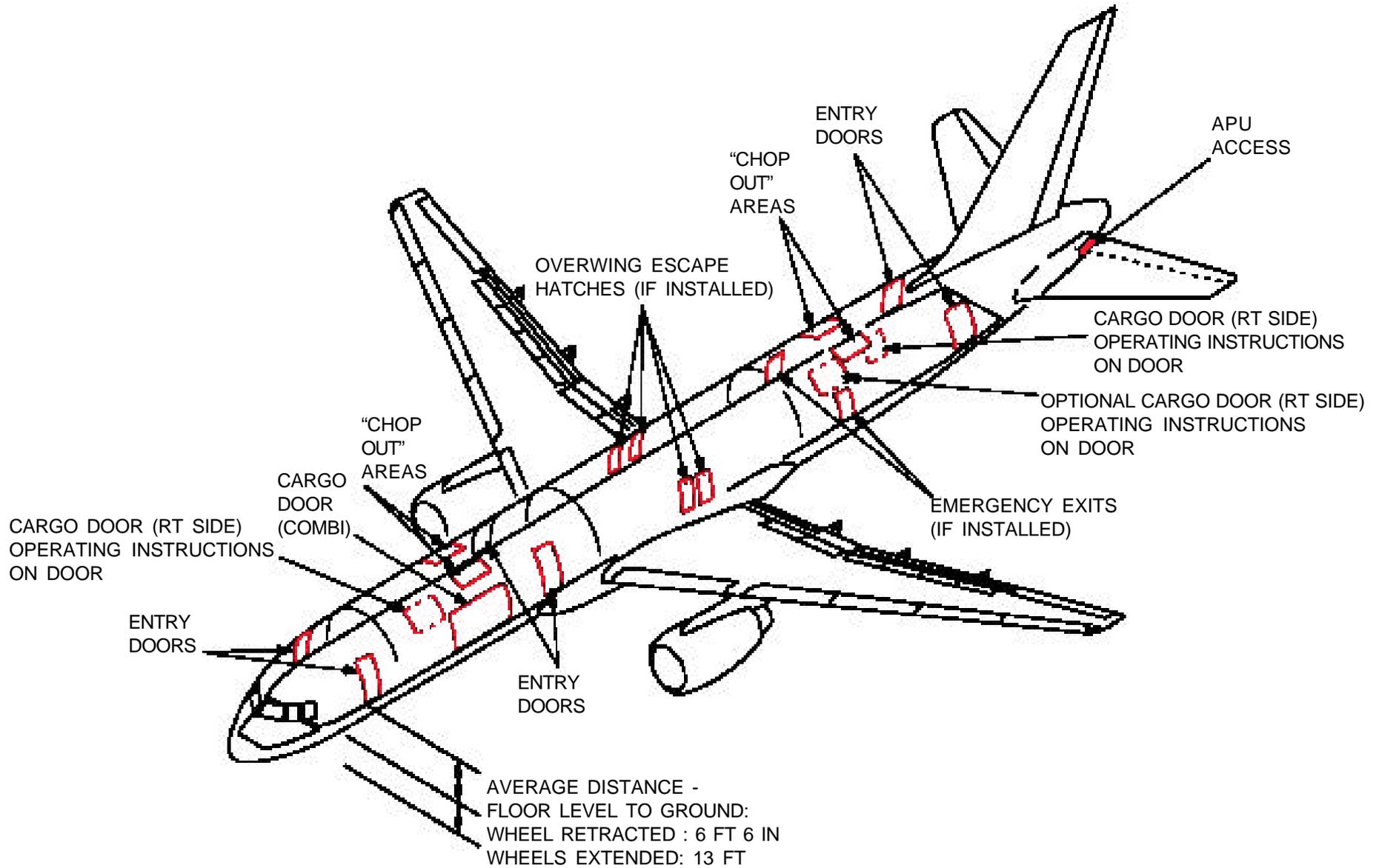
### NOTE:

If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position.



# EMERGENCY RESCUE ACCESS

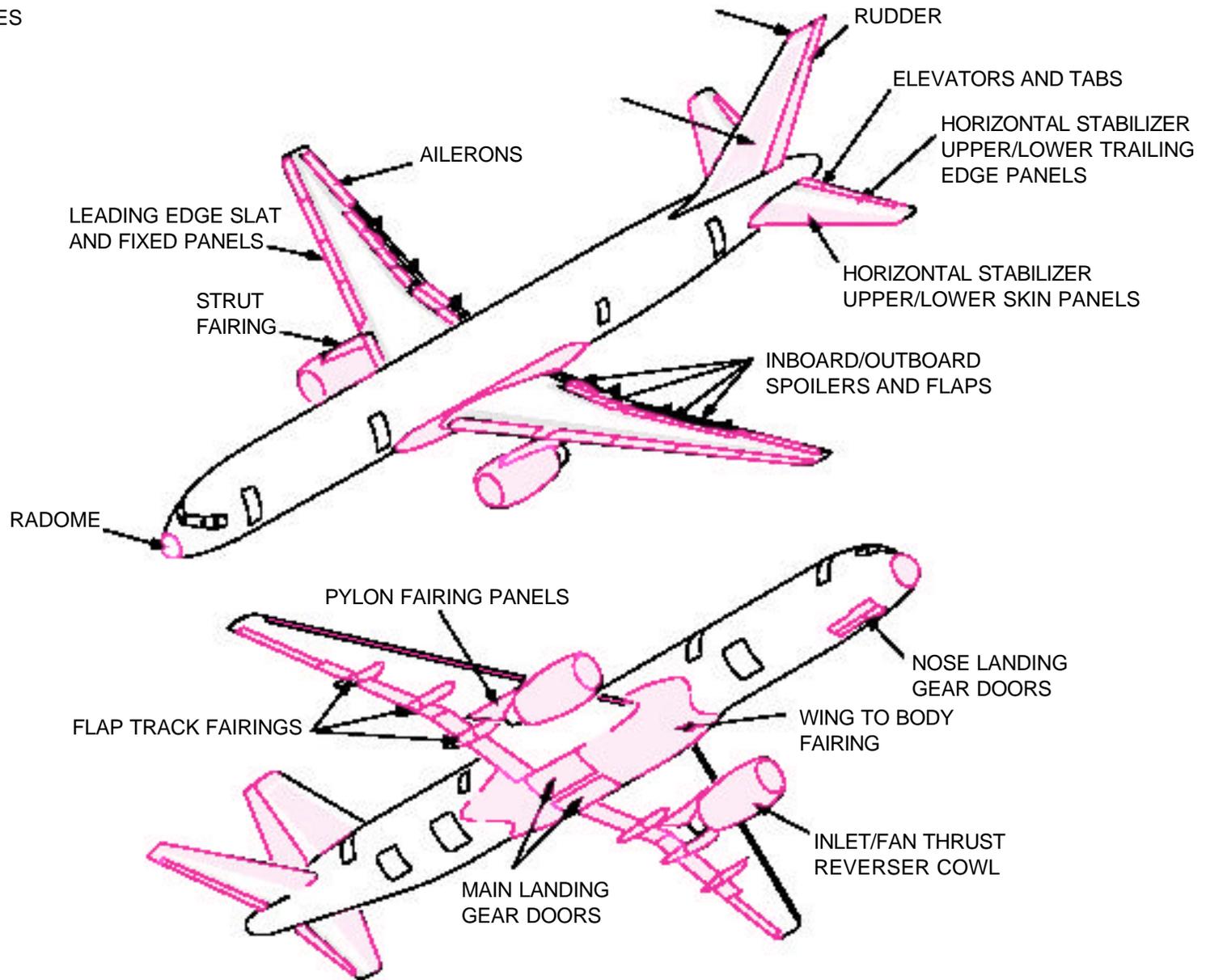
-300



# AIRFRAME MATERIALS

-300

 COMPOSITES

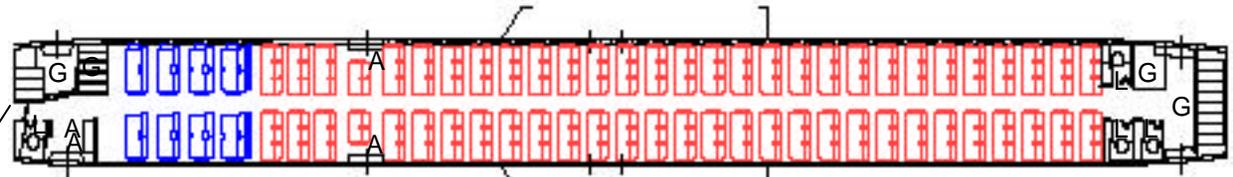


# CABIN CONFIGURATION

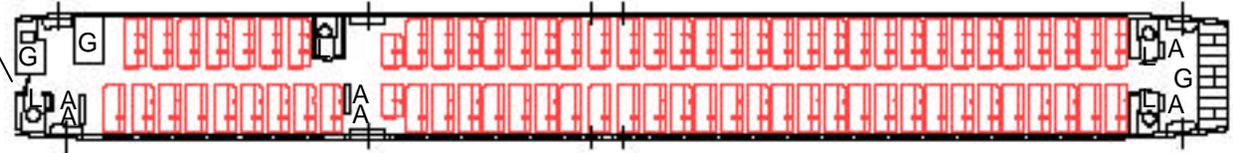
-200

A	ATTENDANT
G	GALLEY
L	LAVATORY
C	CLOSET

OVERWING  
EXIT

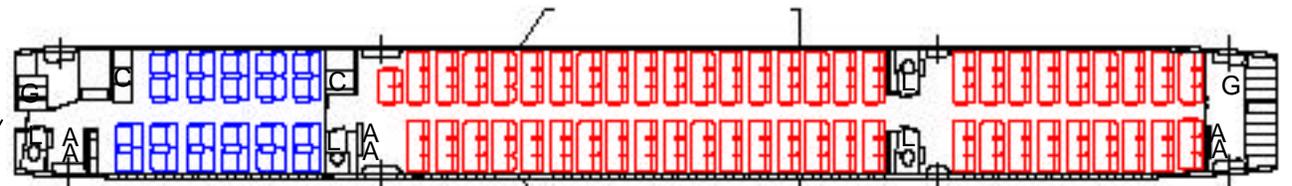


DUAL CLASS ARRANGEMENT - 186 SEATS  
16 FIRST CLASS SEATS 170 ECONOMY CLASS SEATS

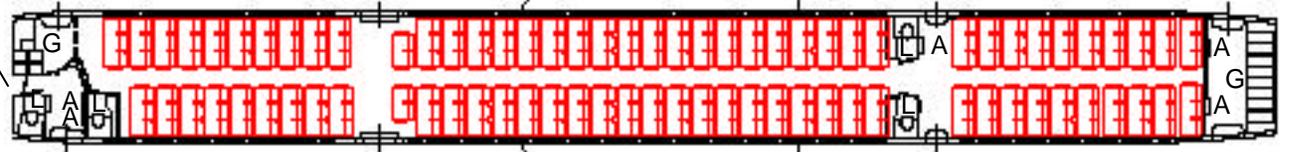


SINGLE CLASS ARRANGEMENT  
220 ECONOMY CLASS SEATS

FOUR  
DOOR



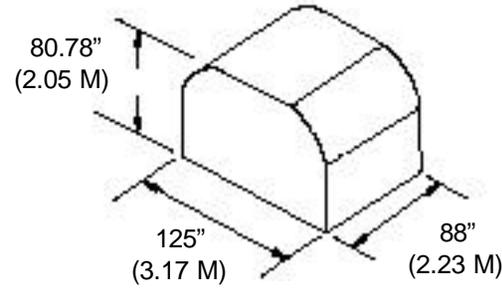
DUAL CLASS ARRANGEMENT - 180 SEATS  
22 FIRST CLASS SEATS 158 ECONOMY CLASS SEATS



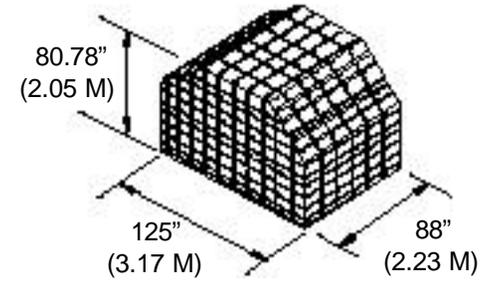
SINGLE CLASS ARRANGEMENT  
228 ECONOMY CLASS SEATS

# CABIN CONFIGURATION-Continued

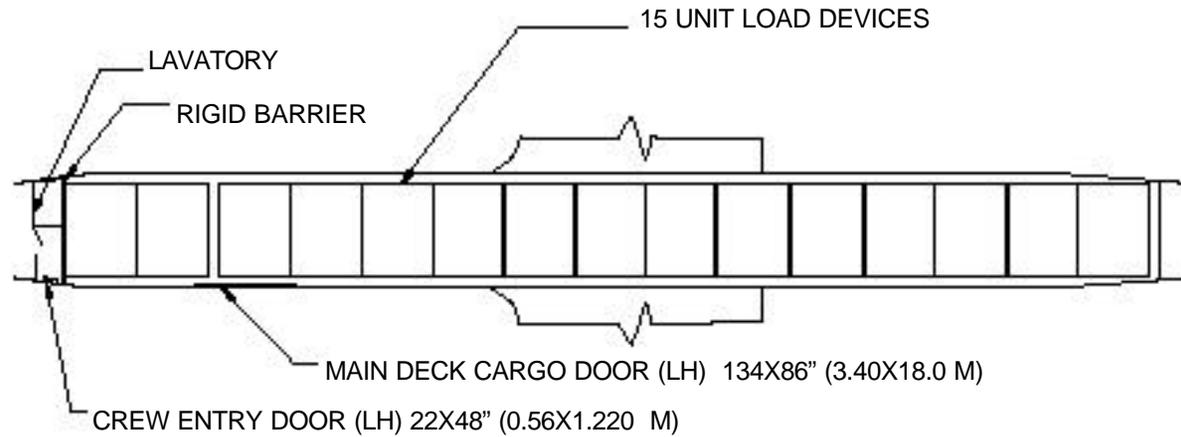
-200PF (MAIN DECK CARGO)



440 CU FT (12.47 CU M)  
CONTAINER



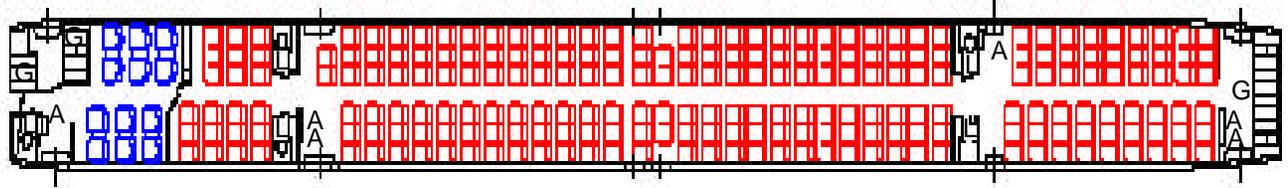
STRAPPED PALLET UP TO  
440 CU FT (12.47 CU M)



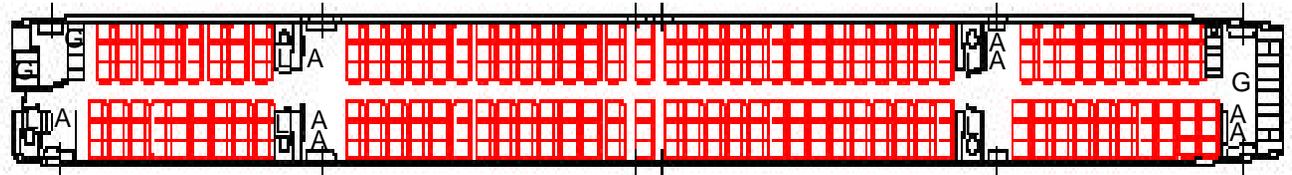
# CABIN CONFIGURATION-Continued

-300

A	ATTENDANT
G	GALLEY
L	LAVATORY



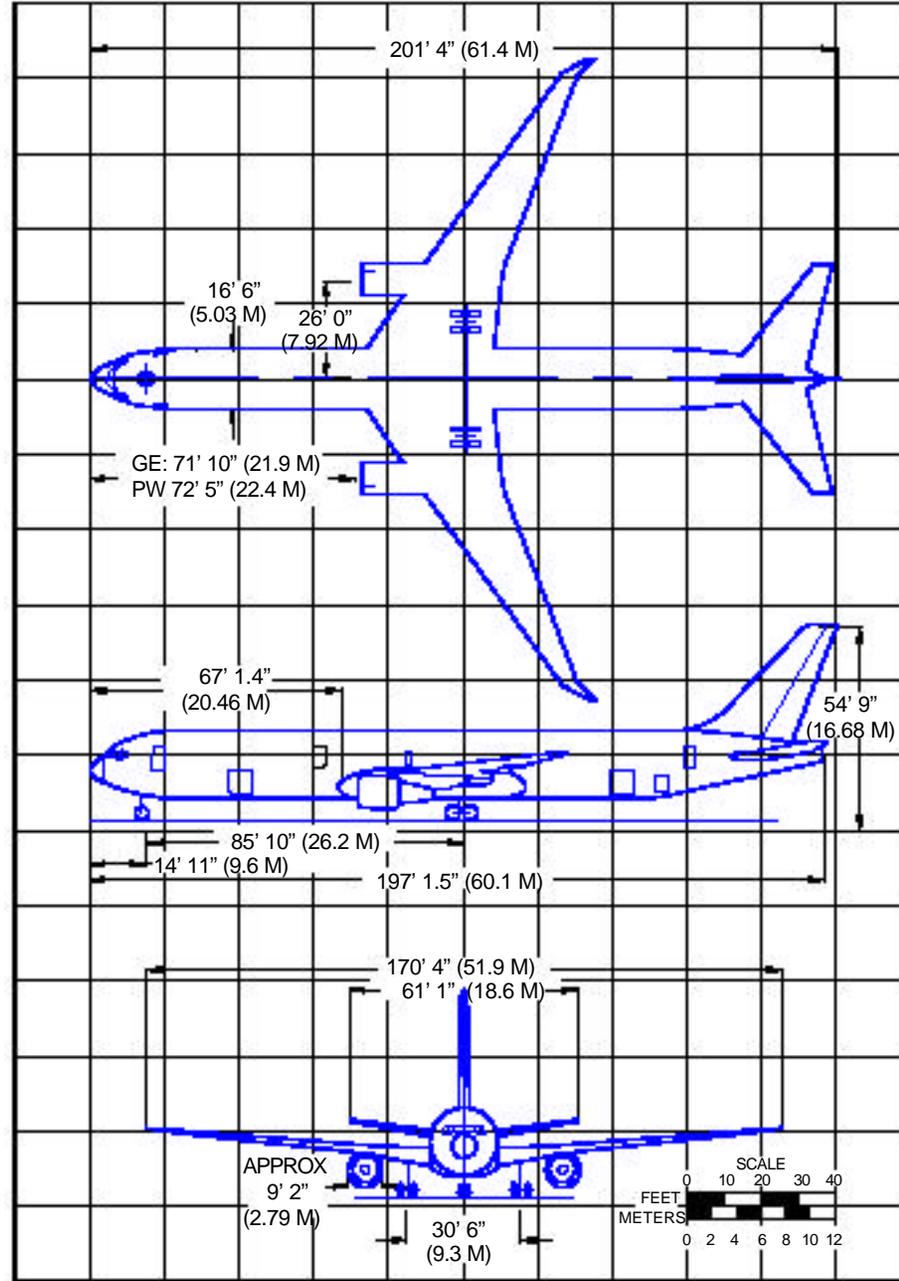
DUAL CLASS ARRANGEMENT - 243 SEATS  
 12 FIRST CLASS SEATS 231 ECONOMY CLASS SEATS



SINGLE CLASS ARRANGEMENT  
 279 ECONOMY CLASS SEATS

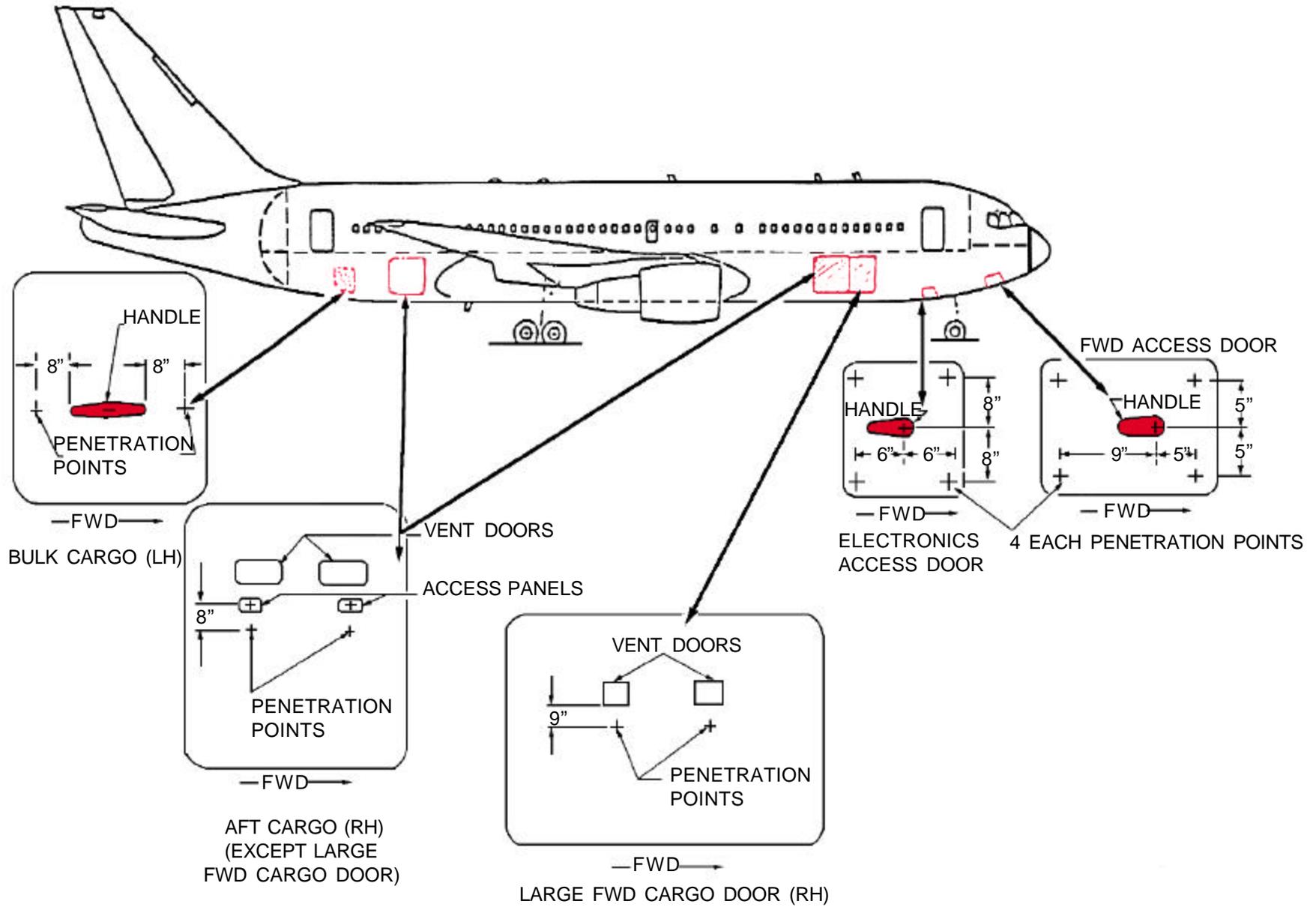


# AIRCRAFT DIMENSIONS



-400ER

# AIRCRAFT SKIN PENETRATION POINTS



**SPECIAL TOOLS/EQUIPMENT**  
 Power Rescue Saw  
 35 Foot Ladder  
 Fire Drill II

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

**AIRCRAFT ENTRY - ALL MODELS**

**1. NORMAL/EMERGENCY ENTRY**

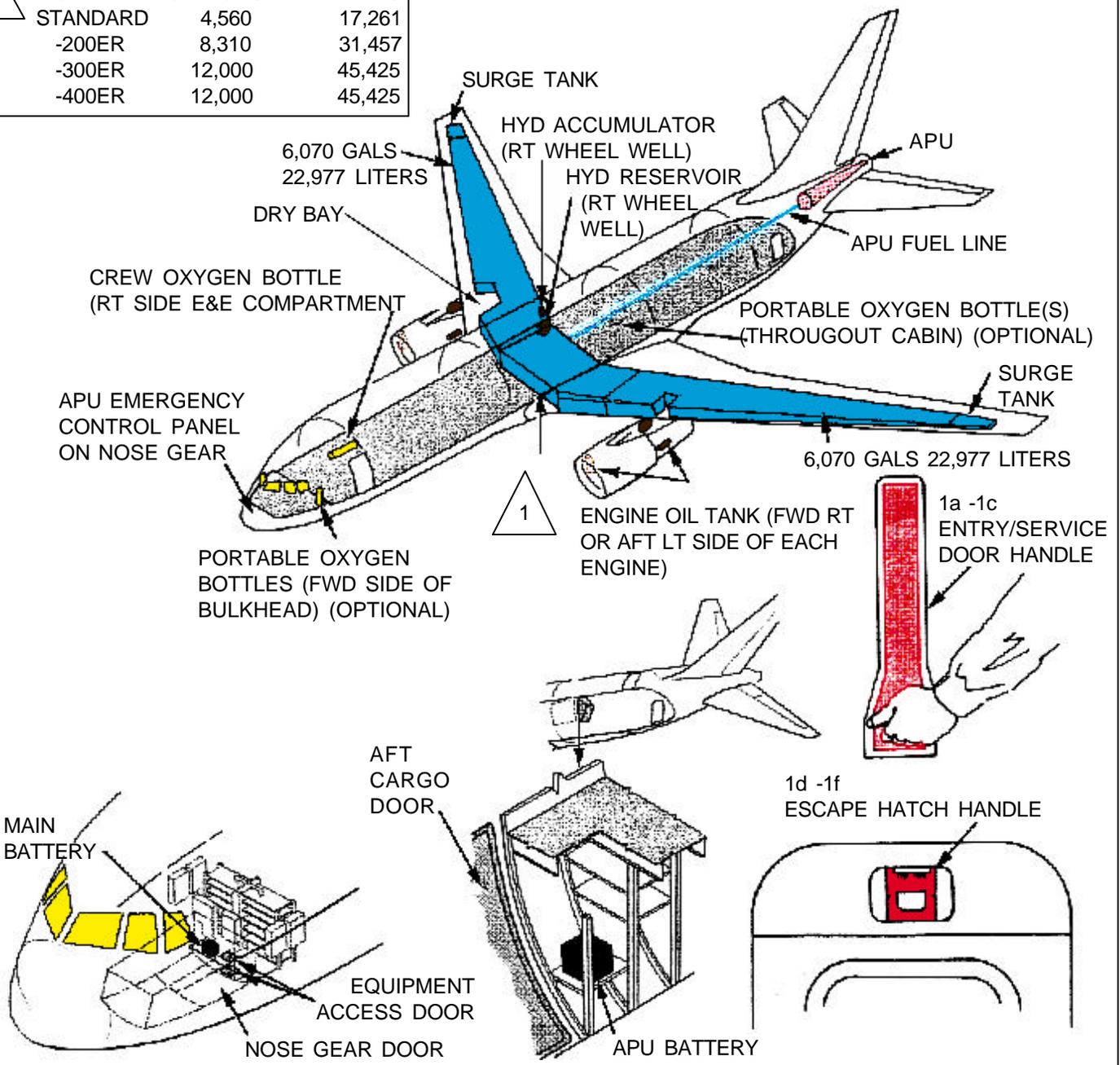
- a. To open entry/service door: push in lower part of handle.
- b. Lift handle to unlock door.
- c. Raise door upward.
- d. To open overwing escape hatches: lift lower portion of handle away from the side of the aircraft.
- e. Continue to raise handle to the full up position.
- f. Push hatch inward and upward.

**NOTES:**

- Escape slide disarms automatically when door or hatch is opened from the outside.
- Flightdeck windows cannot be opened from the outside.

**2. CUT-IN**

- a. Cut areas along window lines as last resort.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

## 1. ENGINE SHUTDOWN

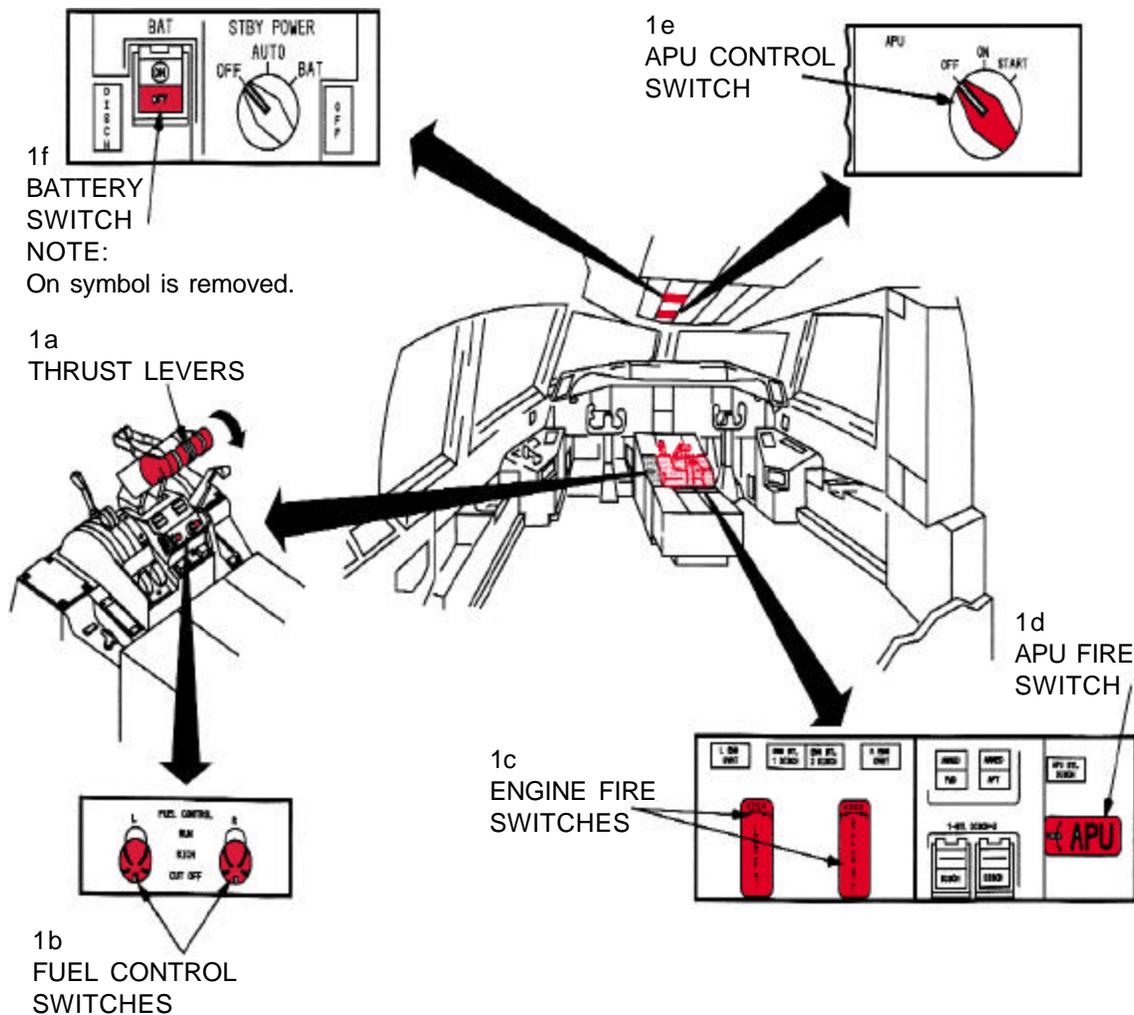
- Retard thrust levers, located on pilot's center console, to RETARD position.
- Place fuel control switches, located on pilot's center console under thrust levers, to CUT OFF position.
- In case of engine fire, pull engine fire switches, located on pilot's center console. Turn left or right to release agent. If not illuminated, push and hold the button under the switch to release.
- In case of APU fire, pull APU fire switch, located on pilot's center console to the right of the engine fire switches. Turn switch up or down to release agent. If not illuminated, push and hold the button under the switch to release.
- Rotate APU control switch, located on pilot's over head panel to OFF.
- Press battery switch, located on pilot's overhead center panel left side, to OFF.

## 2. AIRCREW EXTRACTION

- Unlatch lap belts and remove shoulder harness from crewmembers.
- Depress control handles and rotate flight engineer's seat from left to right.
- Passenger seats are equipped with lap belts only.

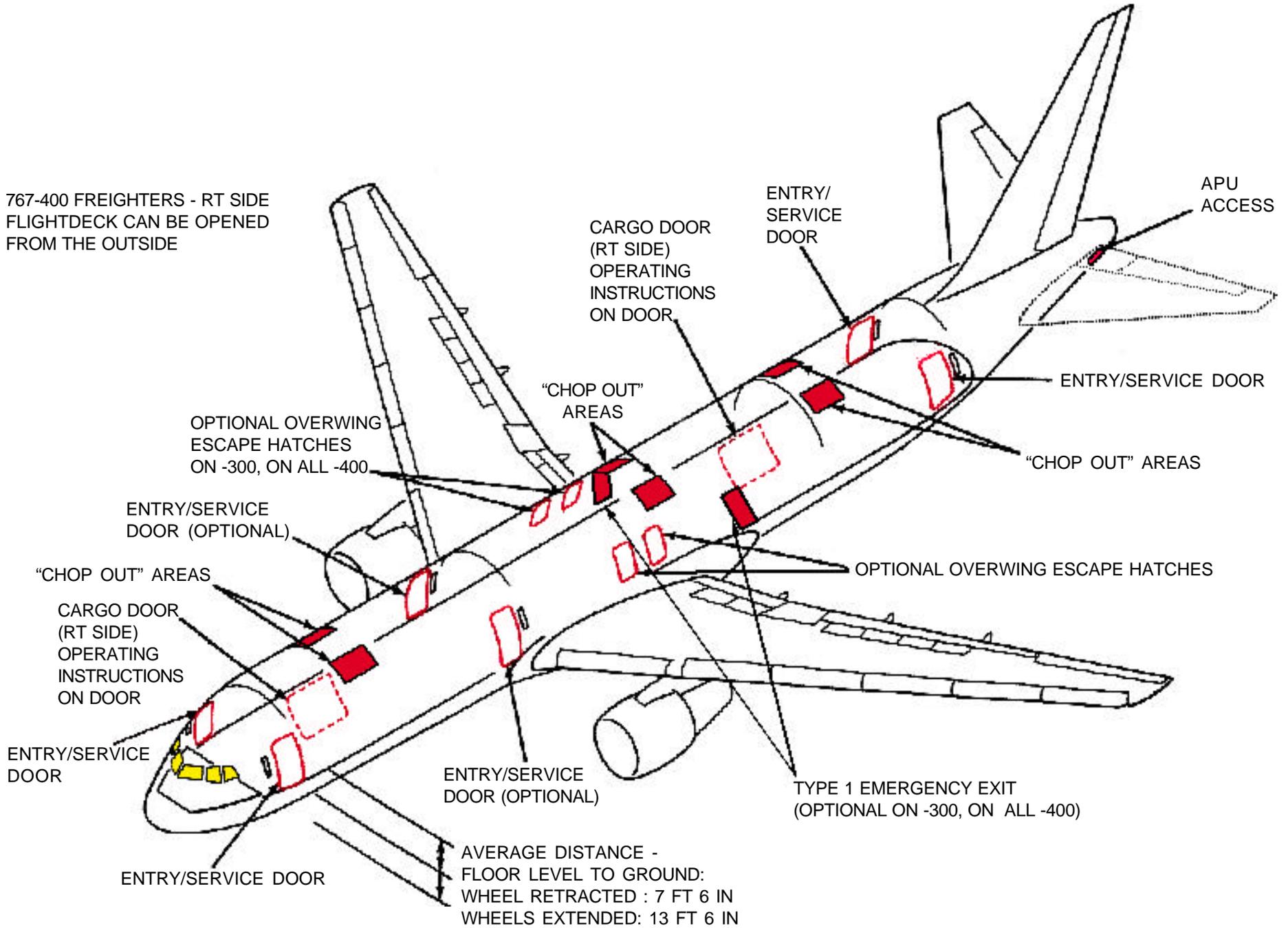
### NOTE:

If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position.



# EMERGENCY RESCUE ACCESS

767-400 FREIGHTERS - RT SIDE FLIGHTDECK CAN BE OPENED FROM THE OUTSIDE



CARGO DOOR (RT SIDE) OPERATING INSTRUCTIONS ON DOOR

ENTRY/SERVICE DOOR

APU ACCESS

ENTRY/SERVICE DOOR

"CHOP OUT" AREAS

OPTIONAL OVERWING ESCAPE HATCHES ON -300, ON ALL -400

"CHOP OUT" AREAS

ENTRY/SERVICE DOOR (OPTIONAL)

OPTIONAL OVERWING ESCAPE HATCHES

"CHOP OUT" AREAS

CARGO DOOR (RT SIDE) OPERATING INSTRUCTIONS ON DOOR

ENTRY/SERVICE DOOR

ENTRY/SERVICE DOOR (OPTIONAL)

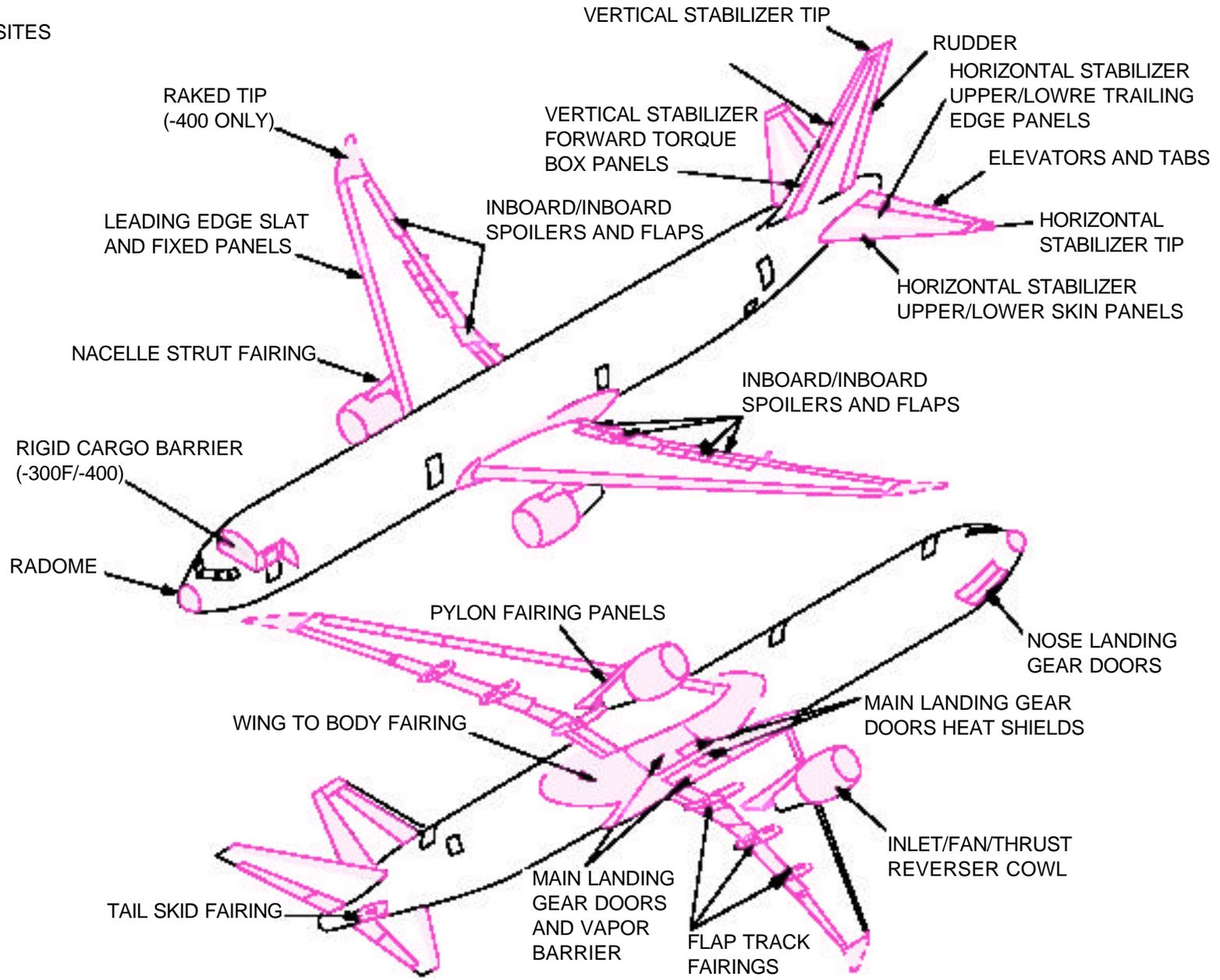
TYPE 1 EMERGENCY EXIT (OPTIONAL ON -300, ON ALL -400)

ENTRY/SERVICE DOOR

AVERAGE DISTANCE - FLOOR LEVEL TO GROUND:  
WHEEL RETRACTED : 7 FT 6 IN  
WHEELS EXTENDED: 13 FT 6 IN

# AIRFRAME MATERIALS

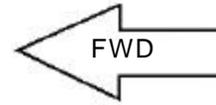
 COMPOSITES



# CABIN CONFIGURATION

-200 & -300

## 767-200

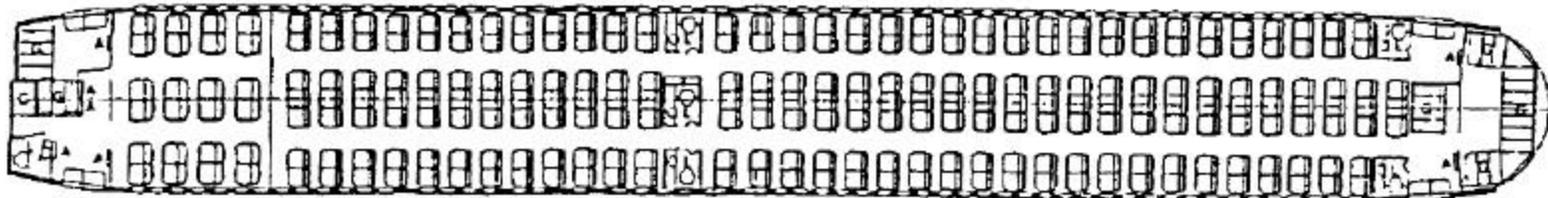


18 FIRST CLASS - 38 INCH PITCH

211 PASSENGERS (24 SEATS - 33 INCH PITCH)

193 TOURIST - 34/33 INCH PITCH

## 767-300



24 FIRST CLASS - 38 INCH PITCH

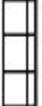
258 PASSENGERS (33 SEATS - 33 INCH PITCH)

234 TOURIST - 34/33 INCH PITCH

# CIVIL RESERVE AIR FLEET CABIN CONFIGURATION

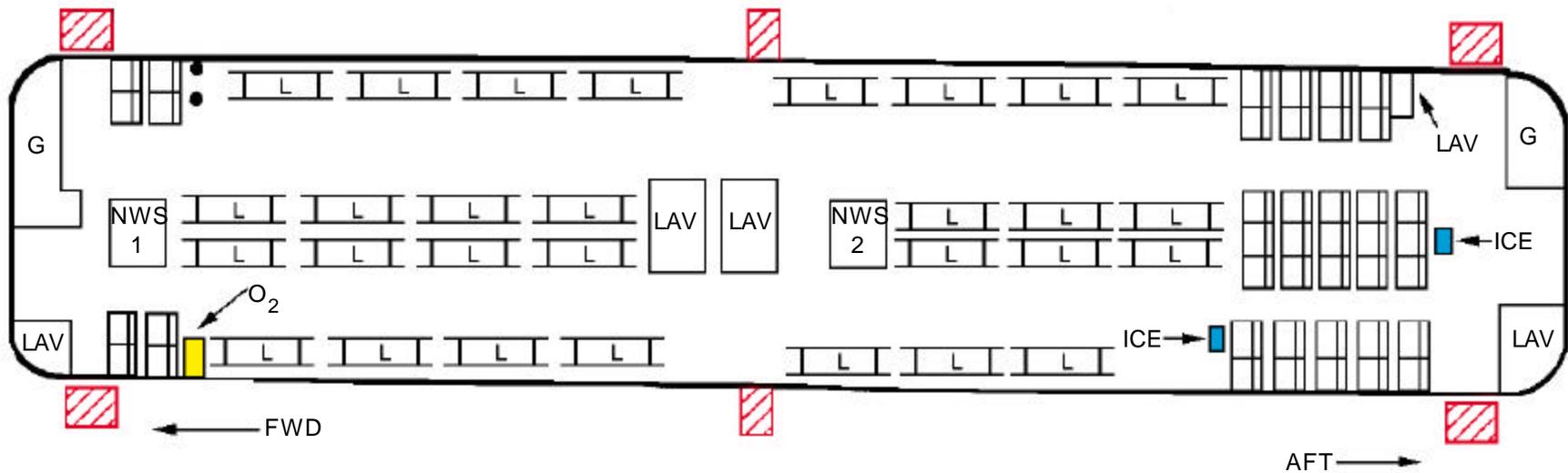
-200 SERIES AEROMEDICAL EVACUATION CONFIGURATION

## LEGEND:

- = Power Distribution System
- G = Galley
- LAV = Lavatory
- NWS = Nurse's Work Station
- O<sub>2</sub> = Oxygen Management Panel
-  = Litter
-  = Emergency Exit
-  = Seats

## NOTE:

Aircraft has capacity for 87 litters and 41 Ambulatory/Crew.



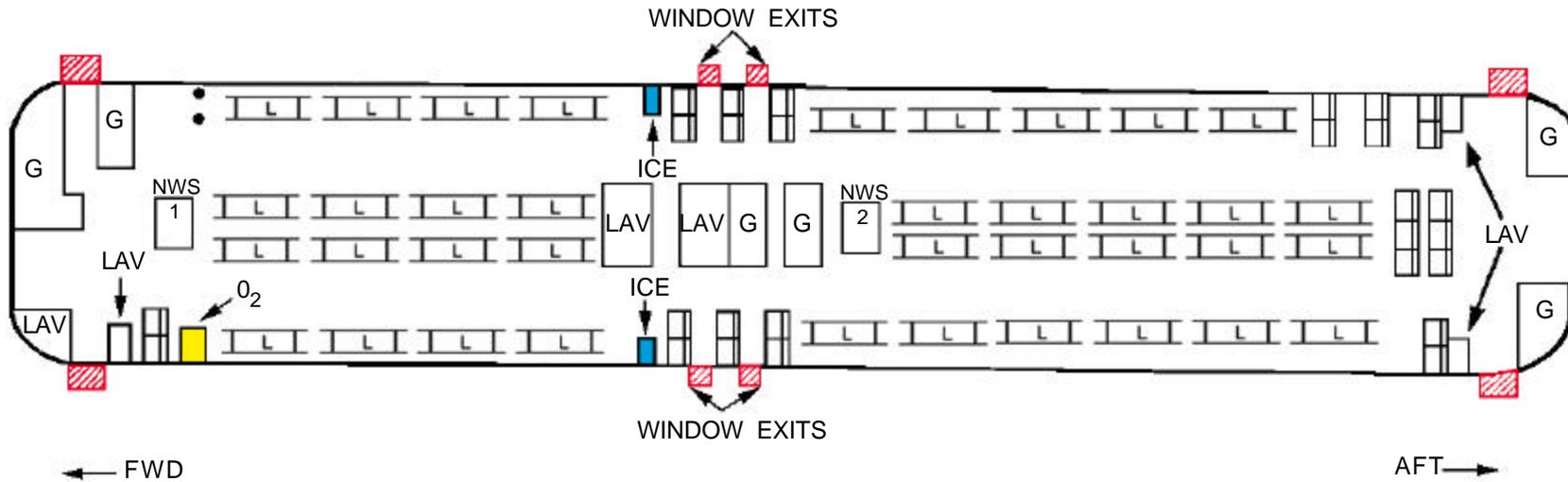
# CIVIL RESERVE AIR FLEET CABIN CONFIGURATION

-300 SERIES AEROMEDICAL EVACUATION CONFIGURATION

**LEGEND:**

- = Power Distribution System
- G = Galley
- LAV = Lavatory
- NWS = Nurse's Work Station
- O<sub>2</sub> = Oxygen Management Panel
- [ L ] = Litter
- [ / ] = Emergency Exit
- [ ] = Seats

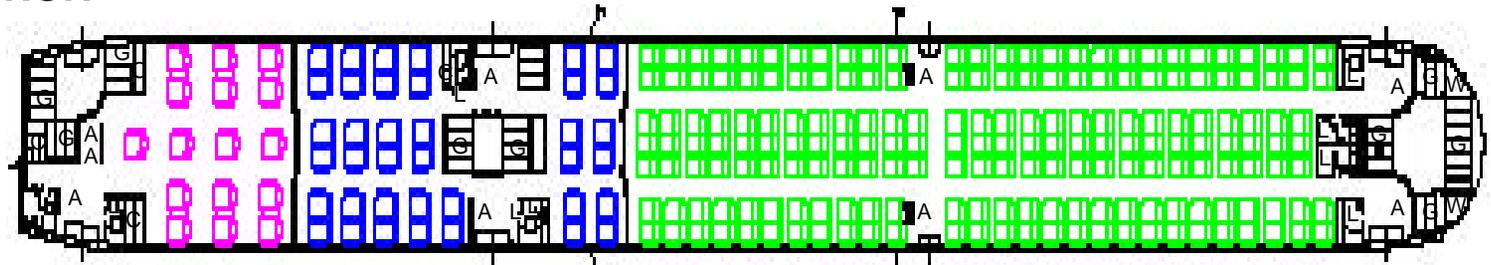
**NOTE:**  
Aircraft has capacity for 111 litters and 30 Ambulatory/Crew.



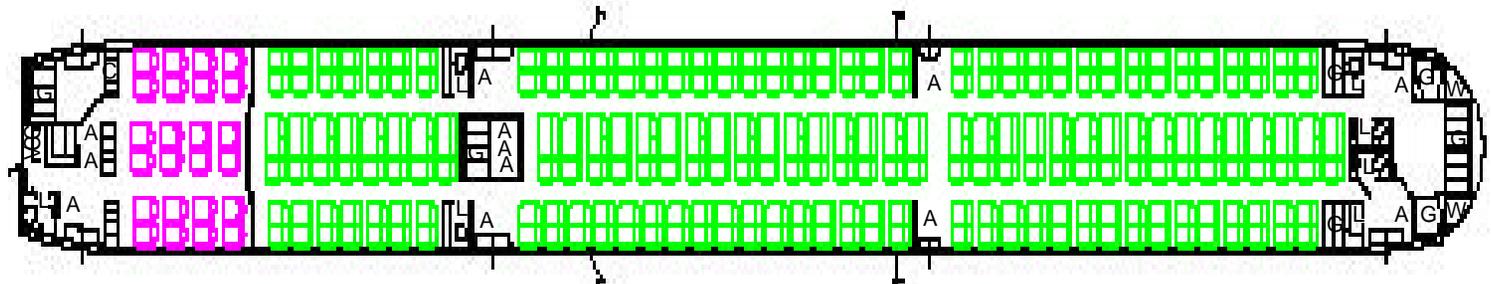
# CABIN CONFIGURATION

-400ER

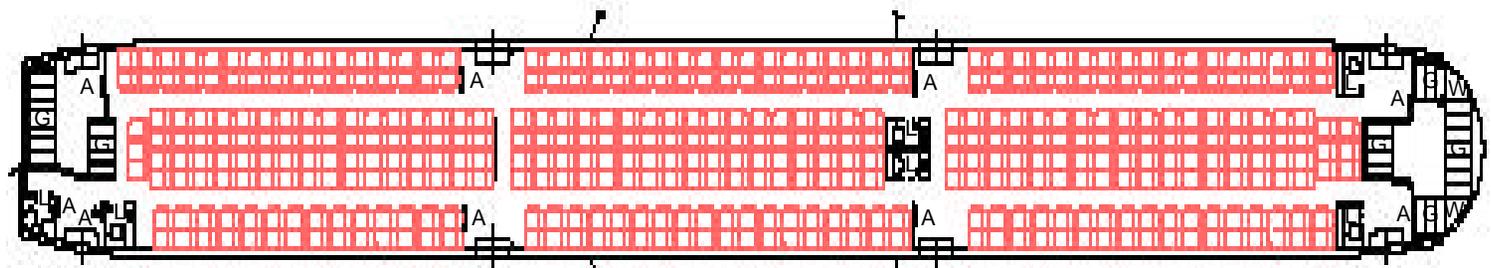
A	ATTENDANT'S SEAT
C	COAT CLOSET
L	LAVATORY
W	WARDROBE CLOSET
G	GALLEY
VCC	VIDEO CONTROL CENTER



THREE-CLASS CONFIGURATION - 243 PASSENGERS  
 16 FIRST CLASS  
 36 BUSINESS CLASS  
 189 ECONOMY CLASS



TWO-CLASS CONFIGURATION - 296 PASSENGERS  
 24 FIRST CLASS  
 272 ECONOMY CLASS

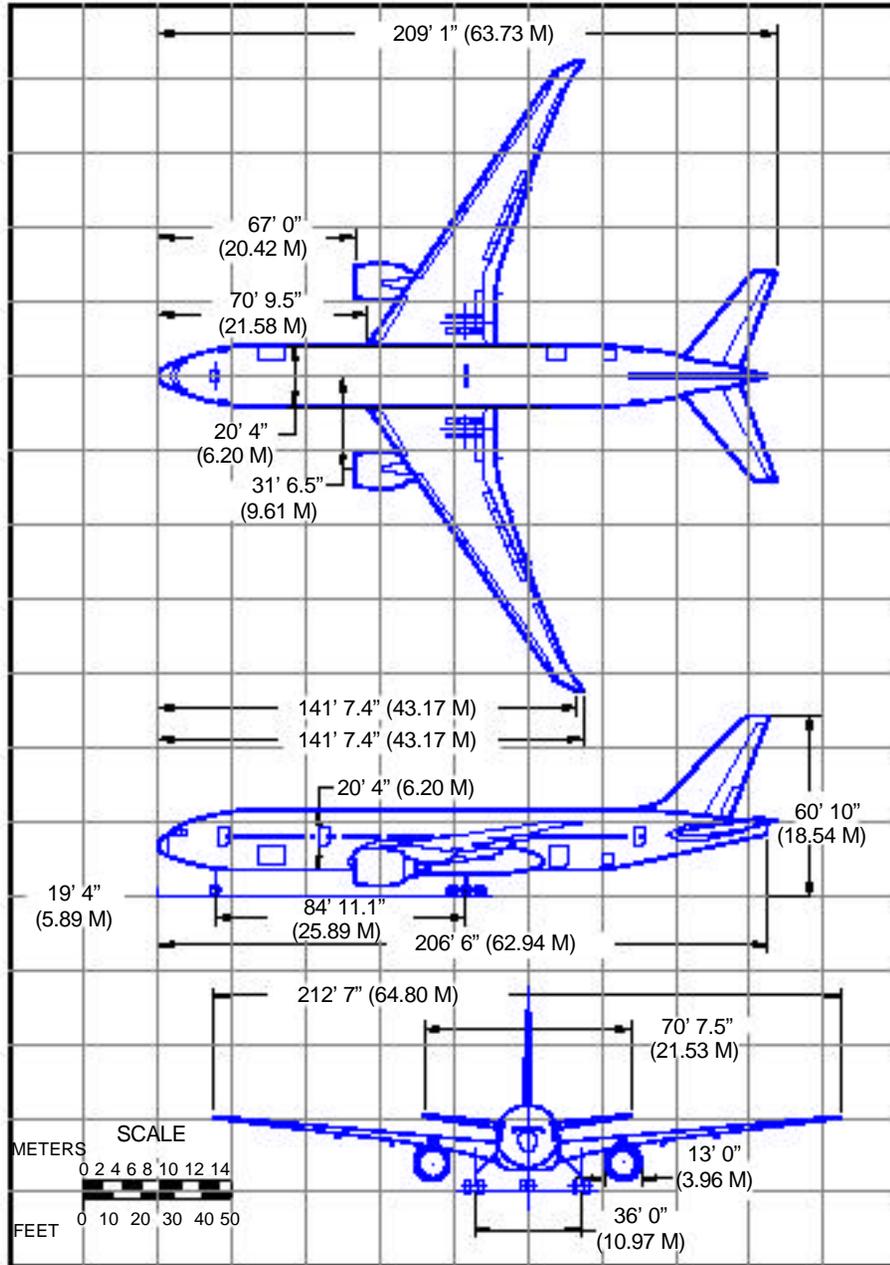


ONE-CLASS CONFIGURATION - 409 PASSENGERS  
 ALL ECONOMY CLASS

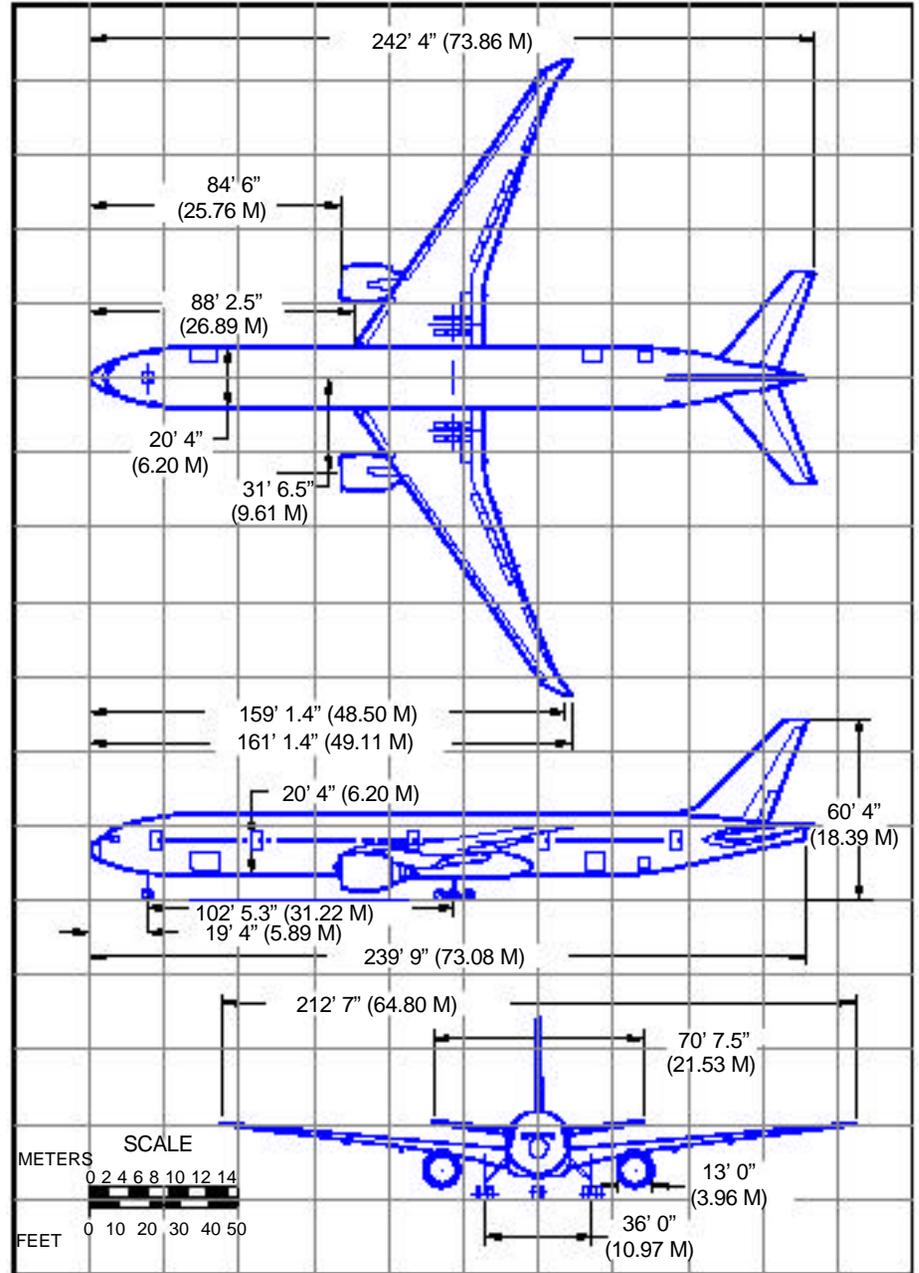
# AIRCRAFT PAINT SCHEME



# AIRCRAFT DIMENSIONS



777-200LR



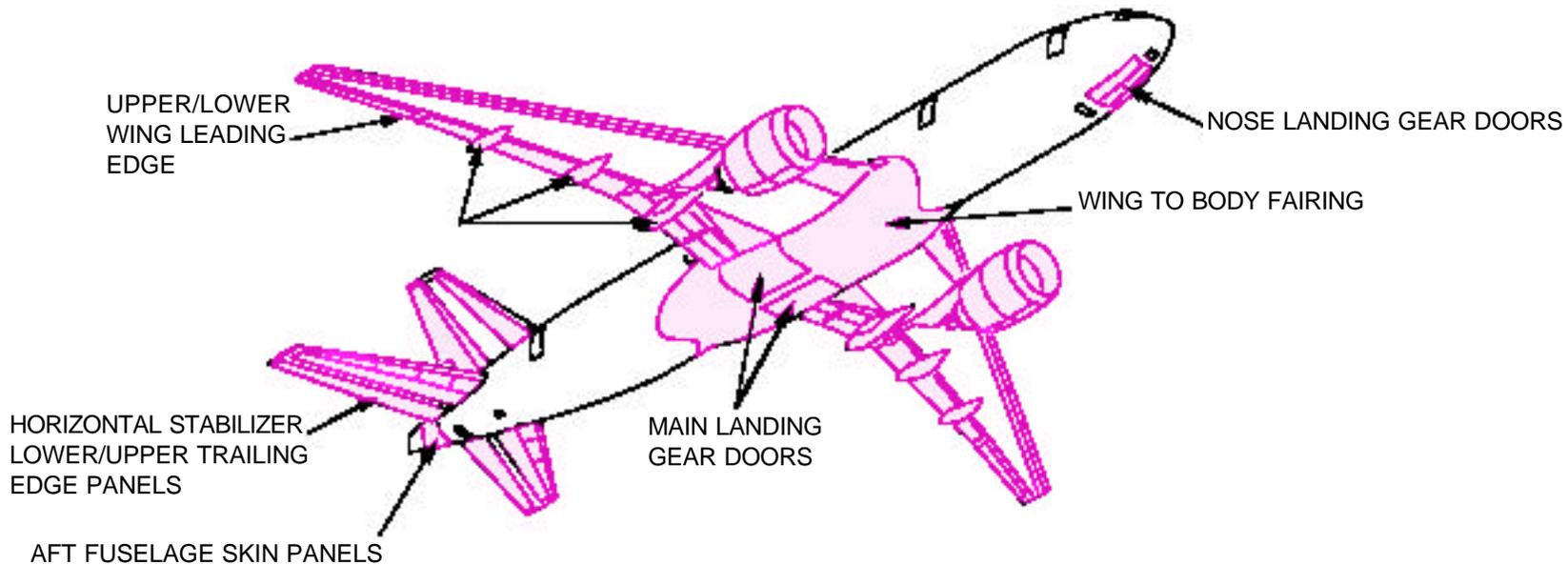
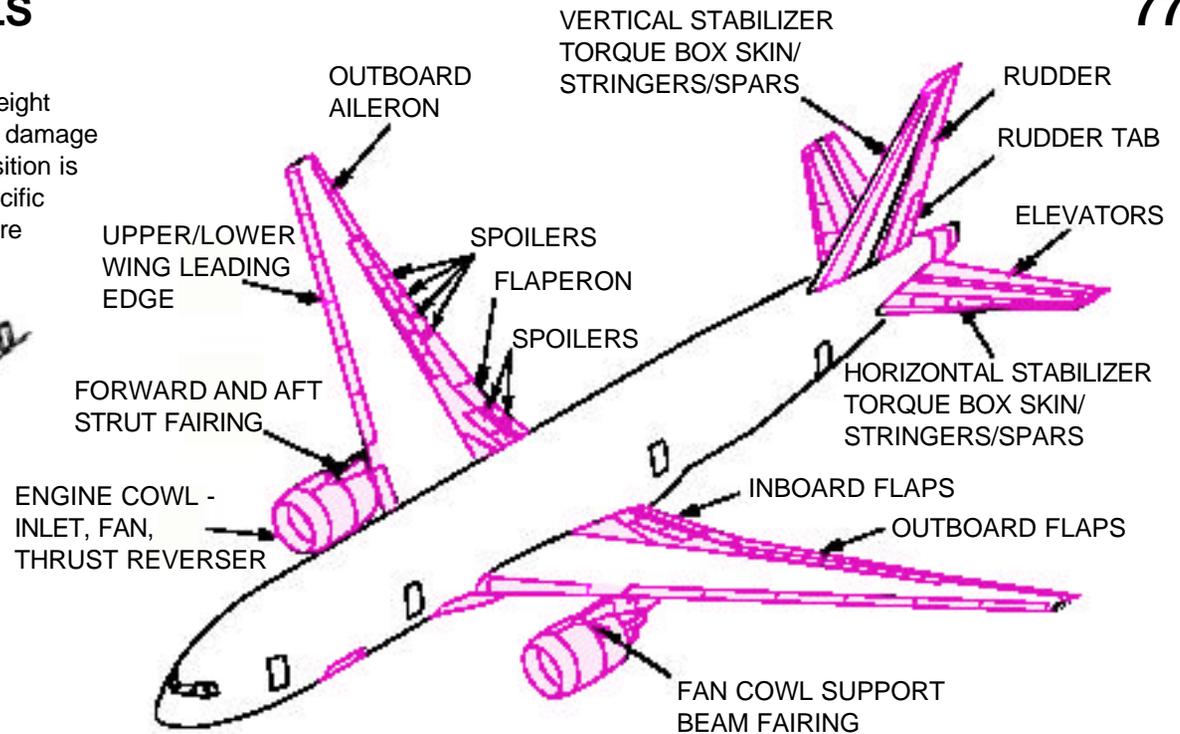
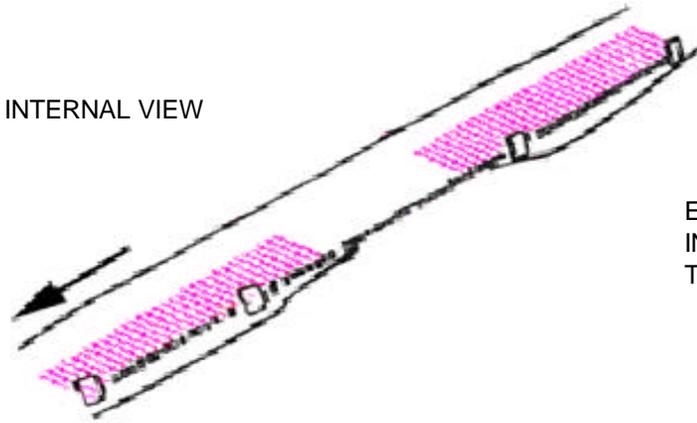
777-300ER

# AIRCRAFT COMPOSITE MATERIALS

-200A/B & -300

 Colored areas indicate where the tough, light weight reinforced plastics improve damage resistance, damage tolerance, resist corrosion and fatigue. Composition is 9% of structural weight. See next page for specific material location. (Folding wing tips (optional) are illustrated in down position.)

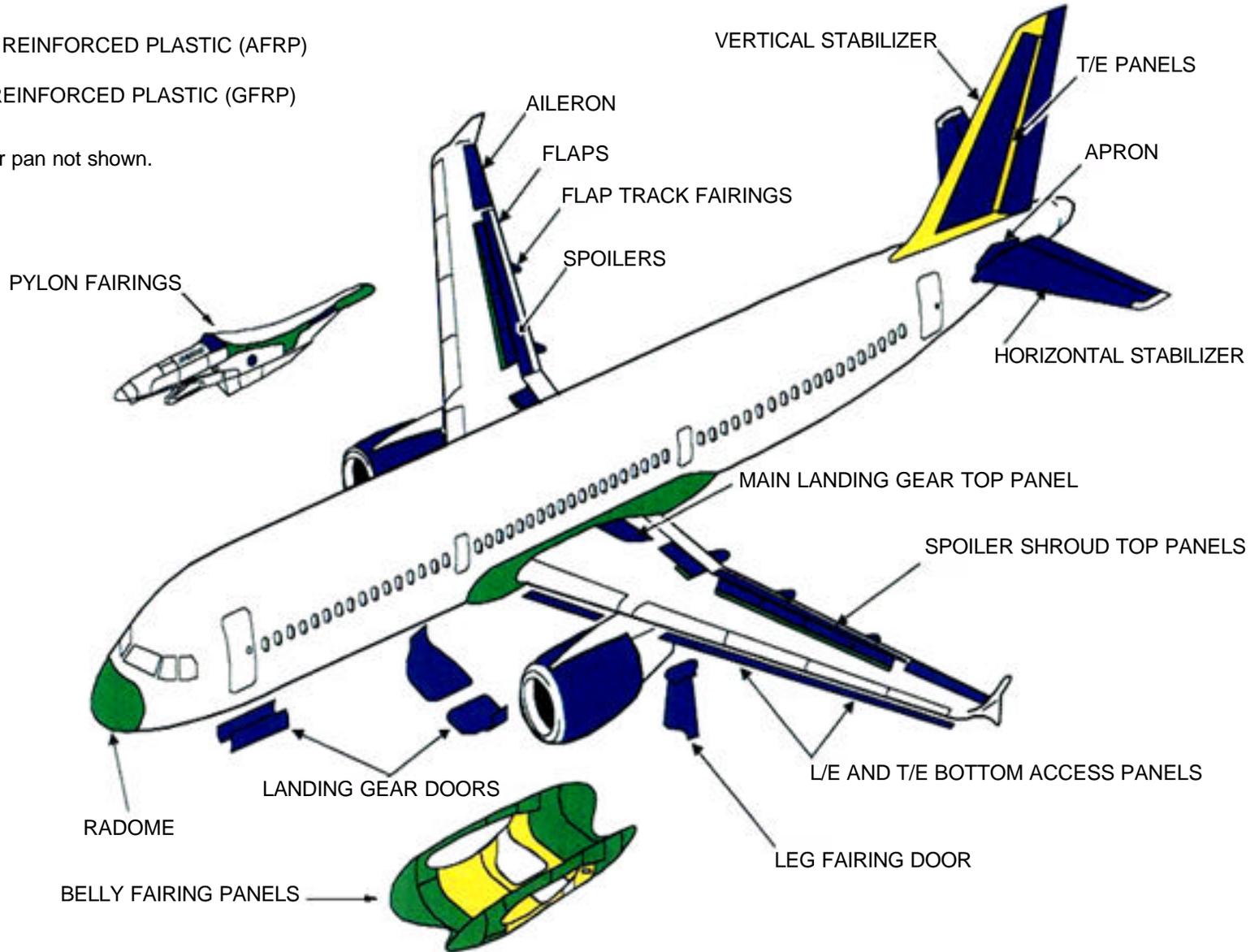
INTERNAL VIEW



# AIRCRAFT COMPOSITE MATERIALS AND COMPONENT LOCATION

- CARBON FIBER REINFORCED PLASTIC (CFRP)
- ARAMID FIBER REINFORCED PLASTIC (AFRP)
- GLASS FIBER REINFORCED PLASTIC (GFRP)

NOTE:  
CFRP passenger floor pan not shown.



**SPECIAL TOOLS/EQUIPMENT**

- Power Rescue Saw
- 35 Foot Ladder
- Fire Drill II

**AIRCRAFT ENTRY -200A/B & 300**

**1. NORMAL/EMERGENCY ENTRY**

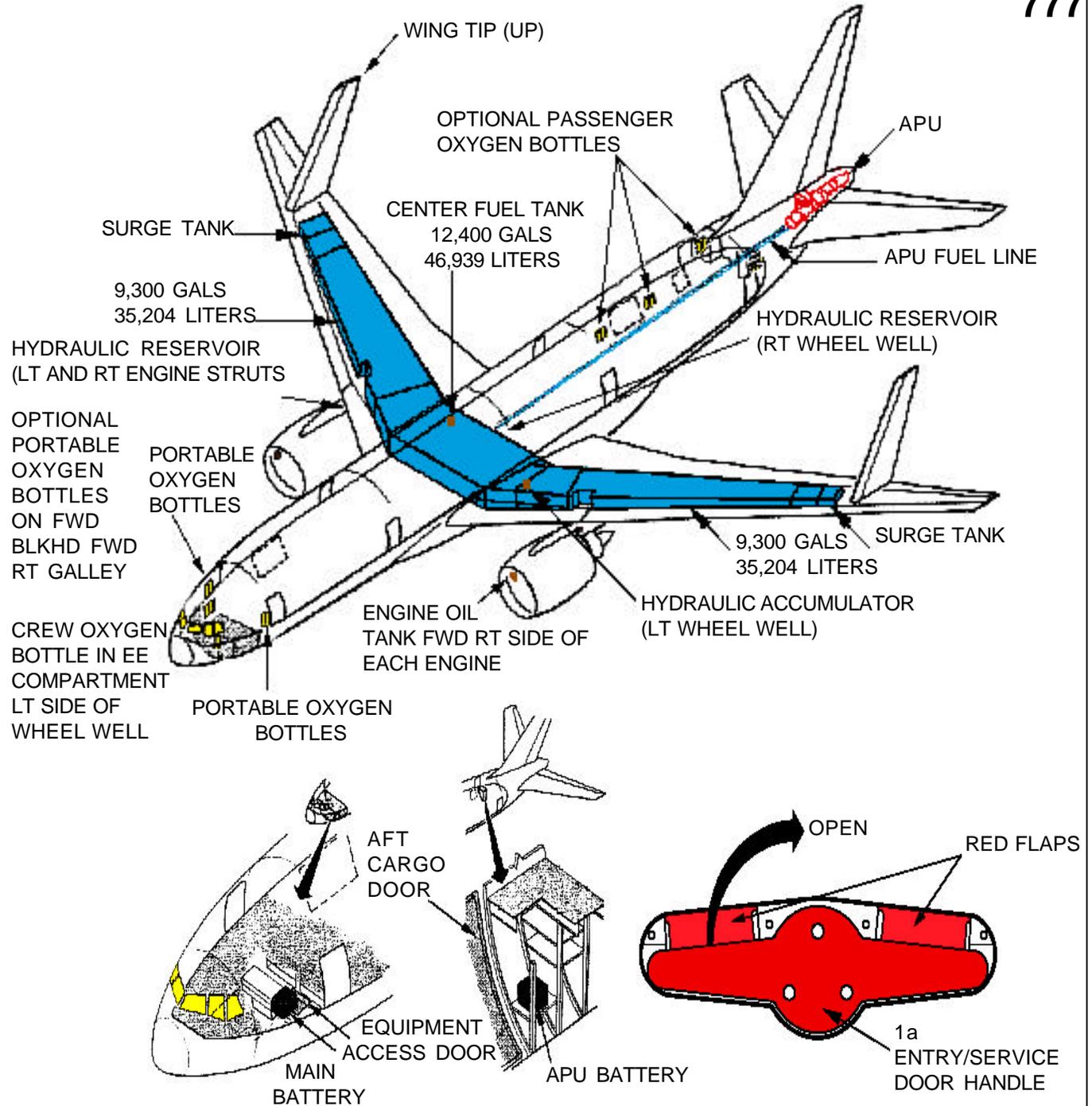
- a. To open all entry/service doors: push in on red flaps to access the entry/service door handle. (left handle shown - right handle opposite)
- b. Rotate handle counterclockwise 120 degrees.
- c. Pull door outward.
- d. Rotate entry/service door handle 180 degrees in the direction of the "open" arrow.
- e. Pull door outward.

**NOTES:**

- Escape slide disarms automatically when door or hatch is opened from the outside.
- Flightdeck windows cannot be opened from the outside.

**2. CUT-IN**

- a. Cut areas along window lines as last resort.



# ENGINE SHUTDOWN AND AIRCREW EXTRACTION

## 1. ENGINE SHUTDOWN

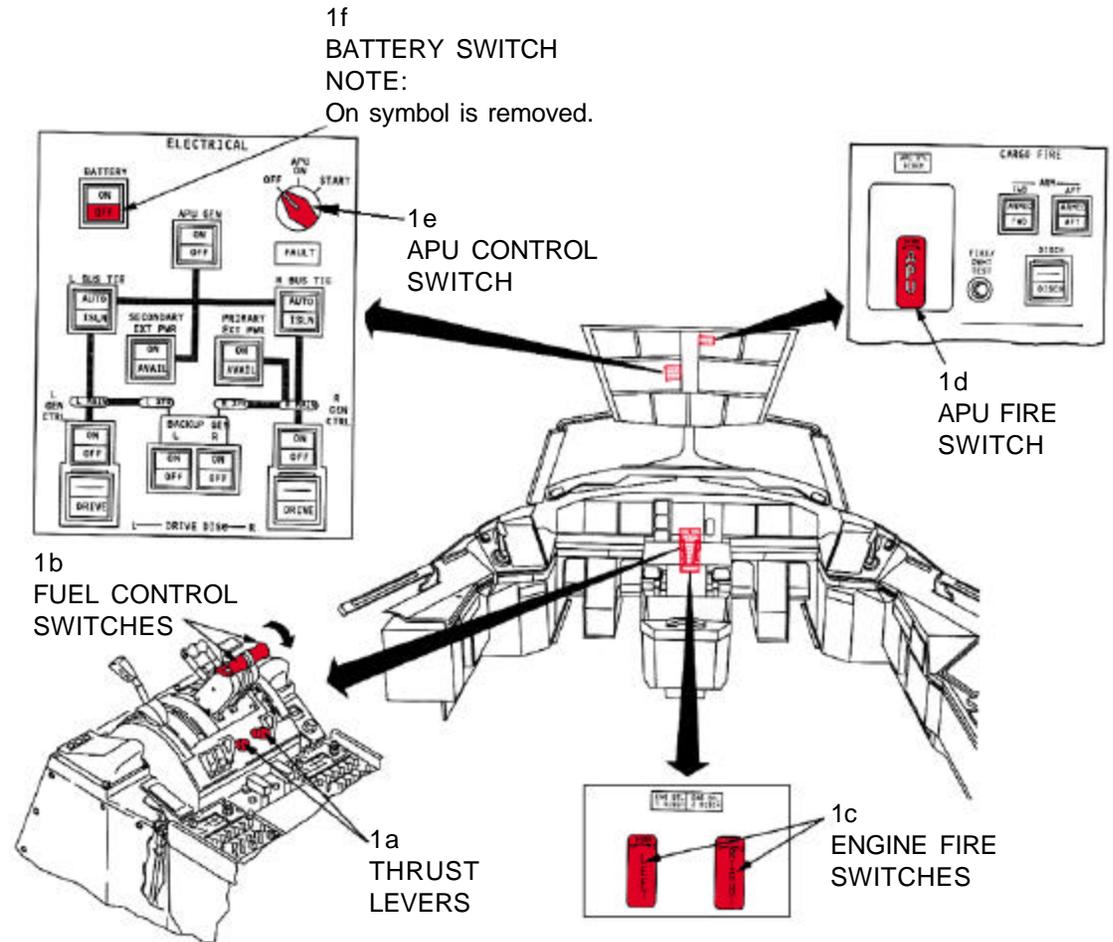
- a. Retard thrust levers, located on pilot's center console, to RETARD position.
- b. Place fuel control switches, located on pilot's center console under thrust levers, to CUT OFF position.
- c. In case of engine fire, pull engine fire switches, located on pilot's center console. Turn left or right to release agent. If not illuminated, push and hold the button under the switch to release.
- d. In case of APU fire, pull APU fire switch, located on co-pilot's overhead center console upper left side. Turn switch up or down to release agent. If not illuminated, push and hold the button under the switch to release.
- e. Rotate APU control switch, located on pilot's overhead center panel, to OFF.
- f. Press battery switch, located on pilot's overhead center panel left side, to OFF.

## 2. AIRCREW EXTRACTION

- a. Unlatch lap belts and remove shoulder harness from crewmembers.
- b. Depress control handles and rotate flight engineer's seat from left to right.
- c. Passenger seats are equipped with lap belts only.

### NOTE:

If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position.

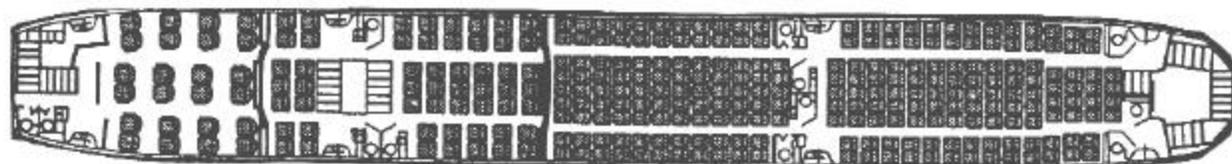




# CABIN CONFIGURATION

## NOTE:

A modular design allows airlines to move seats, galleys, and lavatories in a matter of hours to adapt to changing market conditions or for a CRAF situation. Seating configurations range from six abreast in first class to 10 abreast in economy class.



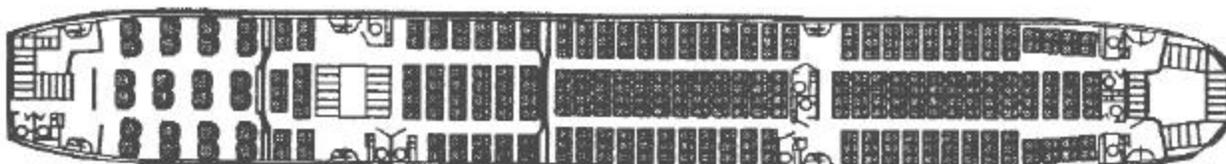
6 ABREAST  
24 FIRST CLASS

7 ABREAST  
54 BUSINESS CLASS

9 ABREAST  
227 PREMIUM COACH CLASS

## NOTE:

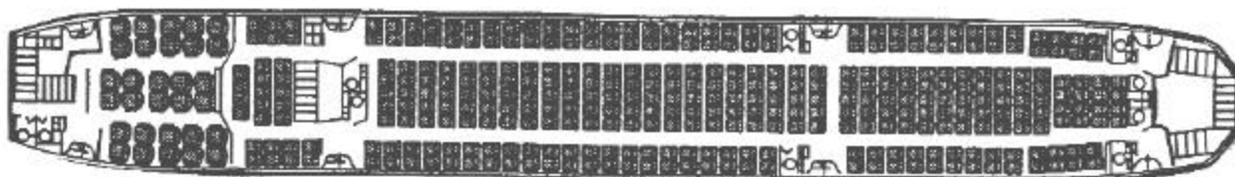
The flightdeck is composed of two crew members only. Two observer seats are also located in the flightdeck.



6 ABREAST  
24 FIRST CLASS

8 ABREAST  
61 BUSINESS CLASS

10 ABREAST  
243 PREMIUM COACH CLASS



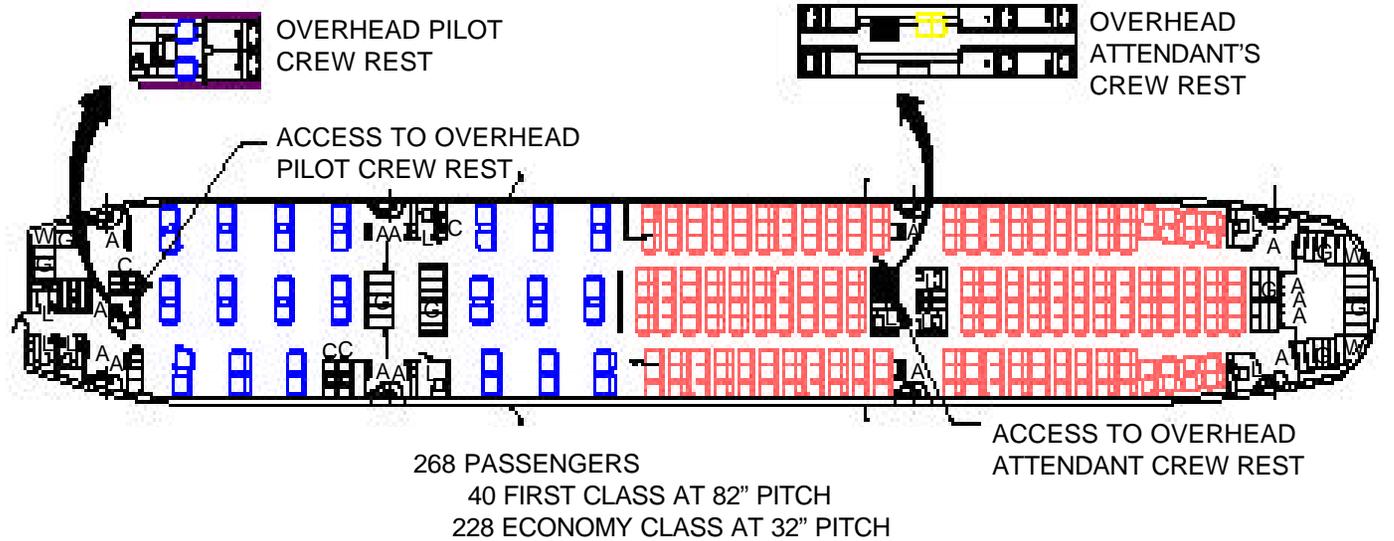
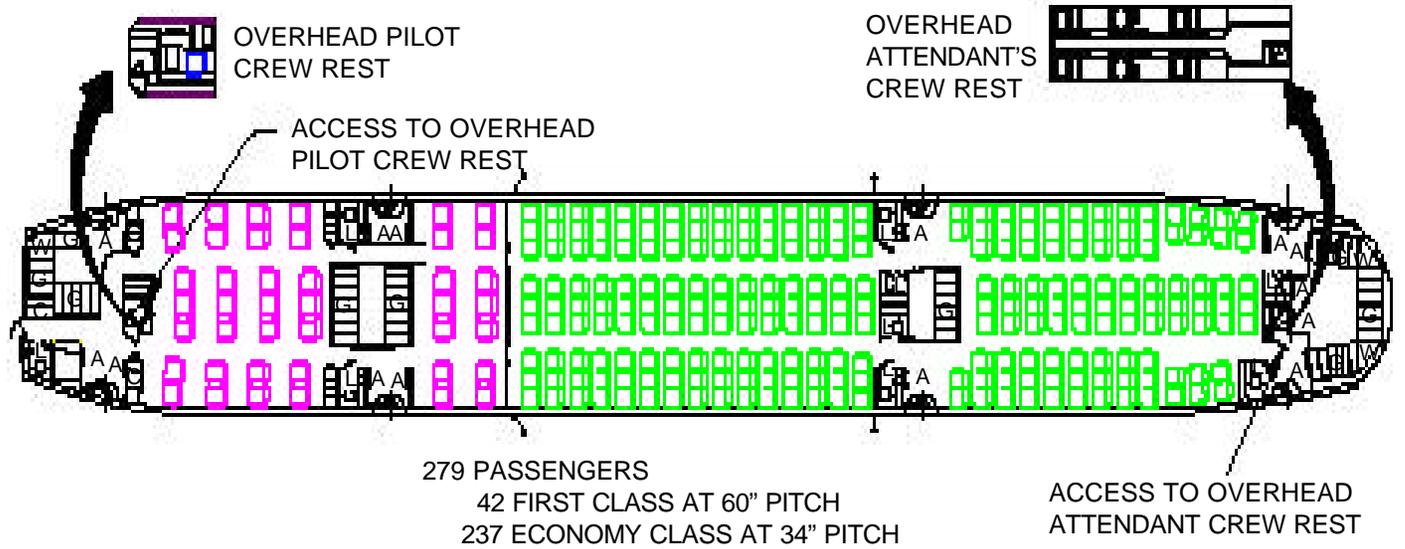
6 ABREAST  
30 FIRST CLASS

9 ABREAST  
345 PREMIUM COACH CLASS

# CABIN CONFIGURATION-Continued

-200LR (TYPICAL TWO CLASS)

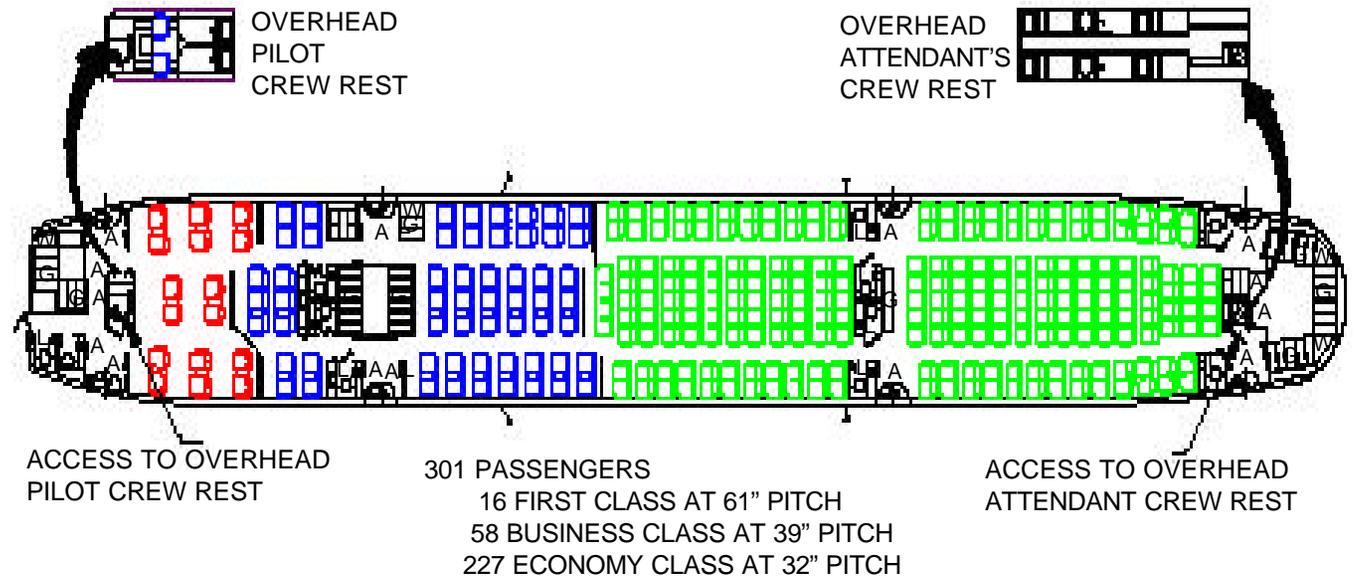
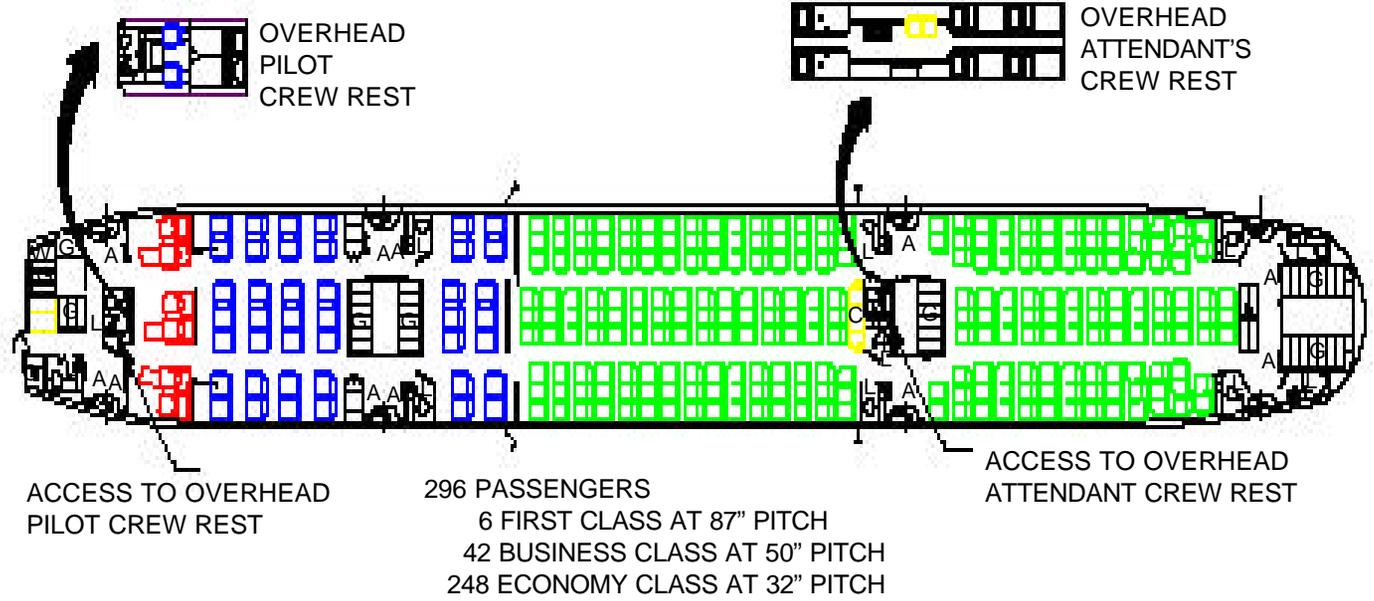
A	ATTENDANT' SEAT
G	GALLEY
L	LAVATORY
C	CLOSET
W	WARDROBE
PS	PURSER STATION



# CABIN CONFIGURATION-Continued

-200LR (TYPICAL THREE CLASS)

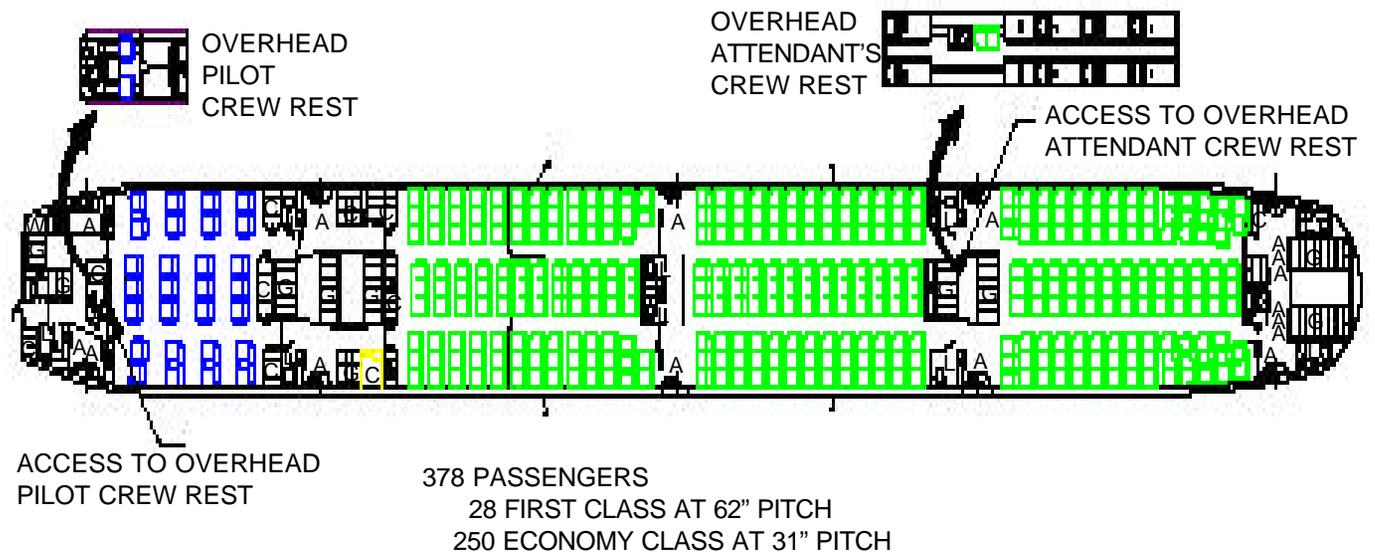
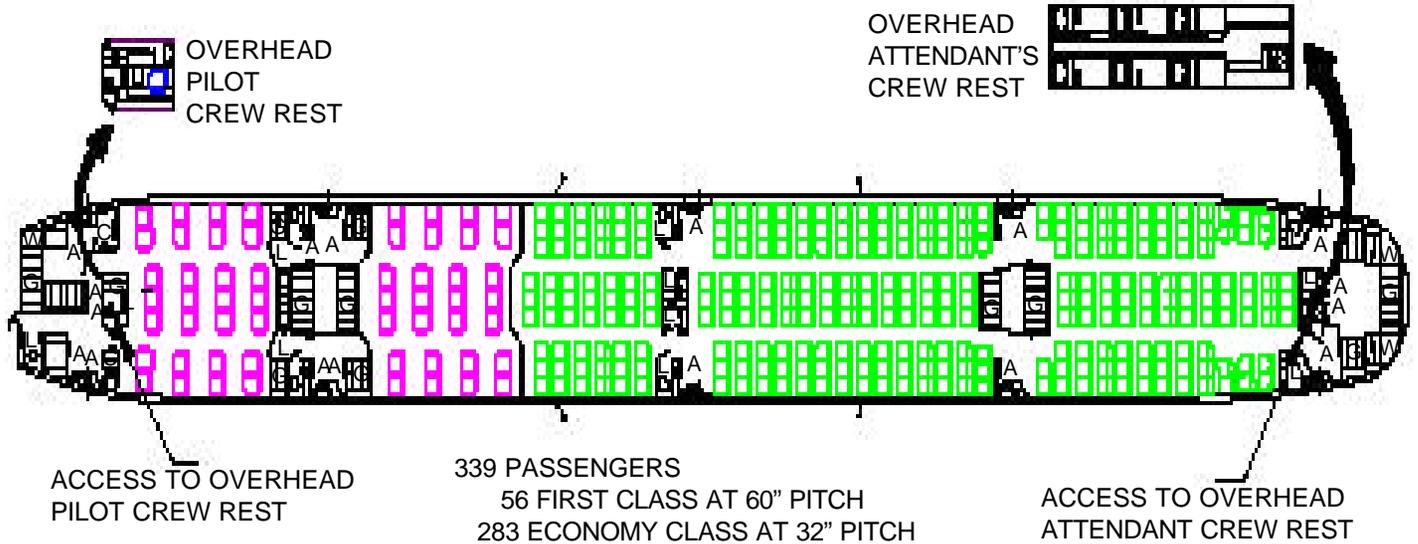
A	ATTENDANT' SEAT
G	GALLEY
L	LAVATORY
C	CLOSET
W	WARDROBE
PS	PURSER STATION



# CABIN CONFIGURATION-Continued

-300ER (TYPICAL TWO CLASS)

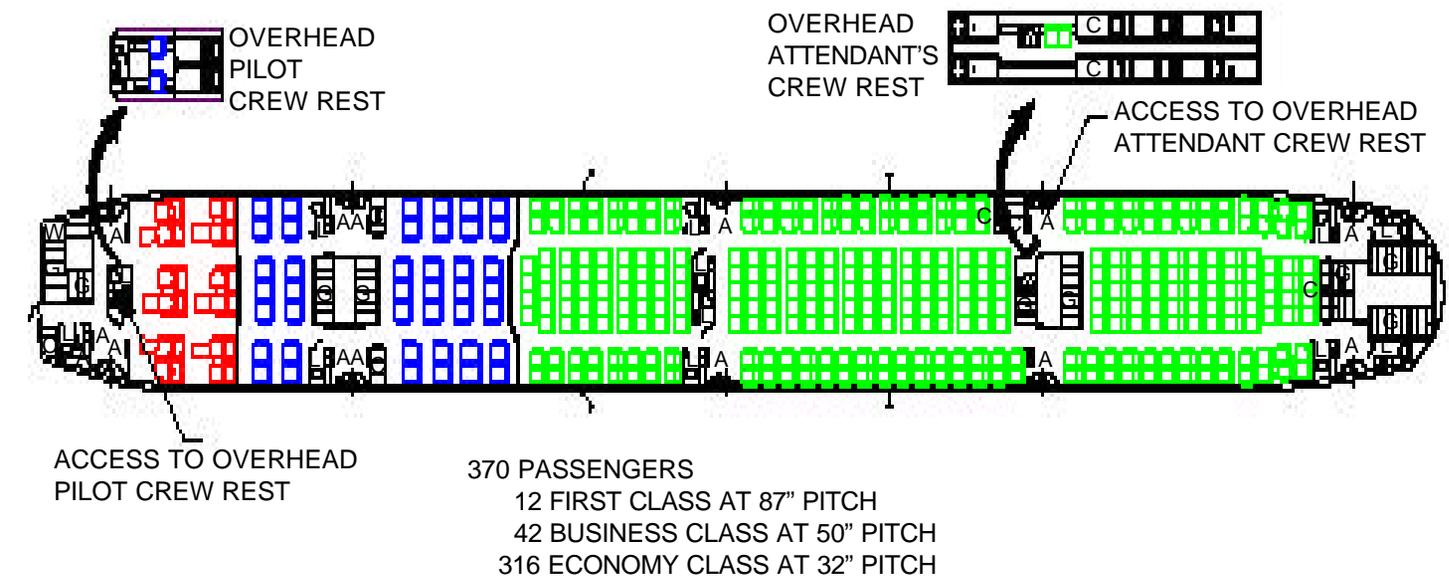
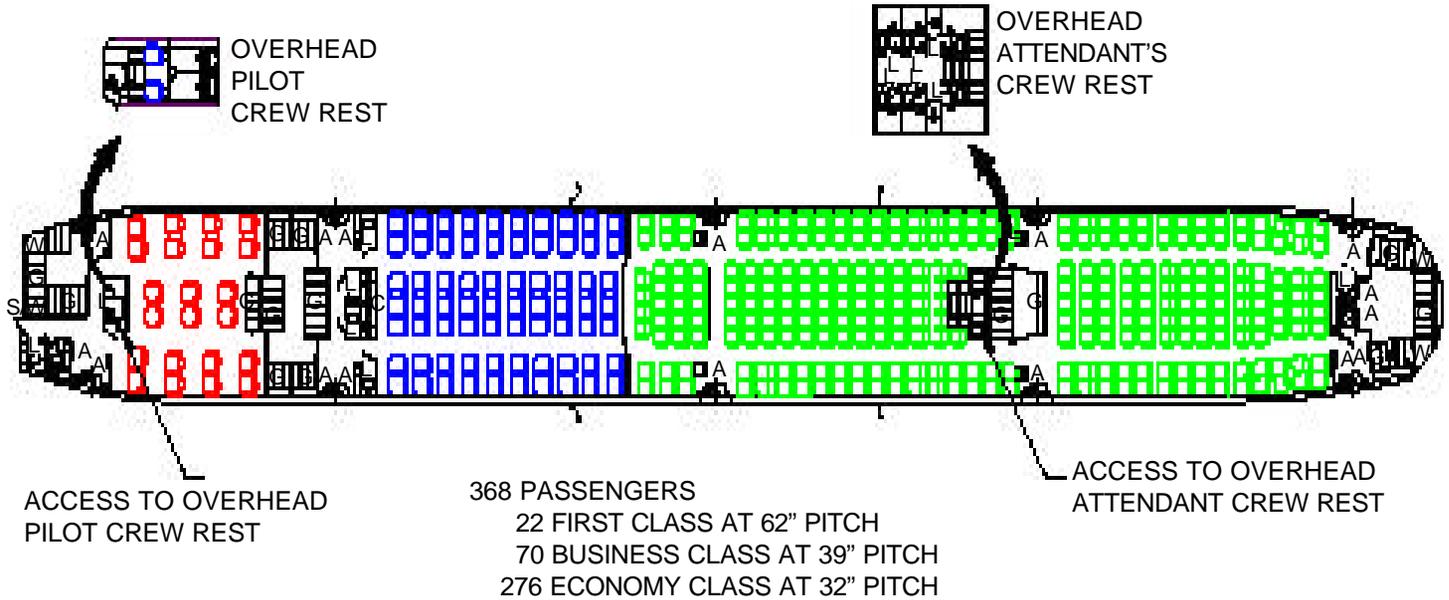
A	ATTENDANT' SEAT
G	GALLEY
L	LAVATORY
C	CLOSET
W	WARDROBE
S/W	STOWAGE/WARDROBE



# CABIN CONFIGURATION-Continued

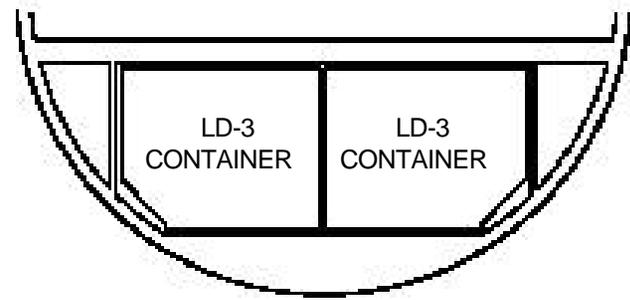
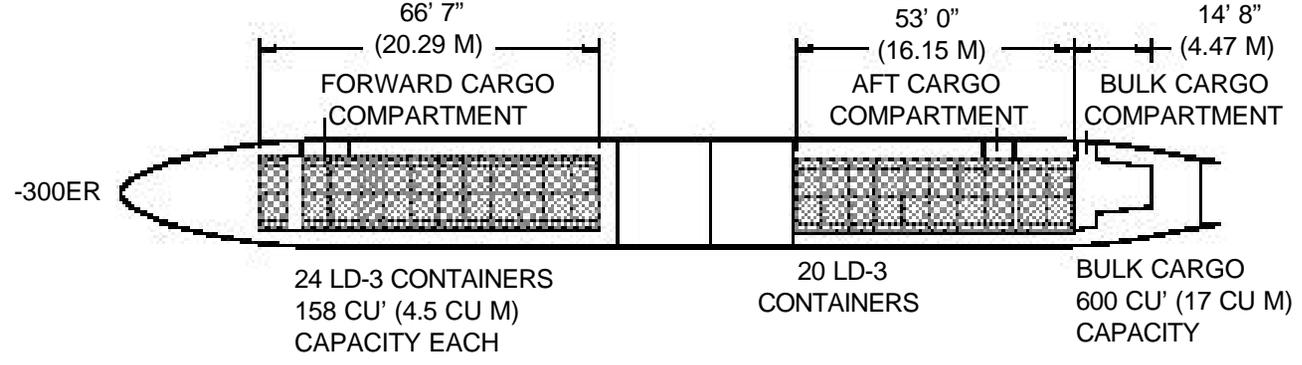
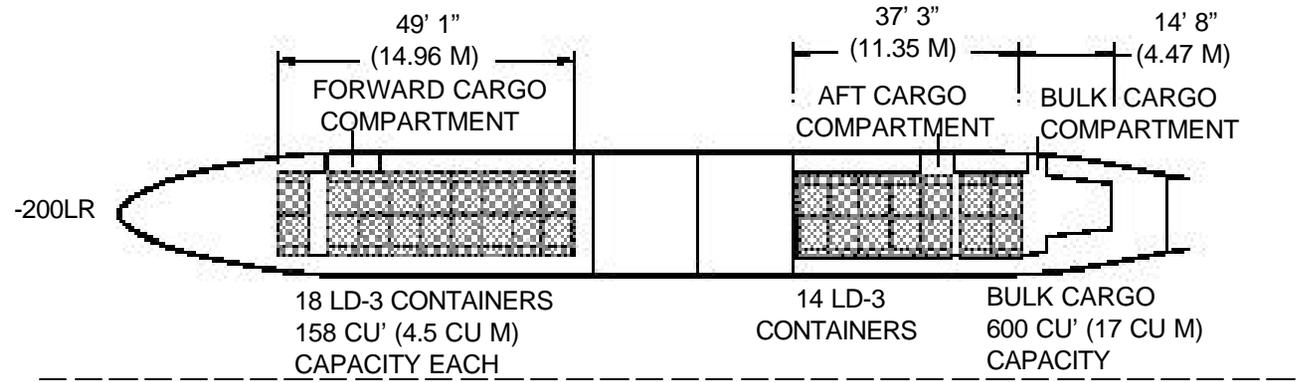
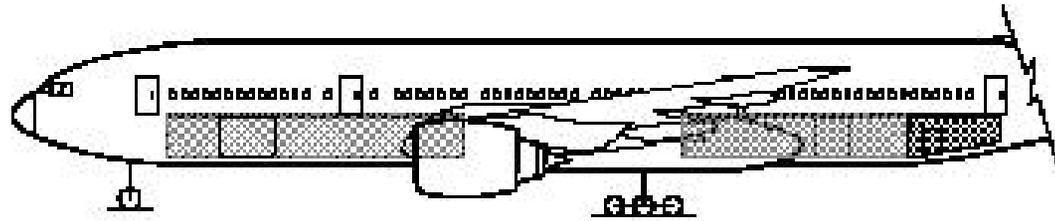
-300ER (TYPICAL THREE CLASS)

A	ATTENDANT' SEAT
G	GALLEY
L	LAVATORY
C	CLOSET
W	WARDROBE
S/W	STOWAGE/WARDROBE



# LOWER CARGO COMPARTMENTS

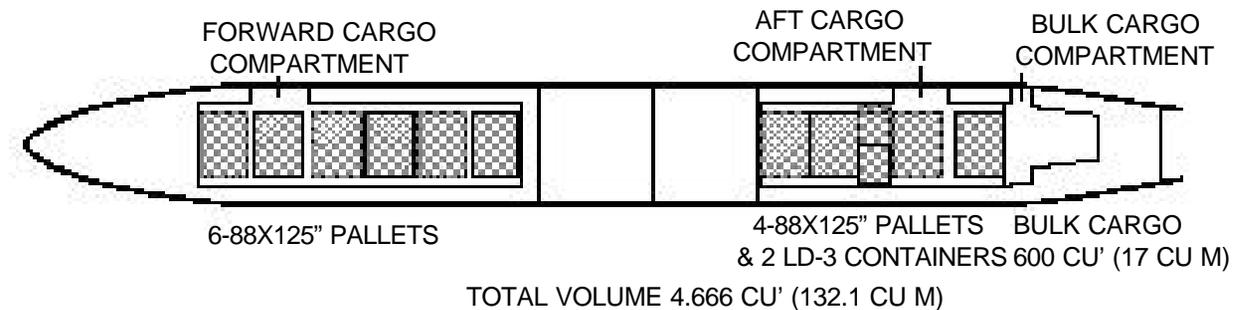
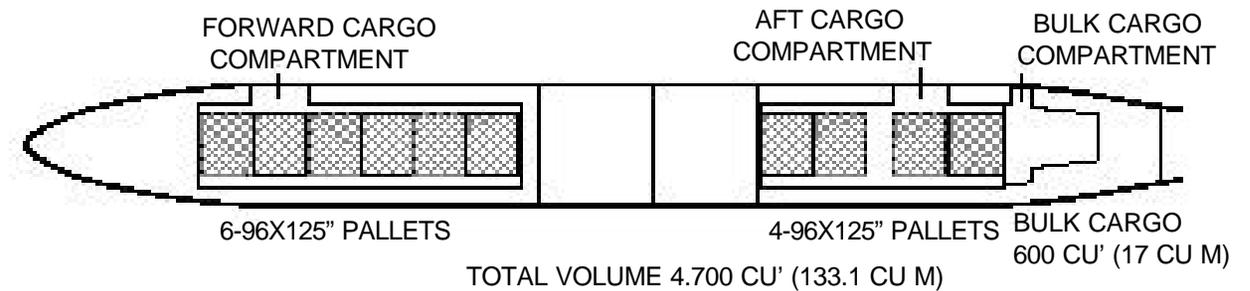
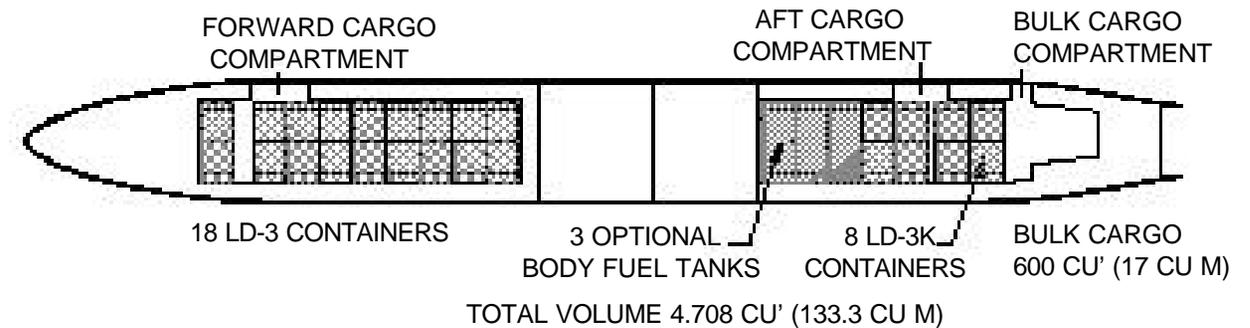
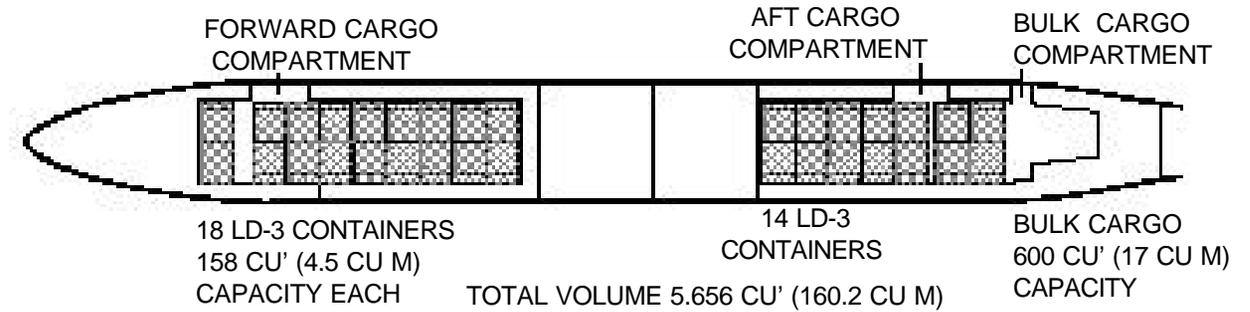
-200LR, -300ER - CONTAINERS AND BULK CARGO



CROSS-SECTION

# LOWER CARGO COMPARTMENTS-Continued

-200LR - OPTIONAL AFT LARGE CARGO DOOR



# LOWER CARGO COMPARTMENTS-Continued

-300ER - OPTIONAL AFT LARGE CARGO DOOR

