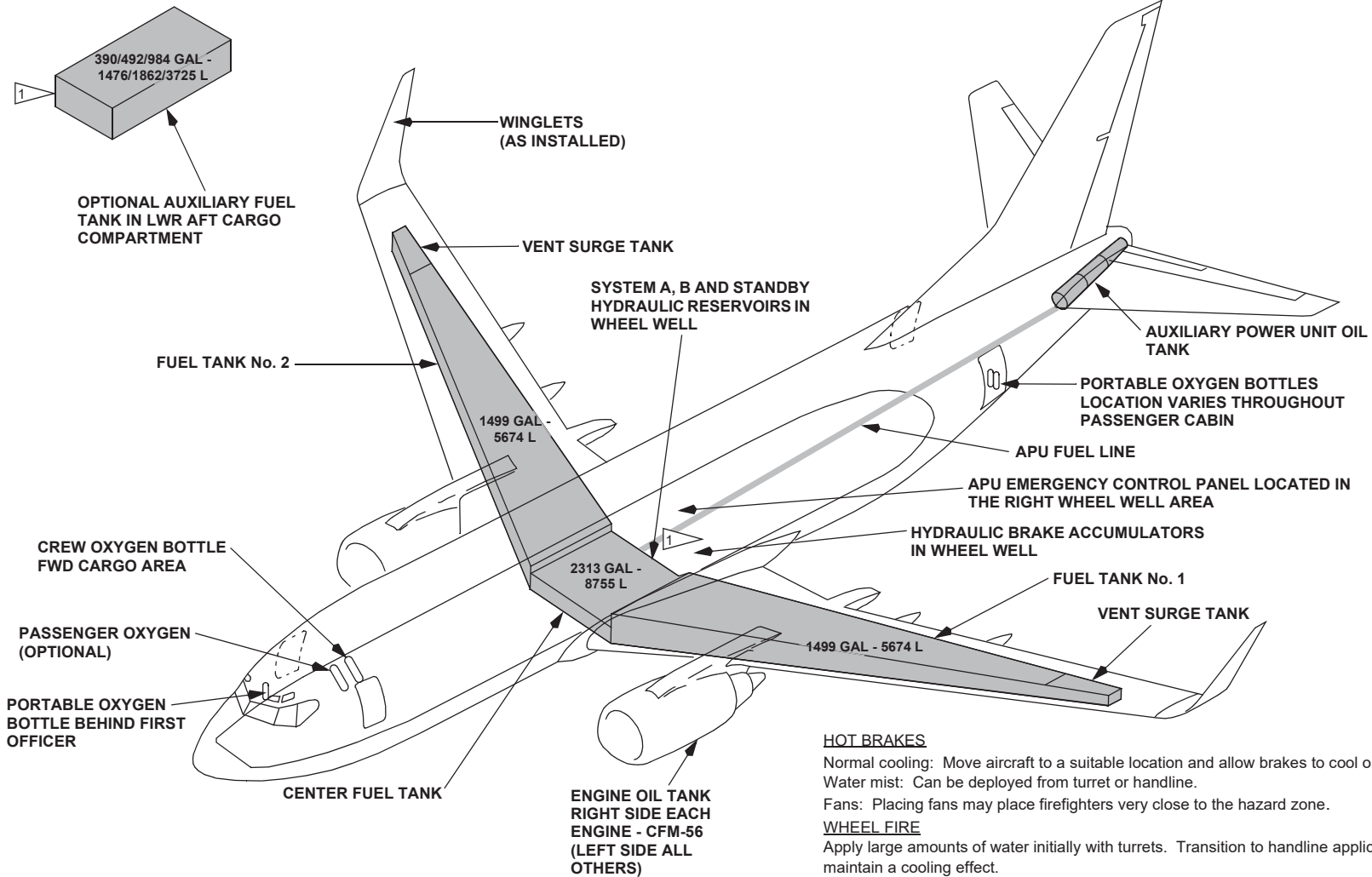


737-100/-200/-300/-400/-500 SERIES

FLAMMABLE MATERIAL LOCATIONS



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

HOT BRAKES

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

WHEEL FIRE

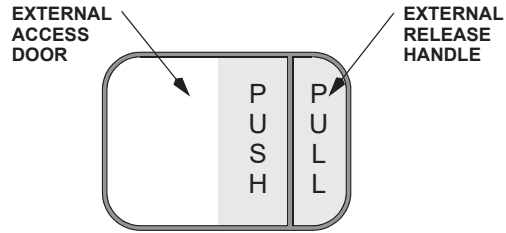
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
 Wheels are equipped with fusible plugs designed to melt and deflate the tire when the temperature is excessive.

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

737-100/-200/-300/-400/-500 SERIES

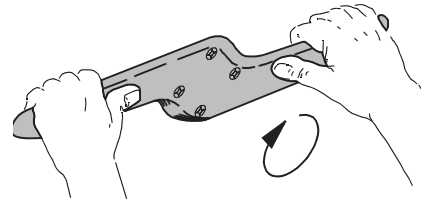
EMERGENCY RESCUE ACCESS-1

**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.**

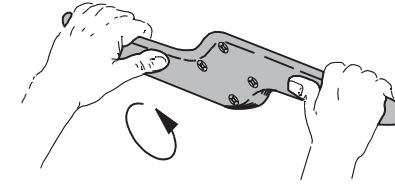
**2 FWD AND AFT ENTRY DOOR
EXTERNAL HANDLE (LH SIDE)**



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

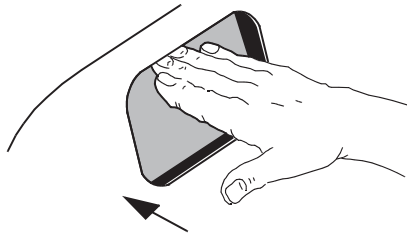
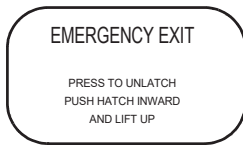
WARNING: PASSENGER AND SERVICE DOORS, SLIDE MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.

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



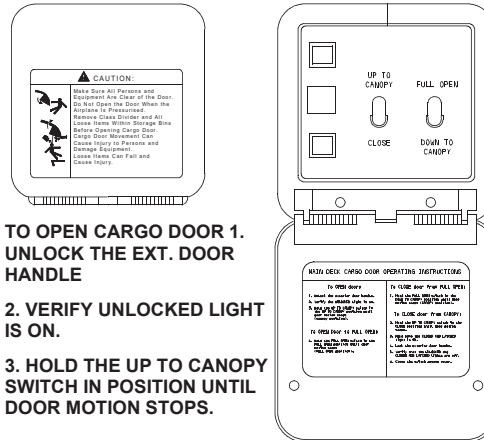
- TO OPEN DOOR:**
- 1. PULL HANDLE OUTWARD.**
 - 2. ROTATE COUNTERCLOCKWISE.**
 - 3. PULL DOOR OUTWARD.**

**4 EMERGENCY OVERWING ESCAPE
HATCH**



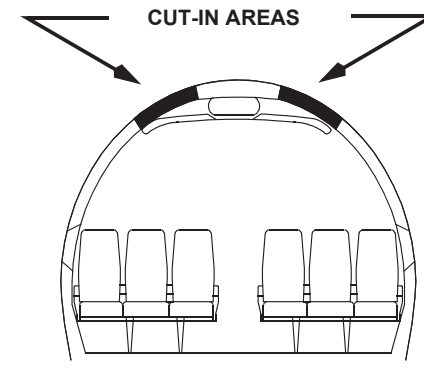
- TO OPEN HATCH FROM OUTSIDE:**
- 1. PUSH IN PANEL.**
 - 2. PUSH HATCH INWARD & LIFT UP.**

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

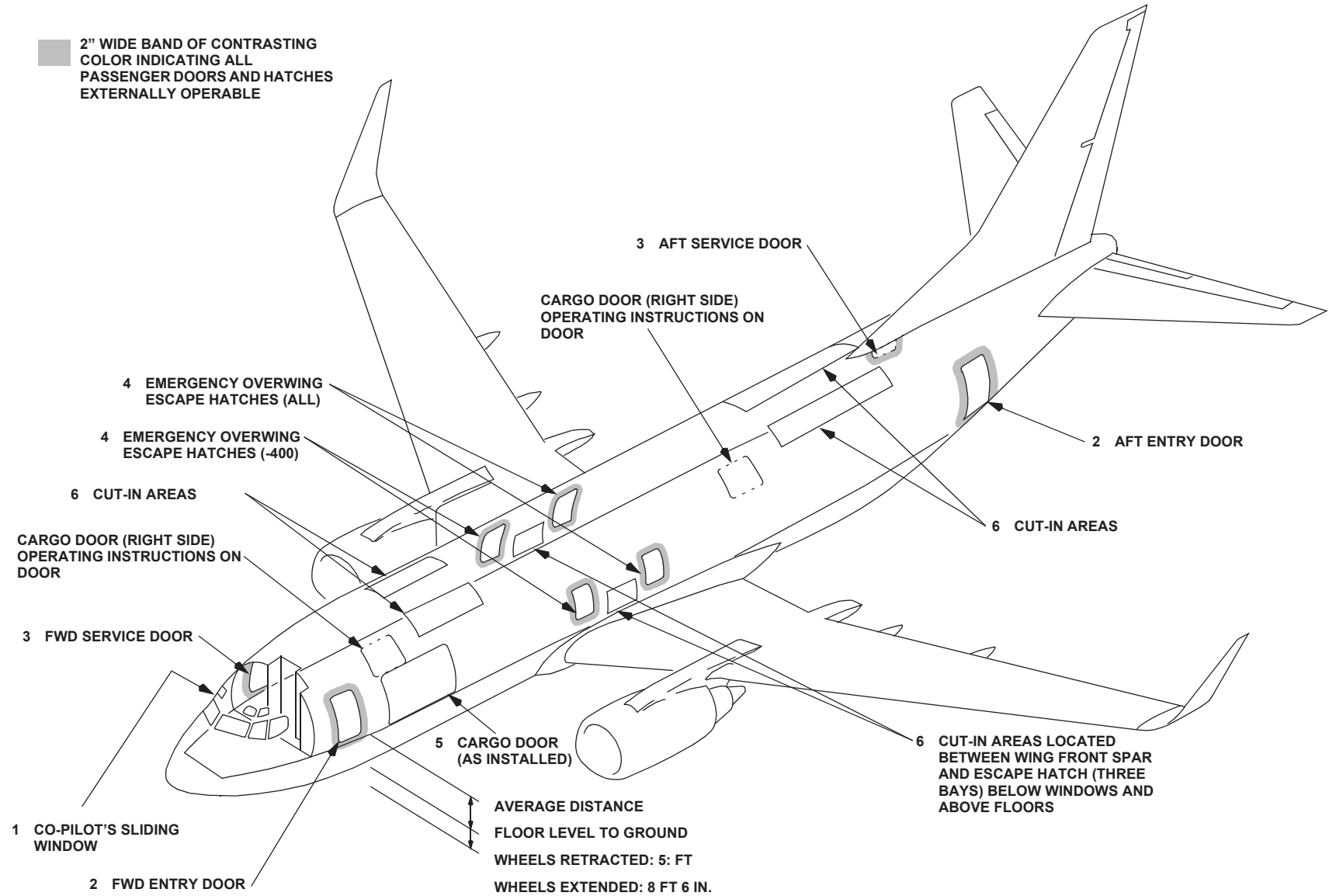


NOTE:

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.

737-100/-200/-300/-400/-500 SERIES

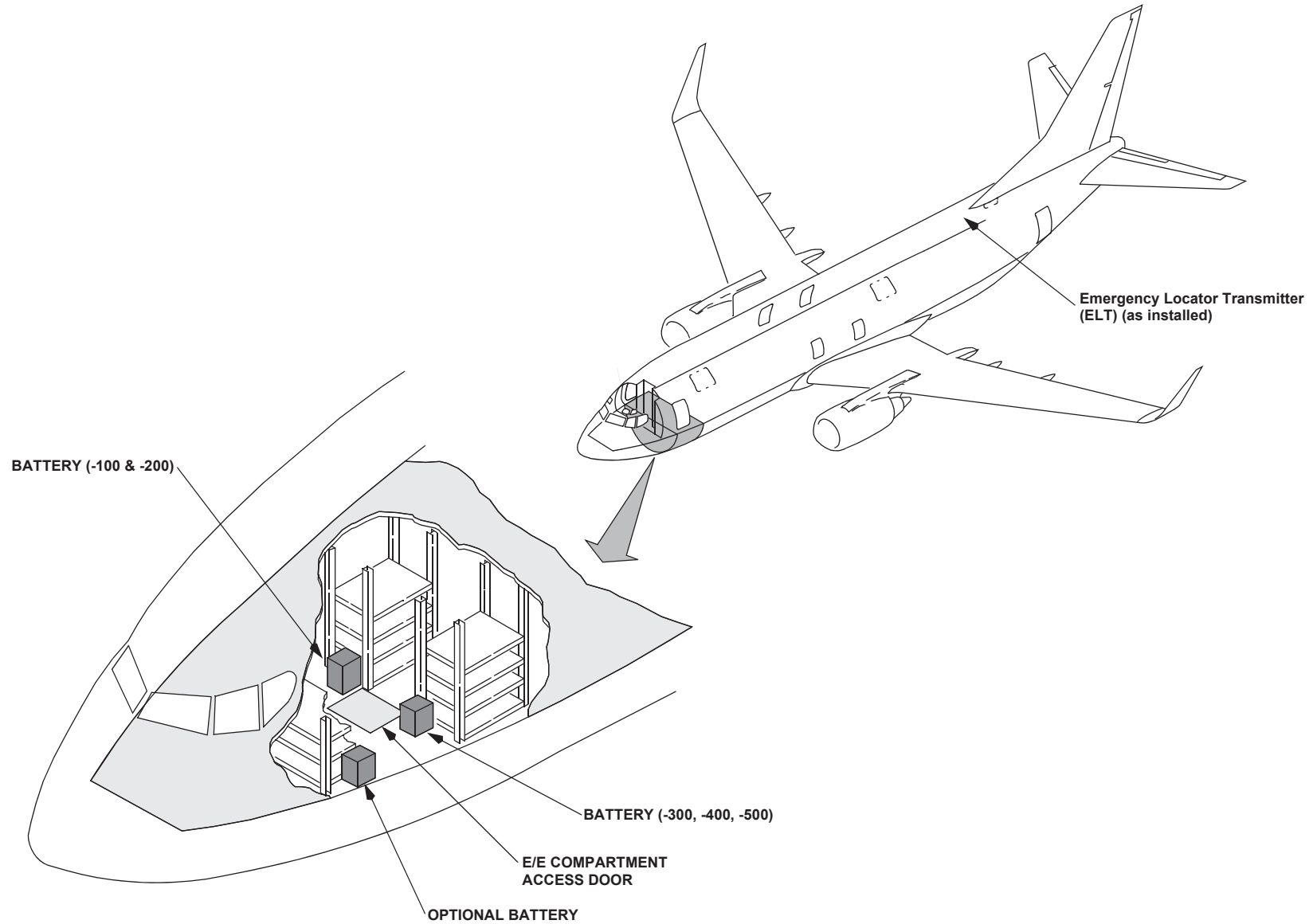
EMERGENCY RESCUE ACCESS-2



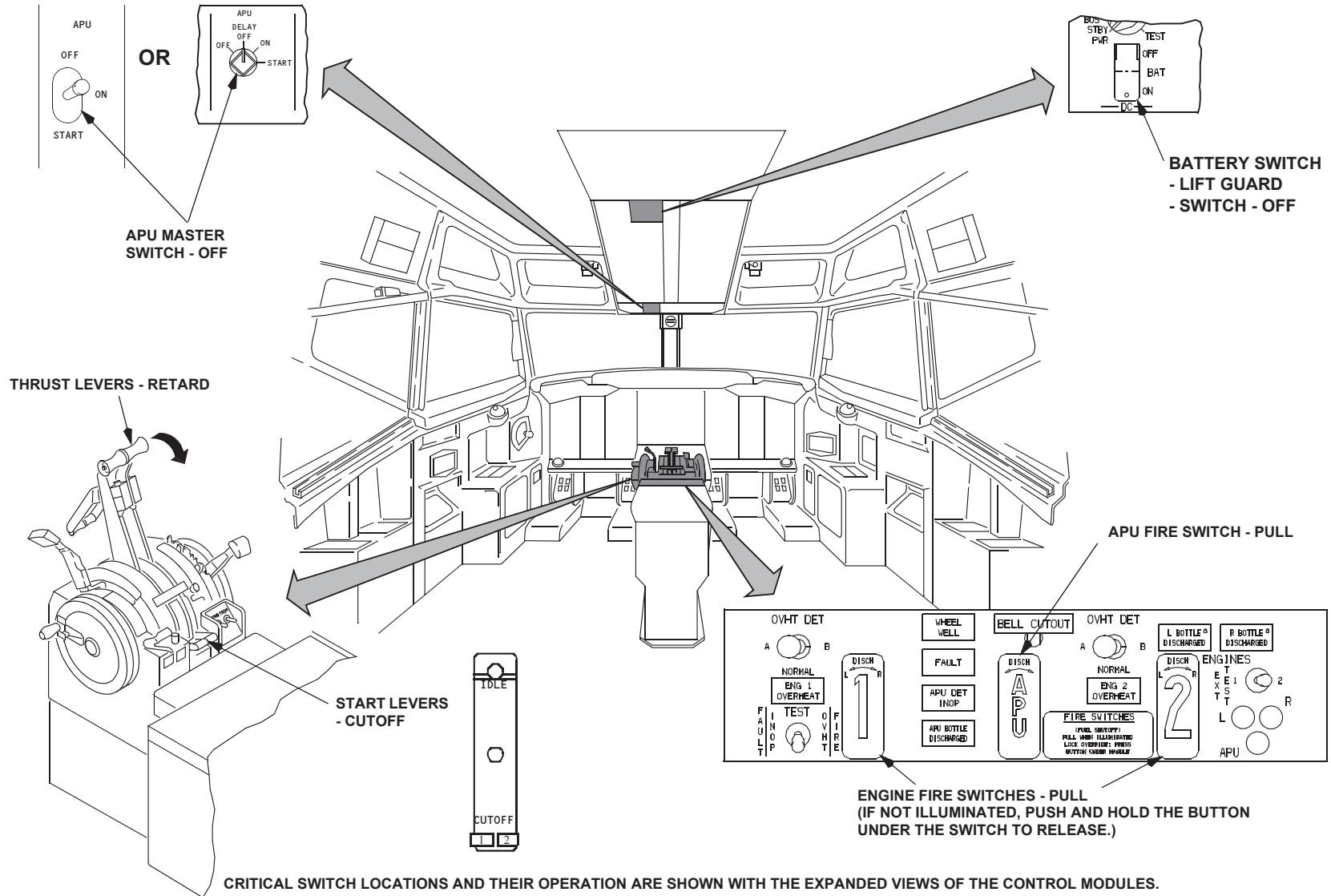
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737-100/-200/-300/-400/-500 SERIES

BATTERY LOCATIONS

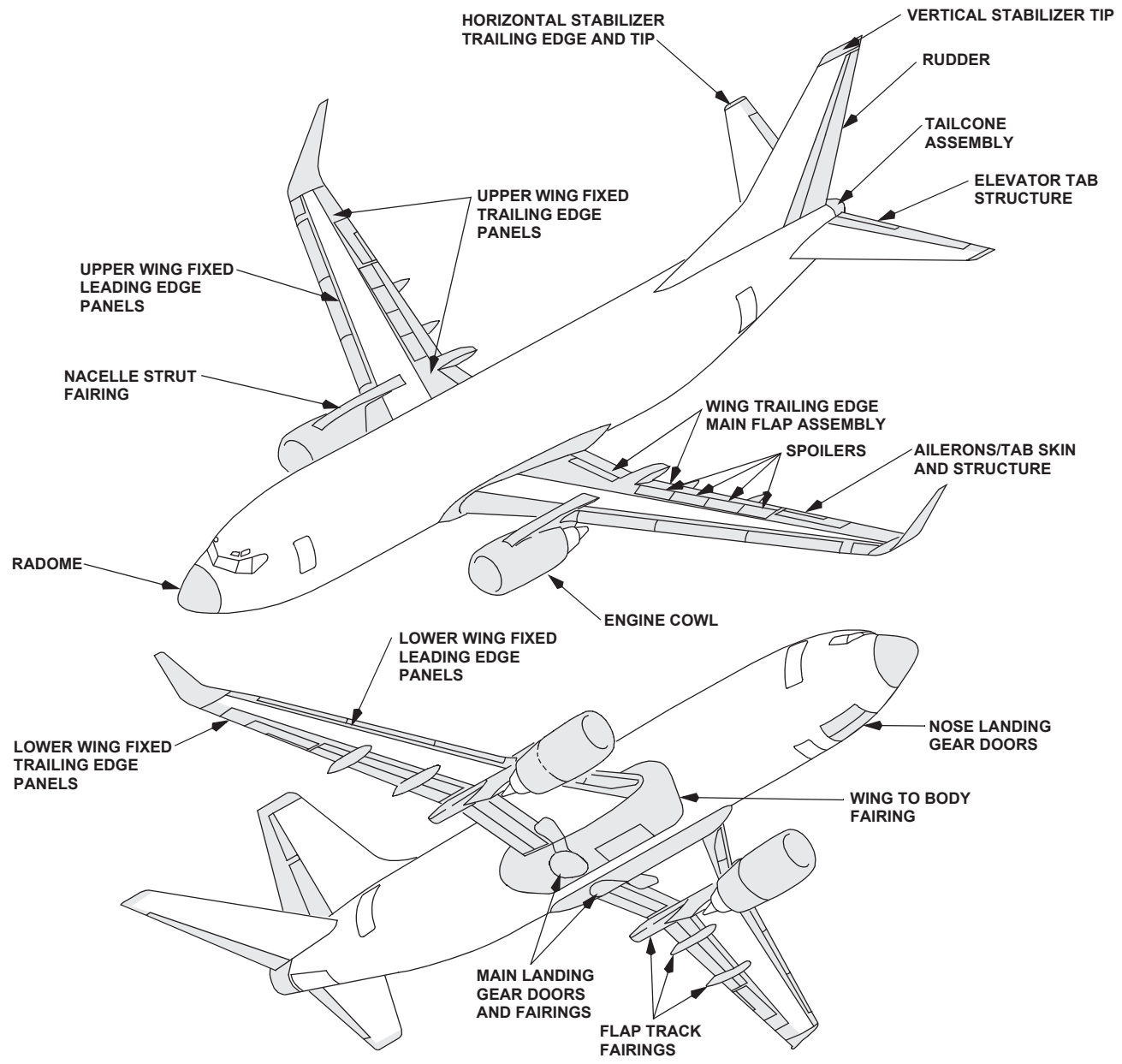


737-100/-200/-300/-400/-500 SERIES FLT DECK CONTROL SWITCH LOCATIONS



737-100/-200/-300/-400/-500 SERIES

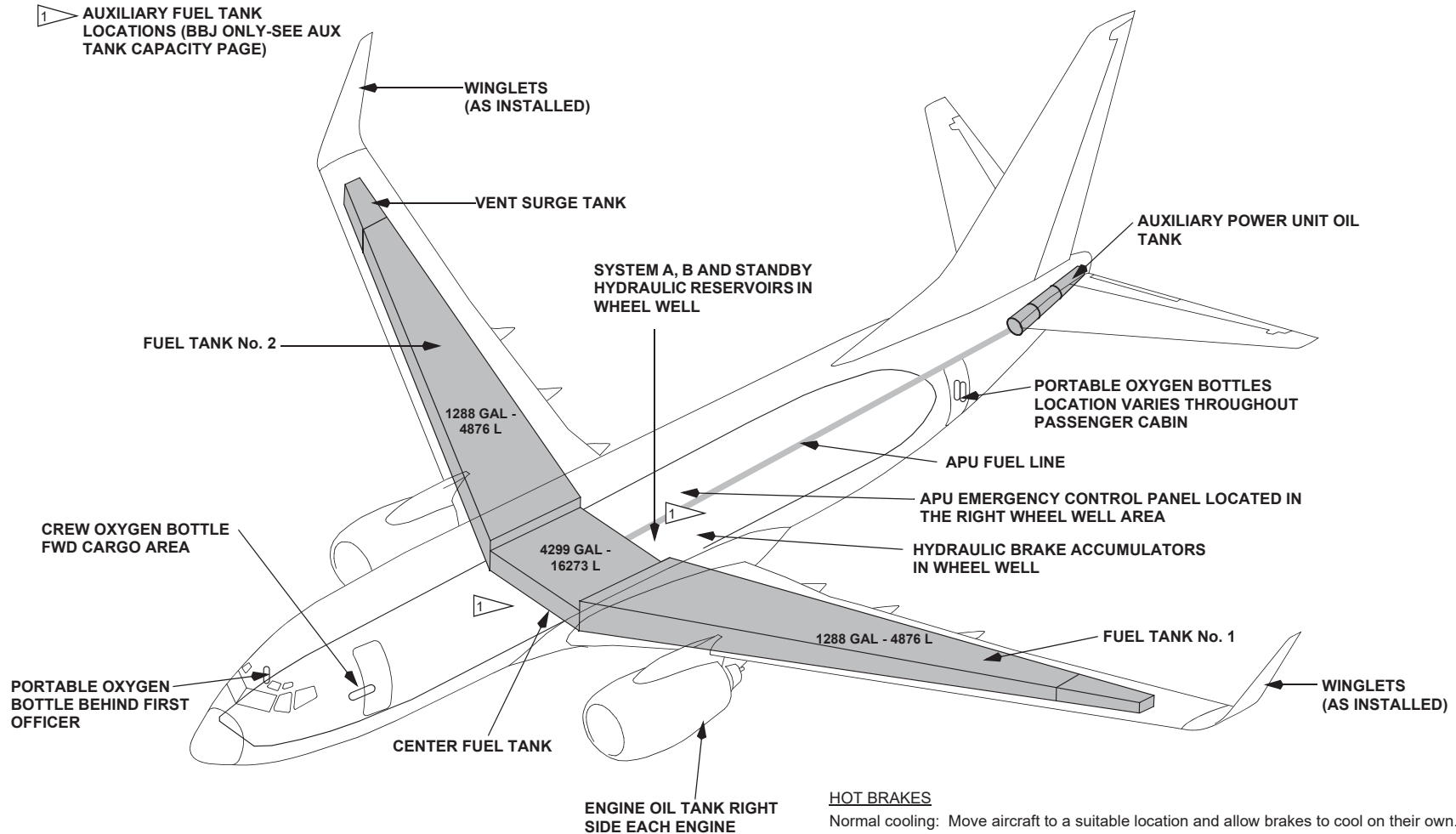
COMPOSITE MATERIALS LOCATIONS



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737-600/-700/-800/-900/ER/BBJ/BBJ-2

FLAMMABLE MATERIAL LOCATIONS



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

HOT BRAKES

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WHEEL FIRE

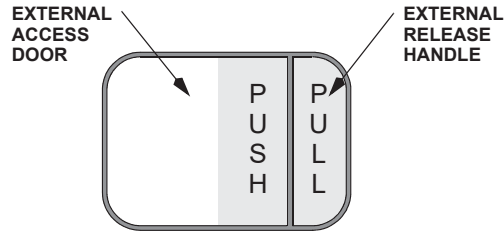
Apply large amounts of water initially with turrets. Transition to handline application to continue and maintain a cooling effect.
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WARNING: Approach landing gear trucks from forward or aft at a 45 degree angle when approaching hot brakes or fighting a wheel fire, as rims and tires may pose a fragmentation hazard.

737-600/-700/-800/-900/ER/BBJ/BBJ-2

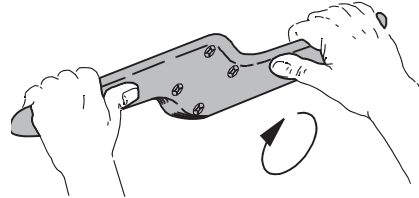
EMERGENCY RESCUE ACCESS-1

**1 CO-PILOT'S SLIDING WINDOW
(PILOT'S WINDOW - AS INSTALLED)**



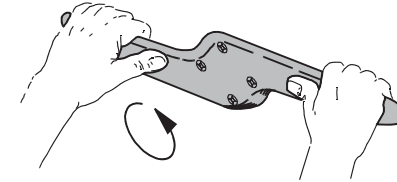
- TO OPEN WINDOW FROM OUTSIDE:**
1. PUSH IN EXTERNAL ACCESS DOOR.
 2. PULL EXTERNAL RELEASE HANDLE.
 3. SLIDE WINDOW OPEN.

**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)**



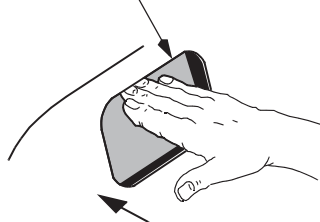
- TO OPEN DOOR:**
1. PULL HANDLE OUTWARD.
 2. ROTATE COUNTERCLOCKWISE.
 3. PULL DOOR OUTWARD.

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

4 EMERGENCY OVERWING EXIT DOOR



EXTERIOR OVERWING EMERGENCY EXIT PUSH PANEL



- 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.

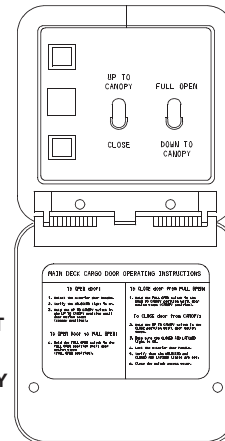
WARNING: 737-600/700/800/900 MODELS HAVE A SPRING LOADED UPWARD SWINGING OVERWING EXIT DOOR IN LIEU OF A HATCH. FOLLOW THE OPENING PROCEDURE INDICATED ABOVE TO AVOID INJURY.

5 CARGO DOOR OPERATION

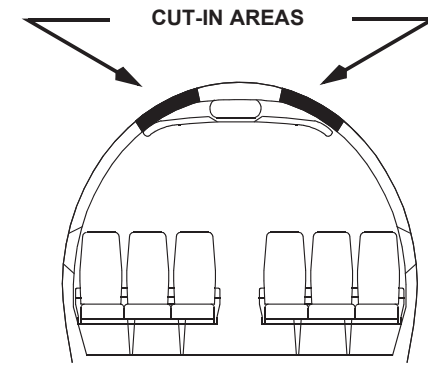


TO OPEN CARGO DOOR:

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.



6 CUT-IN AREAS

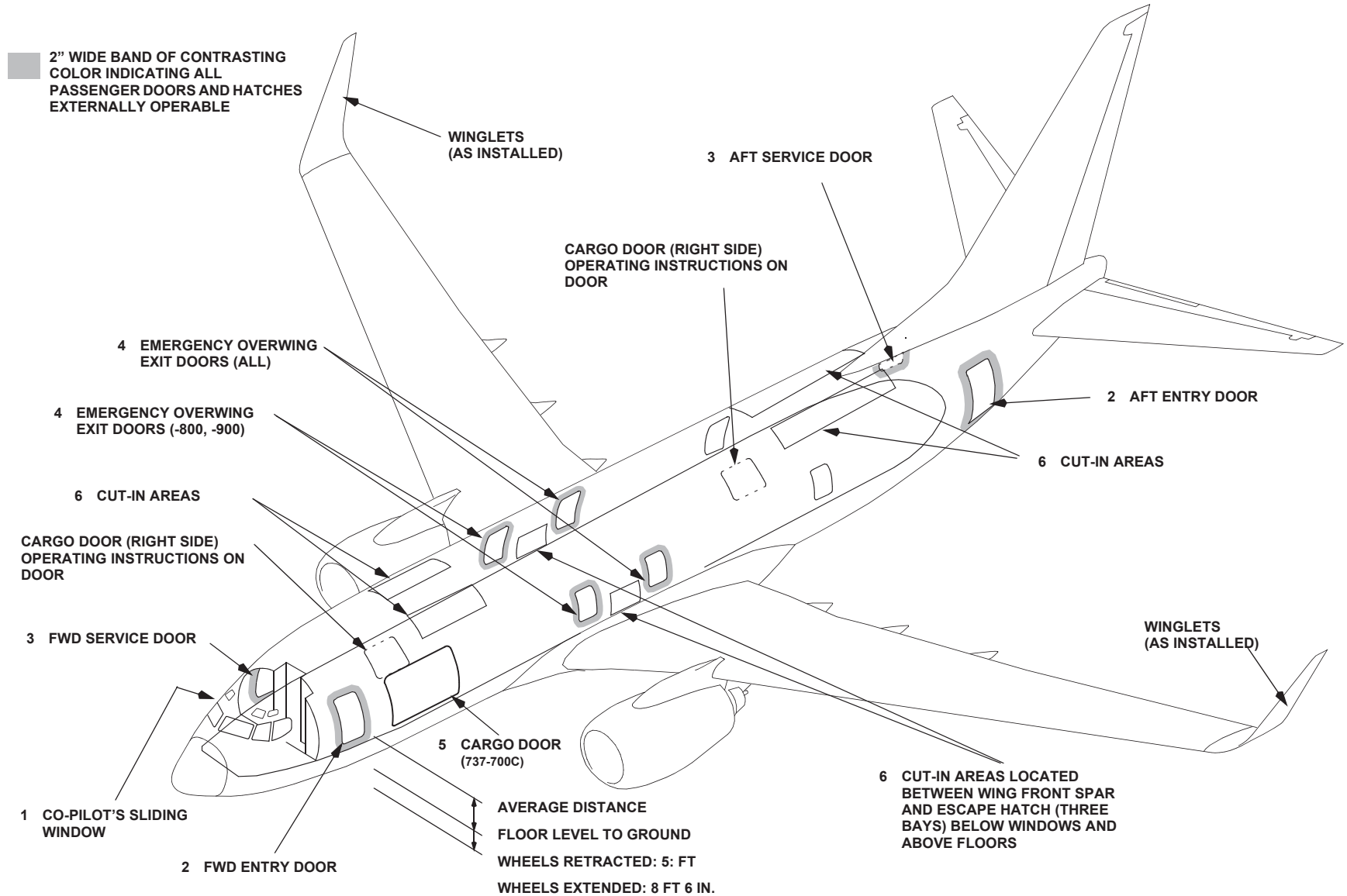


NOTE:

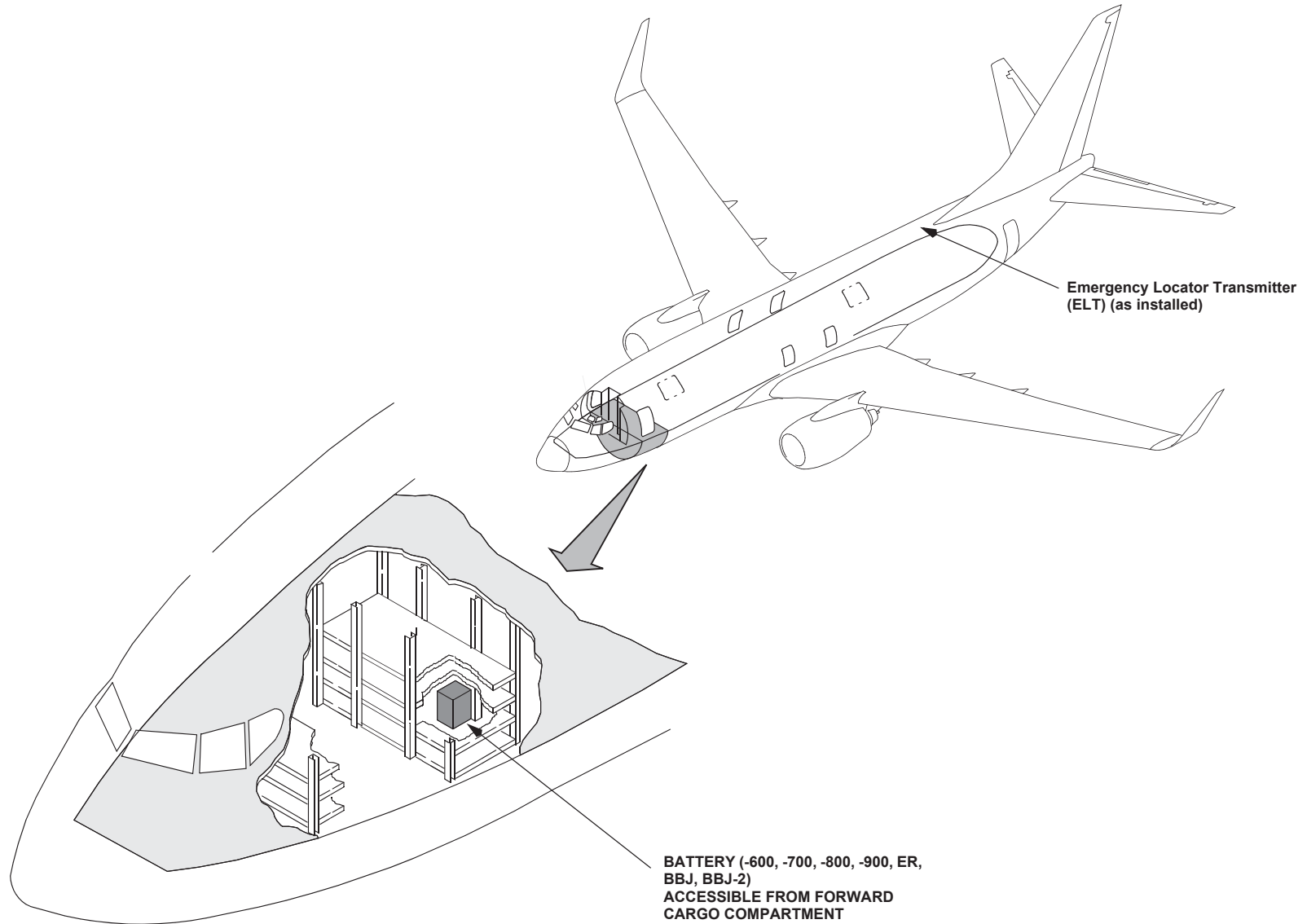
CUT-IN AREAS REQUIRE METAL CUTTING PORTABLE POWER EQUIPMENT. BECAUSE OF TYPE OF STRUCTURE AND POSSIBLE INJURY TO PERSONNEL WITHIN, IT IS RECOMMENDED THAT MAJOR EFFORT TO GAIN ACCESS BE DIRECTED TO HATCHES AND DOORS. URGENCY OF SITUATION WILL DICTATE THE NECESSITY FOR A CUT-IN.

737-600/-700/-800/-900/ER/BBJ/BBJ-2

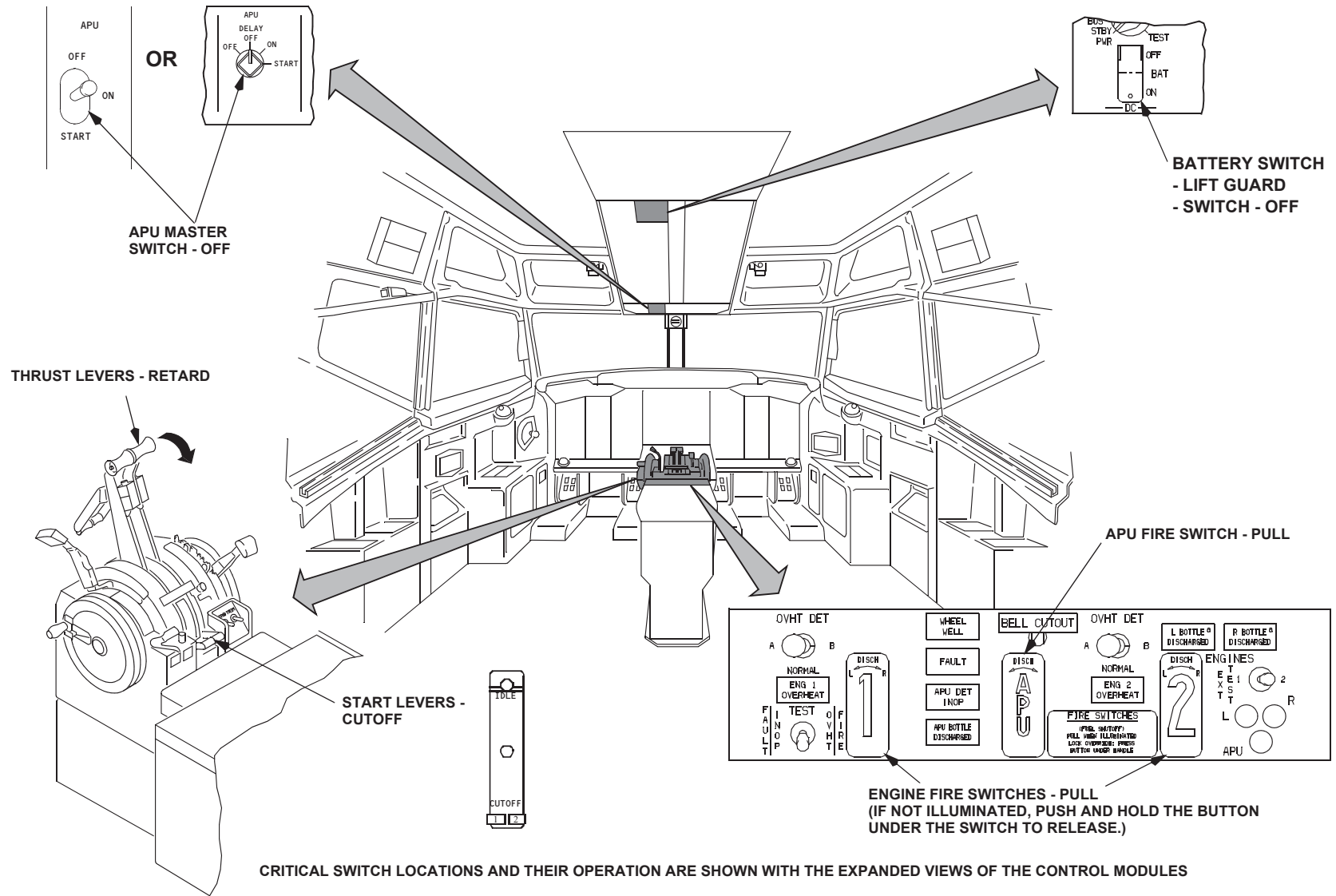
EMERGENCY RESCUE ACCESS-2



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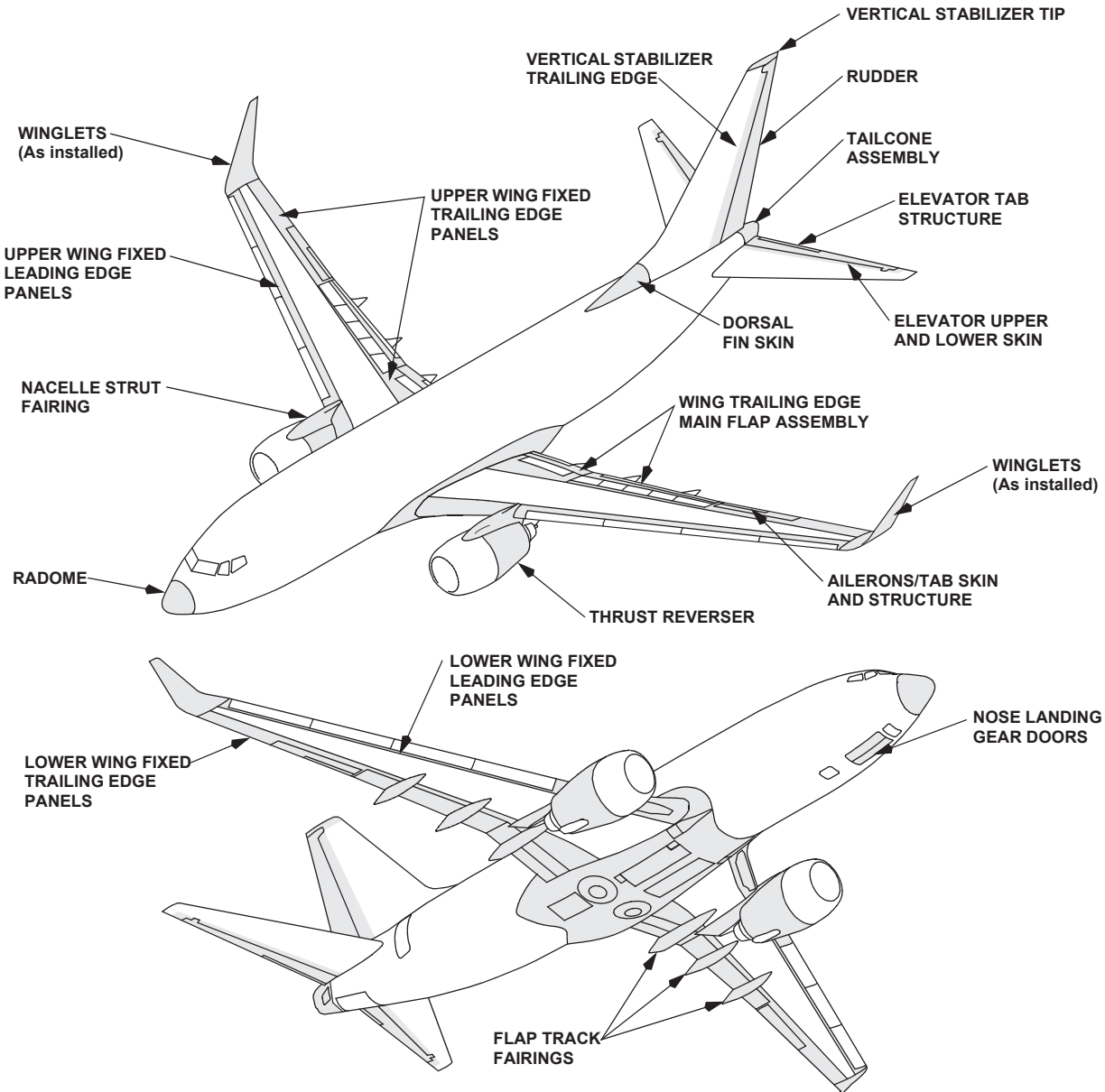


737-600/-700/-800/-900/ER/BBJ/BBJ-2 FLT DECK CNTRL SWITCH LOCATIONS



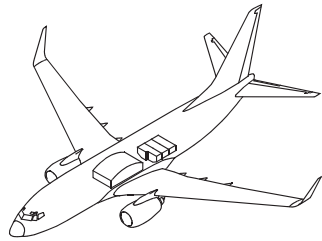
737-600/-700/-800/-900/ER/BBJ/BBJ-2

COMPOSITE MATERIALS LOCATIONS

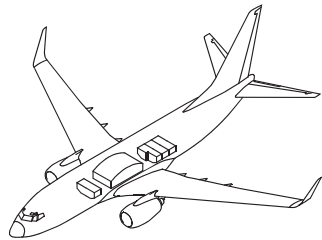


737-600/-700/-800/-900/ER/BBJ/BBJ-2

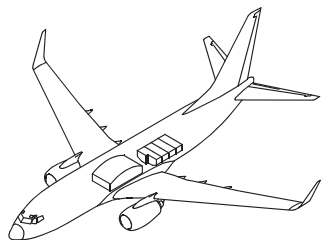
AUX TANK CAPACITIES



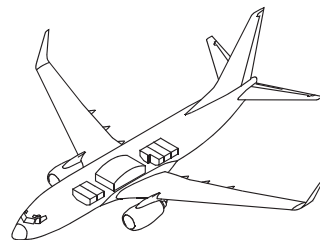
3 AFT



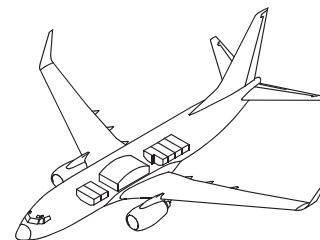
3 AFT/1 FWD



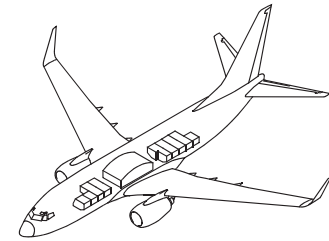
4 AFT



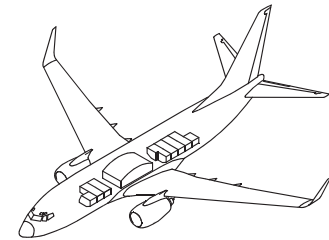
3 AFT/2 FWD



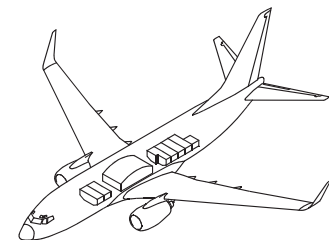
4 AFT/2 FWD



5 AFT 4 FWD



5 AFT/3 FWD



5 AFT/2 FWD

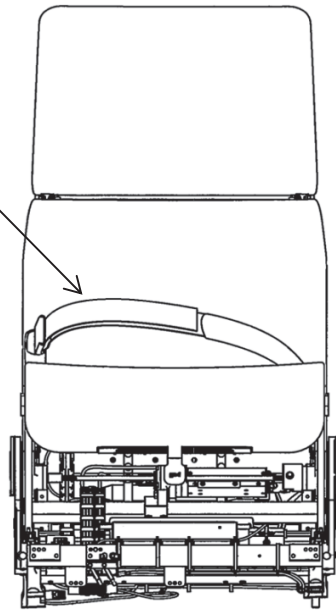
AUX FUEL CELLS	GALLONS	LITERS	TOTAL GALLONS (ALL TANKS)	TOTAL LITERS (ALL TANKS)
3 AFT	1,485	5,685	8,360	31,710
4 AFT	2,010	7,676	8,885	33,701
3 AFT - 1 FWD	2,000	7,639	8,875	33,664
3 AFT - 2 FWD	2,530	9,647	9,405	35,672
4 AFT - 2 FWD	3,055	11,639	9,930	37,664
5 AFT - 2 FWD	3,360	12,797	10,235	38,822
5 AFT - 3 FWD	3,605	13,727	10,480	39,752
5 AFT - 4 FWD	3,850	14,656	10,725	40,681

Passenger Seatbelt Airbags

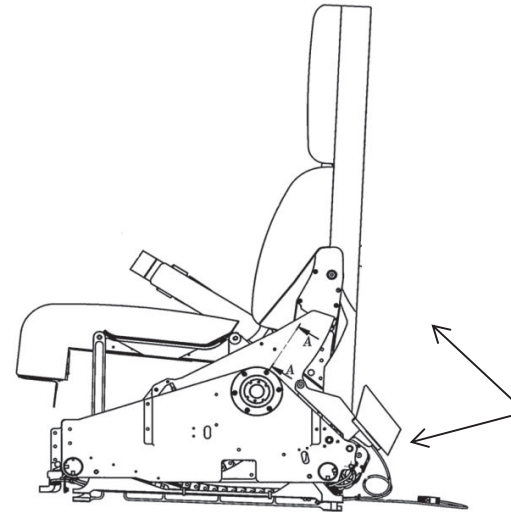
NOTE: Some models have optional seatbelt airbags. These seatbelts are noticeably thicker due to the airbag mechanism.

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



Front View



Firing System is contained within seat assembly

Side View

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.