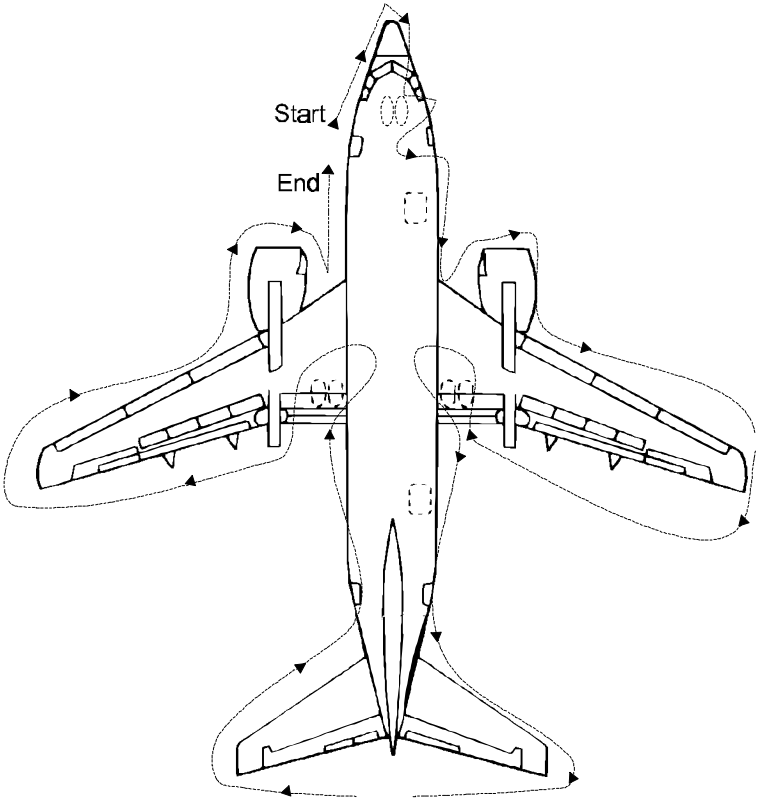
EXTERIOR INSPECTION

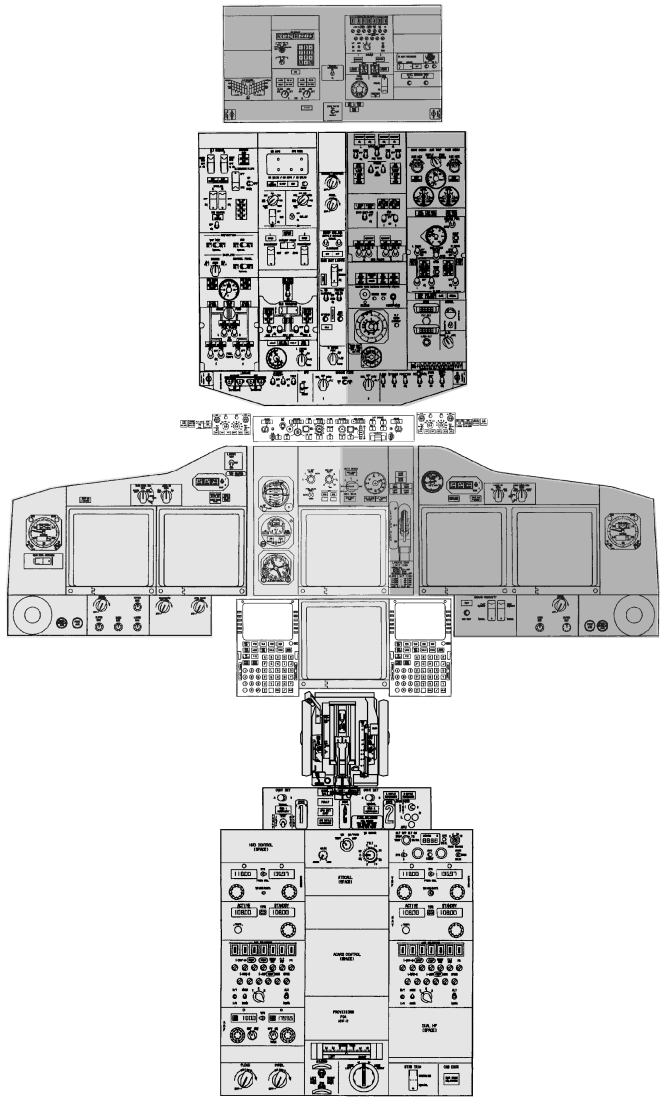


Either the Captain, First Officer or IRO will conduct the Exterior Inspection.

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.

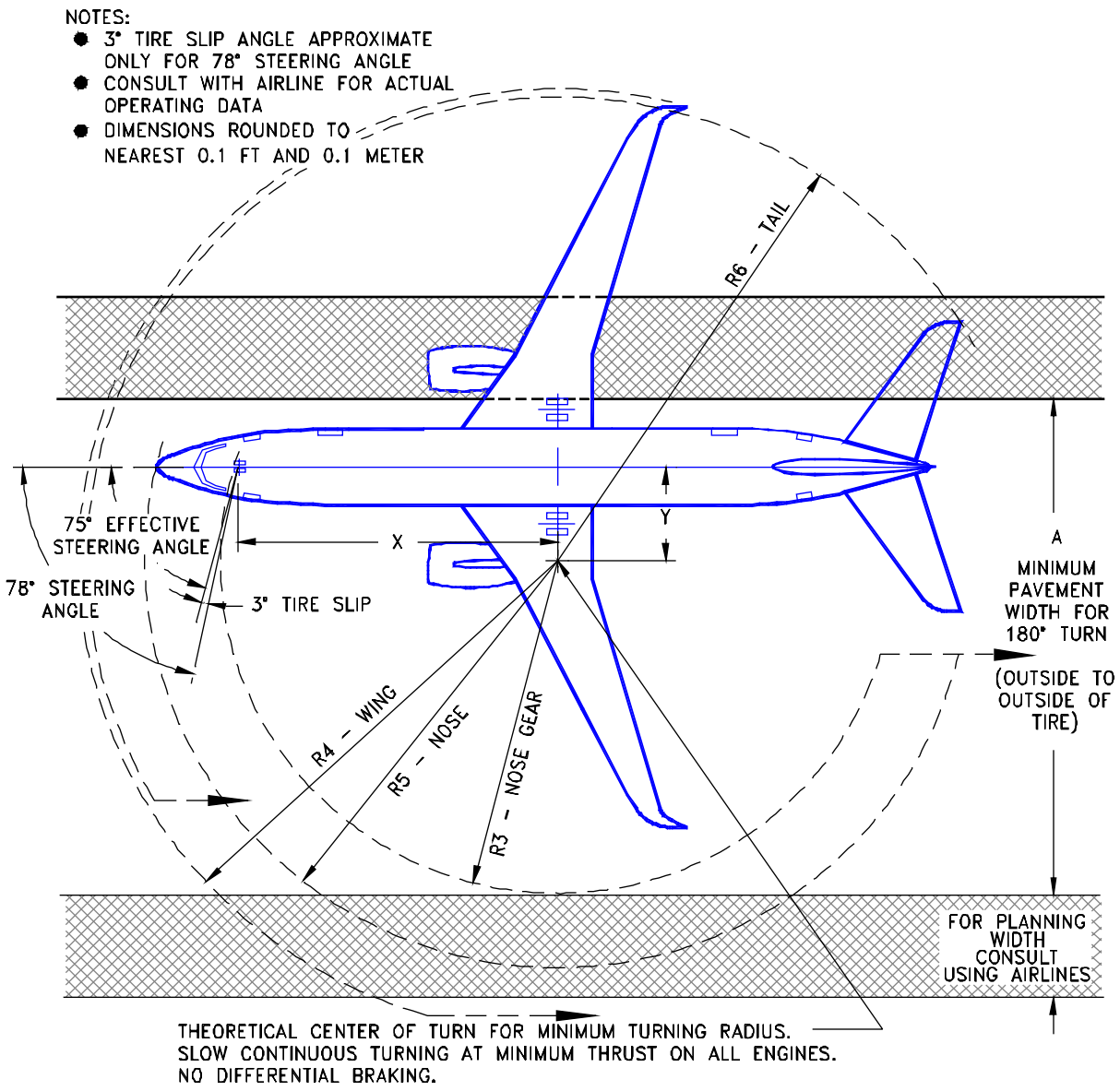
Check potable water and lavatory fill and drain areas for leakage. If evidence of leakage is found, notify maintenance.

7 8 9 RECEIVING AIRCRAFT FLOW



Captain First Officer

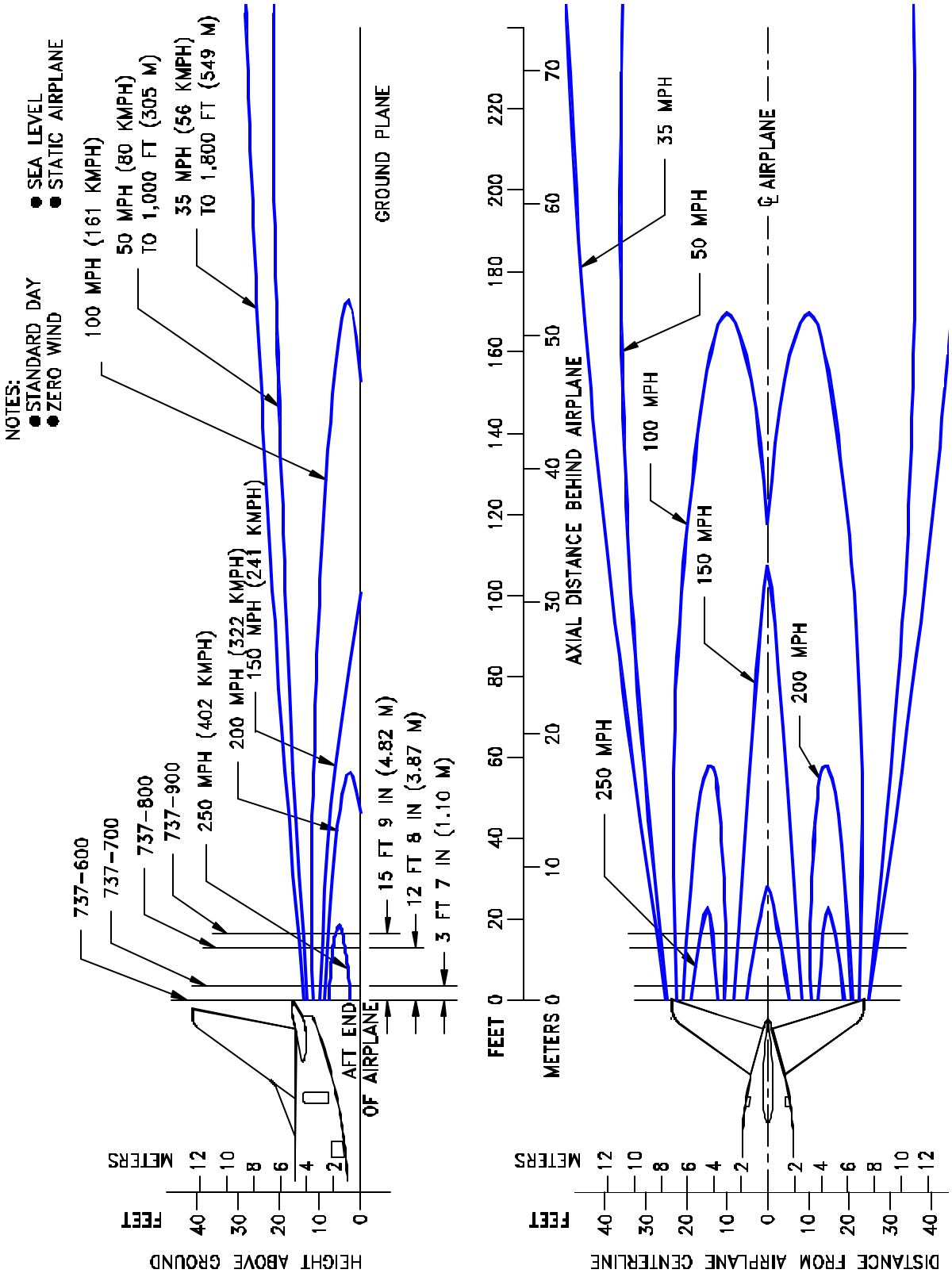
MCP and CDU's (Both Pilot's)
Both Captain and First Officer are responsible
for Verification of flight deck setup



AIRPLANE MODEL	EFFECTIVE TURNING ANGLE (DEG)	X		Y		A		R3		R4		R5		R6	
		FT	M	FT	M	FT	M	FT	M	FT	M	FT	M	FT	M
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



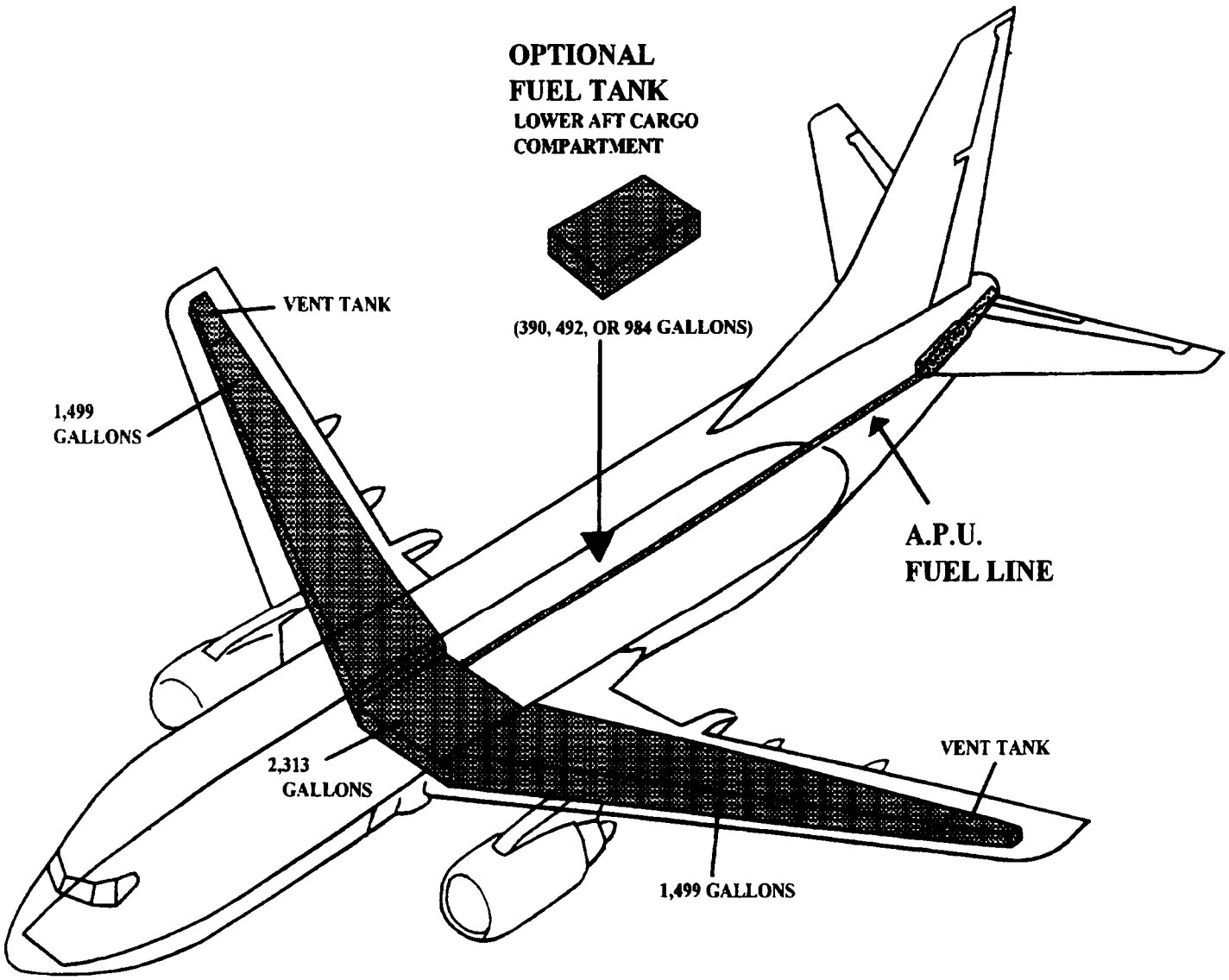
6.1.9 PREDICTED JET ENGINE EXHAUST VELOCITY CONTOURS - TAKEOFF THRUST

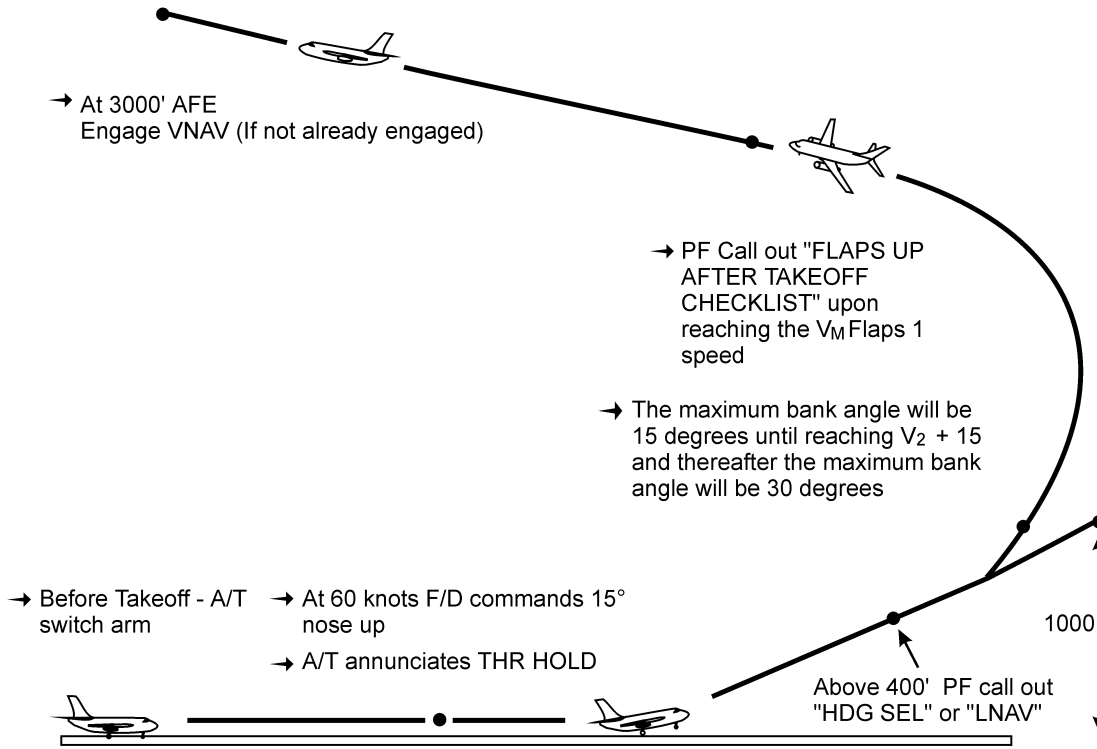
MODEL 737-600, -700, -800, -900 ALL MODELS

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.

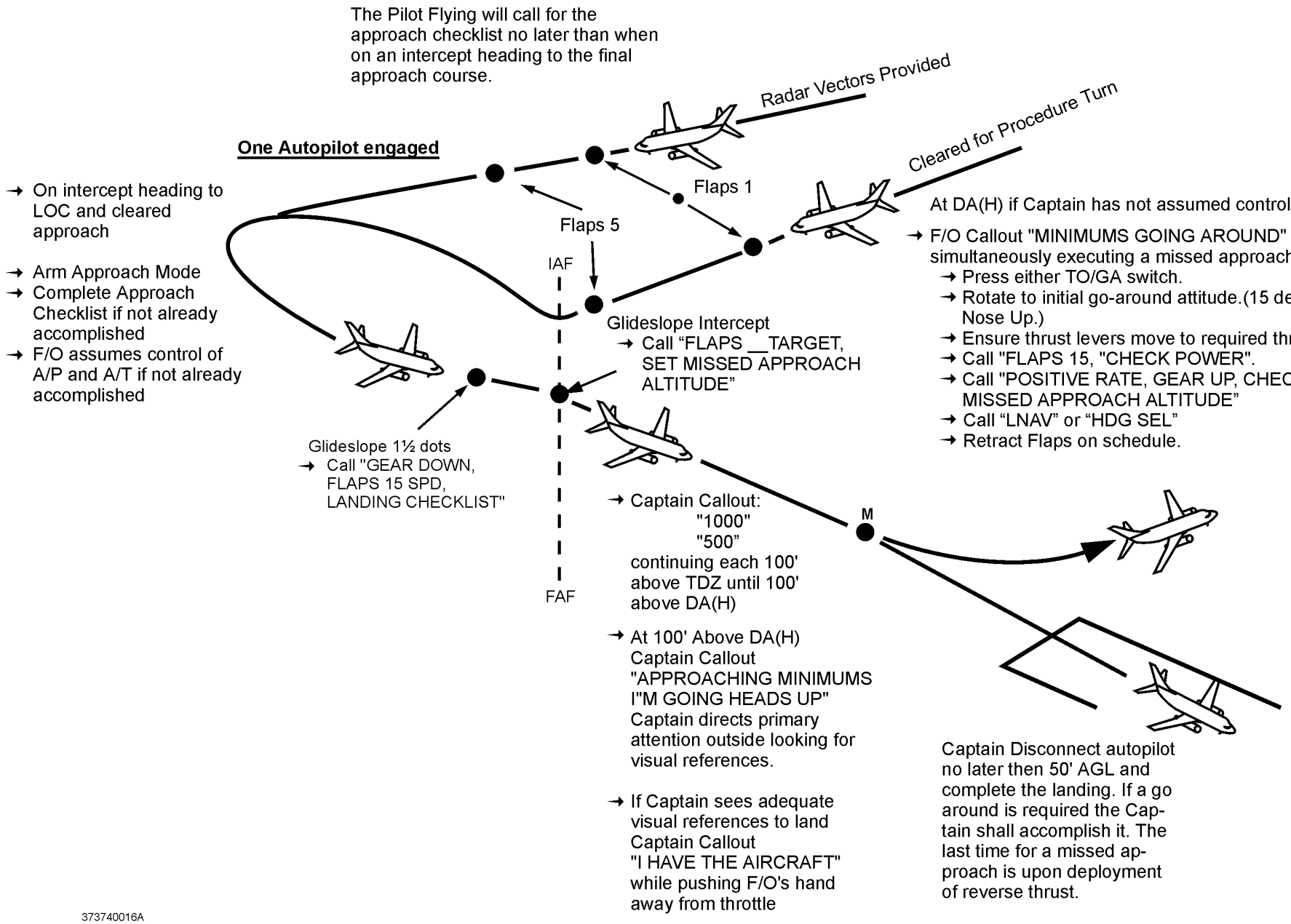
VNAV Departure:

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.

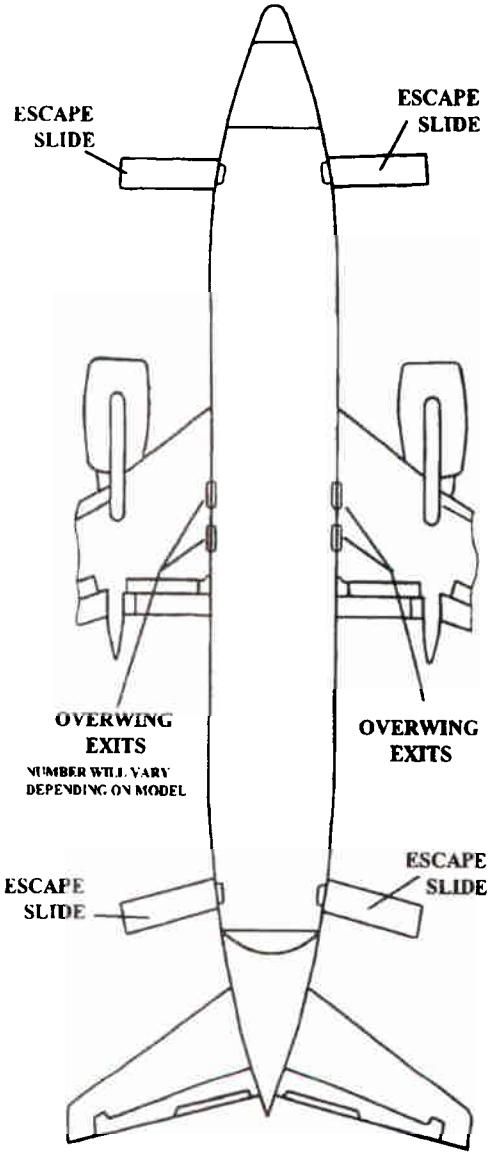
NORMAL TAKEOFF
(ICAO Procedure B)

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.

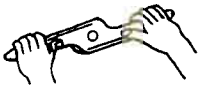


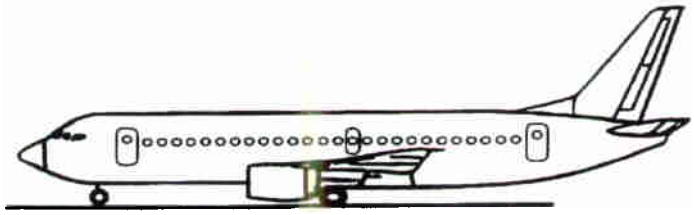
ILS CAT II OR CAT I MONITORED APPROACH

BOEING 737
EMERGENCY EGRESS SYSTEM



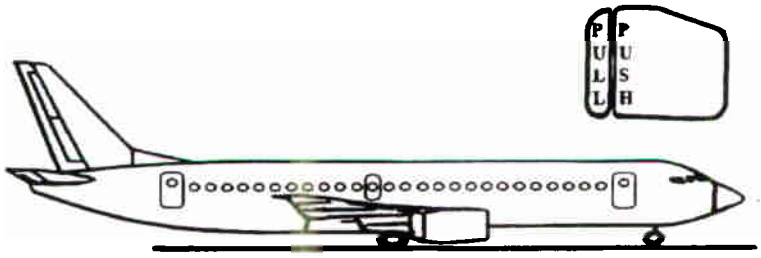
EXTERNAL HANDLE



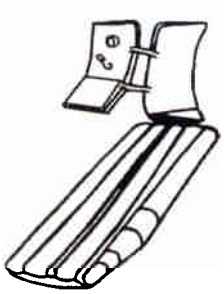


EMERGENCY OVERWING EXIT HATCHES PUSH PANEL

COCKPIT WINDOW EXTERNAL RELEASE



TYPICAL SLIDE INSTALLATION



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