

WELCOME TO TECHNICAL ORDER 00-105E-9, 1 FEBRUARY 2006, REVISION 11.

THIS IS SEGMENT 21 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: HQAFCESA.CEXF@tyndall.af.mil

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

<http://www.afcesa.af.mil/CEX/cexf/index.asp>

Safety Supplements: http://www.afcesa.af.mil/CEX/cexf/_firemgt.asp

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.

SEGMENT 21 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 Retaining out of date rescue information can negatively affect the user's operability and outcome of emergencies.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>
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None.			
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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**

AIRCRAFT PAINT SCHEME



747-100/-200



747-300

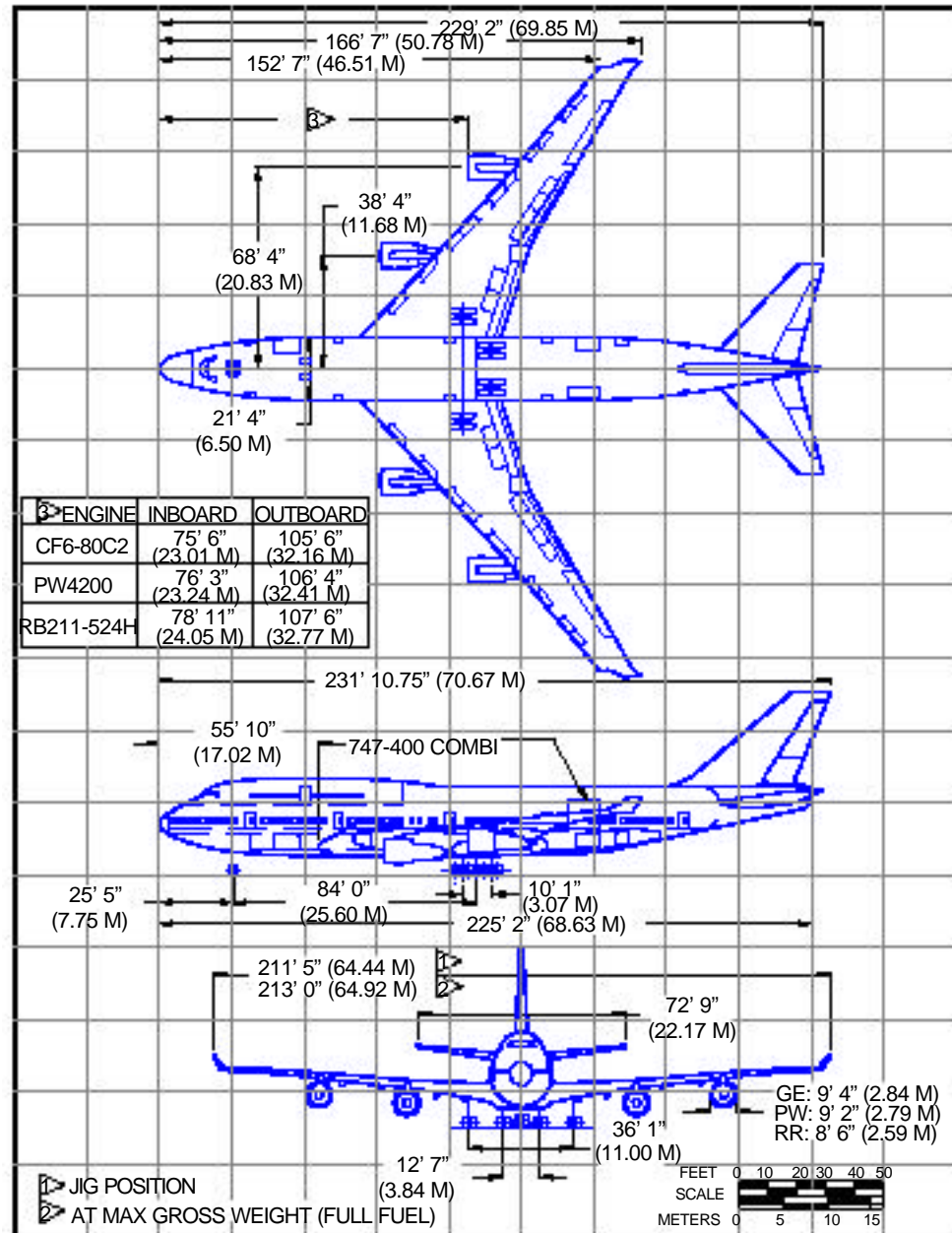


747-400

AIRCRAFT DIMENSIONS

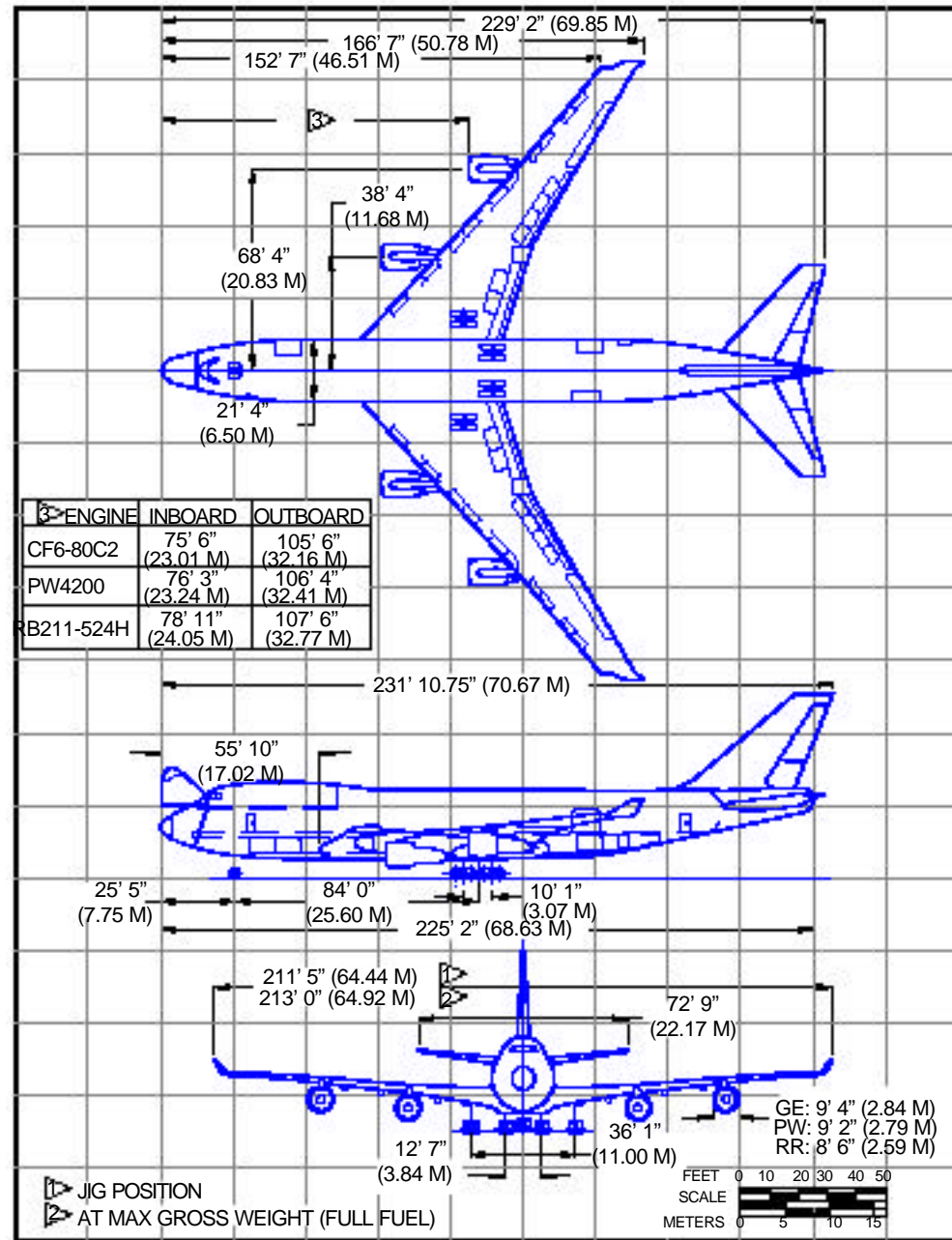
NOTE:

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.



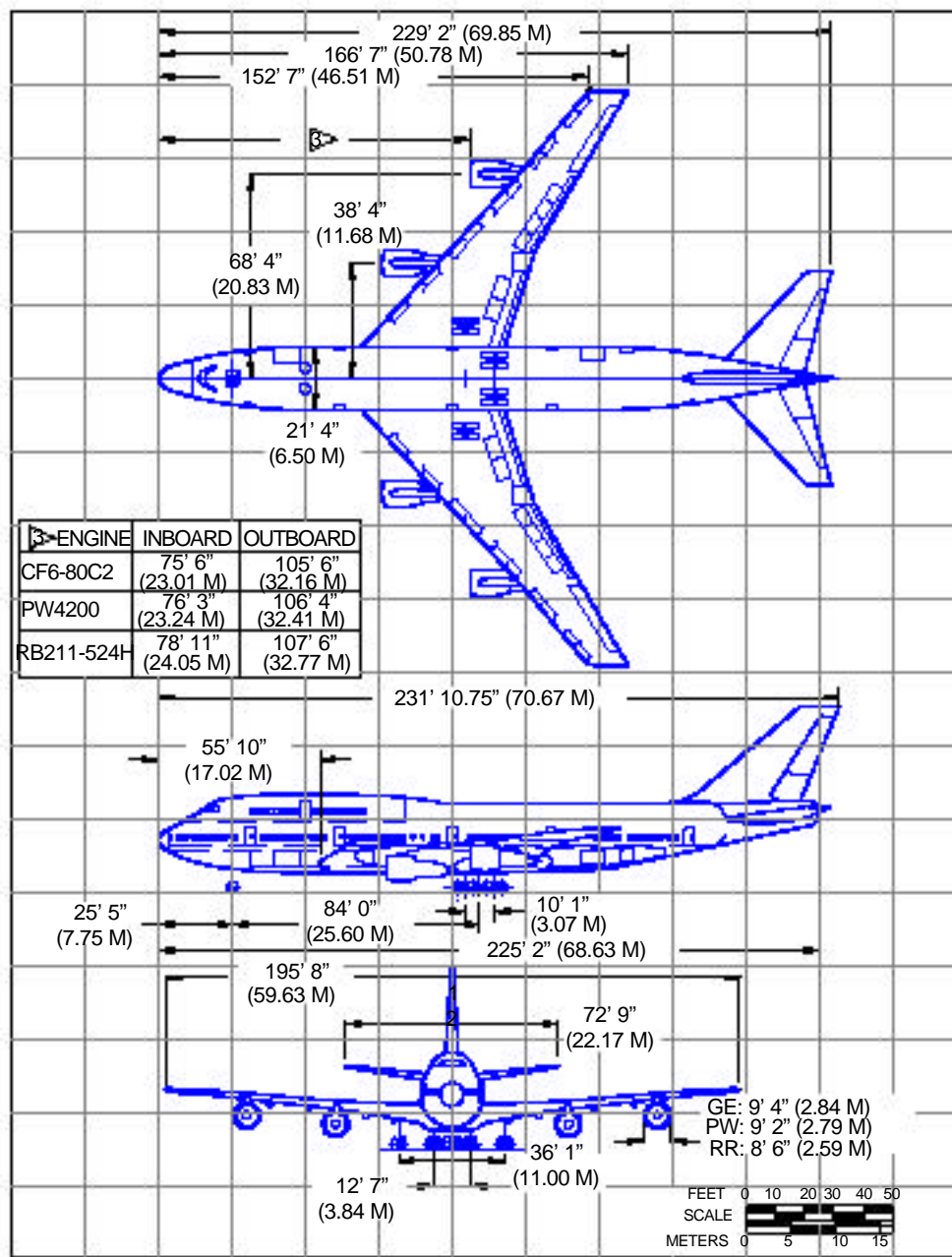
-400/ -400 COMBI/ -400ER

AIRCRAFT DIMENSIONS - Continued



-400 FREIGHTER/ -400ER FREIGHTER

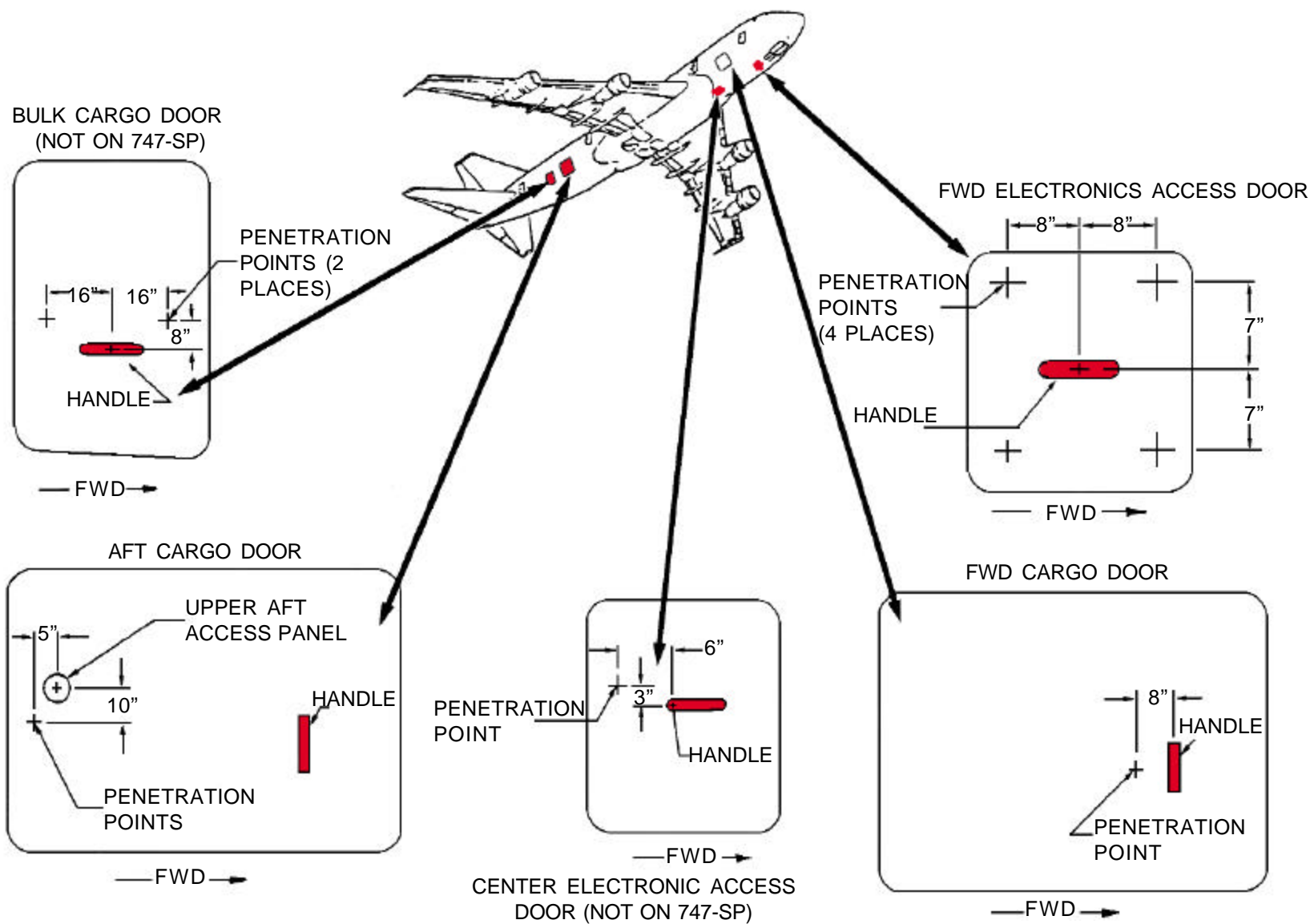
AIRCRAFT DIMENSIONS - Continued



-400 DOMESTIC

AIRCRAFT PENETRATION POINTS

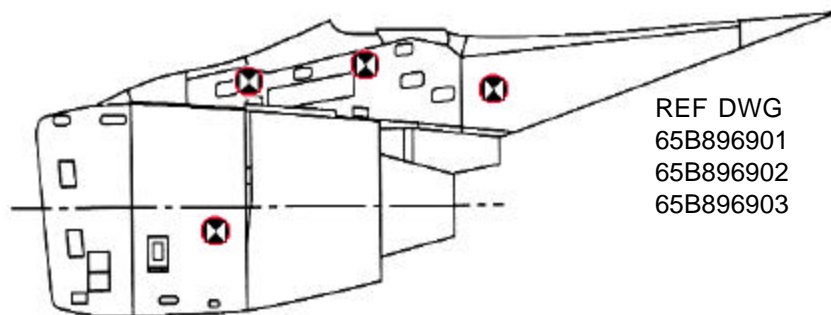
747



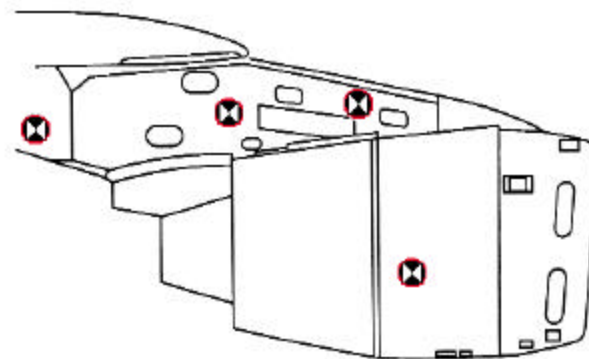
AIRCRAFT PENETRATION POINTS-Continued

FOR RB211-524 B2/C2/D4 ENGINES

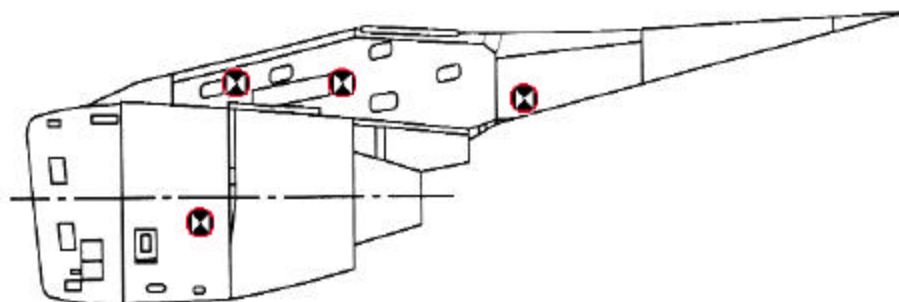
 PENETRATION POINT



REF DWG
65B896901
65B896902
65B896903

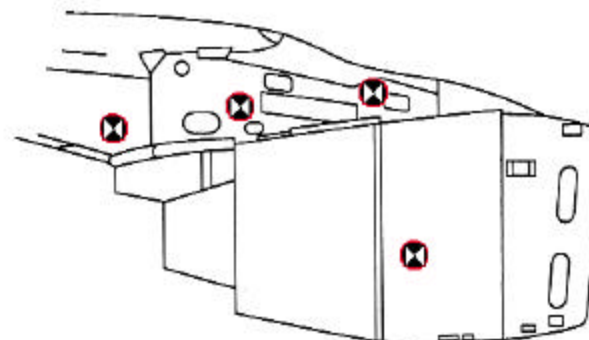


INBOARD NACELLE AND PYLON



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

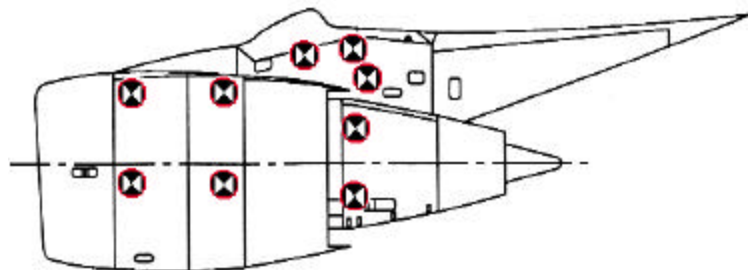
REF DWG

65B94001

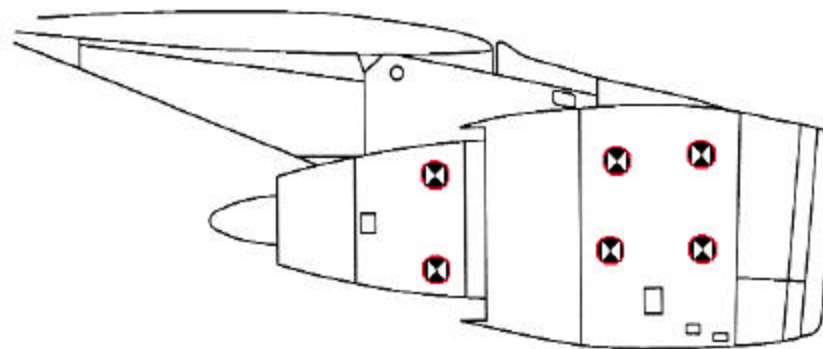
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65B94003

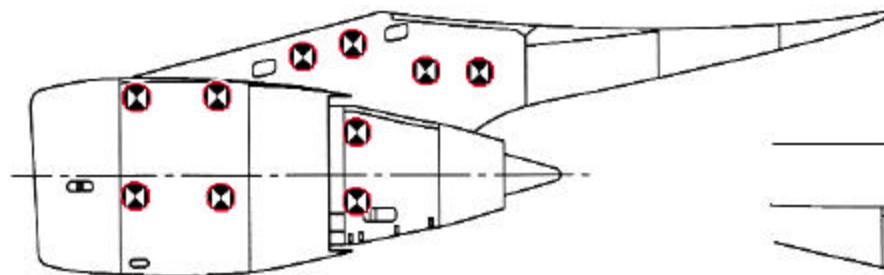
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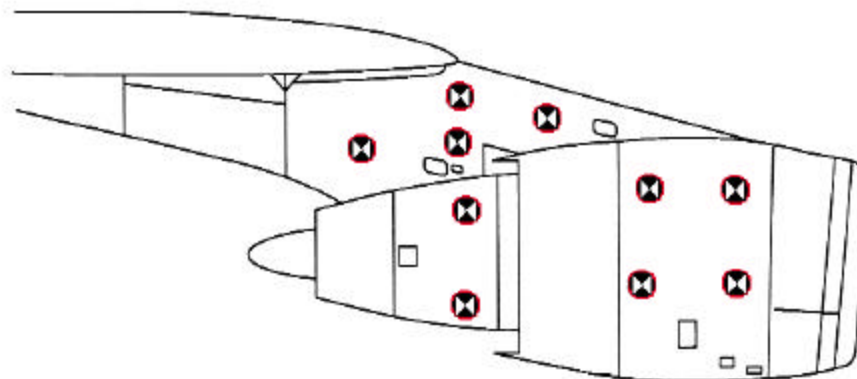
OUTBOARD NACELLE AND PYLON
LEFT HAND VIEW



INBOARD NACELLE AND PYLON
RIGHT HAND VIEW



INBOARD NACELLE AND PYLON
LEFT HAND VIEW



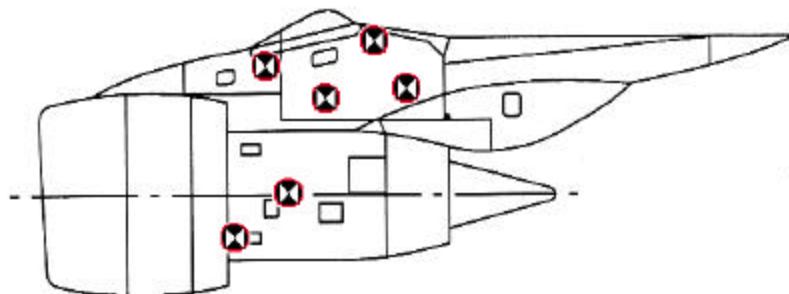
OUTBOARD NACELLE AND PYLON
RIGHT HAND VIEW

NACELLES AND PYLONS STATION
DIAGRAM - GE CFC ENGINES

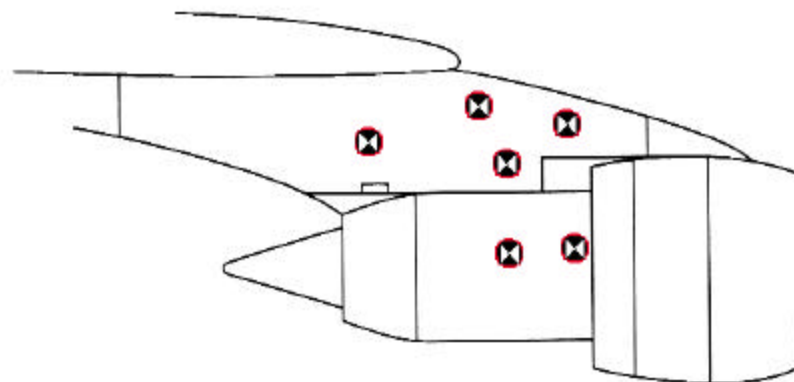
AIRCRAFT PENETRATION POINTS-Continued

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

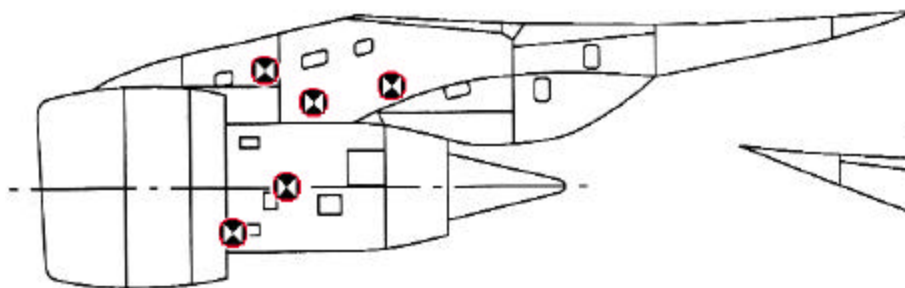
 PENETRATION POINTS



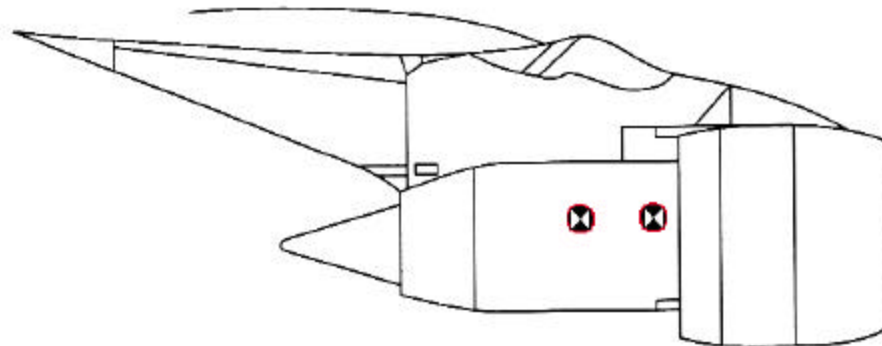
OUTBOARD NACELLE AND PYLON
LEFT HAND VIEW



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

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:

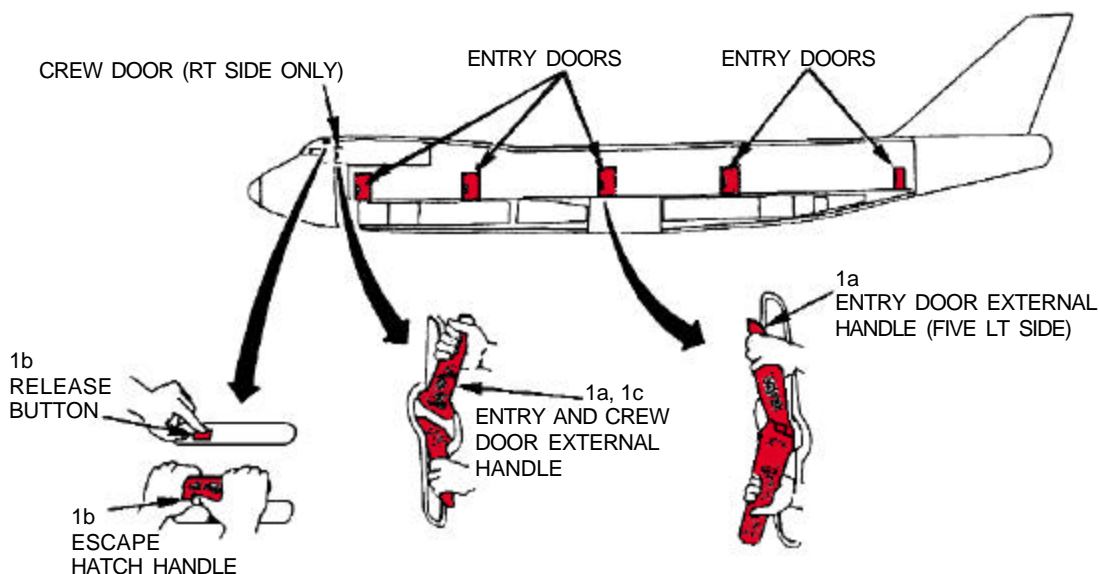
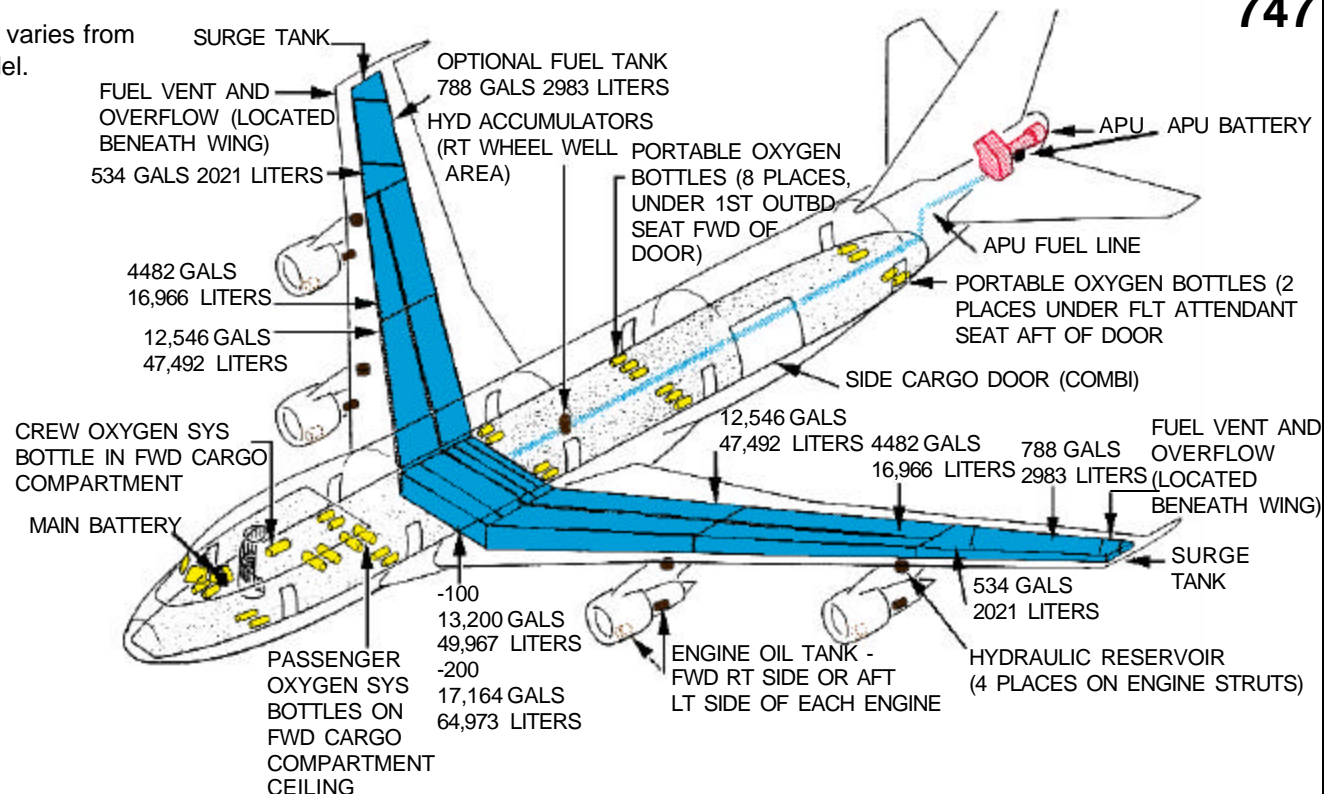
- Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.
- All emergency escape chutes are deployed from inside the aircraft only.

2. CUT-IN

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

NOTE:

Fuel capacity varies from model to model.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

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

1. ENGINE SHUTDOWN

- Retard throttles, located on pilot's center console, to IDLE CUTOFF position.
- 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.

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

NOTE:

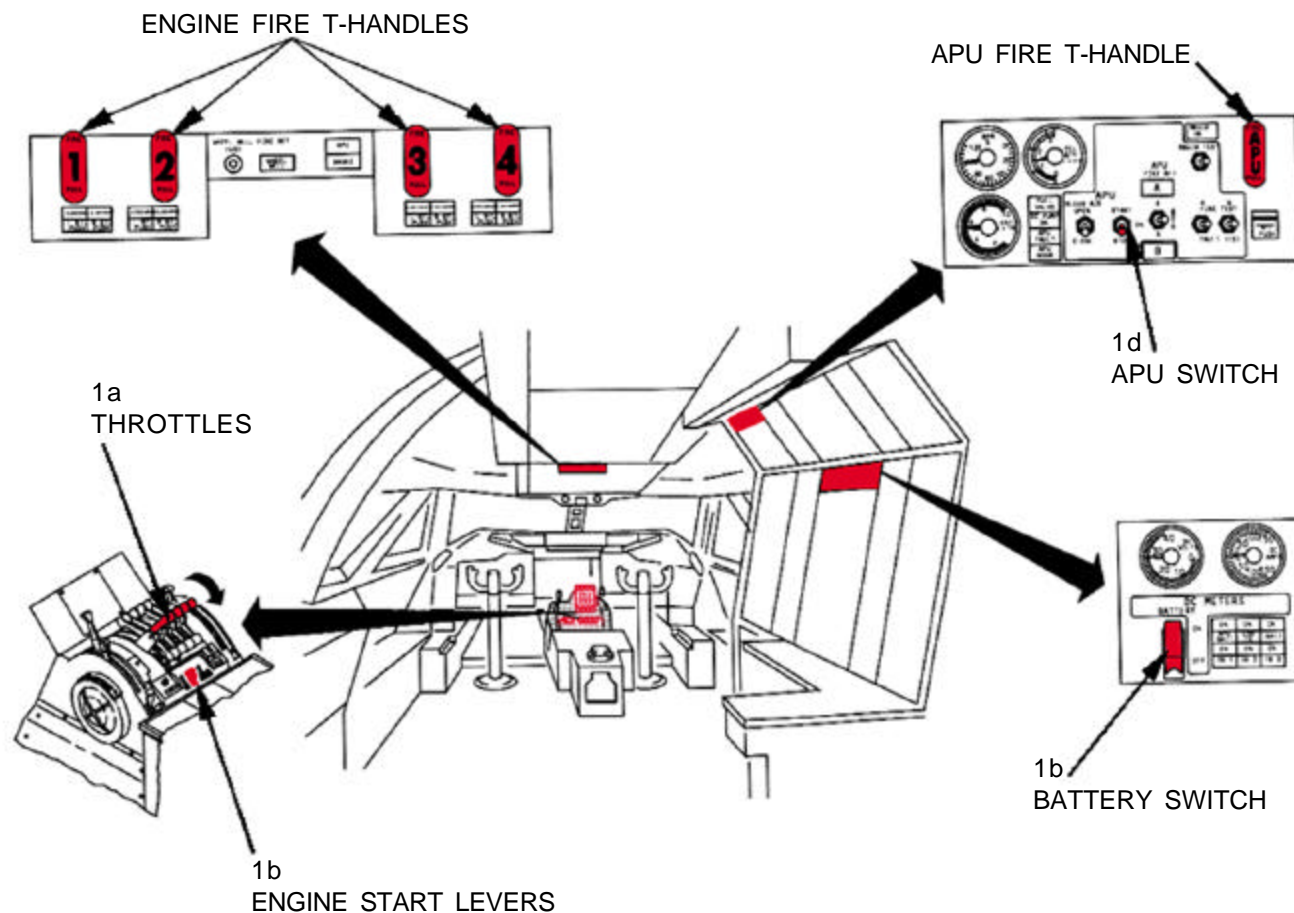
If APU fails to shutdown, pull emergency fire T-handle, located on flight engineer's overhead panel.

2. AIRCREW EXTRACTION

- 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.



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

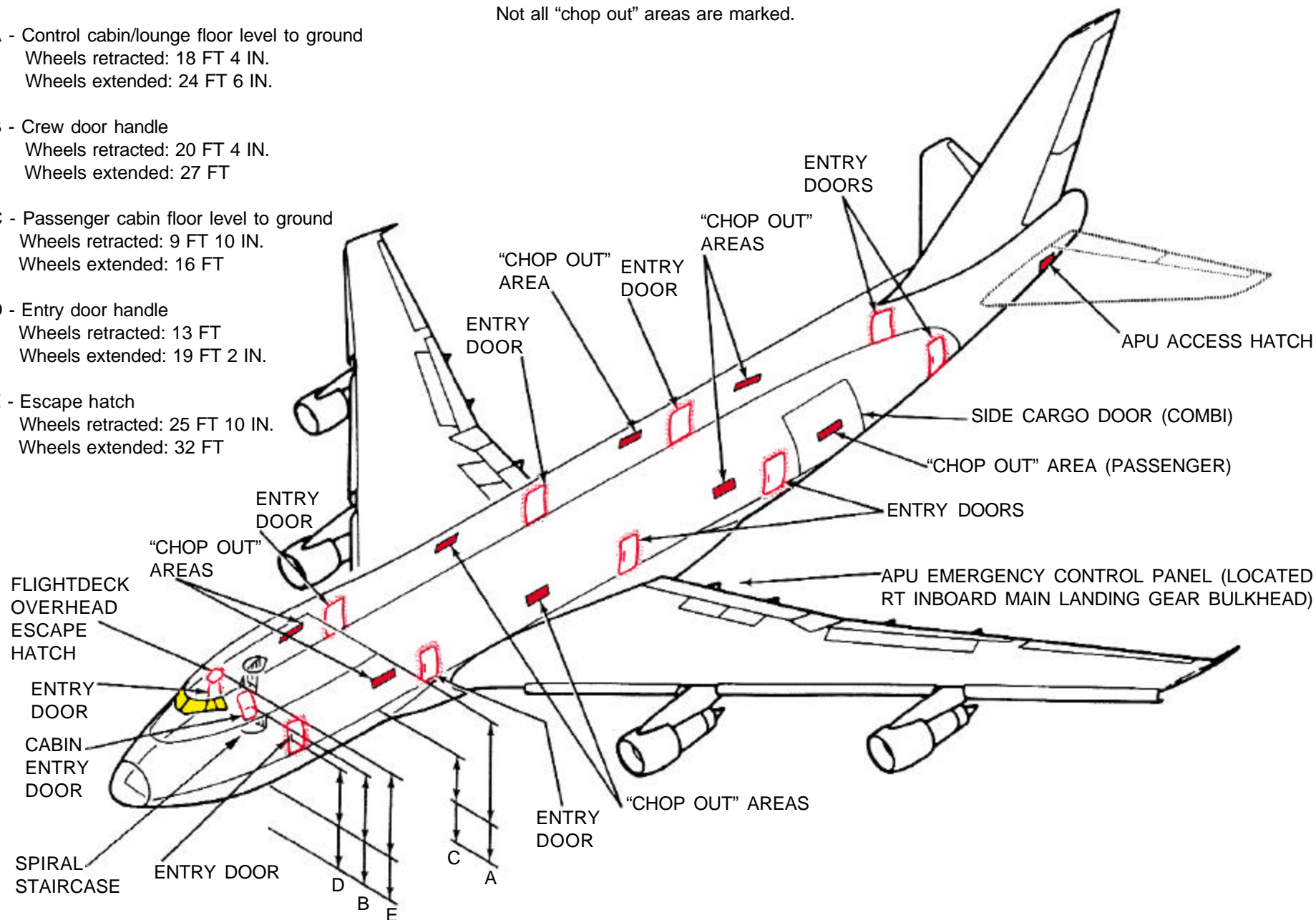
Wheels retracted: 13 FT

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.

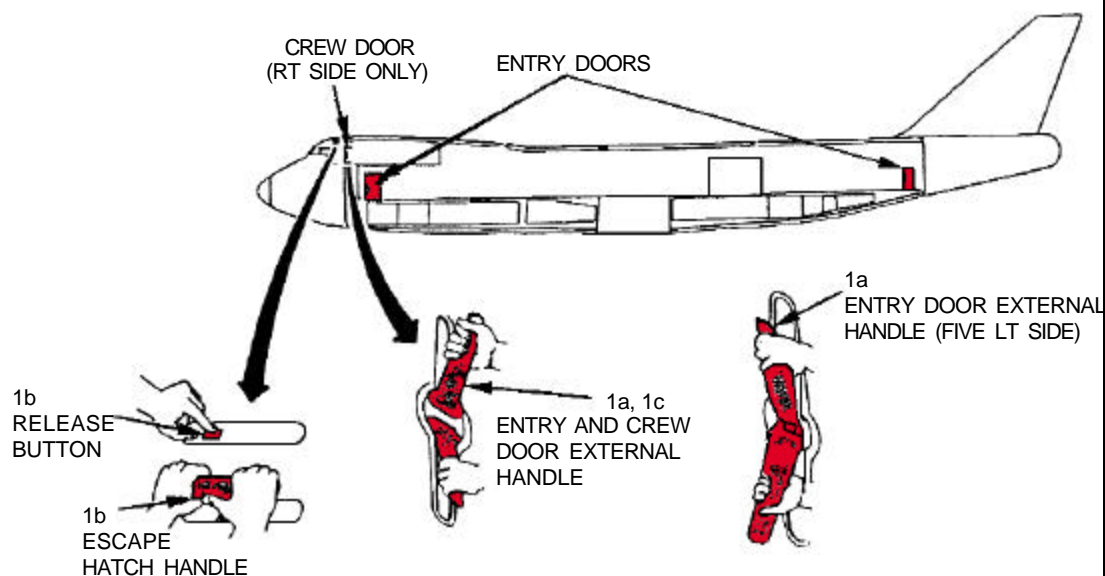
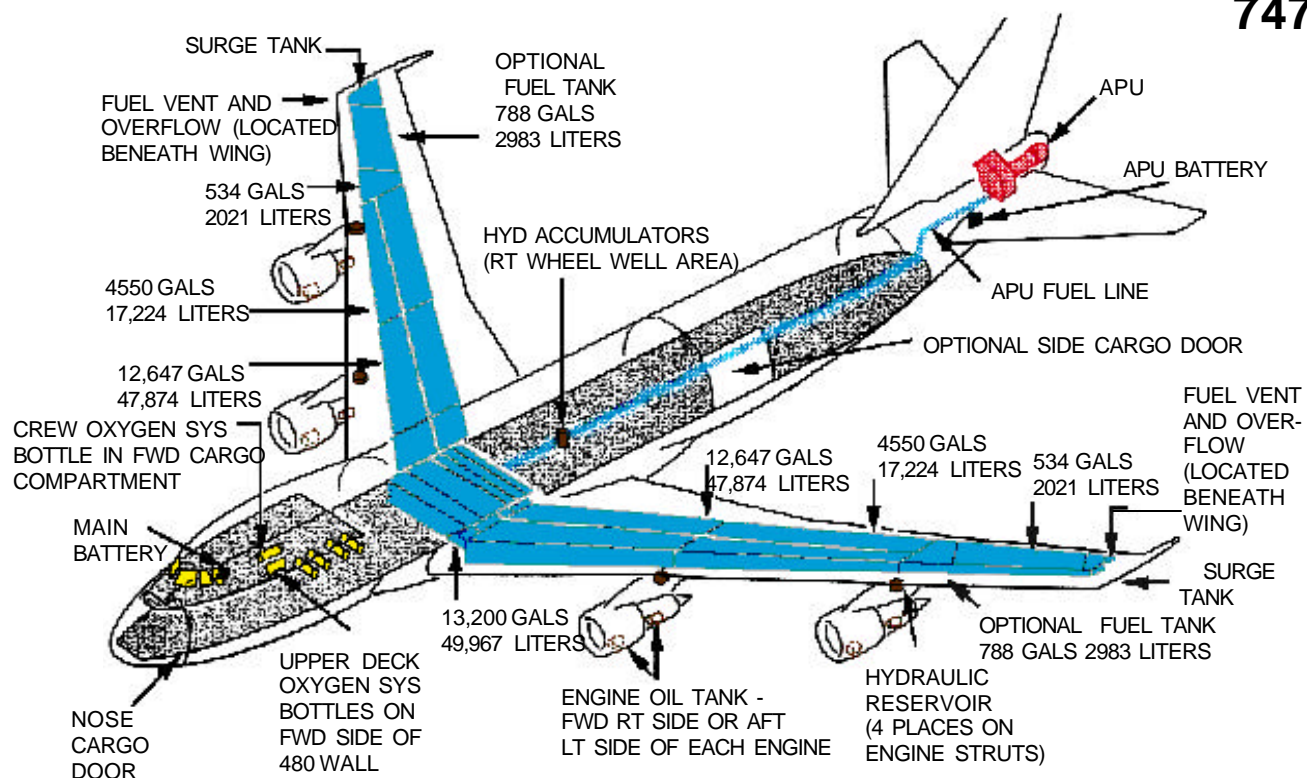
- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.
- c. Pull handle, located on crew door, and rotate 180 degrees counterclockwise. Push door inward until slide tracks are engaged,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

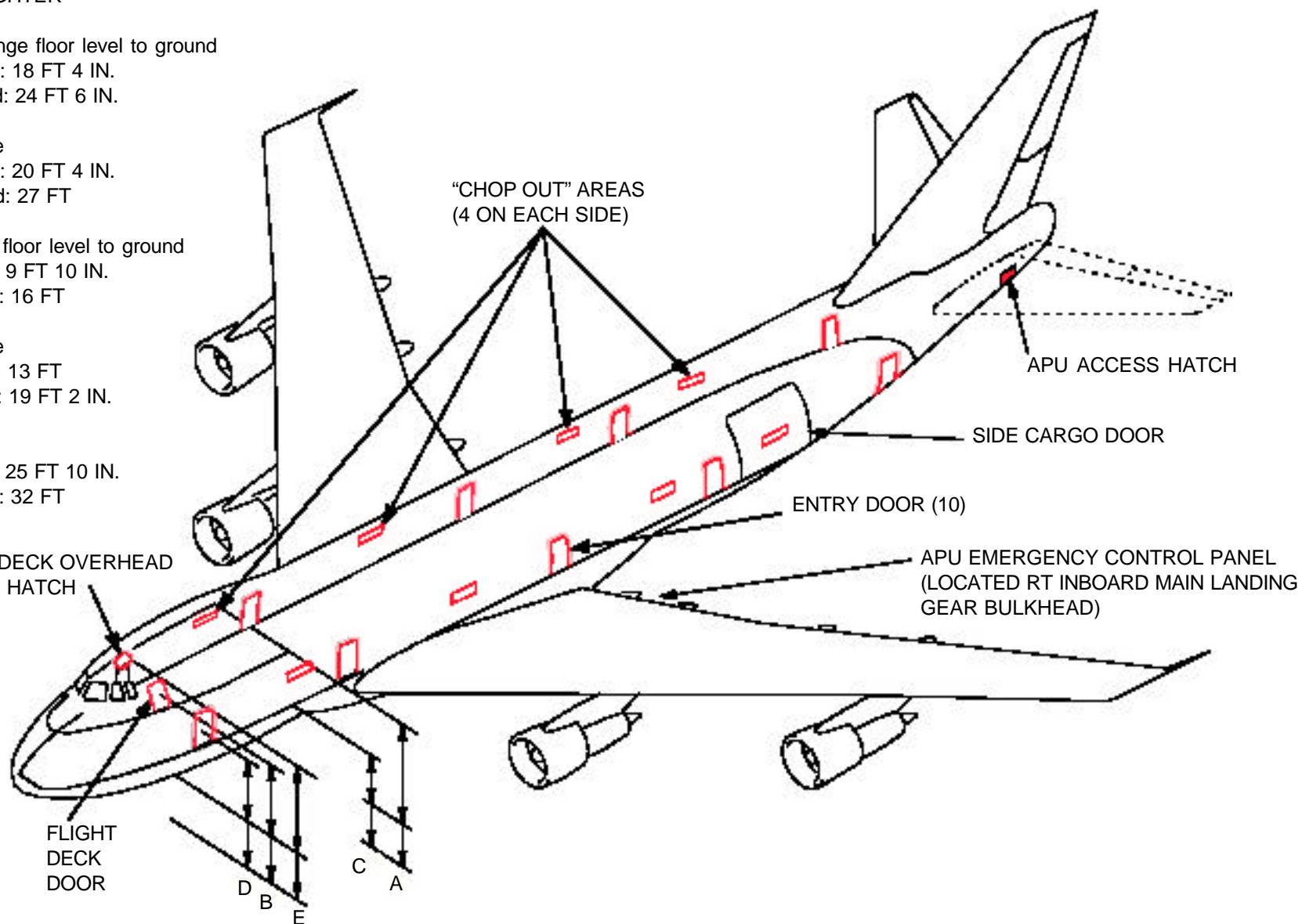
"CHOP OUT" AREAS
(4 ON EACH SIDE)

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.

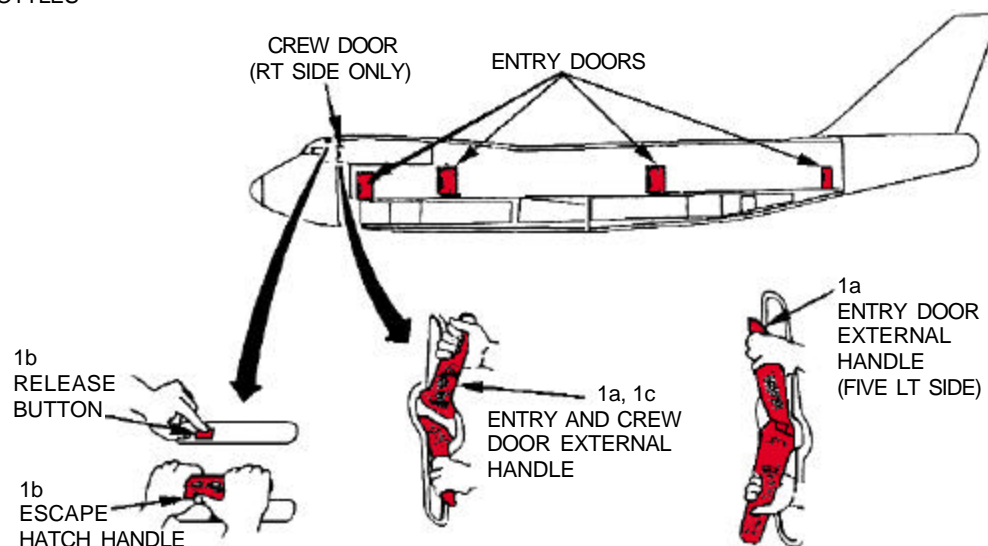
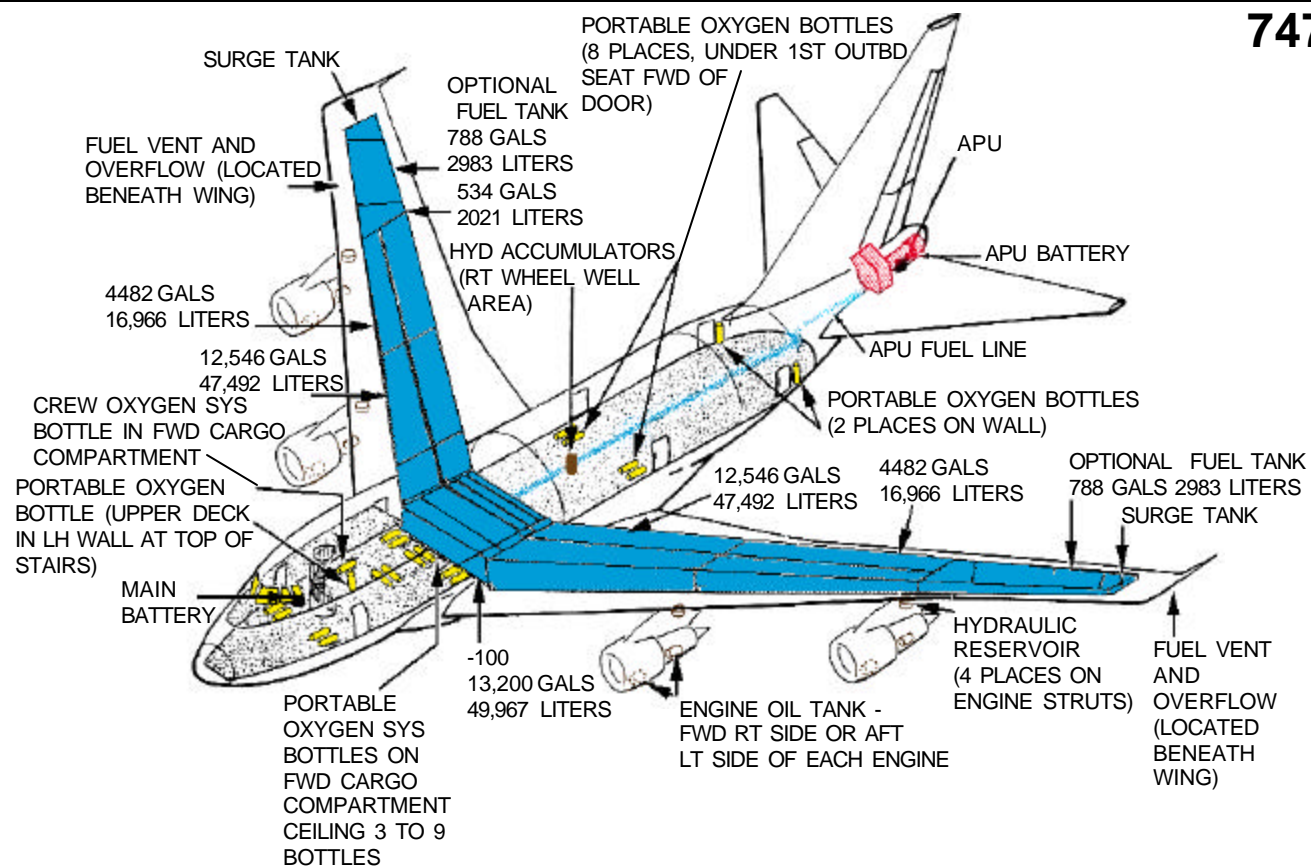
- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.
- c. Pull handle, located on crew door, and rotate 80 degrees counterclockwise. Push door inward until slide tracks are engaged,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

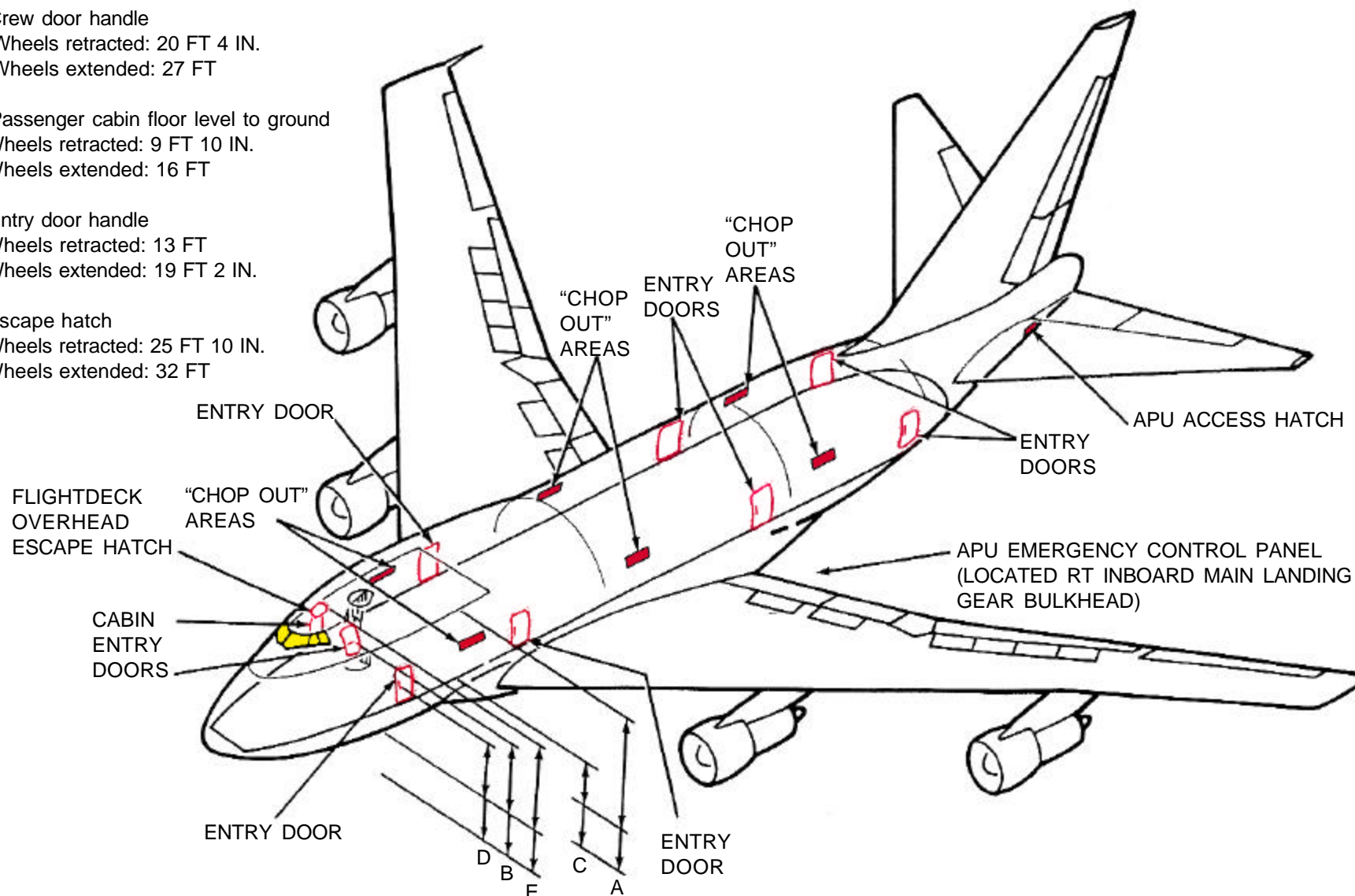
- a. Cut areas along window lines as last resort.



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.

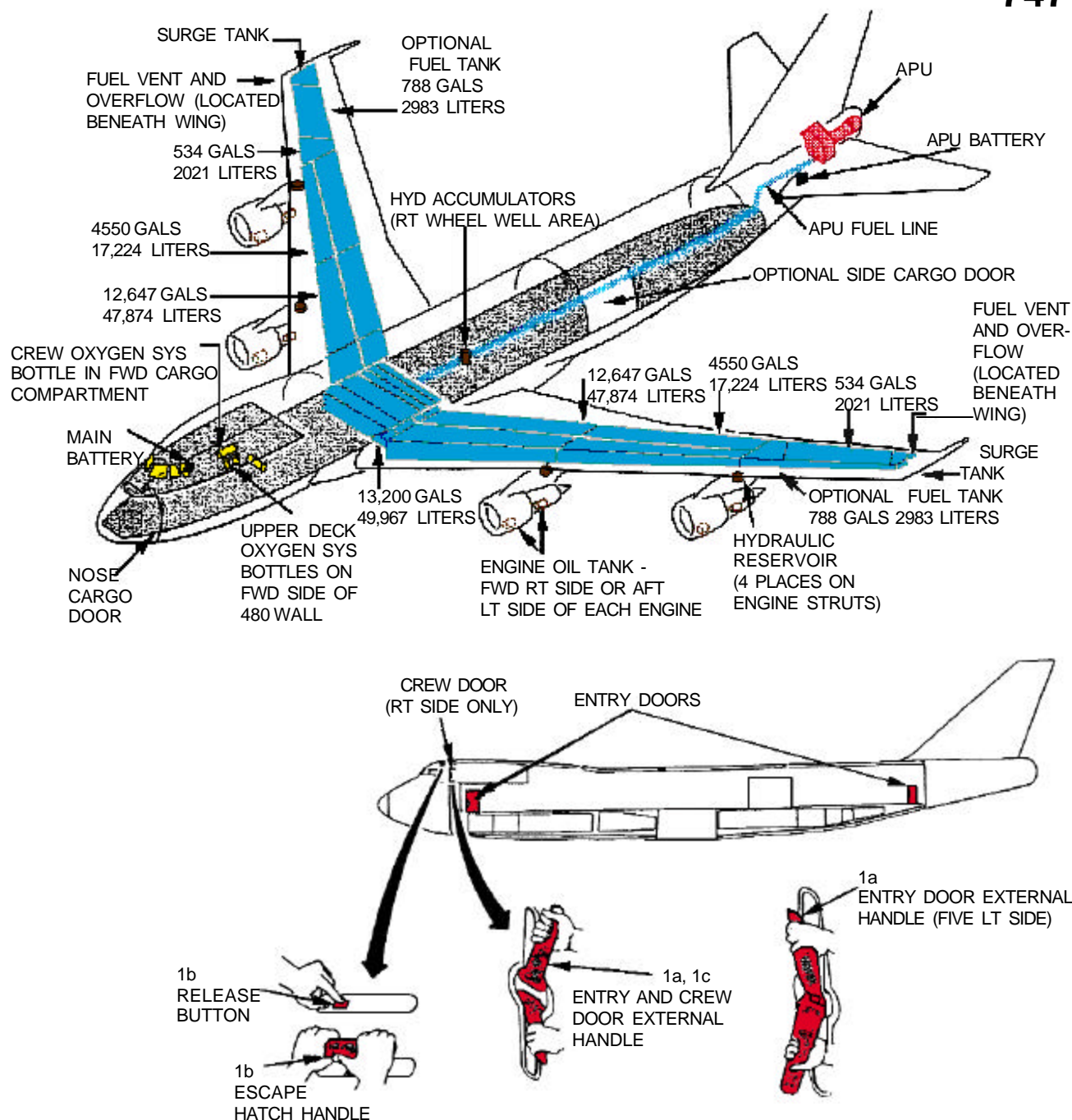
- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.
- c. Pull handle, located on crew door, and rotate 180 degrees counterclockwise. Push door inward until slide tracks are engaged,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

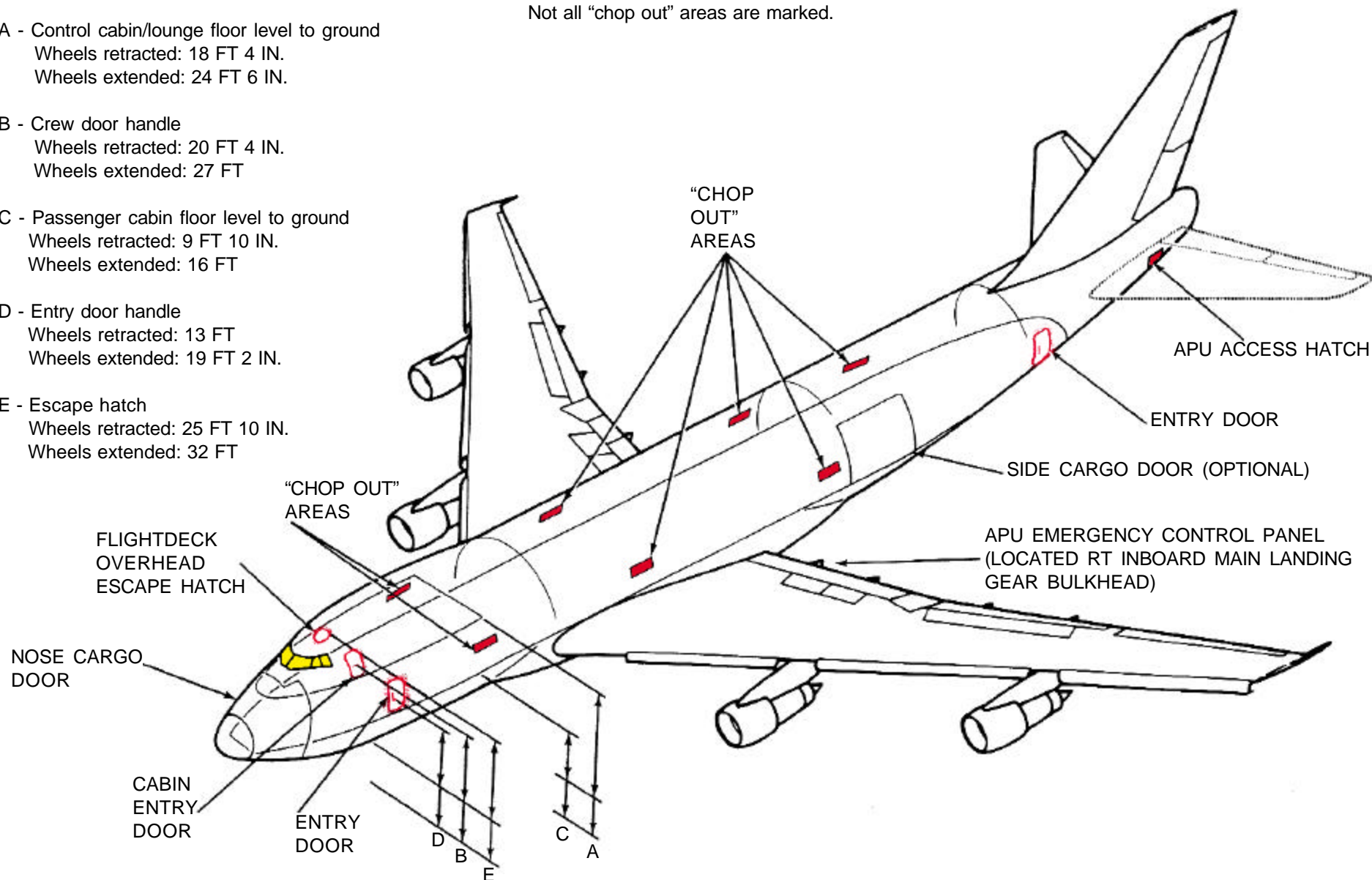


-FREIGHTER

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.

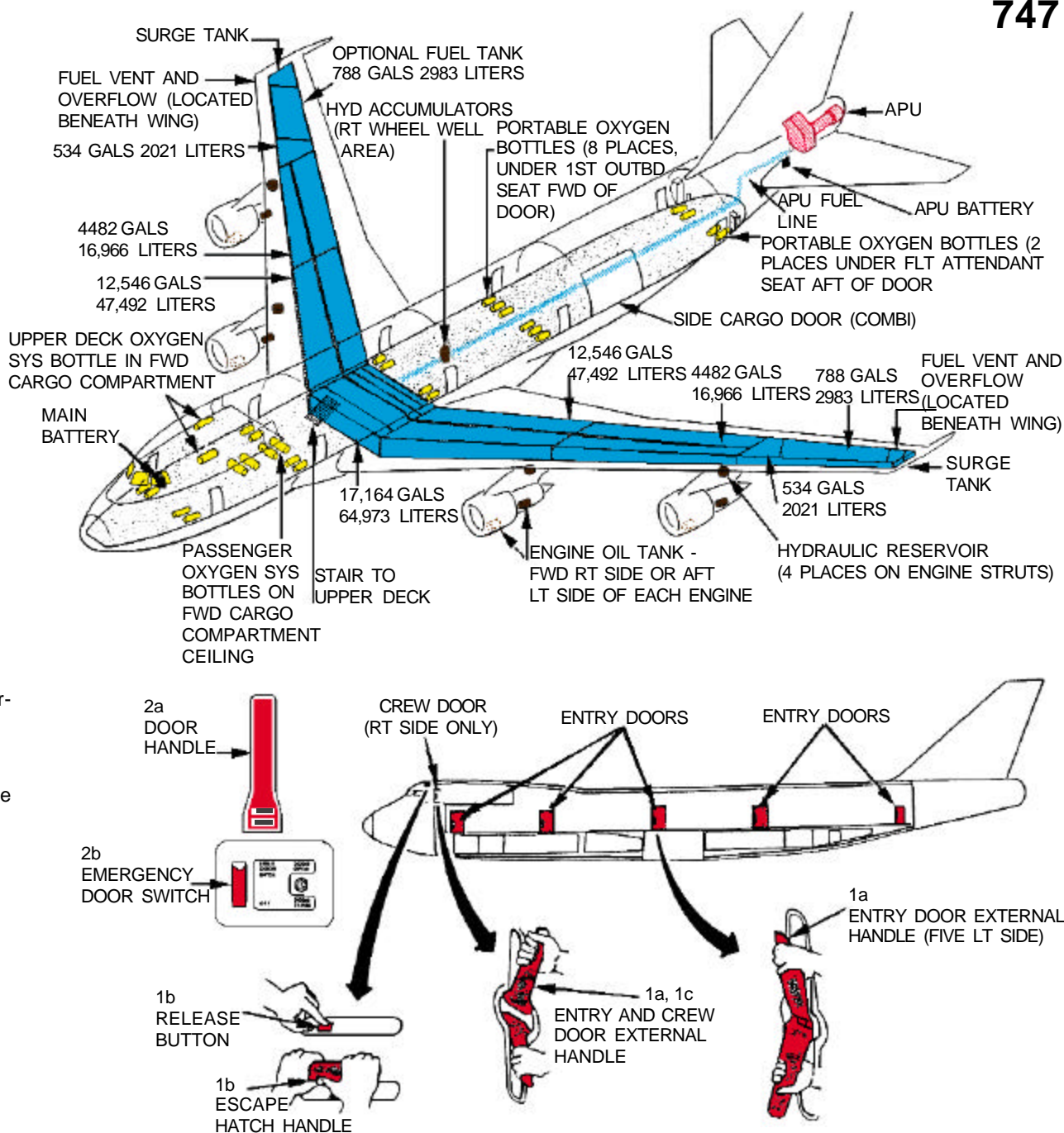
NOTE:

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

- Retard throttles, located on pilot's center console, to IDLE CUTOFF position.
- 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.

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

NOTE:

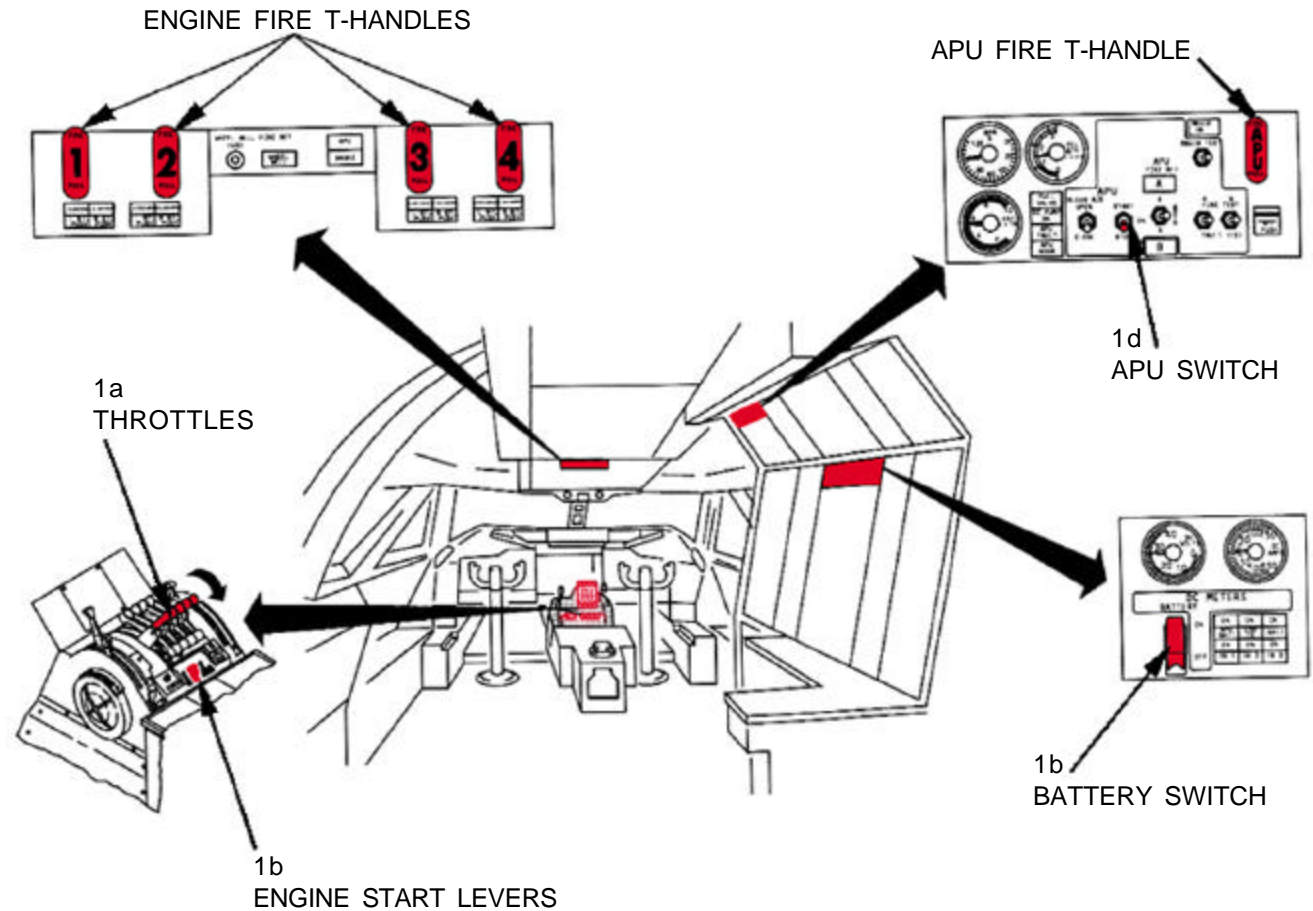
If APU fails to shutdown, pull emergency fire T-handle, located on flight engineer's overhead panel.

2. AIRCREW EXTRACTION

- 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

-300/-300 COMBI

NOTE:

Not all "chop out" areas are marked.

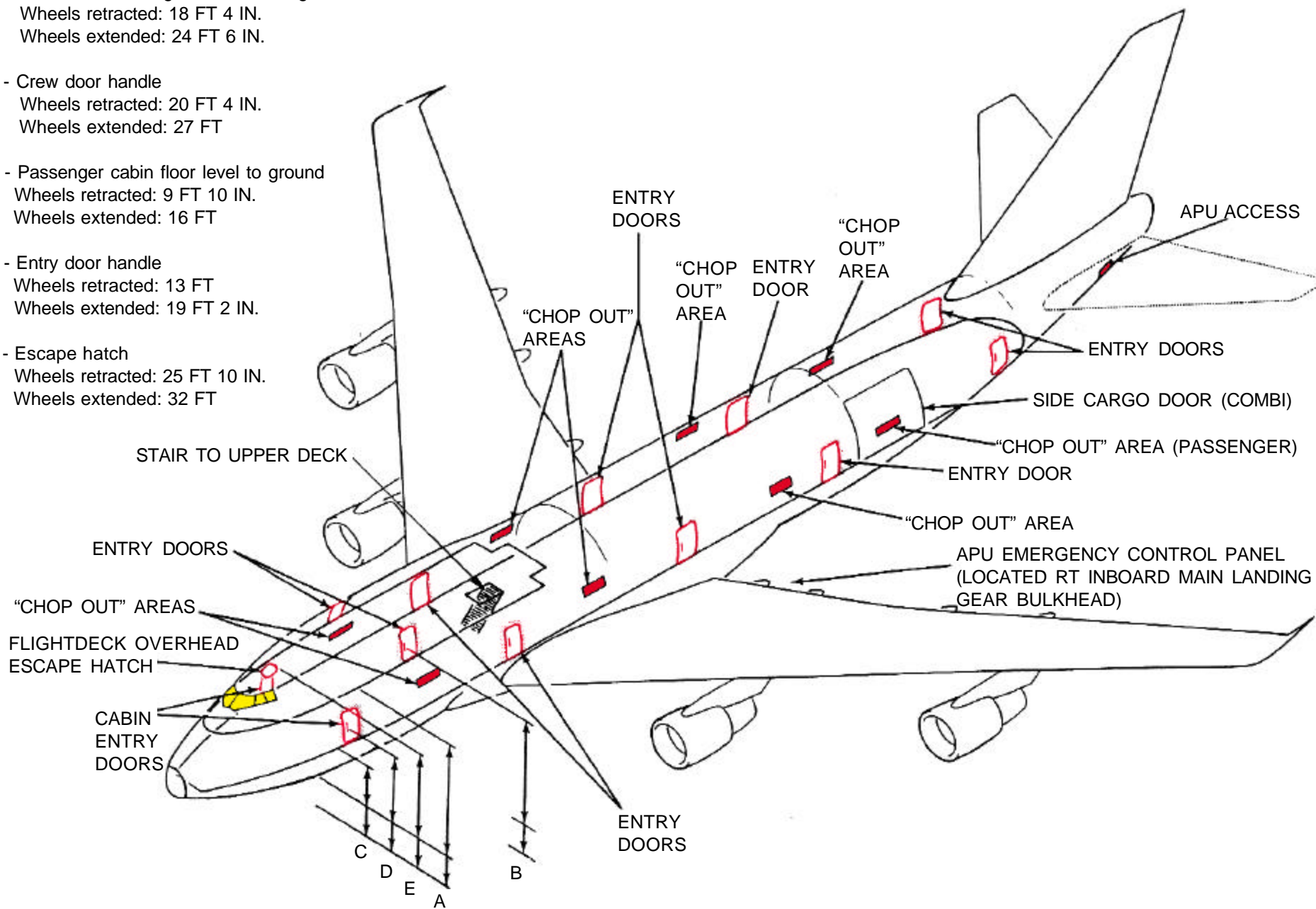
A - Control cabin/lounge floor level to ground
Wheels retracted: 18 FT 4 IN.
Wheels extended: 24 FT 6 IN.

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.

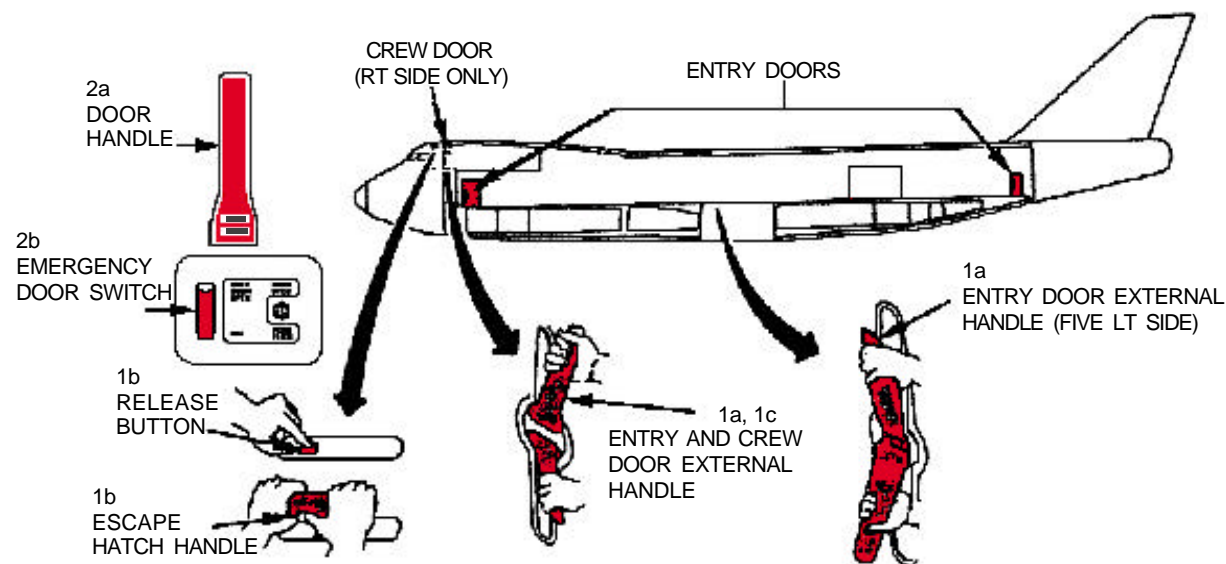
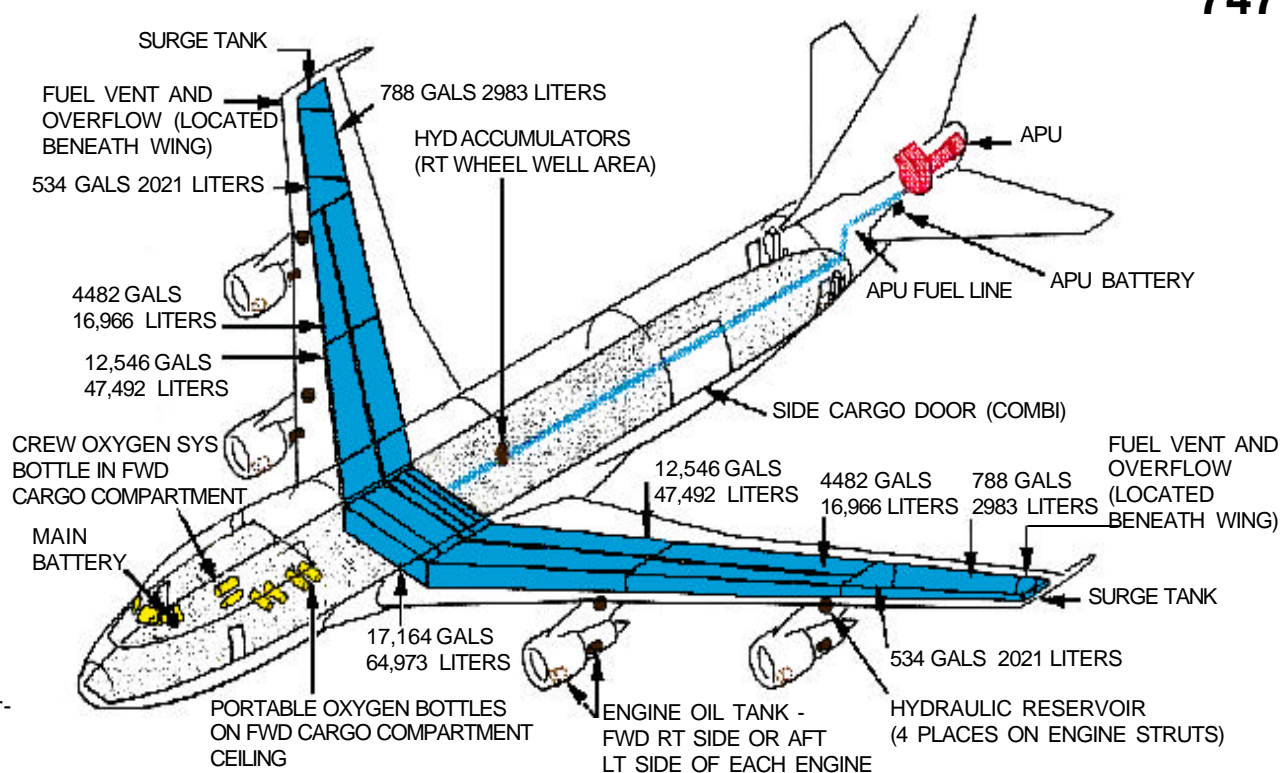
NOTE:

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

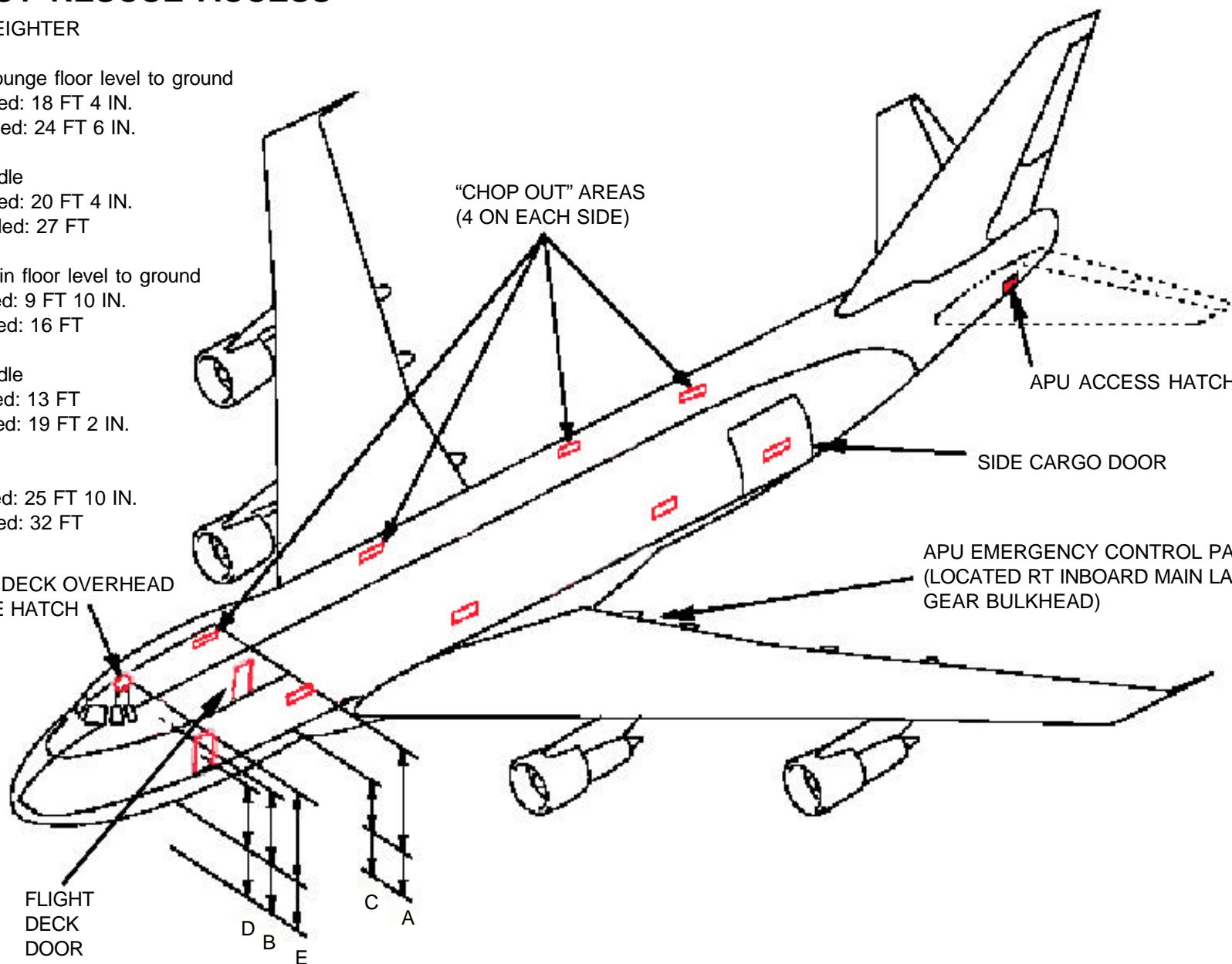
FLIGHT
DECK
DOOR

"CHOP OUT" AREAS
(4 ON EACH SIDE)

APU ACCESS HATCH

SIDE CARGO DOOR

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 -400 & 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.

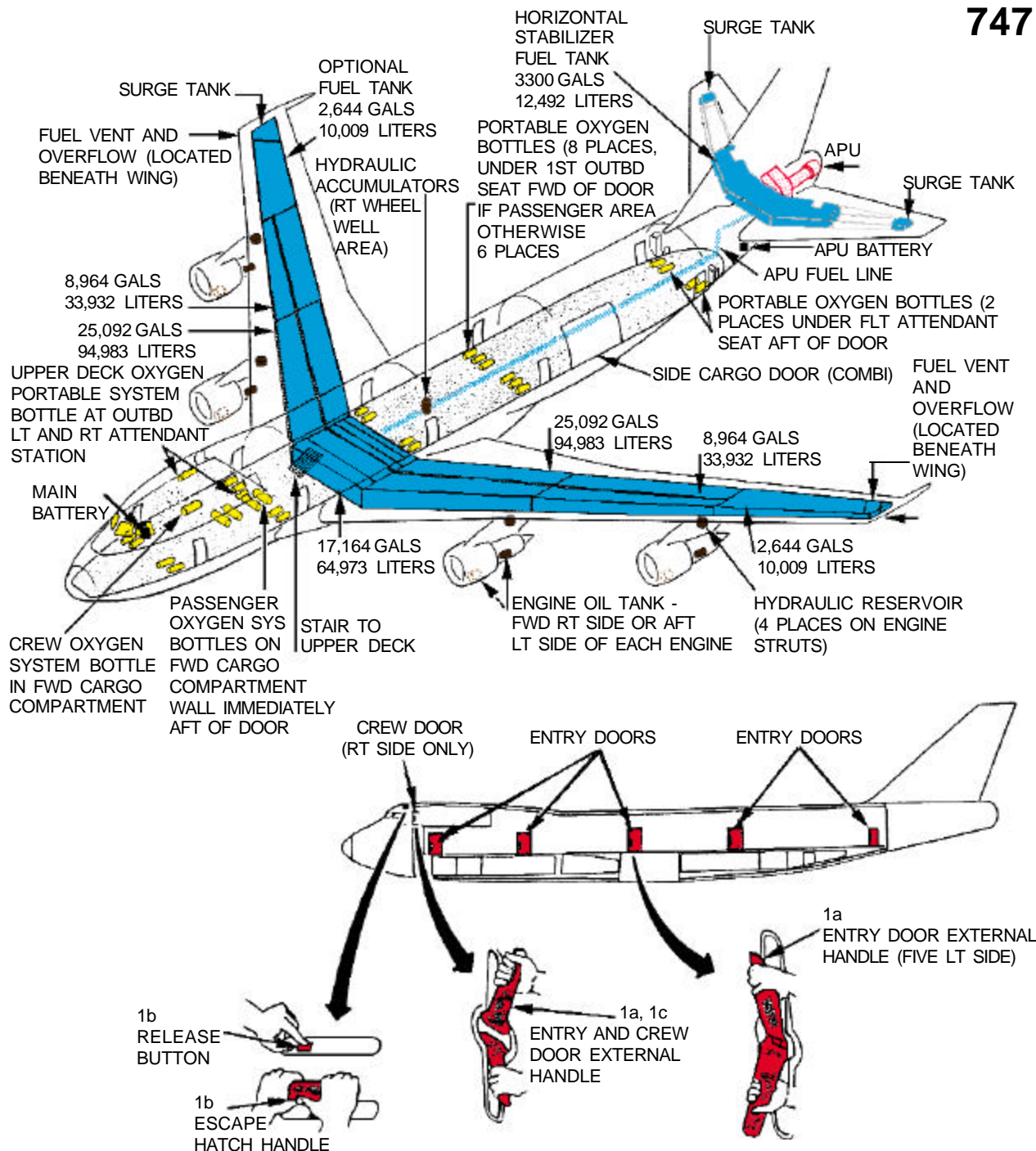
- b. Press release button on crew escape hatch, located top forward center of crew compartment, and rotate escape hatch handle 180 degrees clockwise. Push escape hatch inward.
- c. Pull handle, located on crew door, and rotate 180 degrees counterclockwise. Push door inward until slide tracks are engaged,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

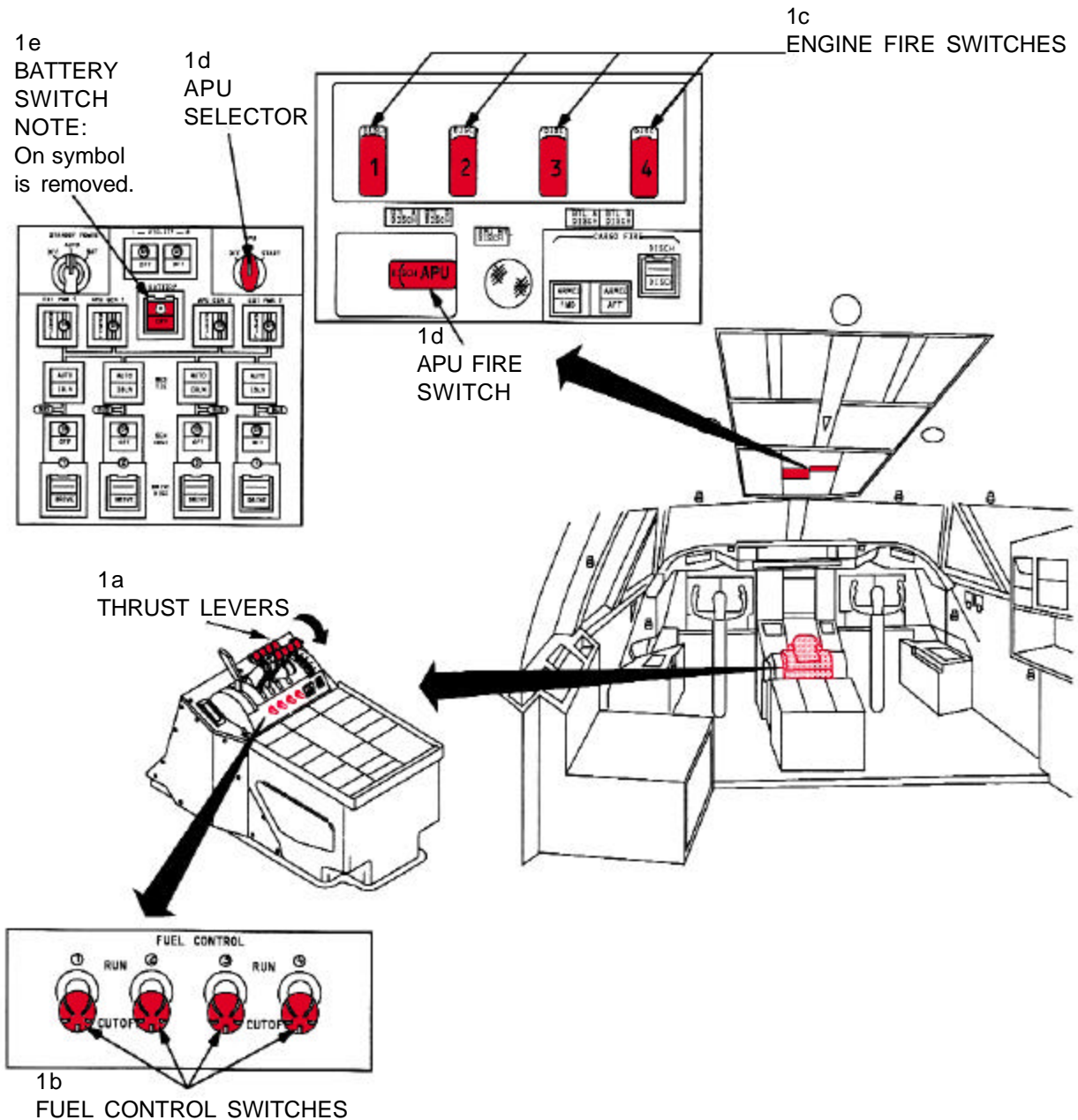
- Retard thrust levers, located on pilot's center console, to RETARD position.
- Place fuel control switches, located on pilot's center console under thrust levers, to CUT OFF position.
- In case of engine fire, pull engine fire switches, located on pilot's overhead center panel. If not illuminated, 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.



EMERGENCY RESCUE ACCESS

-400 AND 400 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

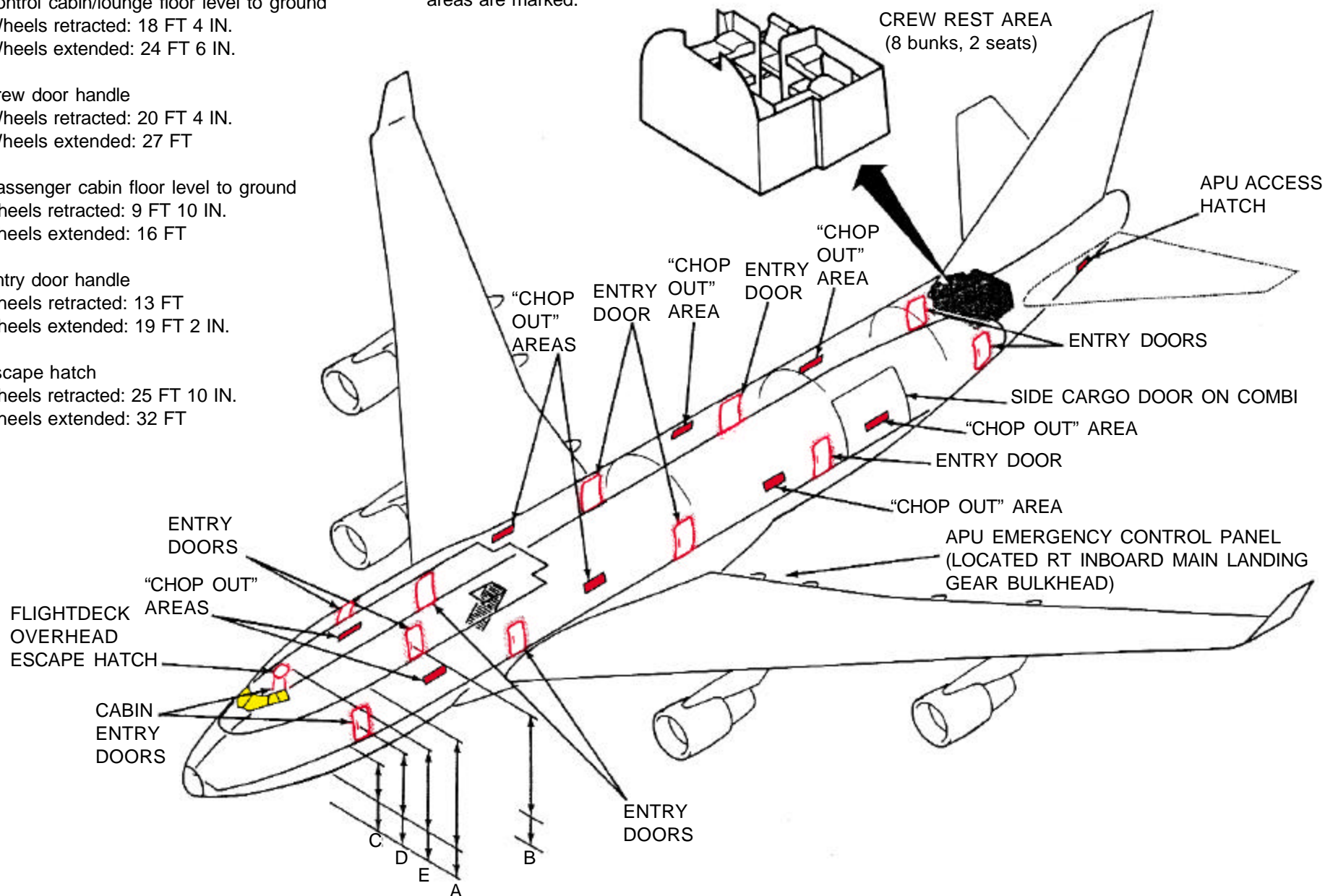
Wheels retracted: 13 FT

Wheels extended: 19 FT 2 IN.

E - Escape hatch

Wheels retracted: 25 FT 10 IN.

Wheels extended: 32 FT



747

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:

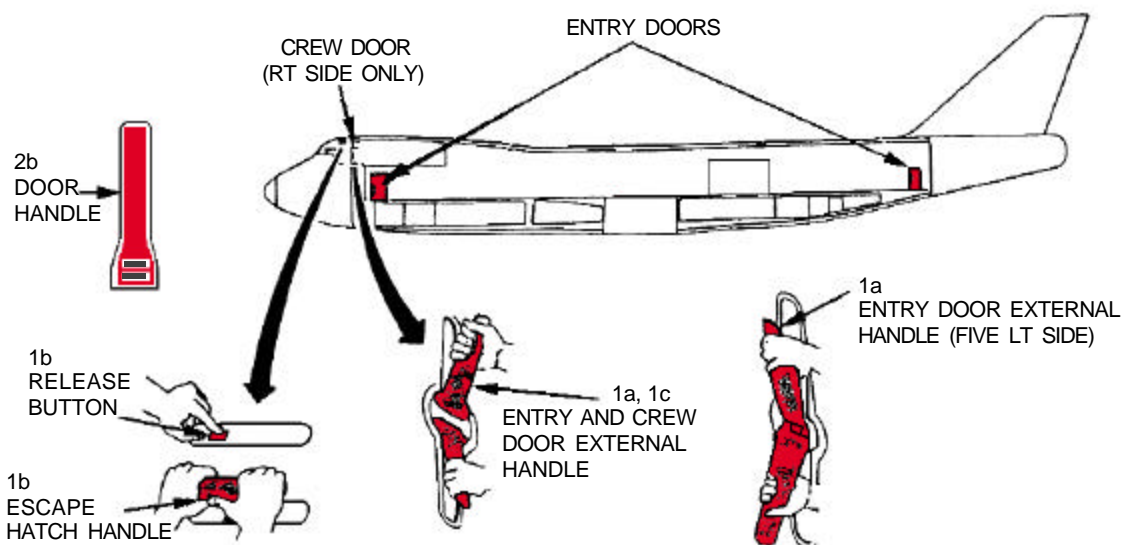
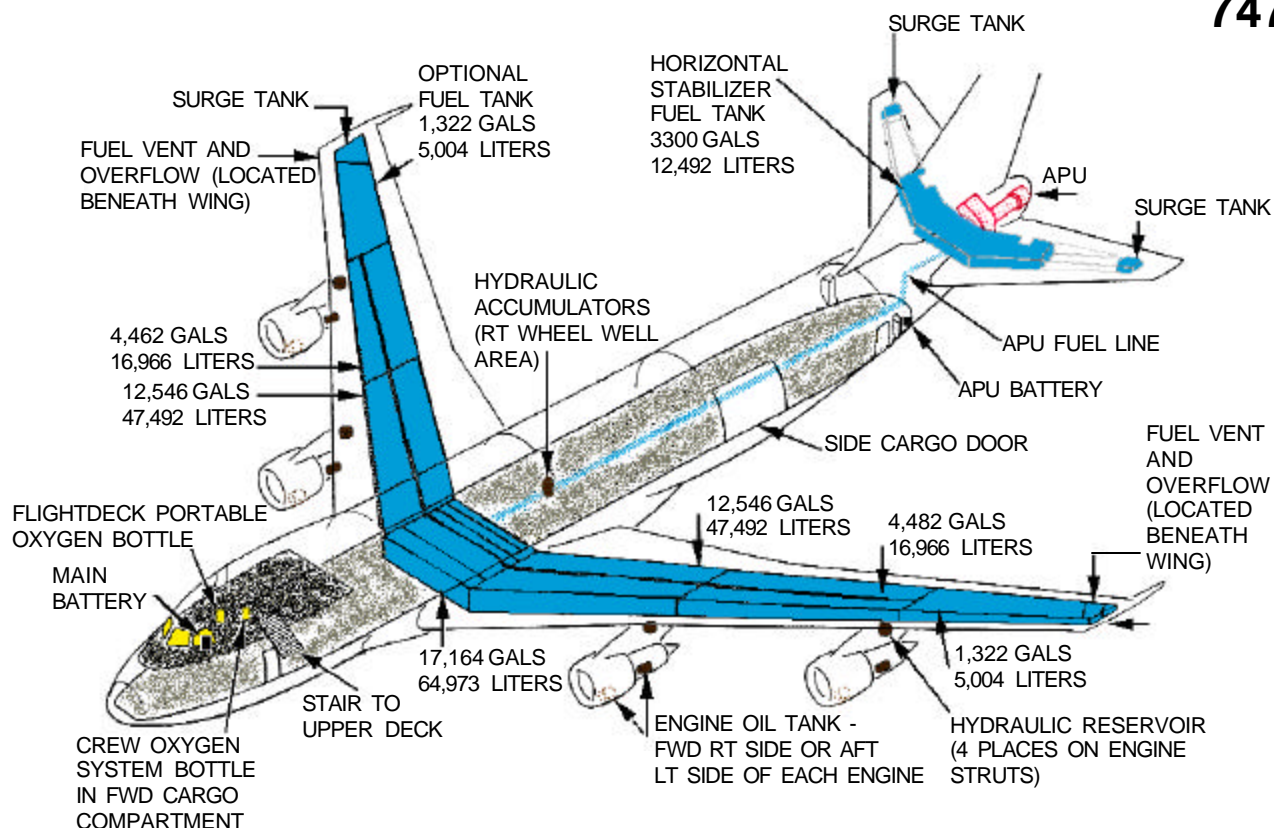
- Opening a door from the outside disengages the emergency evacuation system and the escape chute will not deploy.
- All emergency escape chutes are deployed from inside the aircraft only.

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.

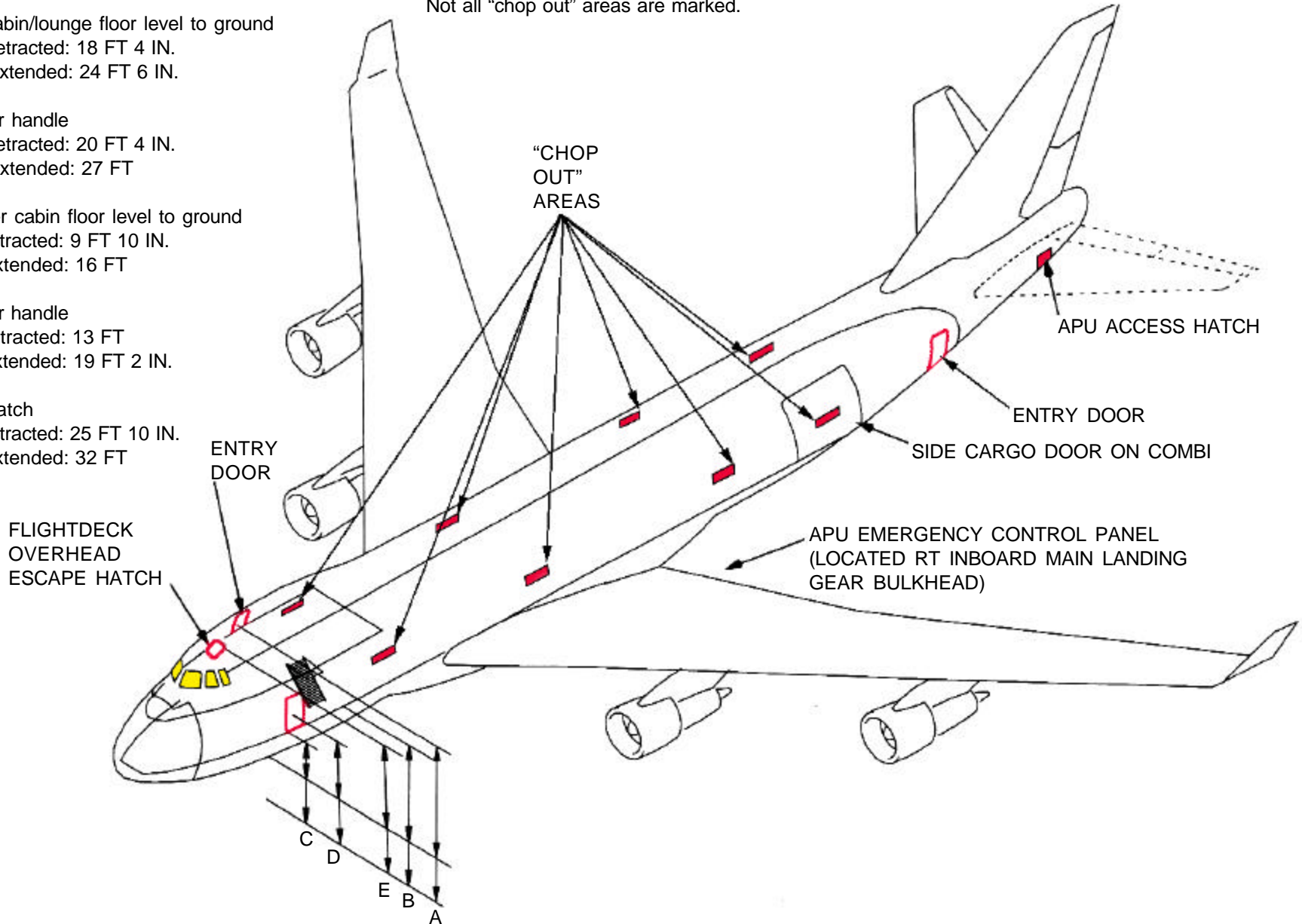
A - Control cabin/lounge floor level to ground
Wheels retracted: 18 FT 4 IN.
Wheels extended: 24 FT 6 IN.

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.

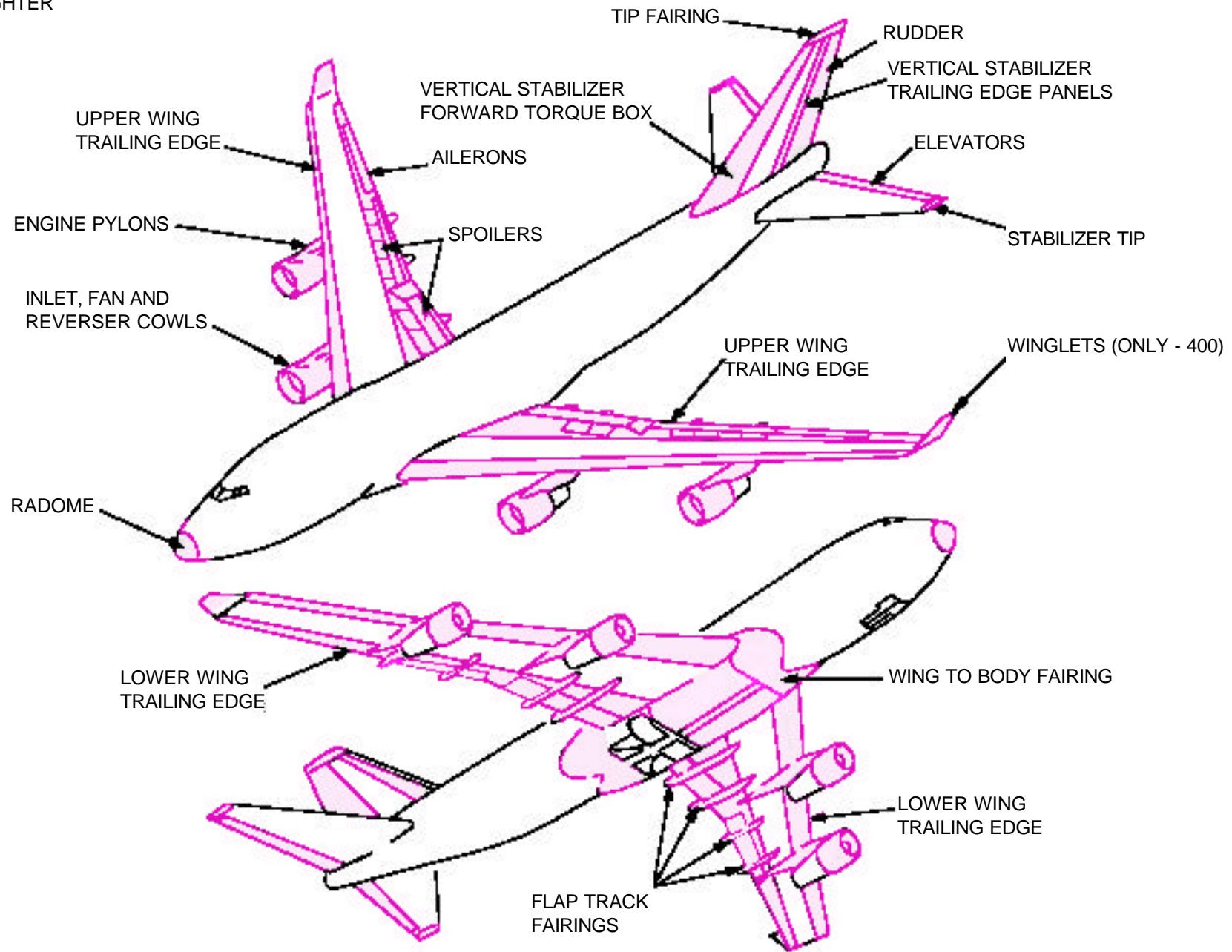
E - Escape hatch
Wheels retracted: 25 FT 10 IN.
Wheels extended: 32 FT



AIRFRAME COMPOSITE MATERIALS

- 400 FREIGHTER

747

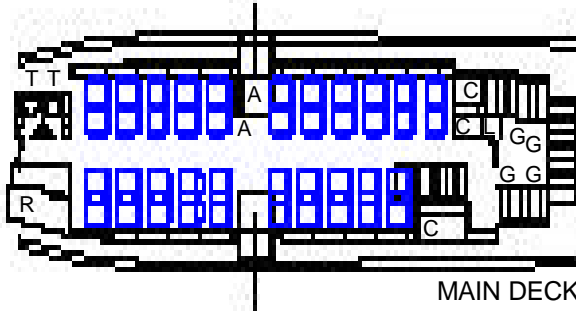


CABIN CONFIGURATION

EFFECTIVITY: 747-400 (TRI-CLASS)

747

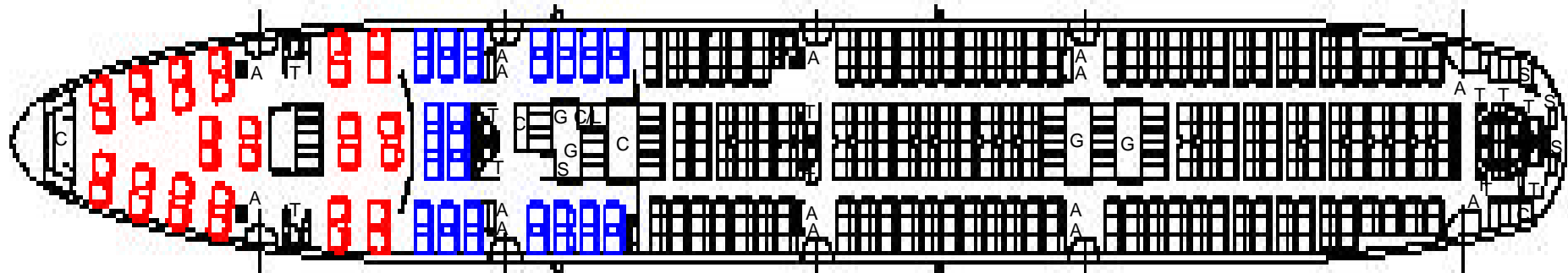
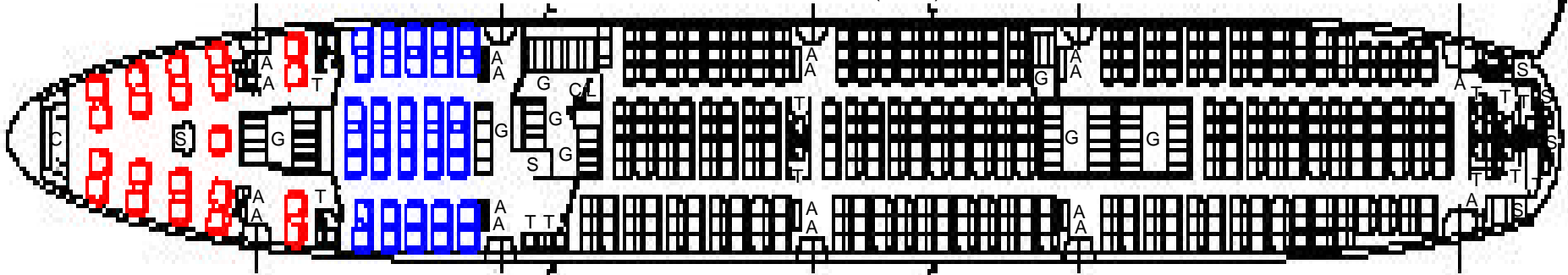
A ATTENDANT UPPER DECK
 T TOILET
 C CLOSET
 S STOWAGE
 R CREW REST
 G GALLEY
 C/L CART LIFT



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

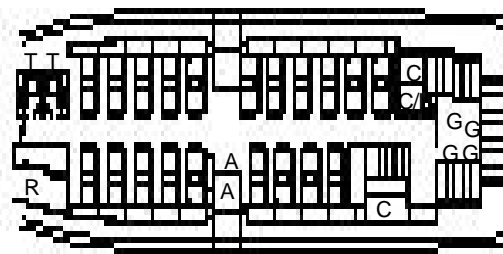


CABIN CONFIGURATION-Continued

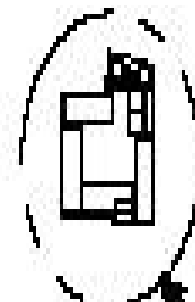
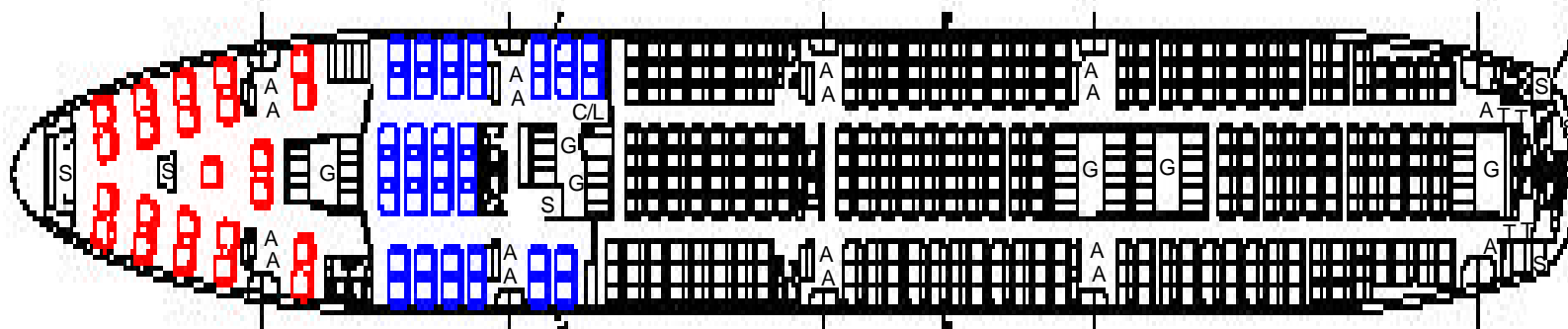
747

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

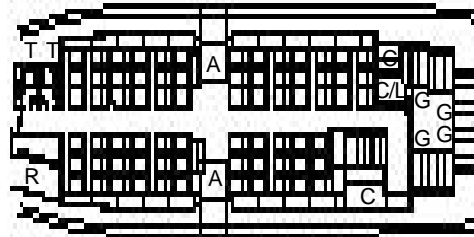
*40 BUSINESS CLASS SEATS AT 39" (1.00 M) PTICH

CABIN CONFIGURATION-Continued

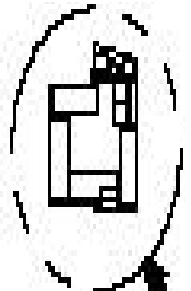
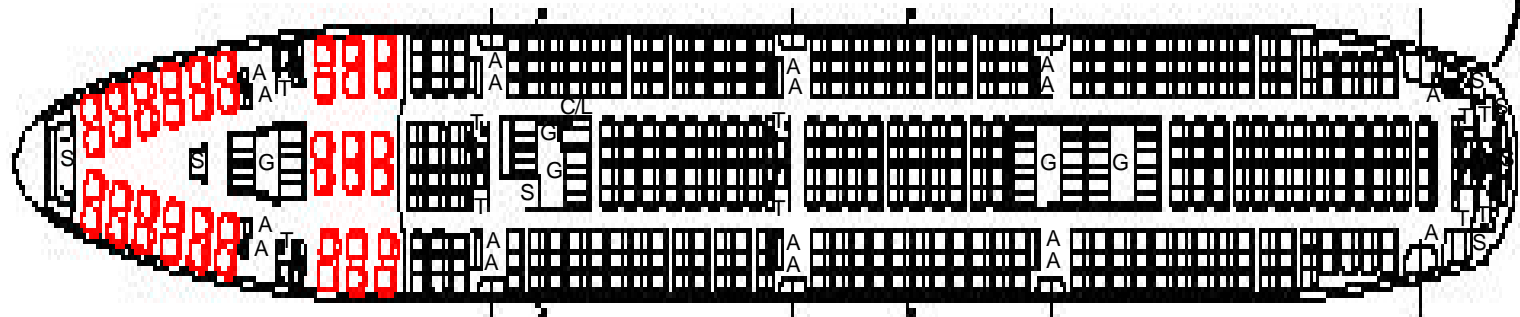
747

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

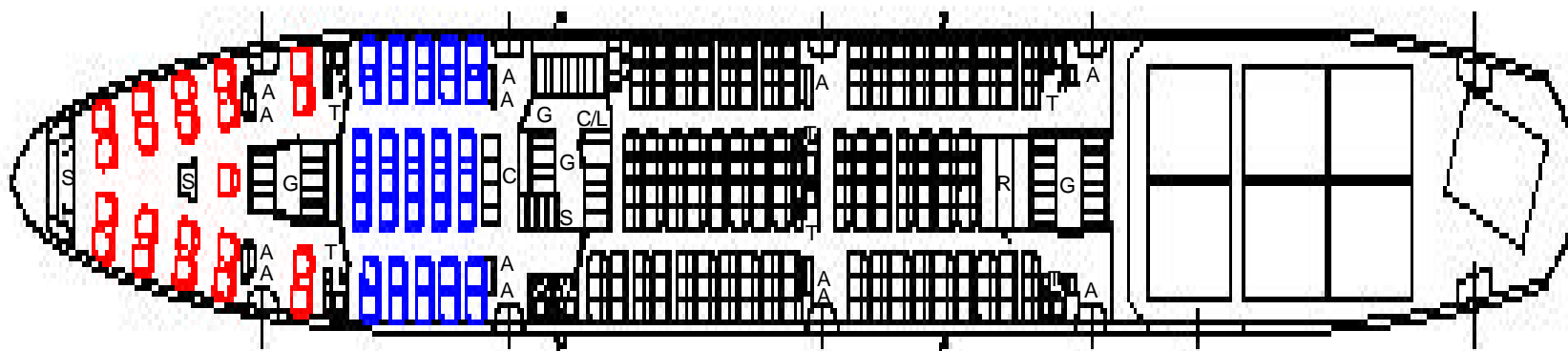
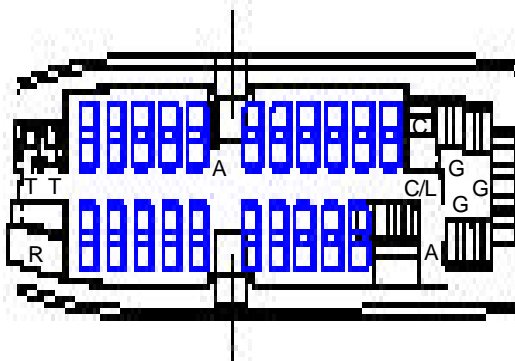
CABIN CONFIGURATION-Continued

747

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

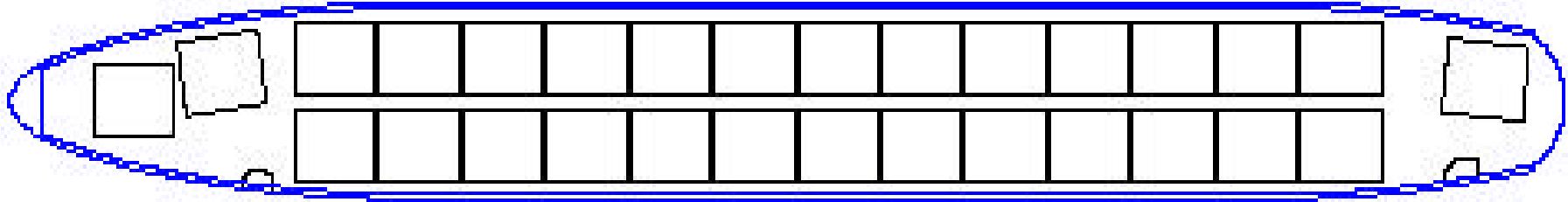
*35 BUSINESS CLASS SEATS AT 38" (.96 M) PITCH

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

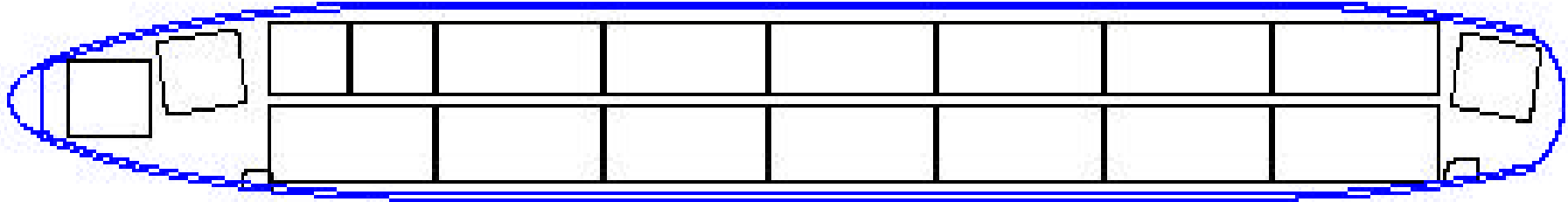
*7 PALLETS

CABIN CONFIGURATION-Continued

EFFECTIVITY: 747-400ER FREIGHTER

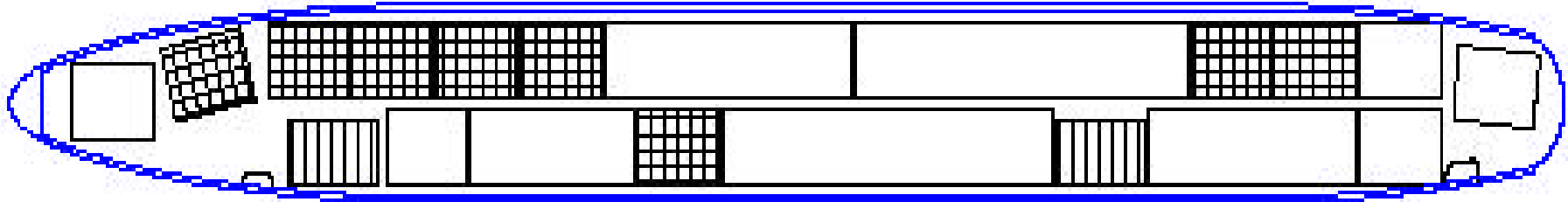
747

*29 10' (3 M) CONTAINERS



*13 20' (6 M) CONTAINERS

* 5 10' (3 M) CONTAINERS

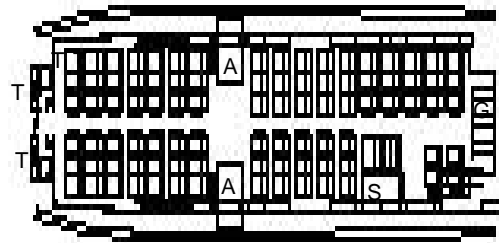
*RANDOM MIX OF CARGO PALLETS
AND CONTAINERS UP TO 40' (12 M)

CABIN CONFIGURATION-Continued

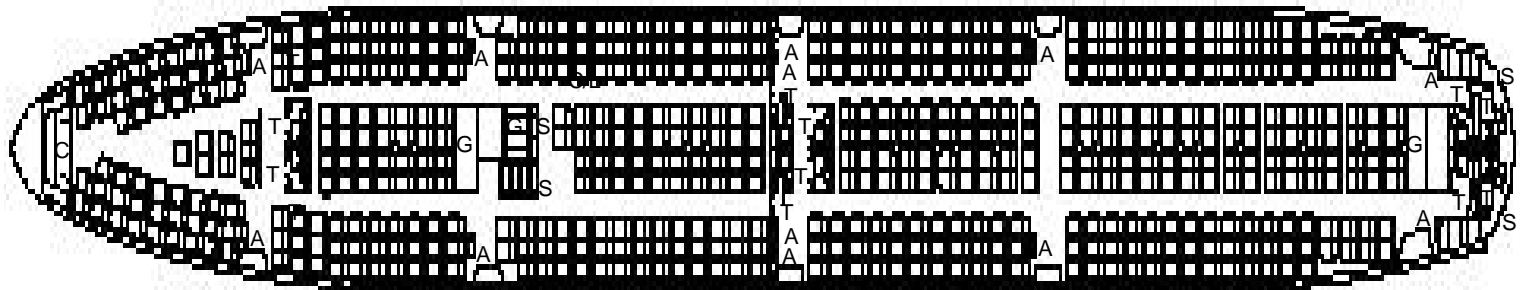
747

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

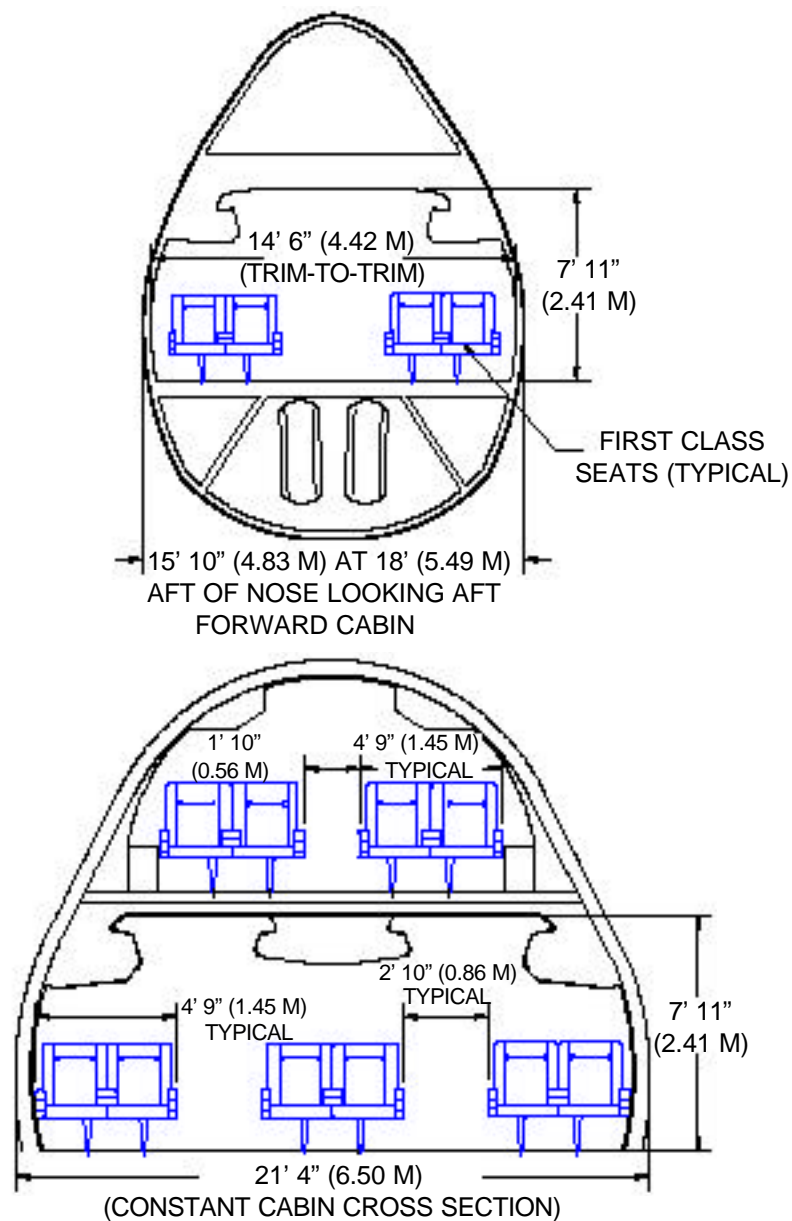
UPPER DECK

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

CROSS CABIN CONFIGURATION

-400

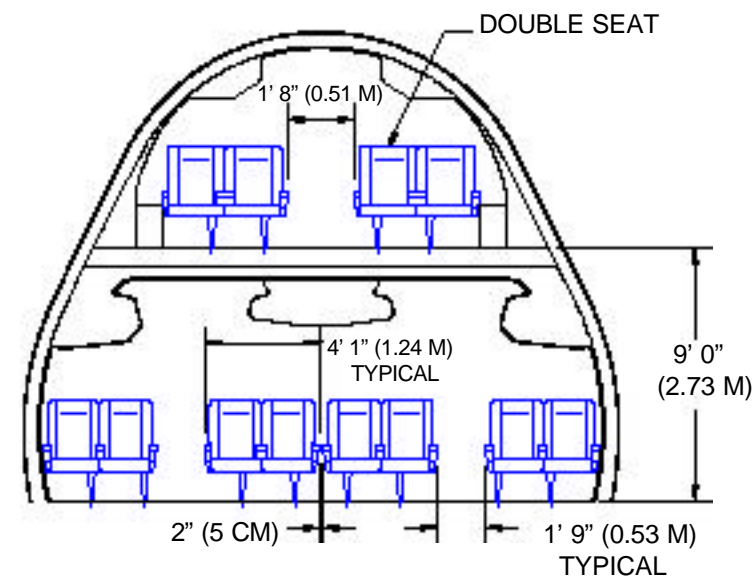
FIRST CLASS



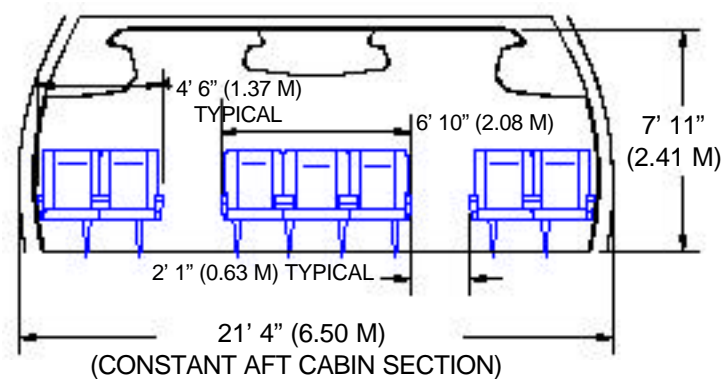
BUSINESS CLASS UPPER DECK - 4 ABREAST
MAIN DECK FIRST CLASS - 6 ABREAST

747

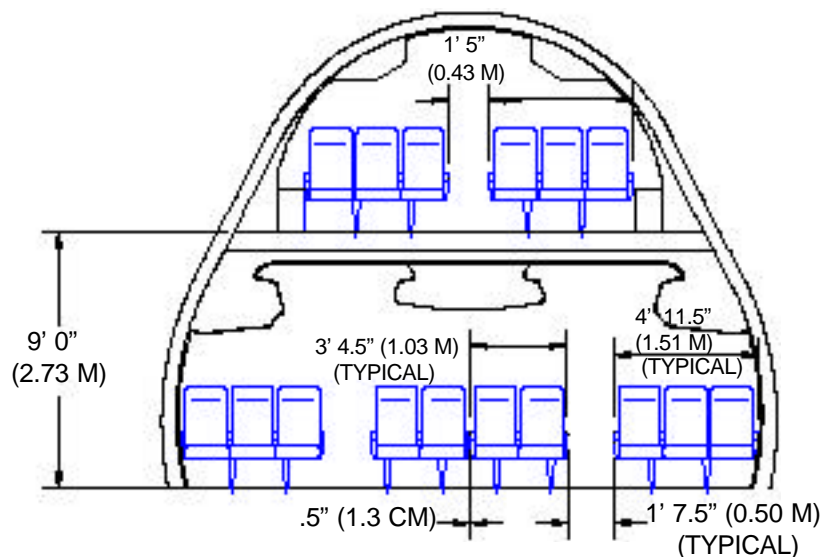
BUSINESS CLASS



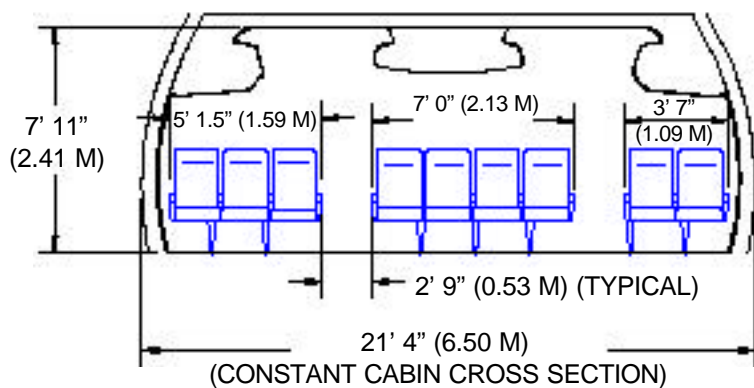
UPPER DECK - 4 ABREAST
MAIN DECK - 8 ABREAST



MAIN DECK - 7 ABREAST

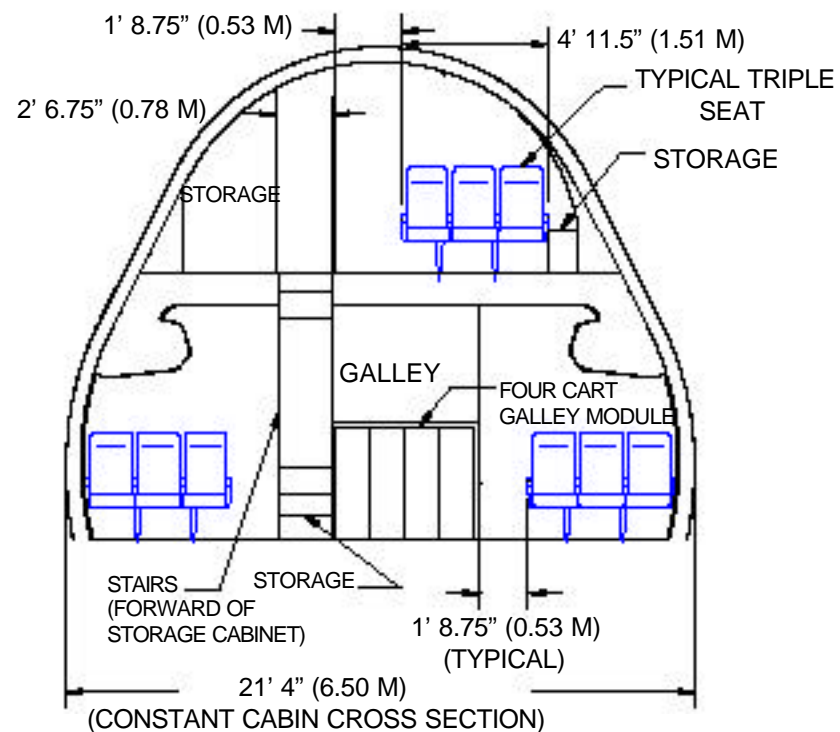


UPPER DECK - 6 ABREAST
MAIN DECK - 10 ABREAST



MAIN DECK - 9 ABREAST

GALLEY AND STAIRS



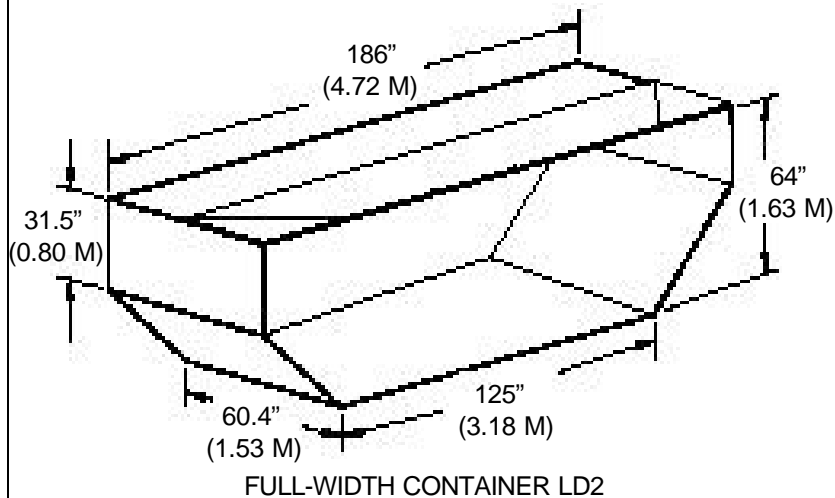
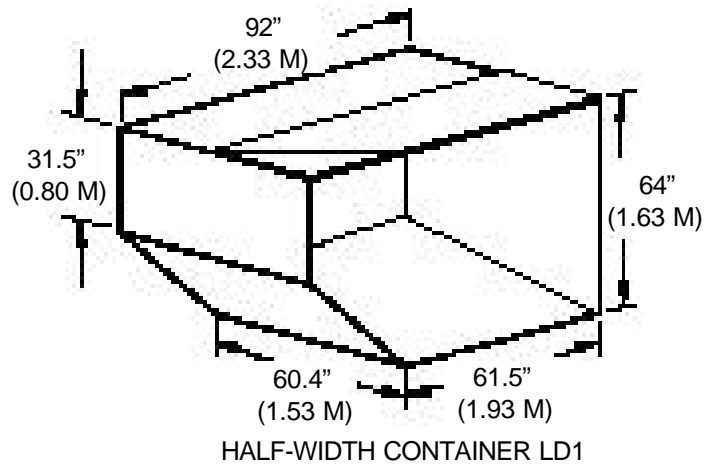
SECTION THROUGH STAIRS
(VIEW LOOKING FORWARD)

CARGO CONFIGURATIONS

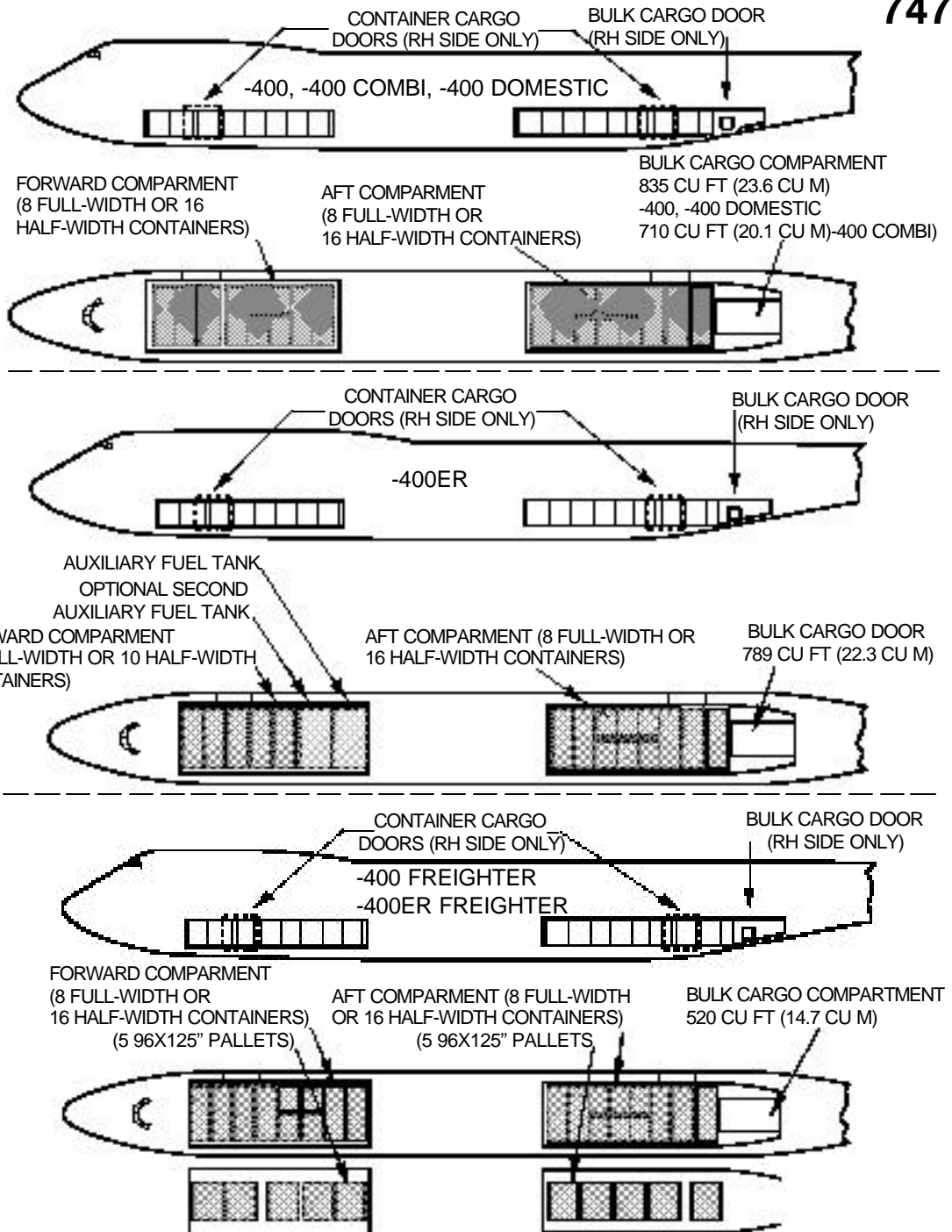
-400, 400 COMBI, -400 DOMESTIC, -400ER,
-400 FREIGHTER, -400ER FREIGHTER

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.

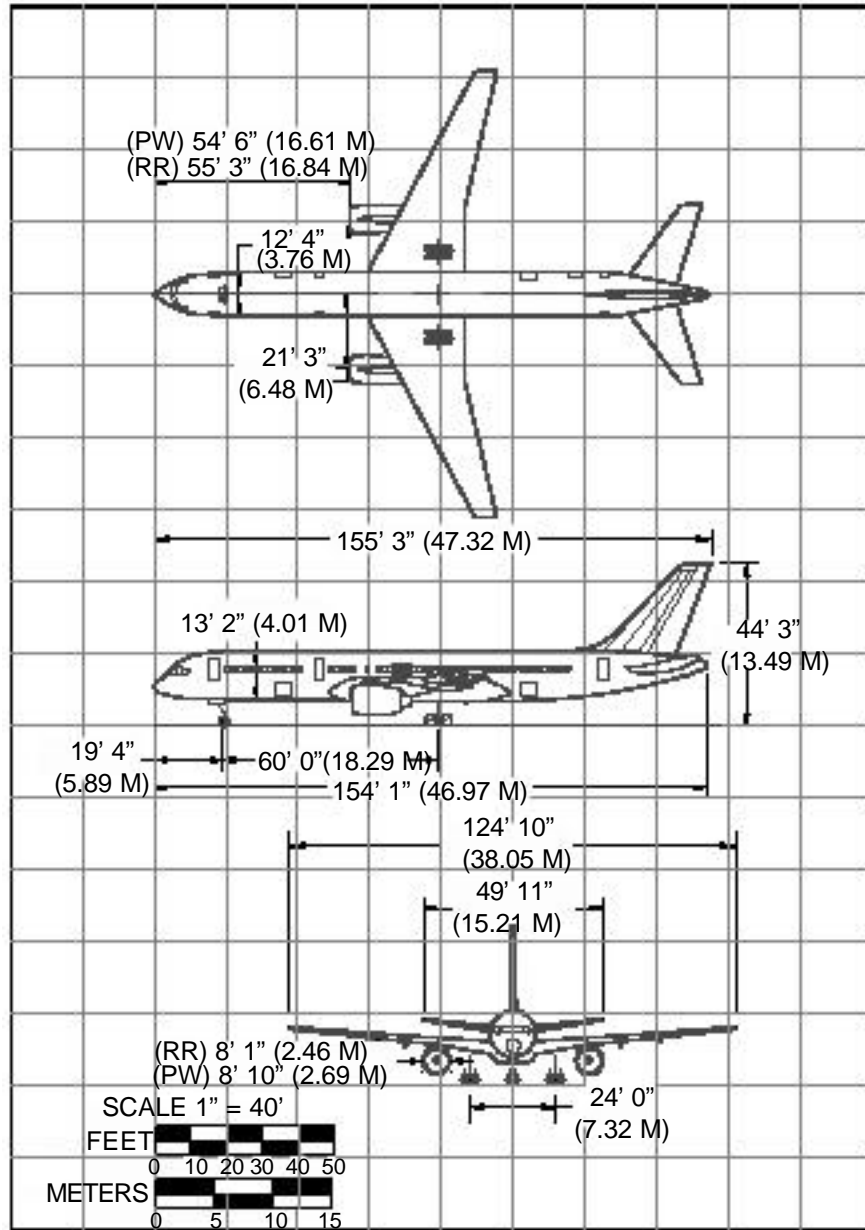


747

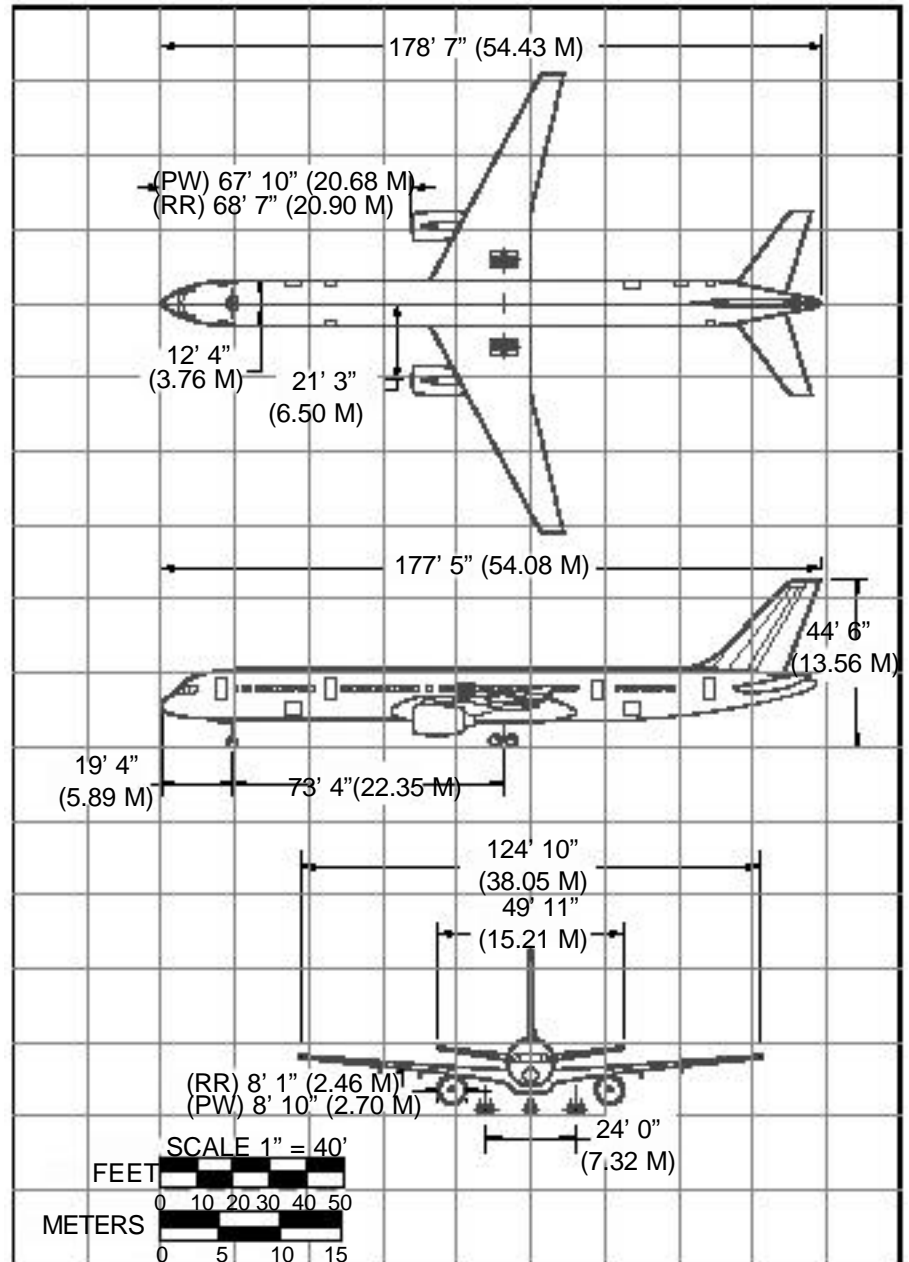




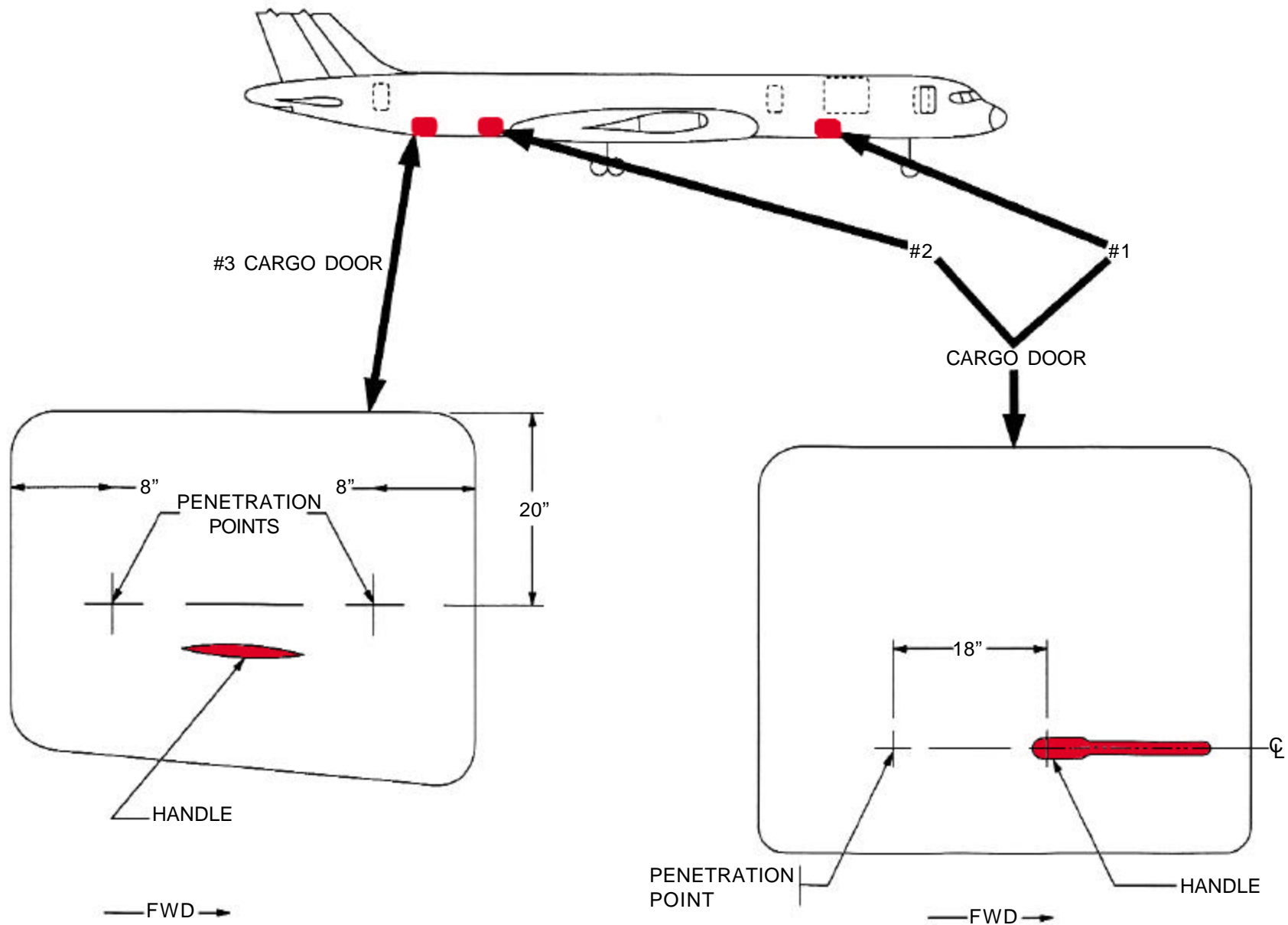
AIRCRAFT DIMENSIONS



757-200/-200PF



757-300

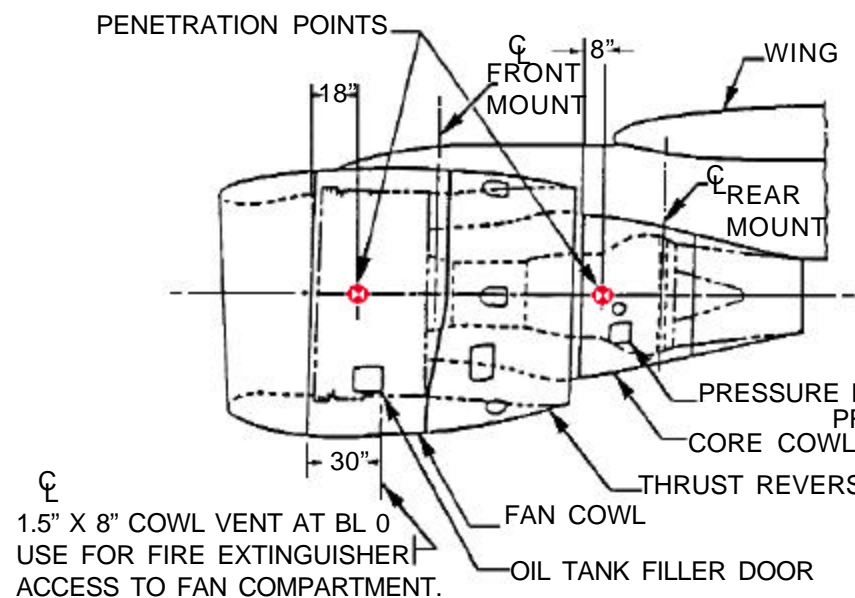


AIRCRAFT SKIN PENETRATION POINTS-Continued

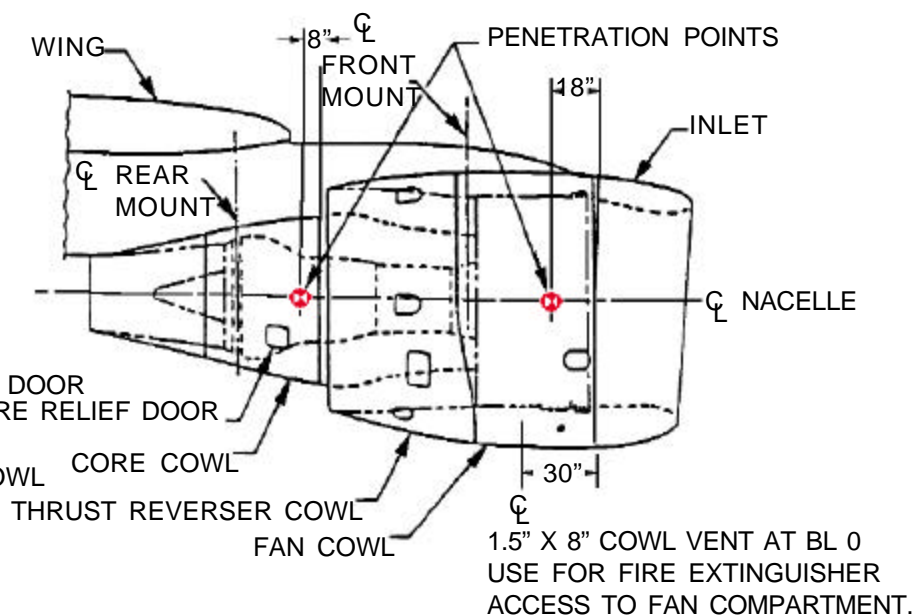
-200/ -300

NOTE:

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



ENGINE NACELLE
LEFT SIDE VIEW



ENGINE NACELLE
RIGHT SIDE VIEW

AIRCRAFT ENTRY -200 & 200 COMBI

1. NORMAL/EMERGENCY

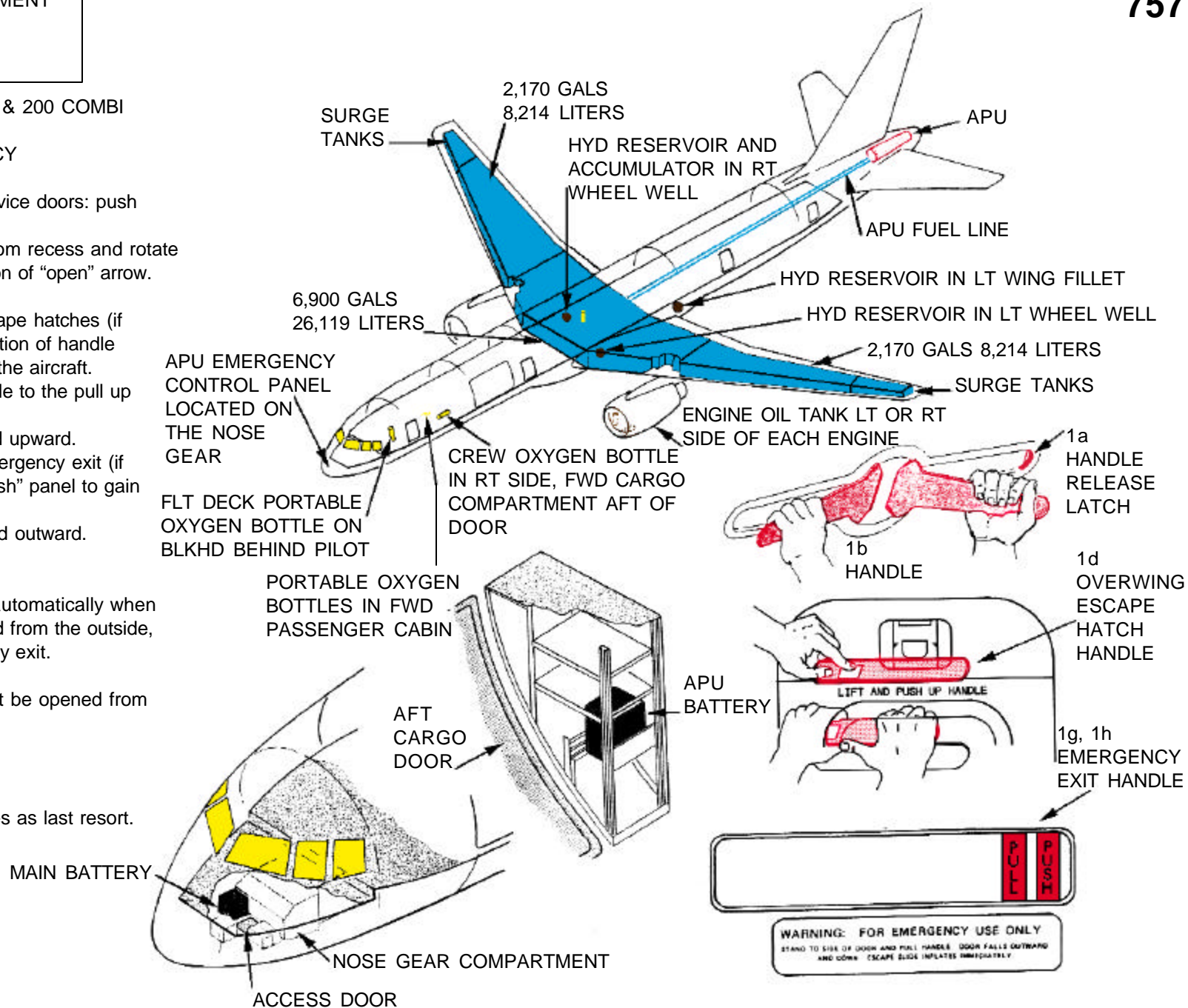
- a. To open entry and service doors: push handle release latch.
- b. Pull butterfly handle from recess and rotate 180 degrees in direction of "open" arrow.
- c. Pull door outward.
- d. To open overwing escape hatches (if installed): lift lower portion of handle away from the side of the aircraft.
- 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.



ENGINE AND APU SHUTDOWN AND AIRCREW EXTRACTION

-200/-200 COMBI & -200 PACKAGE FREIGHTER

1. ENGINE AND APU SHUTDOWN

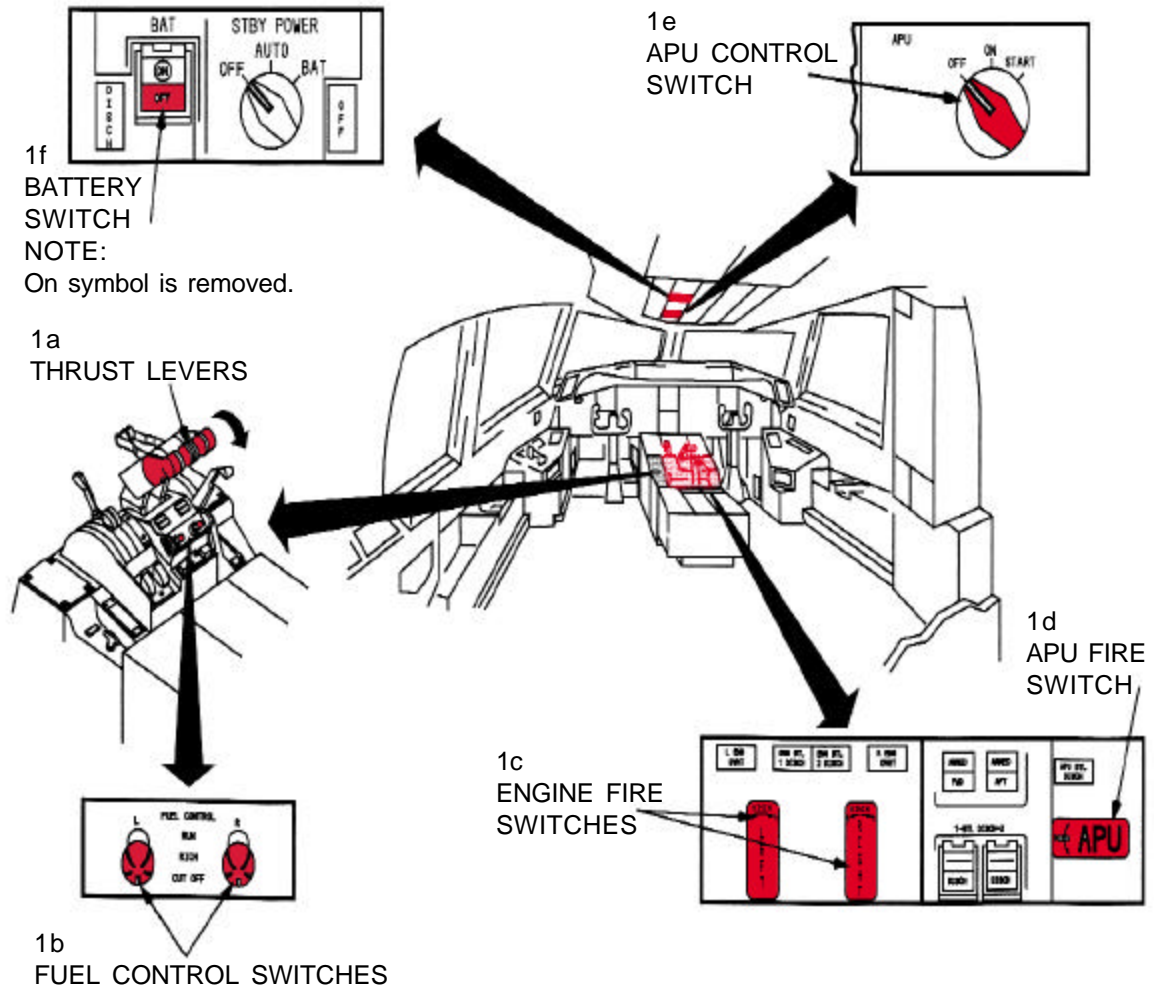
- Retard thrust levers, located on pilot's center console, to RETARD position.
- Place fuel control switches, located on pilot's center console under thrust levers, to CUT OFF position.
- In case of engine fire, pull engine fire switches, located on pilot's center console. Turn left or right to release 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.

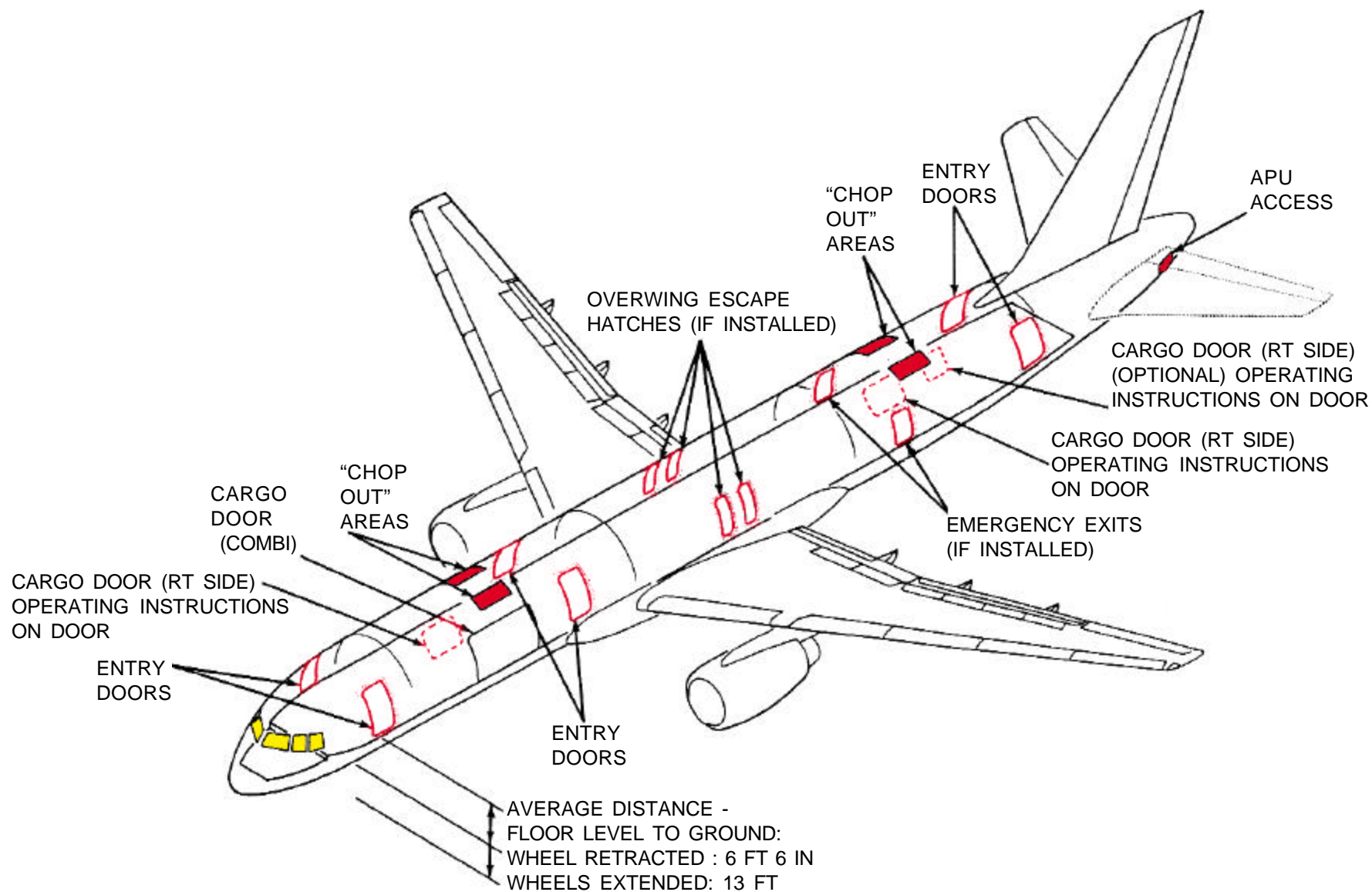
NOTE:

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

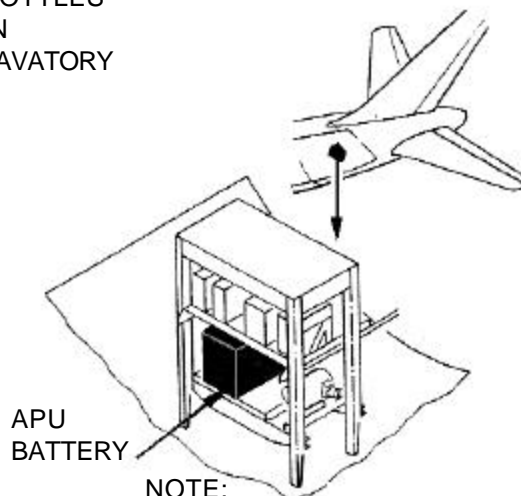
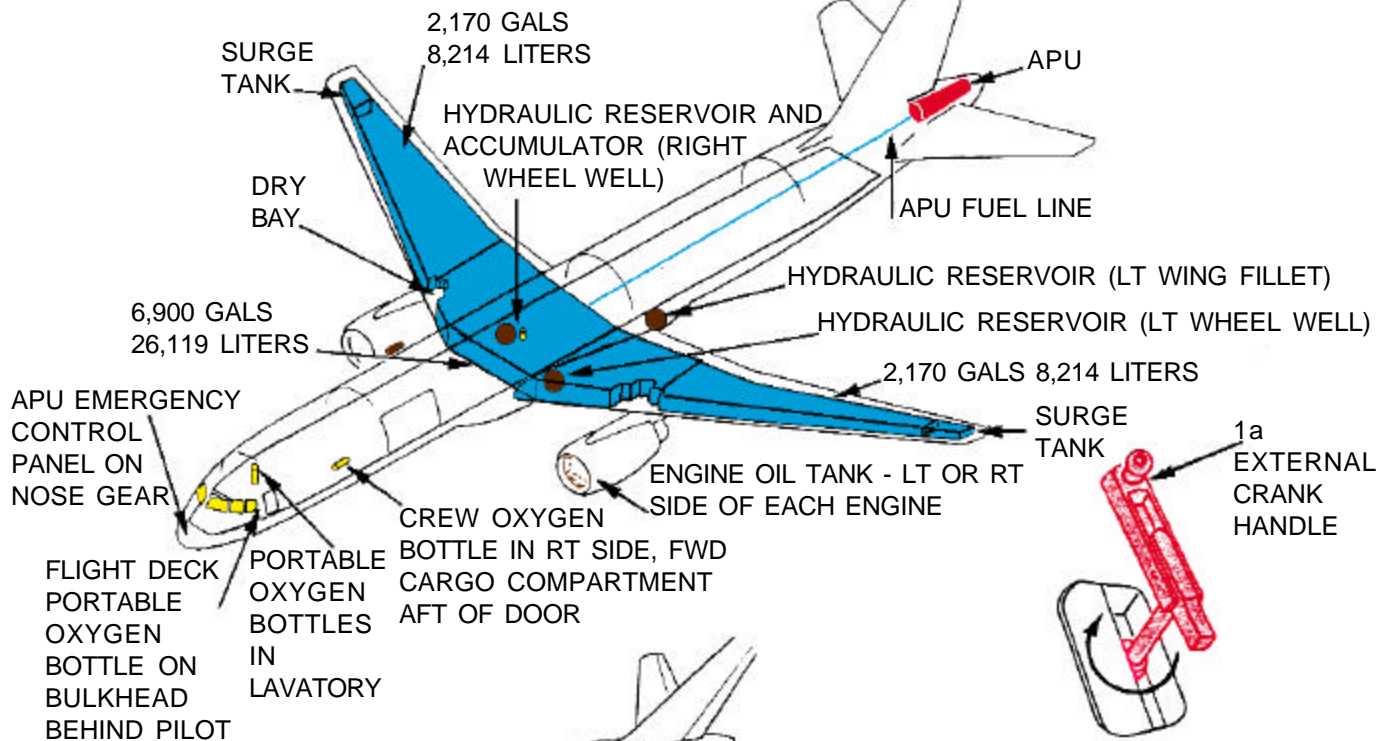
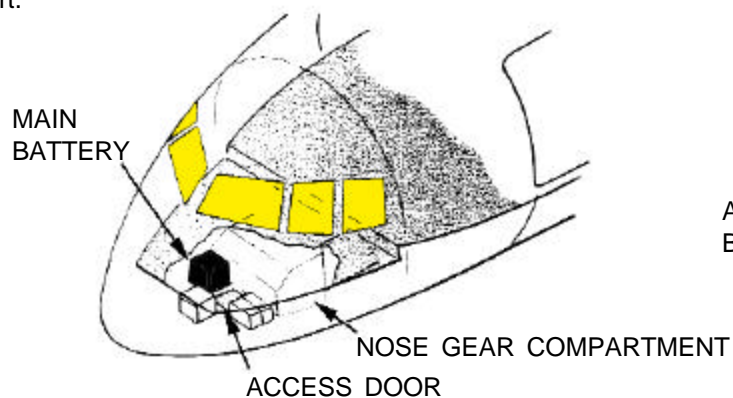
Power Rescue Saw
35 Foot Ladder
Fire Drill II

-200 PACKAGE FREIGHTER

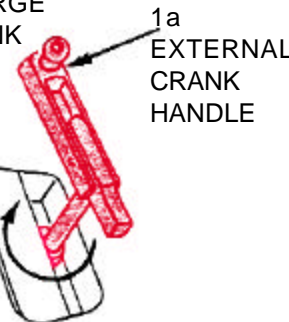
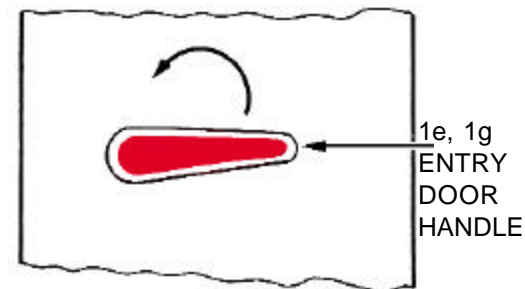
AIRCRAFT ENTRY

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.

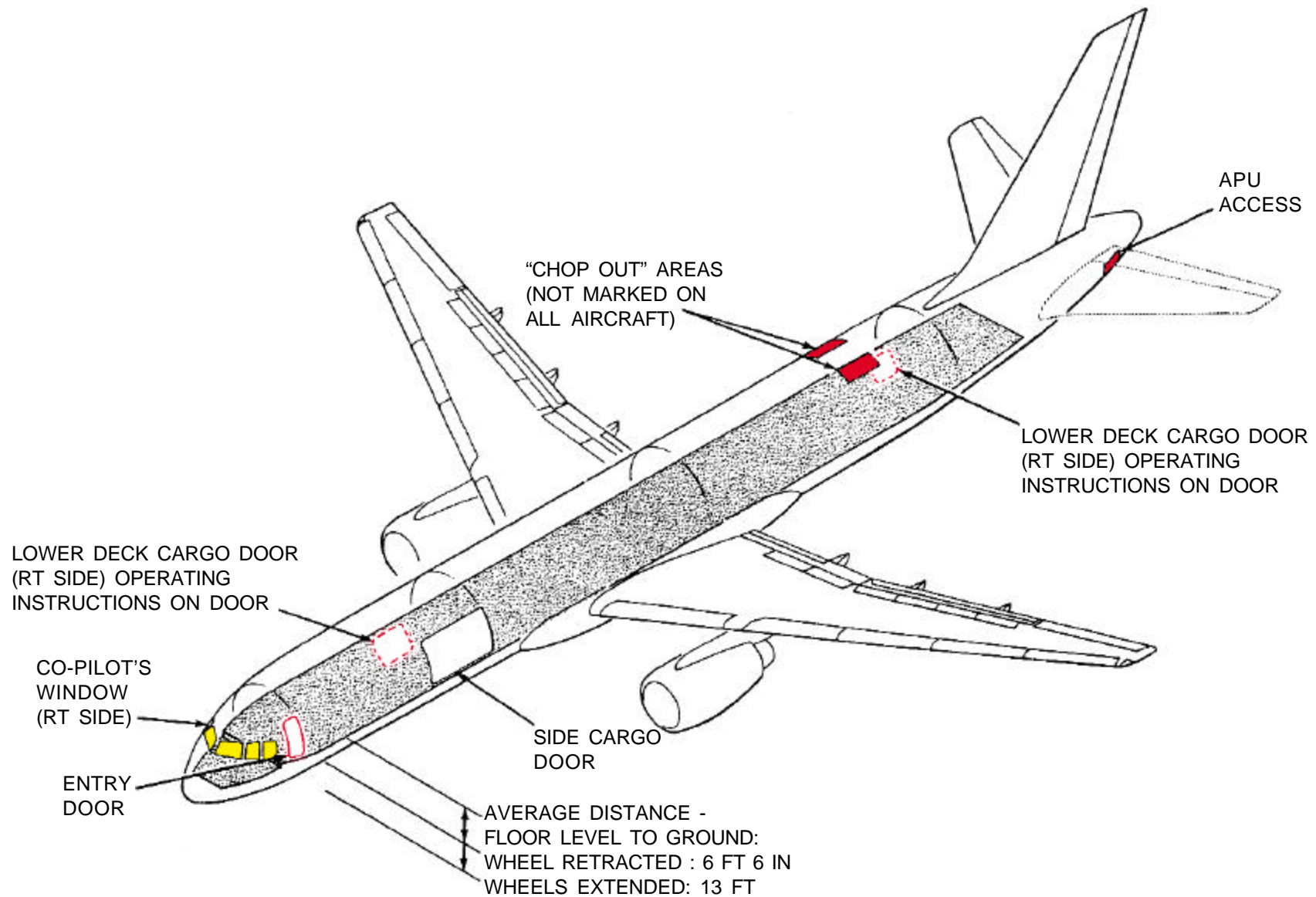


NOTE:
APU battery compartment
located forward of APU.



EMERGENCY RESCUE ACCESS

-200 PACKAGE FREIGHTER



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
35 Foot Ladder
Fire Drill II

AIRCRAFT ENTRY -300

1. NORMAL/EMERGENCY

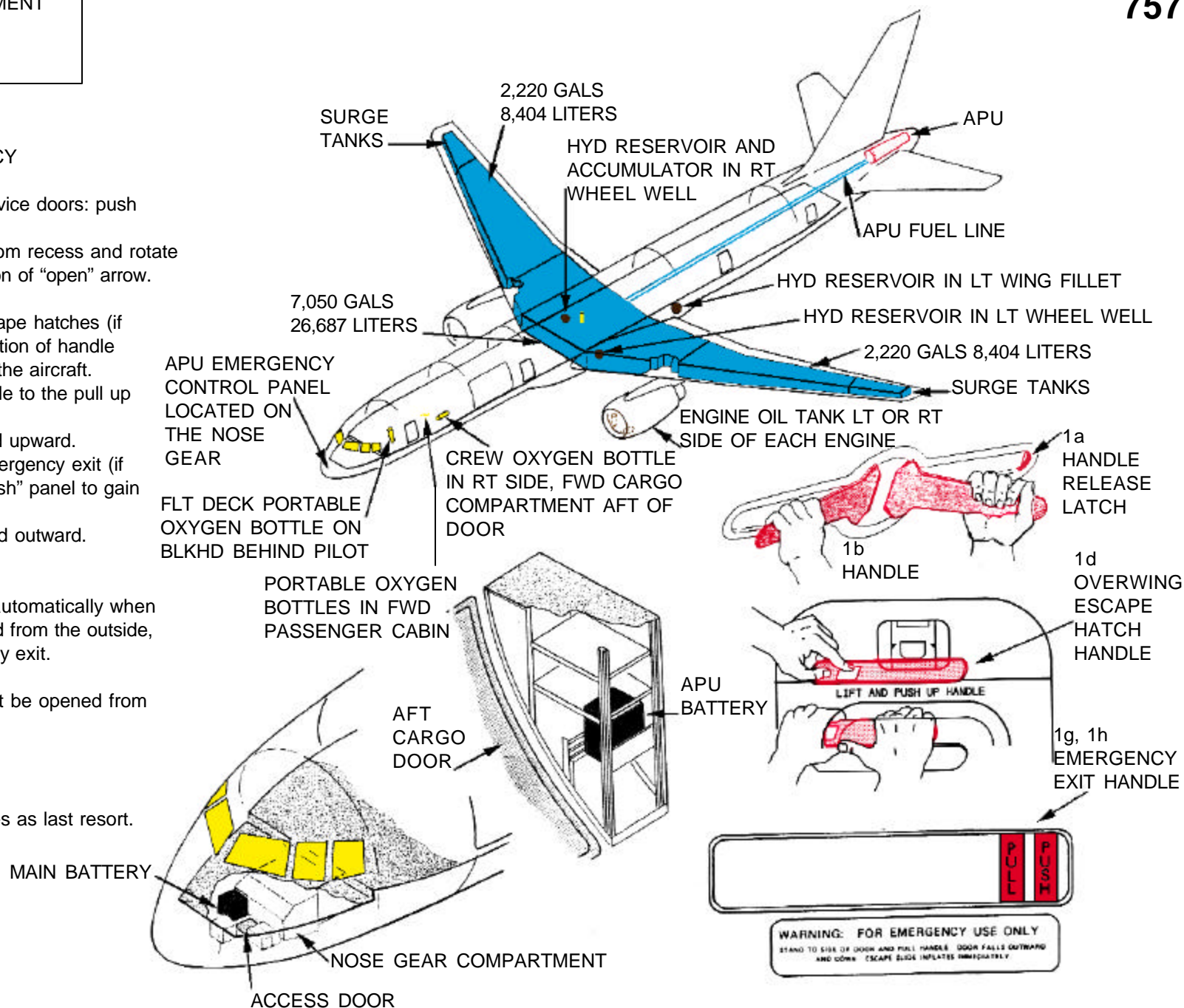
- a. To open entry and service doors: push handle release latch.
- b. Pull butterfly handle from recess and rotate 180 degrees in direction of "open" arrow.
- c. Pull door outward.
- d. To open overwing escape hatches (if installed): lift lower portion of handle away from the side of the aircraft.
- 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

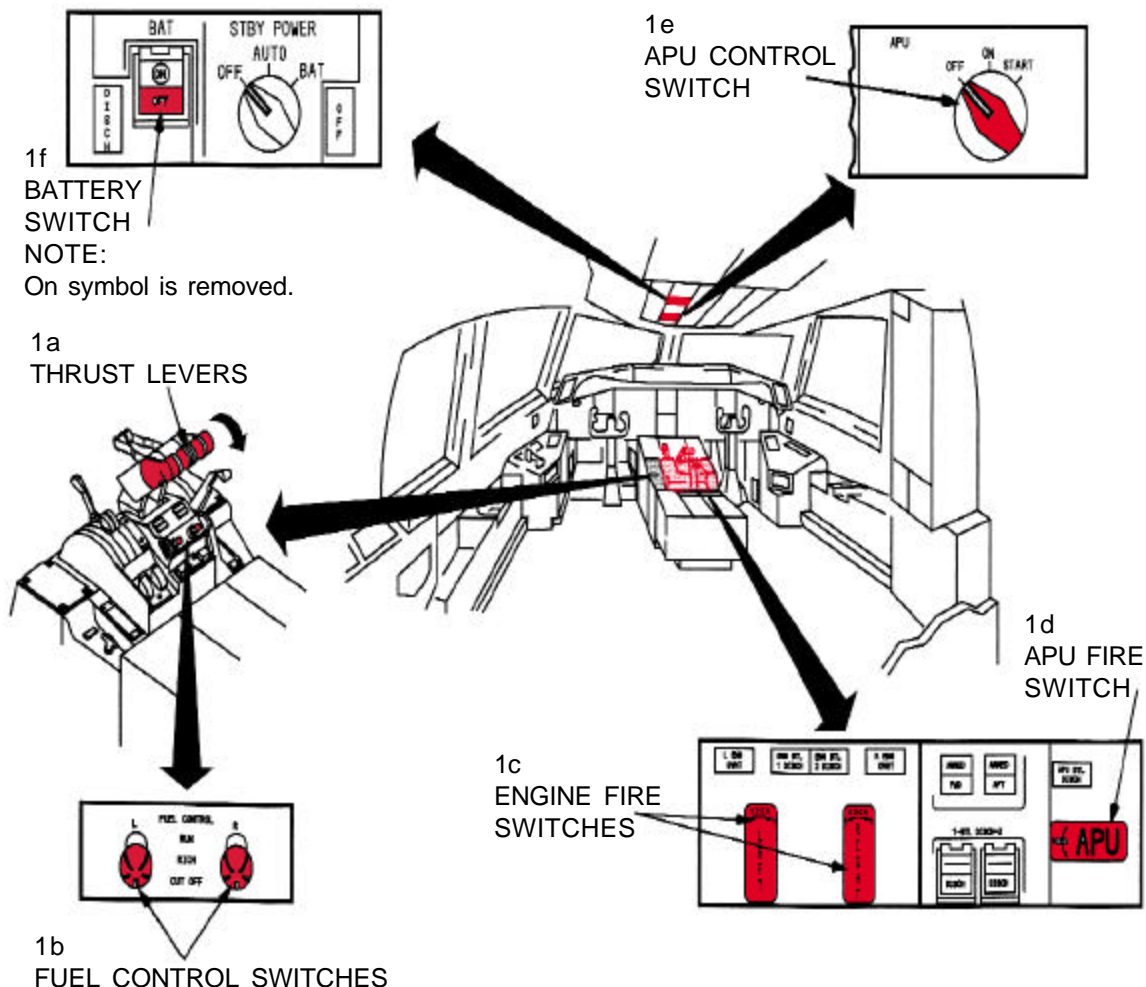
- Retard thrust levers, located on pilot's center console, to RETARD position.
- Place fuel control switches, located on pilot's center console under thrust levers, to CUT OFF position.
- In case of engine fire, pull engine fire switches, located on pilot's center console. Turn left or right to release 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:

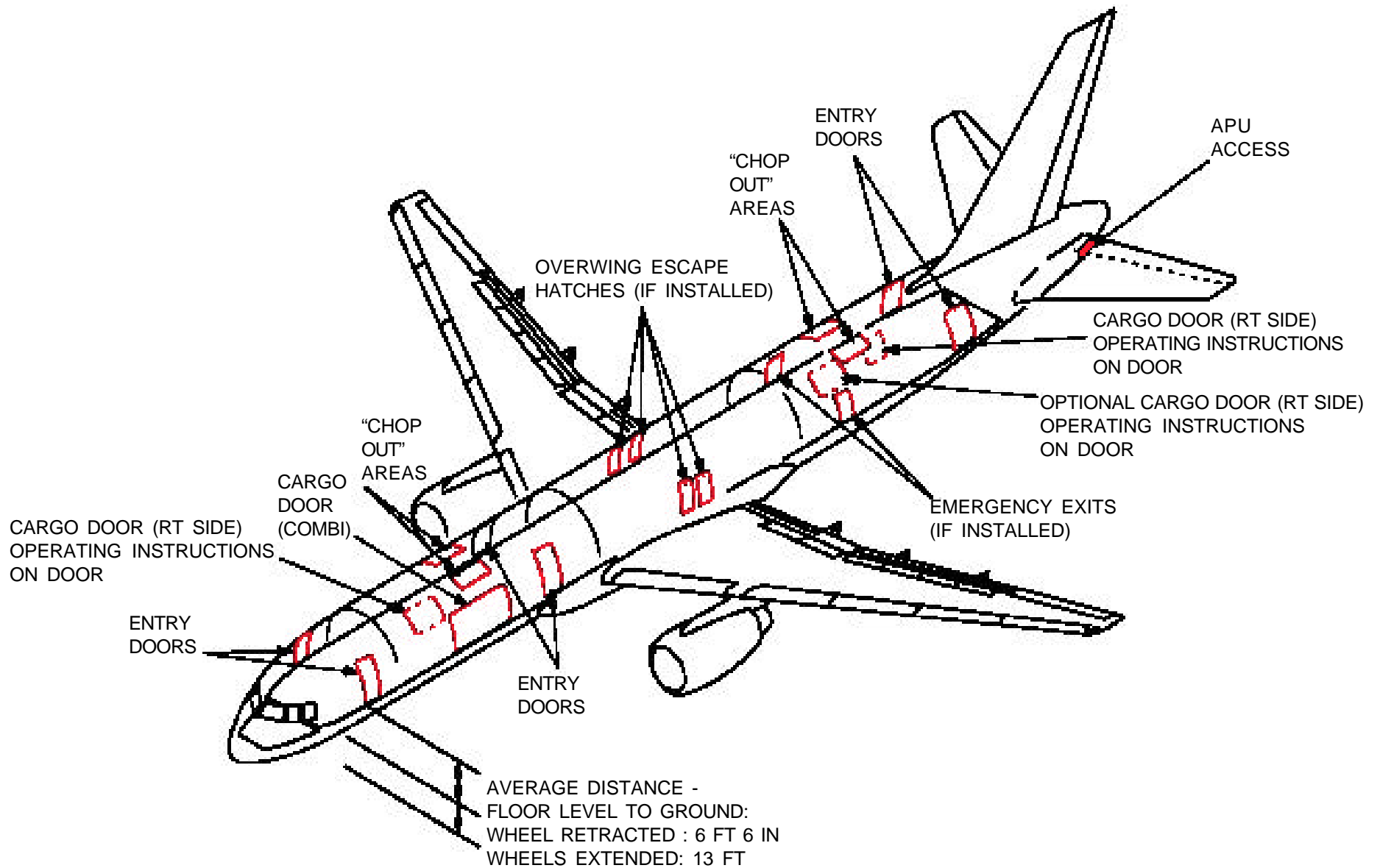
If seat tracks are not damaged during crash landing, use adjustable seat control to retract seats to aft position.



EMERGENCY RESCUE ACCESS

-300

757



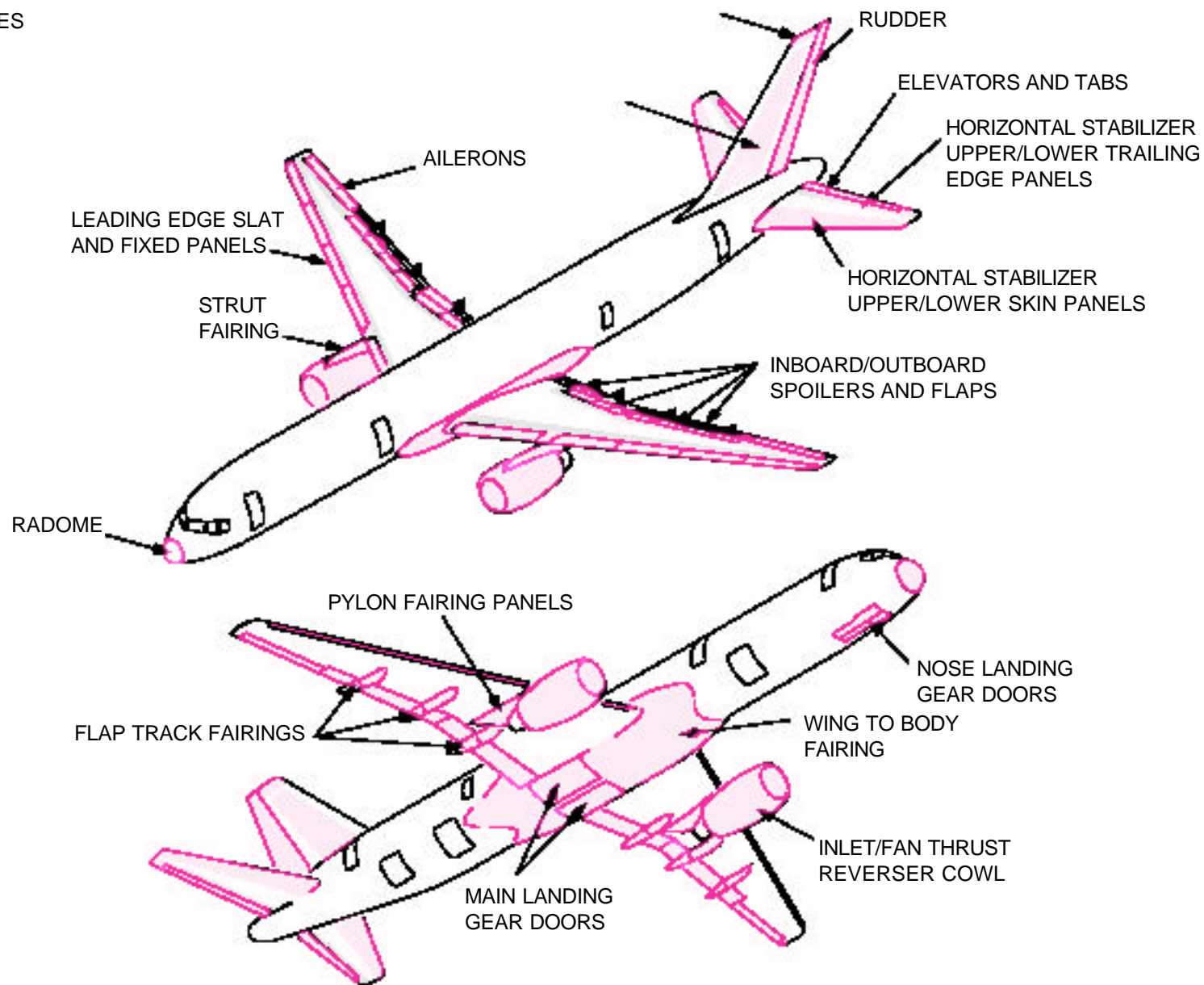
AIRFRAME MATERIALS

-300

757



COMPOSITES



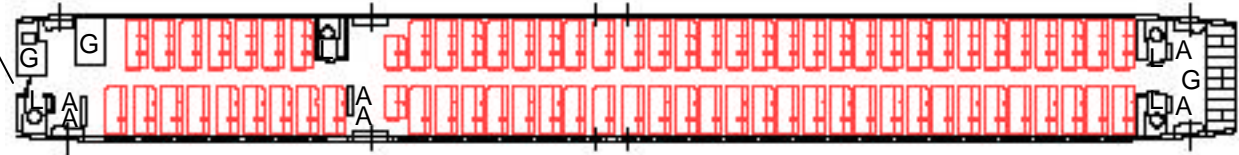
CABIN CONFIGURATION

-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

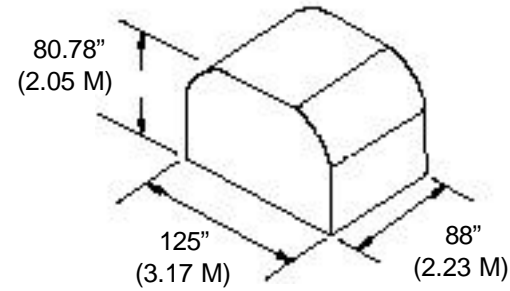


SINGLE CLASS ARRANGEMENT
228 ECONOMY CLASS SEATS

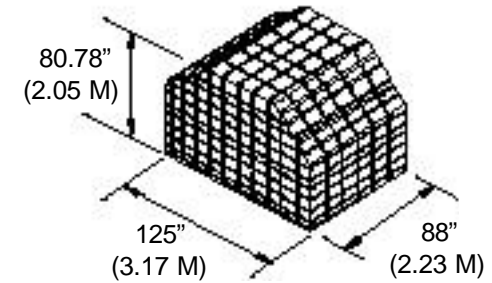
CABIN CONFIGURATION-Continued

-200PF (MAIN DECK CARGO)

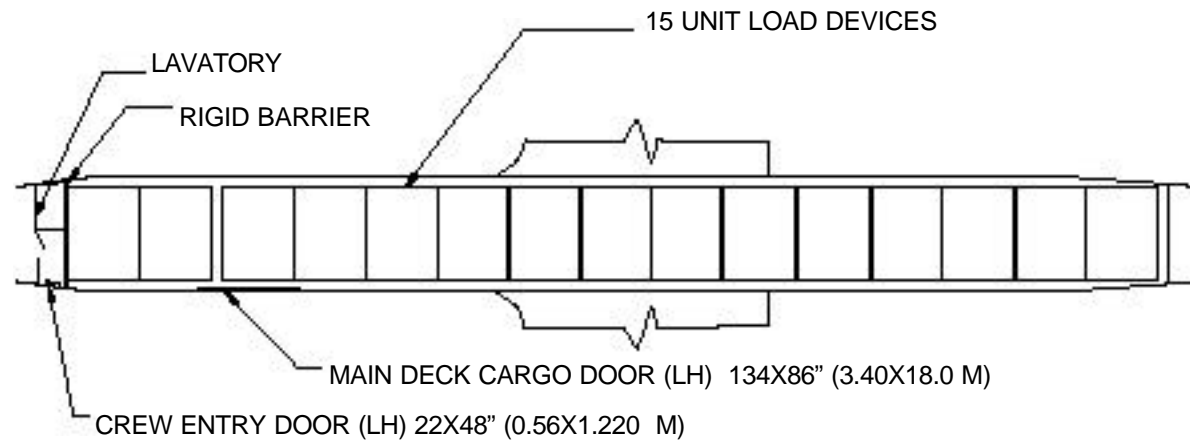
757



440 CU FT (12.47 CU M)
CONTAINER



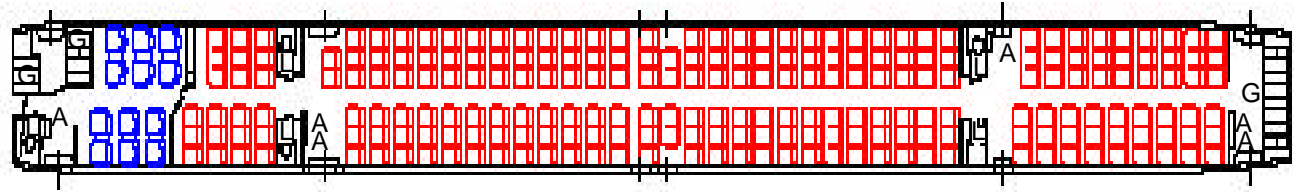
STRAPPED PALLET UP TO
440 CU FT (12.47 CU M)



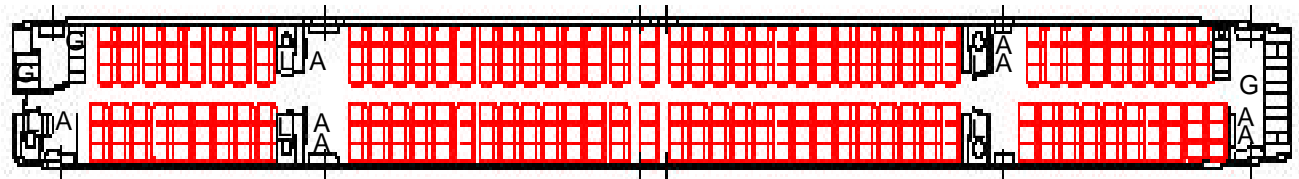
CABIN CONFIGURATION-Continued

-300

A	ATTENDANT
G	GALLEY
L	LAVATORY



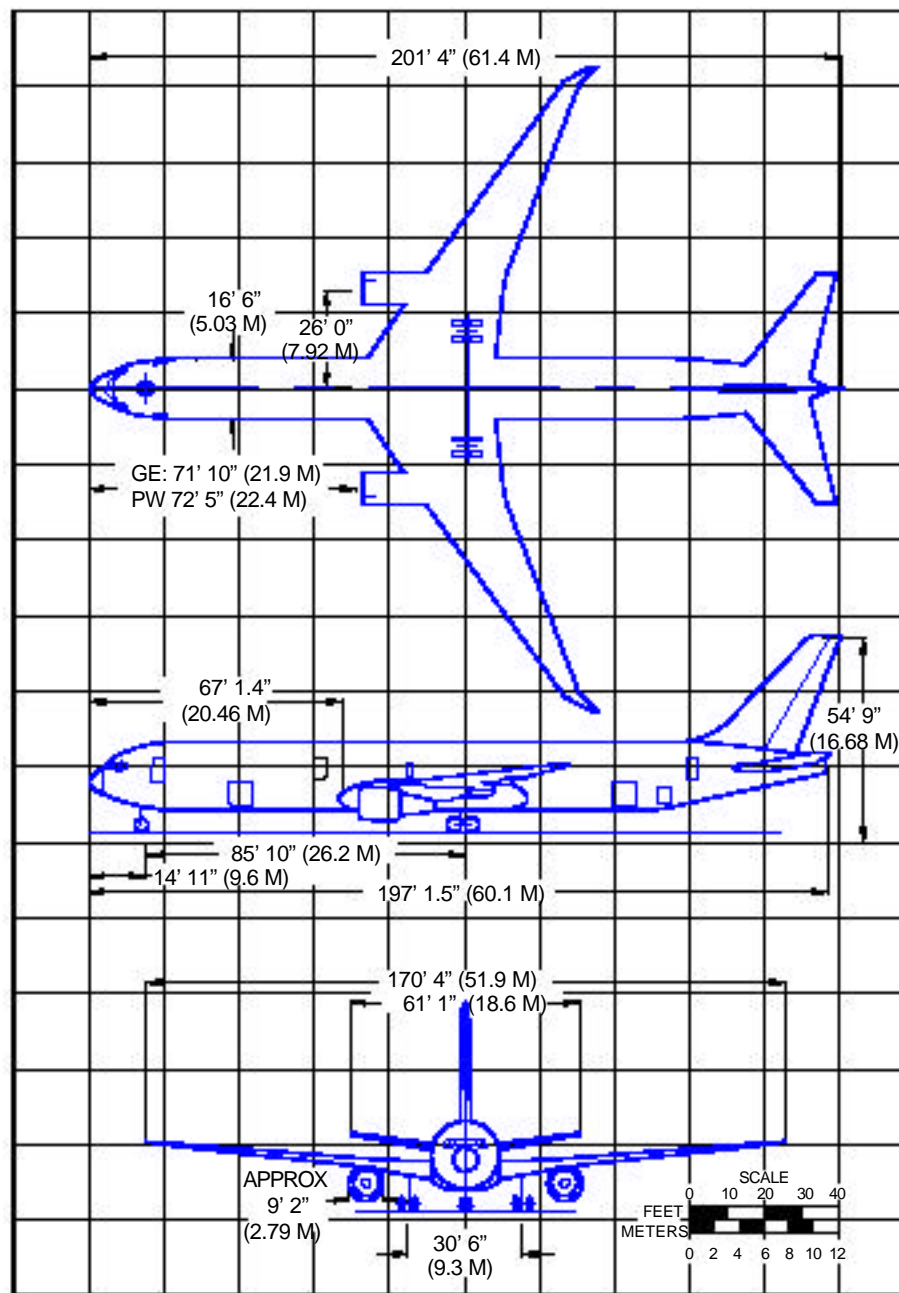
DUAL CLASS ARRANGEMENT - 243 SEATS
12 FIRST CLASS SEATS 231 ECONOMY CLASS SEATS



SINGLE CLASS ARRANGEMENT
279 ECONOMY CLASS SEATS

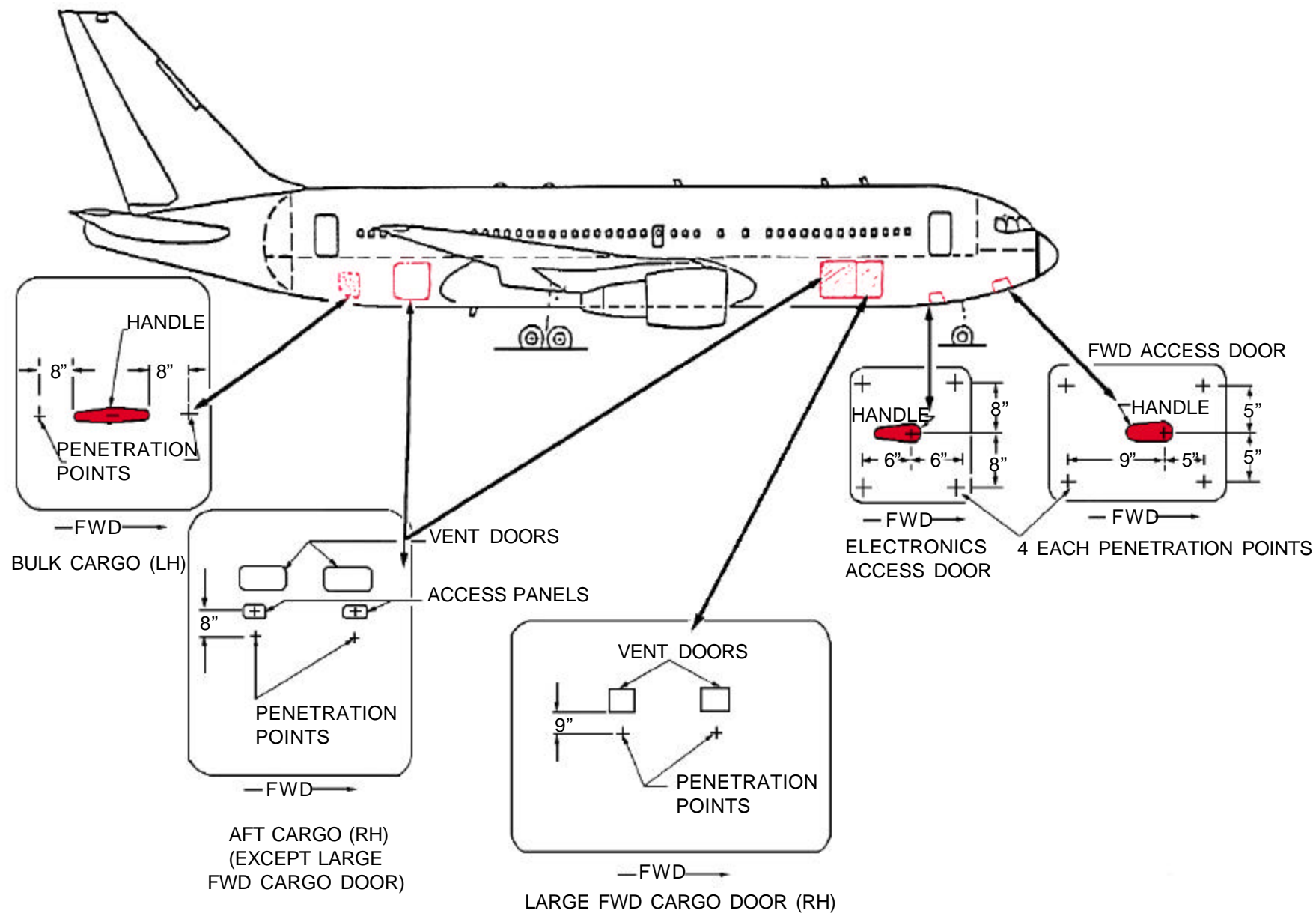


AIRCRAFT DIMENSIONS



-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

767

AIRCRAFT ENTRY - ALL MODELS

1. NORMAL/EMERGENCY ENTRY

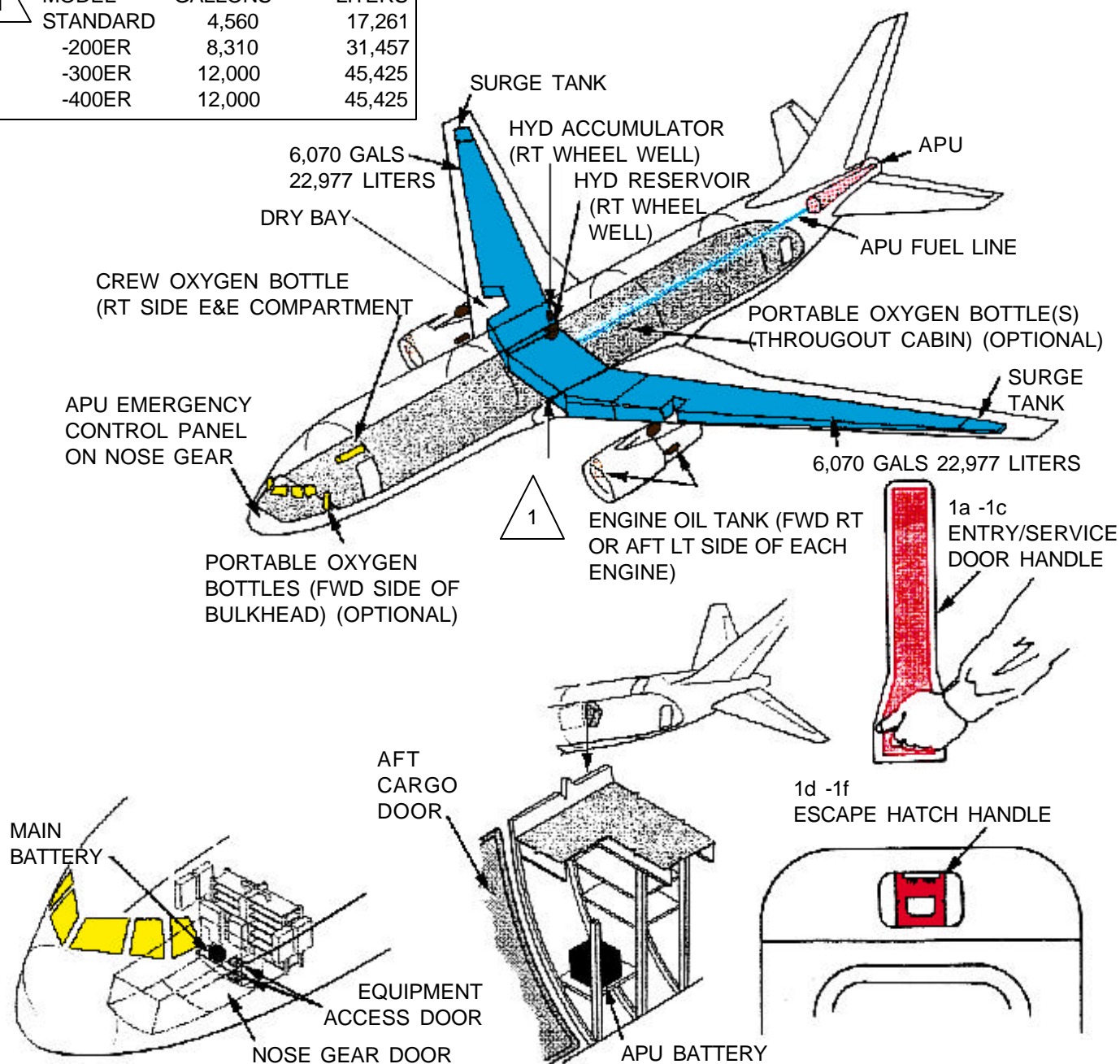
- To open entry/service door: push in lower part of handle.
- Lift handle to unlock door.
- Raise door upward.
- To open overwing escape hatches: lift lower portion of handle away from the side of the aircraft.
- Continue to raise handle to the full up position.
- Push hatch inward and upward.

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

- Cut areas along window lines as last resort.



ENGINE SHUTDOWN AND AIRCREW EXTRACTION

1. ENGINE SHUTDOWN

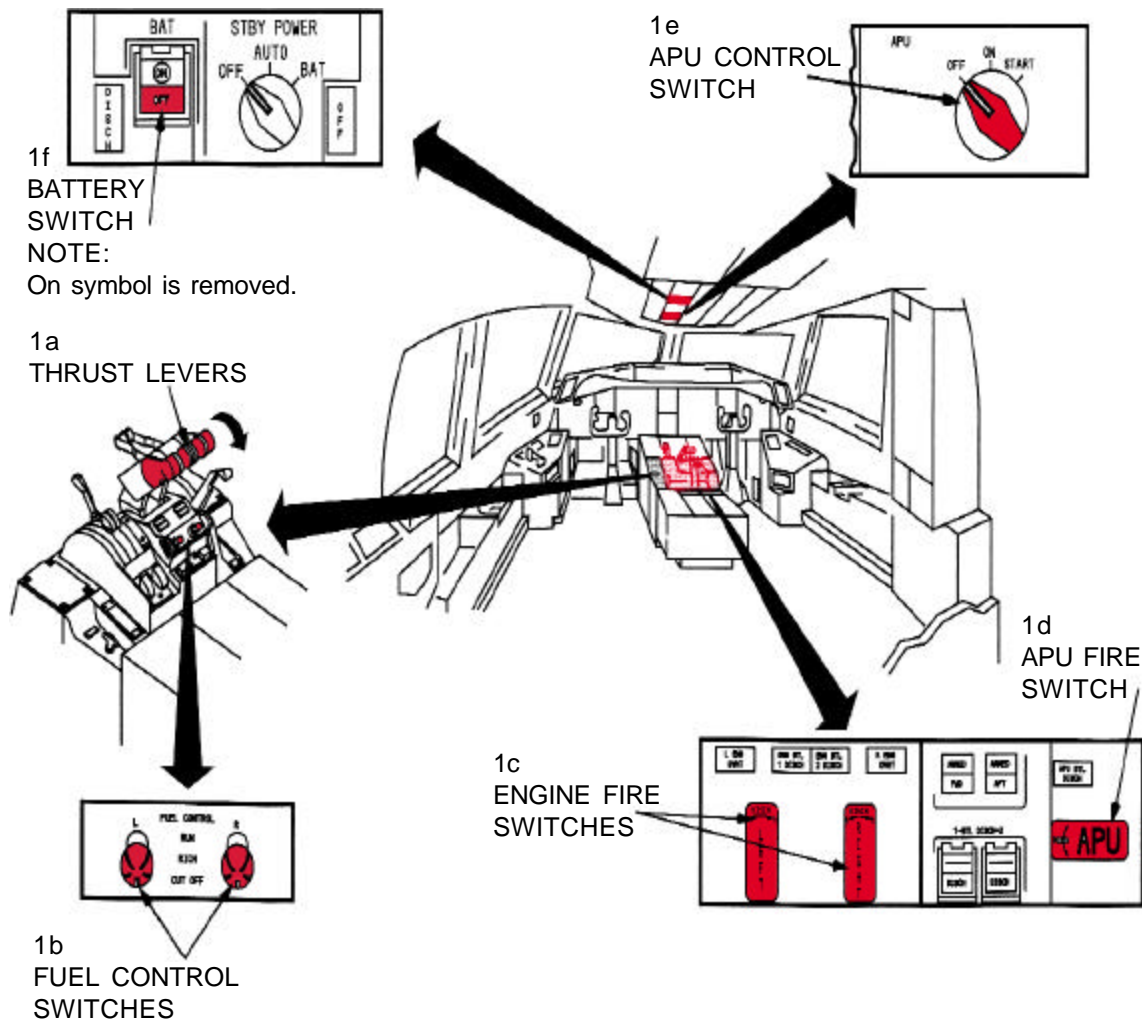
- a. Retard thrust levers, located on pilot's center console, to RETARD position.
- b. Place fuel control switches, located on pilot's center console under thrust levers, to CUT OFF position.
- c. In case of engine fire, pull engine fire switches, located on pilot's center console. Turn left or right 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 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.

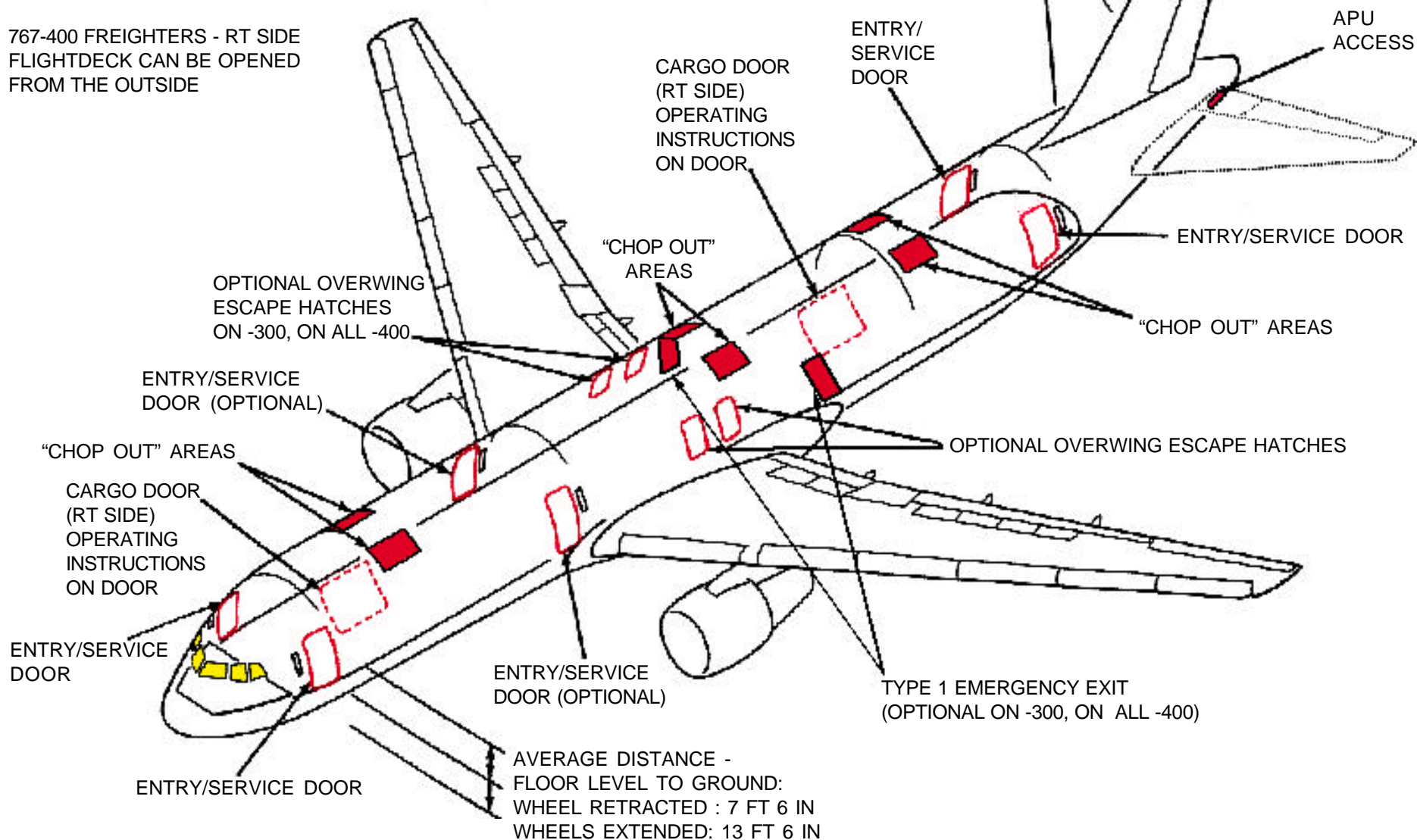
NOTE:

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



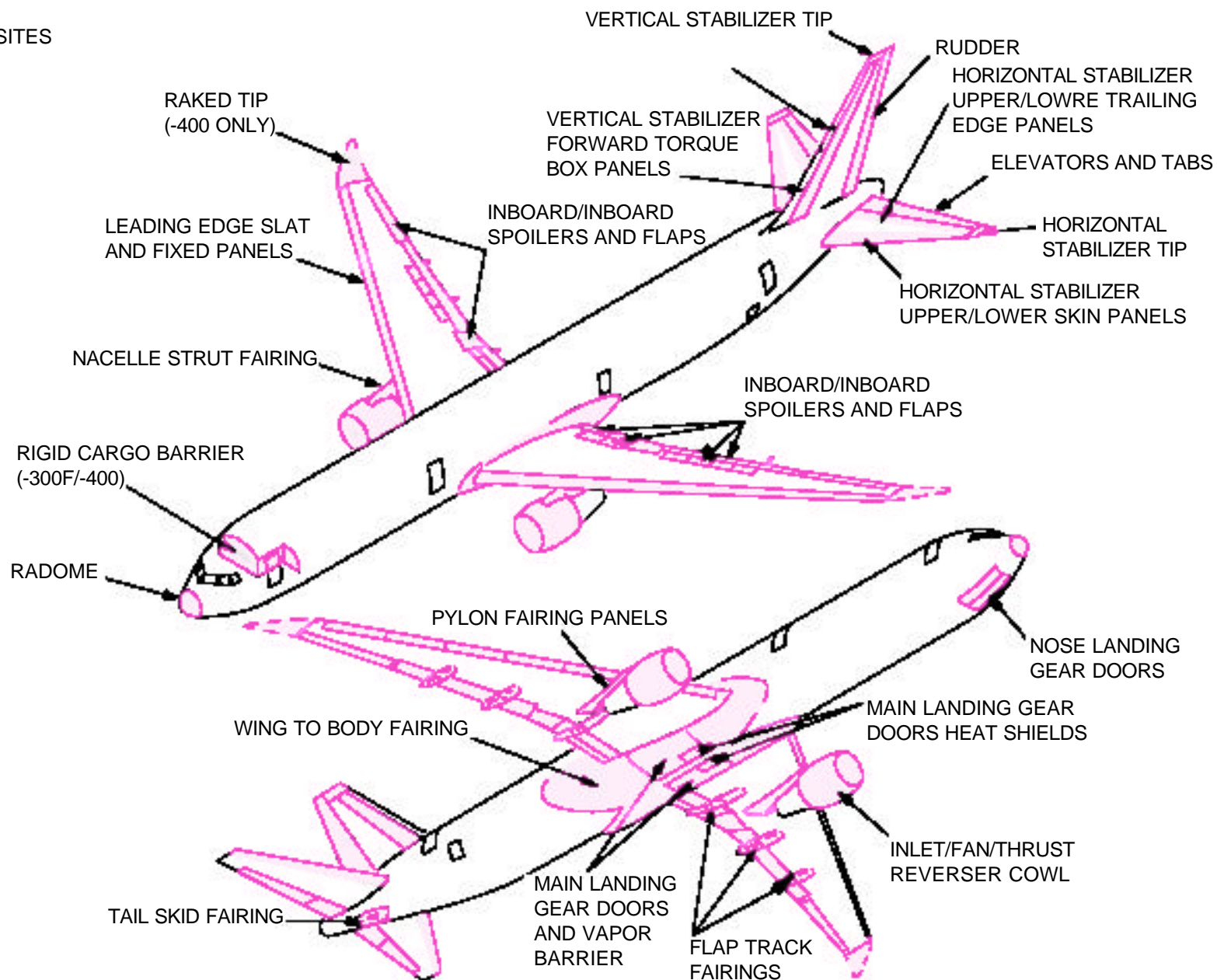
EMERGENCY RESCUE ACCESS

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



AIRFRAME MATERIALS

COMPOSITES



CABIN CONFIGURATION

-200 & -300

767

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

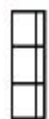
-200 SERIES AEROMEDICAL EVACUATION CONFIGURATION

LEGEND:

- = Power Distribution System
- G = Galley
- LAV = Lavatory
- NWS = Nurse's Work Station
- O₂ = Oxygen Management Panel

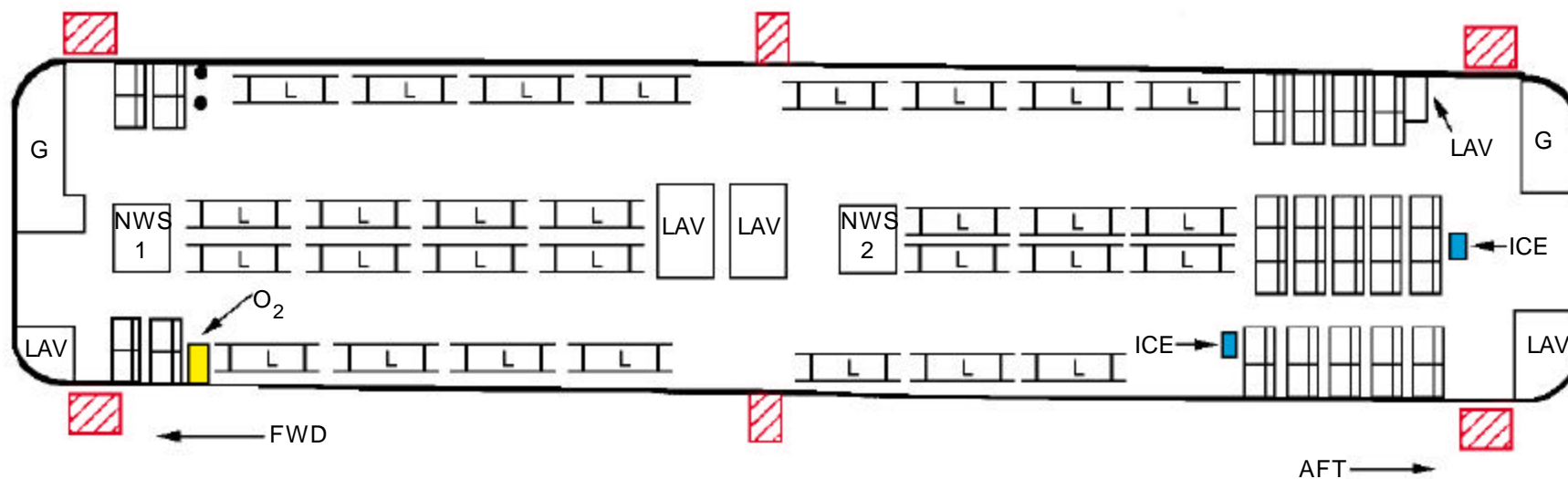
 = Litter

 = 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
- O₂ = Oxygen Management Panel

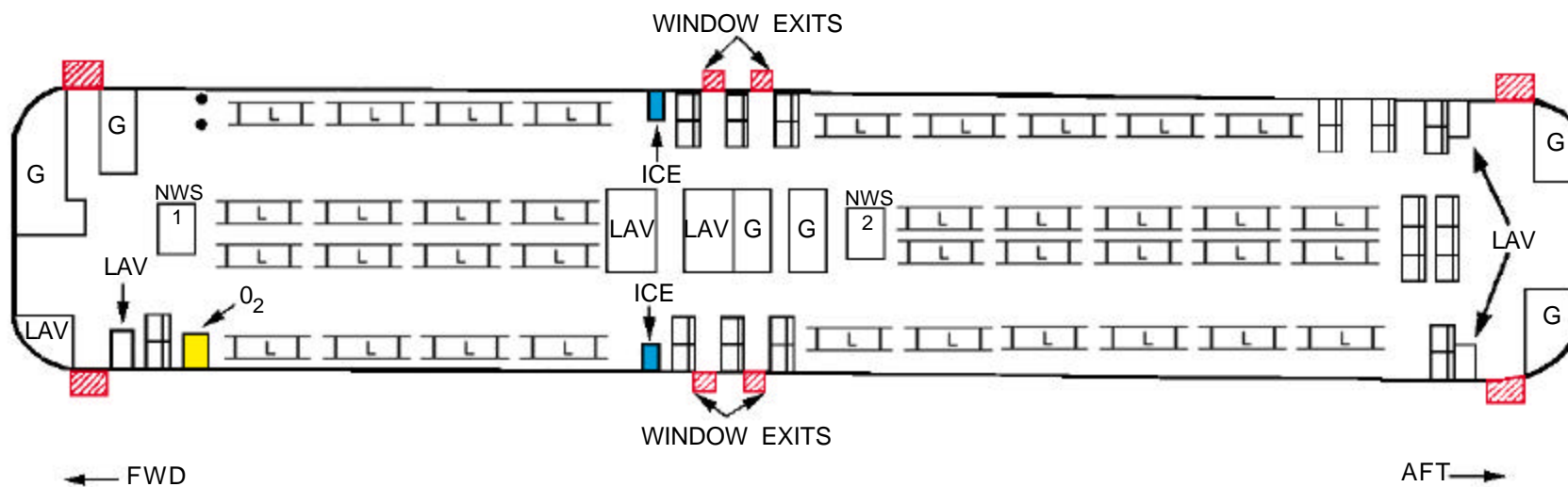
 = Litter

 = Emergency Exit

 = Seats

NOTE:

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

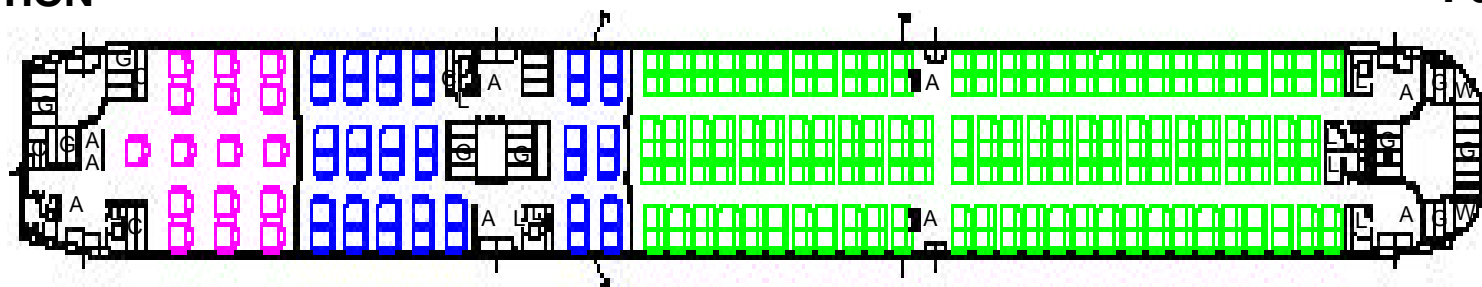


CABIN CONFIGURATION

767

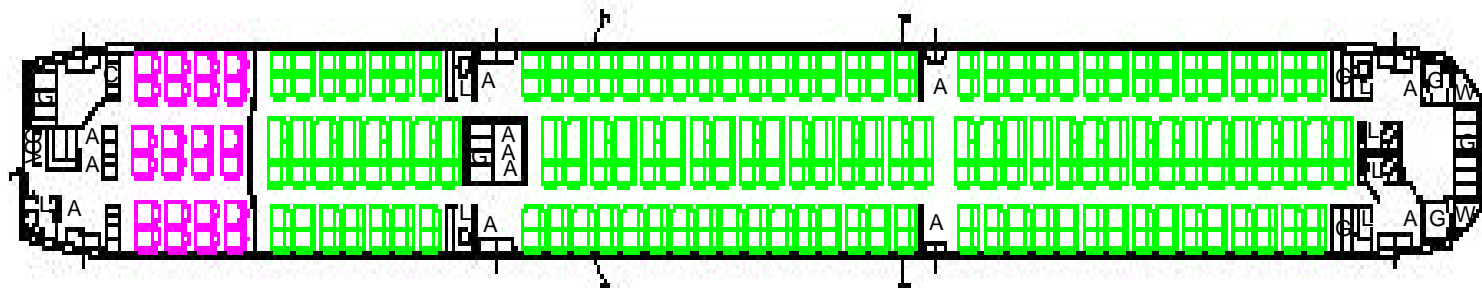
-400ER

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



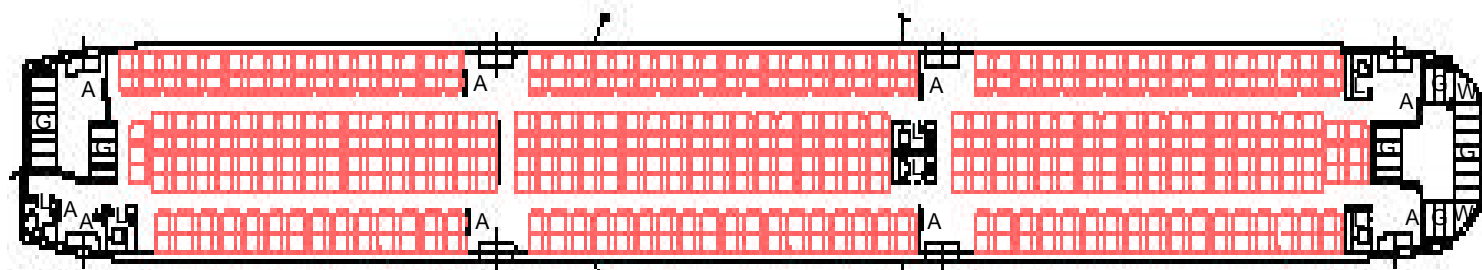
THREE-CLASS CONFIGURATION - 243 PASSENGERS

16 FIRST CLASS
36 BUSINESS CLASS
189 ECONOMY CLASS



TWO-CLASS CONFIGURATION - 296 PASSENGERS

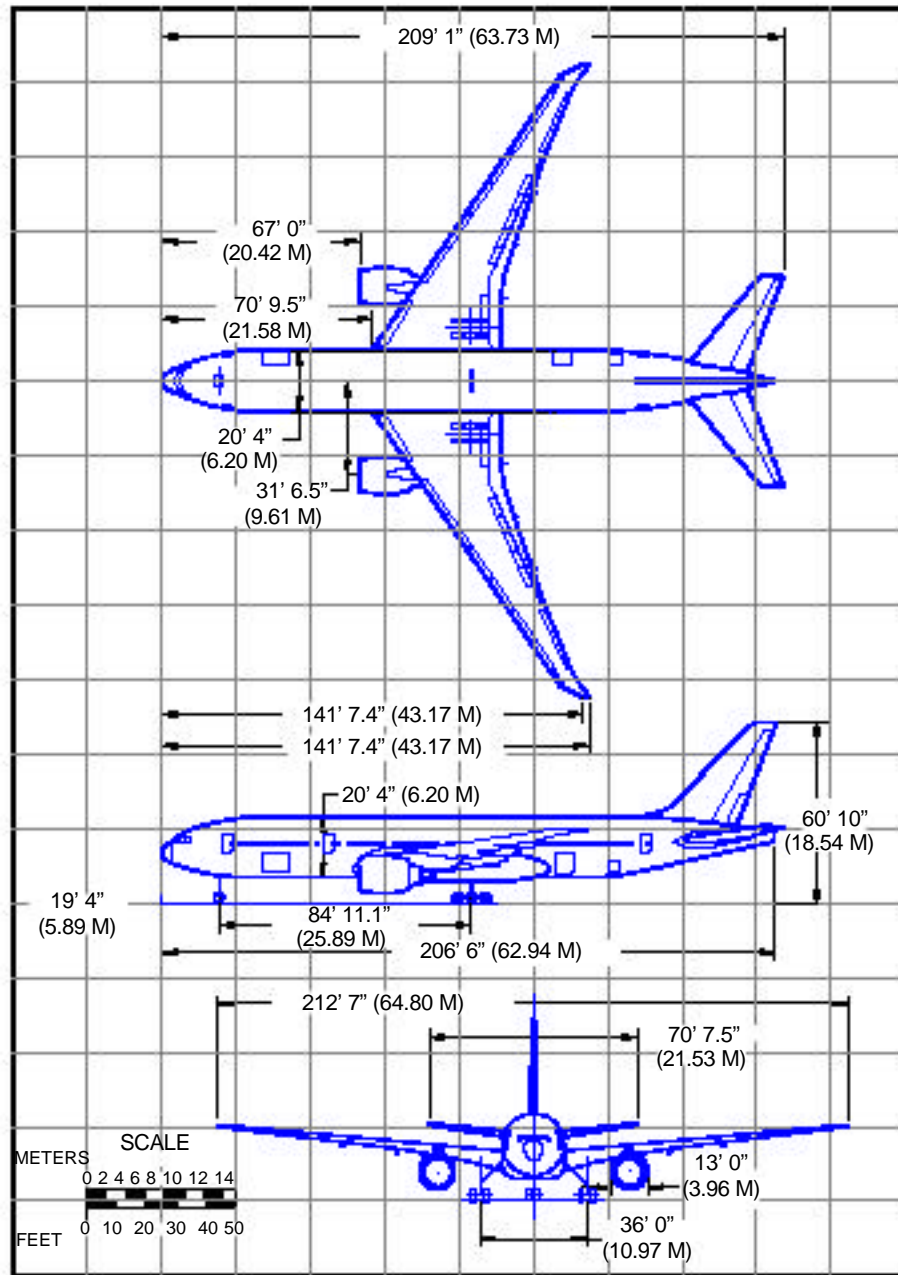
24 FIRST CLASS
272 ECONOMY CLASS

ONE-CLASS CONFIGURATION - 409 PASSENGERS
ALL ECONOMY CLASS

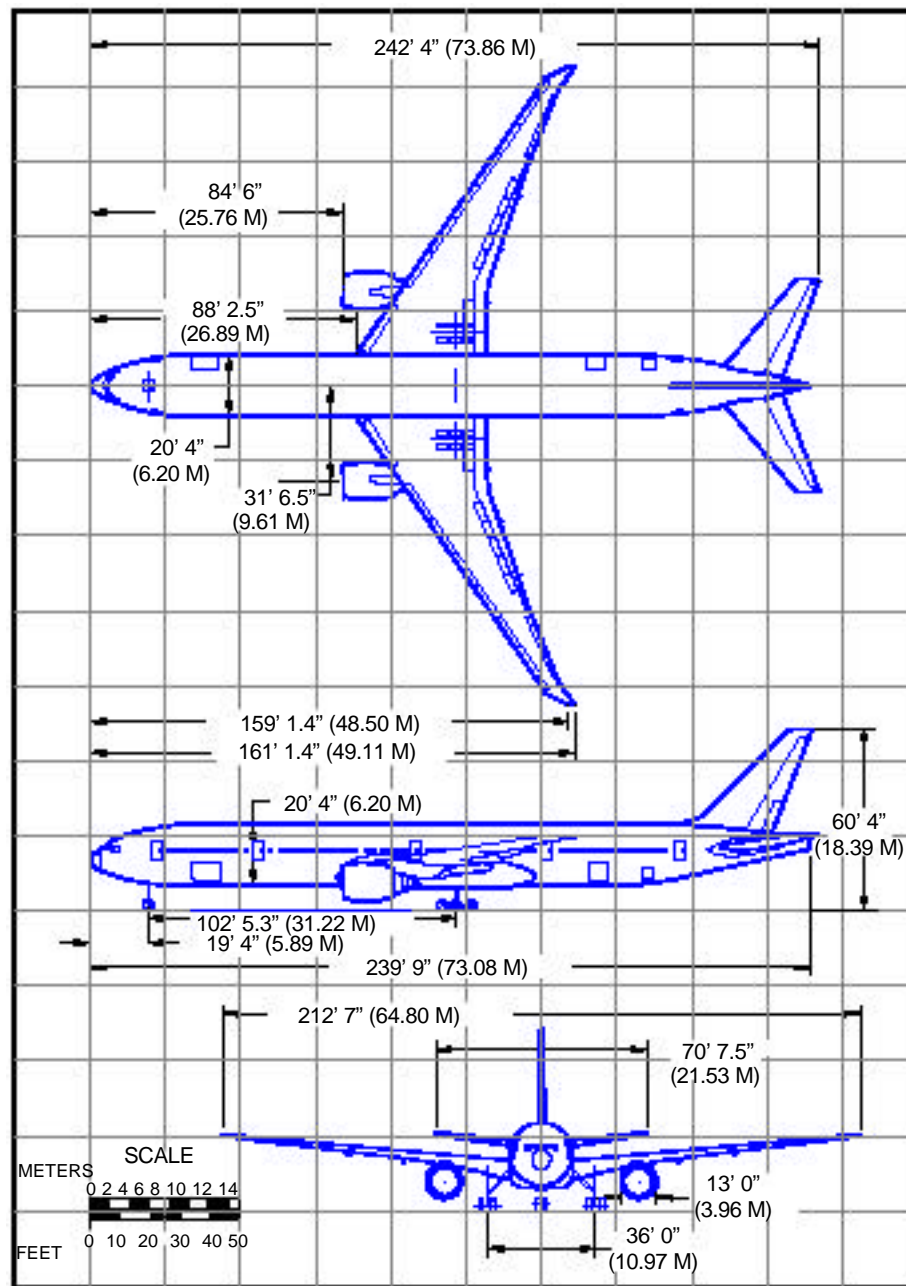
AIRCRAFT PAINT SCHEME



AIRCRAFT DIMENSIONS




777-200LR



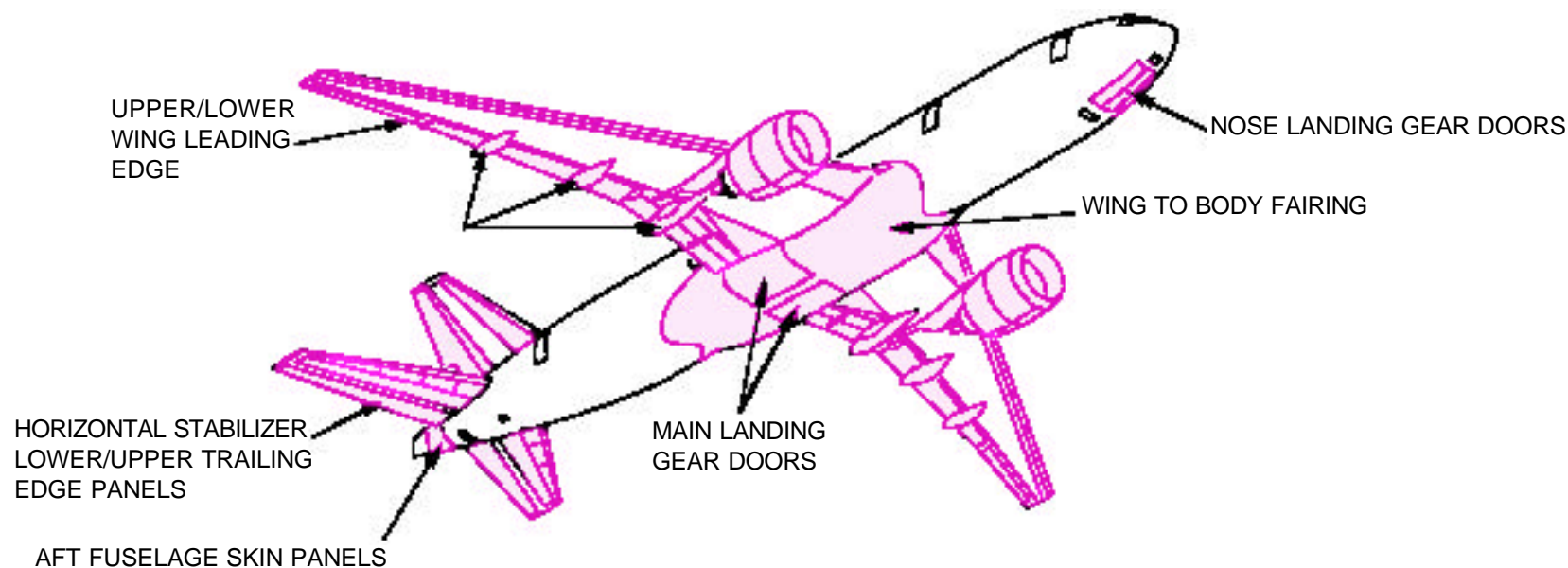
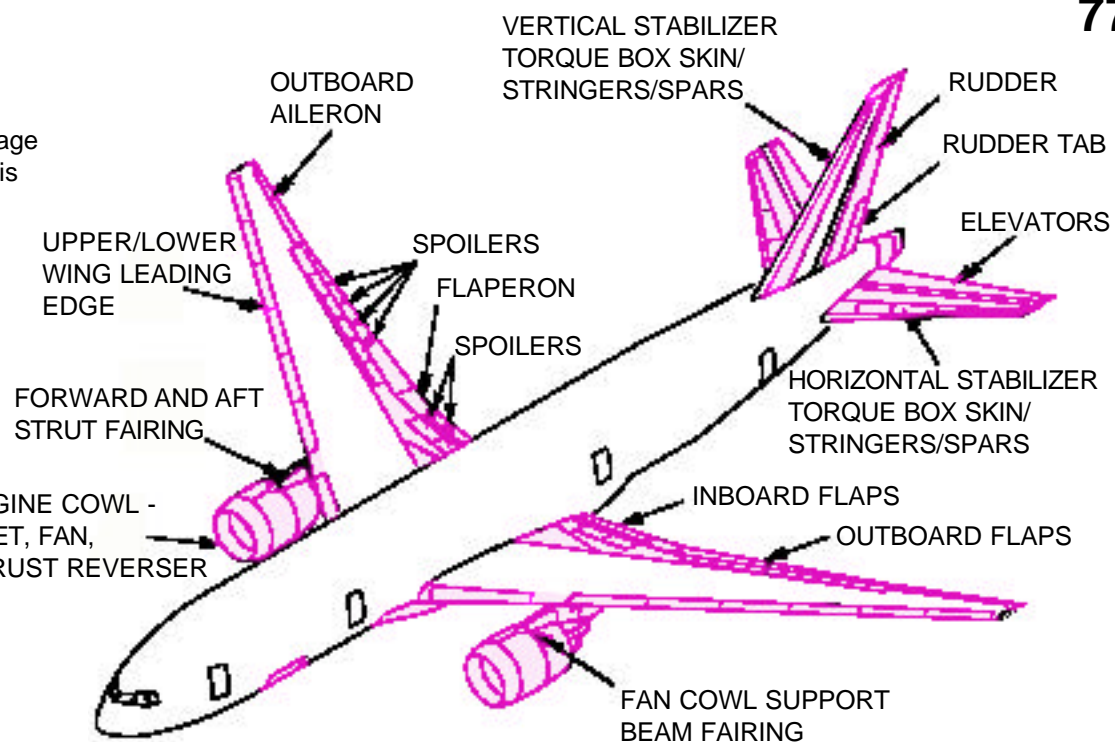
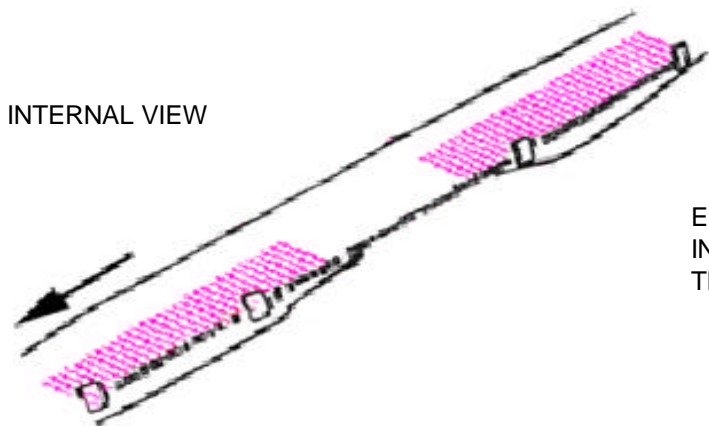
777-300ER

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

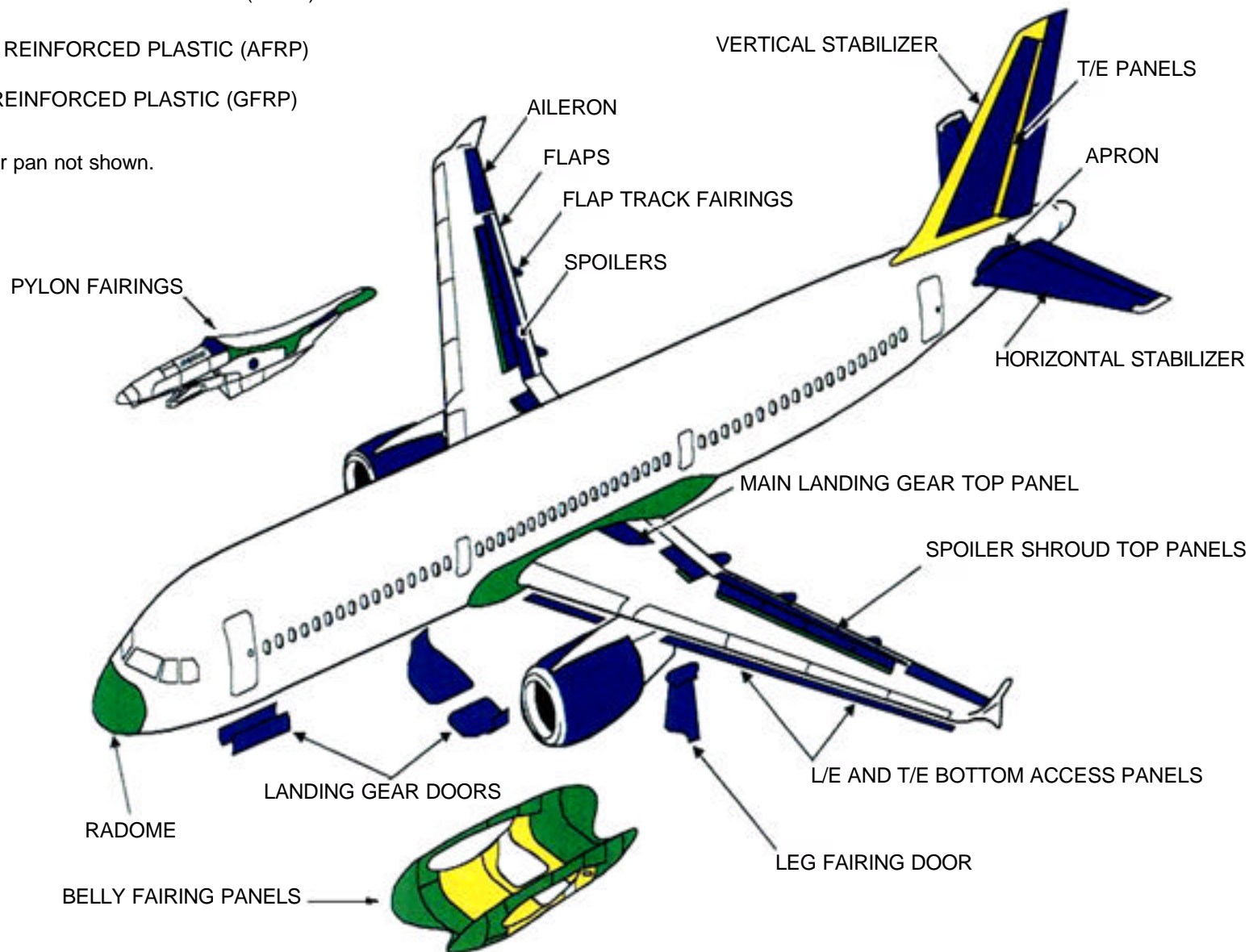
 CARBON FIBER REINFORCED PLASTIC (CFRP)

 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

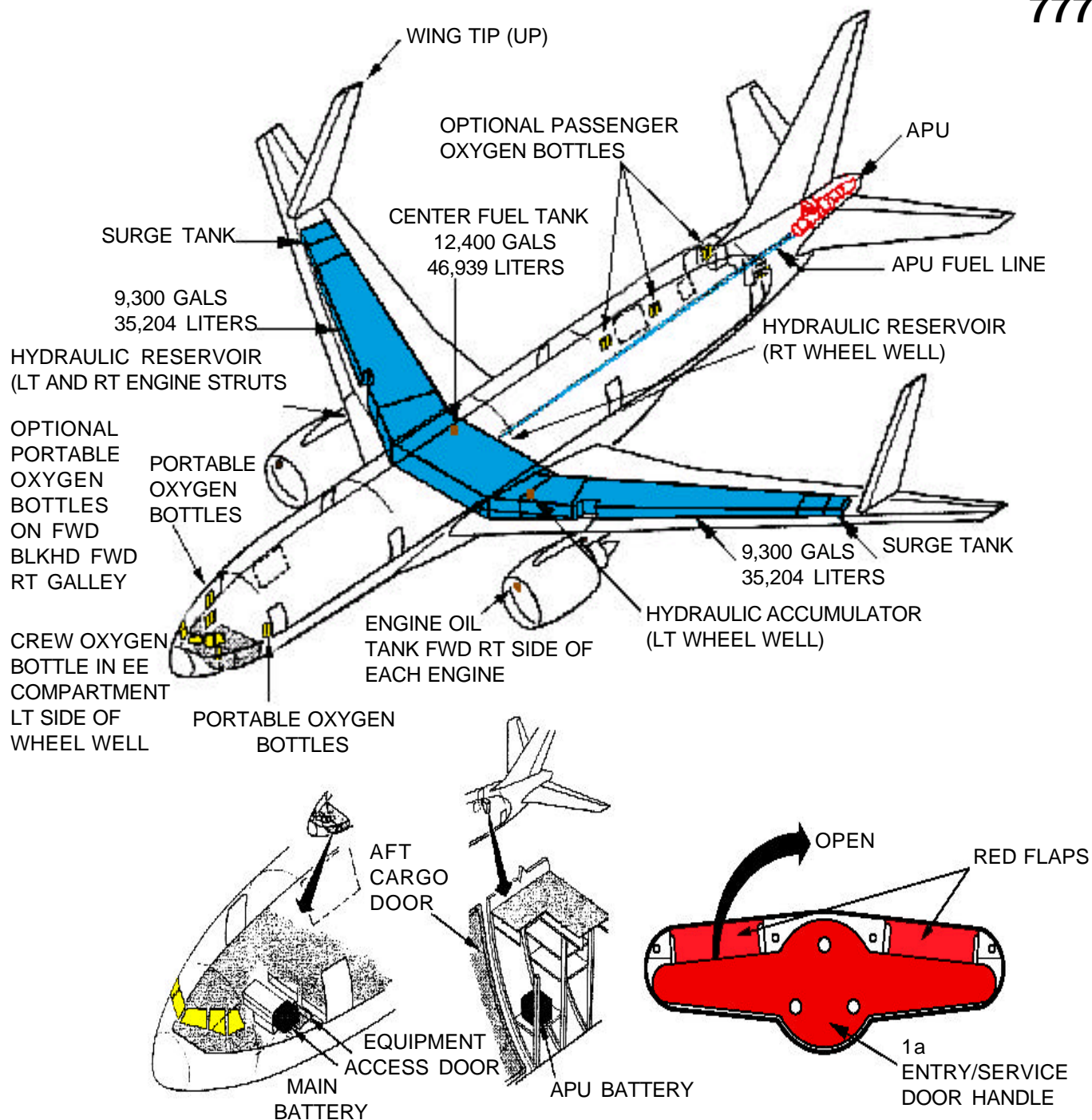
- To open all entry/service doors: push in on red flaps to access the entry/service door handle. (left handle shown - right handle opposite)
- Rotate handle counterclockwise 120 degrees.
- Pull door outward.
- Rotate entry/service door handle 180 degrees in the direction of the "open" arrow.
- Pull door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

- 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 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.
- Rotate APU control switch, located on pilot's overhead center panel, to OFF.

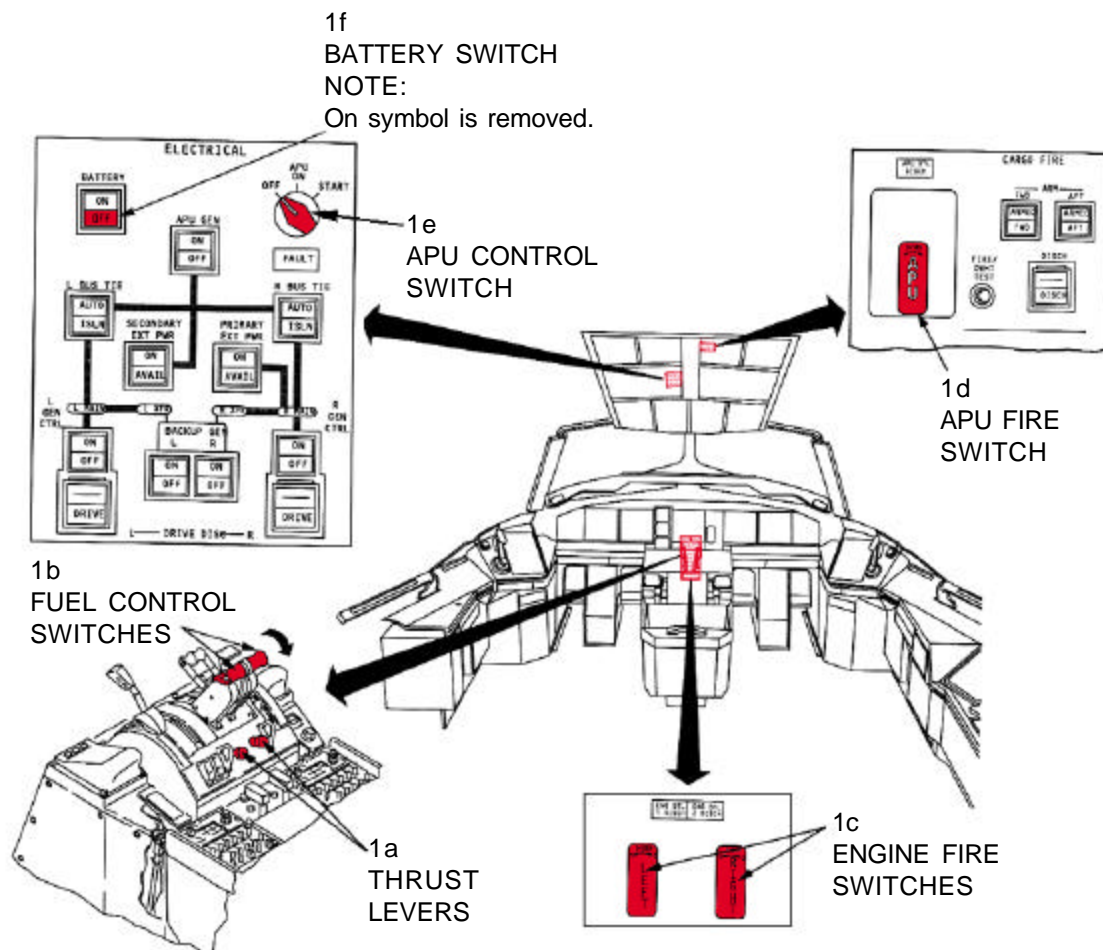
- Press battery switch, located on pilot's overhead center panel left side, to OFF.

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

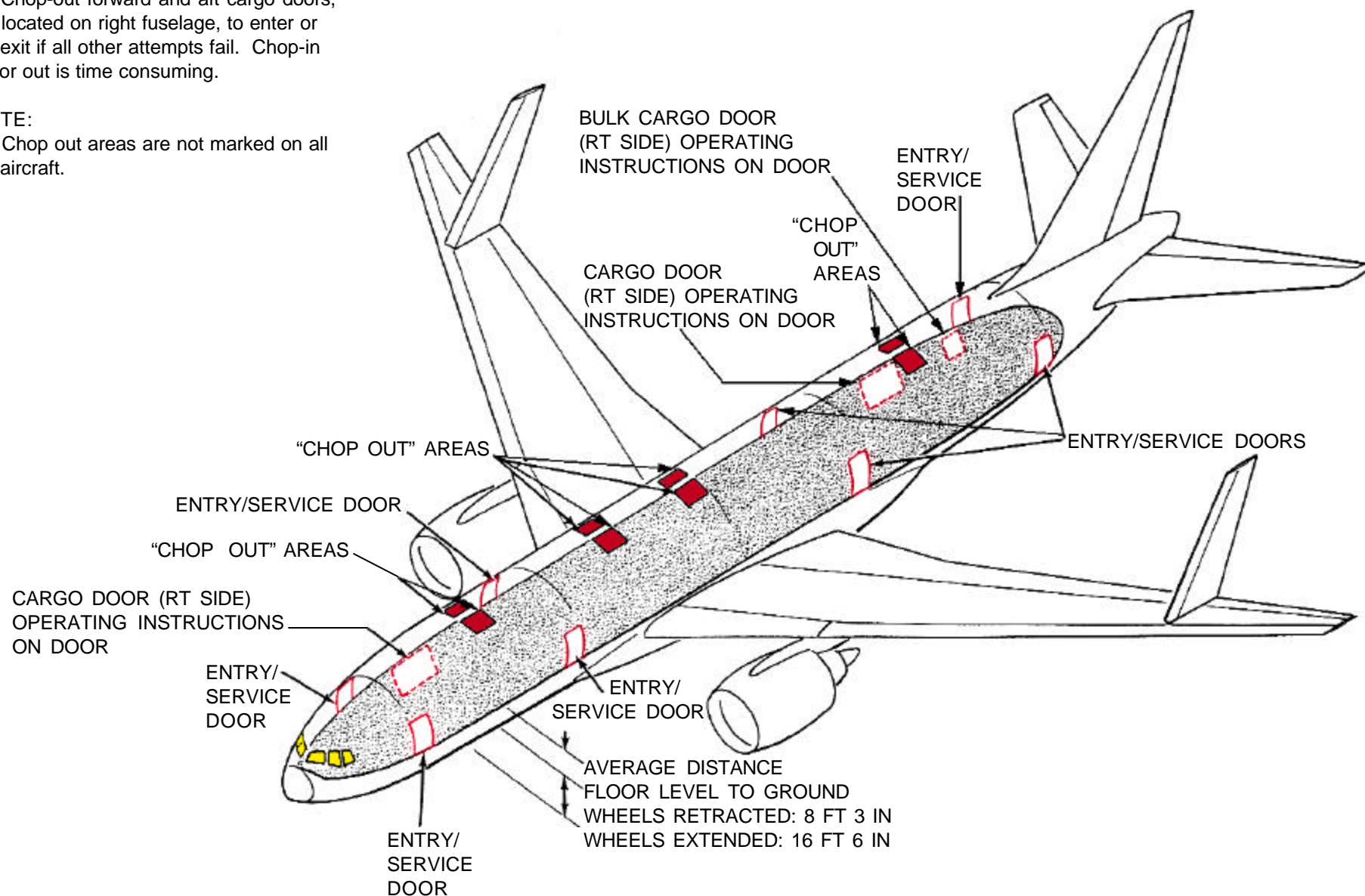
-200A/B & -300

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.



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.



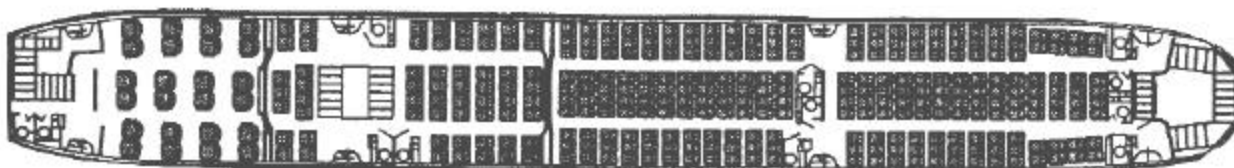
6 ABREAST
24 FIRST CLASS

7 ABREAST
54 BUSINESS CLASS

9 ABREAST
227 PREMIUM COACH CLASS

NOTE:

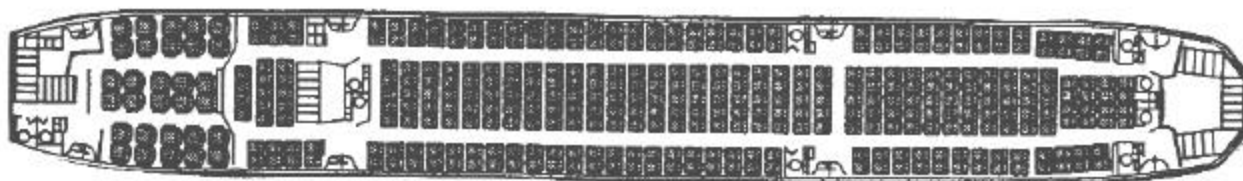
The flightdeck is composed of two crew members only. Two observer seats are also located in the flightdeck.



6 ABREAST
24 FIRST CLASS

8 ABREAST
61 BUSINESS CLASS

10 ABREAST
243 PREMIUM COACH CLASS



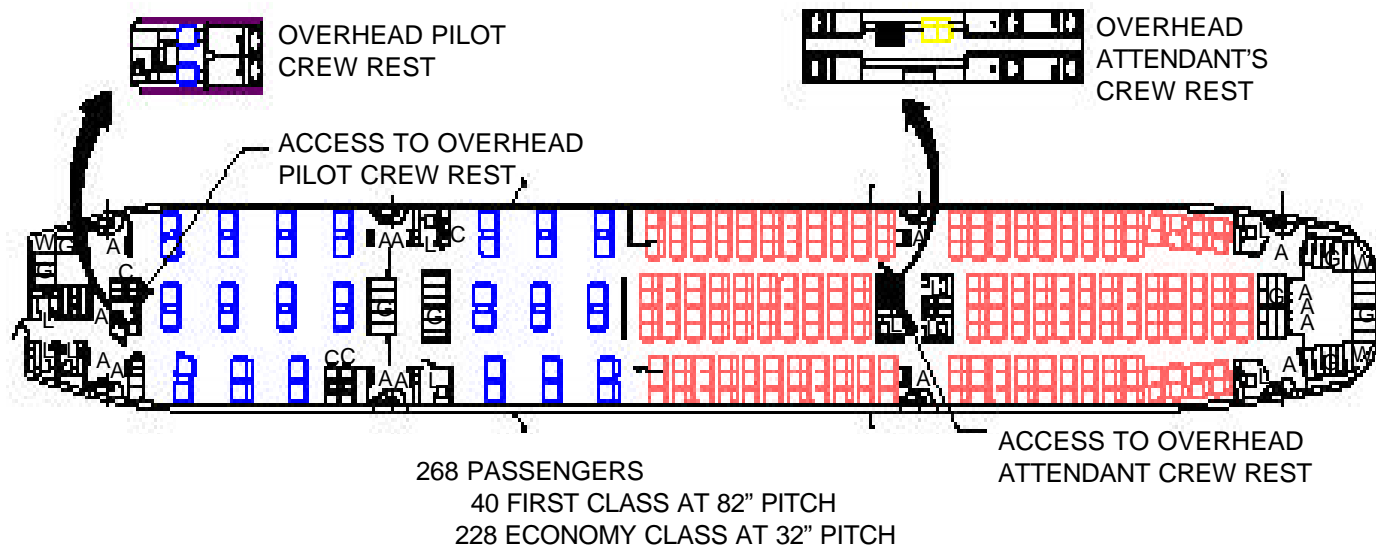
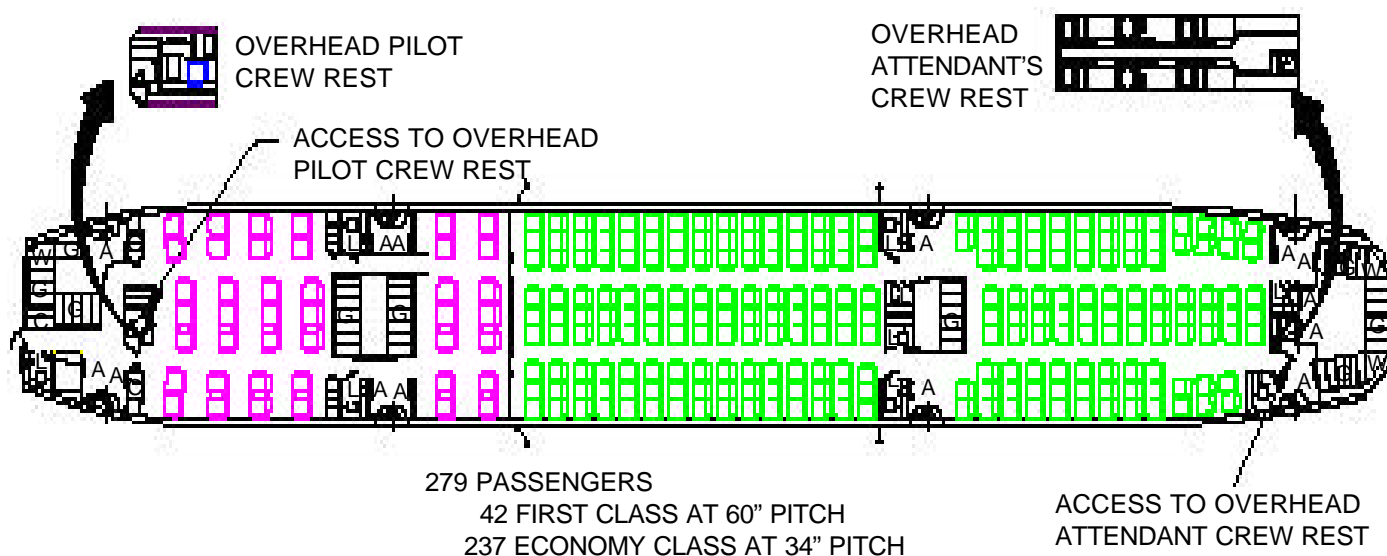
6 ABREAST
30 FIRST CLASS

9 ABREAST
345 PREMIUM COACH CLASS

CABIN CONFIGURATION-Continued

-200LR (TYPICAL TWO CLASS)

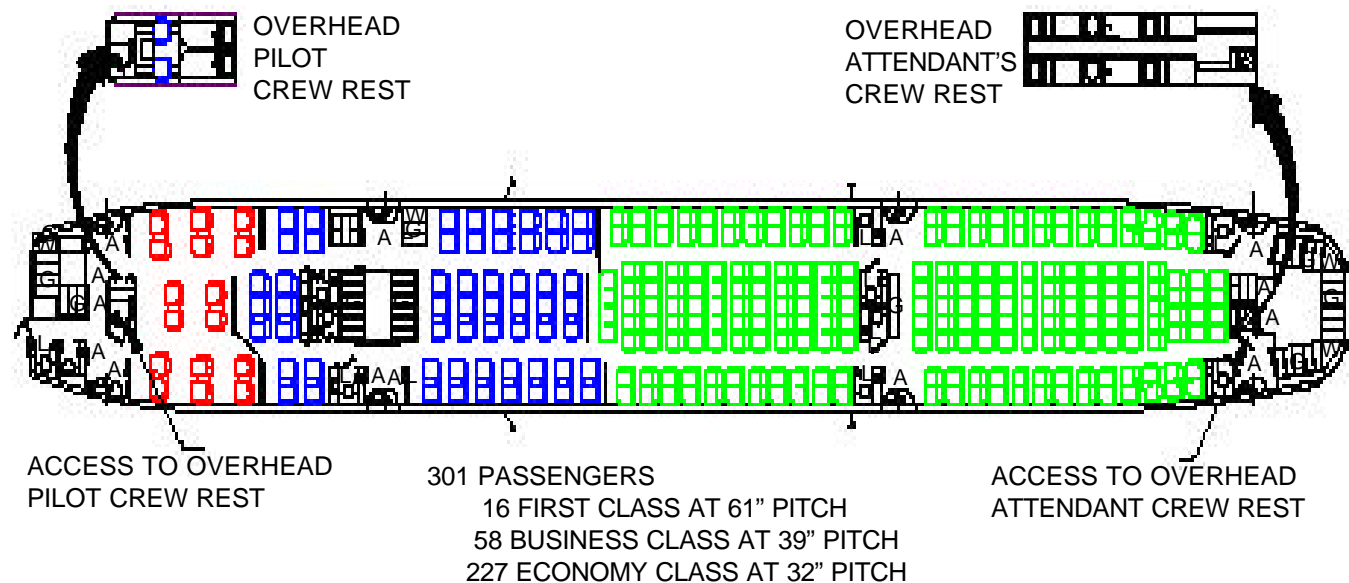
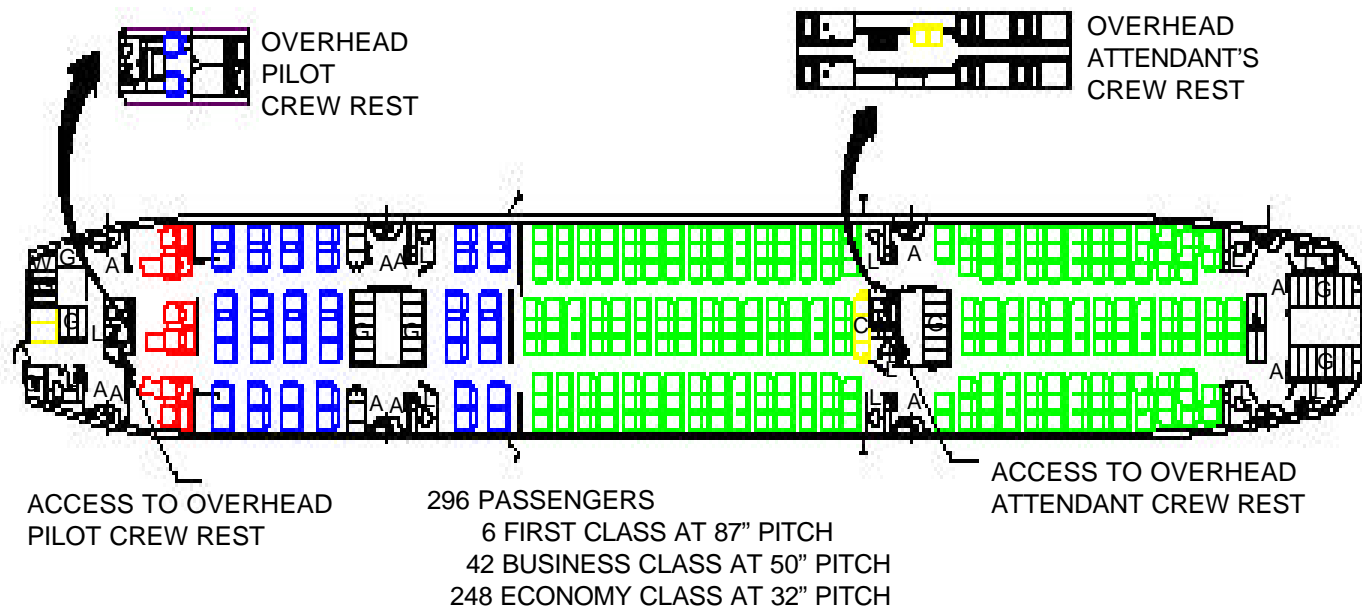
A	ATTENDANT' SEAT
G	GALLEY
L	LAVATORY
C	CLOSET
W	WARDROBE
PS	PURSER STATION



CABIN CONFIGURATION-Continued

-200LR (TYPICAL THREE CLASS)

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

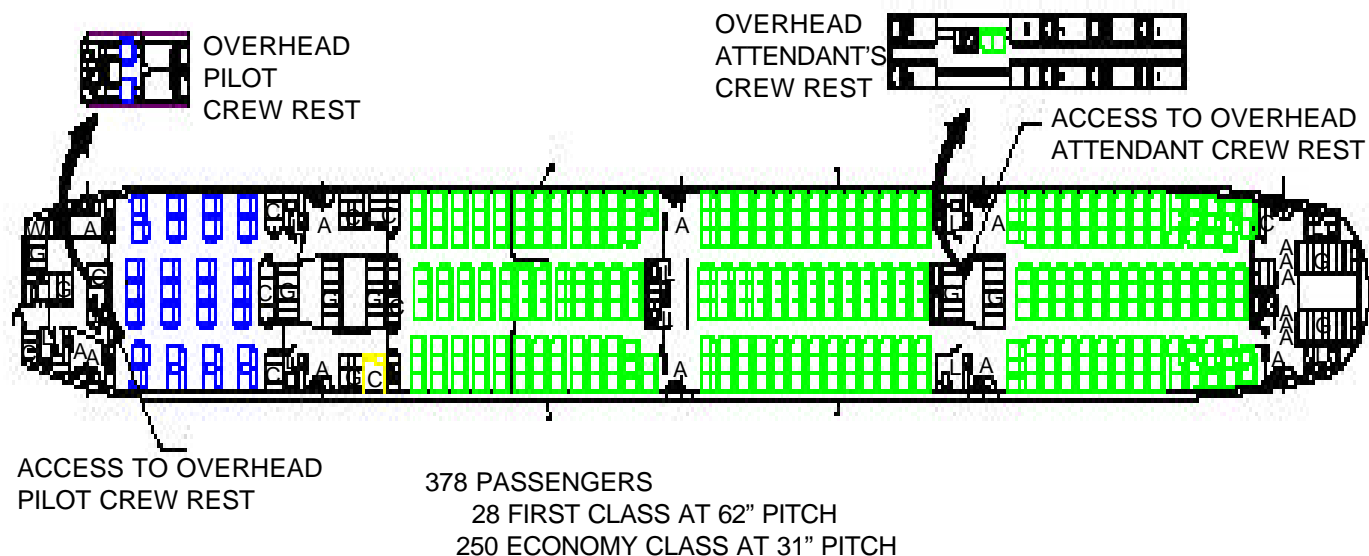
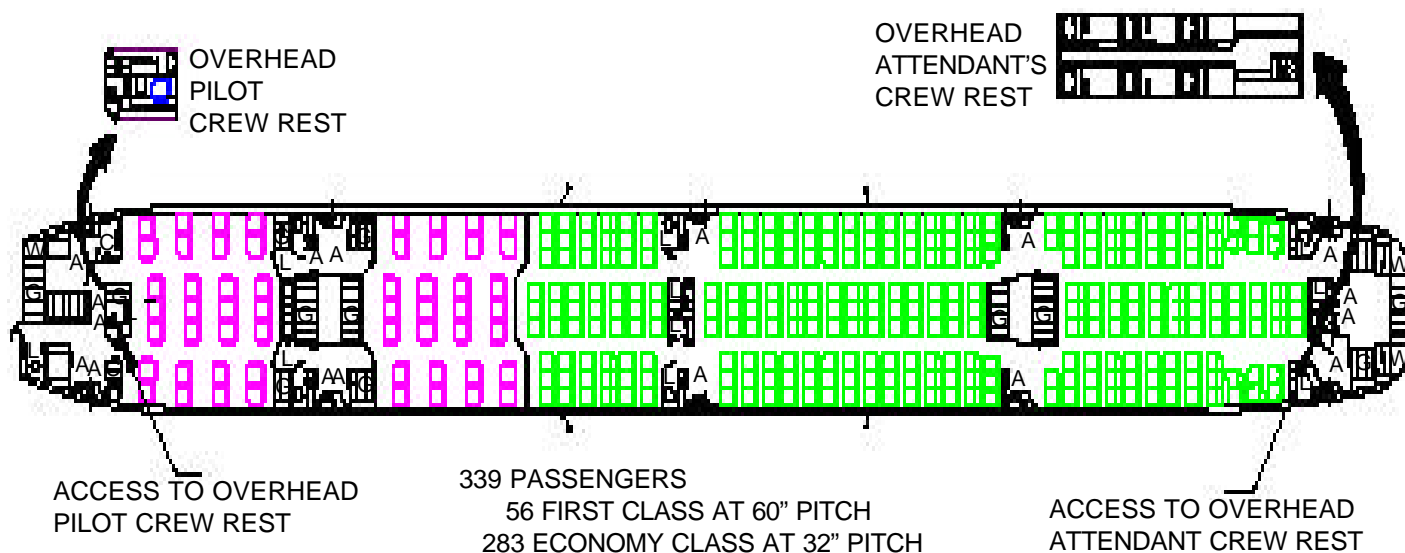


CABIN CONFIGURATION-Continued

777

-300ER (TYPICAL TWO CLASS)

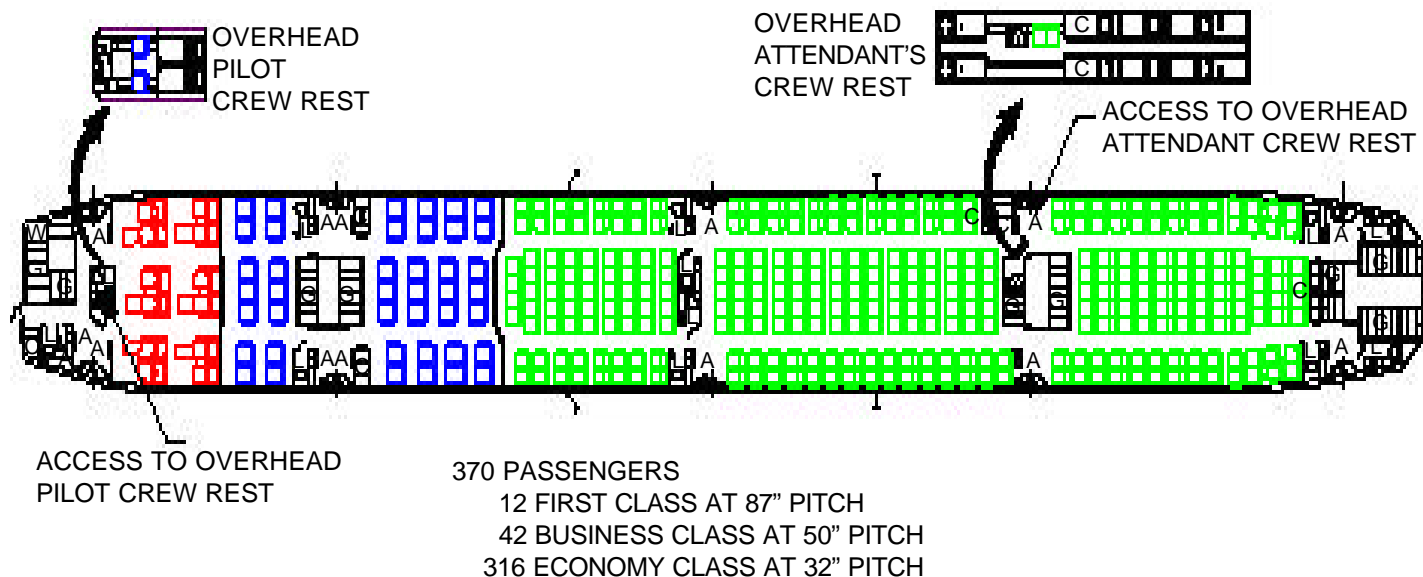
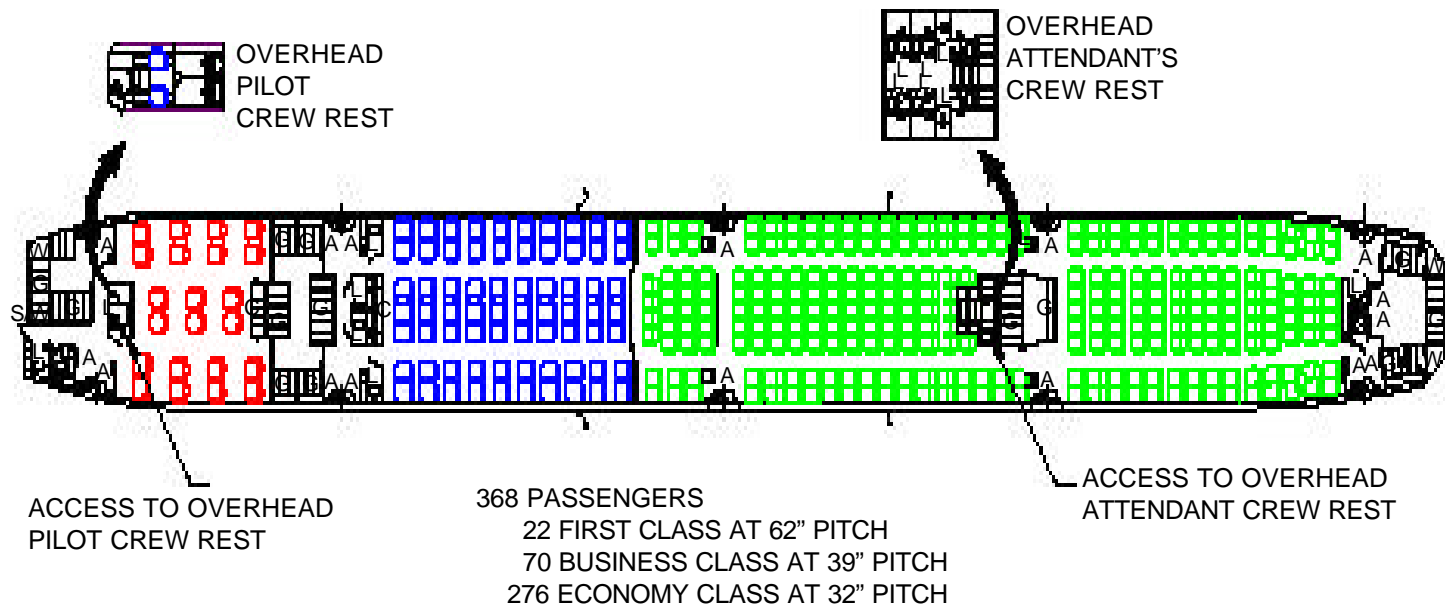
A	ATTENDANT' SEAT
G	GALLEY
L	LAVATORY
C	CLOSET
W	WARDROBE
S/W	STOWAGE/WARDROBE



CABIN CONFIGURATION-Continued

-300ER (TYPICAL THREE CLASS)

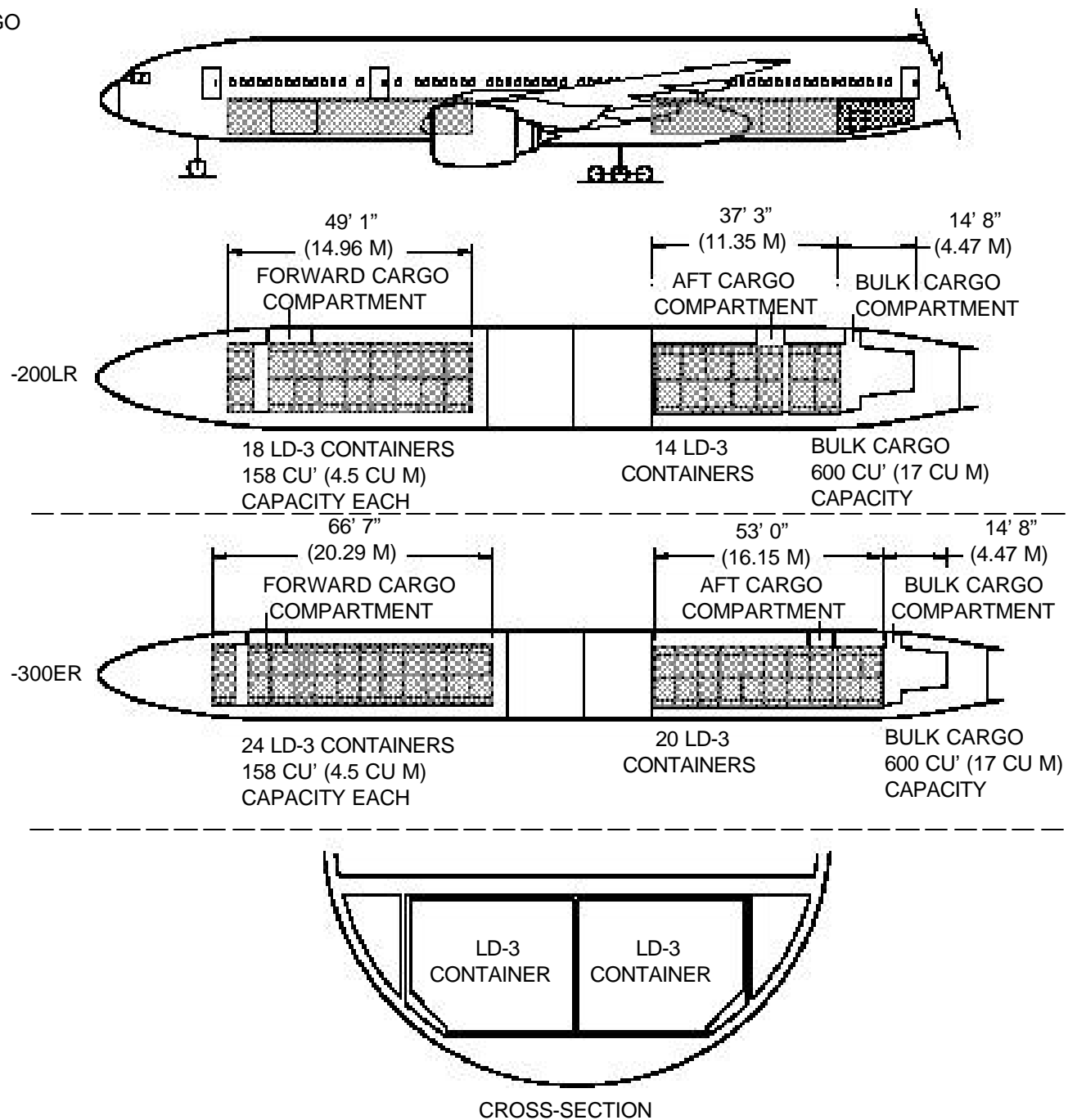
A	ATTENDANT' SEAT
G	GALLEY
L	LAVATORY
C	CLOSET
W	WARDROBE
S/W	STOWAGE/WARDROBE



LOWER CARGO COMPARTMENTS

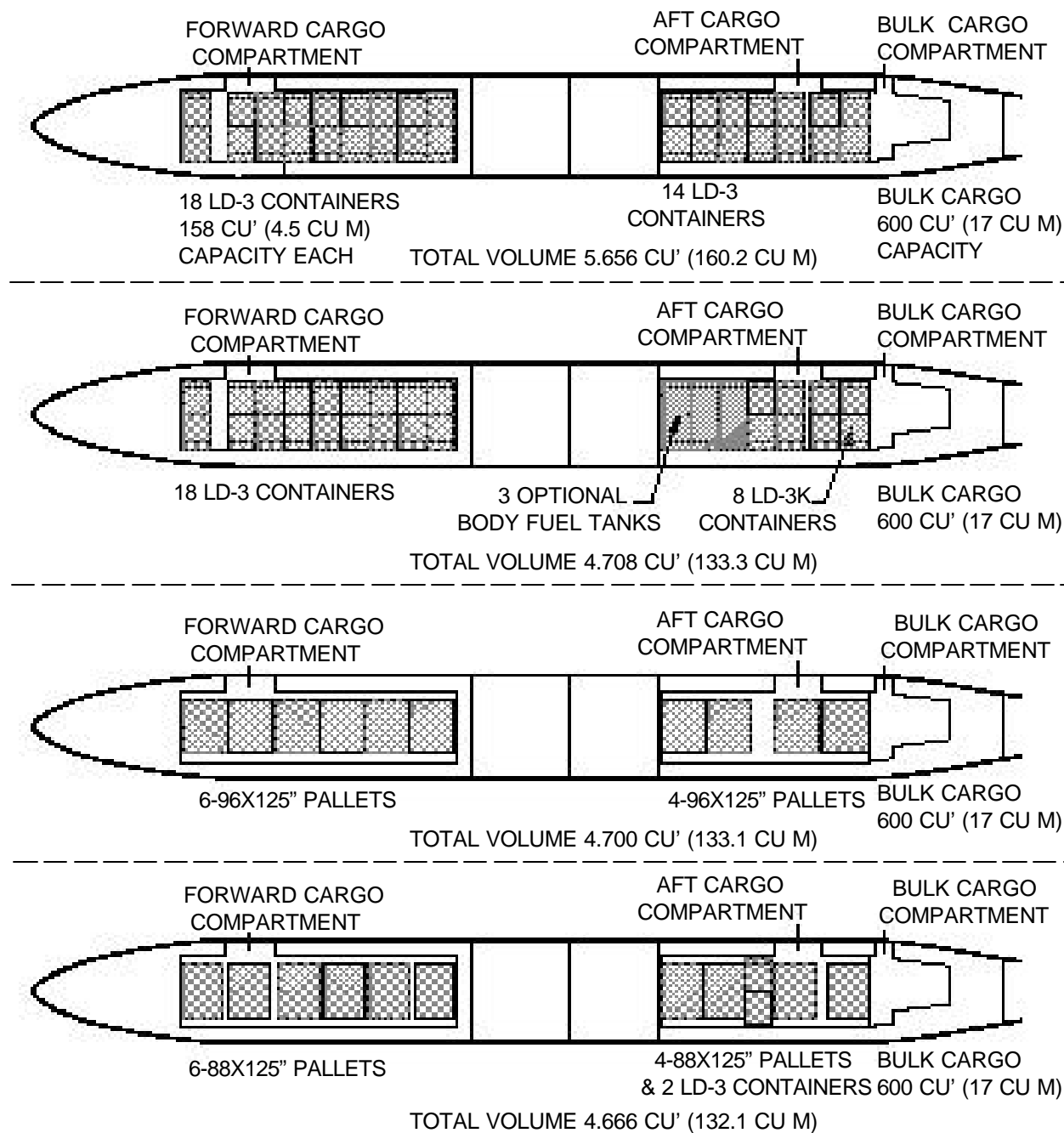
-200LR, -300ER - CONTAINERS AND BULK CARGO

777



LOWER CARGO COMPARTMENTS-Continued

-200LR - OPTIONAL AFT LARGE CARGO DOOR



LOWER CARGO COMPARTMENTS-Continued

-300ER - OPTIONAL AFT LARGE CARGO DOOR

