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.
WRITTEN CORRESPONDENCE:

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

E-MAIL: HQAFCESA.CEXF@tyndall.af.mil

INTERNET: HQ AFCESA Fire and Emergency Services PUBLIC WEB PAGE:

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

FAX: (850) 283-6383
DSN 523-6383

For technical order improvements, correcting procedures, and other inquiries, please use the above media most convenient.
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 Retaining out of date rescue information can negatively affect the user’s operability and outcome of emergencies.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.

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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
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.
AIRCRAFT DIMENSIONS - Continued

-400 FREIGHTER/ -400ER FREIGHTER
AIRCRAFT DIMENSIONS - Continued

-400 DOMESTIC

<table>
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<tr>
<th>ENGINE</th>
<th>INBOARD</th>
<th>OUTBOARD</th>
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<tr>
<td>CF6-80C2</td>
<td>75' 6&quot; (22.91 M)</td>
<td>105' 6&quot; (32.16 M)</td>
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<tr>
<td>PW4200</td>
<td>76' 3&quot; (23.24 M)</td>
<td>106' 4&quot; (32.41 M)</td>
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<tr>
<td>RB211-524H</td>
<td>78' 11&quot; (24.05 M)</td>
<td>107' 6&quot; (32.77 M)</td>
</tr>
</tbody>
</table>

**FEET** | **0** | **10** | **20** | **30** | **40** | **50**
**METERS** | **0** | **3.05** | **6.10** | **9.15** | **12.20** | **15.25**

**SCALE**

**ENGINE**
- GE: 9' 4" (2.84 M)
- PW: 9' 2" (2.79 M)
- RR: 8' 6" (2.59 M)

**DIMENSIONS**
- 229' 2" (69.85 M)
- 166' 7" (50.78 M)
- 152' 7" (46.51 M)
- 38' 4" (11.68 M)
- 66' 4" (20.83 M)
- 21' 4" (6.50 M)
- 231' 10.75" (70.67 M)
- 55' 10" (17.02 M)
- 25' 5" (7.75 M)
- 84' 0" (25.60 M)
- 195' 8" (59.63 M)
- 72' 9" (22.17 M)
- 12' 7" (3.84 M)
AIRCRAFT PENETRATION POINTS

BULK CARGO DOOR (NOT ON 747-SP)
- PENETRATION POINTS (2 PLACES)
  - 16" 16" 8"
  - HANDLE

AFT CARGO DOOR
- PENETRATION POINTS
  - 5" 10"
  - HANDLE

UPPER AFT ACCESS PANEL

FWD ELECTRONICS ACCESS DOOR
- PENETRATION POINTS (4 PLACES)
  - 8" 8" 7" 7"
  - HANDLE

FWD CARGO DOOR
- PENETRATION POINT
  - 8"
  - HANDLE

CENTER ELECTRONIC ACCESS DOOR (NOT ON 747-SP)
- PENETRATION POINT
  - 3"
  - HANDLE

FWD CARGO DOOR
- PENETRATION POINT
  - 3"
  - HANDLE

FWD CARGO DOOR
- PENETRATION POINT
  - 3"
  - HANDLE
AIRCRAFT PENETRATION POINTS-Continued
FOR RB211-524 B2/C2/D4 ENGINES

PENTRATION 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

OUTBOARD NACELLE AND Pylon
LEFT HAND VIEW

INBOARD NACELLE AND Pylon
LEFT HAND VIEW

INBOARD NACELLE AND Pylon
RIGHT HAND VIEW

OUTBOARD NACELLE AND Pylon
RIGHT HAND VIEW

NACELLES AND PYLONS STATION
DIAGRAM - GE CFC ENGINES

REF DWG
65B94001
65B94002
65B94003
65B94050
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

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

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

**NOTE:**
Not all “chop out” areas are marked.
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

"CHOP OUT" AREAS
(4 ON EACH SIDE)

FLIGHT DECK OVERHEAD
ESCAPE HATCH

FLIGHT DECK DOOR

ENTRY DOOR (10)

SIDE CARGO DOOR

APU ACCESS HATCH

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

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

NOTE:
Not all “chop out” areas are marked.
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-

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

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

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

NOTE:
Not all “chop out” areas are marked.
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.
   - 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.

   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:
   - Lifting external handle disarms slide and disengages door interlock. Control access cover aft of door.
   - Open cover and move guarded emergency door switch to open.

2. UPPER DECK EMERGENCY DOORS
   a. Push access panel and lift door handle.

   NOTE:
   - All emergency escape chutes are deployed from inside the aircraft only.

3. CUT-IN
   a. Cut areas along window lines as last resort.
EMERGENCY RESCUE ACCESS

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

Wheels retracted: 18 FT 4 IN.
Wheels extended: 24 FT 6 IN.

A - APU ACCESS HATCH
B - SIDE CARGO DOOR
C - "CHOP OUT" AREAS (4 ON EACH SIDE)
D - FLIGHT DECK OVERHEAD ESCAPE HATCH
E - FLIGHT DECK DOOR

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

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 overhead center panel. If not illuminated, may require pushing and holding the button under the switch to release.

d. 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.

e. 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.
EMERGENCY RESCUE ACCESS
-400 AND 400 COMBI

A - Control cabin/lounge floor level to ground
   Wheels retracted: 18 FT 4 IN.
   Wheels extended: 24 FT 6 IN.

B - Crew door handle
   Wheels retracted: 20 FT 4 IN.
   Wheels extended: 27 FT

C - Passenger cabin floor level to ground
   Wheels retracted: 9 FT 10 IN.
   Wheels extended: 16 FT

D - Entry door handle
   Wheels retracted: 13 FT
   Wheels extended: 19 FT 2 IN.

E - Escape hatch
   Wheels retracted: 25 FT 10 IN.
   Wheels extended: 32 FT

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

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

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

EFFECTIVITY: 747-400 (TRI-CLASS)

UPPER DECK

*42 BUSINESS RATE SEATS AT 38" (.96 M) PITCH

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

OVERHEAD CREW REST
8 BUNKS AND 2 SEATS

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) PITCH
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

OVERHEAD CREW REST
8 BUNKS AND 2 SEATS

UPPER DECK

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) PITCH
CABIN CONFIGURATION-Continued

EFFECTIVITY: 747-400 COMBI

TOILET
STOWAGE
CREW REST
GALLEY
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)
EFFECTIVITY: 747-400 DOMESTIC

**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

FIRST CLASS

14' 6" (4.42 M) (TRIM-TO-TRIM)
7' 11" (2.41 M)

15' 10" (4.83 M) AT 18' (5.49 M) AFT OF NOSE LOOKING AFT FORWARD CABIN

FIRST CLASS SEATS (TYPICAL)

1' 10" (0.56 M)
4' 9" (1.45 M) TYPICAL

4' 9" (1.45 M)
2' 10" (0.86 M) TYPICAL

21' 4" (6.50 M)

(COMMON CABIN CROSS SECTION)

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

BUSINESS CLASS

DOUBLE SEAT

1' 8" (0.51 M)

4' 1" (1.24 M) TYPICAL

2" (5 CM)

1' 9" (0.53 M) TYPICAL

9' 0" (2.73 M)

UPPER DECK - 4 ABREAST
MAIN DECK - 8 ABREAST

MAIN DECK - 7 ABREAST

4' 6" (1.37 M) TYPICAL

6' 10" (2.08 M)

2" 1" (0.63 M) TYPICAL

7' 11" (2.41 M)

21' 4" (6.50 M)

(CONSTANT AFT CABIN SECTION)
CROSS CABIN CONFIGURATION-Continued

ECONOMY CLASS

UPPER DECK - 6 ABREAST
MAIN DECK - 10 ABREAST

MAIN DECK - 9 ABREAST

GALLEY AND STAIRS

FOUR CART

STORAGE

STAIRS
(FOREWARD OF
STORAGE CABINET)

STORAGE

1' 8.75" (0.53 M)

2' 6.75" (0.78 M)

4' 11.5" (1.51 M)

TYPICAL TRIPLE
SEAT

STORAGE

GALLEY

FOUR CART

GALLEY MODULE

1' 8.75" (0.53 M)

1' 8.75" (0.53 M)

21' 4" (6.50 M)

(CONSTANT CABIN CROSS SECTION)

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 SKIN PENETRATION POINTS

#3 CARGO DOOR

- 8" PENETRATION POINTS
- 8" PENETRATION POINTS
- 20" PENETRATION POINTS

HANDLE

FWD

18" PENETRATION POINT

HANDLE

FWD
AIRCRAFT SKIN PENETRATION POINTS-Continued

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

ENGINE NACELLE
LEFT SIDE VIEW

ENGINE NACELLE
RIGHT SIDE VIEW
AIRCRAFT ENTRY -200 & 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.

WARNING: FOR EMERGENCY USE ONLY
STAND TO SIDE OF DOOR AND PULL HANDLE. DOOR FALLS OUTWARD AND DOWN. ESCAPE slidEMUST IMMEDIATELY.
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

- 200 & 200 COMBI

CARGO DOOR (RT SIDE) OPERATING INSTRUCTIONS ON DOOR
CARGO DOOR (COMBI)
“CHOP OUT” AREAS
OVERWING ESCAPE HATCHES (IF INSTALLED)
ENTRY DOORS
ENTRY DOORS
ENTRY DOORS
CARGO DOOR (RT SIDE) OPERATING INSTRUCTIONS ON DOOR
APU ACCESS
EMERGENCY EXITS (IF INSTALLED)
AVERAGE DISTANCE - FLOOR LEVEL TO GROUND:
WHEEL RETRACTED: 6 FT 6 IN
WHEELS EXTENDED: 13 FT

757
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

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

ENTRY DOOR
CO-PILOT'S WINDOW (RT SIDE)
SIDE CARGO DOOR
LOWER DECK CARGO DOOR (RT SIDE) OPERATING INSTRUCTIONS ON DOOR
"CHOP OUT" AREAS (NOT MARKED ON ALL AIRCRAFT)
APU ACCESS
LOWER DECK CARGO DOOR (RT SIDE) OPERATING INSTRUCTIONS ON DOOR
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

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

ENTRY DOORS

"CHOP OUT" AREAS

OVERWING ESCAPE HATCHES (IF INSTALLED)

APU ACCESS

CARGO DOOR (RT SIDE) OPERATING INSTRUCTIONS ON DOOR

OPTIONAL CARGO DOOR (RT SIDE) OPERATING INSTRUCTIONS ON DOOR

EMERGENCY EXITS (IF INSTALLED)

CARGO DOOR (RT SIDE) OPERATING INSTRUCTIONS ON DOOR

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

- ATTENDANT
- GALLEY
- LAVATORY
- CLOSET

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

SINGLE CLASS ARRANGEMENT
220 ECONOMY CLASS SEATS

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)

15 UNIT LOAD DEVICES

LAVATORY

RIGID BARRIER

MAIN DECK CARGO DOOR (LH) 134X86” (3.40X18.0 M)

CREW ENTRY DOOR (LH) 22X48” (0.56X1.220 M)
CABIN CONFIGURATION-Continued

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

SINGLE CLASS ARRANGEMENT
279 ECONOMY CLASS SEATS
AIRCRAFT DIMENSIONS

GE: 71' 10" (21.9 M)
PW 72' 5" (22.4 M)

170' 4" (51.9 M)
61' 1" (18.6 M)

197' 1.5" (60.1 M)
85' 10" (26.2 M)
14' 11" (4.5 M)

67' 1.4" (20.46 M)
16' 6" (5.03 M)
26' 0" (7.92 M)

54' 9" (16.68 M)

201' 4" (61.4 M)

APPROX
9' 2"
(2.79 M)
30' 6"
(9.3 M)
AIRCRAFT SKIN PENETRATION POINTS

- FWD Access Door
- Electronics Access Door (4 each penetration points)
- VENT DOORS
- ACCESS PANELS
- PENETRATION POINTS
- HANDLE
- BULK CARGO (LH)
- AFT CARGO (RH) (EXCEPT LARGE FWD CARGO DOOR)
- LARGE FWD CARGO DOOR (RH)
SPECIAL TOOLS/EQUIPMENT
Power Rescue Saw
35 Foot Ladder
Fire Drill II

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.

<table>
<thead>
<tr>
<th>CENTER FUEL TANK CAPACITIES</th>
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<tbody>
<tr>
<td>MODEL</td>
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<td>STANDARD</td>
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<td>-200ER</td>
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<tr>
<td>-300ER</td>
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<td>-400ER</td>
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</tbody>
</table>

| DRY BAY |
| CREW OXYGEN BOTTLE (RT SIDE E&E COMPARTMENT) |
| APU EMERGENCY CONTROL PANEL ON NOSE GEAR |
| PORTABLE OXYGEN BOTTLES (FWD SIDE OF BULKHEAD) (OPTIONAL) |
| ENGINE OIL TANK (FWD RT OR AFT LT SIDE OF EACH ENGINE) |

1a -1c ENTRY/SERVICE DOOR HANDLE
1d -1f ESCAPE HATCH HANDLE
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 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 over head 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.
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

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

“CHOP OUT” AREAS

CARGO DOOR
(RT SIDE)
OPERATING
INSTRUCTIONS
ON DOOR

ENTRY/SERVICE
DOOR

“CHOP OUT” AREAS

ENTRY/SERVICE
DOOR

ENTRY/SERVICE
DOOR

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

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

ENTRY/SERVICE
DOOR

ENTRY/SERVICE
DOOR

ENTRY/SERVICE
DOOR

“CHOP OUT” AREAS

ENTRY/SERVICE
DOOR

ENTRY/SERVICE
DOOR

APU
ACCESS

“CHOP OUT” AREAS

ENTRY/SERVICE
DOOR

OPTIONAL OVERWING
ESCAPE HATCHES

ENTRY/SERVICE
DOOR

ENTRY/SERVICE
DOOR

ENTRY/SERVICE
DOOR

ENTRY/SERVICE
DOOR
AIRFRAME MATERIALS

- COMPOSITES
  - RAKED TIP (-400 ONLY)
  - LEADING EDGE SLAT AND FIXED PANELS
  - NACELLE STRUT FAIRING
  - RIGID CARGO BARRIER (-300F/-400)
  - RADOME
  - VERTICAL STABILIZER TIP
  - VERTICAL STABILIZER FORWARD TORQUE BOX PANELS
  - INBOARD/INBOARD SPOILERS AND FLAPS
  - HORIZONTAL STABILIZER TIP
  - HORIZONTAL STABILIZER UPPER/LOWER TRAILING EDGE PANELS
  - ELEVATORS AND TABS
  - HORIZONTAL STABILIZER UPPER/LOWER SKIN PANELS
  - INBOARD/INBOARD SPOILERS AND FLAPS
  - PYLON FAIRING PANELS
  - NOSE LANDING GEAR DOORS
  - MAIN LANDING GEAR DOORS HEAT SHIELDS
  - INLET/FAN/THRUST REVERSER COWL
  - FLAP TRACK FAIRINGS
  - MAIN LANDING GEAR DOORS AND VAPOR BARRIER
  - TAIL SKID FAIRING
  - WING TO BODY FAIRING
  - VERTICAL STABILIZER TIP
  - RUDDER
  - HORIZONTAL STABILIZER UPPER/LOWRE TRAILING EDGE PANELS
  - MAIN LANDING GEAR DOORS
  - VAPOR BARRIER
CABIN CONFIGURATION

-200 & -300

767-200

18 FIRST CLASS - 38 INCH PITCH

193 TOURIST - 34/33 INCH PITCH

211 PASSENGERS (24 SEATS - 33 INCH PITCH)

767-300

24 FIRST CLASS - 38 INCH PITCH

234 TOURIST - 34/33 INCH PITCH

258 PASSENGERS (33 SEATS - 33 INCH PITCH)
CIVIL RESERVE AIR FLEET CABIN CONFIGURATION

-200 SERIES AEROMEDICAL EVACUATION CONFIGURATION

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

Legend:
- = Power Distribution System
G = Galley
LAV = Lavatory
NWS = Nurse's Work Station
O₂ = Oxygen Management Panel
L = Litter
red = Emergency Exit
= Seats

FWD

AFT
CIVIL RESERVE AIR FLEET CABIN CONFIGURATION

-300 SERIES AEROMEDICAL EVACUATION CONFIGURATION

LEGEND:

- = Power Distribution System
G = Galley
LAV = Lavatory
NWS = Nurse’s Work Station
$O_2$ = Oxygen Management Panel

L = Litter
L = Emergency Exit
= Seats

NOTE:

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

209' 1" (63.73 M)
67' 0" (20.42 M)
70' 9.5" (21.58 M)
20' 4" (6.20 M)
31' 6.5" (9.61 M)
141' 7.4" (43.17 M)
141' 7.4" (43.17 M)
20' 4" (6.20 M)
60' 10" (18.54 M)
70' 7.5" (21.53 M)
13' 0" (3.96 M)
36' 0" (10.97 M)

METAERS
0 2 4 6 8 10 12 14
FEET 0 10 20 30 40 50

777-300ER

242' 4" (73.86 M)
84' 6" (25.76 M)
88' 2.5" (26.98 M)
20' 4" (6.20 M)
31' 6.5" (9.61 M)
159' 1.4" (48.50 M)
161' 1.4" (49.11 M)
20' 4" (6.20 M)
60' 4" (18.39 M)
102' 5.3" (31.22 M)
19' 4" (5.89 M)
239' 9" (73.08 M)

SCALE
0 2 4 6 8 10 12 14
FEET 0 10 20 30 40 50
Colored areas indicate where the tough, lightweight 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.)
CARBON FIBER REINFORCED PLASTIC (CFRP)
ARAMID FIBER REINFORCED PLASTIC (AFRP)
GLASS FIBER REINFORCED PLASTIC (GFRP)

NOTE:
CFRP passenger floor pan not shown.
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.
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.
1. CHOP-OUT

a. Chop-out forward and aft cargo doors, located on right fuselage, to enter or exit if all other attempts fail. Chop-in or out is time consuming.

NOTE:
Chop out areas are not marked on all aircraft.
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 CRAFT situation. Seating configurations range from six abreast in first class to 10 abreast in economy class.

NOTE:
The flightdeck is composed of two crew members only. Two observer seats are also located in the flightdeck.
279 PASSENGERS
42 FIRST CLASS AT 60” PITCH
237 ECONOMY CLASS AT 34” PITCH

268 PASSENGERS
40 FIRST CLASS AT 82” PITCH
228 ECONOMY CLASS AT 32” PITCH
CABIN CONFIGURATION-Continued

-200LR (TYPICAL THREE CLASS)

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

OVERHEAD PILOT CREW REST
OVERHEAD ATTENDANT’S CREW REST
ACCESS TO OVERHEAD PILOT CREW REST
ACCESS TO OVERHEAD ATTENDANT CREW REST

296 PASSENGERS
6 FIRST CLASS AT 87” PITCH
42 BUSINESS CLASS AT 50” PITCH
248 ECONOMY CLASS AT 32” PITCH

301 PASSENGERS
16 FIRST CLASS AT 61” PITCH
58 BUSINESS CLASS AT 39” PITCH
227 ECONOMY CLASS AT 32” PITCH
CABIN CONFIGURATION-Continued

-300ER (TYPICAL TWO CLASS)

A ATTENDANT SEAT

G GALLEY

L LAVATORY

C CLOSET

W WARDROBE

S/W STOWAGE/WARDROBE

ACCESS TO OVERHEAD PILOT CREW REST

OVERHEAD PILOT CREW REST

OVERHEAD ATTENDANT'S CREW REST

OVERHEAD ATTENDANT CREW REST

339 PASSENGERS
56 FIRST CLASS AT 60" PITCH
283 ECONOMY CLASS AT 32" PITCH

378 PASSENGERS
28 FIRST CLASS AT 62" PITCH
250 ECONOMY CLASS AT 31" PITCH
CABIN CONFIGURATION-Continued

-300ER (TYPICAL THREE CLASS)

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

368 PASSENGERS
22 FIRST CLASS AT 62" PITCH
70 BUSINESS CLASS AT 39" PITCH
276 ECONOMY CLASS AT 32" PITCH

370 PASSENGERS
12 FIRST CLASS AT 87" PITCH
42 BUSINESS CLASS AT 50" PITCH
316 ECONOMY CLASS AT 32" PITCH
LOWER CARGO COMPARTMENTS
-200LR, -300ER - CONTAINERS AND BULK CARGO

FORWARD CARGO COMPARTMENT

AFT CARGO COMPARTMENT

BULK CARGO COMPARTMENT

LD-3 CONTAINER

LD-3 CONTAINER

CROSS-SECTION

-200LR

18 LD-3 CONTAINERS
158 CU' (4.5 CU M)
CAPACITY EACH

-300ER

24 LD-3 CONTAINERS
158 CU' (4.5 CU M)
CAPACITY EACH

14 LD-3 CONTAINERS

14 LD-3 CONTAINERS

20 LD-3 CONTAINERS

BULK CARGO

600 CU' (17 CU M)
CAPACITY

66' 7" (20.29 M)
FORWARD CARGO COMPARTMENT

53' 0" (16.15 M)
AFT CARGO COMPARTMENT

14' 8" (4.47 M)
BULK CARGO COMPARTMENT

49' 1" (14.96 M)
FORWARD CARGO COMPARTMENT

37' 3" (11.35 M)
AFT CARGO COMPARTMENT

14' 8" (4.47 M)
BULK CARGO COMPARTMENT

600 CU' (17 CU M)
CAPACITY

158 CU' (4.5 CU M) CAPACITY EACH

158 CU' (4.5 CU M) CAPACITY EACH

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158 CU' (4.5 CU M) CAPACITY EACH

158 CU' (4.5 CU M) CAPACITY EACH
LOWER CARGO COMPARTMENTS-Continued

-200LR - OPTIONAL AFT LARGE CARGO DOOR

14 LD-3 CONTAINERS
18 LD-3 CONTAINERS
158 CU' (4.5 CU M) CAPACITY EACH
TOTAL VOLUME 5.656 CU' (160.2 CU M)

14 LD-3 CONTAINERS
18 LD-3 CONTAINERS
3 OPTIONAL BODY FUEL TANKS
8 LD-3K CONTAINERS
TOTAL VOLUME 4.708 CU' (133.3 CU M)

6-96X125" PALLETS
4-96X125" PALLETS
TOTAL VOLUME 4.700 CU' (133.1 CU M)

6-88X125" PALLETS
4-88X125" PALLETS 
& 2 LD-3 CONTAINERS
TOTAL VOLUME 4.666 CU' (132.1 CU M)
LOWER CARGO COMPARTMENTS-Continued

-300ER - OPTIONAL AFT LARGE CARGO DOOR

158 CU' (4.5 CU M) CAPACITY EACH

24 LD-3 CONTAINERS

TOTAL VOLUME 7.552 CU' (213.9 CU M)

FORWARD CARGO COMPARTMENT

AFT CARGO COMPARTMENT

BULK CARGO COMPARTMENT

600 CU' (17 CU M) CAPACITY

20 LD-3 CONTAINERS

6-96X125" PALLETS

8-96X125" PALLETS

TOTAL VOLUME 6.340 CU' (179.5 CU M)

TOTAL VOLUME 6.160 CU' (174.4 CU M)

6-88X125" PALLETS

6-88X125" PALLETS & 2 LD-3 CONTAINERS

TOTAL VOLUME 6.160 CU' (174.4 CU M)

6-96X125" PALLETS

4-96X125" PALLETS

TOTAL VOLUME 5.520 CU' (156.3 CU M)

OPTIONAL LOWER HOLD LAVATORIES