

DO NOT USE FOR FLIGHT

737 Flight Crew Operations Manual

Airplane General, Emergency Equipment, Doors, Windows Table of Contents

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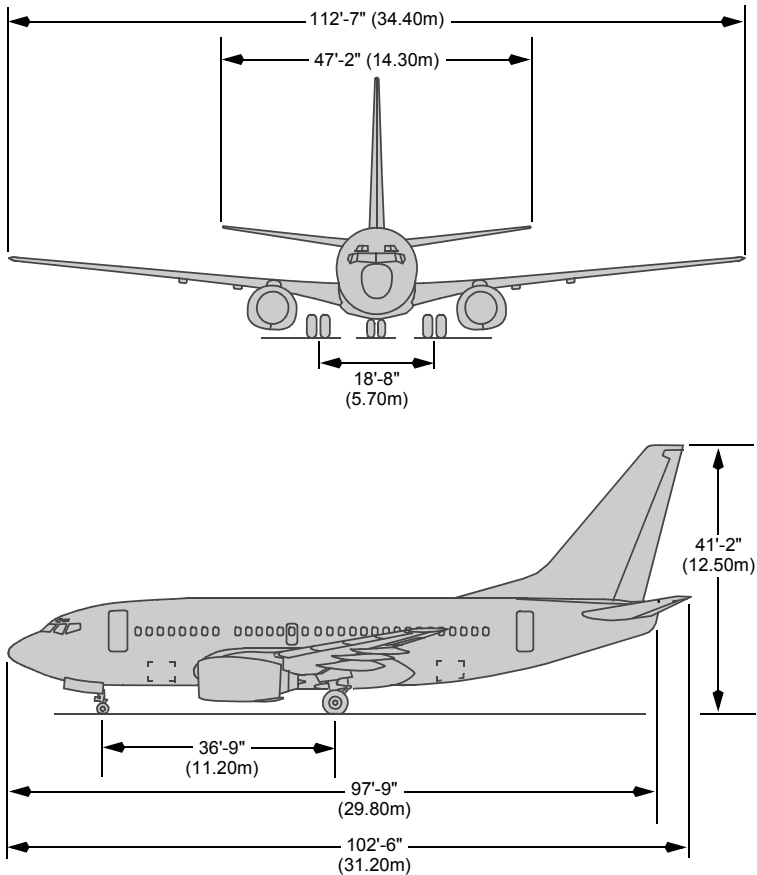
**Airplane General, Emergency
Equipment, Doors, Windows
Dimensions**

Chapter 1

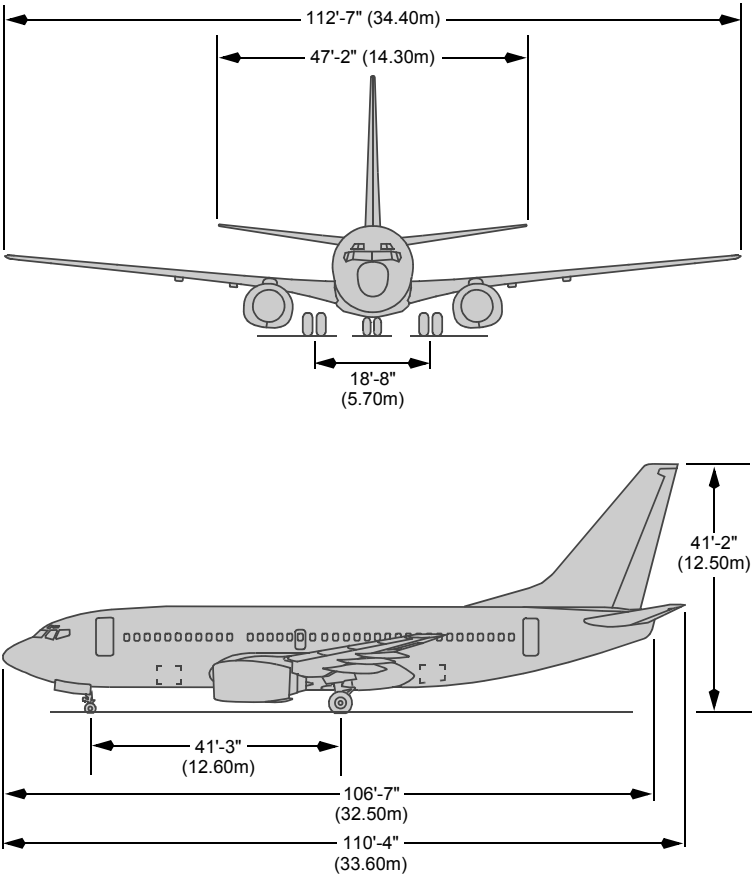
Section 10

Principal Dimensions

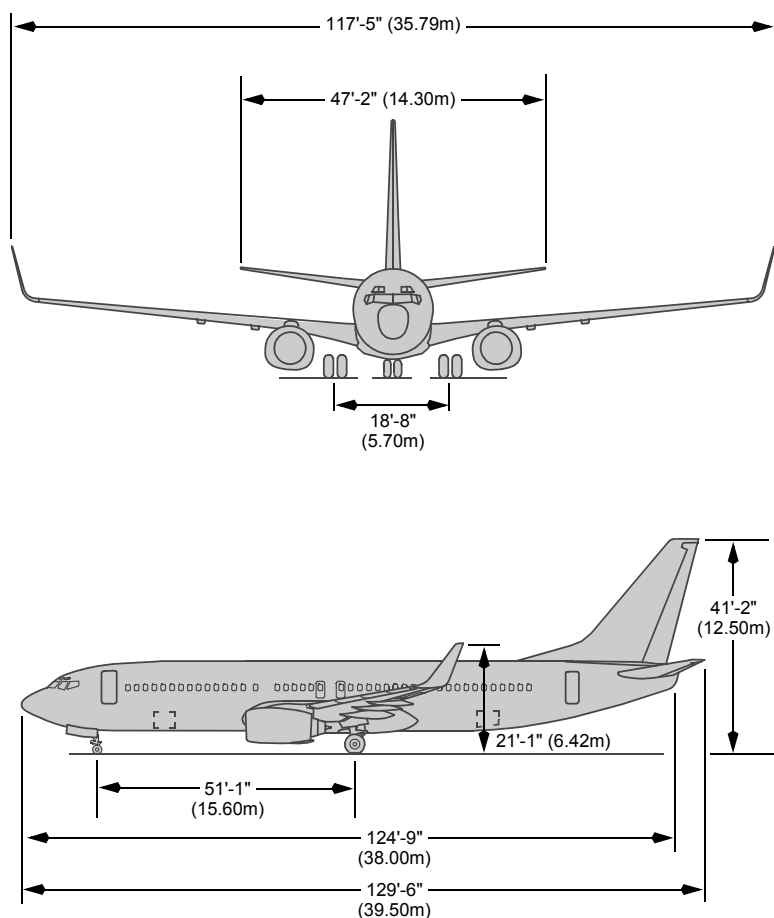
[Option: 737-600]



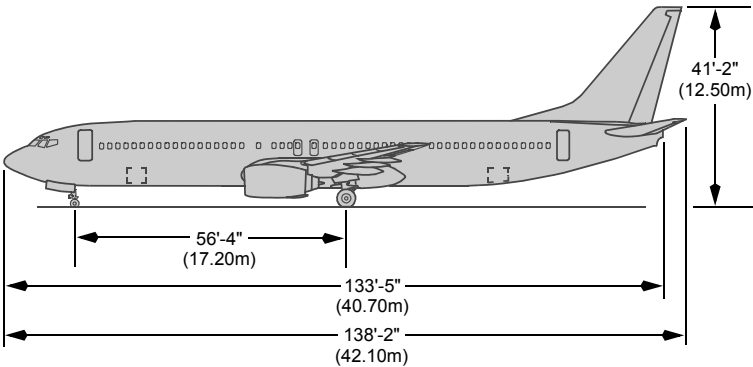
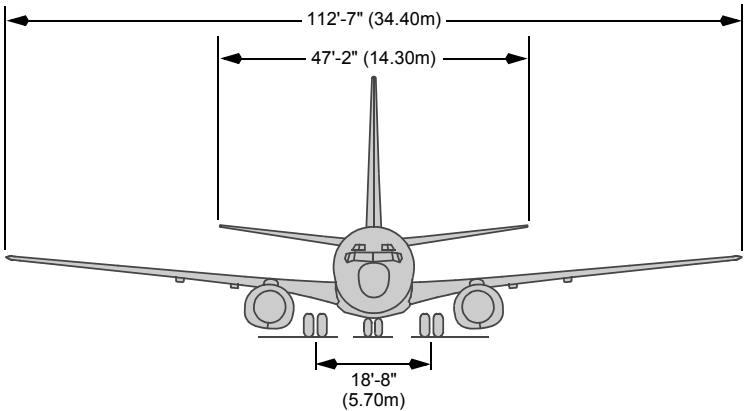
[Option: 737-700]



[Option: 737-800 with Blended Winglets]



[Option: 737-900]



Turning Radius

[Option: 737-600, 737-700 or 737-800 with Winglets]

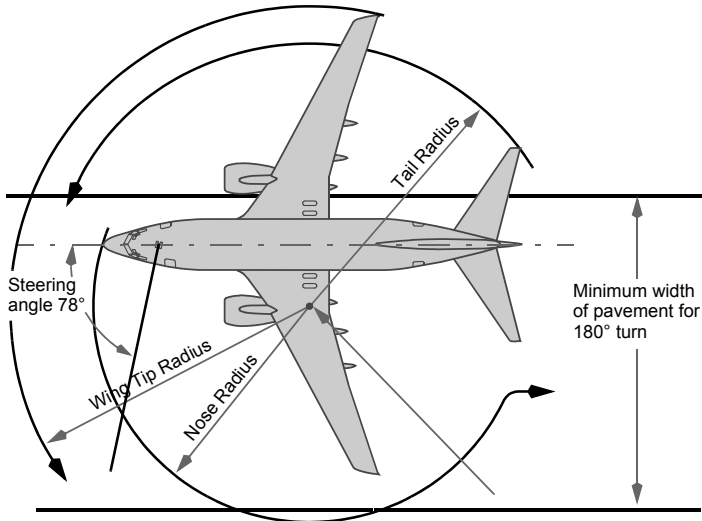
The wingtip swings the largest arc while turning and determines the minimum obstruction clearance path. All other portions of the airplane structure remain within this arc.

[Option: 737-800 without Winglets or 737-900]

The tail swings the largest arc while turning and determines the minimum obstruction clearance path. All other portions of the airplane remain within this arc.

Nose radius
51 Feet (15.5 Meters)

Tail radius
62 Feet (18.9 Meters)



Wing tip radius
68 Feet (20.7 Meters)

Note: Minimum width of pavement for 180° turn:
61 Feet (18.6 Meters)

Center of turn for minimum turning radius.
(Slow continuous turning with minimum thrust on all engines. No differential braking.)

CAUTION: Do not attempt to make a turn away from an obstacle within (15 feet/4.6m) of the wing tip or within (32feet/9.8m) of the nose.

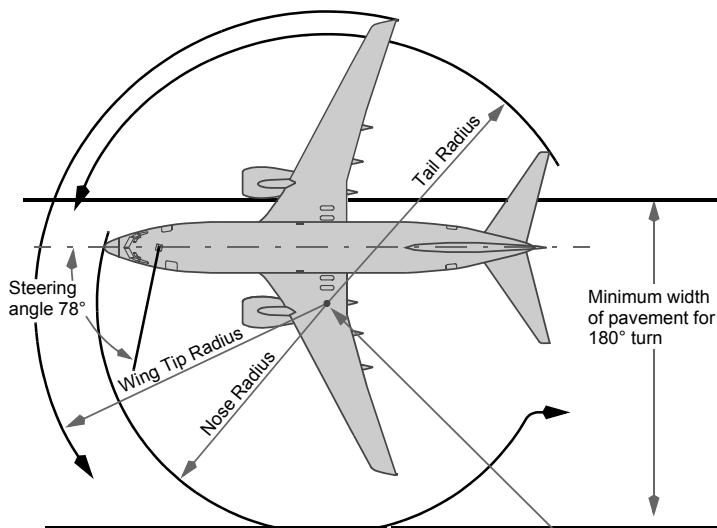
737-600

Nose radius

56 Feet (17.0 Meters)

Tail radius

66 Feet (20.1 Meters)



Wing tip radius

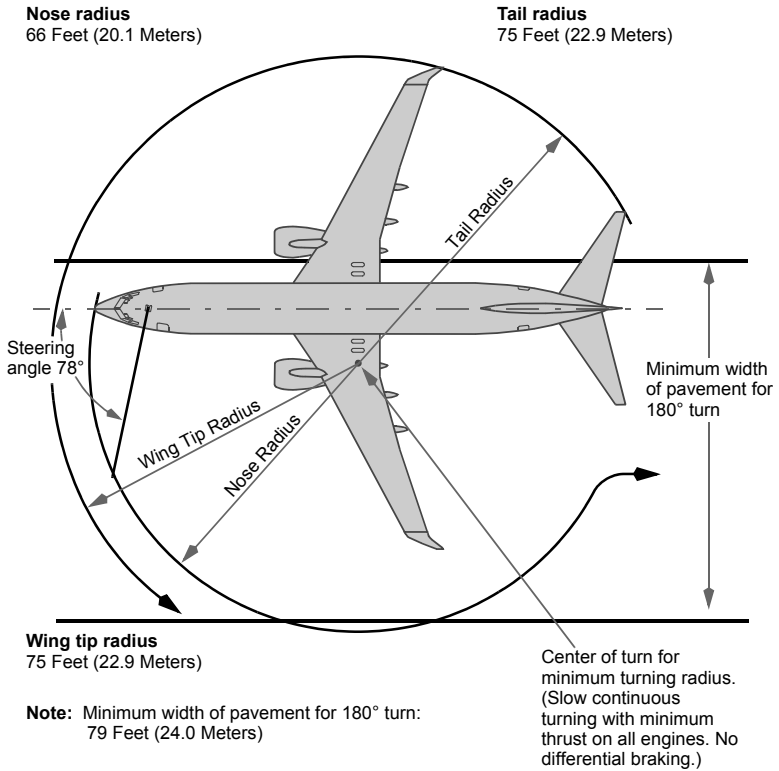
69 Feet (21.0 Meters)

Note: Minimum width of pavement for 180° turn:
66 Feet (20.1 Meters)

Center of turn for
minimum turning radius.
(Slow continuous
turning with minimum
thrust on all engines. No
differential braking.)

CAUTION: Do not attempt to make a turn away from an obstacle within
(15 feet/4.6m) of the wing tip or within (32feet/9.8m) of the nose.

737-700



CAUTION: Do not attempt to make a turn away from an obstacle within (15 feet/4.6m) of the wing tip or within (24feet/7.3m) of the nose.

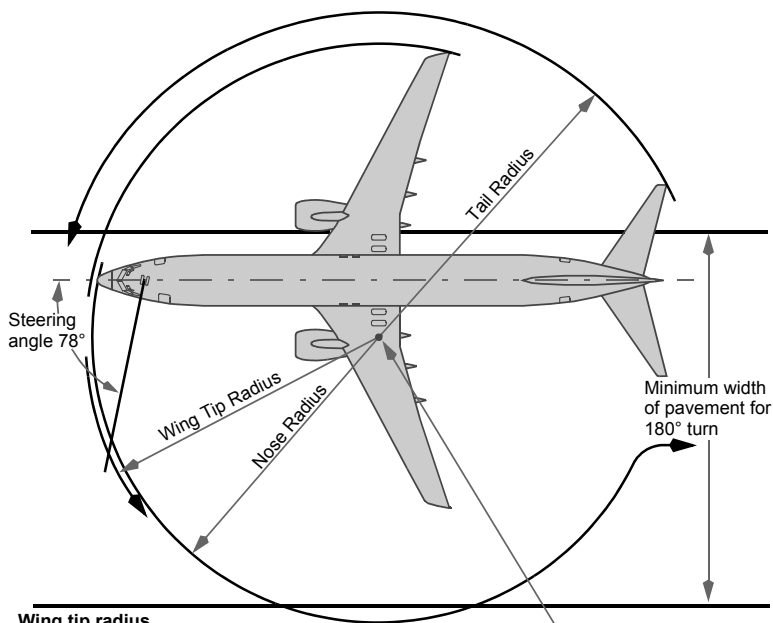
737-800 With Winglets

Nose radius

71 Feet (21.6 Meters)

Tail radius

78 Feet (23.8 Meters)



Wing tip radius

73 Feet (22.2 Meters)

Note: Minimum width of pavement for 180° turn:
85 Feet (25.9 Meters)

Center of turn for minimum turning radius.
(Slow continuous turning with minimum thrust on all engines. No differential braking.)

CAUTION: Do not attempt to make a turn away from an obstacle within
(15 feet/4.6m) of the wing tip or within (24feet/7.3m)of the nose.

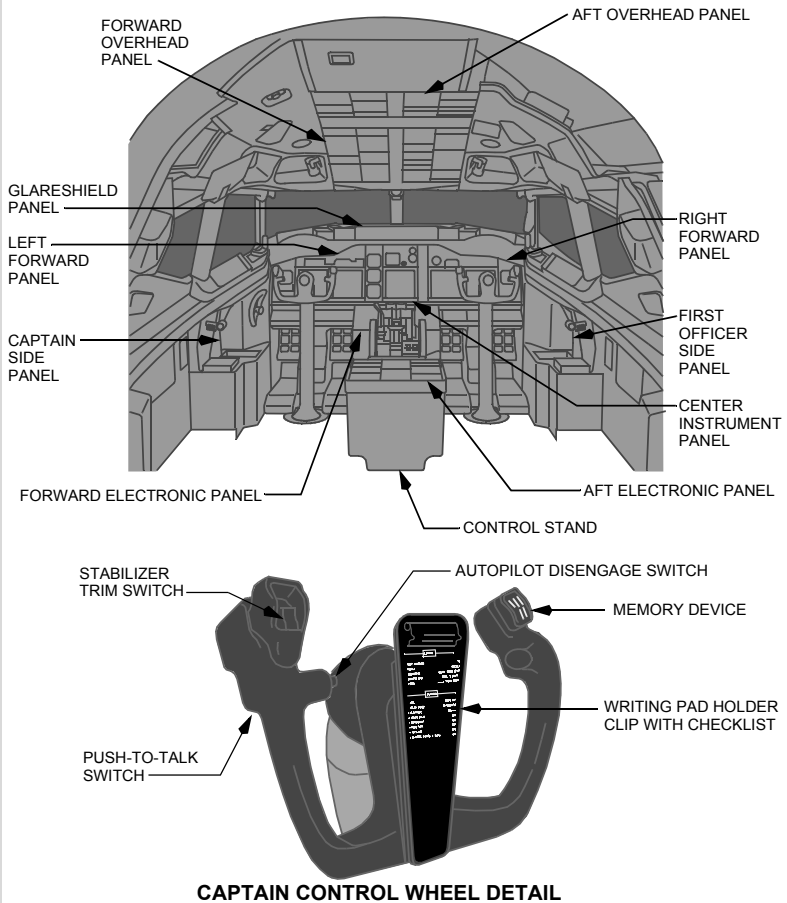
737-900

Airplane General, Emergency Equipment, Doors, Windows Instrument Panels

Chapter 1

Section 20

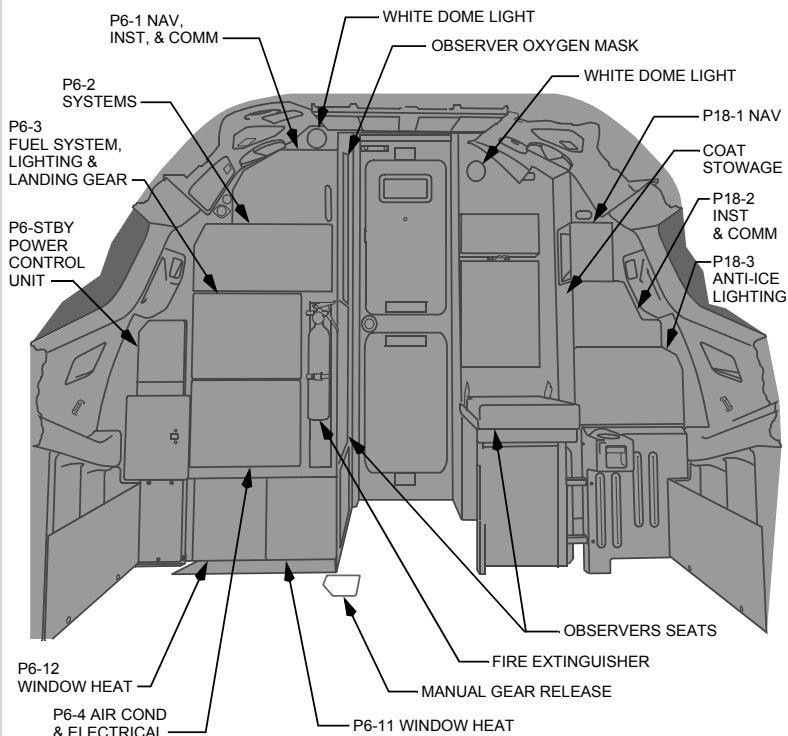
Panel Arrangement



On the following pages, circled numbers refer to chapters where information on the item may be found.

The panels, controls, and indicators shown in this chapter are representative of installed units and may not exactly match the latest configuration. Refer to the appropriate chapter system descriptions for current information.

Aft Flight Deck Overview



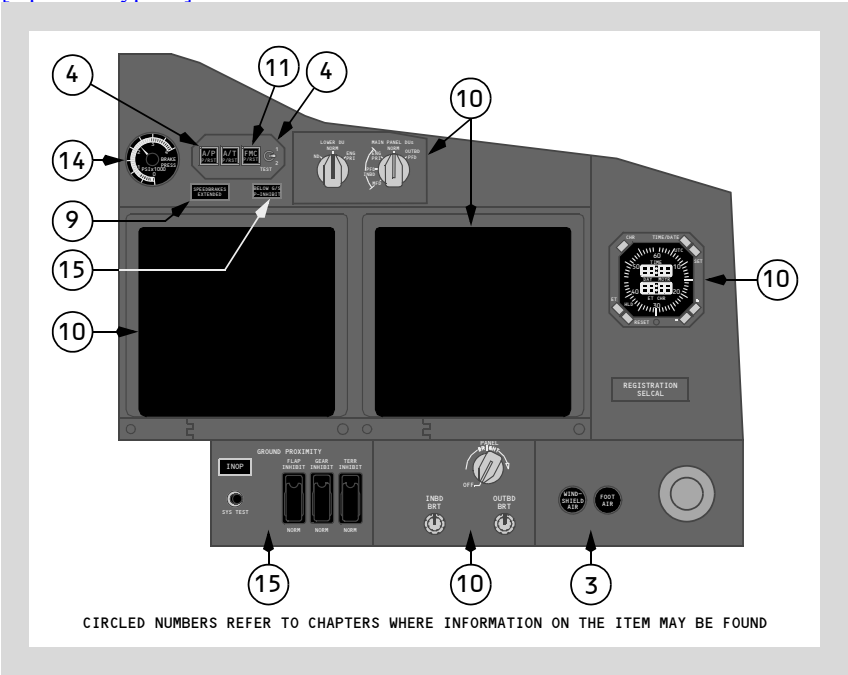
AFT FLIGHT DECK OVERVIEW

[Option - Typical]



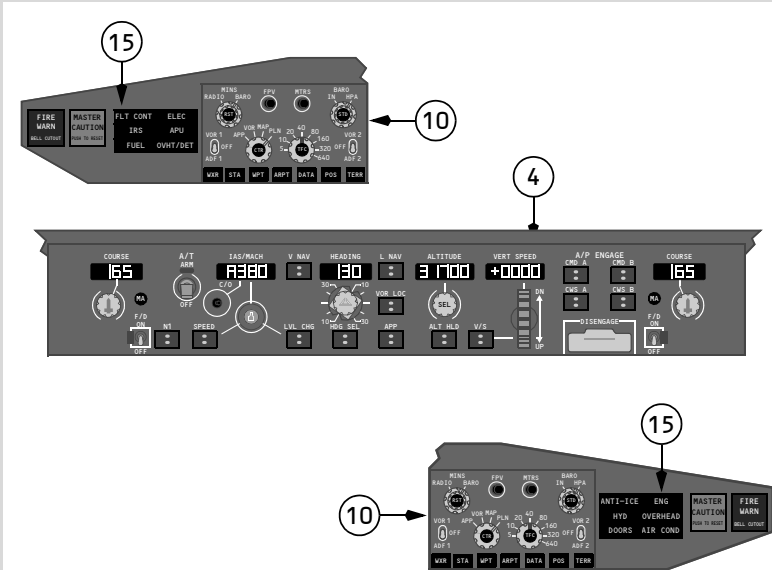
Right Forward Panel

[Option - Typical]



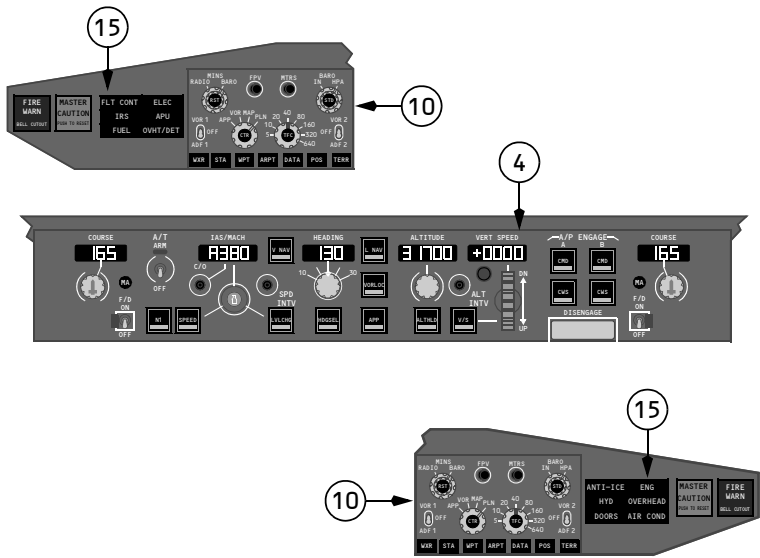
Glareshield Panel

[Option - Honeywell mode control panel without speed and altitude intervention]



CIRCLED NUMBERS REFER TO CHAPTERS WHERE INFORMATION ON THE ITEM MAY BE FOUND

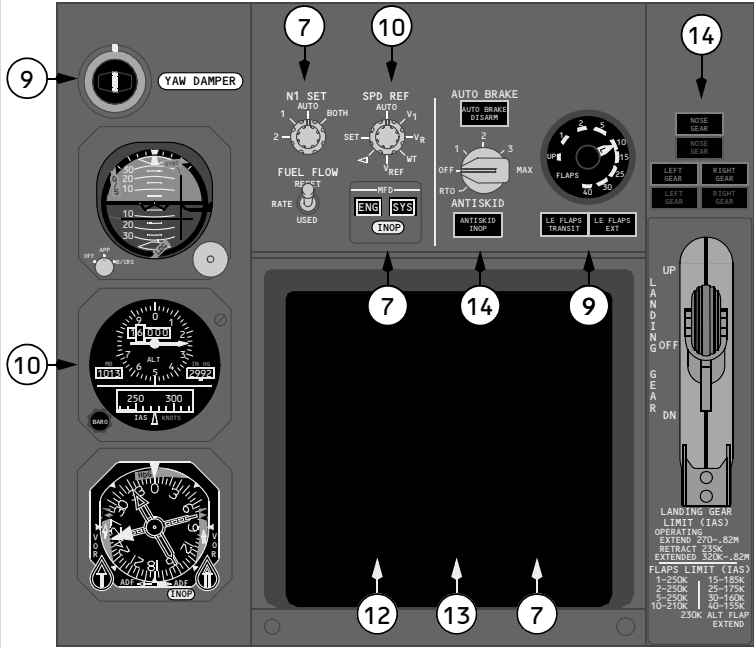
[Option - Collins mode control panel with speed and altitude intervention]



CIRCLED NUMBERS REFER TO CHAPTERS WHERE INFORMATION ON THE ITEM MAY BE FOUND

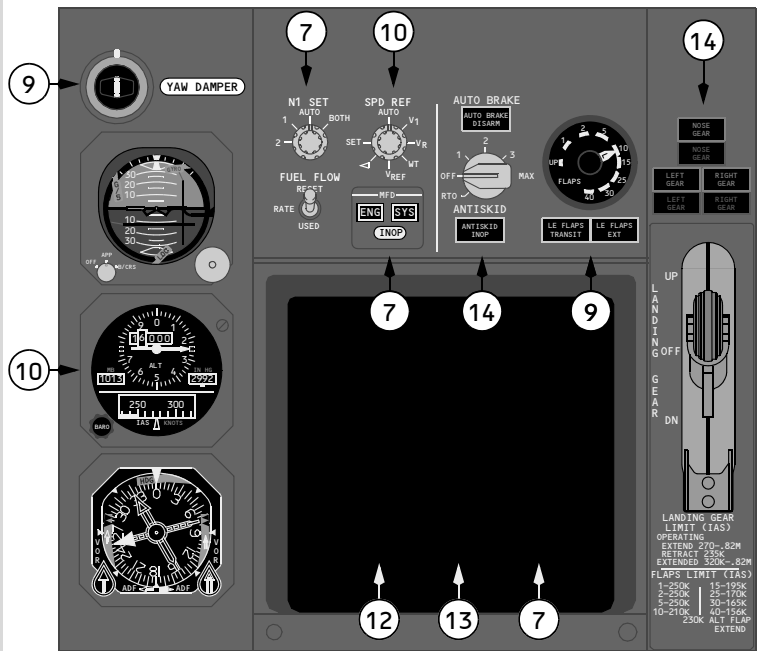
Center Forward Panel

[Option - Typical 737-600 with EFIS/MAP displays]



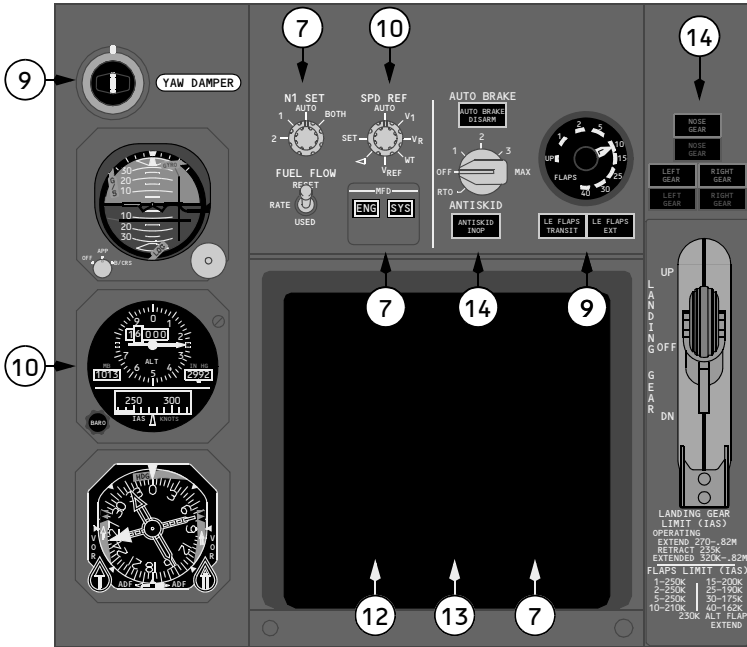
CIRCLED NUMBERS REFER TO CHAPTERS WHERE INFORMATION ON THE ITEM MAY BE FOUND

[Option - Typical 737-700 with EFIS/MAP displays]



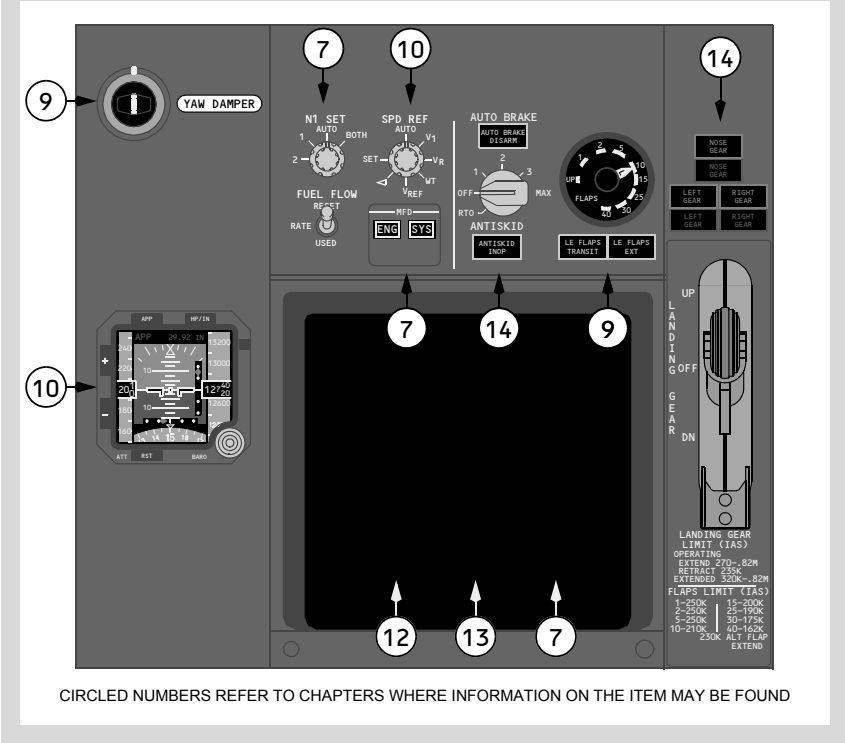
CIRCLED NUMBERS REFER TO CHAPTERS WHERE INFORMATION ON THE ITEM MAY BE FOUND

[Option - Typical 737-800/900 with PFD/ND displays]



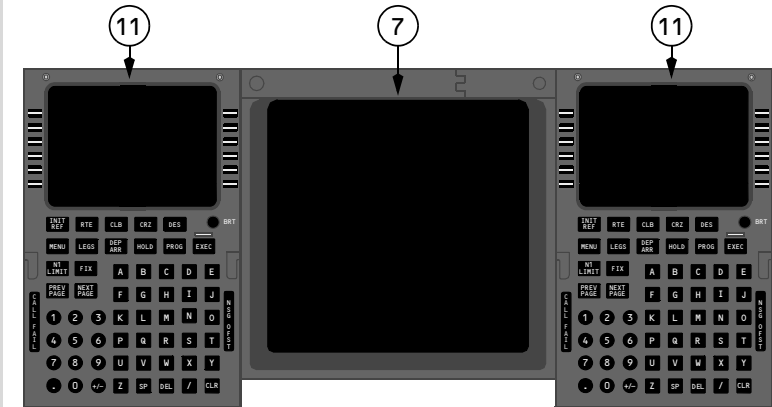
CIRCLED NUMBERS REFER TO CHAPTERS WHERE INFORMATION ON THE ITEM MAY BE FOUND

[Option - Typical 737-900 with Integrated Standby Flight Display and PFD/ND]



Forward Aisle Stand

[Option - Typical Liquid Crystal Display MCDU]

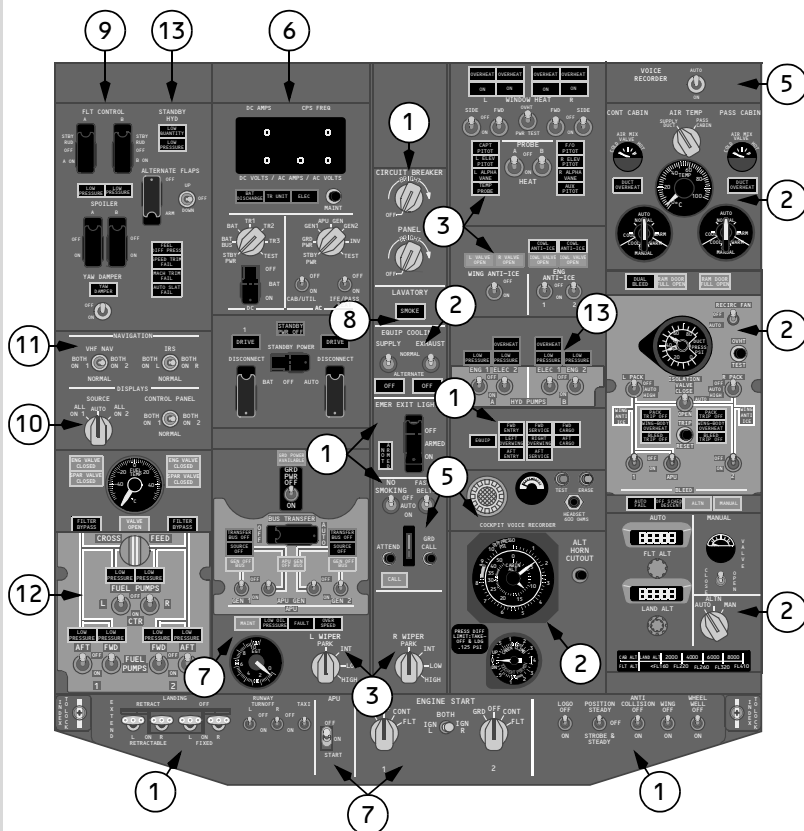


CIRCLED NUMBERS REFER TO CHAPTERS WHERE INFORMATION ON THE ITEM MAY BE FOUND

Intentionally
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737-600/700 Forward Overhead Panel

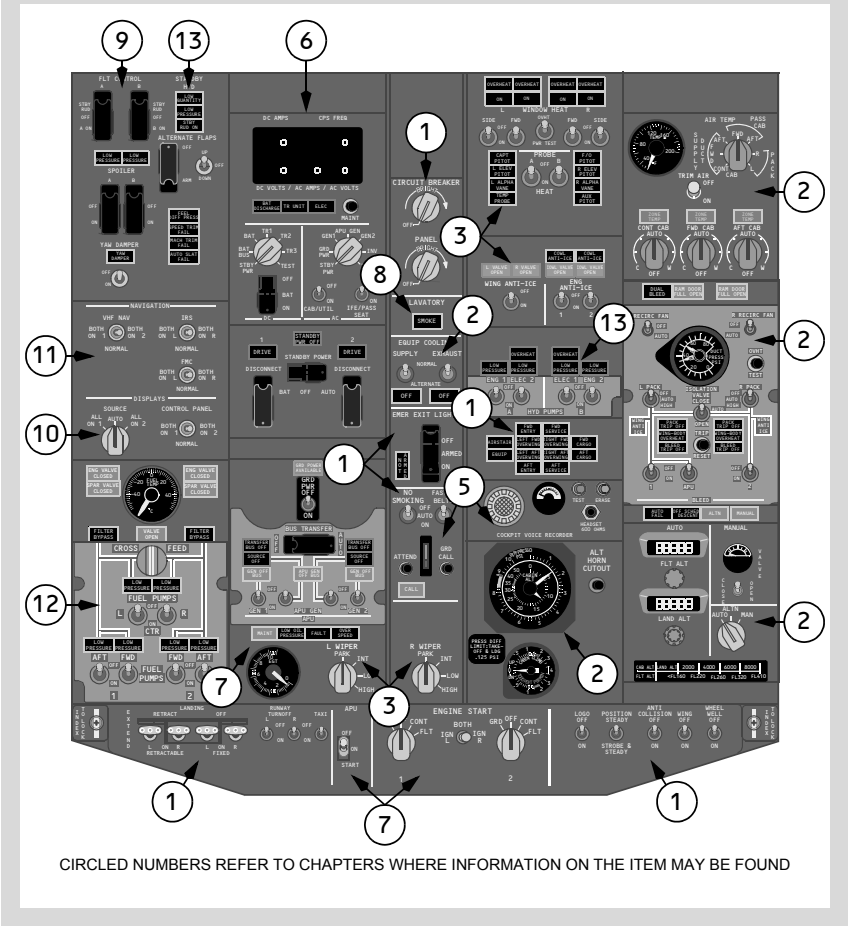
[Option - Typical 737-600/700 Forward Overhead Panel]



CIRCLED NUMBERS REFER TO CHAPTERS WHERE INFORMATION ON THE ITEM MAY BE FOUND

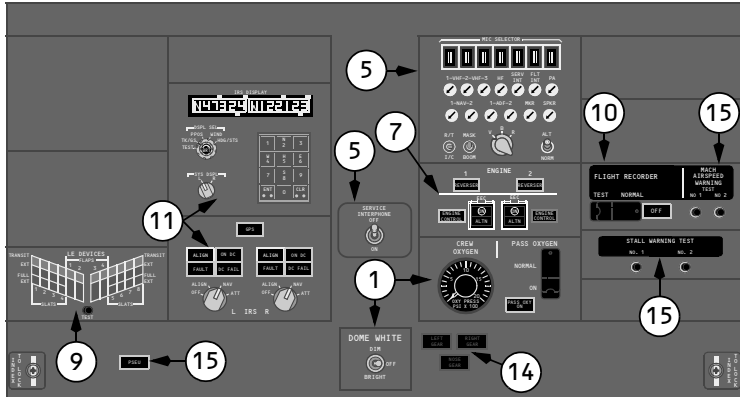
737-800/900 Forward Overhead Panel

[Option - Typical 737-800/900 Forward Overhead Panel]



Aft Overhead Panel

[Option - Typical Aft Overhead Panel]



CIRCLED NUMBERS REFER TO CHAPTERS WHERE INFORMATION ON THE ITEM MAY BE FOUND

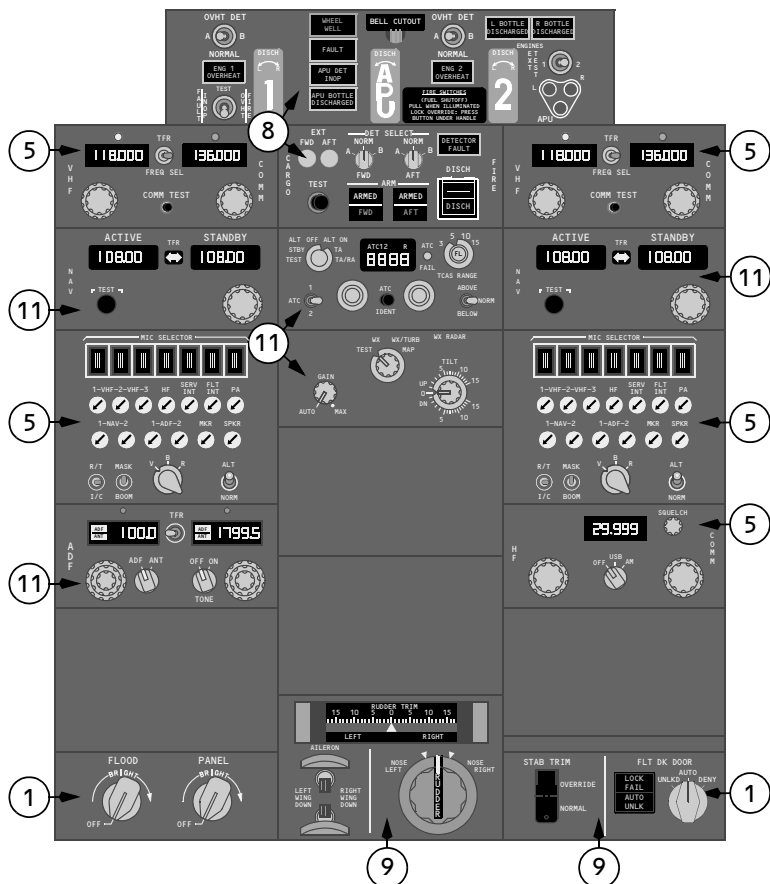
Diagram illustrating the location of the interphone and pass address controls on the cockpit instrument panel. The diagram shows the panel layout with callouts for various components:

- 5**: Interphone and Pass Address buttons.
- 7**: Interphone and Pass Address labels.
- 9**: Interphone and Pass Address labels.
- 14**: Interphone and Pass Address labels.
- 15**: Interphone and Pass Address labels.
- 16**: Interphone and Pass Address labels.

Arrows indicate the flow of information from the callouts to the corresponding components on the panel.

Aft Electronic Panel

[Option - Typical Aft Electronic Panel]

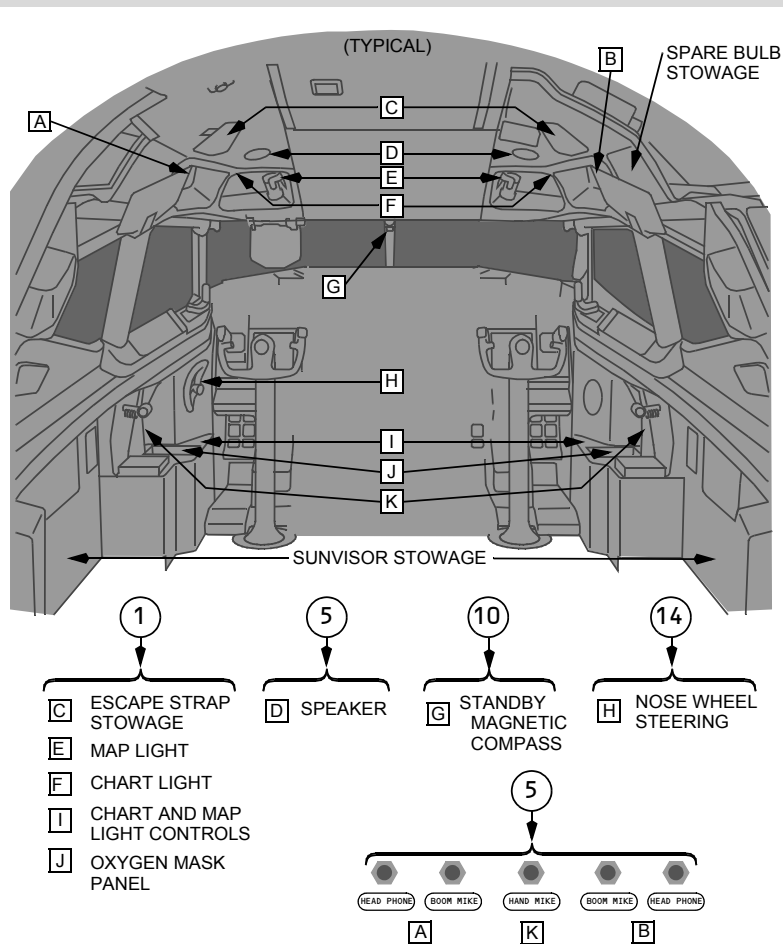


CIRCLED NUMBERS REFER TO CHAPTERS WHERE INFORMATION ON THE ITEM MAY BE FOUND

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Auxiliary Panels

[Option - Typical with HUD installed]

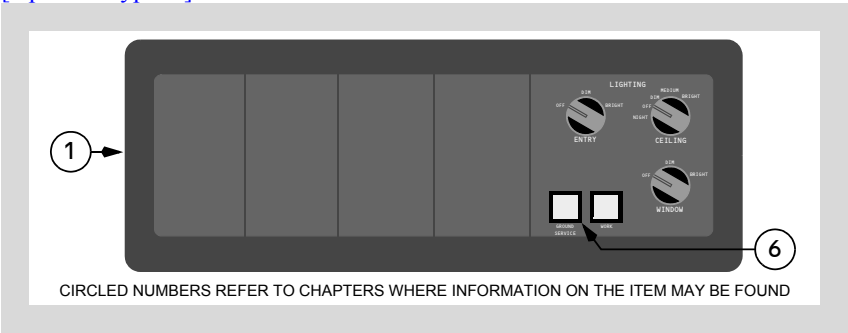


CIRCLED NUMBERS REFER TO CHAPTERS WHERE INFORMATION ON THE ITEM MAY BE FOUND

Attendant Panels

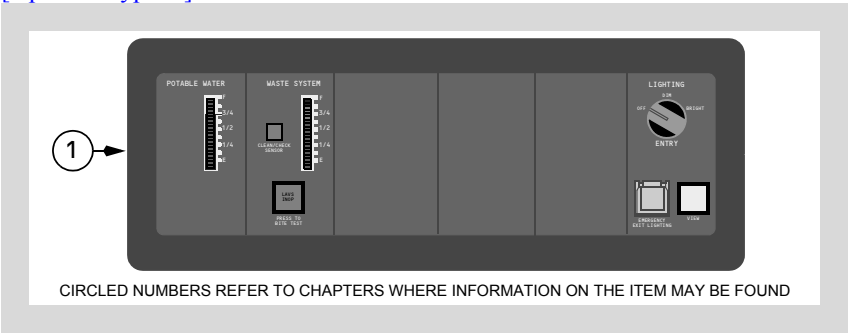
Forward Attendant Panel

[Option - Typical]



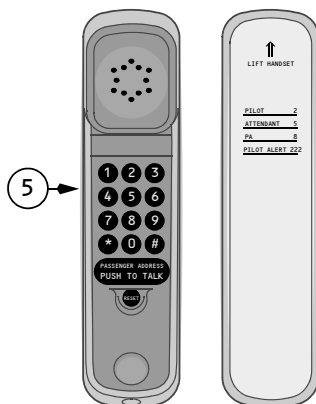
Aft Attendant Panel

[Option - Typical]



Attendant Handset

[Option - Typical]

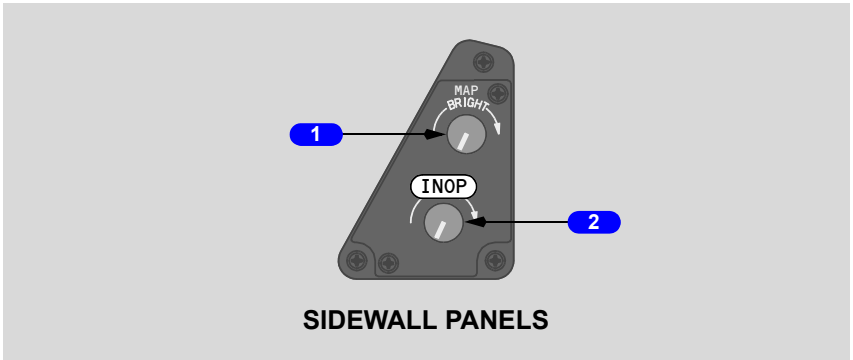


CIRCLED NUMBERS REFER TO CHAPTERS WHERE INFORMATION ON THE ITEM MAY BE FOUND

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Flight Deck Lighting

Map and Chart Light Controls



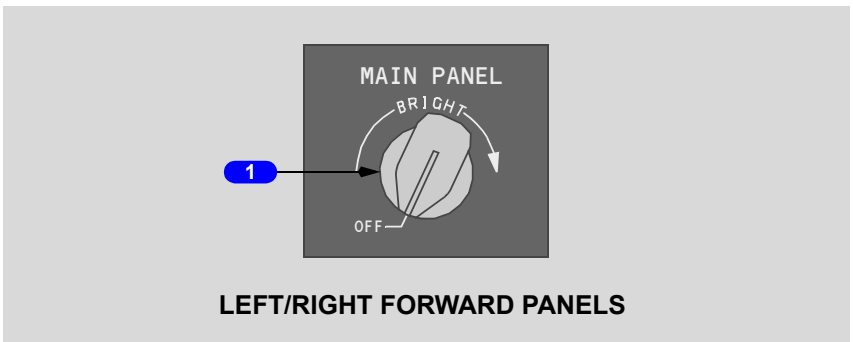
1 MAP Light Control

Rotate – adjusts brightness of Captain/First Officer map lights

2 CHART Light Control

Rotate – adjusts brightness of Captain/First Officer chart lights

Main Panel Lighting



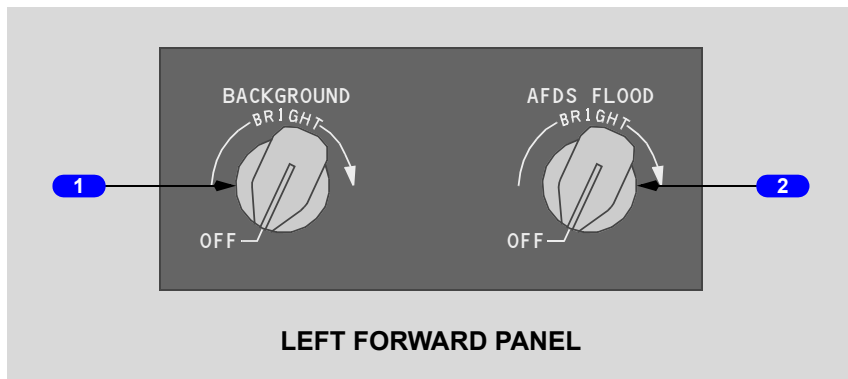
LEFT/RIGHT FORWARD PANELS

1 MAIN PANEL Light Control

Rotate –

- Captain – controls brightness of Captain’s panel and instrument lighting, center instrument panel, and AFDS panel displays and edge lighting
- First Officer – controls brightness of First Officer’s panel and instrument lighting.

Background and AFDS Flood Light Control



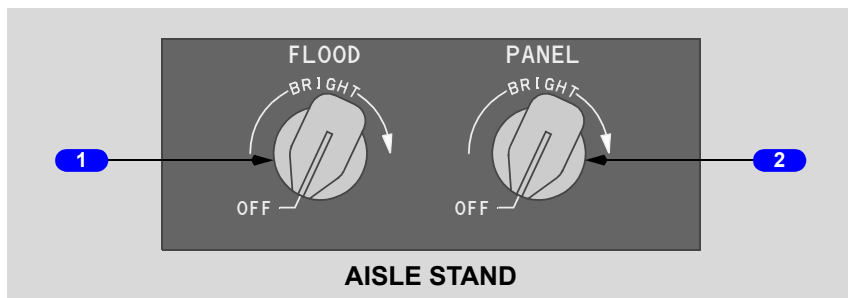
1 BACKGROUND Light Control

Rotate – controls incandescent lighting brightness for Captain’s panel, First Officer’s panel, and center panel.

2 AFDS FLOOD Light Control

Rotate – controls brightness of lighting directed at AFDS panel.

Flood and Aft Electronics Lights Controls



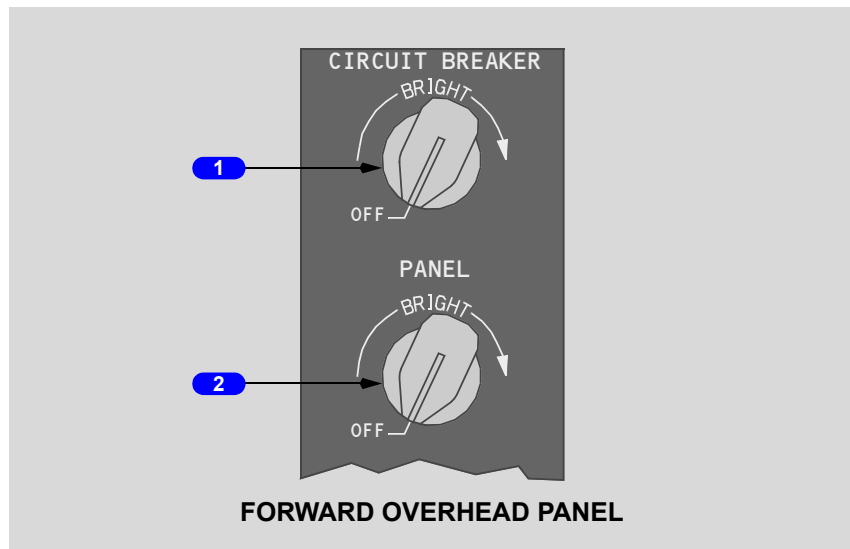
1 FLOOD Light Control

Rotate – controls overhead spotlight brightness directed at thrust lever quadrant.

2 PANEL Light Control

Rotate – controls forward and aft electronic control panel lights brightness.

Overhead/Circuit Breaker Panel Light Controls



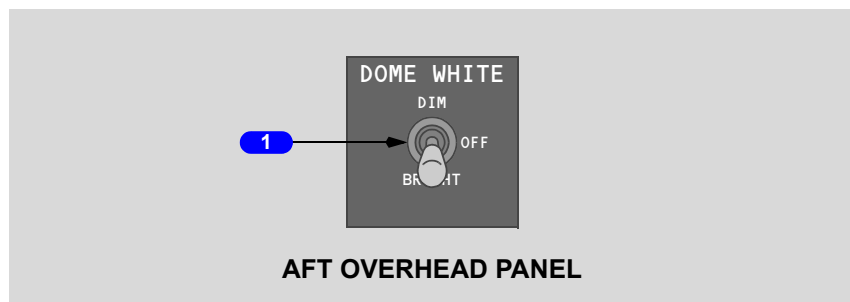
1 CIRCUIT BREAKER Light Control

Rotate – controls P-6 and P-18 circuit breaker panels light brightness.

2 PANEL Light Control

Rotate – controls forward and aft overhead panel lights brightness.

Dome Light Control



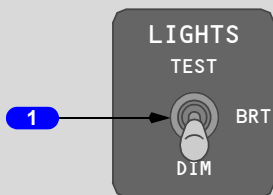
1 DOME Light Control

DIM – sets overhead dome lights to low brightness.

OFF – overhead dome lights are extinguished.

BRIGHT – sets overhead dome lights to full brightness.

Master Lights Test and Dim Switch



LEFT FORWARD PANEL

1 Master LIGHTS TEST and DIM SWITCH

TEST – illuminates all system lights on forward and aft overhead panels, and some lights on Captain and First Officer instrument panels to full brightness.

BRT (bright) – sets all system lights on forward and aft overhead panels, and some lights on Captain and First Officer panels to full brightness.

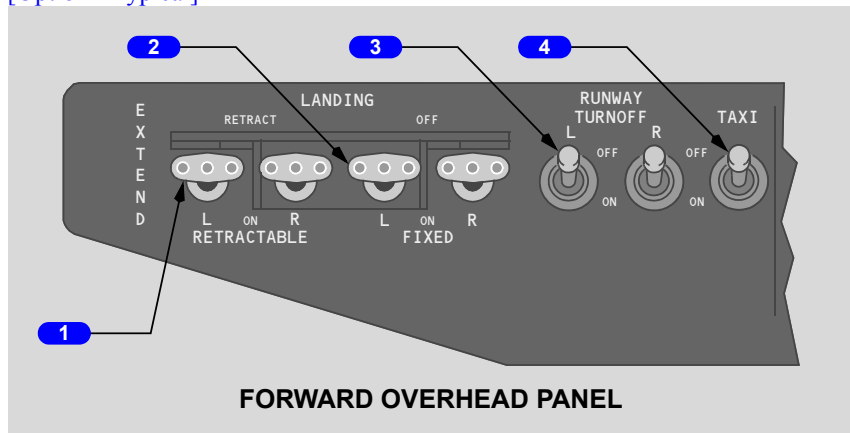
DIM – sets all system lights on forward and aft overhead panels, and some lights on Captain and First Officer panels to low brightness.

Note: Placing the Master Lights Test and Dim Switch in the TEST position will result in a master caution recall and any stored fault will cause the associated light to remain illuminated when the switch is released.

Exterior Lighting

Landing, Runway Turnoff and Taxi Lights

[Option - Typical]



1 RETRACTABLE LANDING Light Switch

RETRACT – retractable landing lights are retracted and extinguished

EXTEND – retractable landing lights are extended and extinguished

ON – retractable landing lights are extended and illuminated.

2 FIXED LANDING Light Switch

OFF – fixed landing lights are extinguished.

ON – fixed landing lights are illuminated.

3 RUNWAY TURNOFF Light Switch

OFF – runway turnoff lights located in leading edge of wing root are extinguished.

ON – runway turnoff lights are illuminated.

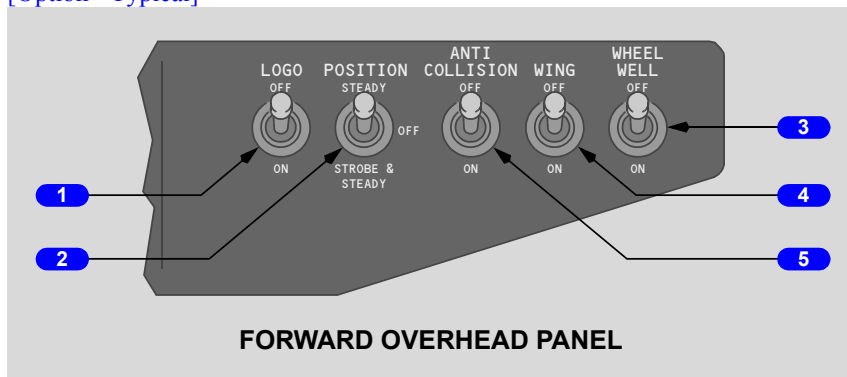
4 TAXI Light Switch

OFF – nose wheel well taxi light extinguished.

ON – nose wheel well taxi light illuminated.

Miscellaneous Exterior Lights

[Option - Typical]



1 LOGO Light Switch

OFF – logo lights on each side of vertical fin extinguished.

ON – logo lights illuminated.

2 POSITION Light Switch

STROBE & STEADY – red and green wing-tip position lights, white trailing edge wing-tip lights and wing-tip and tail strobe lights illuminated.

OFF – red and green wing-tip position lights, white trailing edge wing-tip lights and wing-tip and tail strobe lights extinguished.

STEADY – red and green wing-tip position lights and white trailing edge wing-tip lights illuminated.

3 WHEEL WELL Light Switch

OFF – three wheel well lights extinguished.

ON – wheel well lights illuminated.

4 WING Illumination Switch

OFF – wing leading edge lights on fuselage forward of wing extinguished.

ON – wing leading edge lights illuminated.

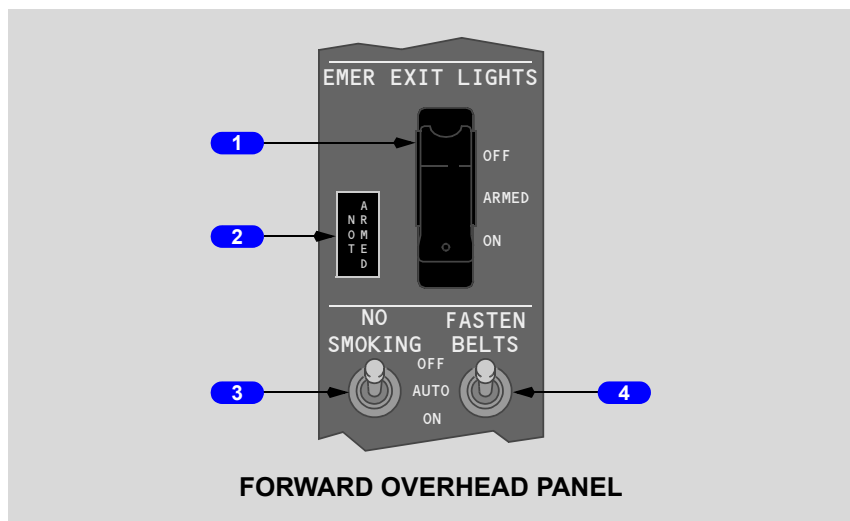
5 ANTI-COLLISION Light Switch

OFF – red rotating beacon lights on upper and lower fuselage extinguished.

ON – red rotating beacon lights illuminated.

Emergency Lighting and Passenger Signs

Flight Deck



1 Emergency (EMER) EXIT LIGHTS Switch

OFF – prevents emergency lights system operation if airplane electrical power fails or is turned off.

ARMED – (guarded position) all emergency lights illuminate automatically if airplane electrical power to DC bus No. 1 fails or AC power is turned off.

ON – all emergency lights illuminate.

2 Emergency (EMER) EXIT LIGHTS NOT ARMED Light

Illuminated (amber) – EMER EXIT LIGHTS switch not in ARMED position.

3 NO SMOKING Switch

OFF – the NO SMOKING signs are not illuminated.

AUTO – the NO SMOKING signs are illuminated or extinguished automatically with reference to airplane configuration (refer to the Lighting System Description section).

ON – the NO SMOKING signs are illuminated.

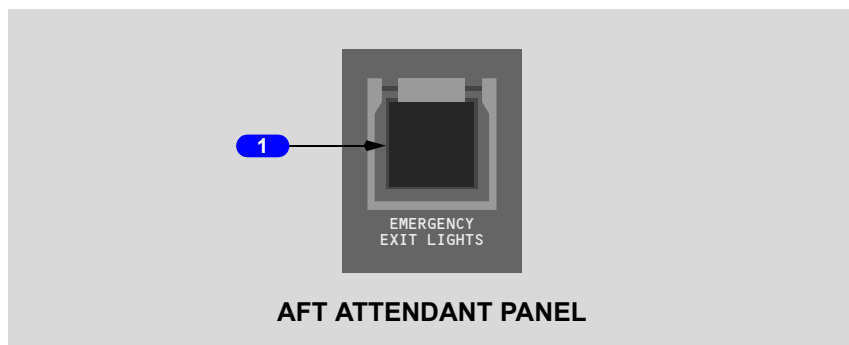
4 FASTEN BELTS Switch

OFF – the FASTEN SEAT BELTS and RETURN TO SEAT signs are not illuminated.

AUTO – the FASTEN SEAT BELTS and RETURN TO SEAT signs are illuminated or extinguished automatically with reference to airplane configuration (refer to the Lighting System Description section).

ON – the FASTEN SEAT BELTS and RETURN TO SEAT signs are illuminated.

Passenger Cabin



1 Passenger Cabin Emergency Lights Switch (guarded)

On – illuminates all emergency lights and bypasses flight deck control.

Emergency Locator

Emergency Locator Transmitter



1 Emergency Locator Transmitter Light

Illuminated (amber) – ELT has been activated and is simultaneously transmitting on 121.5, 243.0 and 406.0 mhz.

2 Emergency Locator Transmitter Switch

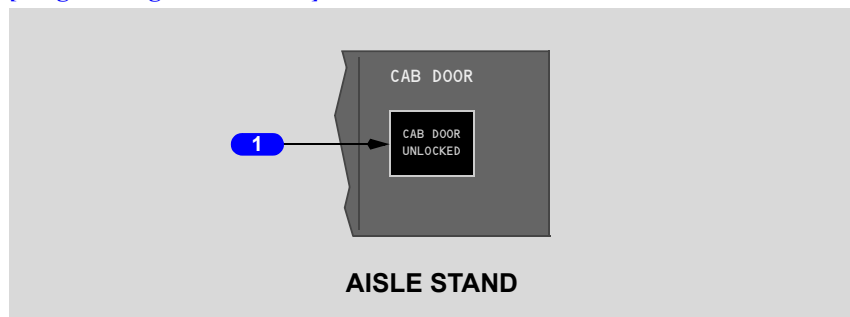
ARM – (guarded position) ELT transmits automatically when it reaches its preset G-Load limit.

ON – manually activates the ELT.

Doors

Cabin Door

[Original Flight Deck Door]



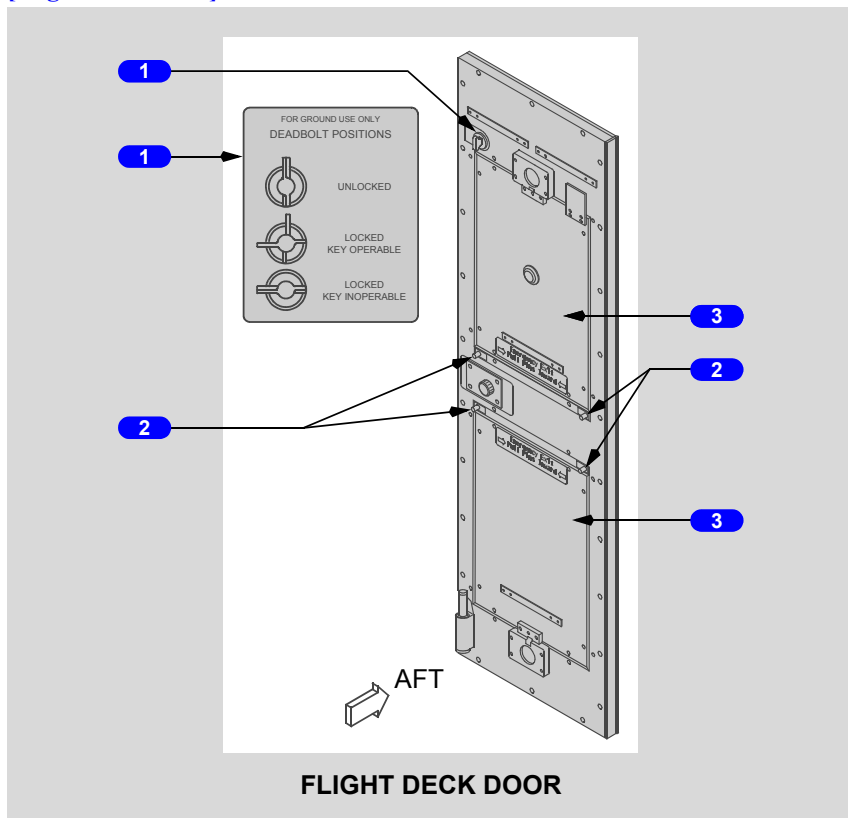
1 Cabin Door (CAB DOOR) Lock Switch

Illuminated (amber) – cabin door is unlocked.

Push – with DC power available, locks cabin door

Flight Deck Door

[Flight Deck Door]



1 Deadbolt and Deadbolt Placard

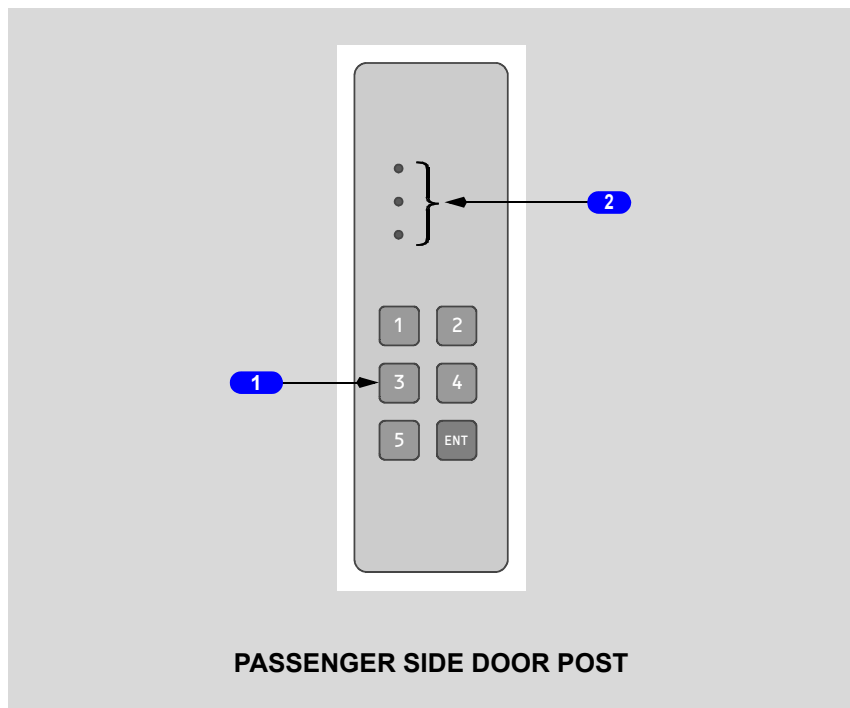
2 Release Pins

Pull pins inward - manually separates decompression panel from a jammed door to allow panel opening and egress.

3 Decompression Panel

Provides emergency egress path and automatically opens during cabin decompression.

Flight Deck Emergency Access Panel



1 Keypad

Push - enters 3 to 8 digit emergency access code by pressing numeric then "ENT" keys. Entry of correct emergency access code sounds flight deck chime.

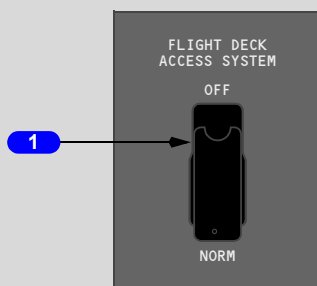
2 Access Lights

Illuminated (red) - door locked or Flight Deck Access System switch OFF.

Illuminated (amber) - correct emergency access code entered.

Illuminated (green) - door unlocked.

Flight Deck Access System Switch



FLIGHT DECK SIDE DOOR POST

1 Flight Deck Access System Switch

OFF - removes electrical power from door lock.

NORM (Normal) - flight deck access system configured for flight.

Flight Deck Door Lock Panel



AFT ELECTRONIC PANEL

1 LOCK FAIL Light

Illuminated (amber) - Flight Deck Door Lock selector in AUTO and door lock has failed or Flight Deck Access System switch is OFF.

2 AUTO Unlock (UNLK) Light

Illuminated (amber) - correct emergency access code entered in keypad. AUTO UNLK light flashes and continuous chime sounds before timer expires and door unlocks.

3 Flight Deck (FLT DK) Door Lock Selector

Spring loaded to AUTO. Selector must be pushed in to rotate from AUTO to UNLKD. Selector must not be pushed in to rotate from AUTO to DENY.

UNLKD - door unlocked while selector in UNLKD.

AUTO - door locked. Allows door to unlock after entry of emergency access code and expiration of timer, unless crew takes action.

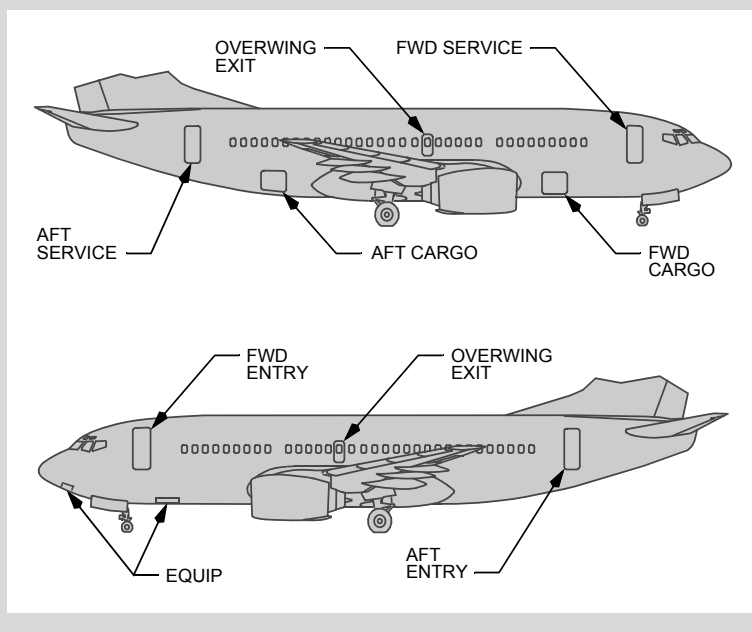
DENY - rejects keypad entry request and prevents further emergency access code entry for a time period.

Exterior Door Annunciator Lights

[Option - Typical 737-600 without airstairs]



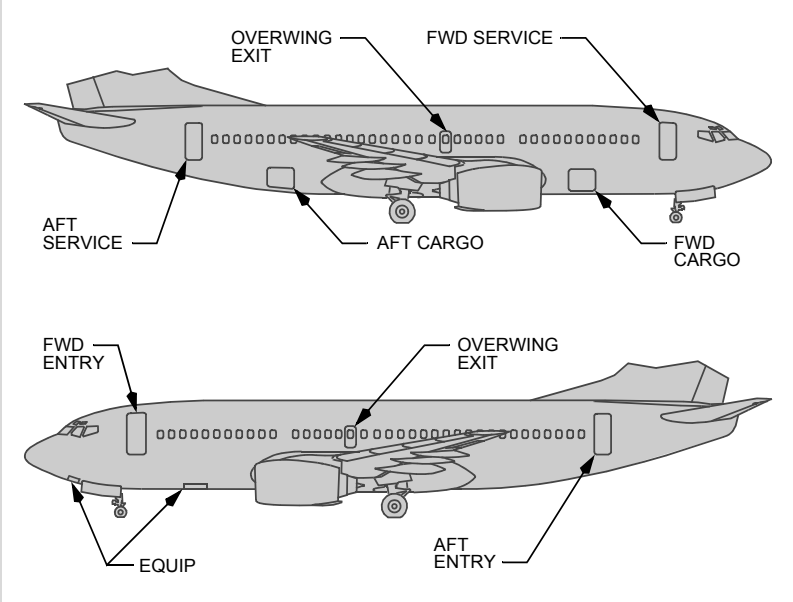
FORWARD OVERHEAD PANEL



[Option - Typical 737-700 without airstairs]



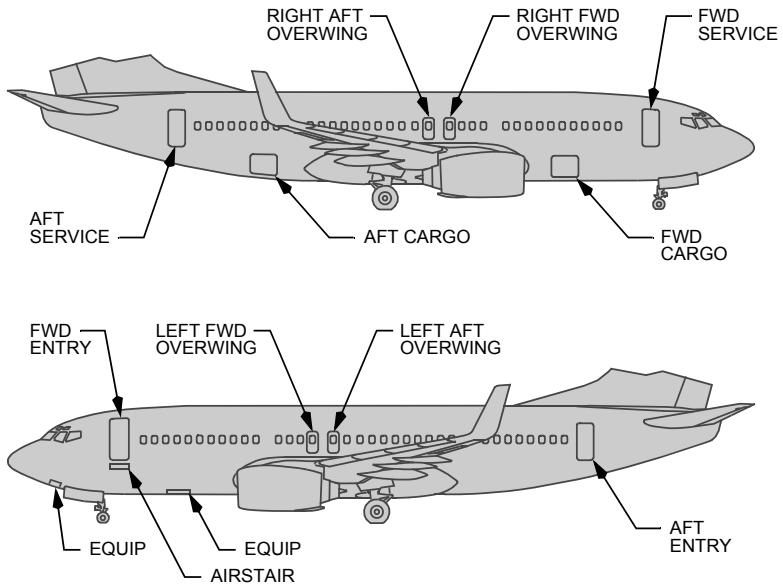
FORWARD OVERHEAD PANEL



[Option - Typical 737-800 with airstairs and winglets]



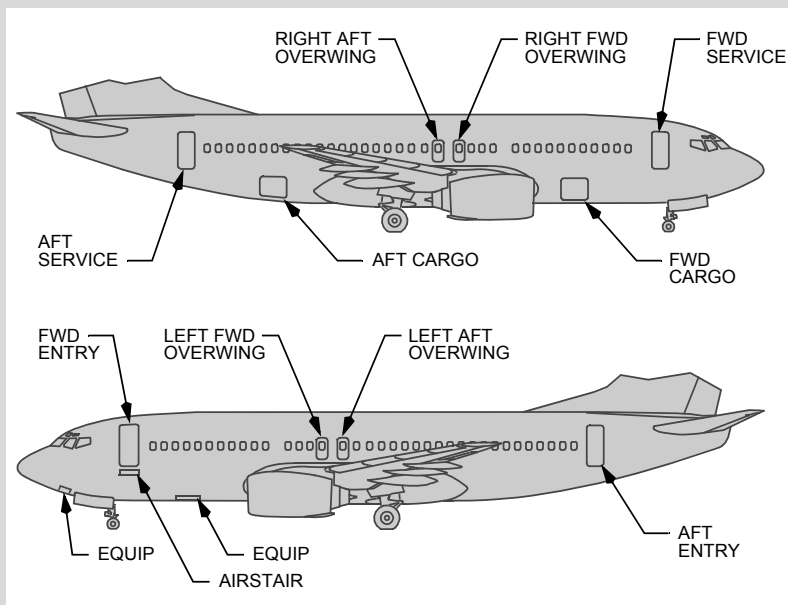
FORWARD OVERHEAD PANEL



[Option - Typical 737-900 with airstairs]



FORWARD OVERHEAD PANEL



1 Exterior Door Annunciations

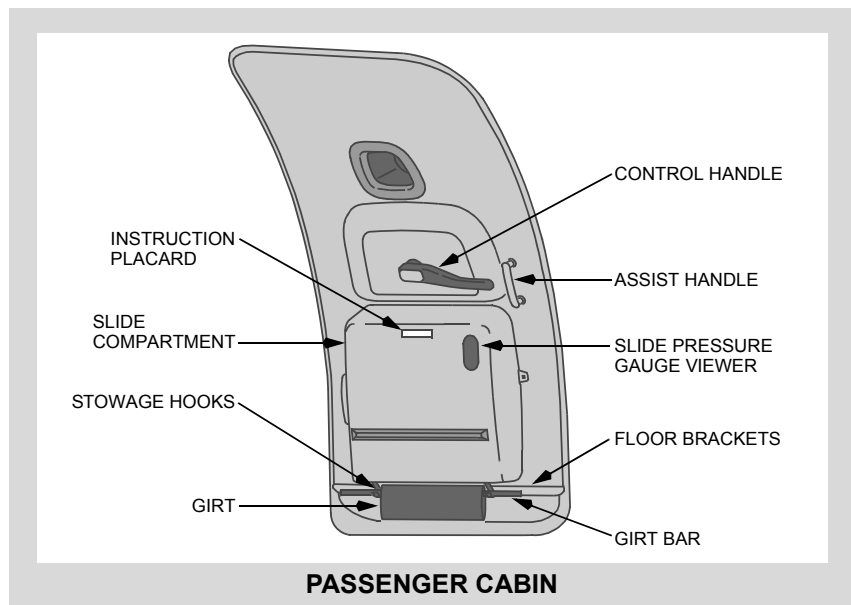
Illuminated (amber) – related door is not closed and locked.

2 Overwing Exit Annunciations

Illuminated (amber) –.

- related overwing exit is not closed and locked
- related flight lock failed to engage when commanded locked.

Passenger Entry/Galley Service Doors



Oxygen

Oxygen Panel



1 Flight CREW OXYGEN Pressure Indicator

Indicates pressure at the crew oxygen cylinder.

2 Passenger Oxygen (PASS OXYGEN) Switch

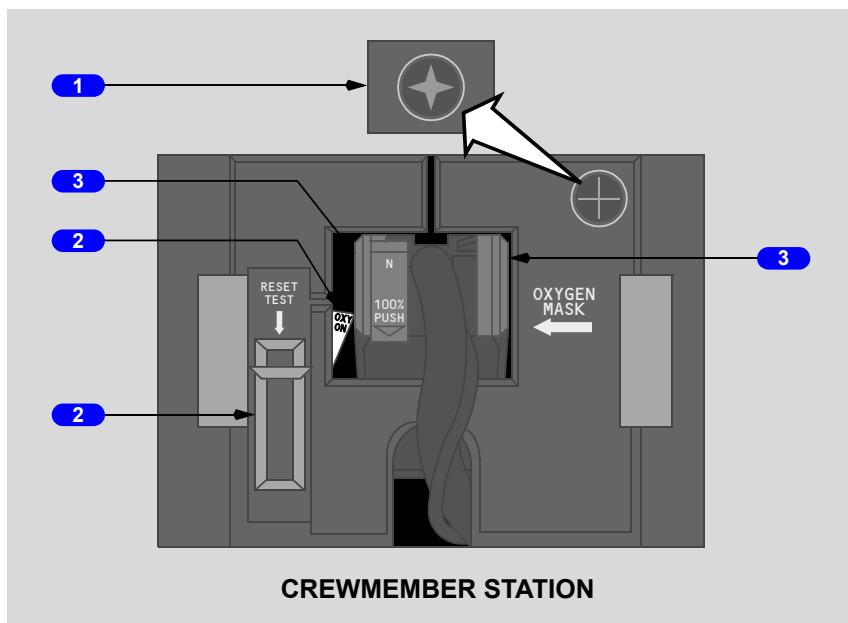
NORMAL – (guarded position) passenger masks drop and passenger oxygen system activated automatically if cabin altitude climbs to 14,000 feet

ON – activates system and drops masks if automatic function fails.

3 Passenger Oxygen On Light

Illuminated (amber) – passenger oxygen system is operating and masks have dropped.

Oxygen Mask Panel



1 Oxygen Flow Indicator

Indicates a yellow cross when oxygen is flowing.

2 RESET/TEST Switch

Push –

- if mask is stowed, activates oxygen flow momentarily to test regulator
- if mask is not stowed and stowage box doors are closed, retracts OXY ON flag, shuts off oxygen, and shuts off microphone.

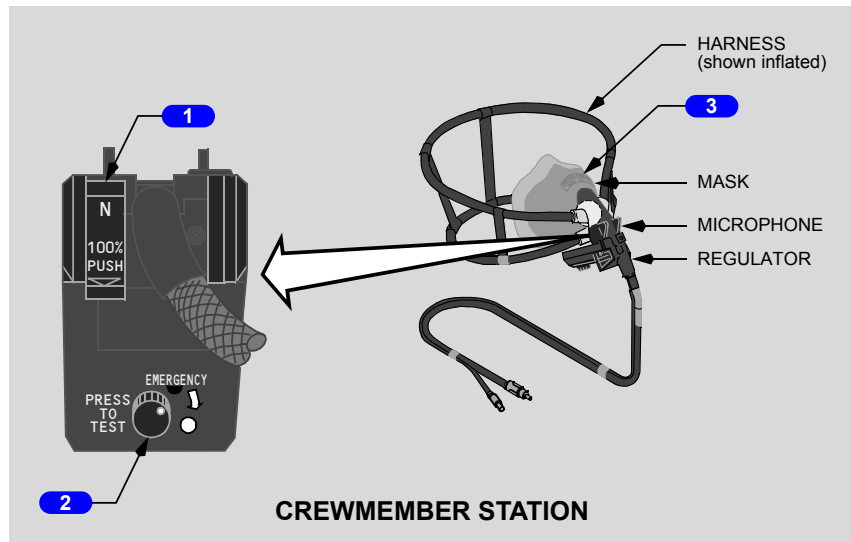
3 Oxygen Mask Release Lever

Squeeze and pull up –

- releases mask from stowage box
- releases OXY ON flag when stowage box doors open

- initiates oxygen flow
- inflates mask harness when inflation lever is squeezed
- flow indicator shows a yellow cross momentarily as harness inflates.

Oxygen Mask and Regulator



1 NORMAL/100% Switch

N (normal) – supplies air/oxygen mixture on demand (ratio depends on cabin altitude).

100% – supplies 100% oxygen on demand.

2 Oxygen Mask EMERGENCY/Test Selector (rotary)

Rotate – supplies 100% oxygen under positive pressure at all cabin altitudes.

PRESS TO TEST – tests positive pressure supply to regulator.

3 Smoke Vent Valve Selector

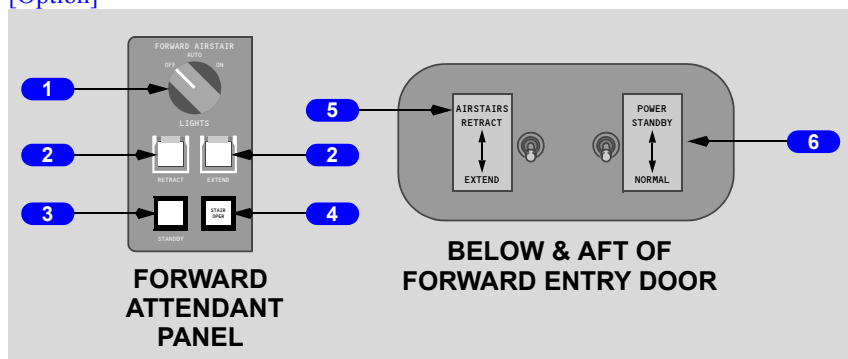
Up - vent valve closed.

Down - vent valve open, allowing oxygen flow to smoke goggles.

Forward Airstairs

Interior and Exterior Controls

[Option]



1 LIGHTS Switch

AUTO – the airstair tread lights illuminate automatically upon airstair extension and extinguish upon retraction.

ON – illuminates the airstair tread lights.

2 Normal Control Switches

Note: AC and DC electrical power must be available on airplane.

RETRACT – retracts the airstair. The handrail extensions must be stowed prior to retracting the airstair.

EXTEND – extends the airstair.

3 STANDBY Control Switch

Note: Switch must be held in while using EXTEND or RETRACT. Battery switch must be ON.

Extend – extends the airstair.

Retract – retracts the airstair.

CAUTION: Use of standby bypasses all safety circuits. Airstair handrail extensions must be stowed or substantial damage could result.

4 STAIRS Operating (OPER) Light

Illuminated (amber) – indicates the airstair is in transit.

5 AIRSTAIRS Control Switch

EXTEND – extends the airstair.

RETRACT – retracts the airstair.

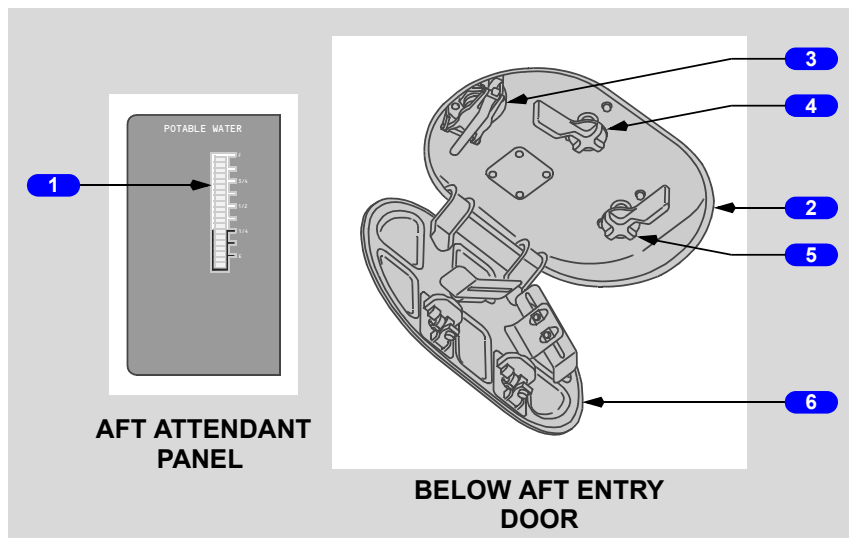
6 POWER Switch

(spring-loaded to NORMAL)

NORMAL – requires both AC and DC power.

STANDBY – requires DC power.

Water System Controls



1 Water Quantity Indicator

Indicates quantity of water in reservoir.

2 Water System Service Panel

3 Fill Fitting

Used to fill tank.

4 Fill and Overflow Valve Handle

Open - enables filling or gravity draining water tank.

Closed - normal position.

5 Tank Drain Valve Handle

Open - drains water from tank.

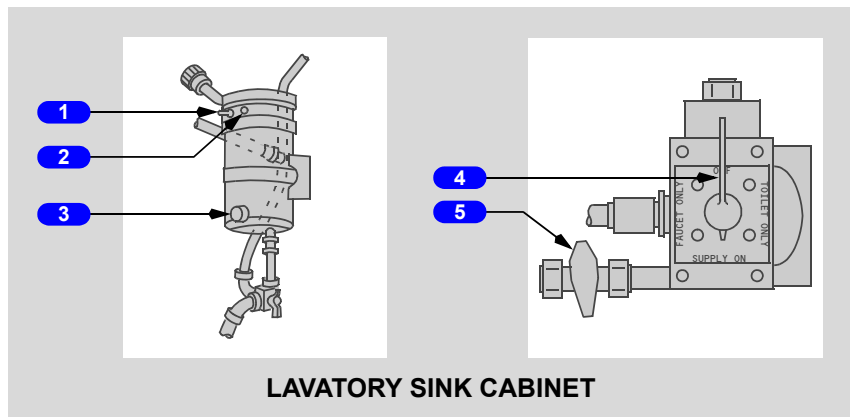
Closed - normal position.

6 Access Panel

Cannot be closed unless the Fill and Overflow Valve and Tank Drain Valve Handles are in the closed position.

Lavatory Controls

[Option - Early Airplanes]



1 Water Heater Switch

On – activates the water heater.

2 Water Heater Light

Illuminated - heater operating.

3 Temperature Control Switch

4 Water Supply Selector Valve

SUPPLY ON – provides water to lavatory sink faucets and water heater (normal position).

FAUCET ONLY– water is supplied to faucet only.

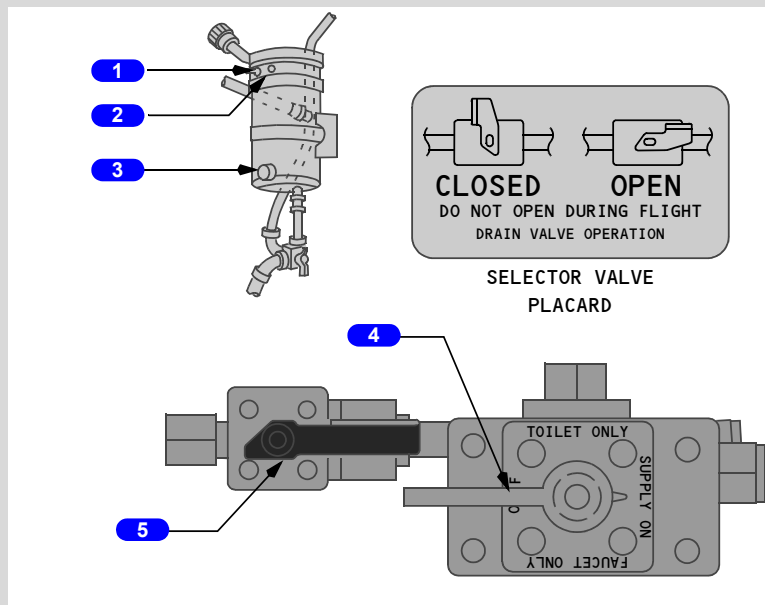
OFF – shuts off water to lavatory sink faucets and water heater.

TOILET ONLY– water is supplied to toilet only.

5 Drain Valve

Located in the forward lavatory.

[Newer airplanes]



LAVATORY SINK CABINET

1 Water Heater Switch

On – activates the water heater.

2 Water Heater Light

Illuminated - heater operating.

3 Temperature Control Switch

4 Water Supply Selector Valve

Each lavatory has a Water Supply Selector Valve. The Water Supply Selector Valve has four positions, and is located in the cabinet below the sink.

SUPPLY ON – Normal operating position. When the water system is depressurized, all lavatories except “A” will drain. In this lavatory, the drain valve must be opened to drain the lavatory

FAUCET ONLY – In this position, water is supplied to the faucet, but not to the toilet

TOILET ONLY – In this position, water is supplied to the toilet, but not to the faucet

OFF – No water is supplied to the lavatory.

5 Drain Valve Handle (red)

Located in the forward lavatory only.

Intentionally
Blank

**Airplane General, Emergency
Equipment, Doors, Windows
Systems Description**

Chapter 1

Section 40

Introduction

[\[Option - airstairs installed\]](#)

This chapter describes miscellaneous airplane systems, including:

- lighting systems
- oxygen systems
- fire extinguishers
- emergency equipment
- doors and windows
- cargo compartments
- emergency egress
- flight deck seats
- galleys
- water systems
- lavatories
- airstairs.

Lighting Systems

Lighting systems described in this chapter include:

- exterior lighting
- flight deck lighting
- passenger cabin lighting
- emergency lighting.

Exterior Lighting

Exterior lighting consists of these lights:

- landing
- runway turnoff
- taxi
- logo
- position (navigation)
- strobe
- anti-collision
- wing illumination
- wheel well.

Retractable Landing Lights

Retractable landing lights are installed in the lower airplane fuselage. The lights are designed to extend and shine forward, parallel to the waterline of the airplane. The lights may be extended at any speed.

Fixed Landing Lights

Two fixed landing lights are in the wing leading edge. The lights shine forward and down in a fixed position.

Runway Turnoff Lights

Runway turnoff lights are in each wing root. The lights illuminate the area in front of the main gear.

Taxi Lights

The taxi light is mounted on the nose wheel strut and points in the same direction as the nose wheel.

Logo Lights

Logo lights are located on the top of each horizontal stabilizer surface to point light on both sides of the vertical stabilizer.

Position Lights

[\[Option - non-winglet airplanes\]](#)

The navigation lights are the standard red (left forward wingtip), green (right forward wingtip), and white (aft tip of both wings) position lights.

[\[Option - winglet equipped airplanes\]](#)

The navigation lights are the standard red (left forward wingtip), green (right forward wingtip), and white (trailing edge of both wings, just inboard of winglet).

Strobe Lights

[\[Option - non-winglet airplanes\]](#)

Three high intensity white strobe lights are installed on the left forward wing tip, right forward wing tip, and tail cone.

[\[Option - winglet equipped airplanes\]](#)

Three high intensity white strobe lights are installed on the left forward winglet, right forward winglet, and tail cone.

Anti-collision Lights

Two red anti-collision strobe lights are located on the top and bottom of the fuselage.

Wing Illumination Lights

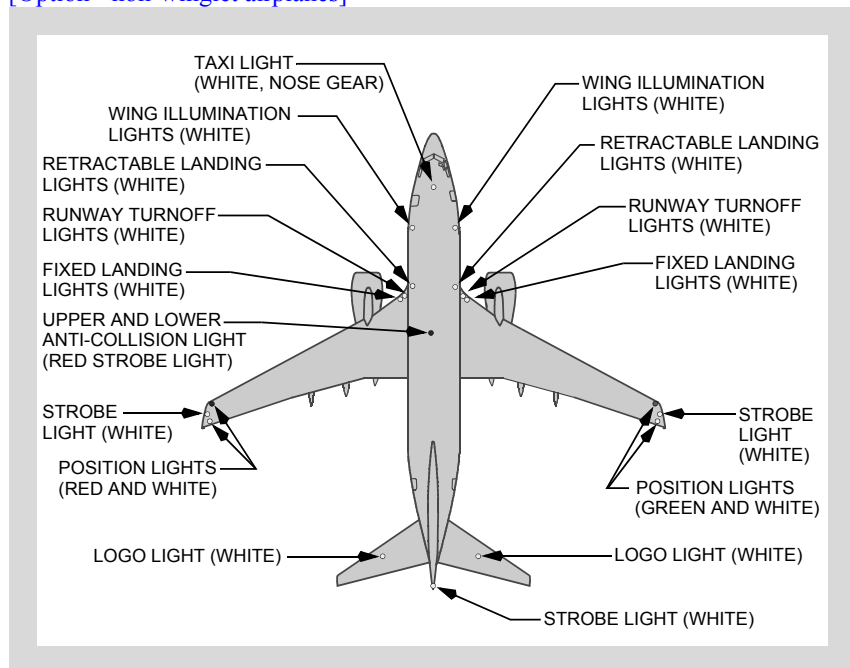
Wing lights are installed on the fuselage and illuminate the leading edge of the wing.

Wheel Well Lights

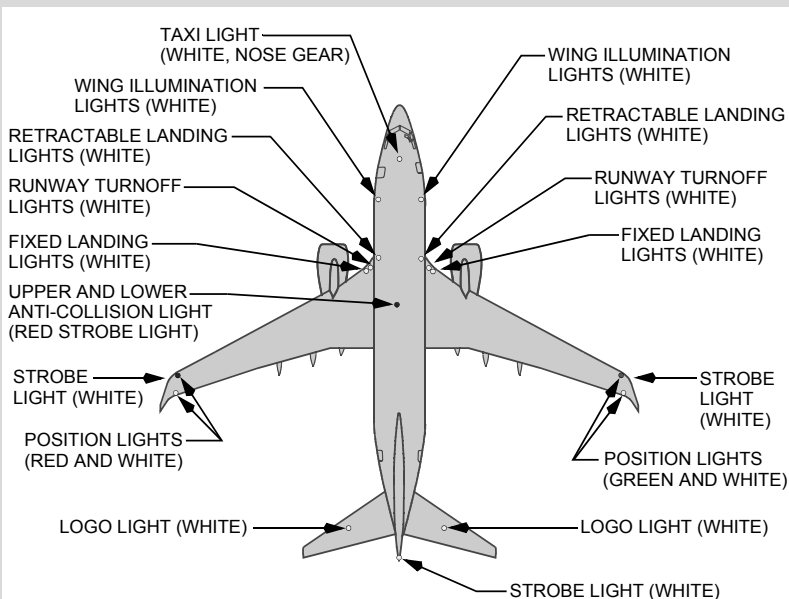
Lights are installed in the wheel well of the nose gear and each main gear.

Exterior Lighting Locations

[Option - non-winglet airplanes]



[Option: Winglets]



Flight Deck Lighting

Flight deck lighting is provided for panel illumination, area lighting and localized illumination. Dome lights supply general flight deck flood lighting. The glareshield supplies background light for the main instrument panels. Each instrument and instrument panel has its own integral lights. Floodlights are installed for the MCP, aisle stand, and aft circuit breaker panel.

Map lights, chart lights and utility lights are available at the pilot stations, each with individual controls.

If normal electrical power is lost, standby electrical power is automatically provided to the standby compass light, dome lights, instrument flood lights and selected system information and warning lights.

Passenger Cabin Lighting

Passenger cabin lighting is supplied by incandescent and fluorescent lights. General cabin lighting is provided by window lights, ceiling lights, and entry lights. Reading lights are located above each passenger seat in the passenger service unit. Lights are also installed in the lavatories and galleys.

Passenger Cabin Signs

The passenger cabin signs are controlled by a switch on the forward overhead panel. With Auto selected, the signs are controlled automatically by reference to landing gear and flap positions:

FASTEN BELTS and **RETURN TO SEAT** signs:

- illuminate when flaps or gear are extended
- extinguish when flaps and gear are retracted.

NO SMOKING signs:

- illuminate when gear is extended
- extinguish when gear is retracted.

All passenger signs can be controlled manually by positioning the respective switch to ON or OFF.

When the passenger cabin signs illuminate or extinguish, a low tone sounds over the PA system.

Emergency Lighting

Exit lights are located throughout the passenger cabin to indicate the approved emergency exit routes. The system is controlled by a switch on the overhead panel. The switch has three positions, OFF, ARMED and ON and is guarded to the ARMED position. With the switch in the ARMED position, the emergency exit lights are normally extinguished. If electrical power to DC bus No. 1 fails or if AC power has been turned off, the emergency exit lights illuminate automatically.

The emergency exit lights may also be illuminated by a switch on the aft attendants panel. Lifting the guard and pushing the switch ON overrides the flight deck control and illuminates the emergency exit lights. Control from this panel is available in the event of failure of the automatic control.

The flight deck aft DOME light contains a separate bulb that is powered by the emergency lighting system to provide for flight deck evacuation.

Interior Emergency Lighting

Interior emergency exit lights are located:

- in the lower inboard corner of stowage bins to illuminate the aisle
- over the entry/service and overwing emergency hatches to indicate the door and hatch exits
- in the ceiling to locate the exits and provide general illumination in the area of the exits.

Self-illuminating exit locator signs are installed at the forward, middle, and aft end of the passenger cabin.

Floor proximity emergency escape path lighting consists of locator lights spaced at regular intervals down one side of the aisle. Lighted arrows point to overwing exits and a lighted EXIT indicator is near the floor by each door and overwing exit. Escape path markings are provided for visual guidance for emergency cabin evacuation when other sources of cabin lighting are obscured.

Interior Emergency Lighting

[Option: Photoluminescent Lighting System]

Interior emergency exit lights are located:

- in the lower inboard corner of stowage bins to illuminate the aisle
- over the entry/service and overwing emergency hatches to indicate the door and hatch exits
- in the ceiling to locate the exits and provide general illumination in the area of the exits.

Self-illuminating exit locator signs are installed at the forward, middle, and aft end of the passenger cabin.

A photoluminescent floor path marking system is installed along the cabin aisle. The photoluminescent material, when excited by light, will glow and provide exit path guidance. At the exit, electrically operated lights and markers provide exit identification.

The photoluminescent strips need to be properly charged. The table below contains charging information and can be used to determine how long the strips remain illuminated. For charging, the cabin ceiling, and sidewall lights need to be on at full intensity, and the strips should not be covered or blocked.

Charge Scenario	Photoluminescent Duration (Hours)	Remarks
First flight of the day - bins closed, no passengers <ul style="list-style-type: none"> • 5 minute charge • 10 minute charge • 15 minute charge • 30 minute charge • 45 minute charge 	<ul style="list-style-type: none"> • 4.25 • 8 • 9.5 • 14 • 16 	Close overhead bins during charging and cabin activity is limited to minor aisle traffic of crew and personnel. Passengers will shadow the system and are not allowed on board during charging.
First flight of the day - bins open, no passengers <ul style="list-style-type: none"> • 15 minute charge • 30 minute charge 	<ul style="list-style-type: none"> • 5.75 • 7.5 	Cabin activity is limited to minor aisle traffic of crew and personnel. Passengers will shadow the system and are not allowed on board during charging.
Photoluminescent duration can be extended beyond the initial charge, by using the following charge scenarios:		
In flight/taxi - with cabin lighting on	No limit with ceiling lights on dim or greater	
In flight/taxi - with cabin lighting off <ul style="list-style-type: none"> • 15 minute charge • 30 minute charge 	<ul style="list-style-type: none"> • 8 • 11.25 	Begin charging prior to previous discharge duration ending.

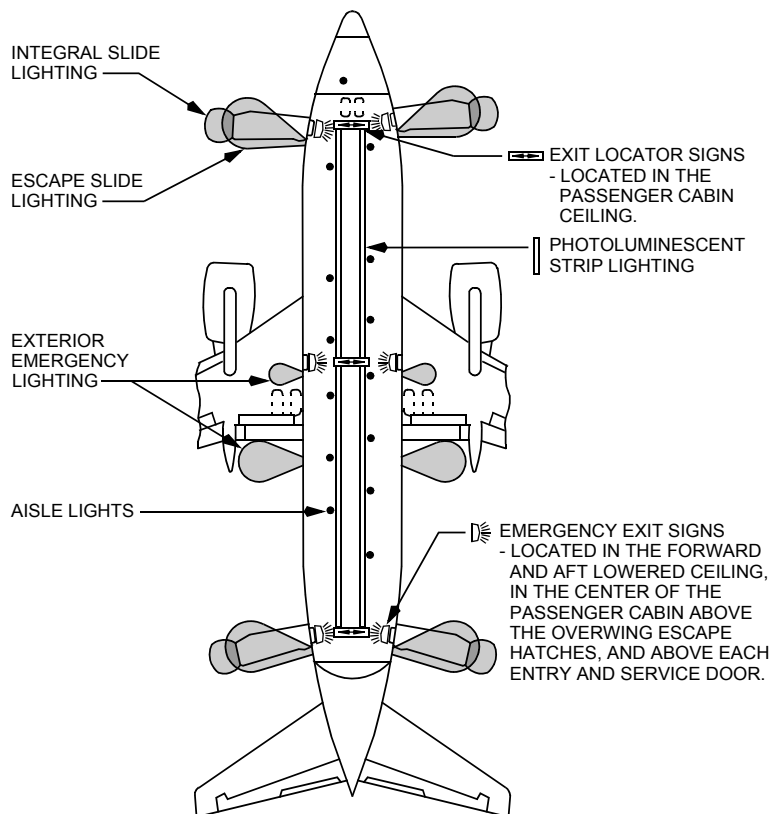
Charge Scenario	Photoluminescent Duration (Hours)	Remarks
Ground turn with bin doors open and passengers in seats <ul style="list-style-type: none"> 15 minute charge 30 minute charge 	<ul style="list-style-type: none"> 6.75 9 	Bin doors can be open during charging. Passenger loading and unloading periods cannot be included in the charge time. Passengers can be on the airplane. Begin charging prior to previous discharge duration.
Ground turn with bin doors open and no passengers in seats <ul style="list-style-type: none"> 15 minute charge 30 minute charge 	<ul style="list-style-type: none"> 7.5 10 	Bin doors can be open during charging. Passenger loading and unloading periods cannot be included in the charge time. Passengers cannot be on the airplane. Begin charging prior to previous discharge duration.

Exterior Emergency Lighting

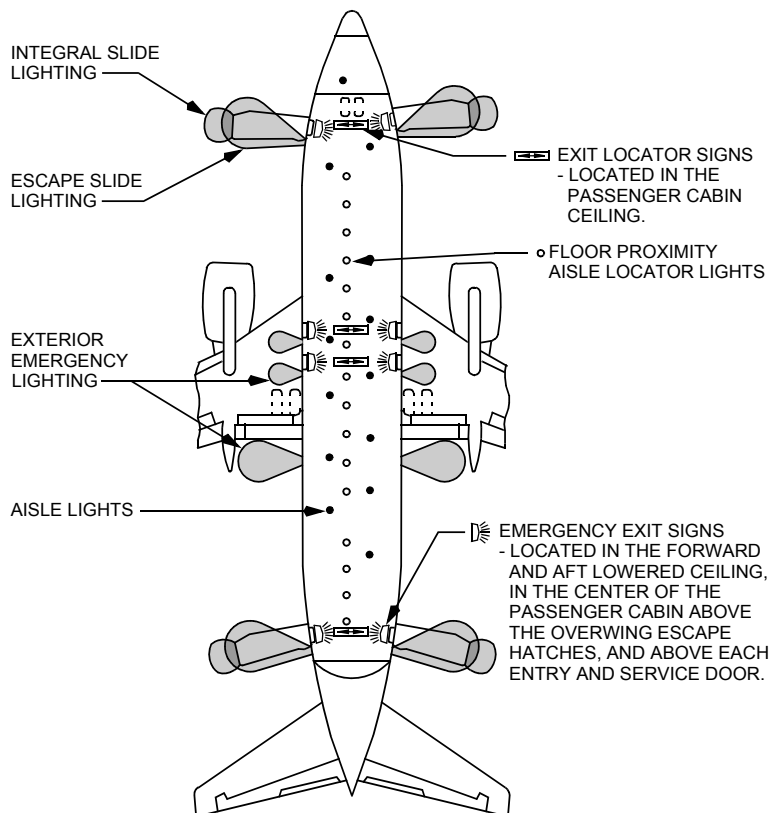
Exterior emergency lights illuminate the escape slides. The fuselage installed escape slide lights are adjacent to the forward and aft service and entry doors. Lights are also installed on the fuselage to illuminate the overwing escape routes and ground contact area.

Emergency Exit Lighting

[Option - 737-600/700]



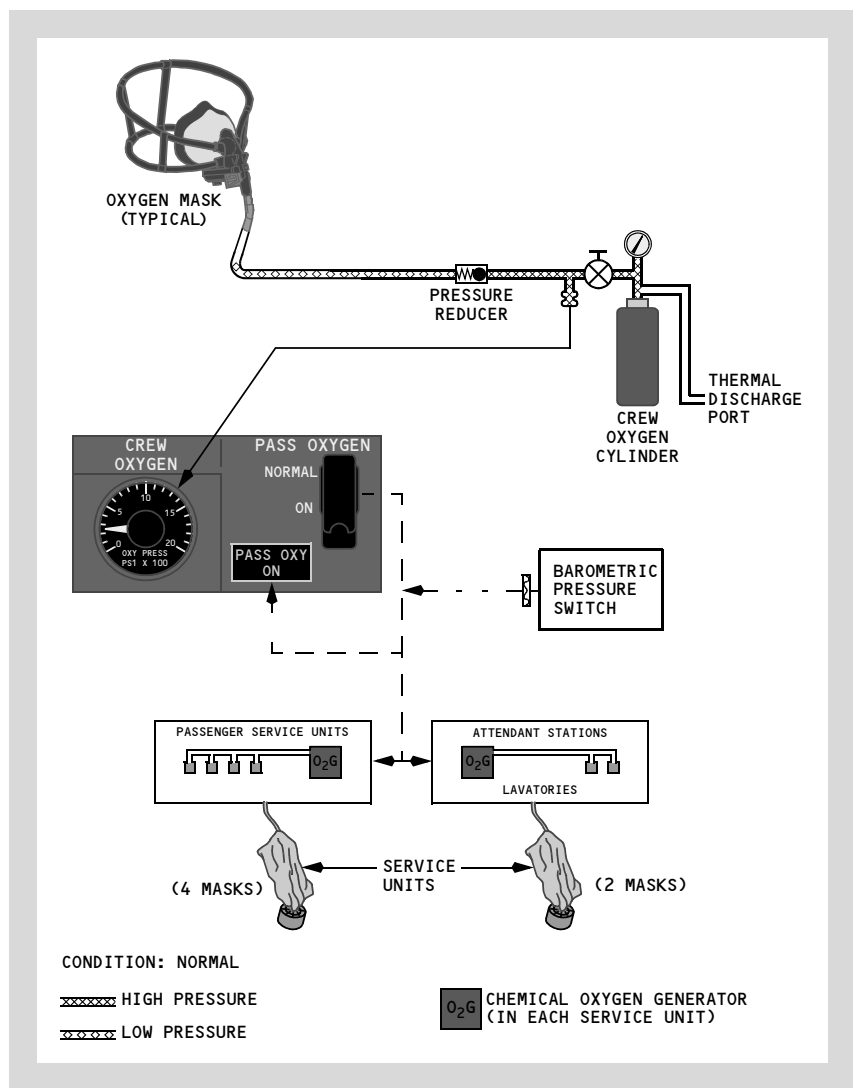
[Option - 737-800/900]



Oxygen Systems

Two independent oxygen systems are provided, one for the flight crew and one for the passengers. Portable oxygen cylinders can be located throughout the airplane for emergency use. These cylinders are normally found in the forward and aft areas of the passenger cabin.

Oxygen System Schematic



Flight Crew Oxygen System

The flight crew oxygen system uses quick-donning, diluter-demand masks/regulators located at each crew station. Oxygen is supplied by a single cylinder. Oxygen pressure is displayed on the Oxygen Pressure indicator located on the aft overhead panel when the battery switch is ON. Oxygen flow is controlled through an in-line, pressure-reducing regulator to supply low-pressure oxygen to the regulator on the mask. System pressure may be as high as 1850 psi.

Oxygen flow is controlled by a regulator mounted on the oxygen mask. By pushing the NORMAL/100% control lever, the regulator is adjusted from the air/oxygen mixture to 100% oxygen. By rotating the EMERGENCY/PUSH TO TEST selector, the regulator is adjusted to supply oxygen under pressure.

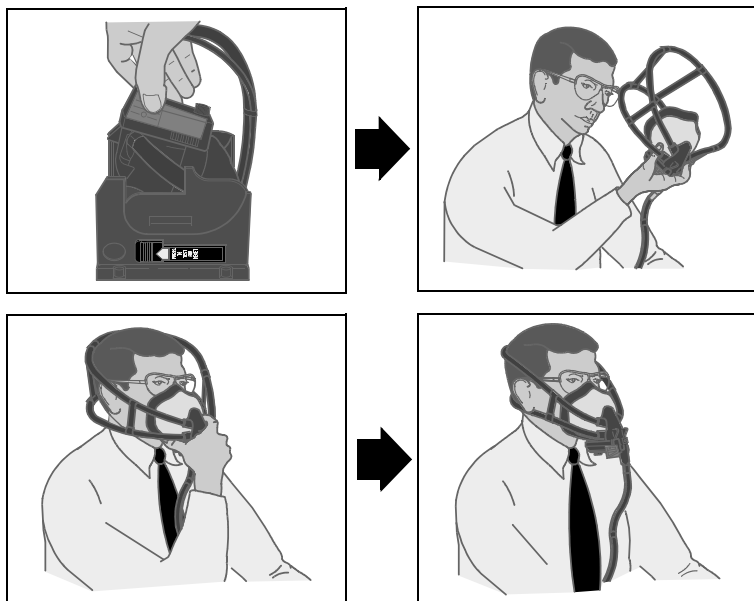
Flight Crew Oxygen Mask Usage

Donning Instructions

To don the mask, grasp the regulator with the thumb and forefinger and remove from stowage. Squeezing the inflation levers and removing from the box:

- inflates the mask harness
- momentarily displays a colored oxygen flow indicator.
- Place the mask over the head and release the levers. The harness contracts to fit the mask to head and face.

The observer's oxygen mask, regulator, and harness unit is the same as the pilots'.

**MASK DONNING**

Portable Protective Breathing Equipment

Protective Breathing Equipment (PBE/Smoke Hood) devices for crew use (for combating fires and/or entering areas of smoke or fume accumulation) may be stowed throughout the airplane; however, they are normally found in the forward and aft sections of the passenger cabin. The device is placed over the head and, when activated, provides approximately 15 to over 20 minutes of oxygen depending upon the device used. Manufacturer's operating instructions are placarded on the container.

Passenger Oxygen System

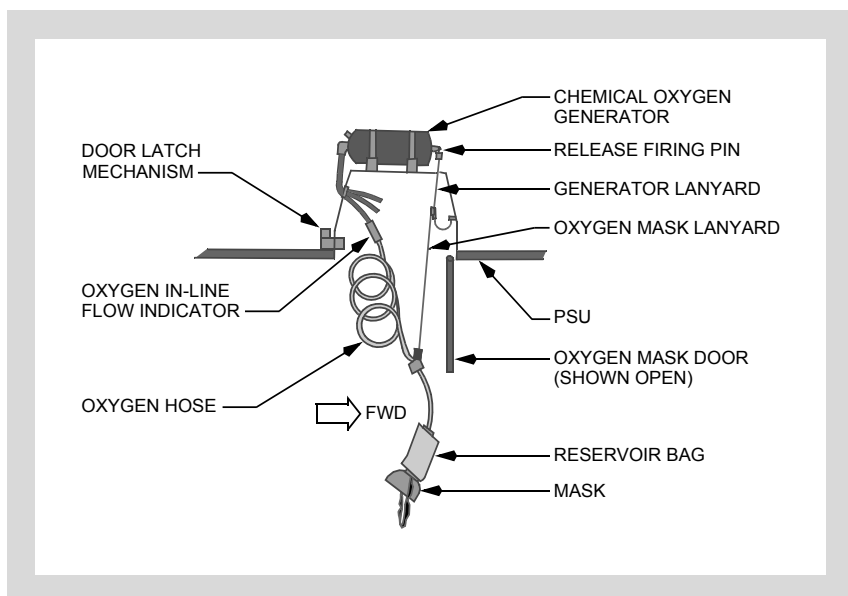
The passenger oxygen system is supplied by individual chemical oxygen generators located at each Passenger Service Unit (PSU). Four continuous flow masks are connected to each generator. A generator with two masks is located above each attendant station and in each lavatory.

[Option - High Altitude Landing]

The system is activated automatically by a pressure switch at a cabin altitude of approximately 14,000 feet or when the Passenger Oxygen Switch on the aft overhead panel is positioned to ON. When the system is activated, the PASS OXY ON light illuminates and OVERHEAD illuminates on the Master Caution System. When the High Altitude Landing Switch is placed in the ON position the cabin altitude warning horn will sound at 14,000 feet and automatic oxygen mask activation occurs at 14,650 feet.

Activating the system causes the masks to drop from the stowage compartments. The oxygen generators are activated when any mask in the unit is pulled down. Pulling one mask down causes all masks in that unit to come down and 100% oxygen flows to all masks. A green in-line flow indicator is visible in the transparent oxygen hose whenever oxygen is flowing to the mask. Oxygen flows for approximately 12 minutes and cannot be shut off. If the passenger oxygen is activated and a PSU oxygen mask compartment does not open, the masks may be dropped manually.

PSU Oxygen Mask Compartment



WARNING: When using passenger oxygen, the “NO SMOKING” sign should be strictly observed. Once the generator is activated, the flow of oxygen is constant, whether or not the mask is being worn.

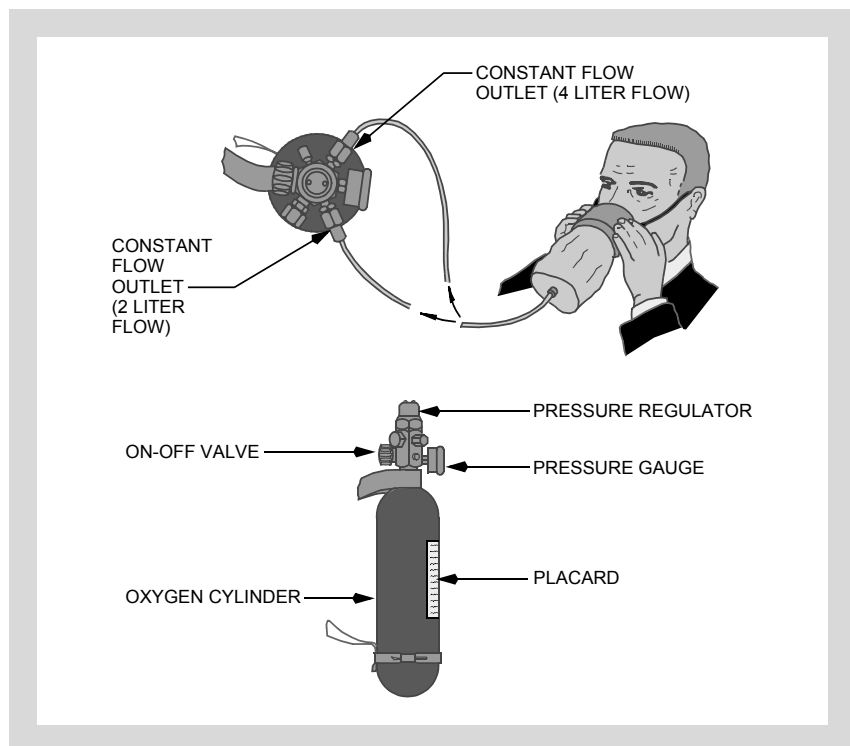
WARNING: Do not use passenger oxygen with cabin altitude below 14,000 feet when smoke or an abnormal heat source is present. The use of passenger oxygen does not prevent the passengers from inhaling smoke. Air inhaled is a mixture of oxygen and cabin air.

Passenger Portable Oxygen

First aid and supplemental portable oxygen cylinders are installed at suitable locations in the passenger cabin. The cylinders are fitted with a pressure gage, pressure regulator and on-off valve. The cylinders are pressurized to 1800 psi. At this pressure and a temperature of 70 degrees Fahrenheit, (21 degrees Celsius) the cylinders have a capacity of 4.25 cubic feet (120 liters) of free oxygen. Two continuous flow outlets are provided on each cylinder, one regulates flow at two liters per minute for walk-around; the second outlet provides flow at four liters per minute. The four-liter flow is used for first aid.

Duration can be determined by dividing capacity by outflow (120 liters divided by 4 liters/minute = 30 minutes).

Passenger Portable Oxygen Schematic



Fire Extinguishers

Fire extinguishers are located in the flight deck and passenger cabin.

Water Fire Extinguishers

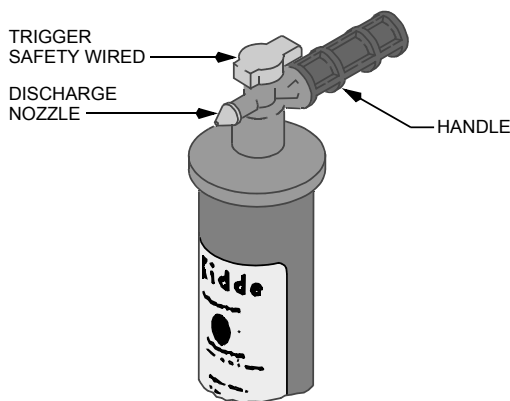
Water fire extinguishers contain a solution of water mixed with antifreeze. The container is pressurized by a CO2 cartridge when the extinguisher handle is rotated fully clockwise. The extinguisher should be used on fabric, paper or wood fires only.

To use the water fire extinguisher:

- remove from stowage
- rotate handle fully clockwise
- aim at base of fire and press trigger.

CAUTION: Do not use on electrical or grease type fires.

Water Fire Extinguisher



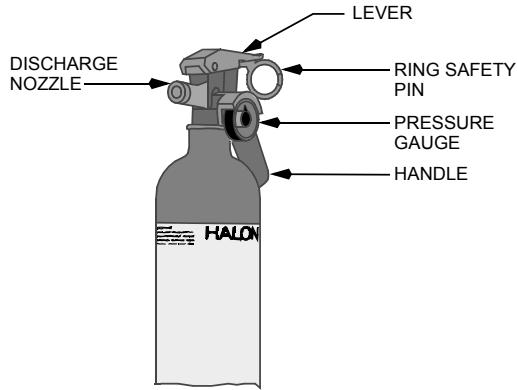
Halon (BCF) Fire Extinguishers

Halon (BCF) fire extinguishers contain a liquefied gas agent under pressure. The pressure indicator shows an acceptable pressure range, a recharge range, and an overcharged range. A safety pin with a pull ring prevents accidental trigger movement. When released the liquefied gas agent vaporizes and extinguishes the fire. The extinguisher is effective on all types of fires, but primarily on electrical, fuel and grease fires.

To use the Halon fire extinguisher:

- remove from stowage
- hold upright and remove ringed safety pin
- aim at base of fire from a distance of six feet and press top lever
- use side to side motion to suppress fire.

BCF Fire Extinguisher (Halon 1211)



Fire Extinguisher Usage

Each class of fire calls for specialized action. Using the wrong extinguisher may do more harm than good. For your own protection, you should know these basic types, how to use them, and why.

CLASS OF FIRES There are three common classes of fire:		EXTINGUISHER TYPE
CLASS A COMBUSTABLE MATERIALS	- paper, wood, fabric, rubber, certain plastics, etc., where quenching by water is effective.	TYPE A Water (H ₂ O) saturates material and prevents rekindling.
CLASS B FLAMMABLE LIQUIDS	- gasoline, oils, greases, solvents, paints, burning liquids, cooking fats, etc., where smothering action is required.	TYPE B BCF (Halon 1211)
CLASS C LIVE ELECTRICAL	- fires started by short circuit or faulty wiring in electrical, electronic equipment, or fires in motors, switches, galley equipment, etc., where a nonconducting extinguisher agent is required. NOTE: Whenever possible, electrical equipment should be de-energized before attacking a class C fire.	TYPE C BCF (Halon 1211)

WARNING: THE WRONG EXTINGUISHER ON A FIRE COULD DO MORE HARM THAN GOOD. FOR EXAMPLE, **B** **C** RATED EXTINGUISHER IS NOT AS EFFECTIVE AS H₂O ON A CLASS **A** FIRE. WATER ON FLAMMABLE LIQUID FIRES SPREAD THE FIRE. WATER ON A LIVE ELECTRICAL FIRE COULD CAUSE SEVERE SHOCK OR DEATH.

WARNING: The concentrated agent, or the by-products created by the heat of the fire, are toxic when inhaled.

WARNING: If a fire extinguisher is to be discharged in the flight deck, then all crewmembers are to wear oxygen masks and use 100% oxygen with emergency selected.

Emergency Equipment Symbols



CO₂
EXTINGUISHER



WATER
EXTINGUISHER



DRY CHEMICAL
EXTINGUISHER



BCF
EXTINGUISHER



PORTABLE
OXYGEN BOTTLE



PORTABLE
OXYGEN BOTTLE
WITH SMOKE
MASK ATTACHED



DISPOSABLE
OXYGEN MASK



FULL FACE
OXYGEN MASK



SMOKE
HOOD



EXIT PATH
WITHOUT ESCAPE
STRAP



EXIT PATH
WITH ESCAPE
STRAP



EXIT PATH
WITH ESCAPE
SLIDE



LIFE RAFT



EMERGENCY
TRANSMITTER



LIFE
VEST



PROTECTIVE
GLOVES



SMOKE
GOGGLES



CRASH
AXE



MEGAPHONE



BATON



AED



HANDCUFFS



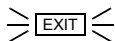
FLASHLIGHT



EMERGENCY
MEDICAL KIT



FIRST AID
KIT



PORTABLE
EXIT LIGHT

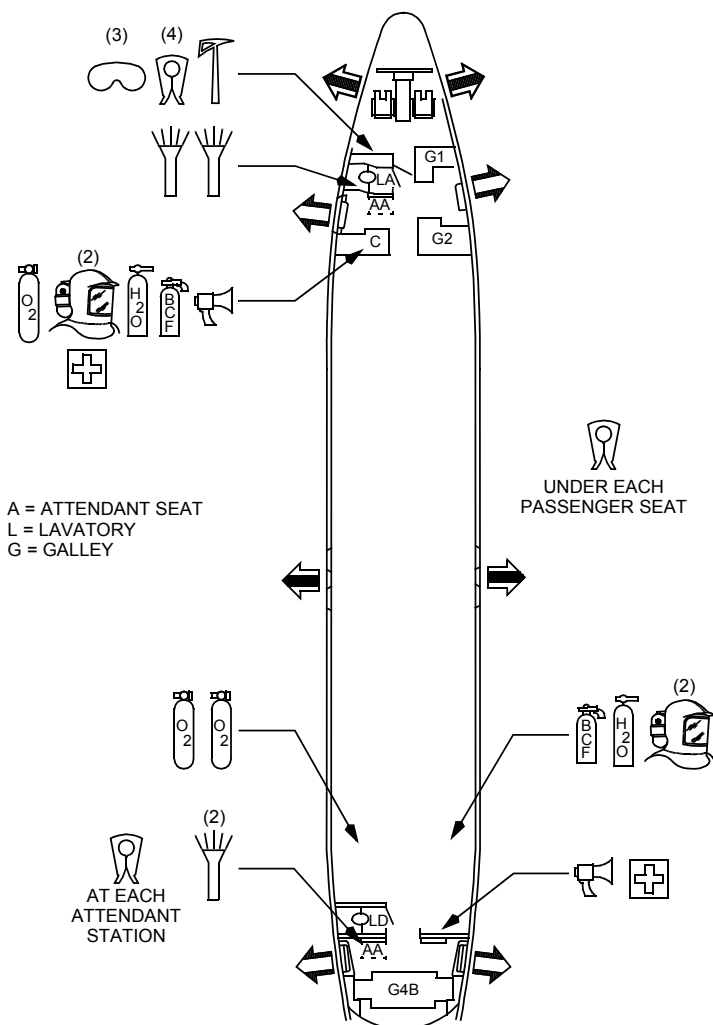


RESUSCITATOR

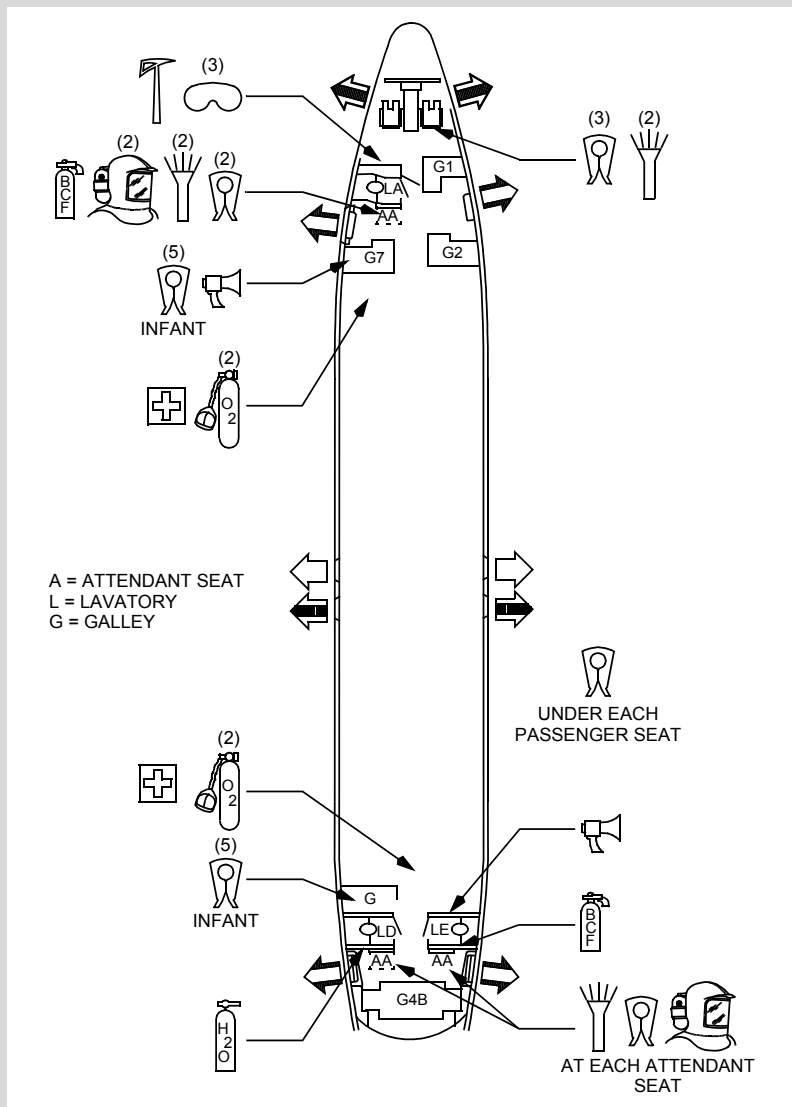
NOTE: SOME SYMBOLS DO NOT APPLY TO ALL CONFIGURATIONS.

Emergency Equipment Locations

[Option - Typical 737-600/700 with optional emergency equipment]



[Option - 737-800/900 with optional emergency equipment]



Doors and Windows

The airplane has two passenger entry doors, one cabin door (the flight deck/passenger cabin entry), two service doors and two cargo doors. There is also a center electrical and electronic (E/E) equipment access door and an equipment compartment access door on the bottom of the airplane.

The flight deck number two windows, one on the left and one on the right, can be opened by the flight crew.

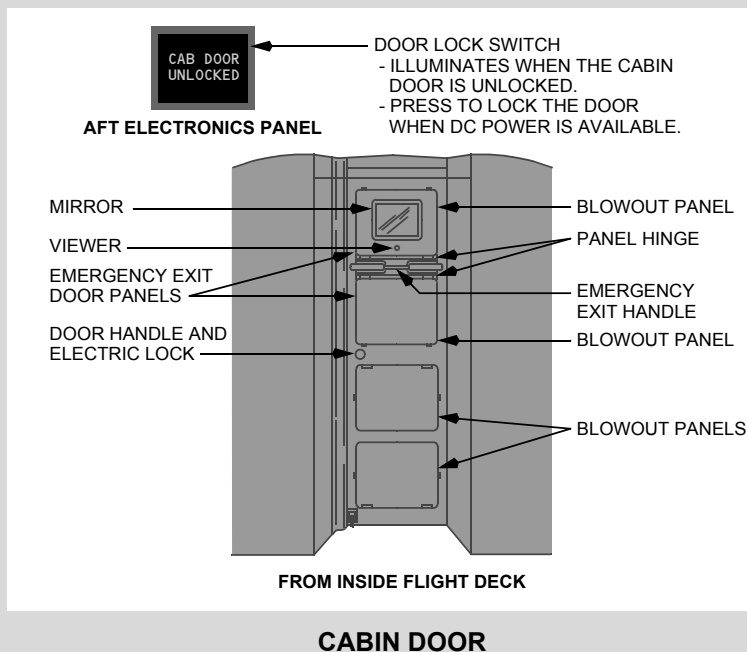
Cabin Door

[Original Flight Deck Door]

An electrical and keyed lock permits the door to be opened, closed and locked from either side. With 28 Volt DC power available, the door may be electrically locked or unlocked by pressing the door lock switch on the control stand; entrance from the passenger cabin requires a key when the door is electrically locked. The door cannot be locked without electrical power.

There are four blowout panels located in the cabin door. In the event of a sudden depressurization of the flight deck, the blowout panels hinge out from the door. This uncovers openings in the door and allows the air pressure in the flight deck and passenger cabin to equalize.

An emergency exit feature is also provided which permits the release and removal of the two upper blowout panels from the door. To operate, pull on the release handle while pressing on the panel below the release handle. Panel will not release unless both ends of handle have been pulled away from their locked position.



[\[New Flight Deck Door\]](#)

Flight Deck Door

The flight deck door meets requirements for resistance to ballistic penetration and intruder entrance. The door opens into the passenger cabin. When closed, the door locks when electrical power is available and unlocks when electrical power is removed. A viewing lens in the door allows observation of the passenger cabin. The door can be manually opened from the flight deck by turning the door handle.

The door incorporates a deadbolt with a key lock on the passenger cabin side. Rotating both concentric deadbolt levers to the locked (horizontal) position prevents the passenger cabin key from unlocking the door. Rotating only the forward deadbolt lever to locked allows the key to unlock the door.

The flight deck access system consists of an emergency access panel, chime module, three position Door Lock selector, two indicator lights, and an Access System switch. The emergency access panel includes a six button keypad for entering the numeric emergency access code along with red, amber, and green lights. The red light illuminates to indicate the door is locked. When the correct emergency access code is entered, the amber light illuminates. The green light illuminates to indicate the door is unlocked.

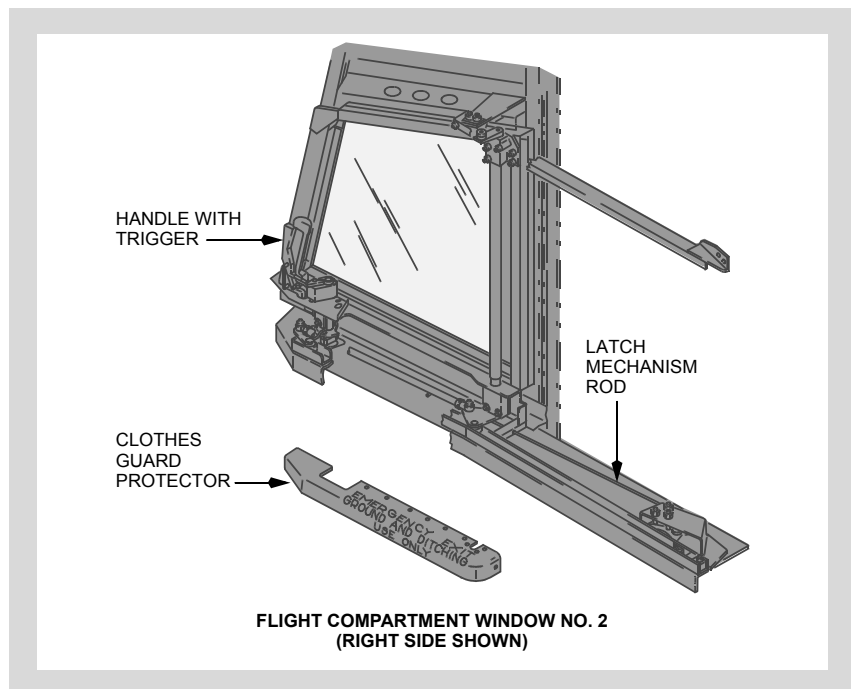
Two indicator lights and a three position Door Lock selector are located on the aisle stand. Illumination of the amber LOCK FAIL light indicates the door lock has failed or the Access System switch is in the OFF position.

The emergency access code is used to gain access to the flight deck in case of pilot incapacitation. A flight deck chime and illumination of the amber AUTO UNLK light indicates the correct emergency access code has been entered and the door is programmed to unlock after a time delay. Selecting the DENY position on the Door Lock selector denies entry and prevents further keypad entry for several minutes. To allow entry, the selector is turned to the UNLKD position which unlocks the door while held in that position. If the emergency access code is entered and the pilot takes no action, the door unlocks after expiration of the time delay. Before the door unlocks, the chime sounds continuously and the AUTO UNLK light flashes.

By pressing "1" then "ENT" keys on the emergency access panel, the flight deck chime will sound (if programmed).

The door incorporates two pressure sensors that unlock the decompression panels in the event pressurization is lost. The decompression panels have manual release pins. Pulling the pins frees the panels allowing egress in the event the door is jammed.

Flight Deck Number Two Windows



The flight deck number two windows can be opened on the ground or in flight and can be used for emergency evacuation. To open the window, depress the trigger and turn the handle back and inboard. After the window moves inboard, move it back until it locks in the open position.

To close the window, it must first be unlocked. Pull forward on the latch mechanism rod to unlock the window. Depress the trigger and move the window forward until the handle can be turned forward and outboard. When the trigger is released, the window latches.

Only the first officer's window number two window can be opened from outside the airplane.

Lower Cargo Compartments

The lower cargo compartments are designed and constructed to satisfy FAA category Class C compartment requirements. This means the compartments are designed to completely confine a fire without endangering the safety of the airplane or its occupants. The compartments are sealed and pressurized but do not have fresh air circulation and temperature control as do the upper passenger compartments.

There are two cargo compartment doors on the lower right side of the fuselage. Both are plug type, inward opening pressure doors, hinged at their upper edges and operated manually from either inside or outside the airplane. Except for slight difference in shape, both doors are similar in design and operation. The door is locked closed by two latches. Each door has a balance mechanism which creates door-open force slightly more than equal to the weight of the door. The door can therefore, with little effort, be swung open. The door can be closed easily by pulling a lanyard attached to the door, grasping the handle and closing the door.

A pressure equalization valve is in the aft bulkhead of each compartment. The valves let only enough air flow into or out of the cargo compartments to keep the pressures nearly the same as the cabin pressure.

Blowout panels in the lower cargo compartments provide pressure relief at a greater rate than the pressure equalization valve in case the airplane pressurization is lost.

Emergency Escape

Emergency escape information included in this chapter includes:

- emergency evacuation routes
- flight deck windows
- escape slides
- escape straps
- emergency exit doors

Emergency Evacuation Routes

[Option - 737-600/700]

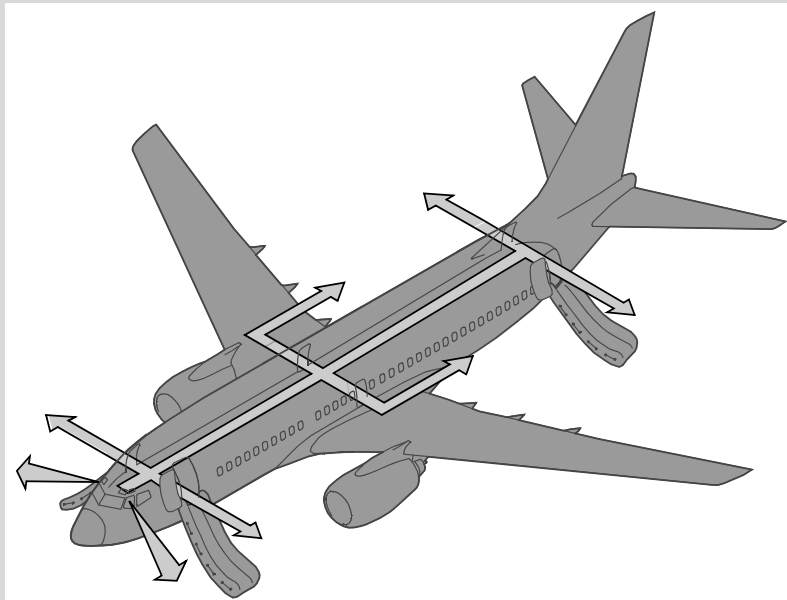
Emergency evacuation may be accomplished through four entry/service doors and two overwing escape hatches. Flight deck crew members may evacuate the airplane through two sliding flight deck windows.

[Option - 737-800/900]

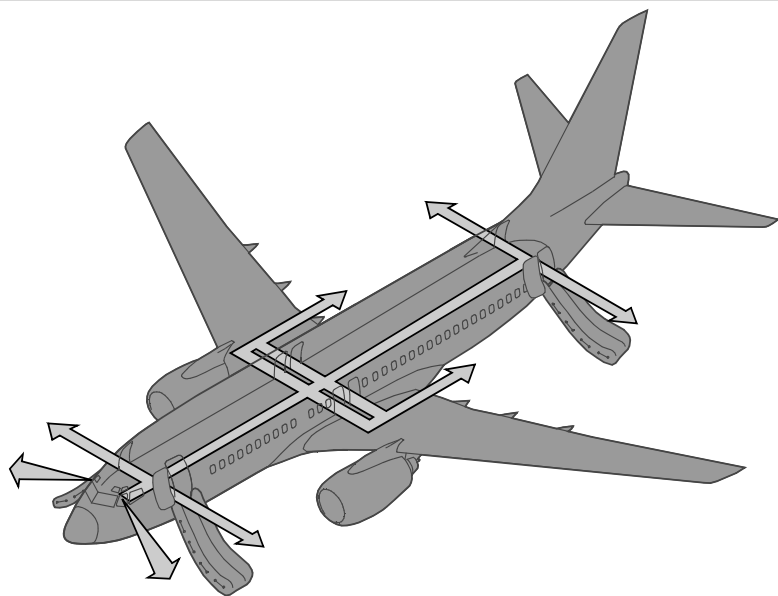
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Emergency Evacuation Routes

[Option - 737-600/700]



[Option - 737-800/900]

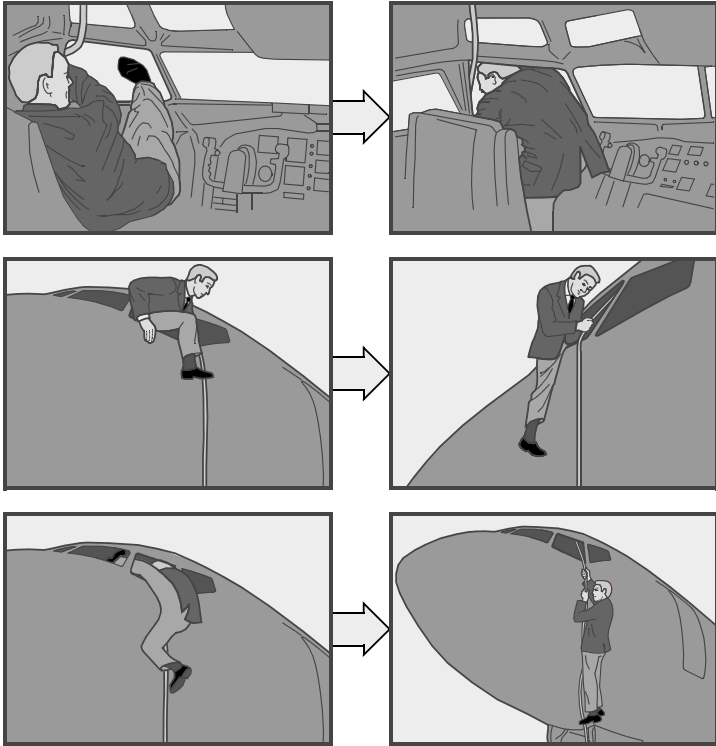


Flight Deck Window Emergency Egress

If the flight deck number two windows must be used for emergency egress, use the following procedure:

- open the window
- open the escape strap compartment (above and aft of window)
- pull on the escape strap to ensure it is securely attached
- throw the strap out the window
- sit on the window sill with upper body outside
- exit in accordance with the following illustration.

CAUTION: Ensure the escape strap is securely fastened to the airplane.

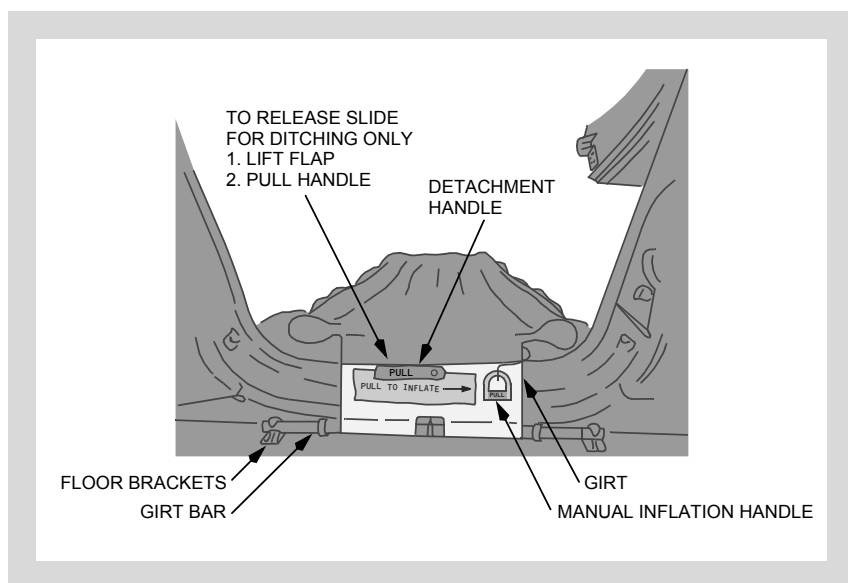


The above illustrated method of departure would probably be the easiest for most crewmembers. This technique is difficult and should be used only in extreme emergency.

Escape Slide Detachment Handle

The slide has not been certified to be part of the water landing emergency equipment. In a water environment, the slide may not properly inflate when deployed. If the deployed slide is recognized to be a potential obstruction to egress, a detachment handle is provided near the top of the slide. This handle is protected by a cover and is placarded. The escape slide is detached from the airplane by pulling the detachment handle. Once detached from the door sill, the slide is tethered to the door sill by a lanyard. A properly inflated slide could be buoyant, and useful as a flotation device for passengers in the water. Hand grips are positioned along the sides of the slide.

Escape Slide Detachment Handle



Escape Straps

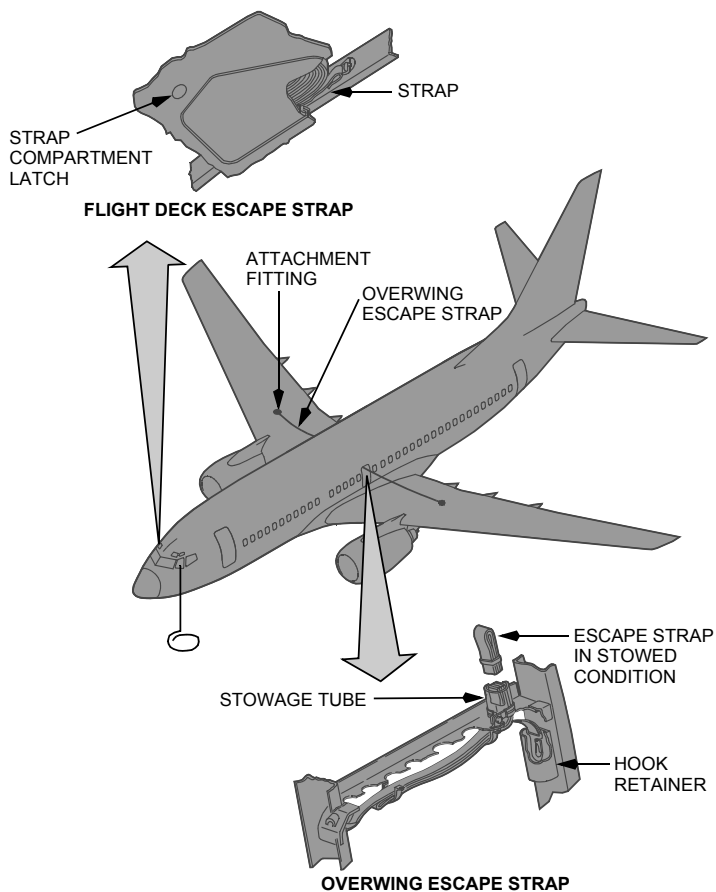
[Option - 737-600/700]

Escape straps are installed above each emergency exit door frame. The escape doors must be opened to expose the straps. One end of the strap is attached to the door frame. The remainder of the strap is stowed in a tube extending into the cabin ceiling. To use, the strap is pulled free from its stowage and attached to a ring on the top surface of the wing. The escape strap can be used as a hand hold in a ditching emergency for passengers to walk out on the wing and step into a life raft.

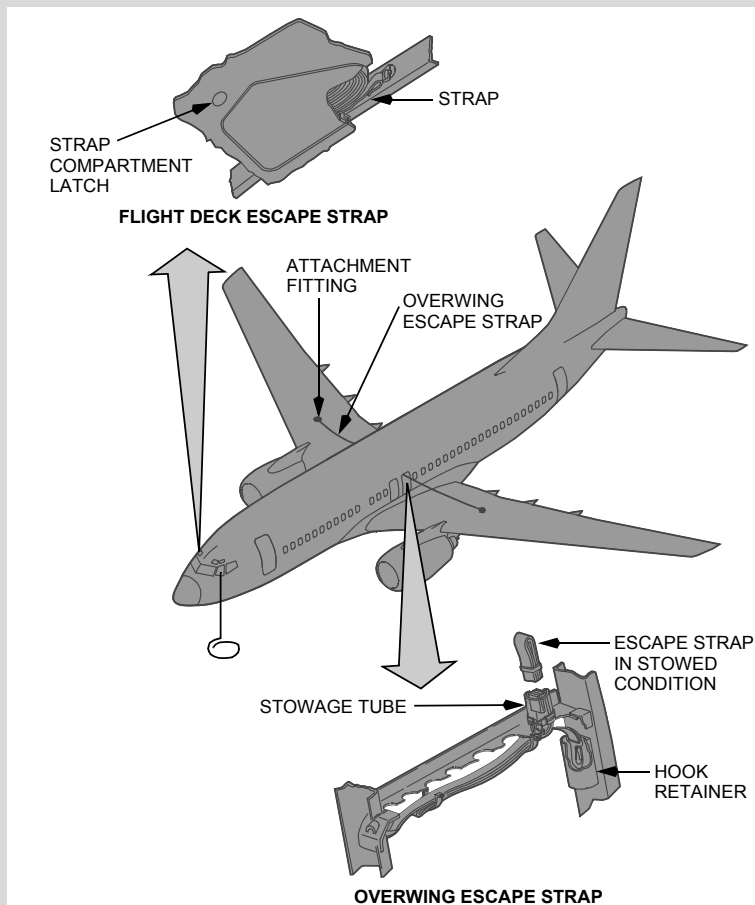
[Option - 737-800/900]

Escape straps are installed above each aft emergency exit door frame. The escape doors must be opened to expose the straps. One end of the strap is attached to the door frame. The remainder of the strap is stowed in a tube extending into the cabin ceiling. To use, the strap is pulled free from its stowage and attached to a ring on the top surface of the wing. The escape strap can be used as a hand hold in a ditching emergency for passengers to walk out on the wing and step into a life raft.

[Option - 737-600/700]



[Option - 737-800/900]



Emergency Exit Doors

[Option - 737-600/700]

Two Type III emergency exits are located in the passenger cabin over the wings. These are canopy-type doors and are held in place by mechanical locks and airplane cabin pressure.

[Option - 737-800/900]

Four Type III emergency exits are located in the passenger cabin over the wings. These are canopy-type doors and are held in place by mechanical locks and airplane cabin pressure.

The doors can be opened from inside or outside of the airplane by a spring-loaded handle at the top of the door. The 28 Volt DC flight lock system is designed to ensure that the flight lock will automatically lock during takeoff, in-flight, and landing and unlock on the ground to allow for opening of the door in emergency situations. Commands for the flight lock to lock and unlock are dependent upon engine speed, thrust lever position, air/ground mode status, and the open/closed status of the doors.

The overwing emergency exits lock when:

- three of the four Entry/Service doors are closed and
- either engine is running and
- the airplane air/ground logic indicates that the airplane is in the air or both thrust levers are advanced.

The overwing emergency exits unlock when any one of the above conditions is not met or DC power is lost.

The LEFT OVERWING and/or RIGHT OVERWING warning lights, DOORS annunciator, and MASTER CAUTION light illuminate when an emergency exit door is not fully closed and locked or when the flight lock is not engaged, either during the takeoff roll or in-flight.

If a flight lock has failed locked or a fault is detected the PSEU light, the OVERHEAD annunciator, and the MASTER CAUTION lights illuminate. These indications are inhibited from takeoff until 30 seconds after the airplane is in the ground mode. When the doors are latched and locked and the flight lock is operating properly none of these lights will illuminate.

[Option - 737-600/700]

**EMERGENCY EXIT
ONLY**

PUSH TO OPEN
DOOR OPENS OUT AND UP
AUTOMATICALLY

⚠ WARNING



DOOR SWINGS
OUT AND UP
HOLD YOUR
KNEE AGAINST
DOOR WHILE
OPENING OR
SERIOUS
INJURY CAN
OCCUR

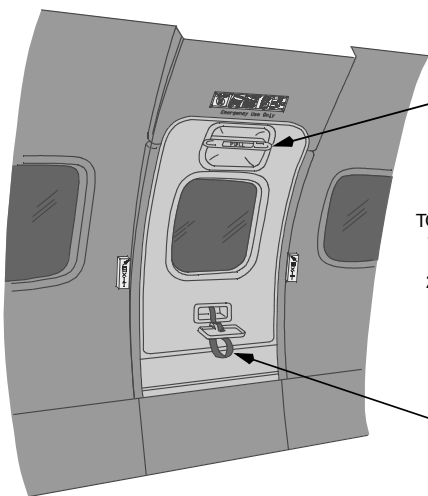
EXTERIOR PLACARDS

EXTERIOR OVERWING
EMERGENCY EXIT
PUSH PANEL



TO OPEN DOOR FROM THE 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.



INTERIOR HANDLE

TO OPEN DOOR FROM THE INSIDE:

1. PULL INTERIOR HANDLE DOWN AND INWARD.
2. DOOR OPENS OUT AND UP AUTOMATICALLY.

CLOSING STRAP
PANEL SHOWN OPEN.

[Option - 737-800/900]

**EMERGENCY EXIT
ONLY**

PUSH TO OPEN
DOOR OPENS OUT AND UP
AUTOMATICALLY

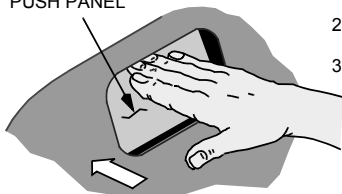
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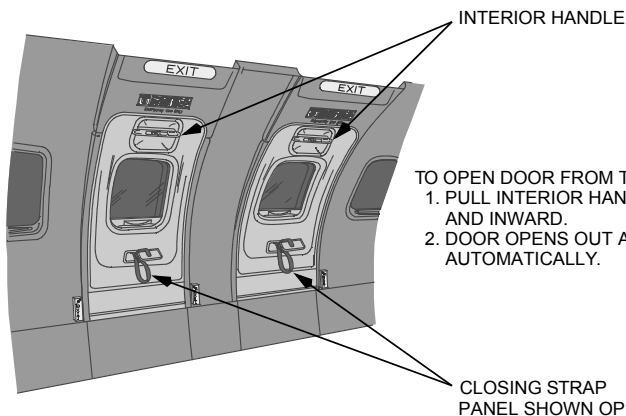
EXTERIOR PLACARDS

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EMERGENCY EXIT
PUSH PANEL



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INTERIOR HANDLE

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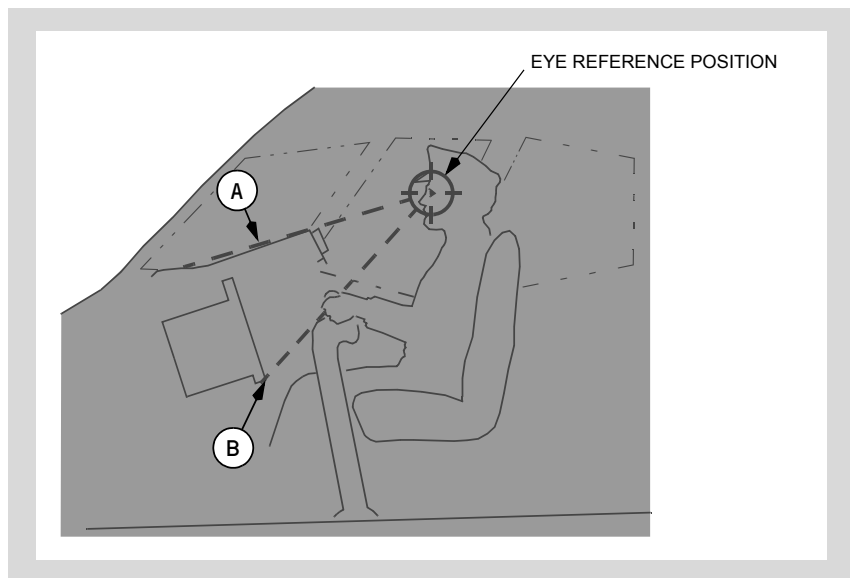
CLOSING STRAP
PANEL SHOWN OPEN.

Pilot Seat Adjustment

Adjust the seat position with the appropriate controls to obtain the optimum eye reference position. Use the handhold above the forward window to assist. The following sight references are used:

- Sight along the upper surface of the glareshield with a small amount of the airplane nose structure visible (A)
- Sight over the control column (in the neutral position) until the bottom edge of the outboard display unit is visible (B).

Pilot Seat Adjustment



Galleys

Galleys are located in the passenger cabin to provide convenient and rapid service to the passengers. Generally, they are installed in the cabin adjacent to the forward and aft galley service doors.

In general the equipment of the galley unit consists of the following main items:

- high speed ovens
- hot beverage containers
- hot cup receptacles
- refrigeration and main storage compartments.

Electrical control panel switches and circuit breakers to operate the above equipment are conveniently located within the galley work area. Storage space, miscellaneous drawers and waste containers are also integrated in the galley units.

Electrical Power

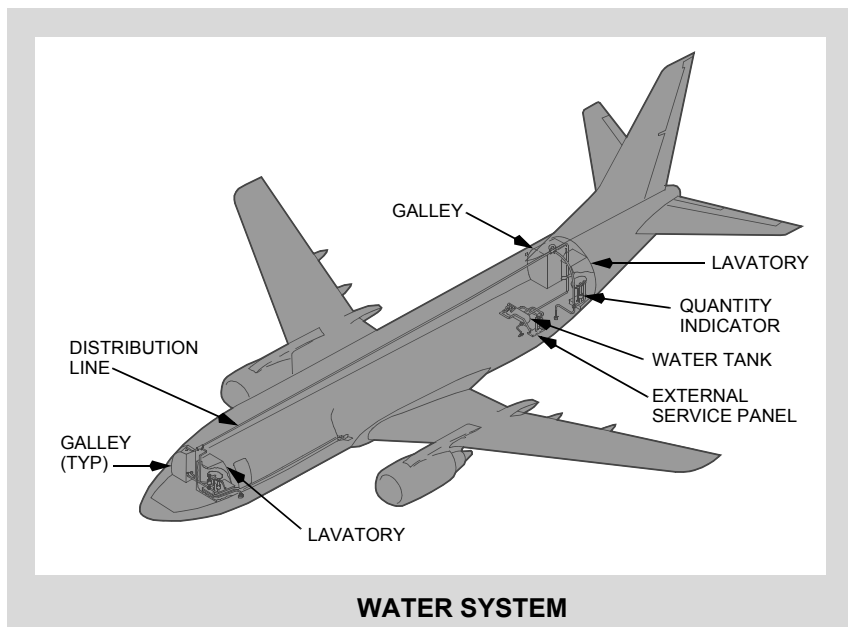
Electricity for the galleys is 115V AC supplied from the airplane transfer buses and controlled by a switch on the overhead panel. Circuit breakers are located in the lower E/E bay as part of the power distribution panels.

Water Service

Water is supplied to the galleys from the airplane pressurized water system and, in an emergency, may be shut off at the galley.

Water System

The potable airplane water system is supplied from a single tank located behind the aft cargo compartment. Fresh water is supplied to the galleys and lavatory sinks.



Quantity Indication and System Operation

A quantity indicator is located on the attendant panel. The system is pressurized by engine bleed air or by the water system air compressor. Shutoff valves are located on each galley and below the sink in each lavatory. The drain position of this valve is used to drain all water overboard. Normally, the drain shutoff valves are ON.

Hot Water

Hot and cold water is available in all lavatories. The water heater is located below the lavatory sink. When emptied, it heats a new water charge in four minutes. An amber light is ON when the heater is operating normally. The heater has an overheat switch which turns off the heating element if an excess temperature is reached. The heater may be turned off at any time by using a manual switch on the heater. Cold water is supplied at the galleys.

Servicing

The system is serviced from an exterior panel located on the bottom right side of the aft fuselage. Pressure filling is required. Waste water from the galleys and lavatory wash basins is drained overboard through two heated drain masts. The drain masts are on the bottom of the fuselage; one forward and one aft.

Forward Airstair

[Option - Airstairs]

The forward airstair provides the capability of boarding passengers without relying on the availability of airport ground equipment. The airstair is electrically operated and may be controlled from either inside or outside the airplane. The airstair is stowed inside a compartment just below the forward entry door. The compartment has a pressure door that automatically opens before the airstair can operate. For passenger safety, upper handrails are attached to support brackets inside the entry door after the airstair is fully extended.

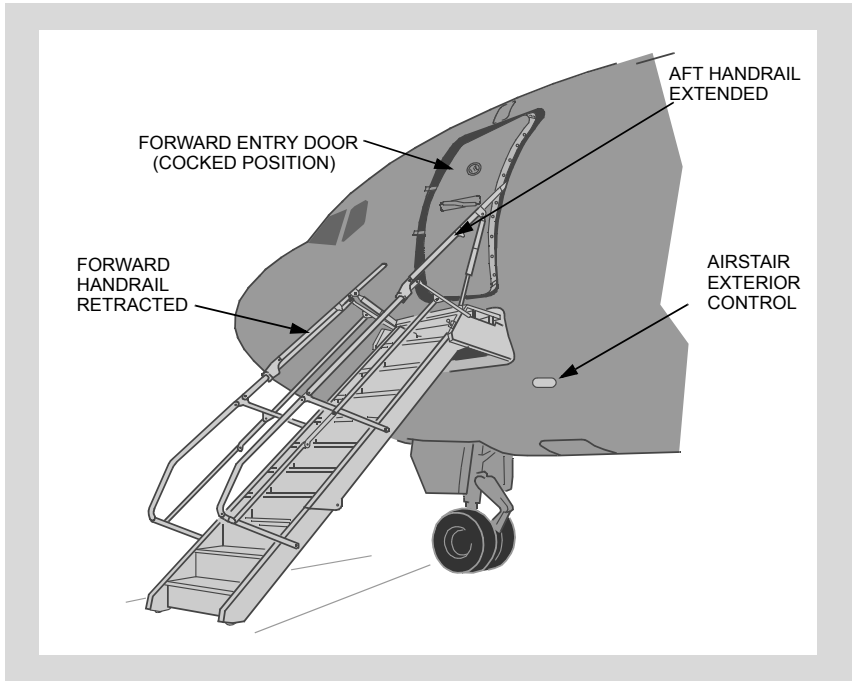
Interior Control

The interior control panel is located on the forward attendant panel. A white STAIR OPER light on the panel illuminates when the airstair is in transit. The airstair tread lights on the airstair steps are controlled by a single three-position airstair Tread LIGHTS switch. With the switch in the AUTO position, the tread lights illuminate when the airstair makes contact with the ground and extinguish when the airstair retracts. The interior control panel has two modes of operation, normal and standby. The standby system provides an alternate means of electrical control in the event the normal mode of operation is not available. Normal operation requires 115V AC while standby operation requires the battery switch to be ON. Both operating modes require the forward entry door to be partially open. During normal operation the momentary extend or retract switches are depressed to operate the stairs. To operate in the standby mode, the momentary standby switch must be depressed while the retract or extend switches are also depressed.

Exterior Control

The exterior control is located to the right and below the airstair compartment. Operating instructions are located near the switches. When operating the airstair with the exterior control, the forward entry door need not be open. The exterior control switch by-passes the door-open requirement. A two-position switch, labeled NORMAL and STANDBY, is located in the exterior control recess. The switch is spring-loaded to NORMAL. Holding the NORMAL/STANDBY Switch to STANDBY provides DC power from the battery bus for airstair operation. The BAT switch on the flight deck does not need to be ON when operating the airstair on standby from the exterior control panel. The airstair control switch can be moved to extend or retract the airstair. The use of the standby system from either the interior or exterior control by-passes the handrail and lower ladder safety circuits. Caution must be exercised when using the standby system. If the upper handrail extensions are not properly stowed before retraction, damage to the airplane structure or damage to the airstair's handrail may result. A white AIRSTAIR light, located on the overhead door caution annunciator panel, illuminates when the airstair pressure door is unlocked. Illumination of the AIRSTAIR light also activates the DOORS annunciator light and the MASTER CAUTION lights. The Airstair light is inoperative when DC bus 1 is not powered. The MASTER CAUTION and DOORS lights illuminate in normal or standby operation of the airstair.

Airstairs



WARNING: Use care not to fall from the airstair platform when operating the forward entry door. The small platform area and bad weather can make the door difficult to operate.

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