EXTERIOR INSPECTION Start End¹

Either the Captain, First Officer or IRO will conduct the Exterior Inspection.

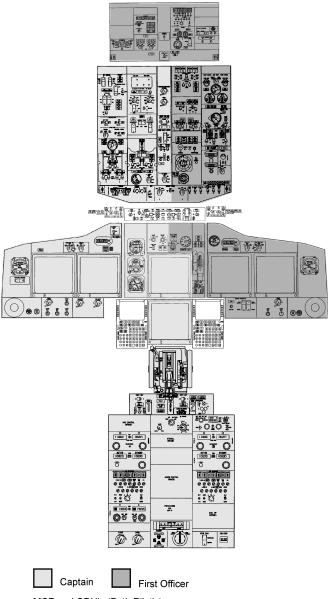
The recommended sequence is to start at the left forward fuselage and proceed in a clockwise direction. During the walk around, observe the general condition of all surfaces, fuselage, empennage, wings, windows, antennas, flight controls, engines, and cowlings. Check particularly for damage, fluid leakage, proper position, and security of access panels. Also verify that crew, passengers, and cargo doors, which are not in use, are closed and the door handles recessed. Check all external lights are clean, with undamaged lenses. Check operation of navigation / position lights.

Check potable water and lavatory fill and drain areas for leakage. If evidence of leakage is found, notify maintenance.

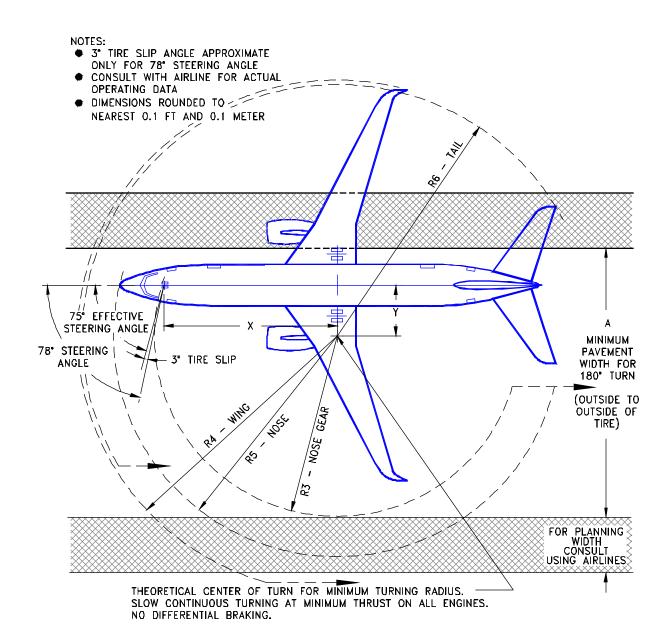
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789 RECEIVING AIRCRAFT FLOW



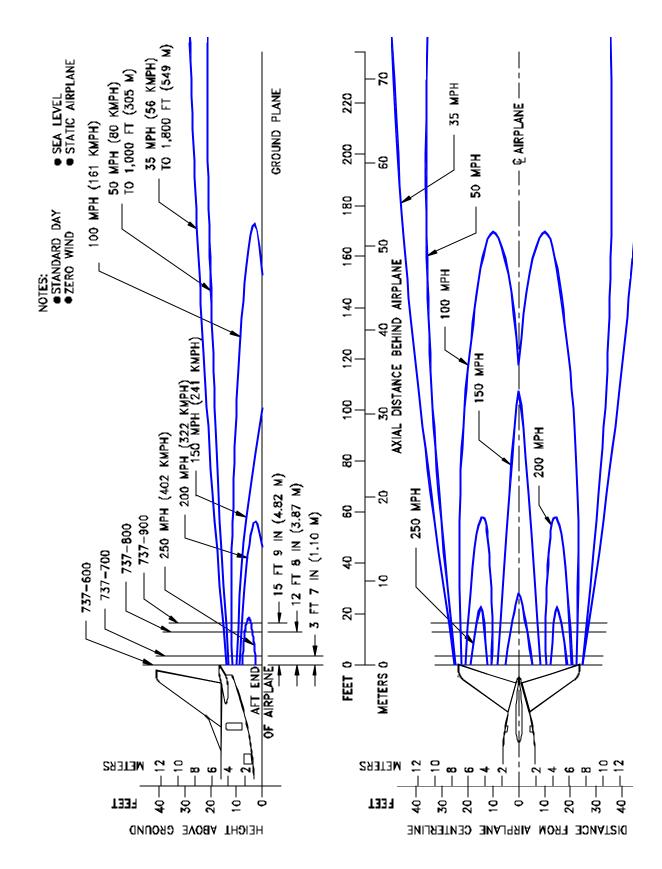
MCP and CDU's (Both Pilot's) Both Captain and First Officer are responsible for Verification of flight deck setup



AIRPLANE	EFFECTIVE TURNING	Х		Y		А		R3		R4		R5		R6	
MODEL	ANGLE (DEG)	FT	M	FT	M	FT	M	FT	М	FT	M	FT	M	FT	М
737-600	75	37.1	11.3	9.9	3.0	60.8	18.5	39.4	12.0	71.6	21.8	51.5	15.7	61.9	18.9
737-700 737BBJ	75	41.3	12.6	11.1	3.4	66.7	20.3	44.1	13.3	72.6	22.1	55.9	17.0	65.5	20.0
737-800 737 BBJ2	75	51.2	15.6	13.7	4.2	79.6	24.1	54.4	16.4	75.2	22.9	65.9	20.1	74.9	22.8
737-900, -900ER	75	56.3	17.2	15.1	4.6	86.2	26.2	59.6	18.1	76.6	23.3	71.3	21.7	78.0	23.8

4.3.4 MINIMUM TURNING RADII - 3° SLIP ANGLE

MODEL 737-600, -700, -800, -900 , -900ER WITH WINGLETS, 737 BBJ, 737 BBJ2



6.1.9 PREDICTED JET ENGINE EXHAUST VELOCITY CONTOURS - TAKEOFF THRUST

MODEL 737-600, -700, -800, -900 ALL MODELS

BOEING 737 FUEL SYSTEM

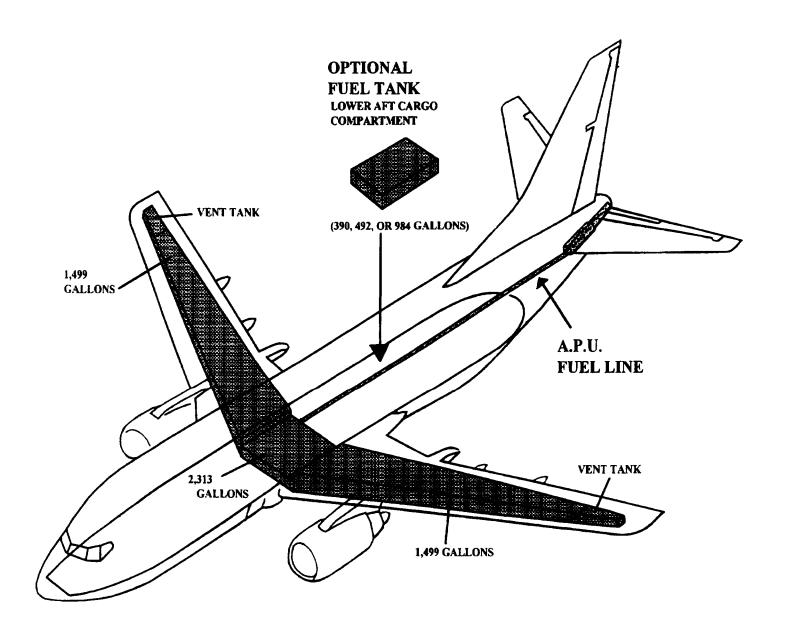
SYSTEM CAPACITY

3,536 gallons to 6,295 gallons of JET-A fuel

@ 23,691 to 42,176 pounds.

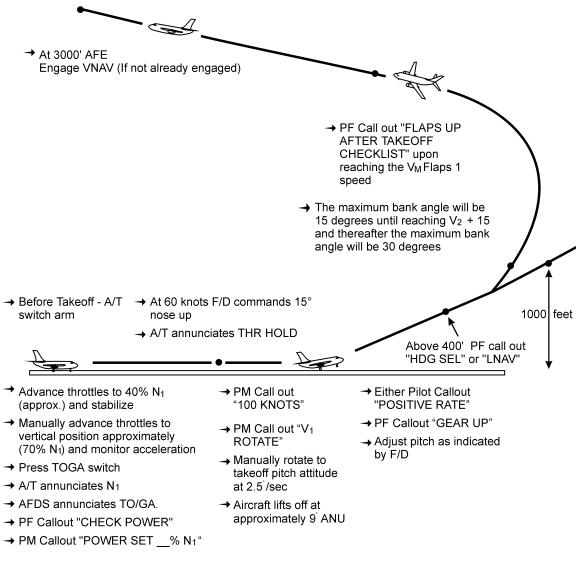
Critical flow = 495 gallons per minute

Practical flow = 1,446 gallons per minute



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Level Change Departure:

After flaps 5 and flaps 15 takeoffs with at least V_2 + 15 knots and accelerating and an altitude of at least 1000 feet AFE, flap retraction may be initiated. The PF calls "FLAPS ____, CLIMB POWER, LVL CHG, SET TOP BUG" The PM selects the initial flap retraction, selects N_1 , LVL CHG, and TOP BUG on the MCP panel, verifies the desired A/T and pitch mode on the FMA, and that the command bug moves to the desired speed.

Subsequent flap retractions are made upon reaching the (V_M) for the existing flap setting and accelerating.

VNAV Departure:

After flaps 5 and flaps 15 takeoffs with at least V_2 + 15 knots and accelerating and an altitude of at least 1000 feet AFE, flap retraction may be initiated. The PF calls "FLAPS ____, VNAV" The PM selects the initial flap retraction, selects VNAV on the MCP panel, verifies the desired A/T and pitch mode on the FMA, and that the command bug moves to the desired speed.

Subsequent flap retractions are made upon reaching the (V_M) for the existing flap setting and accelerating.

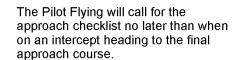
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NORMAL TAKEOFF

(ICAO Procedure B)

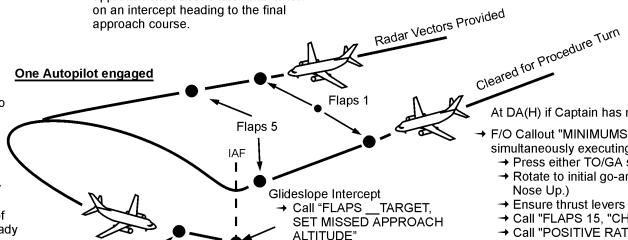
Note: VNAV departures (L2 or L3 Climb) require the FMC to be programmed accordingly. Do not accelerate above VM flaps 0 until above 3000' AFE.

Flight Manual



→ On intercept heading to LOC and cleared approach

- → Arm Approach Mode
- → Complete Approach Checklist if not already accomplished
- → F/O assumes control of A/P and A/T if not already accomplished



FAF

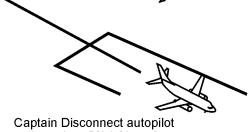
Glideslope 11/2 dots → Call "GEAR DOWN, FLAPS 15 SPD,

LANDING CHECKLIST"

- → Captain Callout: "1000" "500" continuing each 100'
 - above TDZ until 100' above DA(H)
- → At 100' Above DA(H) Captain Callout "APPROACHING MINIMUMS I"M GOING HEADS UP" Captain directs primary attention outside looking for visual references.
- → If Captain sees adequate visual references to land Captain Callout "I HAVE THE AIRCRAFT" while pushing F/O's hand away from throttle

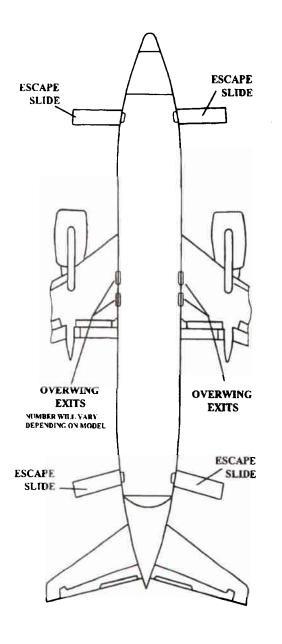
At DA(H) if Captain has not assumed control

- F/O Callout "MINIMUMS GOING AROUND" while simultaneously executing a missed approach
- → Press either TO/GA switch.
- → Rotate to initial go-around attitude.(15 degrees Nose Up.)
- → Ensure thrust levers move to required thrust.
- → Call "FLAPS 15, "CHECK POWER".
- → Call "POSITIVE RATE, GEAR UP, CHECK MISSED APPROACH ALTITUDE"
- → Call "LNAV" or "HDG SEL"
- → Retract Flaps on schedule.

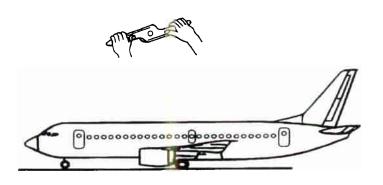


no later then 50' AGL and complete the landing. If a go around is required the Captain shall accomplish it. The last time for a missed approach is upon deployment of reverse thrust.

BOEING 737 EMERGENCY EGRESS SYSTEM



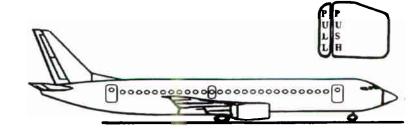
EXTERNAL HANDLE



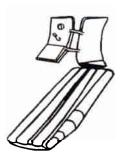
EMERGENCY OVERWING EXIT HATCHES PUSH PANEL



COCKPIT WINDOW EXTERNAL RELEASE



TYPICAL SLIDE INSTALLATION



PASSENGER AND SERVICE DOOR SLIDES MAY AUTOMATICALLY DEPLOY WHEN DOORS ARE OPENED FROM OUTSIDE.