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

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

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

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

1 CO-PILOT’S SLIDING WINDOW
(Pilot’s window - as installed)

- TO OPEN WINDOW FROM OUTSIDE:
  1. PUSH IN EXTERNAL ACCESS DOOR.
  2. PULL EXTERNAL RELEASE HANDLE.
  3. SLIDE WINDOW OPEN.

2 FWD AND AFT ENTRY DOOR
EXTERNAL HANDLE (LH SIDE)

- TO OPEN DOOR:
  1. PULL HANDLE OUTWARD.
  2. ROTATE CLOCKWISE.
  3. PULL DOOR OUTWARD.

3 FWD AND AFT SERVICE DOOR
EXTERNAL HANDLE (RH SIDE)

- TO OPEN DOOR:
  1. PULL HANDLE OUTWARD.
  2. ROTATE COUNTERCLOCKWISE.
  3. PULL DOOR OUTWARD.

WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

4 EMERGENCY OVERWING ESCAPE HATCH

- TO OPEN HATCH FROM OUTSIDE:
  1. PUSH IN PANEL.
  2. PUSH HATCH INWARD & LIFT UP.

5 CARGO DOOR OPERATION

- TO OPEN CARGO DOOR:
  1. UNLOCK THE EXT. DOOR HANDLE
  2. VERIFY UNLOCKED LIGHT IS ON.
  3. HOLD THE UP TO CANOPY SWITCH IN POSITION UNTIL DOOR MOTION STOPS.

6 CUT-IN AREAS

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

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 5 FT
WHEELS EXTENDED: 8 FT 6 IN.

6 CUT-IN AREAS LOCATED BETWEEN WING FRONT SPAR AND ESCAPE HATCH (THREE BAYS) BELOW WINDOWS AND ABOVE FLOORS

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APU MASTER SWITCH - OFF

APU
OFF
ON
START

DELAY
OFF
ON
START

APU FIRE SWITCH - PULL

ENGINE FIRE SWITCHES - PULL
(IF NOT ILLUMINATED, PUSH AND HOLD THE BUTTON UNDER THE SWITCH TO RELEASE.)

BATTERY SWITCH
- LIFT GUARD
- SWITCH - OFF

THRUST LEVERS - RETARD

START LEVERS - CUTOFF

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

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

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

WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.
1 CO-PILOT’S SLIDING WINDOW
(Pilot’s Window - As Installed)

TO OPEN WINDOW FROM OUTSIDE:
1. PUSH IN EXTERNAL ACCESS DOOR.
2. PULL EXTERNAL RELEASE HANDLE.
3. SLIDE WINDOW OPEN.

2 FWD AND AFT ENTRY DOOR
EXTERNAL HANDLE (LH SIDE)

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE CLOCKWISE.
3. PULL DOOR OUTWARD.

WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE

3 FWD AND AFT SERVICE DOOR
EXTERNAL HANDLE (RH SIDE)

TO OPEN DOOR:
1. PULL HANDLE OUTWARD.
2. ROTATE COUNTERCLOCKWISE.
3. PULL DOOR OUTWARD.

4 EMERGENCY OVERWING EXIT DOOR

TO OPEN DOOR FROM OUTSIDE:
1. HOLD KNEE AGAINST LOWER PORTION OF DOOR.
2. PUSH IN EXTERIOR OVERWING EMERGENCY EXIT PUSH PANEL.
3. DOOR OPENS OUT AND UP AUTOMATICALLY.

WARNING: 737-600/700/800/900 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

5 CARGO DOOR OPERATION

TO OPEN CARGO DOOR:
1. UNLOCK THE EXT. DOOR HANDLE.
2. VERIFY UNLOCKED LIGHT IS ON.
3. HOLD THE UP TO CANOPY SWITCH IN POSITION UNTIL DOOR MOTION STOPS.

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

6 CUT-IN AREAS

Copyright © Boeing. See title page for details.
2" WIDE BAND OF CONTRASTING COLOR INDICATING ALL PASSENGER DOORS AND HATCHES EXTERNALLY OPERABLE

WINGLETS (AS INSTALLED)

3 AFT SERVICE DOOR

CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR

2 AFT ENTRY DOOR

6 CUT-IN AREAS

CARGO DOOR (RIGHT SIDE) OPERATING INSTRUCTIONS ON DOOR

3 FWD SERVICE DOOR

5 CARGO DOOR (737-700C)

2 FWD ENTRY DOOR

AVERAGE DISTANCE FLOOR LEVEL TO GROUND
WHEELS RETRACTED: 5 FT
WHEELS EXTENDED: 8 FT 6 IN.

6 CUT-IN AREAS LOCATED BETWEEN WING FRONT SPAR AND ESCAPE HATCH (THREE BAYS) BELOW WINDOWS AND ABOVE FLOORS

1 CO-PILOT’S SLIDING WINDOW

6 CUT-IN AREAS

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December 12, 2019
Emergency Locator Transmitter (ELT) (as installed)

BATTERY (-600, -700, -800, -900, ER, BBJ, BBJ-2)
ACCESSIBLE FROM FORWARD CARGO COMPARTMENT
APU MASTER SWITCH - OFF

APU FIRE SWITCH - PULL

ENGINE FIRE SWITCHES - PULL
(If not illuminated, push and hold the button under the switch to release.)

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

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December 12, 2019
COMPOSITE MATERIALS LOCATIONS

- RADOME
- THRUST REVERSER
- NACELLE STRUT FAIRING
- WINGLET (As installed)
- UPPER WING FIXED LEADING EDGE PANELS
- UPPER WING FIXED TRAILING EDGE PANELS
- LOWER WING FIXED LEADING EDGE PANELS
- LOWER WING FIXED TRAILING EDGE PANELS
- VERTICAL STABILIZER TIP
- VERTICAL STABILIZER TRAILING EDGE
- TAILCONE ASSEMBLY
- ELEVATOR TAB STRUCTURE
- ELEVATOR UPPER AND LOWER SKIN
- DORSAL FIN SKIN
- WING TRAILING EDGE MAIN FLAP ASSEMBLY
- FLAP TRACK FAIRINGS
- NOSE LANDING GEAR DOORS
- WINGLET (As installed)
- AILERONS/TAB SKIN AND STRUCTURE
- COMPOSITE MATERIALS LOCATIONS
### AUX TANK CAPACITIES

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<th>AUX FUEL CELLS</th>
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Passenger Seatbelt Airbags

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

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

Lap Inflatable Seatbelt

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

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