

CHAPTER

25

**EQUIPMENT/
FURNISHINGS**

**CHAPTER 25
EQUIPMENT/FURNISHINGS**

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
25-EFFECTIVE PAGES			25-090-00-01	SYS (cont)		25-190-02-01	SYS (cont)	
1 thru 2	JUN 15/2016		4	Feb 15/2015		3	Feb 15/2015	
25-010-01-01	SYS		25-100-00-01	SYS		4	Jun 15/2015	
1	Jun 15/2015		1	Oct 15/2014		5	Jun 15/2015	
2	Feb 15/2016		2	Feb 15/2015		6	Jun 15/2015	
3	Jun 15/2015		3	Jun 15/2015		7	Jun 15/2015	
4	Jun 15/2015		25-130-00-01	SYS		25-210-00-01	SYS	
5	Jun 15/2015		1	Jun 15/2015		1	Oct 15/2014	
25-010-02-01	SYS		R 2	Jun 15/2016		2	Feb 15/2015	
1	Jun 15/2015		O 3	Jun 15/2016		3	Jun 15/2015	
2	Feb 15/2016		A 4	Jun 15/2016		4	Jun 15/2015	
3	Jun 15/2015		A 5	Jun 15/2016		25-220-00-01	SYS	
4	Jun 15/2015		25-160-00-01	SYS		1	Feb 15/2015	
5	Jun 15/2015		1	Oct 15/2014		2	Feb 15/2015	
25-020-00-01	SYS		2	Feb 15/2016		3	Jun 15/2015	
1	Oct 15/2014		3	Feb 15/2016		4	Jun 15/2015	
2	Feb 15/2015		25-160-00-02	SYS		25-240-00-01	SYS	
25-030-00-01	SYS		1	Oct 15/2014		1	Jun 15/2015	
1	Oct 15/2014		2	Feb 15/2016		2	Oct 15/2014	
2	Feb 15/2015		3	Feb 15/2016		3	Oct 15/2014	
25-040-00-01	SYS		25-170-00-01	SYS		4	Feb 15/2015	
1	Oct 15/2014		1	Oct 15/2014		5	Feb 15/2015	
2	Oct 15/2014		2	Feb 15/2015		6	Feb 15/2015	
25-045-00-01	SYS		25-170-00-02	SYS		7	Feb 15/2015	
1	Jun 15/2015		1	Oct 15/2014		8	Oct 15/2014	
R 2	Jun 15/2016		2	Jun 15/2015		9	Oct 15/2014	
25-050-00-01	SYS		25-190-01-01	SYS		10	Jun 15/2015	
1	Jun 15/2015		1	Oct 15/2015		11	Jun 15/2015	
2	Oct 15/2014		2	Feb 15/2015		12	Jun 15/2015	
25-070-00-01	SYS		3	Feb 15/2015		13	Jun 15/2015	
1	Oct 15/2014		4	Jun 15/2015		14	Jun 15/2015	
2	Feb 15/2015		5	Jun 15/2015		15	Jun 15/2015	
3	Feb 15/2015		6	Jun 15/2015		16	Feb 15/2015	
25-090-00-01	SYS		7	Jun 15/2015		17	Jun 15/2015	
1	Oct 15/2014		25-190-02-01	SYS		18	Jun 15/2015	
2	Feb 15/2015		1	Oct 15/2015		19	Jun 15/2015	
3	Feb 15/2015		2	Feb 15/2015				

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

25-EFFECTIVE PAGES

**CHAPTER 25
EQUIPMENT/FURNISHINGS**

Subject/Page	Date	COC	Subject/Page	Date	COC	Subject/Page	Date	COC
25-240-00-02	SYS		25-240-00-03	SYS (cont)		25-360-00-01	SYS	
1	Jun 15/2015		17	Jun 15/2015		1	Oct 15/2014	
2	Oct 15/2014		18	Jun 15/2015		2	Feb 15/2015	
3	Oct 15/2014		19	Jun 15/2015		3	Feb 15/2015	
4	Feb 15/2015		25-240-00-04	SYS		25-370-00-01	SYS	
5	Feb 15/2015		1	Jun 15/2015		1	Oct 15/2014	
6	Feb 15/2015		2	Oct 15/2014		2	Feb 15/2015	
7	Feb 15/2015		3	Oct 15/2014		25-380-00-01	SYS	
8	Oct 15/2014		4	Feb 15/2015		1	Oct 15/2014	
9	Oct 15/2014		5	Feb 15/2015		R 2	Jun 15/2016	
10	Jun 15/2015		6	Feb 15/2015		R 3	Jun 15/2016	
11	Jun 15/2015		7	Feb 15/2015		O 4	Jun 15/2016	
12	Jun 15/2015		8	Oct 15/2014		25-390-00-01	SYS	
13	Jun 15/2015		9	Oct 15/2014		1	Oct 15/2014	
14	Jun 15/2015		10	Jun 15/2015		2	Feb 15/2015	
15	Jun 15/2015		11	Jun 15/2015		25-400-00-01	SYS	
16	Feb 15/2015		12	Jun 15/2015		1	Oct 15/2014	
17	Jun 15/2015		13	Jun 15/2015		R 2	Jun 15/2016	
18	Jun 15/2015		14	Jun 15/2015		25-410-00-01	SYS	
19	Jun 15/2015		15	Jun 15/2015		1	Jun 15/2015	
25-240-00-03	SYS		16	Feb 15/2015		2	Feb 15/2015	
1	Jun 15/2015		17	Jun 15/2015		25-420-00-01	SYS	
2	Oct 15/2014		18	Jun 15/2015		1	Oct 15/2014	
3	Oct 15/2014		19	Jun 15/2015		2	Feb 15/2015	
4	Feb 15/2015		25-290-00-01	SYS		25-430-00-01	SYS	
5	Feb 15/2015		1	Oct 15/2014		1	Oct 15/2014	
6	Feb 15/2015		2	Jun 15/2015		2	Feb 15/2015	
7	Feb 15/2015		25-330-00-01	SYS				
8	Oct 15/2014		1	Oct 15/2014				
9	Oct 15/2014		2	Feb 15/2015				
10	Jun 15/2015		25-340-00-01	SYS				
11	Jun 15/2015		1	Oct 15/2014				
12	Jun 15/2015		2	Feb 15/2015				
13	Jun 15/2015		25-350-00-01	SYS				
14	Jun 15/2015		1	Oct 15/2014				
15	Jun 15/2015		2	Feb 15/2015				
16	Feb 15/2015		3	Feb 15/2015				

A = Added, R = Revised, D = Deleted, O = Overflow, C = Customer Originated Change

25-EFFECTIVE PAGES

AIRLINE CARD NO		TITLE CAPTAINS SEAT TRACKS AND LOCKING MECHANISM			BOEING CARD NO. 25-010-01-01	
DATE	TASK INSPECTION - DETAILED				RELATED CARD	
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 7500 FH	REPEAT 7500 FH	APPLICABILITY	
STATION	SKILL AIRPL				AIRPLANE ALL	ENGINE ALL
		ACCESS			ZONE 211	

Inspect (Detailed) the captains seat tracks and locking mechanism for wear, condition, and security.

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1638	Gauge - Inspection, Seat Track, Flight Crew Seats (A25020-5 part of A25020-8) Part #: A25020-8 Supplier: 81205 Opt Part #: A25020-4 Supplier: 81205

EFFECTIVITY AKS ALL	SOURCE MRB	CAPTAINS SEAT TRACKS AND LOCKING MECHANISM D633A109-AKS 25-010-01-01	Page 1 of 5 Jun 15/2015
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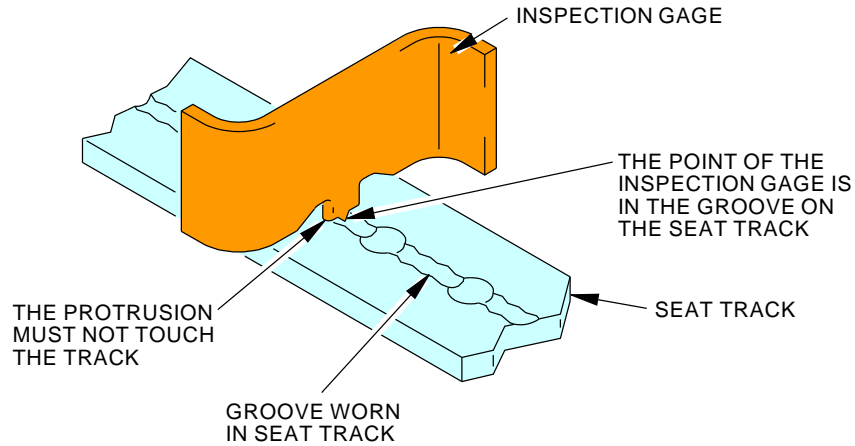
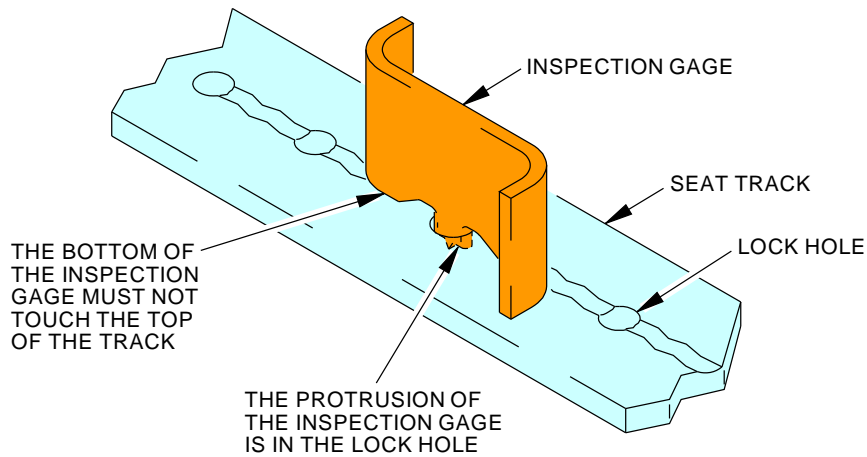
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-010-01-01	
TASK 25-11-01-200-802 1. <u>Captain and First Officer Seat Track and Locking Mechanism Inspection</u> (Figure 1 and Figure 2) A. Procedure SUBTASK 25-11-01-210-003 (1) Do these steps to make sure the captain's or first officer's seat tracks are fully attached to the floor: <u>NOTE:</u> Use the horizontal control lever to move the seat forward and aft to examine all of the track. (a) Try to move the seat tracks to make sure they are securely attached. 1) If you find loose bolts on the seat tracks, tighten them. (b) Do a visual inspection for cracks and corrosion on the seat tracks. SUBTASK 25-11-01-210-007 (2) Do these steps to inspect the seat tracks for wear: (a) There are two conditions during which the seat track can become worn: 1) Condition 1: a) The lock pin rubs on the surface of the seat track while the seat is adjusted. 2) Condition 2: a) The lock hole becomes larger when the locking pin hits the edge of the lock hole too many times when the seat is adjusted. (b) The seat track is in good condition when: 1) The maximum depth of a groove on the surface of the seat track is not more than 0.065 in. (1.651 mm) for Condition 1. 2) The lock hole is 0.30 in. (7.62 mm) or less in diameter at a depth of 0.1 in. (2.54 mm) for the Condition 2. SUBTASK 25-11-01-210-004 (3) Do these steps to do a check of the surface of the seat track: (a) Put the point of the inspection gauge, SPL-1638, in a groove that is on the surface of the seat track. (b) If the protrusion touches the surface of the seat track, replace the seat track. SUBTASK 25-11-01-210-005 (4) Do these steps to do a check of the lock hole: (a) Put the protrusion of the inspection gauge, SPL-1638, in the lock hole. (b) If the bottom of the inspection gage touches the surface of the seat track, replace the seat track.				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	CAPTAINS SEAT TRACKS AND LOCKING MECHANISM D633A109-AKS 25-010-01-01		

AKS

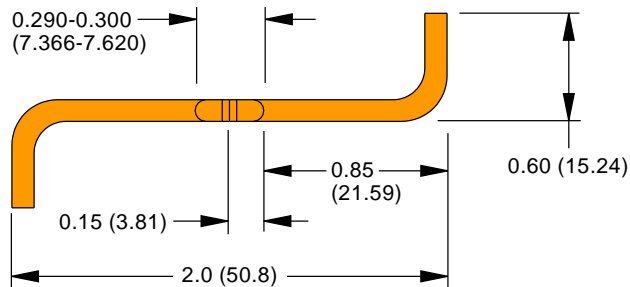
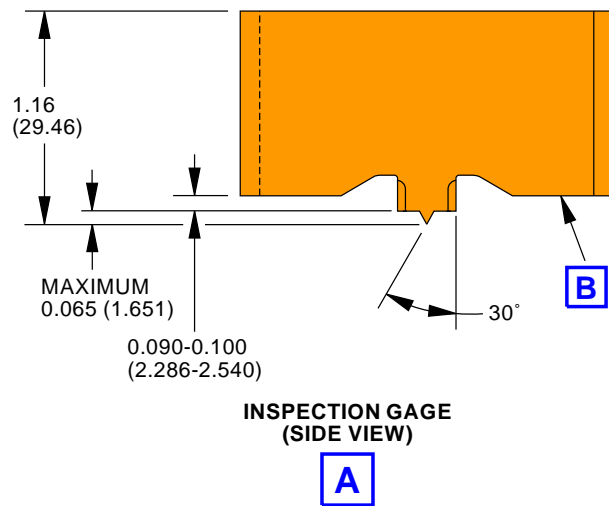
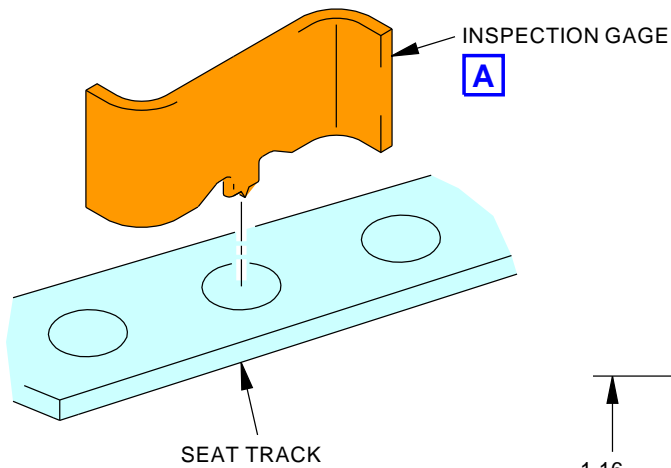


737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-010-01-01	
<p>SUBTASK 25-11-01-210-006</p> <p>(5) Do a visual inspection to make sure the seat track lock pins are fully engaged at all seat track lock positions.</p> <p><u>NOTE:</u> Use the horizontal control lever to move the seat forward and aft to examine lock pin engagement in all track lock holes.</p> <p>(a) Make sure seat track lock pins are fully engaged in all seat track lock positions.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	CAPTAINS SEAT TRACKS AND LOCKING MECHANISM		
			D633A109-AKS 25-010-01-01		
			Page 3 of 5 Jun 15/2015		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-010-01-01
<div data-bbox="431 382 1281 825" data-label="Image"></div> <p data-bbox="532 888 1115 913">INSPECTION ON THE SURFACE OF THE SEAT TRACK</p> <div data-bbox="399 1121 1261 1575" data-label="Image"></div> <p data-bbox="641 1648 1006 1673">INSPECTION OF THE LOCK HOLE</p> <p data-bbox="1218 1722 1433 1743">F96655 S0006566583_V2</p> <p data-bbox="691 1743 971 1803">Seat Track Inspection Figure 1</p>				
EFFECTIVITY AKS ALL		SOURCE MRB	CAPTAINS SEAT TRACKS AND LOCKING MECHANISM D633A109-AKS 25-010-01-01	

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-010-01-01
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INSPECTION GAGE (BOTTOM VIEW)
(IPECO FLIGHT DECK SEATS)

[B]

NOTE:

ALL DIMENSIONS ARE IN INCHES (mm).

F96641 S0006566584_V4

**Seat Track Inspection Gage
Figure 2**

EFFECTIVITY AKS ALL	SOURCE MRB	CAPTAINS SEAT TRACKS AND LOCKING MECHANISM D633A109-AKS 25-010-01-01	Page 5 of 5 Jun 15/2015
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AIRLINE CARD NO.		TITLE FIRST OFFICER SEAT TRACKS AND LOCKING MECHANISM			BOEING CARD NO. 25-010-02-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 7500 FH	REPEAT 7500 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 212

Inspect (Detailed) the first officers seat tracks and locking mechanism for wear, condition, and security.

A. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
SPL-1638	Gauge - Inspection, Seat Track, Flight Crew Seats (A25020-5 part of A25020-8) Part #: A25020-8 Supplier: 81205 Opt Part #: A25020-4 Supplier: 81205

EFFECTIVITY AKS ALL	SOURCE MRB	FIRST OFFICER SEAT TRACKS AND LOCKING MECHANISM D633A109-AKS 25-010-02-01	Page 1 of 5 Jun 15/2015
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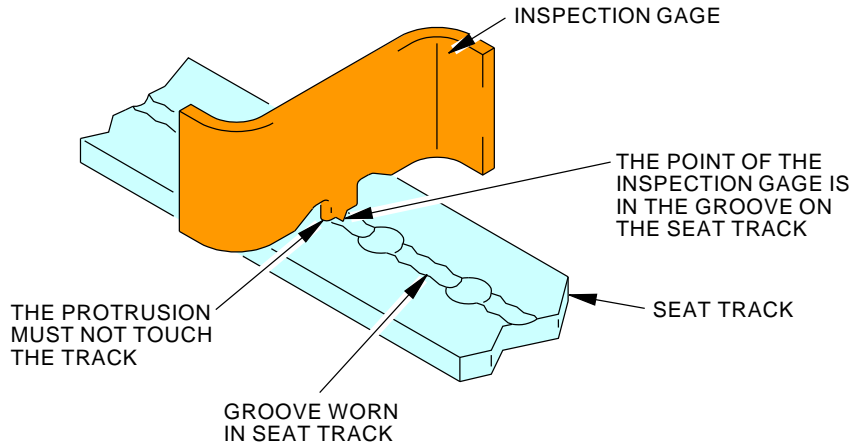
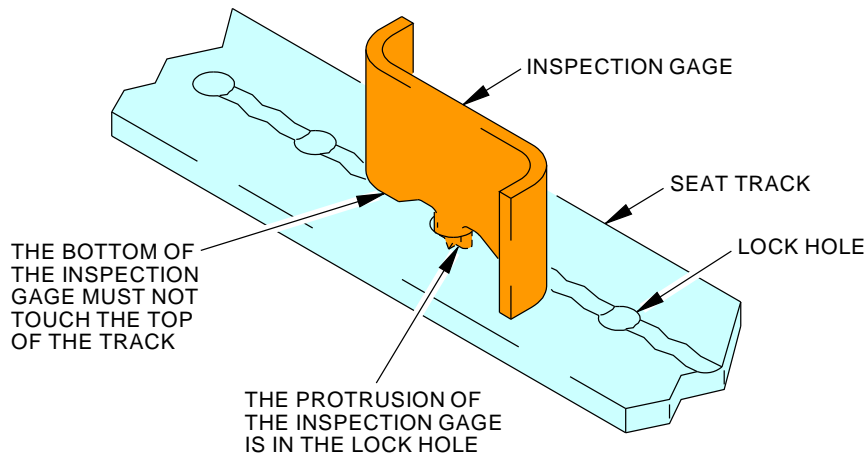
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-010-02-01	
TASK 25-11-01-200-802 1. <u>Captain and First Officer Seat Track and Locking Mechanism Inspection</u> (Figure 1 and Figure 2) A. Procedure SUBTASK 25-11-01-210-003 (1) Do these steps to make sure the captain's or first officer's seat tracks are fully attached to the floor: <u>NOTE:</u> Use the horizontal control lever to move the seat forward and aft to examine all of the track. (a) Try to move the seat tracks to make sure they are securely attached. 1) If you find loose bolts on the seat tracks, tighten them. (b) Do a visual inspection for cracks and corrosion on the seat tracks. SUBTASK 25-11-01-210-007 (2) Do these steps to inspect the seat tracks for wear: (a) There are two conditions during which the seat track can become worn: 1) Condition 1: a) The lock pin rubs on the surface of the seat track while the seat is adjusted. 2) Condition 2: a) The lock hole becomes larger when the locking pin hits the edge of the lock hole too many times when the seat is adjusted. (b) The seat track is in good condition when: 1) The maximum depth of a groove on the surface of the seat track is not more than 0.065 in. (1.651 mm) for Condition 1. 2) The lock hole is 0.30 in. (7.62 mm) or less in diameter at a depth of 0.1 in. (2.54 mm) for the Condition 2. SUBTASK 25-11-01-210-004 (3) Do these steps to do a check of the surface of the seat track: (a) Put the point of the inspection gauge, SPL-1638, in a groove that is on the surface of the seat track. (b) If the protrusion touches the surface of the seat track, replace the seat track. SUBTASK 25-11-01-210-005 (4) Do these steps to do a check of the lock hole: (a) Put the protrusion of the inspection gauge, SPL-1638, in the lock hole. (b) If the bottom of the inspection gage touches the surface of the seat track, replace the seat track.				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FIRST OFFICER SEAT TRACKS AND LOCKING MECHANISM D633A109-AKS 25-010-02-01		

AKS

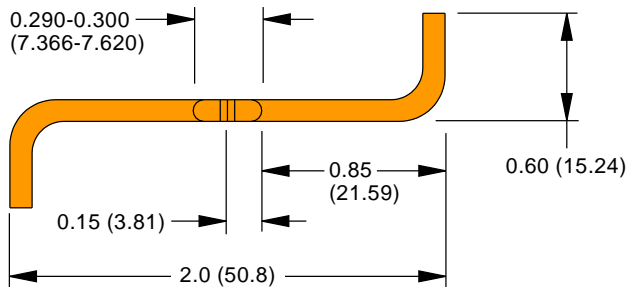
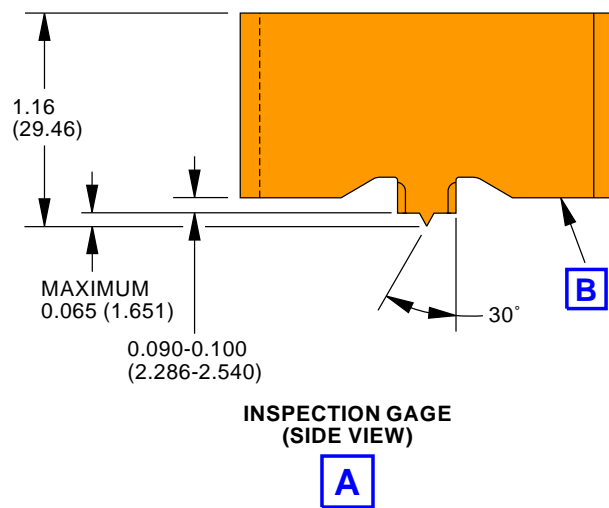
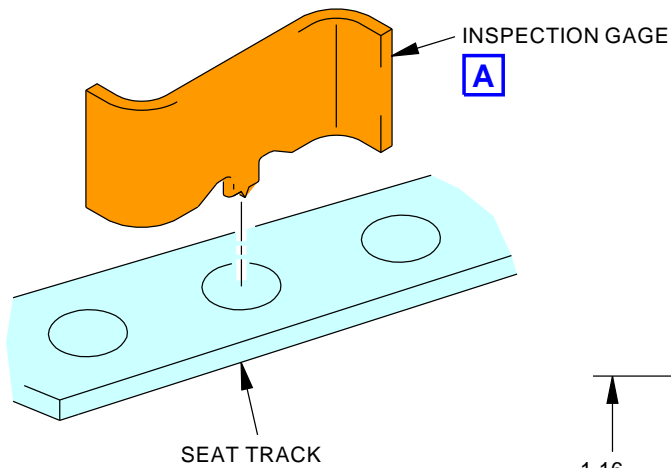


737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-010-02-01	
<p>SUBTASK 25-11-01-210-006</p> <p>(5) Do a visual inspection to make sure the seat track lock pins are fully engaged at all seat track lock positions.</p> <p><u>NOTE:</u> Use the horizontal control lever to move the seat forward and aft to examine lock pin engagement in all track lock holes.</p> <p>(a) Make sure seat track lock pins are fully engaged in all seat track lock positions.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FIRST OFFICER SEAT TRACKS AND LOCKING MECHANISM		
			D633A109-AKS		
			25-010-02-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-010-02-01
<div data-bbox="433 382 1281 825" data-label="Image"></div> <p data-bbox="532 888 1115 913" style="text-align: center;">INSPECTION ON THE SURFACE OF THE SEAT TRACK</p> <div data-bbox="399 1121 1261 1575" data-label="Image"></div> <p data-bbox="641 1648 1006 1673" style="text-align: center;">INSPECTION OF THE LOCK HOLE</p> <p data-bbox="1218 1722 1432 1743" style="text-align: right;">F96655 S0006566583_V2</p> <p data-bbox="691 1743 971 1803" style="text-align: center;">Seat Track Inspection Figure 1</p>				
EFFECTIVITY AKS ALL		SOURCE MRB	FIRST OFFICER SEAT TRACKS AND LOCKING MECHANISM D633A109-AKS 25-010-02-01	

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-010-02-01
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INSPECTION GAGE
(BOTTOM VIEW)
(IPECO FLIGHT DECK SEATS)

B

NOTE:

ALL DIMENSIONS ARE IN INCHES (mm).

F96641 S0006566584_V4

**Seat Track Inspection Gage
Figure 2**

EFFECTIVITY AKS ALL	SOURCE MRB	FIRST OFFICER SEAT TRACKS AND LOCKING MECHANISM D633A109-AKS 25-010-02-01	Page 5 of 5 Jun 15/2015
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AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE			BOEING CARD NO.	
		FLIGHT COMPARTMENT CREW SEAT HARNESSES, STRAPS, AND BELTS			25-020-00-01	
DATE	TASK INSPECTION - DETAILED				RELATED CARD	
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 600 FH	REPEAT 600 FH	APPLICABILITY	
STATION	SKILL AIRPL				AIRPLANE ALL	ENGINE ALL
		ACCESS			ZONE 210	
<p>Inspect (Detailed) the captain, first officer, first observer, and second observer (if installed) seat harnesses, crotch straps, and shoulder belts (as applicable) for wear, condition, and security.</p>						
EFFECTIVITY AKS ALL		SOURCE MRB	FLIGHT COMPARTMENT CREW SEAT HARNESSES, STRAPS, AND BELTS			
			D633A109-AKS 25-020-00-01			
			Page 1 of 2 Oct 15/2014			

**737-600/700/800/900
TASK CARDS**

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AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE			BOEING CARD NO.	
		CHECK CAPTAIN, FIRST OFFICER, & FIRST OBSERVER SEAT HARNESS REELS			25-030-00-01	
DATE	TASK				RELATED CARD	
	OPERATIONAL					
TAIL NUMBER	WORK AREA	VERSION	THRESHOLD	REPEAT	APPLICABILITY	
	CREW CABIN	1.1	3500 FH	3500 FH	AIRPLANE	ENGINE
STATION	SKILL				ALL	ALL
	AIRPL					
		ACCESS			ZONE	
					210	

Operationally check the captain, first officer, and the first observer seat harness inertia reels.

EFFECTIVITY	SOURCE	CHECK CAPTAIN, FIRST OFFICER, & FIRST OBSERVER SEAT HARNESS REELS
AKS ALL	MRB	
		D633A109-AKS
		25-030-00-01

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-030-00-01	
TASK 25-11-00-200-801				MECH	INSP
1. <u>Captain, First Officer, and Observer Seat Harness and Inertia Reel Operational Check</u>					
A. Procedure					
SUBTASK 25-11-00-200-001					
(1) Do the steps that follow to test the restraint harness and inertia reel: <ul style="list-style-type: none"> (a) Make sure the shoulder harness control is in the unlocked position. (b) Quickly pull one shoulder strap in the forward direction. <ul style="list-style-type: none"> 1) Make sure the inertia reel locks. 2) Make sure the strap does not extend. (c) Release the pressure on the strap. <ul style="list-style-type: none"> 1) Make sure the inertia reel releases the strap. (d) Quickly pull the other shoulder strap in the forward direction. <ul style="list-style-type: none"> 1) Make sure the inertia reel locks. 2) Make sure the strap does not extend. (e) Release the pressure on the strap. <ul style="list-style-type: none"> 1) Make sure the inertia reel releases the strap. (f) Pull one of the shoulder straps slowly out of the seat back as far as possible. (g) Move the shoulder harness control to the locked position. (h) Release the shoulder strap until it retracts approximately two inches at a time, until it is fully retracted. <ul style="list-style-type: none"> 1) At each stage, pull on the shoulder to make sure the strap locks. (i) Move the shoulder harness control to the unlocked position. (j) Pull the other shoulder strap slowly out of the seat back as far as possible. (k) Move the shoulder harness control to the locked position. (l) Release the shoulder strap until it retracts approximately two inches at a time until it is fully retracted. <ul style="list-style-type: none"> 1) At each stage, pull on the shoulder strap to make sure the strap locks. (m) Put the shoulder harness control in the unlocked position. 					
————— END OF TASK —————					
EFFECTIVITY AKS ALL		SOURCE MRB	CHECK CAPTAIN, FIRST OFFICER, & FIRST OBSERVER SEAT HARNESS REELS D633A109-AKS 25-030-00-01		
			Page 2 of 2 Feb 15/2015		

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737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE			BOEING CARD NO.	
		INSPECT PASSENGER SEAT BELTS			25-040-00-01	
DATE	TASK INSPECTION - DETAILED				RELATED CARD	
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD 4000 FH	REPEAT 4000 FH	APPLICABILITY	
STATION	SKILL AIRPL				AIRPLANE ALL	ENGINE ALL
		ACCESS			ZONE	
					200 220 230 240	
<p>Inspect (Detailed) the passenger seat belts w/o removal for wear, condition, and security.</p>						
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT PASSENGER SEAT BELTS			
			D633A109-AKS			
			25-040-00-01			
			Page 1 of 2			
			Oct 15/2014			



**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-040-00-01	
TASK 25-22-00-200-801 1. <u>Passenger Seat Belt Check</u> A. Procedure SUBTASK 25-22-00-210-002 (1) Do a visual check to make sure the seat belts are not worn, frayed, or damaged. SUBTASK 25-22-00-280-003 (2) Pull on the seat belts to make sure they are attached tightly to the seat. SUBTASK 25-22-00-280-002 (3) Do these steps to make sure the seat belt operates correctly: (a) Put the tongue end of the belt in the buckle. NOTE: You can hear a click when the tongue is engaged in the buckle. (b) Lift the release handle on the buckle to disengage the belt halves. <div style="text-align: center;"> ————— END OF TASK ————— </div>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT PASSENGER SEAT BELTS D633A109-AKS 25-040-00-01		

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 Oct 15/2014

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE PASSENGER COMPARTMENT SEATS			BOEING CARD NO. 25-045-00-01	
DATE	TASK VISUAL CHECK				RELATED CARD	
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD 12000 FH	REPEAT 12000 FH	APPLICABILITY	
STATION	SKILL AIRPL				AIRPLANE ALL	ENGINE ALL
		ACCESS			ZONE 200	

Visually check the passenger compartment seats for proper attachment.

EFFECTIVITY AKS ALL	SOURCE MRB	PASSENGER COMPARTMENT SEATS D633A109-AKS 25-045-00-01	Page 1 of 2 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-045-00-01	
TASK 25-22-00-200-804 1. <u>Track-mounted Passenger Seat Check and Inspection</u> A. Procedure SUBTASK 25-22-00-210-016 (1) Make sure the seat track fittings are installed correctly. SUBTASK 25-22-00-700-001 (2) Hold the seat back and try to move the seat forward and aft. The seat assembly must not move at the seat track fittings. SUBTASK 25-22-00-010-004 (3) Remove the seat track covers if the seat moves. SUBTASK 25-22-00-430-018 (4) Tighten the rear seat track fitting to the recommended torque. SUBTASK 25-22-00-430-019 (5) Tighten the forward anti-rattle device manually plus 1/4 turn. If there is no anti-rattle, tighten front fitting to the recommended torque. SUBTASK 25-22-00-800-001 (6) Make sure that the seat bottom cushion does not block the exit hatch opening by more than 3.70 in. (93.98 mm). <div style="text-align: center;">————— END OF TASK —————</div>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	PASSENGER COMPARTMENT SEATS D633A109-AKS 25-045-00-01		

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE CHECK PASSENGER SEAT BREAK-OVER FEATURE			BOEING CARD NO. 25-050-00-01
DATE	TASK OPERATIONAL				RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD 12000 FH	REPEAT 12000 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 230 240

Operationally check, where applicable, the passenger seat break-over lock out feature on seats adjacent to emergency exits.

EFFECTIVITY AKS ALL	SOURCE MRB	CHECK PASSENGER SEAT BREAK-OVER FEATURE D633A109-AKS 25-050-00-01	Page 1 of 2 Jun 15/2015
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AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-050-00-01	
TASK 25-22-00-710-802 1. <u>Passenger Seat Breakover Check at Emergency Exits</u> A. Procedure SUBTASK 25-22-00-980-001 (1) Make sure the passenger seats that are forward and aft of all the emergency exits do not breakover into the pathways of the emergency exits. <u>NOTE:</u> The Interior Configuration Specification for your airplanes should show requirements for the emergency exit aisles. ———— END OF TASK ————				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	CHECK PASSENGER SEAT BREAK-OVER FEATURE D633A109-AKS 25-050-00-01		

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE INSPECT PASSENGER SEAT BACK RECLINE MECHANISMS			BOEING CARD NO. 25-070-00-01
DATE	TASK FUNCTIONAL				RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD 6000 FH	REPEAT 6000 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 220 230 240

Functionally check, where applicable, the passenger seat back recline restriction mechanisms on seats adjacent to emergency exits.

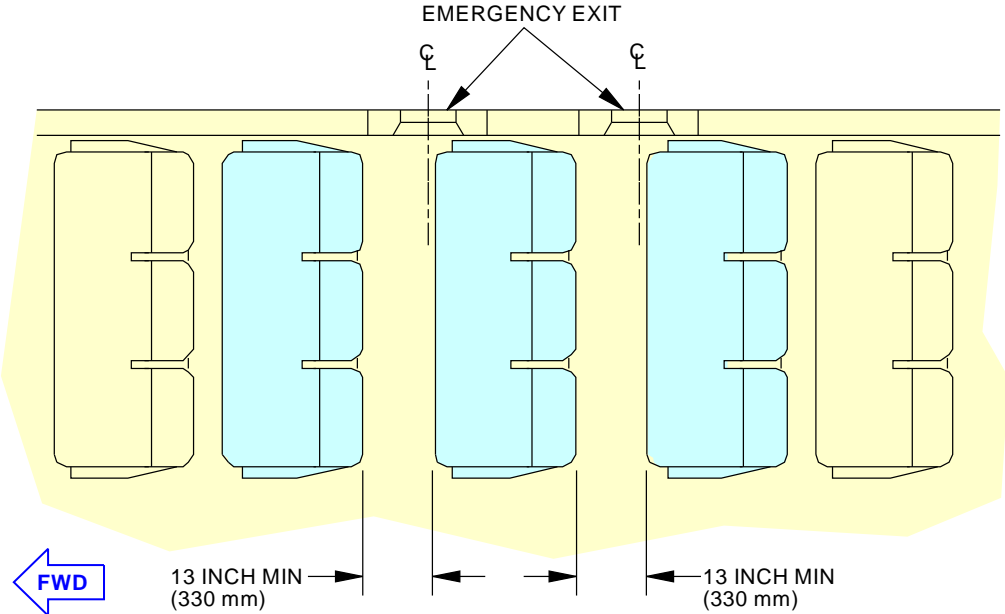
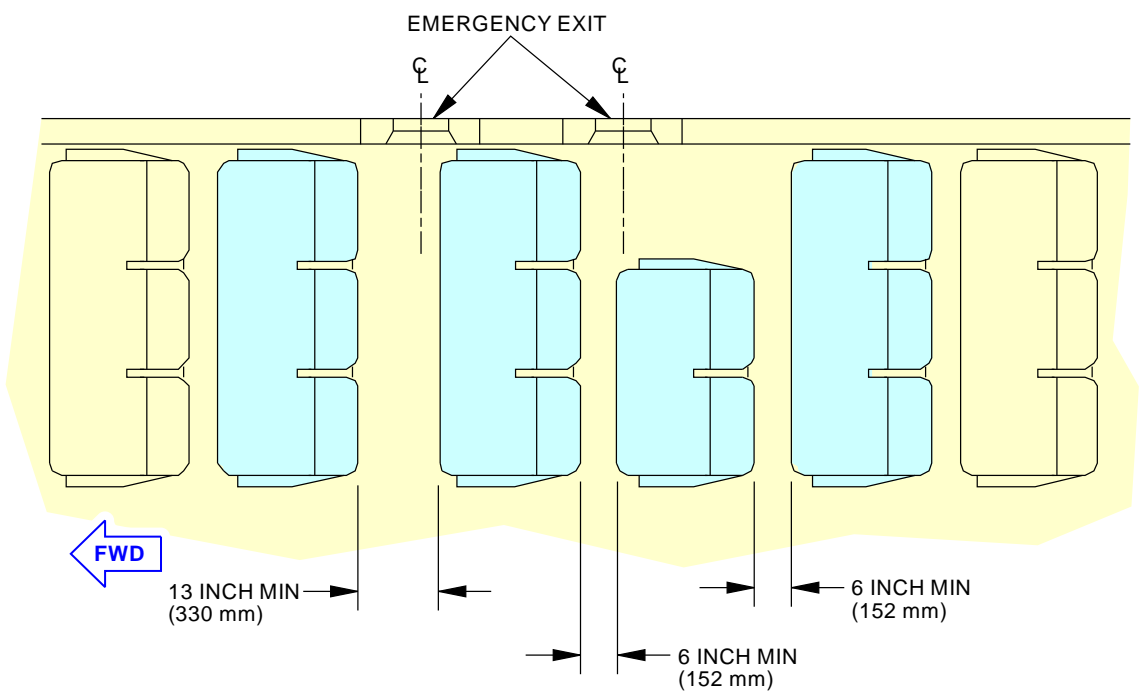
EFFECTIVITY AKS ALL	SOURCE MRB	INSPECT PASSENGER SEAT BACK RECLINE MECHANISMS D633A109-AKS 25-070-00-01	Page 1 of 3 Oct 15/2014
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AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-070-00-01	
TASK 25-22-00-710-803 1. <u>Passenger Seat Recline Restriction Check at Emergency Exits</u> Figure 1 A. Procedure SUBTASK 25-22-00-211-001 (1) Make sure that the passenger seats that are in the area of the emergency exit doors do not recline into the emergency exist aisles as defined by these dimensions. (a) The minimum dimension of the emergency exit aisle for a triple seat is 13 in. (33 cm). (b) The minimum dimension of the emergency exit aisle for a double seat is 6 in. (15.2 cm). <div style="text-align: center;">———— END OF TASK ————</div>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT PASSENGER SEAT BACK RECLINE MECHANISMS D633A109-AKS 25-070-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-070-00-01
<div style="text-align: center;">EMERGENCY EXIT</div> 				
<div style="text-align: center;">EMERGENCY EXIT</div> 				
Minimum Emergency Exit Aisle Dimensions Figure 1				
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT PASSENGER SEAT BACK RECLINE MECHANISMS D633A109-AKS 25-070-00-01	
			Page 3 of 3 Feb 15/2015	

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE INSPECT ATTENDANT SEAT HARNESS			BOEING CARD NO. 25-090-00-01	
DATE	TASK INSPECTION - DETAILED				RELATED CARD	
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD 3000 FH	REPEAT 3000 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL	
STATION	SKILL AIRPL					
		ACCESS			ZONE 221 241	
<p>Inspect (Detailed) the attendant seat harness and attachments without removal for wear, condition, and security.</p>						
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT ATTENDANT SEAT HARNESS			
			D633A109-AKS			
			25-090-00-01			
			Page 1 of 4			
			Oct 15/2014			

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-090-00-01	
TASK 25-25-12-200-801 1. Attendants' Seat and Harness Attachment Inspection Figure 1 A. Procedure SUBTASK 25-25-12-210-001 (1) Make sure the seat belts and the shoulder harness are not worn or damaged. SUBTASK 25-25-12-210-002 (2) Do these steps to examine the top mounting bolts [5] of the seat: (a) Remove the headrest [4]. To remove it, pull on it. It is attached with hook and loop fasteners (Velcro). (b) Make sure the mounting bolts [5] that attach the bracket for the inertia reels to the wall are not loose. (c) Make sure the mounting bolts that attach the inertia reels of the shoulder harness to the bracket are not loose. (d) Install the headrest. SUBTASK 25-25-12-210-003 (3) Do these steps to examine the middle mounting bolts of the seat: (a) Do these steps to open the lower seat back: 1) Open the seat pan a small distance. 2) Open the fabric flap that is between the lower seat back and the upper seat back. To open it, pull it away from the upper seat back. It is attached with hook and loop fasteners (Velcro). 3) Push the two latches on the lower seat back toward the center of the seat back. 4) Pull the seat back out and down. (b) Make sure the mounting bolts [3] that attach the seat to the wall are not loose. (c) Close the lower seat back. SUBTASK 25-25-12-210-004 (4) Do these steps to examine the lower mounting bolts of the seat: (a) Open the storage compartment door. (b) Make sure the mounting bolts [2] that attach the seat to the wall are not loose. (c) Close the storage compartment door. SUBTASK 25-25-12-210-005 (5) Do these steps to examine the lower attachment points for the seat belts: (a) Pull the seat cushion away from the attachment points for the seat belts. (b) Make sure the bolts are tight. SUBTASK 25-25-12-200-001 (6) Do these steps to inspect the pivot points of the seat pan: (a) Open the seat pan.				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT ATTENDANT SEAT HARNESS D633A109-AKS 25-090-00-01		

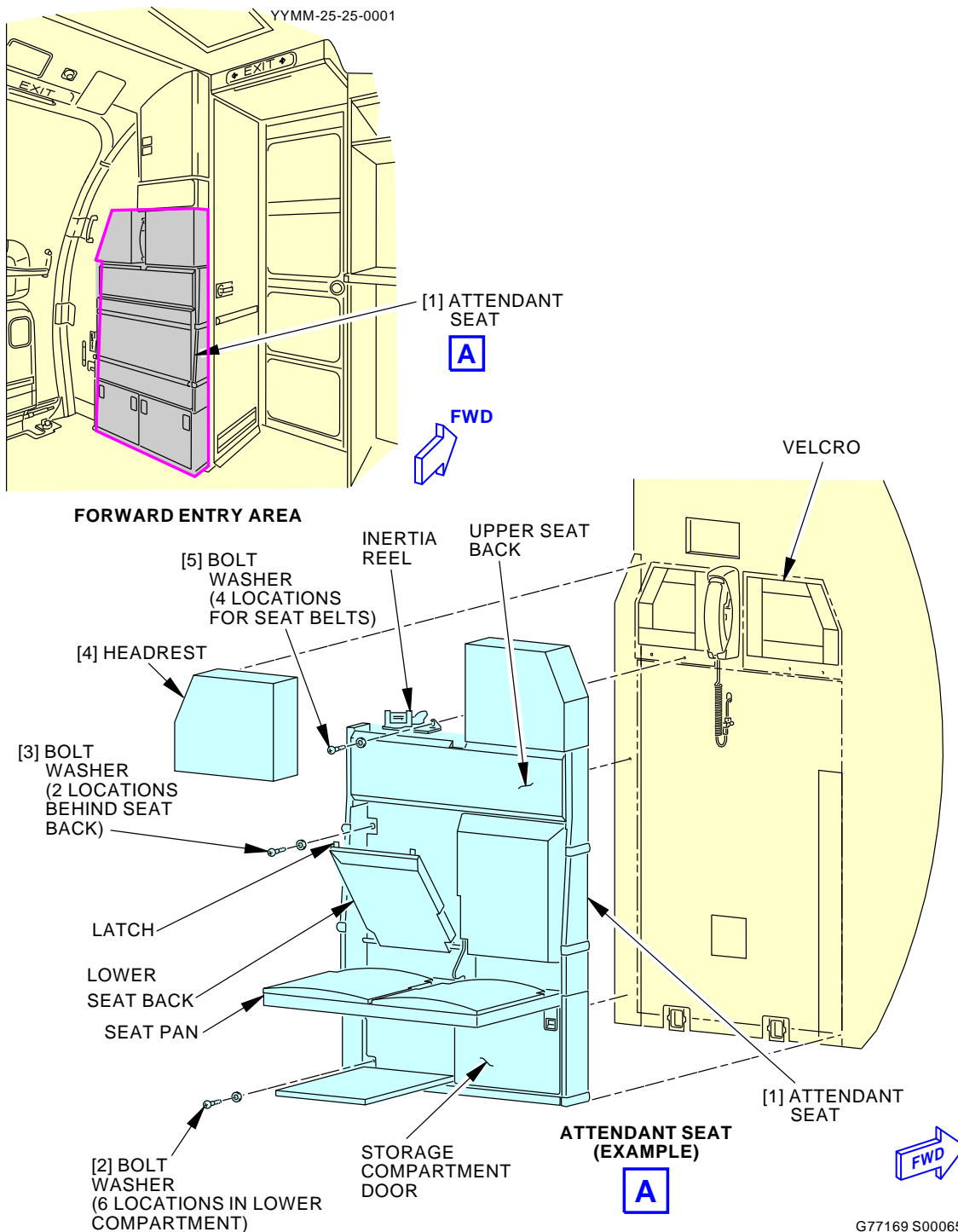
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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-090-00-01	
<p>(b) Hold the seat pan near its back corner and shake the seat pan to make sure it is not loose.</p> <p>(c) Make sure the seat pan has no obvious cracks.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT ATTENDANT SEAT HARNESS D633A109-AKS 25-090-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-090-00-01
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**Cabin Attendant's Seat Inspection/Check
Figure 1**

EFFECTIVITY AKS ALL	SOURCE MRB	INSPECT ATTENDANT SEAT HARNESS D633A109-AKS 25-090-00-01	Page 4 of 4 Feb 15/2015
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AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE CHECK ATTENDANT SEAT HARNESS			BOEING CARD NO. 25-100-00-01
DATE	TASK OPERATIONAL				RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD 3000 FH	REPEAT 3000 FH	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 221 241

Operationally check the attendant seat harness inertia reel lock feature.

EFFECTIVITY AKS ALL	SOURCE MRB	CHECK ATTENDANT SEAT HARNESS D633A109-AKS 25-100-00-01	Page 1 of 3 Oct 15/2014
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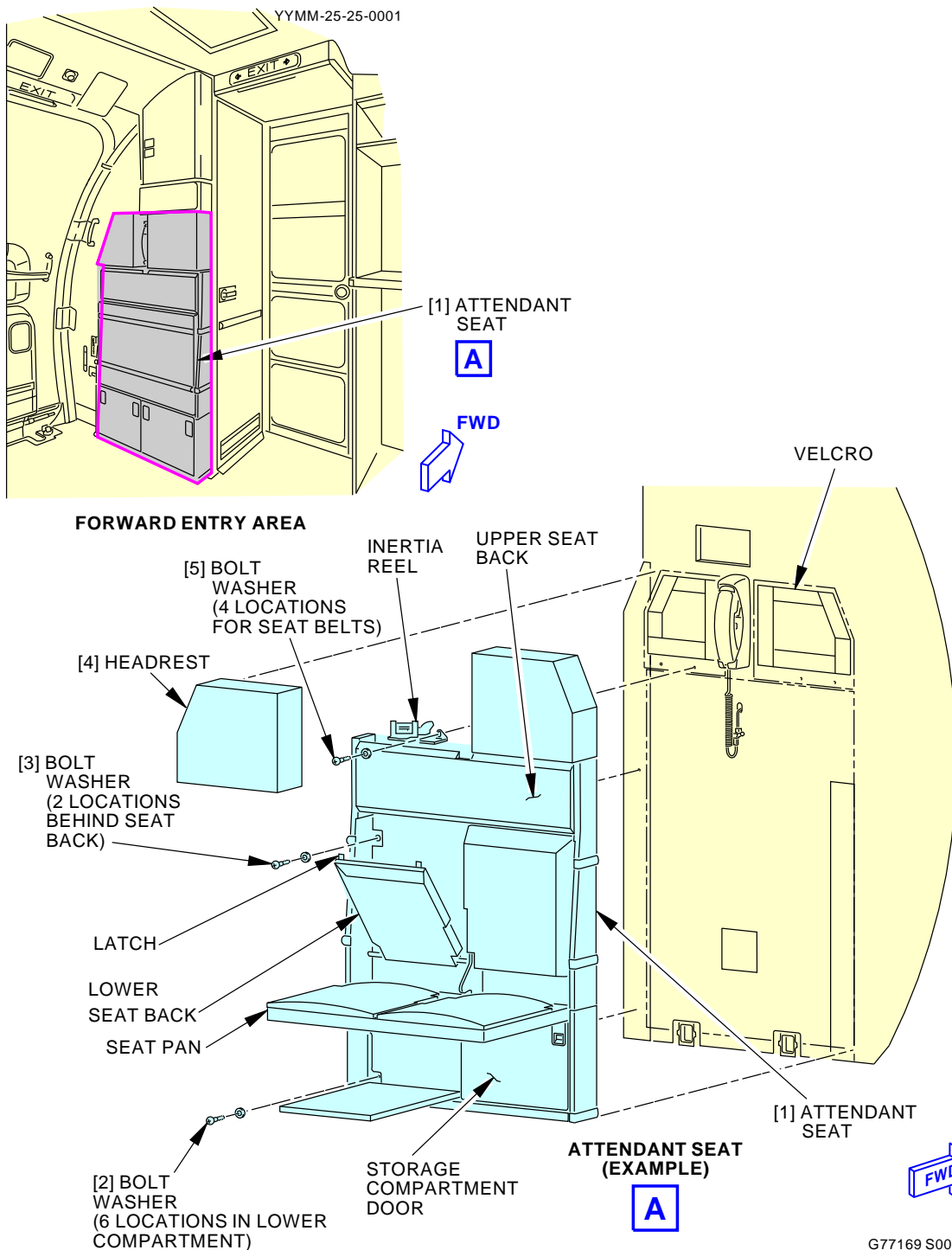
AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-100-00-01	
TASK 25-25-12-710-802 1. <u>Inertia Reel, Attendants' Seat Harness, Operational Check</u> (Figure 1) A. Procedure SUBTASK 25-25-12-710-002 (1) Do these steps to make sure the shoulder harnesses operate correctly: (a) Pull the shoulder harness out approximately half way. (b) Pull suddenly on the shoulder harness. 1) Make sure the shoulder harness locks and does not extend the full length of the strap. (c) Release the shoulder harness. 1) Make sure the shoulder harness retracts. ———— END OF TASK ————				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	CHECK ATTENDANT SEAT HARNESS D633A109-AKS 25-100-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-100-00-01
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**Cabin Attendant's Seat Inspection/Check
Figure 1**

G77169 S0006567034_V2

EFFECTIVITY AKS ALL	SOURCE MRB	CHECK ATTENDANT SEAT HARNESS D633A109-AKS 25-100-00-01	Page 3 of 3 Jun 15/2015
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AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE			BOEING CARD NO.	
		LAVATORY WASTE COMPARTMENT FLAPPER DOOR AND SPRING AND ACCESS DOOR			25-130-00-01	
DATE	TASK INSPECTION - DETAILED				RELATED CARD	
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD 4000 FH	REPEAT 4000 FH	APPLICABILITY	
STATION	SKILL AIRPL	NOTE			AIRPLANE ALL	ENGINE ALL
		ACCESS			ZONE	
					221 241 242	
<p>Inspect (Detailed) the lavatory waste compartment flapper door and the waste compartment access door latching mechanism for wear, condition, and security.</p> <p>INTERVAL NOTE: FAA AD 74-08-09 interval is 1000 FH.</p>						
EFFECTIVITY AKS ALL		SOURCE MRB	LAVATORY WASTE COMPARTMENT FLAPPER DOOR AND SPRING AND ACCESS DOOR			
			D633A109-AKS			
			25-130-00-01			
			Page 1 of 5			
			Jun 15/2015			

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-130-00-01	
TASK 25-40-08-200-801 1. Lavatory Waste Compartment Inspection (Figure 1) AKS 001-024 A. Waste Compartment Door Inspection Procedure SUBTASK 25-40-08-210-003 (1) Do these steps to make sure the door closes tightly: (a) Pull the latch at the bottom of the door to open the door. (b) Push around the edge of the door plate on the inner side of the door. 1) Make sure the door plate moves quickly back to its initial position. <u>NOTE:</u> There are springs behind the door plate. These springs compress when the door is closed. (c) Do a visual check of the door plate on the inner side of the door for general condition. (d) Close the door. (e) Do these steps to make sure the latches are fully engaged: 1) Push the door in the upper and lower latch area. 2) Make sure the lower latch is parallel to the door. <u>NOTE:</u> If you can easily see red on the lower latch, the latches are not fully engaged. AKS 025-999 B. Waste Compartment Door Inspection Procedure SUBTASK 25-40-08-210-004 (1) Do these steps for lavatories with an inner waste compartment door and an outer waste compartment door to make sure the waste compartment doors close correctly: (a) Open the outer waste compartment door. <u>NOTE:</u> The latch is at the bottom of the door. (b) Open the inner waste compartment door and release it. 1) Make sure that the springs close the inner door without your help. (c) Make sure the inner door is not bent or blocked such that it does not close fully. It must close tightly to make sure it can contain a fire. (d) Close the outer waste compartment door. 1) Make sure the latch holds the outer door closed. AKS ALL C. Waste Compartment Flap Inspection Procedure SUBTASK 25-40-08-210-002 (1) Do these steps to make sure the waste compartment flap operates correctly: (a) Push the waste compartment flap open.				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	LAVATORY WASTE COMPARTMENT FLAPPER DOOR AND SPRING AND ACCESS DOOR D633A109-AKS 25-130-00-01		

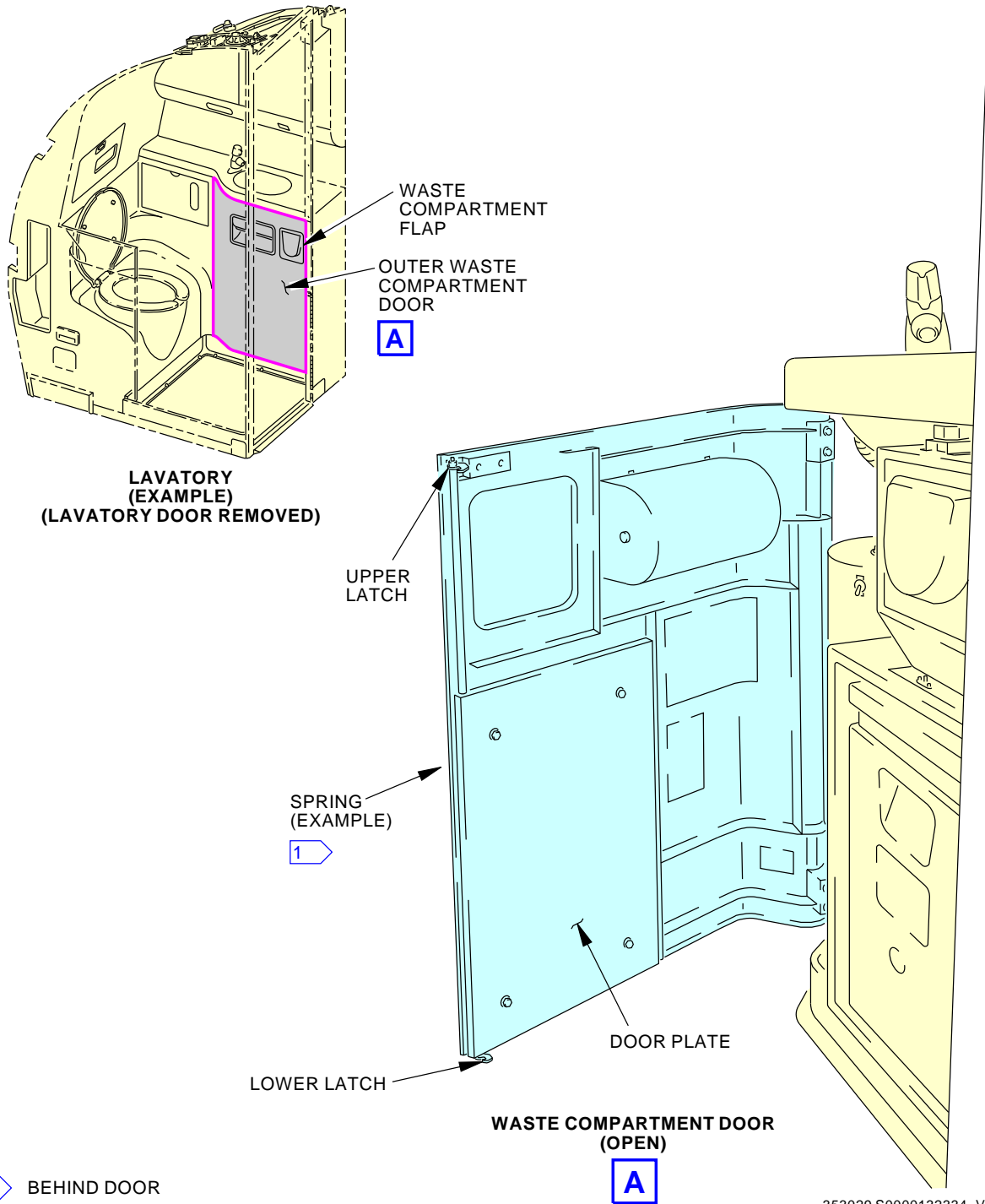
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737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-130-00-01	
<p>(b) Release the waste compartment flap and make sure it closes fully.</p> <p>(c) Make sure the waste compartment flap is not bent such that it does not close fully. It must close tightly to make sure it can contain a fire.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	LAVATORY WASTE COMPARTMENT FLAPPER DOOR AND SPRING AND ACCESS DOOR		
			D633A109-AKS 25-130-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-130-00-01
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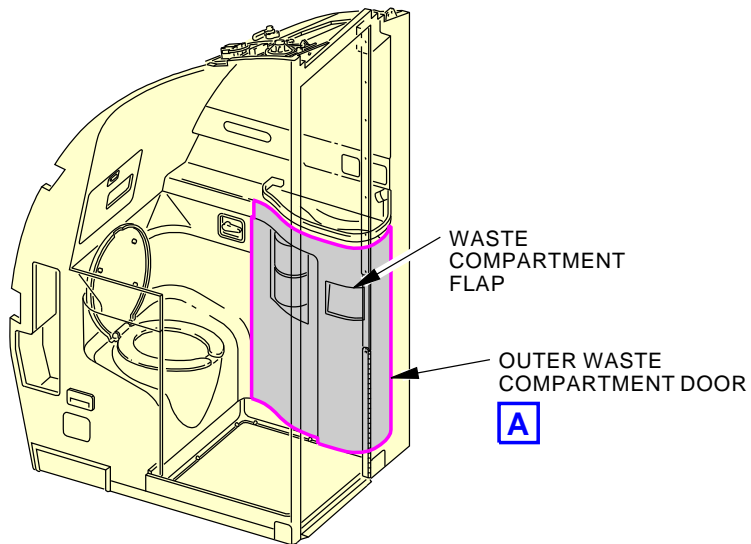


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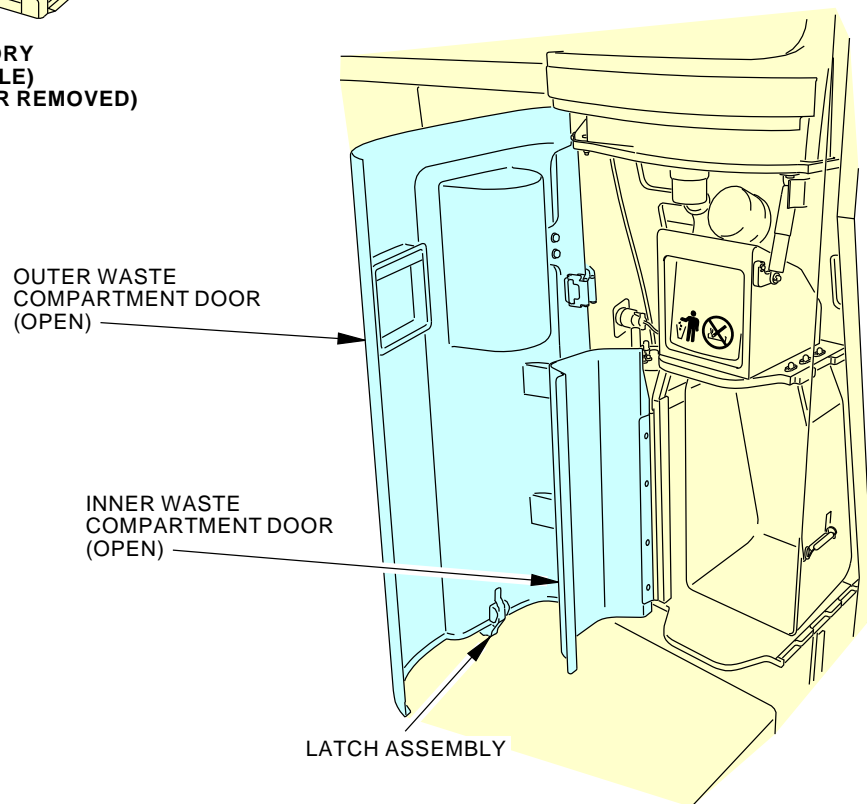
Lavatory Waste Compartment Inspection
Figure 1 (Sheet 1 of 2)

EFFECTIVITY AKS 001-024	SOURCE MRB	LAVATORY WASTE COMPARTMENT FLAPPER DOOR AND SPRING AND ACCESS DOOR D633A109-AKS 25-130-00-01	Page 4 of 5 Jun 15/2016
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-130-00-01
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LAVATORY
(EXAMPLE)
(LAVATORY DOOR REMOVED)



WASTE COMPARTMENT

A

2339938 S0000533244_V2

Lavatory Waste Compartment Inspection
Figure 1 (Sheet 2 of 2)

EFFECTIVITY AKS 025-999	SOURCE MRB	LAVATORY WASTE COMPARTMENT FLAPPER DOOR AND SPRING AND ACCESS DOOR D633A109-AKS 25-130-00-01	Page 5 of 5 Jun 15/2016
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AIRLINE CARD NO		TITLE INSPECT FWD CARGO COMPARTMENT PANELS/LINERS			BOEING CARD NO. 25-160-00-01																																											
DATE	TASK INSPECTION - GEN VISUAL				RELATED CARD																																											
TAIL NUMBER	WORK AREA FWD CARGO	VERSION 1.1	THRESHOLD 450 FC	REPEAT 450 FC	APPLICABILITY AIRPLANE ALL ENGINE ALL																																											
STATION	SKILL AIRPL	ACCESS 821			ZONE 121 122																																											
<p>Inspect (General Visual) the fwd cargo compartment floor, ceiling, sidewall, bulkhead, and blowout (pressure relief) panels/liners for holes/tears, condition, and security.</p> <p>A. References</p> <table border="1"> <thead> <tr> <th>Reference</th> <th>Title</th> </tr> </thead> <tbody> <tr> <td>AMM 21-32-05 P/B 401</td> <td>CARGO COMPARTMENT BLOWOUT PANELS - REMOVAL/INSTALLATION</td> </tr> <tr> <td>AMM 25-00-00-300-801</td> <td>Crushed-Core and Sandwich Panel Repair (P/B 801)</td> </tr> <tr> <td>AMM 25-52-01-300-802</td> <td>Permanent Repair for Molded Liners, Shrouds, and Liners with Complex Curves (P/B 801)</td> </tr> <tr> <td>AMM 25-52-01-300-806</td> <td>Neoprene Coated Cargo Liner Repair (P/B 801)</td> </tr> <tr> <td>AMM 25-52-01-300-807</td> <td>Silicone Impregnated Liner Repair (P/B 801)</td> </tr> <tr> <td>AMM 25-52-01-300-808</td> <td>Permanent Repair for the Contour of the Ceiling Shroud (P/B 801)</td> </tr> <tr> <td>AMM 25-52-01-340-801</td> <td>Permanent Repair for Flat or Slightly Curved Liners (P/B 801)</td> </tr> <tr> <td>AMM 25-52-01-350-801</td> <td>Loose or Damaged Tape Repair (P/B 801)</td> </tr> <tr> <td>AMM 25-52-06-000-801</td> <td>Cargo Compartment Sidewall Lining - Removal (P/B 401)</td> </tr> <tr> <td>AMM 25-52-06-400-801</td> <td>Cargo Compartment Sidewall Lining - Installation (P/B 401)</td> </tr> <tr> <td>AMM 25-52-09-000-801</td> <td>Cargo Compartment Ceiling Liner - Removal (P/B 401)</td> </tr> <tr> <td>AMM 25-52-09-400-801</td> <td>Cargo Compartment Ceiling Liner - Installation (P/B 401)</td> </tr> <tr> <td>AMM 25-52-16-000-801</td> <td>Forward Cargo Compartment Forward Bulkhead Liner - Removal (P/B 401)</td> </tr> <tr> <td>AMM 25-52-16-400-801</td> <td>Forward Cargo Compartment Forward Bulkhead Liner - Installation (P/B 401)</td> </tr> <tr> <td>AMM 25-52-17-000-801</td> <td>Forward Cargo Compartment Aft Bulkhead Liner - Removal (P/B 401)</td> </tr> <tr> <td>AMM 25-52-17-400-801</td> <td>Forward Cargo Compartment Aft Bulkhead Liner - Installation (P/B 401)</td> </tr> <tr> <td>AMM 25-52-18-000-801</td> <td>Aft Cargo Compartment Forward Bulkhead Liner - Removal (P/B 401)</td> </tr> <tr> <td>AMM 25-52-18-400-801</td> <td>Aft Cargo Compartment Forward Bulkhead Liner - Installation (P/B 401)</td> </tr> <tr> <td>AMM 25-52-19-000-801</td> <td>Aft Cargo Compartment Aft Bulkhead Liner - Removal (P/B 401)</td> </tr> <tr> <td>AMM 25-52-19-400-801</td> <td>Aft Cargo Compartment Aft Bulkhead Liner - Installation (P/B 401)</td> </tr> </tbody> </table>							Reference	Title	AMM 21-32-05 P/B 401	CARGO COMPARTMENT BLOWOUT PANELS - REMOVAL/INSTALLATION	AMM 25-00-00-300-801	Crushed-Core and Sandwich Panel Repair (P/B 801)	AMM 25-52-01-300-802	Permanent Repair for Molded Liners, Shrouds, and Liners with Complex Curves (P/B 801)	AMM 25-52-01-300-806	Neoprene Coated Cargo Liner Repair (P/B 801)	AMM 25-52-01-300-807	Silicone Impregnated Liner Repair (P/B 801)	AMM 25-52-01-300-808	Permanent Repair for the Contour of the Ceiling Shroud (P/B 801)	AMM 25-52-01-340-801	Permanent Repair for Flat or Slightly Curved Liners (P/B 801)	AMM 25-52-01-350-801	Loose or Damaged Tape Repair (P/B 801)	AMM 25-52-06-000-801	Cargo Compartment Sidewall Lining - Removal (P/B 401)	AMM 25-52-06-400-801	Cargo Compartment Sidewall Lining - Installation (P/B 401)	AMM 25-52-09-000-801	Cargo Compartment Ceiling Liner - Removal (P/B 401)	AMM 25-52-09-400-801	Cargo Compartment Ceiling Liner - Installation (P/B 401)	AMM 25-52-16-000-801	Forward Cargo Compartment Forward Bulkhead Liner - Removal (P/B 401)	AMM 25-52-16-400-801	Forward Cargo Compartment Forward Bulkhead Liner - Installation (P/B 401)	AMM 25-52-17-000-801	Forward Cargo Compartment Aft Bulkhead Liner - Removal (P/B 401)	AMM 25-52-17-400-801	Forward Cargo Compartment Aft Bulkhead Liner - Installation (P/B 401)	AMM 25-52-18-000-801	Aft Cargo Compartment Forward Bulkhead Liner - Removal (P/B 401)	AMM 25-52-18-400-801	Aft Cargo Compartment Forward Bulkhead Liner - Installation (P/B 401)	AMM 25-52-19-000-801	Aft Cargo Compartment Aft Bulkhead Liner - Removal (P/B 401)	AMM 25-52-19-400-801	Aft Cargo Compartment Aft Bulkhead Liner - Installation (P/B 401)
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AMM 25-52-01-300-808	Permanent Repair for the Contour of the Ceiling Shroud (P/B 801)																																															
AMM 25-52-01-340-801	Permanent Repair for Flat or Slightly Curved Liners (P/B 801)																																															
AMM 25-52-01-350-801	Loose or Damaged Tape Repair (P/B 801)																																															
AMM 25-52-06-000-801	Cargo Compartment Sidewall Lining - Removal (P/B 401)																																															
AMM 25-52-06-400-801	Cargo Compartment Sidewall Lining - Installation (P/B 401)																																															
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AMM 25-52-09-400-801	Cargo Compartment Ceiling Liner - Installation (P/B 401)																																															
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AMM 25-52-17-000-801	Forward Cargo Compartment Aft Bulkhead Liner - Removal (P/B 401)																																															
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AMM 25-52-18-000-801	Aft Cargo Compartment Forward Bulkhead Liner - Removal (P/B 401)																																															
AMM 25-52-18-400-801	Aft Cargo Compartment Forward Bulkhead Liner - Installation (P/B 401)																																															
AMM 25-52-19-000-801	Aft Cargo Compartment Aft Bulkhead Liner - Removal (P/B 401)																																															
AMM 25-52-19-400-801	Aft Cargo Compartment Aft Bulkhead Liner - Installation (P/B 401)																																															
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT FWD CARGO COMPARTMENT PANELS/LINERS D633A109-AKS 25-160-00-01																																													

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-160-00-01	
TASK 25-52-00-200-803 1. <u>Cargo Compartment Liner Inspection</u> A. General (1) This task inspects all the liners in the forward and aft cargo compartments. (2) It is important that all of the fasteners, seams, and punctures are sealed correctly to keep the amount of oxygen in the compartment to a minimum. B. Procedure SUBTASK 25-52-00-210-001 (1) Make sure that there is no loose or damaged tape at the joints for the ceiling liner, sidewall liner or bulkhead liner. If there is loose or damaged tape, do this task: Loose or Damaged Tape Repair, AMM TASK 25-52-01-350-801. SUBTASK 25-52-00-211-001 (2) Make sure that the ceiling linings, sidewall linings, bulkhead linings and panels, blowout panels and floor panels do not have any cuts, tears, cracks, or holes. (a) If there are cuts, tears, cracks or holes found on the blowout panel, replace the blowout panel (AMM PAGEBLOCK 21-32-05/401). SUBTASK 25-52-00-200-002 (3) These are the maximum damage limits for the repair of the non-honeycomb linings. These damage limits apply to all the non-honeycomb linings (the ceiling panels and shrouds, the sidewall linings, and the forward bulkhead in the aft cargo compartment) EXCEPT for cracks along the contour of the ceiling shroud in the forward cargo compartment. The cracks length limits may be longer than 35 in. (88.9 cm) and are at least 2 in. (5.1 cm) away from other damage and from the panel edge on all sides, do this task: Permanent Repair for the Contour of the Ceiling Shroud, AMM TASK 25-52-01-300-808. (a) Make sure that cuts that are 36 in. (91 cm) long or less. (b) Make sure that L-shaped tears are 9 in. (23 cm) long or less on either side. (c) Make sure that holes are 1.5 in. (3.8 cm) in diameter or smaller. SUBTASK 25-52-00-200-003 (4) If the damage is less than or equal to the limits, do the applicable task to repair the lining: (a) Permanent Repair for Flat or Slightly Curved Liners, AMM TASK 25-52-01-340-801 (b) Permanent Repair for Molded Liners, Shrouds, and Liners with Complex Curves, AMM TASK 25-52-01-300-802 (c) Neoprene Coated Cargo Liner Repair, AMM TASK 25-52-01-300-806 (d) Silicone Impregnated Liner Repair, AMM TASK 25-52-01-300-807 SUBTASK 25-52-00-200-004 (5) If the damage is greater than the limits, you cannot repair the lining. You must replace the lining. Do the applicable tasks: (a) Cargo Compartment Ceiling Liner - Removal, AMM TASK 25-52-09-000-801 and Cargo Compartment Ceiling Liner - Installation, AMM TASK 25-52-09-400-801				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT FWD CARGO COMPARTMENT PANELS/LINERS D633A109-AKS 25-160-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-160-00-01	
<p>(b) Cargo Compartment Sidewall Lining - Removal, AMM TASK 25-52-06-000-801 and Cargo Compartment Sidewall Lining - Installation, AMM TASK 25-52-06-400-801</p> <p>(c) Forward Cargo Compartment Forward Bulkhead Liner - Removal, AMM TASK 25-52-16-000-801 and Forward Cargo Compartment Forward Bulkhead Liner - Installation, AMM TASK 25-52-16-400-801</p> <p>(d) Forward Cargo Compartment Aft Bulkhead Liner - Removal, AMM TASK 25-52-17-000-801 and Forward Cargo Compartment Aft Bulkhead Liner - Installation, AMM TASK 25-52-17-400-801</p> <p>(e) Aft Cargo Compartment Forward Bulkhead Liner - Removal, AMM TASK 25-52-18-000-801 and Aft Cargo Compartment Forward Bulkhead Liner - Installation, AMM TASK 25-52-18-400-801</p> <p>(f) Aft Cargo Compartment Aft Bulkhead Liner - Removal, AMM TASK 25-52-19-000-801 and Aft Cargo Compartment Aft Bulkhead Liner - Installation, AMM TASK 25-52-19-400-801</p> <p>SUBTASK 25-52-00-300-001</p> <p>(6) These are the maximum damage limits to repair the contour of the ceiling shroud in the forward cargo compartment. These damage limits only apply to cracks or cuts along the bend of the shroud. For damage to the flat parts of the shroud, use the damage limits and repair instructions for non-honeycomb linings.</p> <p>(a) Make sure that cracks are at least 2 in. (5 cm) away from other damage and from the panel edge on all sides.</p> <p>SUBTASK 25-52-00-300-002</p> <p>(7) If the damage to the contour of the ceiling shroud in the forward cargo compartment is less than or equal to the limits, do this task to repair the lining:</p> <p>(a) Permanent Repair for the Contour of the Ceiling Shroud, AMM TASK 25-52-01-300-808</p> <p>SUBTASK 25-52-00-960-003</p> <p>(8) If the damage is greater than the limits, you cannot repair the lining. You must replace the lining. Do these tasks:</p> <p>(a) Cargo Compartment Ceiling Liner - Removal, AMM TASK 25-52-09-000-801 and Cargo Compartment Ceiling Liner - Installation, AMM TASK 25-52-09-400-801</p> <p>SUBTASK 25-52-00-200-005</p> <p>(9) These are the maximum damage limits for the repair of the nomex honeycomb panels.</p> <p>(a) For panels with core damage, there must be at least 0.5 in. (1.3 cm) of undamaged core around the damaged area.</p> <p>SUBTASK 25-52-00-300-003</p> <p>(10) If the damage is less than or equal to the limits, do this task to repair the lining:</p> <p>(a) Crushed-Core and Sandwich Panel Repair, AMM TASK 25-00-00-300-801</p> <p>SUBTASK 25-52-00-960-004</p> <p>(11) If the damage is greater than the limits, you cannot repair the lining. You must replace the lining.</p> <p style="text-align: center;">————— END OF TASK —————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT FWD CARGO COMPARTMENT PANELS/LINERS D633A109-AKS 25-160-00-01		

AIRLINE CARD NO		TITLE INSPECT AFT CARGO COMPARTMENT PANELS/LINERS			BOEING CARD NO. 25-160-00-02	
DATE	TASK INSPECTION - GEN VISUAL				RELATED CARD	
TAIL NUMBER	WORK AREA AFT CARGO	VERSION 1.1	THRESHOLD 450 FC	REPEAT 450 FC	APPLICABILITY	
STATION	SKILL AIRPL				AIRPLANE ALL	ENGINE ALL
		ACCESS 822			ZONE 141 142	

Inspect (General Visual) the aft cargo compartment floor, ceiling, sidewall, bulkhead, and blowout (pressure relief) panels/liners for holes/tears, condition, and security.

A. References

Reference	Title
AMM 21-32-05 P/B 401	CARGO COMPARTMENT BLOWOUT PANELS - REMOVAL/INSTALLATION
AMM 25-00-00-300-801	Crushed-Core and Sandwich Panel Repair (P/B 801)
AMM 25-52-01-300-802	Permanent Repair for Molded Liners, Shrouds, and Liners with Complex Curves (P/B 801)
AMM 25-52-01-300-806	Neoprene Coated Cargo Liner Repair (P/B 801)
AMM 25-52-01-300-807	Silicone Impregnated Liner Repair (P/B 801)
AMM 25-52-01-300-808	Permanent Repair for the Contour of the Ceiling Shroud (P/B 801)
AMM 25-52-01-340-801	Permanent Repair for Flat or Slightly Curved Liners (P/B 801)
AMM 25-52-01-350-801	Loose or Damaged Tape Repair (P/B 801)
AMM 25-52-06-000-801	Cargo Compartment Sidewall Lining - Removal (P/B 401)
AMM 25-52-06-400-801	Cargo Compartment Sidewall Lining - Installation (P/B 401)
AMM 25-52-09-000-801	Cargo Compartment Ceiling Liner - Removal (P/B 401)
AMM 25-52-09-400-801	Cargo Compartment Ceiling Liner - Installation (P/B 401)
AMM 25-52-16-000-801	Forward Cargo Compartment Forward Bulkhead Liner - Removal (P/B 401)
AMM 25-52-16-400-801	Forward Cargo Compartment Forward Bulkhead Liner - Installation (P/B 401)
AMM 25-52-17-000-801	Forward Cargo Compartment Aft Bulkhead Liner - Removal (P/B 401)
AMM 25-52-17-400-801	Forward Cargo Compartment Aft Bulkhead Liner - Installation (P/B 401)
AMM 25-52-18-000-801	Aft Cargo Compartment Forward Bulkhead Liner - Removal (P/B 401)
AMM 25-52-18-400-801	Aft Cargo Compartment Forward Bulkhead Liner - Installation (P/B 401)
AMM 25-52-19-000-801	Aft Cargo Compartment Aft Bulkhead Liner - Removal (P/B 401)
AMM 25-52-19-400-801	Aft Cargo Compartment Aft Bulkhead Liner - Installation (P/B 401)

EFFECTIVITY AKS ALL	SOURCE MRB	INSPECT AFT CARGO COMPARTMENT PANELS/LINERS
		D633A109-AKS 25-160-00-02

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-160-00-02	
TASK 25-52-00-200-803				MECH	INSP
1. <u>Cargo Compartment Liner Inspection</u>					
A. General					
(1) This task inspects all the liners in the forward and aft cargo compartments. (2) It is important that all of the fasteners, seams, and punctures are sealed correctly to keep the amount of oxygen in the compartment to a minimum.					
B. Procedure					
SUBTASK 25-52-00-210-001					
(1) Make sure that there is no loose or damaged tape at the joints for the ceiling liner, sidewall liner or bulkhead liner. If there is loose or damaged tape, do this task: Loose or Damaged Tape Repair, AMM TASK 25-52-01-350-801.					
SUBTASK 25-52-00-211-001					
(2) Make sure that the ceiling linings, sidewall linings, bulkhead linings and panels, blowout panels and floor panels do not have any cuts, tears, cracks, or holes. (a) If there are cuts, tears, cracks or holes found on the blowout panel, replace the blowout panel (AMM PAGEBLOCK 21-32-05/401).					
SUBTASK 25-52-00-200-002					
(3) These are the maximum damage limits for the repair of the non-honeycomb linings. These damage limits apply to all the non-honeycomb linings (the ceiling panels and shrouds, the sidewall linings, and the forward bulkhead in the aft cargo compartment) EXCEPT for cracks along the contour of the ceiling shroud in the forward cargo compartment. The cracks length limits may be longer than 35 in. (88.9 cm) and are at least 2 in. (5.1 cm) away from other damage and from the panel edge on all sides, do this task: Permanent Repair for the Contour of the Ceiling Shroud, AMM TASK 25-52-01-300-808. (a) Make sure that cuts that are 36 in. (91 cm) long or less. (b) Make sure that L-shaped tears are 9 in. (23 cm) long or less on either side. (c) Make sure that holes are 1.5 in. (3.8 cm) in diameter or smaller.					
SUBTASK 25-52-00-200-003					
(4) If the damage is less than or equal to the limits, do the applicable task to repair the lining: (a) Permanent Repair for Flat or Slightly Curved Liners, AMM TASK 25-52-01-340-801 (b) Permanent Repair for Molded Liners, Shrouds, and Liners with Complex Curves, AMM TASK 25-52-01-300-802 (c) Neoprene Coated Cargo Liner Repair, AMM TASK 25-52-01-300-806 (d) Silicone Impregnated Liner Repair, AMM TASK 25-52-01-300-807					
SUBTASK 25-52-00-200-004					
(5) If the damage is greater than the limits, you cannot repair the lining. You must replace the lining. Do the applicable tasks: (a) Cargo Compartment Ceiling Liner - Removal, AMM TASK 25-52-09-000-801 and Cargo Compartment Ceiling Liner - Installation, AMM TASK 25-52-09-400-801					
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT AFT CARGO COMPARTMENT PANELS/LINERS		
			D633A109-AKS 25-160-00-02		
			Page 2 of 3 Feb 15/2016		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-160-00-02	
<p>(b) Cargo Compartment Sidewall Lining - Removal, AMM TASK 25-52-06-000-801 and Cargo Compartment Sidewall Lining - Installation, AMM TASK 25-52-06-400-801</p> <p>(c) Forward Cargo Compartment Forward Bulkhead Liner - Removal, AMM TASK 25-52-16-000-801 and Forward Cargo Compartment Forward Bulkhead Liner - Installation, AMM TASK 25-52-16-400-801</p> <p>(d) Forward Cargo Compartment Aft Bulkhead Liner - Removal, AMM TASK 25-52-17-000-801 and Forward Cargo Compartment Aft Bulkhead Liner - Installation, AMM TASK 25-52-17-400-801</p> <p>(e) Aft Cargo Compartment Forward Bulkhead Liner - Removal, AMM TASK 25-52-18-000-801 and Aft Cargo Compartment Forward Bulkhead Liner - Installation, AMM TASK 25-52-18-400-801</p> <p>(f) Aft Cargo Compartment Aft Bulkhead Liner - Removal, AMM TASK 25-52-19-000-801 and Aft Cargo Compartment Aft Bulkhead Liner - Installation, AMM TASK 25-52-19-400-801</p> <p>SUBTASK 25-52-00-300-001</p> <p>(6) These are the maximum damage limits to repair the contour of the ceiling shroud in the forward cargo compartment. These damage limits only apply to cracks or cuts along the bend of the shroud. For damage to the flat parts of the shroud, use the damage limits and repair instructions for non-honeycomb linings.</p> <p>(a) Make sure that cracks are at least 2 in. (5 cm) away from other damage and from the panel edge on all sides.</p> <p>SUBTASK 25-52-00-300-002</p> <p>(7) If the damage to the contour of the ceiling shroud in the forward cargo compartment is less than or equal to the limits, do this task to repair the lining:</p> <p>(a) Permanent Repair for the Contour of the Ceiling Shroud, AMM TASK 25-52-01-300-808</p> <p>SUBTASK 25-52-00-960-003</p> <p>(8) If the damage is greater than the limits, you cannot repair the lining. You must replace the lining. Do these tasks:</p> <p>(a) Cargo Compartment Ceiling Liner - Removal, AMM TASK 25-52-09-000-801 and Cargo Compartment Ceiling Liner - Installation, AMM TASK 25-52-09-400-801</p> <p>SUBTASK 25-52-00-200-005</p> <p>(9) These are the maximum damage limits for the repair of the nomex honeycomb panels.</p> <p>(a) For panels with core damage, there must be at least 0.5 in. (1.3 cm) of undamaged core around the damaged area.</p> <p>SUBTASK 25-52-00-300-003</p> <p>(10) If the damage is less than or equal to the limits, do this task to repair the lining:</p> <p>(a) Crushed-Core and Sandwich Panel Repair, AMM TASK 25-00-00-300-801</p> <p>SUBTASK 25-52-00-960-004</p> <p>(11) If the damage is greater than the limits, you cannot repair the lining. You must replace the lining.</p> <p style="text-align: center;">————— END OF TASK —————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT AFT CARGO COMPARTMENT PANELS/LINERS D633A109-AKS 25-160-00-02		

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE			BOEING CARD NO.
DATE		INSPECT FORWARD CARGO DOOR RESTRAINT SYSTEM			25-170-00-01
TASK					RELATED CARD
TAIL NUMBER		VERSION	THRESHOLD	REPEAT	APPLICABILITY
WORK AREA		1.1	3000 FC	3000 FC	
STATION					AIRPLANE
SKILL					ENGINE
					ALL
					ALL
		ACCESS			ZONE
		821			121 122

Inspect (General Visual) the fwd cargo door restraint system for condition and security.

EFFECTIVITY	SOURCE	INSPECT FORWARD CARGO DOOR RESTRAINT SYSTEM	
AKS ALL	MRB		
		D633A109-AKS	Page 1 of 2
		25-170-00-01	Oct 15/2014



**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-170-00-01	
TASK 25-52-00-210-801 1. <u>Cargo Restraint (Doorway) - Visual Inspection</u> A. Procedure SUBTASK 25-52-00-210-005 (1) Visually examine the cargo restraint at the forward and aft cargo door. Examine the items that follow: (a) Make sure the straps are not worn or frayed. (b) Make sure that each strap attaches to an anchor point. <div style="text-align: center;"> ————— END OF TASK ————— </div>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT FORWARD CARGO DOOR RESTRAINT SYSTEM <div style="display: flex; justify-content: space-between;"> D633A109-AKS 25-170-00-01 Page 2 of 2 Feb 15/2015 </div>		

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE			BOEING CARD NO.
		INSPECT AFT CARGO DOOR RESTRAINT SYSTEM			25-170-00-02
DATE	TASK INSPECTION - GEN VISUAL				RELATED CARD
TAIL NUMBER	WORK AREA LWR FUSELAGE	VERSION 1.1	THRESHOLD 3000 FC	REPEAT 3000 FC	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS 822			ZONE 141 142

Inspect (General Visual) the aft cargo door restraint system for condition and security.

EFFECTIVITY AKS ALL	SOURCE MRB	INSPECT AFT CARGO DOOR RESTRAINT SYSTEM
		D633A109-AKS 25-170-00-02



**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-170-00-02	
TASK 25-52-00-210-801 1. <u>Cargo Restraint (Doorway) - Visual Inspection</u> A. Procedure SUBTASK 25-52-00-210-005 (1) Visually examine the cargo restraint at the forward and aft cargo door. Examine the items that follow: (a) Make sure the straps are not worn or frayed. (b) Make sure that each strap attaches to an anchor point. <div style="text-align: center;"> ————— END OF TASK ————— </div>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT AFT CARGO DOOR RESTRAINT SYSTEM D633A109-AKS 25-170-00-02		

Page 2 of 2
 Jun 15/2015

AIRLINE CARD NO		TITLE LEFT EMERGENCY EXIT HATCH ESCAPE STRAPS			BOEING CARD NO. 25-190-01-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA EMERGENCY EXIT	VERSION 1.1	THRESHOLD 10 YR	REPEAT 10 YR	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS 833			ZONE 231

Inspect (Detailed) the left emergency exit hatch escape strap for condition and security.

A. Consumable Materials

Reference	Description	Specification
D50080	Lubricant - Solid Film	MIL-PRF-46010 Type 1 (Supersedes MIL-L-8937)
G51031 [C10-105]	Abrasive - 120 Grit, Aluminum Oxide, Sandpaper Roll	

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
STD-130	Brush - Soft-bristle Stainless Steel Wire

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-01-01	Page 1 of 7 Oct 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-01-01	
TASK 25-61-10-710-801 1. Emergency Exit Door Life Line Check (Figure 1) A. General (1) The life line (also called the escape strap) is kept in a stowage tube installed behind the sidewall and the ceiling panels of the passenger compartment. One end of the life line is attached to the doorway structure of the emergency exit door. In an emergency, the hook end of the life line is attached to the fitting on the wing. The life line is used to help the passengers when they are on the wing. (2) The Left Emergency Exit Door (STA 589.5), a Right Emergency Exit Door (STA 589.5), a Left Emergency Exit Door (STA 627.5), and a Right Emergency Exit Door (STA 627.5). The stowage tube that contains the life line is located over the Left Emergency Exit Door (627.5) and the Right Emergency Exit Door (STA 627.5). B. Procedure SUBTASK 25-61-10-010-008 WARNING: MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING LOADED TO OPEN AUTOMATICALLY AND INJURIES COULD OCCUR. (1) Open the emergency exit door. SUBTASK 25-61-10-010-006 (2) Open the cloth cover that holds the hook and life line [21]. SUBTASK 25-61-10-020-009 (3) Pull the hook end of the life line [21] out over the wing. (a) Make sure the life line [21] can be attached to the fitting on the wing. SUBTASK 25-61-10-210-008 (4) Do these steps to examine the condition of the life line [21]: (a) Make sure the life line [21] has no worn areas. (b) Make sure the life line [21] is not wet. (c) Make sure the anchor on the end of the life line [21] is not loose, corroded, or cracked. SUBTASK 25-61-10-210-009 (5) Do these steps to examine the condition of the hook assembly: (a) Make sure that the hook assembly operates correctly. 1) The spring keeper snap hook on the hook must open smoothly. 2) The spring must close the spring keeper snap hook. (b) If the hook is bent, replace the life line. NOTE: It is recommended that all new emergency hook assemblies are cadmium plated for better wear resistance. (c) Make sure that there is no corrosion on the hook assembly. 1) If corrosion prevents the operation of the hook assembly, replace the life line.				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-01-01		

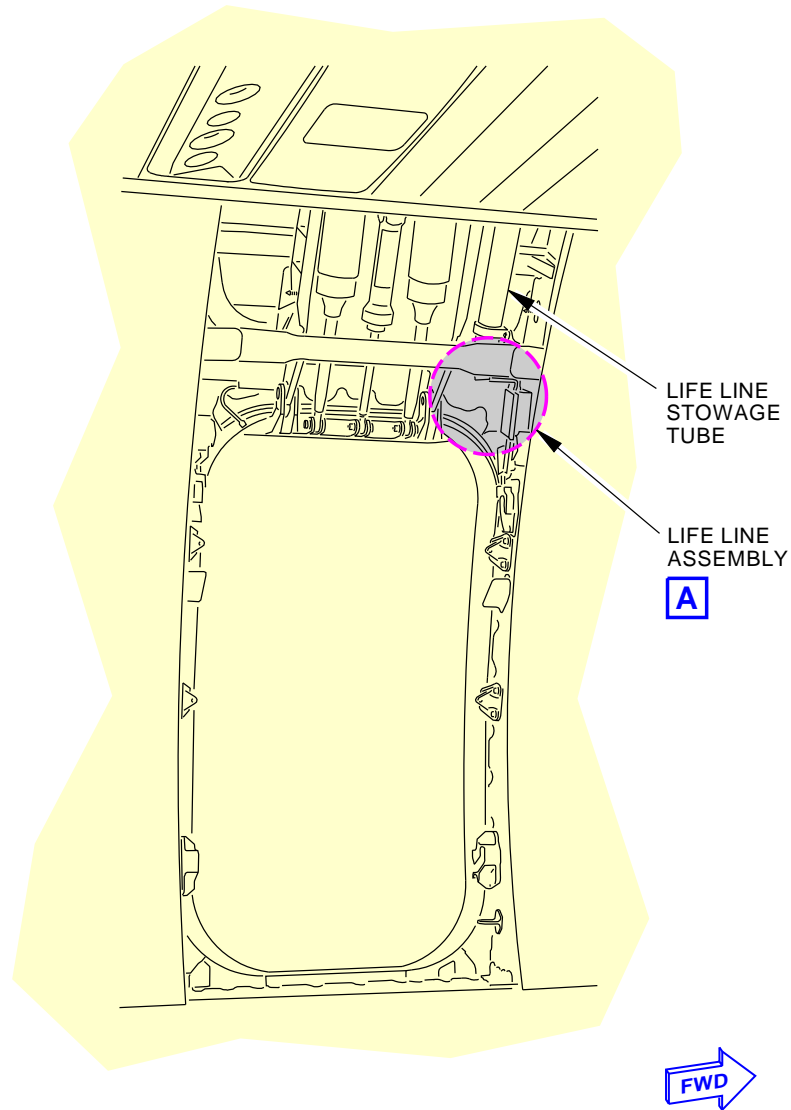
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-01-01	
<p>a) Make sure that there is no corrosion on the spring.</p> <p><1> If the spring is missing or the keeper snap hook is defective, replace the life line.</p> <p>b) Remove corrosion on the spring keeper snap hook or the hook with mechanical procedures.</p> <p>2) If there is minor corrosion, remove it.</p> <p>a) Use a soft-bristle stainless steel wire brush, STD-130 or sandpaper, G51031 [C10-105].</p> <p>(d) Add protection to the hook assembly with dry film lubricant.</p> <p>1) Apply solid film lubricant, D50080 or equivalent heat cured dry film lubricant to the hook assembly.</p> <p><u>NOTE:</u> This lubricant will decrease worn parts, corrosion, prevent galling, and limit metal seizures.</p> <p><u>NOTE:</u> This lubricant looks almost the same as corrosion. If possible, use an Everlube lubricant but in a clear color.</p> <p>SUBTASK 25-61-10-420-013</p> <p>(6) Fold the life line [21] as shown (Figure 1).</p> <p>SUBTASK 25-61-10-420-016</p> <p>(7) Put the hook into the retainer and close the cloth cover.</p> <p>SUBTASK 25-61-10-420-022</p> <p>(8) Close the emergency exit door.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	LEFT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-01-01		

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-01-01
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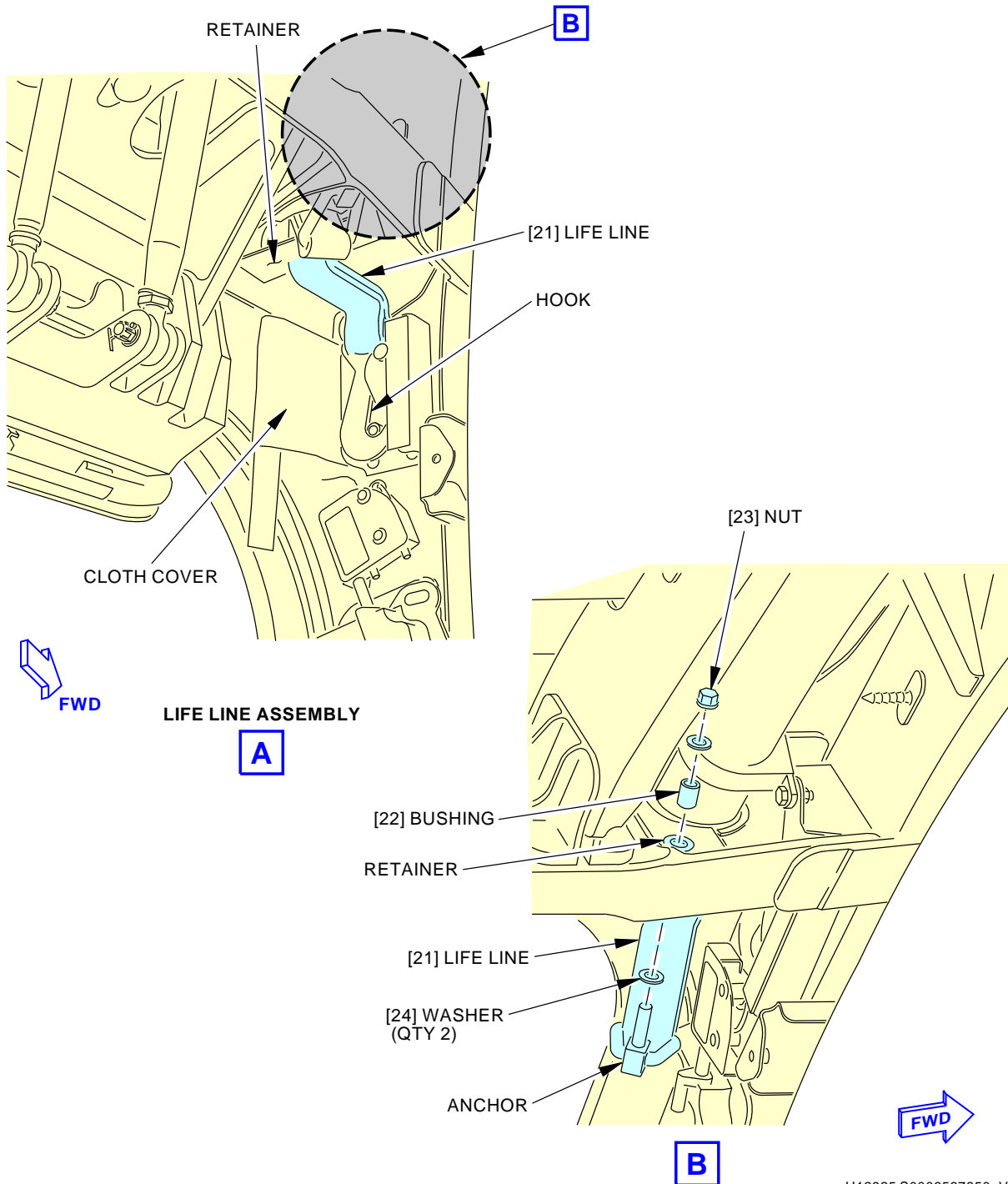
**EMERGENCY EXIT DOOR
(DOOR SHOWN IN OPEN POSITION)
(DOOR LINER REMOVED)
(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)**

F82116 S0006567849_V2

**Emergency Exit Door Life Line Installation
Figure 1 (Sheet 1 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-01-01	Page 4 of 7 Jun 15/2015
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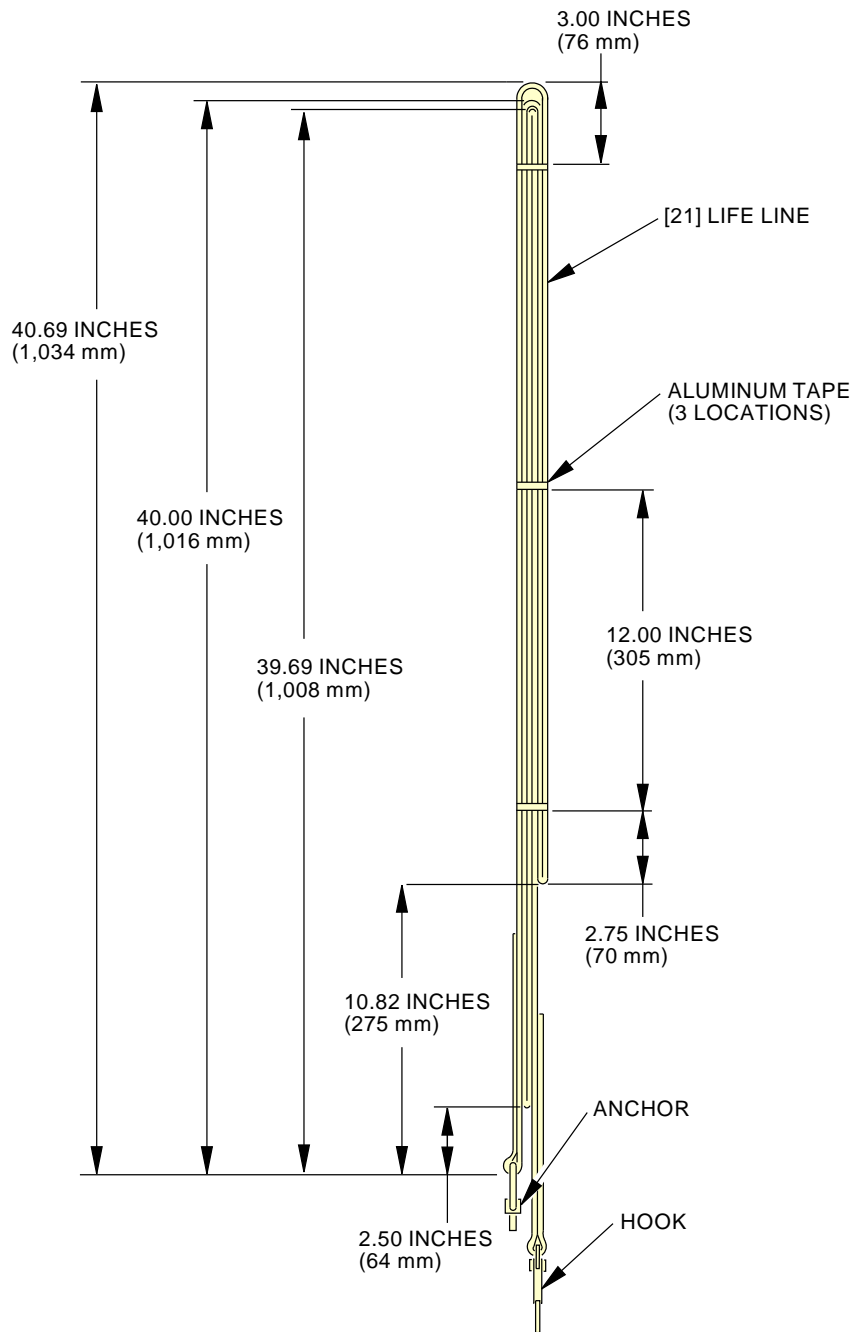
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-01-01
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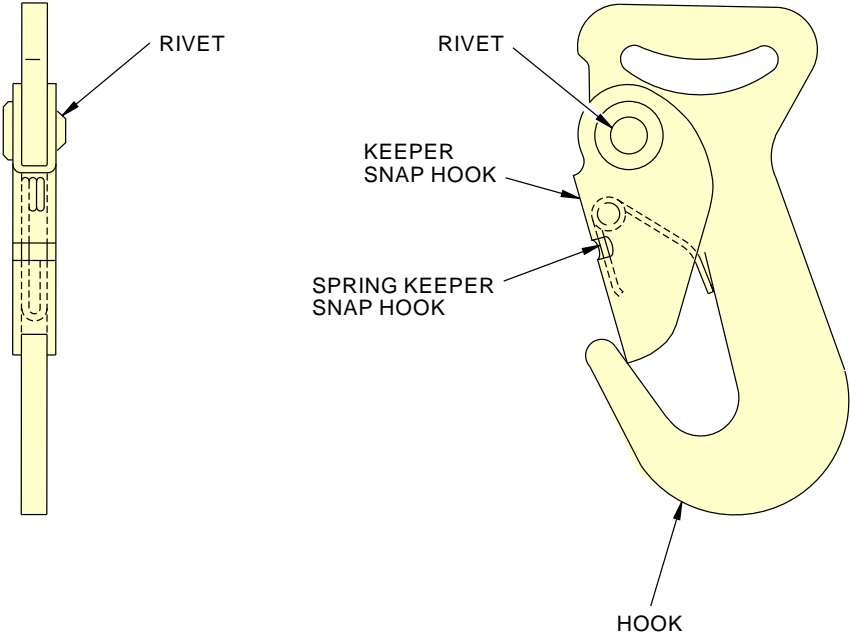


H12925 S0006567850_V2

Emergency Exit Door Life Line Installation
Figure 1 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	LEFT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-01-01	Page 5 of 7 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-01-01
 <p>The diagram illustrates the installation of a life line for an emergency exit door. It shows a vertical line with various dimensions and components. Key dimensions include: 3.00 INCHES (76 mm) at the top; 40.69 INCHES (1,034 mm) from the top to the first aluminum tape location; 40.00 INCHES (1,016 mm) from the top to the second aluminum tape location; 39.69 INCHES (1,008 mm) from the top to the third aluminum tape location; 12.00 INCHES (305 mm) from the third aluminum tape location to the anchor; 2.75 INCHES (70 mm) from the anchor to the hook; 10.82 INCHES (275 mm) from the hook to the bottom; and 2.50 INCHES (64 mm) from the bottom to the hook. Components labeled include [21] LIFE LINE, ALUMINUM TAPE (3 LOCATIONS), ANCHOR, and HOOK.</p>				
<p style="text-align: right;">H44913 S0006567851_V2</p> <p style="text-align: center;">Emergency Exit Door Life Line Installation Figure 1 (Sheet 3 of 3)</p>				
EFFECTIVITY AKS ALL	SOURCE MRB	LEFT EMERGENCY EXIT HATCH ESCAPE STRAPS		
		D633A109-AKS 25-190-01-01		Page 6 of 7 Jun 15/2015

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-01-01
<div></div>				
<div><div>Emergency Exit Door Life Line Inspection Figure 2</div><div>2292580 S0000519070_V2</div></div>				
EFFECTIVITY AKS ALL	SOURCE MRB	LEFT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-01-01		

Page 7 of 7
Jun 15/2015

AIRLINE CARD NO		TITLE RIGHT EMERGENCY EXIT HATCH ESCAPE STRAPS			BOEING CARD NO. 25-190-02-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA EMERGENCY EXIT	VERSION 1.1	THRESHOLD 10 YR	REPEAT 10 YR	APPLICABILITY
STATION	SKILL AIRPL				AIRPLANE ALL ENGINE ALL
		ACCESS 843			ZONE 232

Inspect (Detailed) the right emergency exit hatch escape strap for condition and security.

A. Consumable Materials

Reference	Description	Specification
D50080	Lubricant - Solid Film	MIL-PRF-46010 Type 1 (Supersedes MIL-L-8937)
G51031 [C10-105]	Abrasive - 120 Grit, Aluminum Oxide, Sandpaper Roll	

B. Tools/Equipment

NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
STD-130	Brush - Soft-bristle Stainless Steel Wire

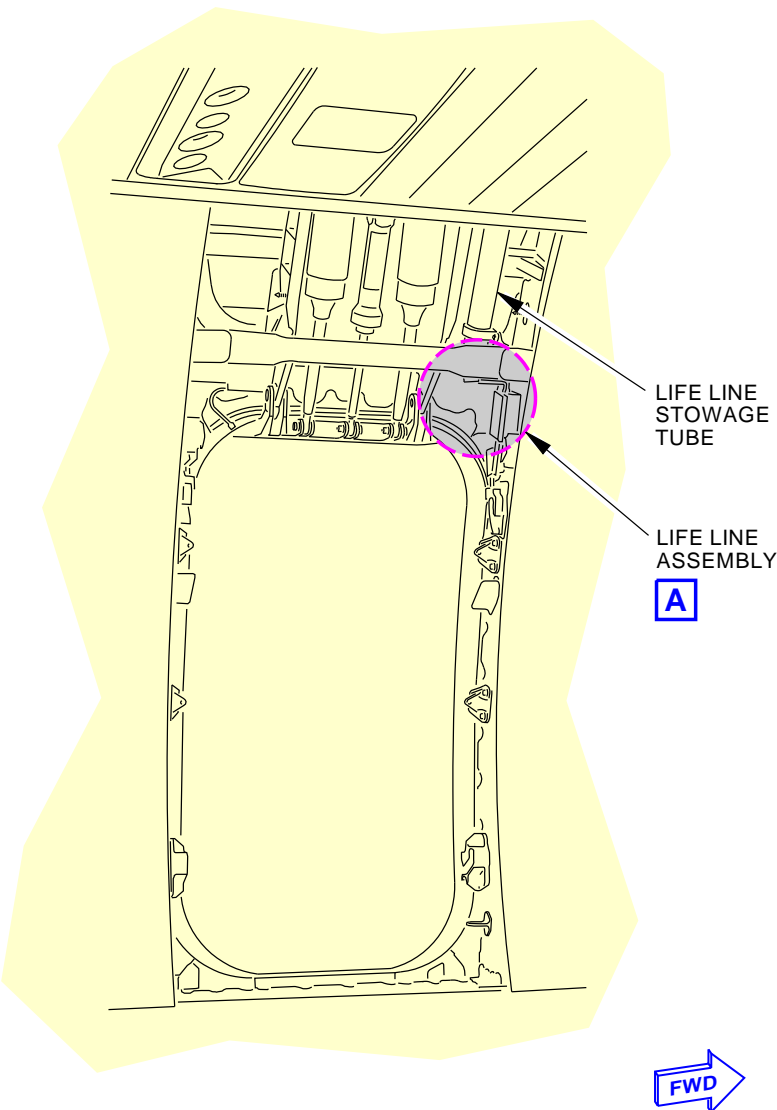
EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-02-01	Page 1 of 7 Oct 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-02-01	
TASK 25-61-10-710-801 1. <u>Emergency Exit Door Life Line Check</u> (Figure 1) A. General (1) The life line (also called the escape strap) is kept in a stowage tube installed behind the sidewall and the ceiling panels of the passenger compartment. One end of the life line is attached to the doorway structure of the emergency exit door. In an emergency, the hook end of the life line is attached to the fitting on the wing. The life line is used to help the passengers when they are on the wing. (2) The Left Emergency Exit Door (STA 589.5), a Right Emergency Exit Door (STA 589.5), a Left Emergency Exit Door (STA 627.5), and a Right Emergency Exit Door (STA 627.5). The stowage tube that contains the life line is located over the Left Emergency Exit Door (627.5) and the Right Emergency Exit Door (STA 627.5). B. Procedure SUBTASK 25-61-10-010-008 <u>WARNING:</u> MAKE SURE THE DOOR OPENING PATH IS CLEAR BEFORE YOU RELEASE THE DOOR HANDLE. THE DOOR IS SPRING LOADED TO OPEN AUTOMATICALLY AND INJURIES COULD OCCUR. (1) Open the emergency exit door. SUBTASK 25-61-10-010-006 (2) Open the cloth cover that holds the hook and life line [21]. SUBTASK 25-61-10-020-009 (3) Pull the hook end of the life line [21] out over the wing. (a) Make sure the life line [21] can be attached to the fitting on the wing. SUBTASK 25-61-10-210-008 (4) Do these steps to examine the condition of the life line [21]: (a) Make sure the life line [21] has no worn areas. (b) Make sure the life line [21] is not wet. (c) Make sure the anchor on the end of the life line [21] is not loose, corroded, or cracked. SUBTASK 25-61-10-210-009 (5) Do these steps to examine the condition of the hook assembly: (a) Make sure that the hook assembly operates correctly. 1) The spring keeper snap hook on the hook must open smoothly. 2) The spring must close the spring keeper snap hook. (b) If the hook is bent, replace the life line. <u>NOTE:</u> It is recommended that all new emergency hook assemblies are cadmium plated for better wear resistance. (c) Make sure that there is no corrosion on the hook assembly. 1) If corrosion prevents the operation of the hook assembly, replace the life line.				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-02-01		

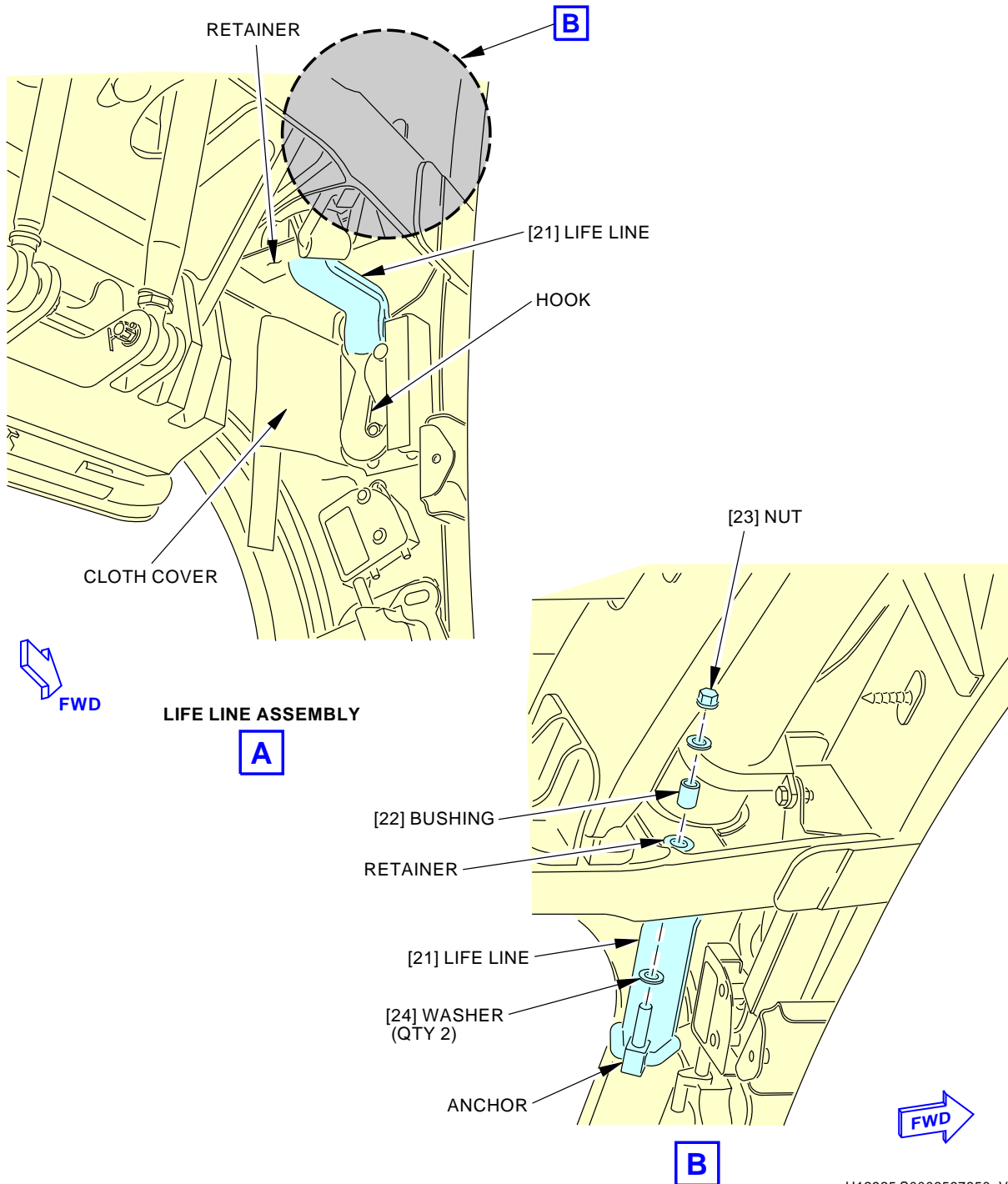
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-02-01	
<p>a) Make sure that there is no corrosion on the spring.</p> <p><1> If the spring is missing or the keeper snap hook is defective, replace the life line.</p> <p>b) Remove corrosion on the spring keeper snap hook or the hook with mechanical procedures.</p> <p>2) If there is minor corrosion, remove it.</p> <p>a) Use a soft-bristle stainless steel wire brush, STD-130 or sandpaper, G51031 [C10-105].</p> <p>(d) Add protection to the hook assembly with dry film lubricant.</p> <p>1) Apply solid film lubricant, D50080 or equivalent heat cured dry film lubricant to the hook assembly.</p> <p><u>NOTE</u>: This lubricant will decrease worn parts, corrosion, prevent galling, and limit metal seizures.</p> <p><u>NOTE</u>: This lubricant looks almost the same as corrosion. If possible, use an Everlube lubricant but in a clear color.</p> <p>SUBTASK 25-61-10-420-013</p> <p>(6) Fold the life line [21] as shown (Figure 1).</p> <p>SUBTASK 25-61-10-420-016</p> <p>(7) Put the hook into the retainer and close the cloth cover.</p> <p>SUBTASK 25-61-10-420-022</p> <p>(8) Close the emergency exit door.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	RIGHT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-02-01		

AKS

BOEING
737-600/700/800/900
TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-02-01
<div><p>EMERGENCY EXIT DOOR (DOOR SHOWN IN OPEN POSITION) (DOOR LINER REMOVED) (LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)</p><p>Emergency Exit Door Life Line Installation Figure 1 (Sheet 1 of 3)</p></div>				
EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-02-01		

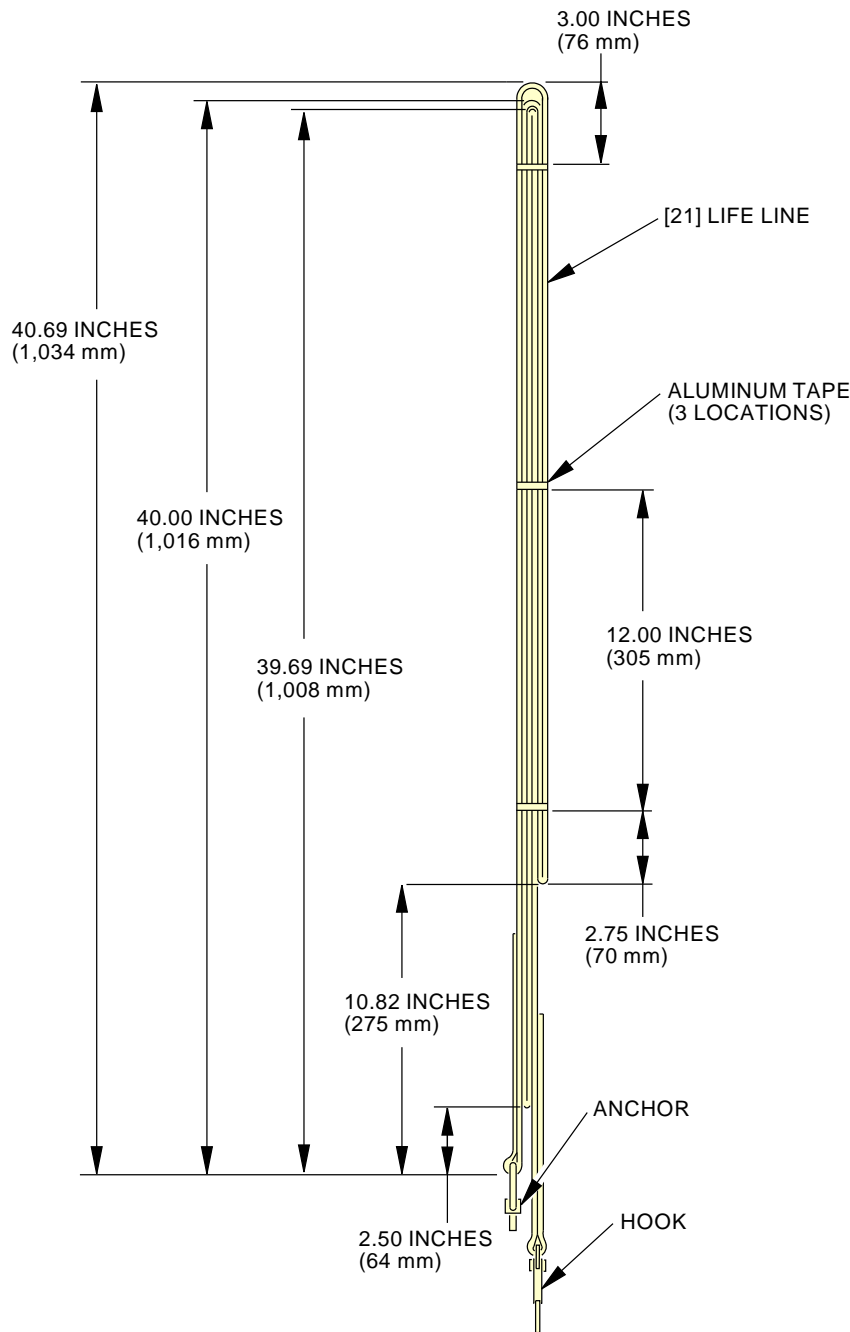
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-02-01
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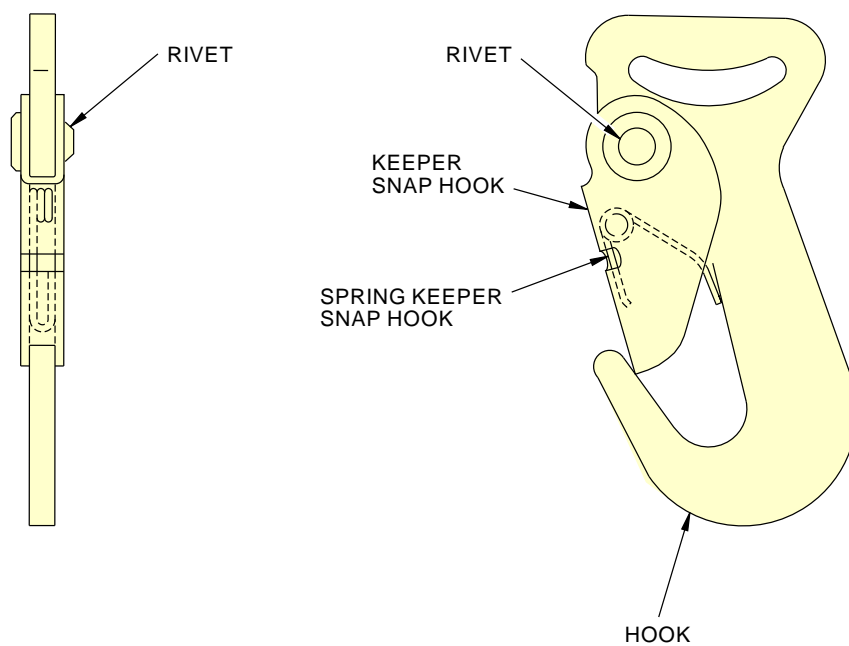
H12925 S0006567850_V2

Emergency Exit Door Life Line Installation
Figure 1 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-02-01	Page 5 of 7 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-02-01
<div><p>The diagram illustrates the installation of a life line for the right emergency exit hatch. It shows a vertical yellow life line with various components and dimensions. At the top, a horizontal line represents the hatch structure. The life line is attached to this structure with a hook and anchor. Dimensions are provided for the distance from the hatch structure to the life line (3.00 INCHES / 76 mm), the distance from the hatch structure to the first aluminum tape location (40.69 INCHES / 1,034 mm), the distance from the hatch structure to the second aluminum tape location (40.00 INCHES / 1,016 mm), the distance from the hatch structure to the third aluminum tape location (39.69 INCHES / 1,008 mm), the distance from the hatch structure to the anchor (12.00 INCHES / 305 mm), the distance from the hatch structure to the hook (2.75 INCHES / 70 mm), the distance from the hatch structure to the anchor (10.82 INCHES / 275 mm), and the distance from the hatch structure to the hook (2.50 INCHES / 64 mm). Labels include [21] LIFE LINE, ALUMINUM TAPE (3 LOCATIONS), ANCHOR, and HOOK.</p></div>				
<p>Emergency Exit Door Life Line Installation Figure 1 (Sheet 3 of 3)</p> <p>H44913 S0006567851_V2</p>				
EFFECTIVITY AKS ALL	SOURCE MRB	RIGHT EMERGENCY EXIT HATCH ESCAPE STRAPS D633A109-AKS 25-190-02-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-190-02-01
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**Emergency Exit Door Life Line Inspection
Figure 2**

2292580 S0000519070_V2

<p>EFFECTIVITY AKS ALL</p>	<p>SOURCE MRB</p>	<p>RIGHT EMERGENCY EXIT HATCH ESCAPE STRAPS</p> <p>D633A109-AKS 25-190-02-01</p> <p>Page 7 of 7 Jun 15/2015</p>
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AIRLINE CARD NO		TITLE INSPECT FLIGHT COMPARTMENT ESCAPE LANYARDS			BOEING CARD NO. 25-210-00-01	
DATE	TASK INSPECTION - DETAILED				RELATED CARD	
TAIL NUMBER	WORK AREA CREW CABIN	VERSION 1.1	THRESHOLD 10 YR	REPEAT 10 YR	APPLICABILITY	
STATION	SKILL AIRPL				AIRPLANE ALL	ENGINE ALL
		ACCESS			ZONE 211 212	

Inspect (Detailed) the flight compartment escape lanyards (2) for condition and security.

A. References

Reference	Title
AMM 25-61-10-000-801	Flight Compartment Escape Rope Removal (P/B 201)
AMM 25-61-10-400-801	Flight Compartment Escape Rope Installation (P/B 201)

EFFECTIVITY
AKS ALL

SOURCE
MRB

INSPECT FLIGHT COMPARTMENT ESCAPE LANYARDS

**D633A109-AKS
25-210-00-01**

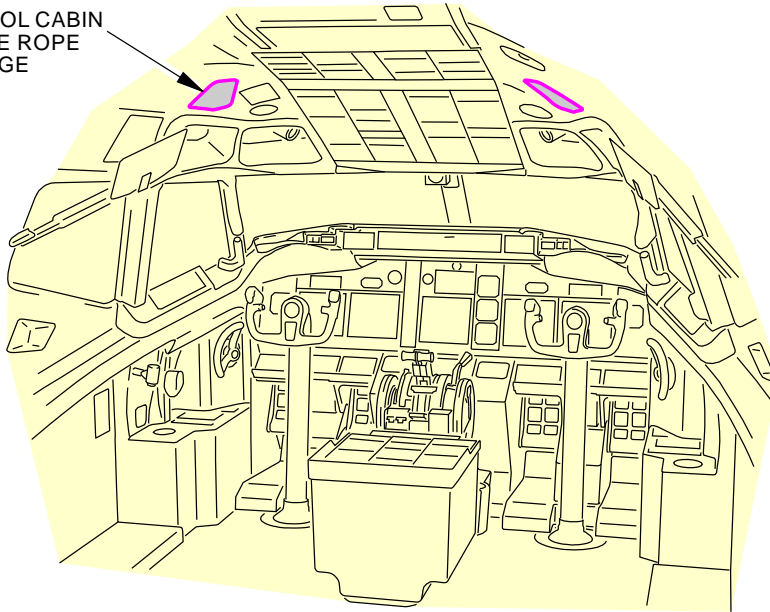
**Page 1 of 4
Oct 15/2014**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-210-00-01	
TASK 25-61-10-210-801 1. <u>Flight Compartment Escape Rope Inspection</u> (Figure 1) A. General (1) An escape rope (also called an escape lanyard) is installed in the flight compartment above the captain's seat and above the first officer's seat. B. Procedure SUBTASK 25-61-10-020-010 (1) Do this task: Flight Compartment Escape Rope Removal, AMM TASK 25-61-10-000-801. SUBTASK 25-61-10-210-010 <u>WARNING:</u> IF PERSONNEL USED THE ESCAPE ROPE, REPLACE IT. YOU CANNOT EXAMINE THE CORE FOR DAMAGE. IF YOU DO NOT REPLACE A USED ESCAPE ROPE, INJURIES TO PERSONS CAN OCCUR. (2) Do a check of the escape rope and aircraft records for evidence that it was used. If you find evidence that the escape rope was used, replace the escape rope: • Flight Compartment Escape Rope Removal, AMM TASK 25-61-10-000-801 • Flight Compartment Escape Rope Installation, AMM TASK 25-61-10-400-801 SUBTASK 25-61-10-210-001 (3) Do this check of each escape rope: (a) Make sure the rope is not wet or knotted. (b) Make sure the rope is not fraying or have any worn areas. 1) If the escape rope is fraying or has worn areas, replace it. SUBTASK 25-61-10-210-004 (4) Make sure the anchor plate is not loose or corroded. (5) Make sure the anchor fitting is not bent or corroded. SUBTASK 25-61-10-210-006 (6) Do this task: Flight Compartment Escape Rope Installation, AMM TASK 25-61-10-400-801. <div style="text-align: center;">———— END OF TASK ————</div>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	INSPECT FLIGHT COMPARTMENT ESCAPE LANYARDS D633A109-AKS 25-210-00-01		
			Page 2 of 4 Feb 15/2015		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-210-00-01
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CONTROL CABIN
ESCAPE ROPE
STORAGE

A



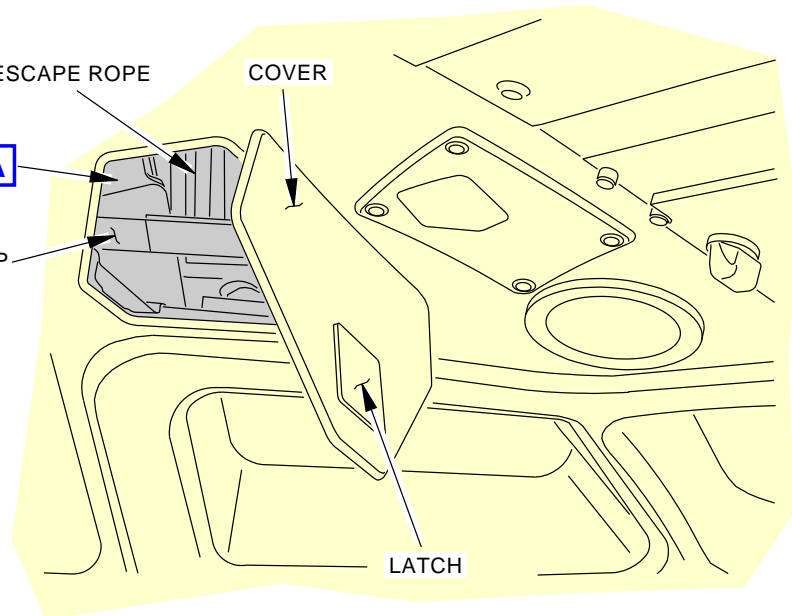
FLIGHT COMPARTMENT

[1] ESCAPE ROPE

COVER

A

STRAP



CONTROL CABIN ESCAPE ROPE STORAGE
(LEFT SIDE IS SHOWN, RIGHT SIDE IS OPPOSITE)

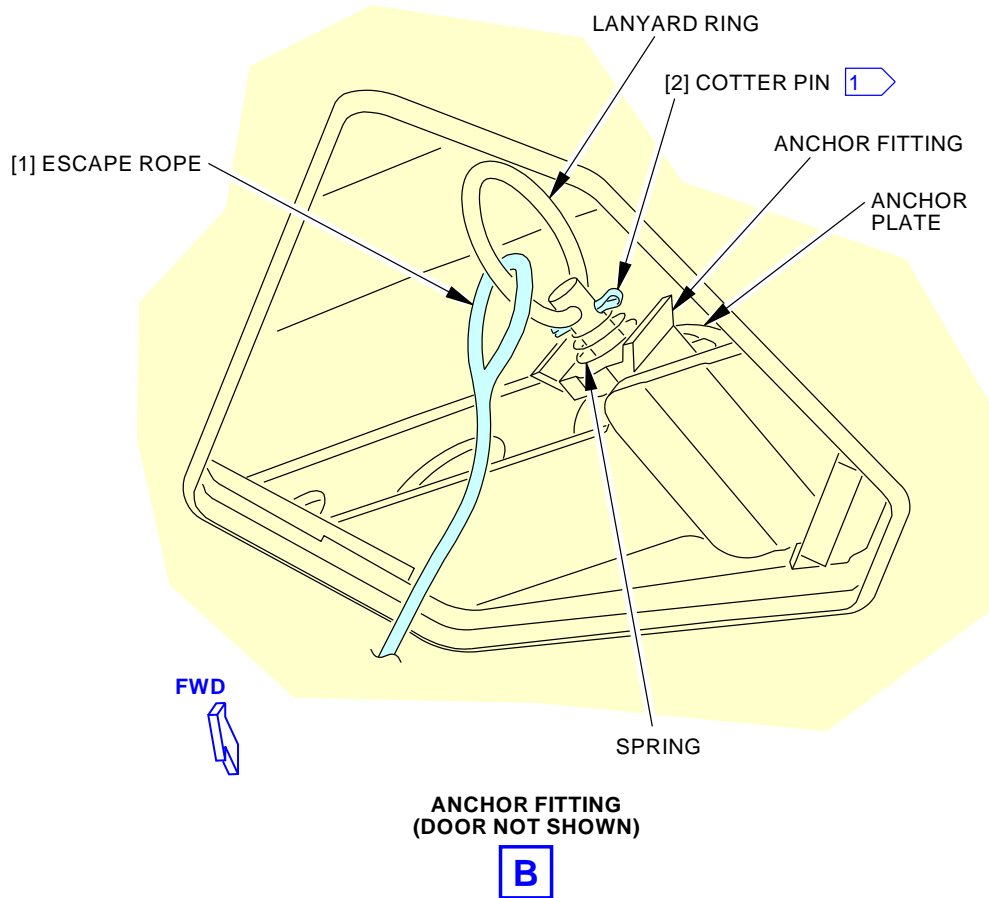
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F82113 S0006567847_V2

Escape Rope Installation
Figure 1 (Sheet 1 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	INSPECT FLIGHT COMPARTMENT ESCAPE LANYARDS
		D633A109-AKS 25-210-00-01
		Page 3 of 4 Jun 15/2015

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-210-00-01
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- 1 IF THE LANYARD RING HAS A HOLE IN THE SHAFT NEAR THE SPRING, MAKE SURE THAT THE COTTER PIN IS INSTALLED.

G51541 S0006567848_V3

Escape Rope Installation
Figure 1 (Sheet 2 of 2)

EFFECTIVITY AKS ALL	SOURCE MRB	INSPECT FLIGHT COMPARTMENT ESCAPE LANYARDS D633A109-AKS 25-210-00-01	Page 4 of 4 Jun 15/2015
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AIRLINE CARD NO.		TITLE EMERGENCY ESCAPE SYSTEM OPERATIONAL CHECK		BOEING CARD NO. 25-220-00-01
DATE	TASK OPERATIONAL			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD NOTE	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 831 834 841 844		ZONE 221 222 241 242

Operational check of the entry and service door mounted emergency escape slide deployment system (on airplane).

INTERVAL NOTE: Each operator is to perform an operational check of its Boeing 737NG entry and service door slide system to ensure its airline specific slide maintenance program is adequate. Each check from the operator's fleet shall include a minimum of one operational check of an installed slide from the left or right side at each door position, during each 6 year period. Checks shall alternate between the left and right door position. The total set would be 2 door minimum every 6 years.

A. References

Reference	Title
AMM 25-66-00-840-801	Escape System Restoration (P/B 201)
AMM 25-66-01-200-801	Escape Slide Pack Inflation Cylinder Check (P/B 601)

B. Tools/Equipment

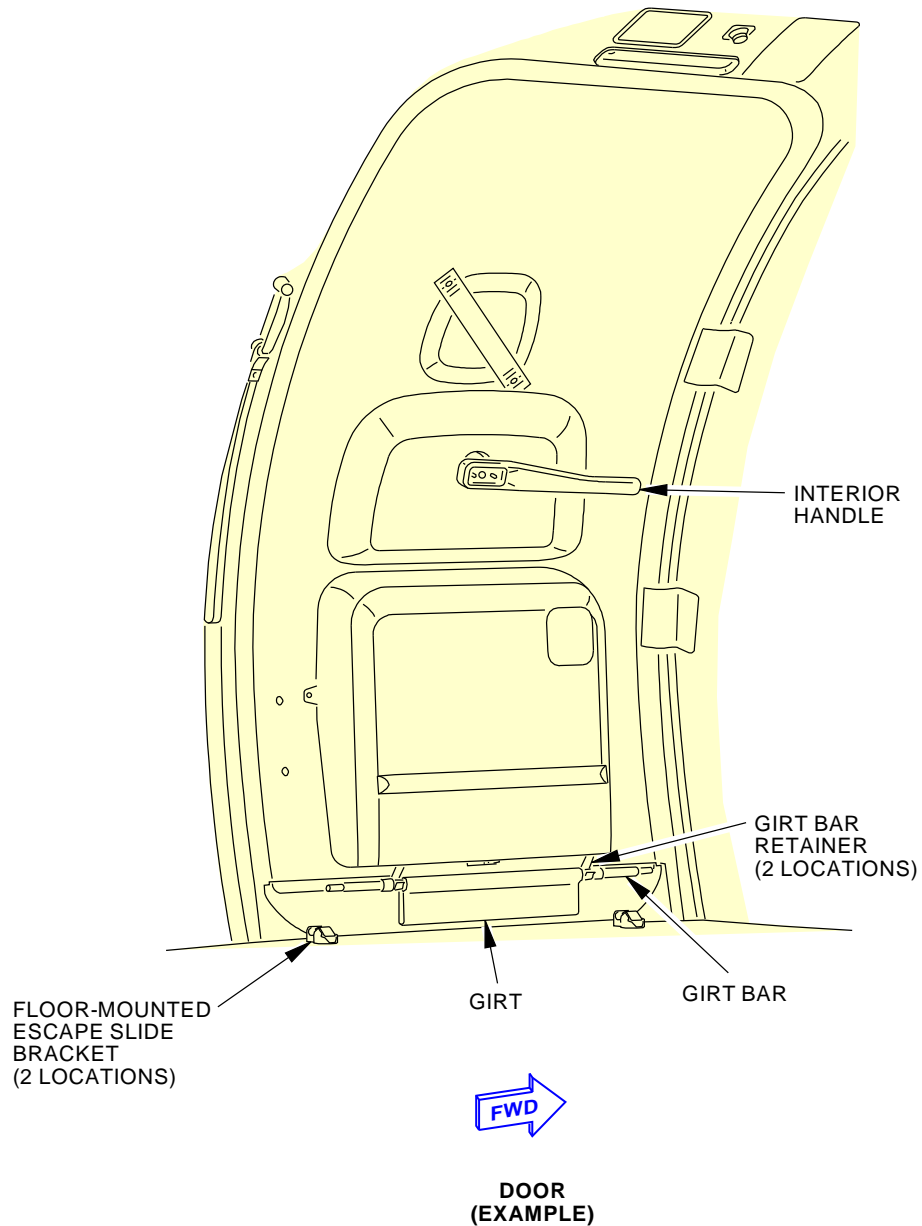
NOTE: When more than one tool part number is listed under the same "Reference" number, the tools shown are alternates to each other within the same airplane series. Tool part numbers that are replaced or non-procurable are preceded by "Opt:", which stands for Optional.

Reference	Description
STD-1146	Pad - Protective, Ensolite or Equivalent 1/2 Inch by 72 Inches by 96 Inches

EFFECTIVITY AKS ALL	SOURCE MRB	EMERGENCY ESCAPE SYSTEM OPERATIONAL CHECK
		D633A109-AKS 25-220-00-01
		Page 1 of 4 Feb 15/2015

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-220-00-01	
TASK 25-66-00-710-801 1. <u>Escape System Operational Test</u> (Figure 1) A. Prepare for the Test SUBTASK 25-66-00-860-001 (1) Prepare the airplane for the test as follows: CAUTION: YOU MUST ATTACH THE PROTECTIVE PAD TO THE FUSELAGE BELOW THE APPLICABLE DOOR. IF YOU DO NOT INSTALL THE PROTECTIVE PAD, DAMAGE TO THE FUSELAGE SKIN AND PAINT CAN OCCUR. (a) Install the protective pad, STD-1146 to the fuselage below the applicable door with the long side parallel to the ground. (b) Put a pad on the ground where the escape slide will inflate. (c) Make sure the door is closed and latched. SUBTASK 25-66-00-210-001 (2) Do this task: Escape Slide Pack Inflation Cylinder Check, AMM TASK 25-66-01-200-801. B. Test SUBTASK 25-66-00-710-001 (1) Do the operational test of the escape system: (a) Remove the girt bar from the girt bar retainers on the cover. (b) Install the girt bar in the floor-mounted escape slide brackets. WARNING: MAKE SURE THERE ARE NO PERSONS OR EQUIPMENT IN THE AREA BELOW THE DOOR WHERE THE SLIDE WILL INFLATE. WHEN THE SLIDE DEPLOYS, INJURY TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR. (c) Move the interior handle to the open position and open the door fully. (d) Make sure the escape slide fully inflates in 0-10 seconds after the escape slide releases from the door. NOTE: The escape slide must inflate automatically to pass the operational test. (e) If the escape slide does not inflate automatically, pull the manual inflation handle to inflate the escape slide. (f) Make sure the escape slide is fully inflated. (g) Make sure the lights on the slide are on. C. Put the Airplane Back to Its Usual Condition SUBTASK 25-66-00-860-002 (1) Do this task: Escape System Restoration, AMM TASK 25-66-00-840-801. <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	EMERGENCY ESCAPE SYSTEM OPERATIONAL CHECK D633A109-AKS 25-220-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-220-00-01
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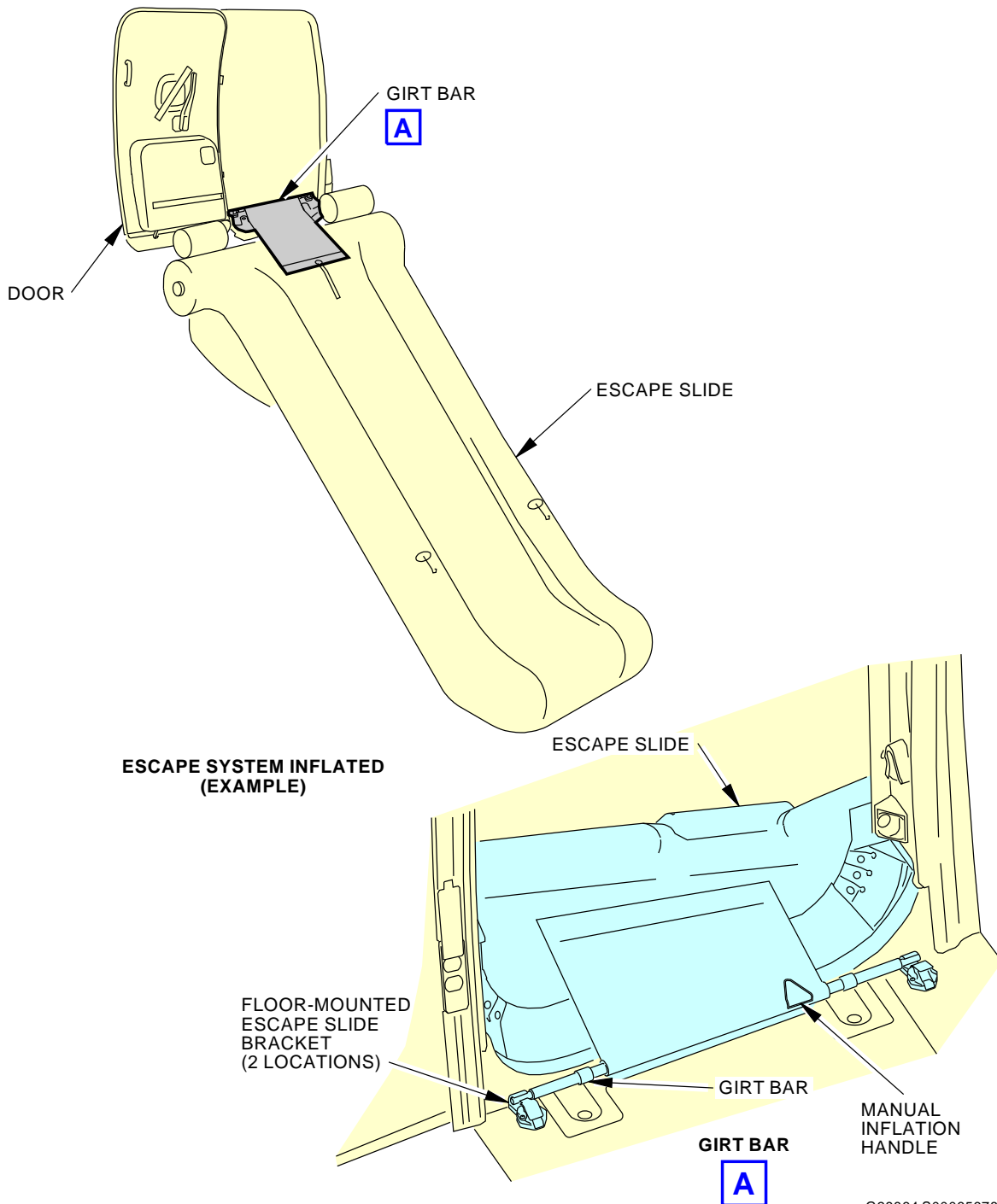


**Escape System Operational Test
Figure 1 (Sheet 1 of 2)**

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EFFECTIVITY AKS ALL	SOURCE MRB	EMERGENCY ESCAPE SYSTEM OPERATIONAL CHECK
		D633A109-AKS 25-220-00-01
		Page 3 of 4 Jun 15/2015

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-220-00-01
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G28864 S0006567892_V2

**Escape System Operational Test
Figure 1 (Sheet 2 of 2)**

EFFECTIVITY AKS ALL	SOURCE MRB	EMERGENCY ESCAPE SYSTEM OPERATIONAL CHECK
		D633A109-AKS 25-220-00-01
		Page 4 of 4 Jun 15/2015

AIRLINE CARD NO		TITLE FWD ENTRY EMERGENCY ESCAPE SLIDE		BOEING CARD NO. 25-240-00-01
DATE	TASK RESTORE			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD NOTE	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 831		ZONE 221

Restore the fwd entry emergency escape slide at the manufacturer's recommended interval.

INTERVAL NOTE: Vendor Rec

A. Consumable Materials

Reference	Description	Specification
D00113	Lubricant - Solid Film, Liquid Dispersed	BMS3-8
D00670	Oil - Penetrating (For Loosening Frozen Metallic Parts)	A-A-50493
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5 Class A

EFFECTIVITY AKS ALL	SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01	Page 1 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01	
TASK 25-66-01-000-801 1. <u>Escape Slide Pack and Cover Removal</u> (Figure 1) A. Prepare for the Removal SUBTASK 25-66-01-860-001 (1) Make sure the door is safe as follows: (a) Make sure the door is closed and latched. <u>WARNING:</u> MAKE SURE THE GIRT BAR IS INSTALLED IN THE GIRT BAR RETAINER. IF THE GIRT BAR IS NOT INSTALLED IN THE GIRT BAR RETAINERS, ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN OCCUR. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT. (b) Make sure the girt bar [4] is installed in the girt bar retainers [5]. B. Removal SUBTASK 25-66-01-020-001 (1) Remove the escape slide pack and cover [2] from the door as follows: (a) Remove the screws [9] and washers [10] that attach the cover [3] to the door. 1) Make a note of the screw [9] lengths and locations for the subsequent installation. (b) Pull the top of the cover [3] inboard until it is clear of the door structure. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. <u>WARNING:</u> THE ESCAPE SLIDE PACK AND COVER WEIGH APPROXIMATELY 55 POUNDS (24.94 KILOGRAMS). BE CAREFUL WHEN YOU LIFT OR MOVE THE ESCAPE SLIDE PACK AND COVER. IF YOU LIFT OR MOVE THE ESCAPE SLIDE PACK AND COVER INCORRECTLY, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR. (c) Lift and remove the escape slide pack and cover [2] to disengage the lower fitting [15] from the bottom support bracket [14]. (d) Put the escape slide pack and cover [2] on a clean horizontal surface with the cover backing pan [11] against the horizontal surface. SUBTASK 25-66-01-860-006 (2) Do the following steps to install the safety pin [19] in the inflation cylinder valve [17]: (a) Remove the latch [7] from the latch bracket [13]. (b) Open the cover [3] to get access to the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01		

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01	
<p><u>WARNING:</u> INSTALL THE SAFETY PIN IN THE INFLATION CYLINDER IF YOU REMOVE THE COVER. WITHOUT THE SAFETY PIN, THE ESCAPE SLIDE OR SLIDE-RAFT CAN INFLATE ACCIDENTALLY. IF IT INFLATES, INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.</p> <p>(c) Remove the safety pin [19] from the pocket [18].</p> <p>(d) Put the safety pin [19] into the inflation cylinder valve [17].</p> <p>———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE		
			D633A109-AKS 25-240-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01	
TASK 25-66-01-000-802 2. <u>Escape Slide Pack Removal</u> (Figure 1) A. Prepare for the Removal SUBTASK 25-66-01-010-001 (1) If the escape slide pack and cover [2] are installed on the door, do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801. B. Removal SUBTASK 25-66-01-420-001 (1) Remove the escape slide pack [26] from the cover [3] as follows: (a) Remove the girt bar [4] from the girt bar retainers [5]. (b) Remove the latch [7] from the latch bracket [13]. (c) Open the cover [3] to get access to the bonding jumpers [12]. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. (d) Remove the pin [33], ladder tie [32], and stud [31] that attach the bonding jumpers [12] to the backing pan [11] as shown. (e) Fully open the cover [3] to get access to the escape slide pack [26]. (f) Remove the safety pin [19] from the pocket [18] on the escape slide pack [26]. <u>WARNING:</u> IF THE SAFETY PIN IS NOT IN THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (g) Put the safety pin [19] into the inflation cylinder valve [17] as shown. (h) Remove the escape slide pack [26] from the backing pan [11] and put it on a clean horizontal surface. <u>NOTE:</u> The slide must be installed in the transport box immediately after removal from the backing pan. If it takes too long, the slide will grow and not fit into the backing pan. (i) If required, remove the locknut [29] and screw [27] to remove the latch [7] from the girt release strap [28]. <u>NOTE:</u> The latch [7] may be needed for a replacement escape slide. <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01	
TASK 25-66-01-400-801 3. <u>Escape Slide Pack Installation</u> (Figure 1) A. Prepare for the Installation SUBTASK 25-66-01-860-002 (1) Make sure the cover [3] and backing pan [11] are on a clean horizontal surface with the backing pan [11] against the clean horizontal surface. SUBTASK 25-66-01-860-004 (2) Make sure the cover [3] is open. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. SUBTASK 25-66-01-600-001 (3) Lubricate the latch assembly. (a) Apply solid film lubricant, D00113 to the escape slide latch. (b) Apply penetrating oil, D00670 to the pins [39]. (c) Apply penetrating oil, D00670 to the pins [39] again to make sure that the oil fully penetrates the pins. (d) If there is too much penetrating oil, D00670, use a cotton wiper, G00034 to remove the unwanted oil from the latch assembly. SUBTASK 25-66-01-700-002 (4) Do a check of the latch release, Figure 2. (a) Move the latch block [35] to the left or right side until the latch block [35] cannot move. <u>NOTE:</u> The test starts when you pull the latch block [35] to the side and it cannot continue to move. (b) Use a spring force scale to pull the latch chain in the same direction. 1) Pull the latch chain or cable in the same direction 10 ±5°arc (0.17 ±0.09 rad). (c) Make sure that the latch assembly releases with no more than 30 lbf (133 N). SUBTASK 25-66-01-700-003 (5) Do the steps for the check of the latch release again. (a) Move the latch block [35] in the opposite direction. <u>NOTE:</u> To complete the latch release check, it is necessary to do the check again in the opposite direction. SUBTASK 25-66-01-860-005 <u>WARNING:</u> IF THE SAFETY PIN IS NOT IN THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (6) Make sure the safety pin [19] is in the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01		

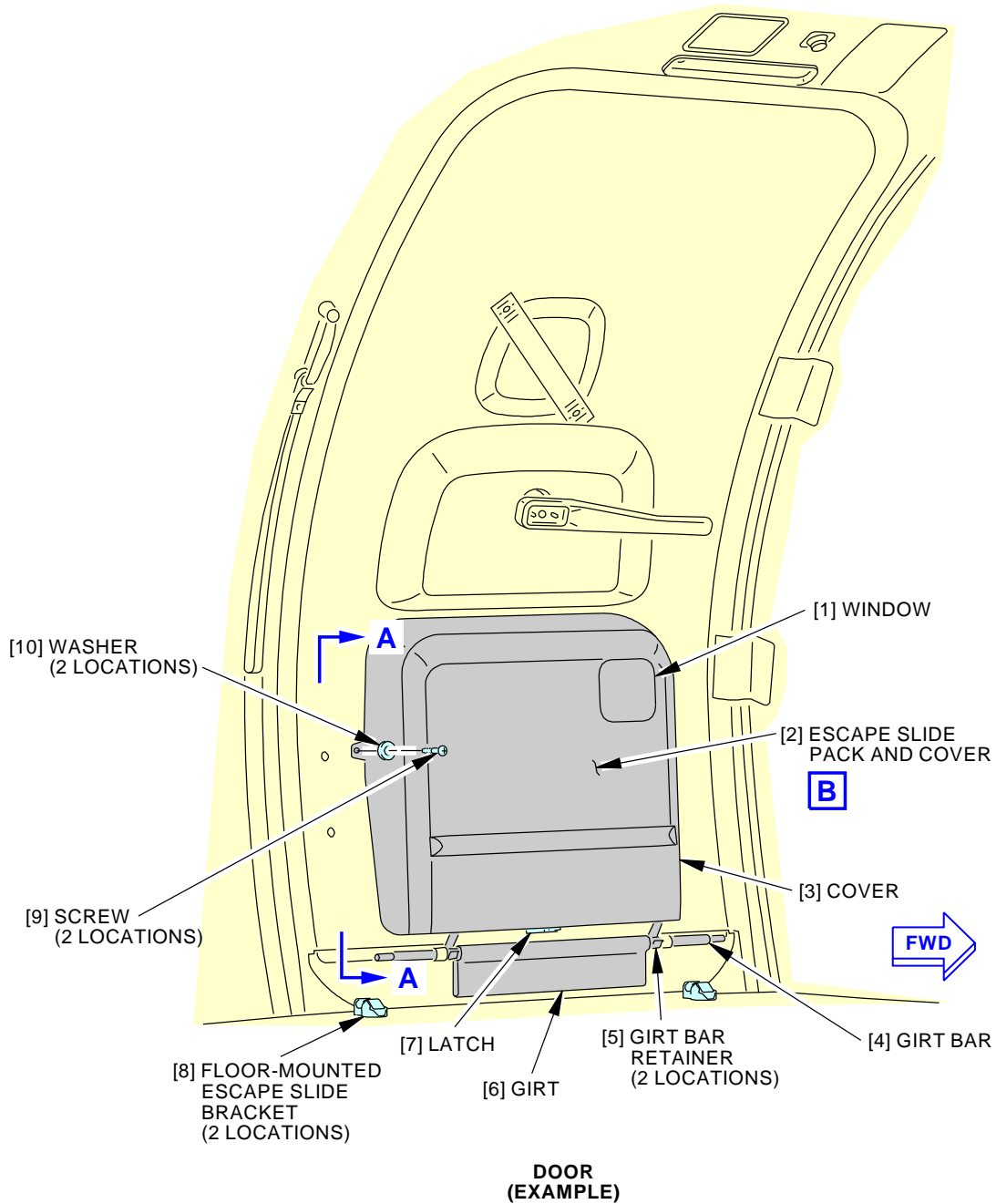
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01	
B. Installation of the Escape Slide Pack SUBTASK 25-66-01-420-002 (1) Install the escape slide pack [26] in the cover [3] as follows: <u>NOTE:</u> The slide must be installed in the backing pan immediately after removal from the transport box. If it takes too long, the slide will grow and not fit into the backing pan. (a) Put the escape slide pack [26] in the backing pan [11]. <u>NOTE:</u> If the escape slide pack expands and can not be fitted into the compartment, a new escape slide pack must be installed. (b) Carefully extend the girt [6]. (c) Make a "Z" fold [21] in the girt [6] as shown. (d) Align and push together the velcro strips [24] on the bottom side of the girt [6] with the velcro strips [24] on the backing pan shelf [22]. <u>NOTE:</u> The velcro strips should be clean and function as intended. (e) Align and push together the velcro strip [24] on the girt retainer flap [20] and the velcro strip [24] on the girt [6]. (f) If required, install the screw [27] and locknut [29] to attach the latch [7] to the girt release strap [28]. 1) Make sure that the screw [27] extends through the locknut [29] by 1 to 2 threads. (g) Make sure that there is at least the minimum amount of slack in the firing cable [30] near the inflation cylinder [17] (Figure 1). (h) If there is not enough slack in the firing cable [30] (Figure 1), do these steps: 1) Do not remove the safety pin [19]. 2) Make sure the slide is correctly installed in the backing pan [11]. 3) Make sure the "Z" fold [21] in the girt [6] is correct. Make sure the velcro strip [24] on the girt retainer flap [20] and the velcro strip [24] on the girt [6] are attached. 4) Make sure that there is at least the minimum amount of slack in the firing cable [30] near the inflation cylinder valve [17] (Figure 1). a) Hold the firing cable [30] at the inflation cylinder valve [17] and pull the slack from the cable. <1> Pull the slack in the firing cable [30] away from the girt [6], in the direction of the inflation cylinder valve [17] until all slack is removed and the minimum amount of slack is achieved. If the minimum slack is not achieved, the escape slide pack [26] must be repacked. <2> Place the slack in the firing cable between the back of the aspirator and the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01	
<p><u>WARNING:</u> BE CAREFUL WHEN YOU HANDLE THE ESCAPE SLIDE PACK. WHEN THE SAFETY PIN IS REMOVED FROM THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.</p> <p>(i) Remove the safety pin [19] from the inflation cylinder valve [17].</p> <p>(j) Put the safety pin [19] into the pocket [18] on the escape slide pack [26].</p> <p>(k) Close the cover [3].</p> <p>(l) Make sure that you can clearly see the pressure gauge [16] of the inflation cylinder in the window [1]. If necessary, adjust as follows:</p> <ol style="list-style-type: none"> 1) Fully open the cover [3] to get access to the escape slide pack [26]. 2) Remove the safety pin [19] from the pocket [18] and install safety pin [19] in the inflation cylinder valve [17]. 3) Move the escape slide pack [26] to get the pressure gauge [16] in the center of the window [1]. 4) Make sure that there is the minimum amount of slack in the inflation firing cable [30] near the inflation cylinder valve [17] (Figure 1). <ol style="list-style-type: none"> a) Hold the firing cable [30] at the inflation cylinder valve [17] and pull the slack from the cable. <ol style="list-style-type: none"> <1> Pull the slack in the firing cable [30] away from the girt [6], in the direction of the inflation cylinder valve [17] until all slack is removed and the minimum amount of slack is achieved. If the minimum slack is not achieved, the escape slide pack [26] must be repacked. <2> Place the slack in the firing cable between the back of the aspirator and the inflation cylinder valve [17]. 5) Remove the safety pin [19] from the inflation cylinder valve [17]. 6) Put the safety pin [19] into the pocket [18] on the escape slide pack [26]. <p>(m) Close the cover [3] sufficiently to connect the bonding jumpers [12] to the backing pan [11].</p> <p>(n) Install the stud [31], ladder tie [32] and pin [33] to attach the bonding jumpers [12] to the backing pan [11].</p> <p>(o) Close the cover [3].</p> <p>(p) Make sure the distance between the center of the lower edge of the cover [3] to the center of the girt bar [4] is 10.5 in. (266.7 mm) to 12.0 in. (304.8 mm).</p> <p>(q) Align the holes in the latch bracket [13] and latch bracket [35] to install the latch [7].</p> <p>(r) Install the latch [7] in the latch bracket [13] and latch bracket [35] as shown.</p> <p>(s) Make sure that the sum of the clearances at 'A' and 'B' between the latch bracket [13] and latch bracket [35] is no more than 0.01 in. (0.25 mm) (Figure 1).</p> <p>(t) Install the girt bar [4] in the girt bar retainers [5].</p> <p style="text-align: center;">————— END OF TASK —————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01	
TASK 25-66-01-400-803 4. <u>Escape Slide Pack and Cover Installation</u> (Figure 1) A. Prepare for the Installation SUBTASK 25-66-01-410-004 (1) If the escape slide pack [26] is not installed in the cover [3], do this task: Escape Slide Pack Installation, TASK 25-66-01-400-801. SUBTASK 25-66-01-410-005 (2) Make sure the door is closed and latched. SUBTASK 25-66-01-410-006 (3) Do the following steps to make sure that the safety pin [19] is not installed in the inflation cylinder valve [17]: (a) Put the escape slide pack and cover [2] on a clean flat horizontal surface with the backing pan [11] against the clean flat horizontal surface. (b) Remove the latch [7] from the latch bracket [13]. (c) Open the cover [3] sufficiently to see the inflation cylinder valve [17]. <u>WARNING:</u> REMOVE THE SAFETY PIN FROM THE INFLATION CYLINDER VALVE. THE ESCAPE SLIDE WILL NOT OPERATE IF THE SAFETY PIN IS IN THE INFLATION CYLINDER VALVE. IF THE ESCAPE SLIDE DOES NOT OPERATE, PERSONS MAY BE INJURED. (d) Make sure a safety pin [19] is not installed in the inflation cylinder valve [17]. <u>CAUTION:</u> BE CAREFUL WHEN YOU MOVE THE ESCAPE SLIDE PACK. WHEN THE SAFETY PIN IS REMOVED FROM THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT. 1) Remove the safety pin [19] from the inflation cylinder valve [17]. 2) Put the safety pin [19] into the pocket [18] on the escape slide pack [26]. (e) Close the cover [3]. (f) Install the latch [7] into the latch bracket [13]. B. Installation SUBTASK 25-66-01-420-004 (1) Install the escape slide pack and cover [2] on the door as follows: <u>WARNING:</u> BE CAREFUL WHEN YOU LIFT THE ESCAPE SLIDE PACK AND COVER. THE ESCAPE SLIDE WEIGHS APPROXIMATELY 55 POUNDS (24.94 KILOGRAMS). IF YOU ARE NOT CAREFUL, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. (a) Install the escape slide pack and cover [2] on the door. 1) Make sure that the ball end of the lower fitting [15] goes through the opening in the bottom support bracket [14].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01	
<p>(b) Push the top of the escape slide pack and cover [2] outboard until it is against the door.</p> <p><u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack.</p> <p>(c) Install the screws [9] and washers [10] that attach the cover [3] to the door.</p> <p>1) Make sure to use the correct length screw [9], as noted in the removal procedure.</p> <p>(d) Make sure you can arm the escape slide by installing the girt bar [4] into the floor-mounted brackets [8].</p> <p>(e) Install the girt bar [4] into the girt bar retainer [5].</p> <p><u>NOTE:</u> The length of the girt bar for the FWD Door is 33.2 in. (84.3 cm) long. The length for the girt bar for the AFT Door is 29.2 in. (74.2 cm) long.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01
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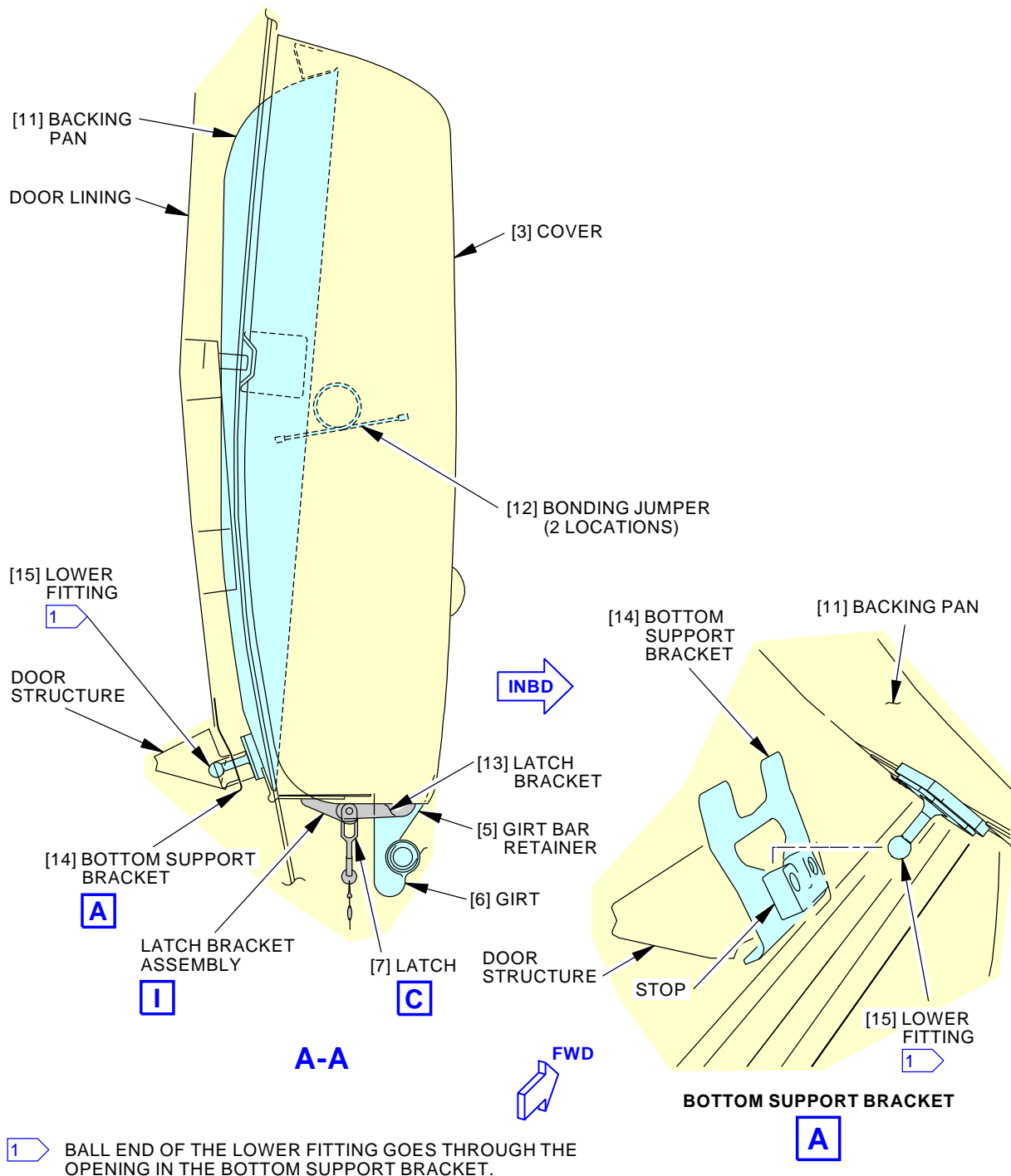


G33532 S0006567903_V2

**Escape System Installation
Figure 1 (Sheet 1 of 7)**

EFFECTIVITY AKS ALL	SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01	Page 10 of 19 Jun 15/2015
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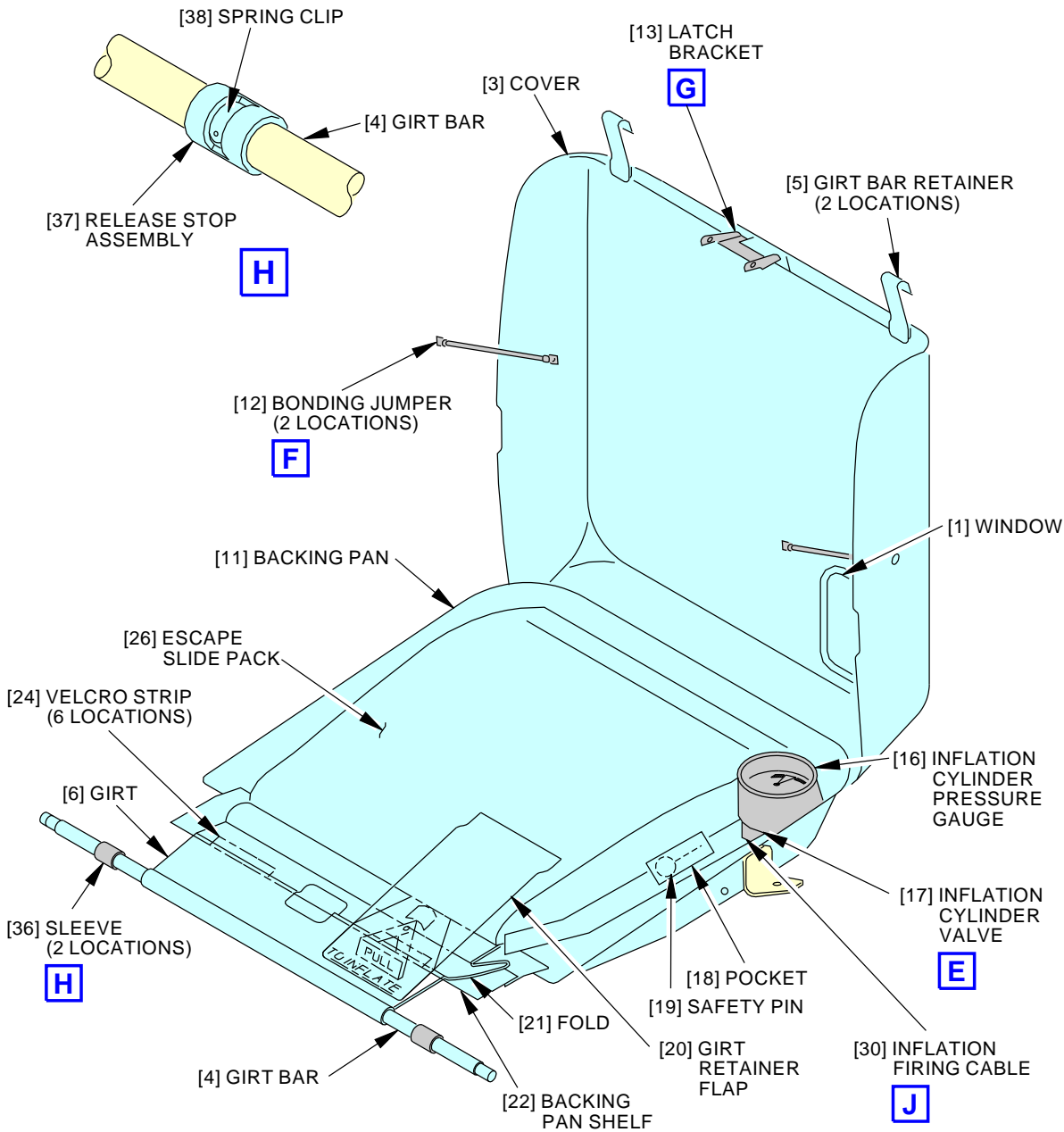
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01
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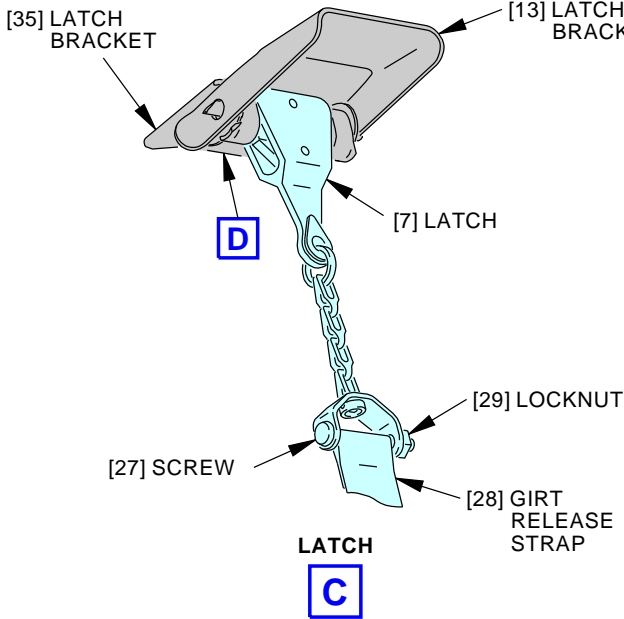
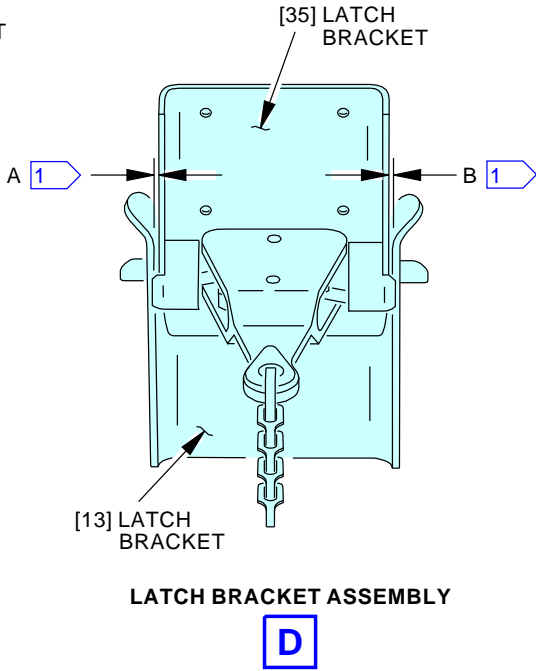
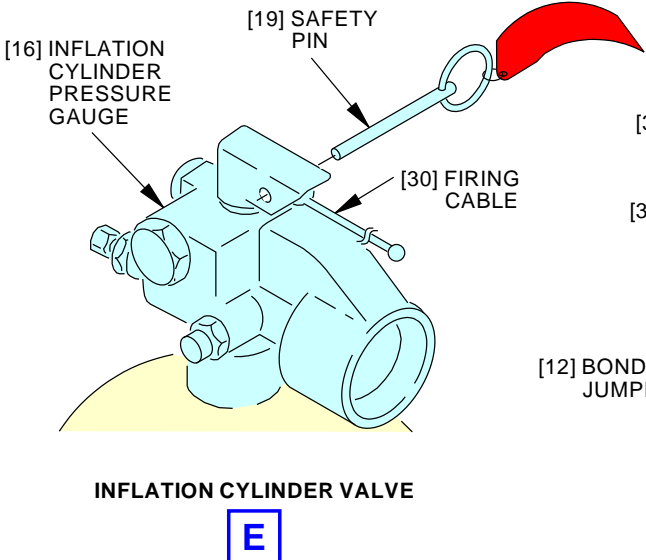
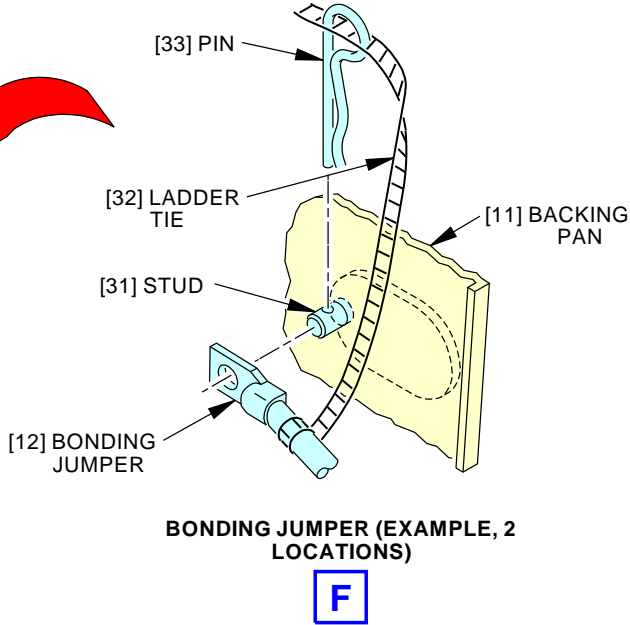


G33538 S0006567904_V5

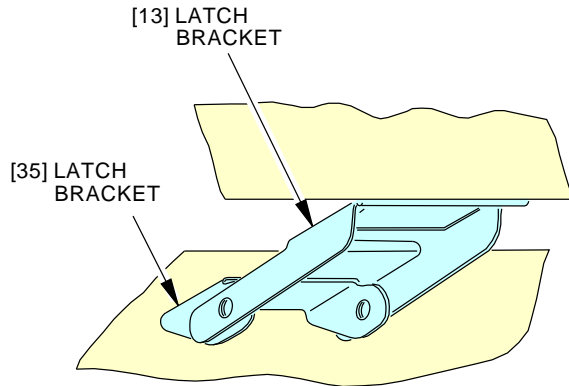
Escape System Installation
Figure 1 (Sheet 2 of 7)

EFFECTIVITY AKS ALL	SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE
		D633A109-AKS 25-240-00-01
		Page 11 of 19 Jun 15/2015

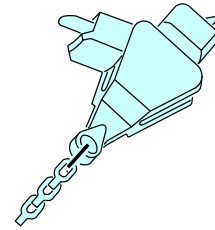
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01
 <p style="text-align: center;">ESCAPE SLIDE PACK AND COVER (GALLEY SERVICE DOOR)</p> <p style="text-align: center;">[B]</p> <p style="text-align: center;">Escape System Installation Figure 1 (Sheet 3 of 7)</p> <p style="text-align: right;">M48348 S0006567906_V4</p>				
EFFECTIVITY AKS ALL	SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01		
			Page 12 of 19 Jun 15/2015	

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>LATCH C</p> </div> <div style="text-align: center;">  <p>LATCH BRACKET ASSEMBLY D</p> </div> </div>				
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>INFLATION CYLINDER VALVE E</p> </div> <div style="text-align: center;">  <p>BONDING JUMPER (EXAMPLE, 2 LOCATIONS) F</p> </div> </div>				
<div style="display: flex; justify-content: space-between;"> <div> 1 THE SUM OF THE CLEARANCES AT A AND B MUST BE NO MORE THAN 0.01 INCH (0.254 mm) </div> <div>G60837 S0006567908_V5</div> </div>				
Escape System Installation Figure 1 (Sheet 4 of 7)				
EFFECTIVITY AKS ALL		SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE	
			D633A109-AKS 25-240-00-01	
			Page 13 of 19 Jun 15/2015	

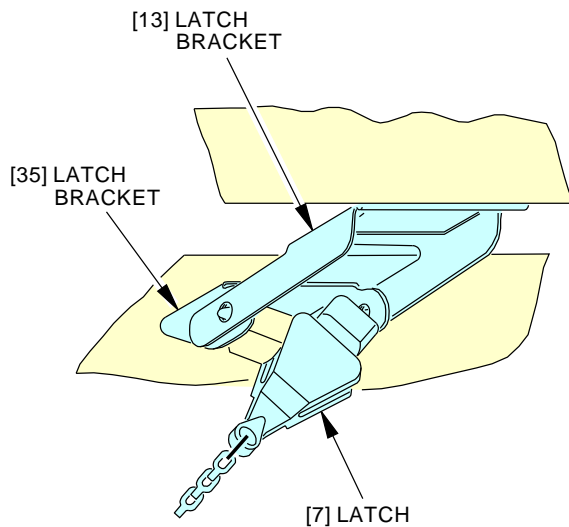
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01
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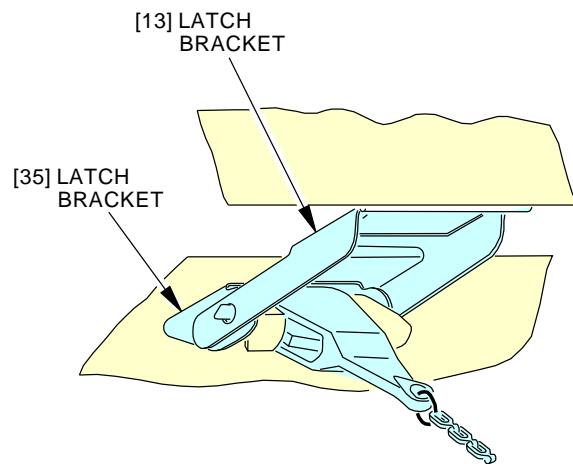
**STEP 1
(ALIGN BRACKETS)**



**STEP 2
(COCK LATCH)**



**STEP 3
(POSITION LATCH AS SHOWN)**



**STEP 4
(LATCH IN LOCKED POSITION)**

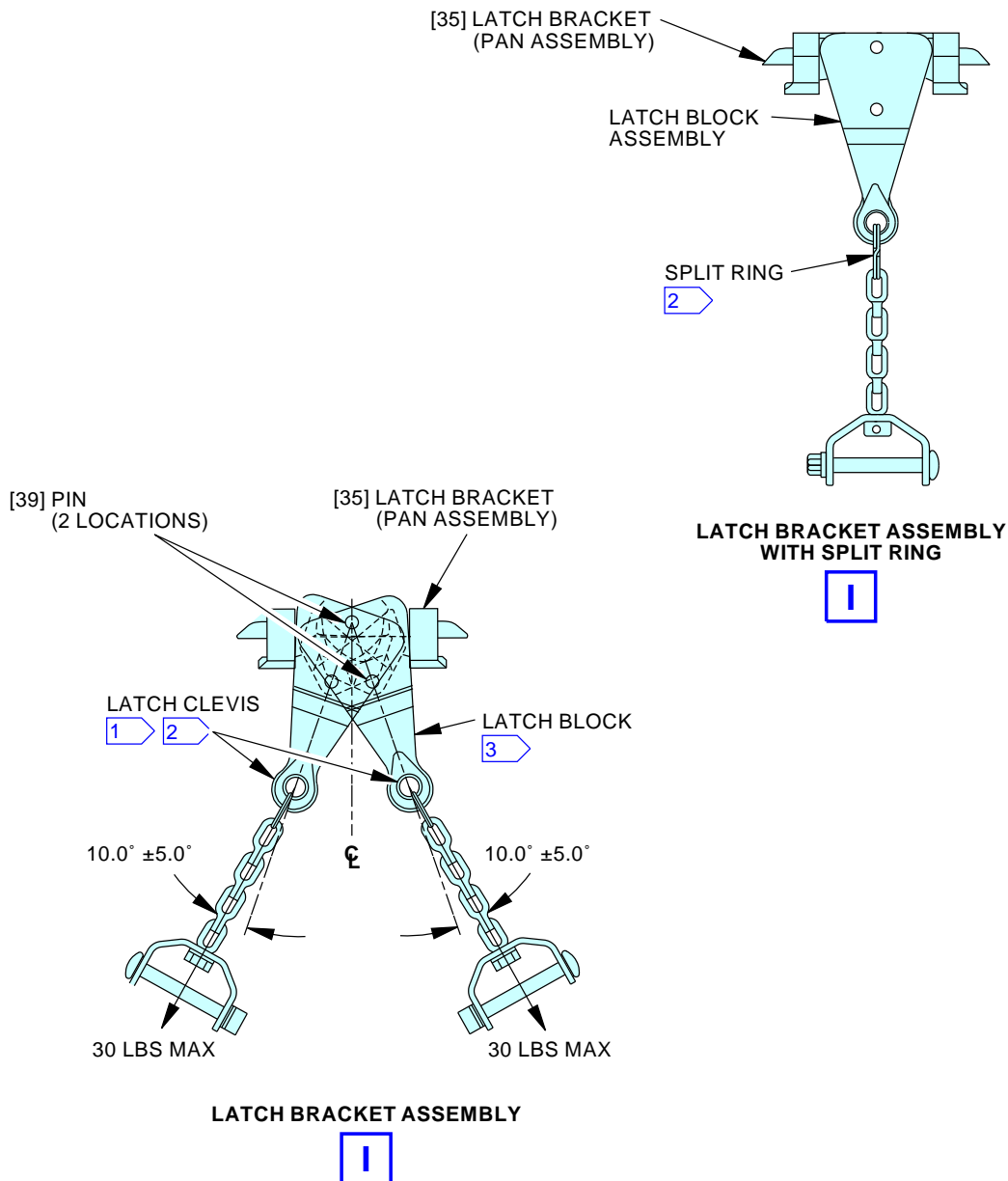


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**Escape System Installation
Figure 1 (Sheet 5 of 7)**

EFFECTIVITY AKS ALL	SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01	Page 14 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01
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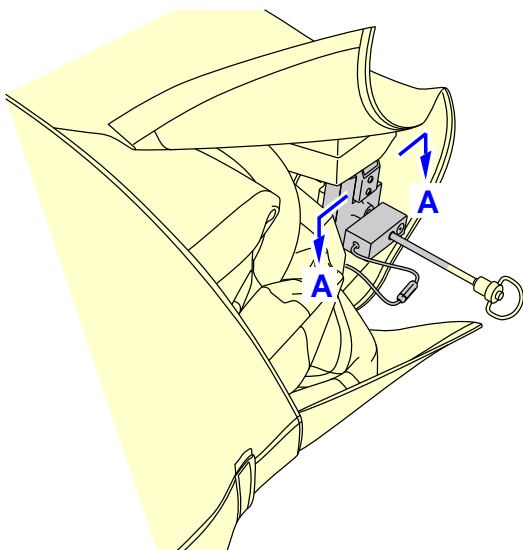
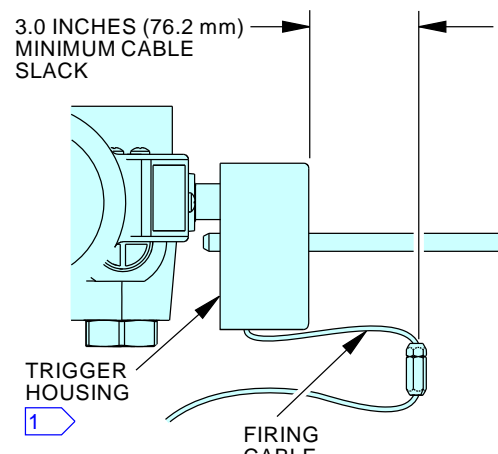
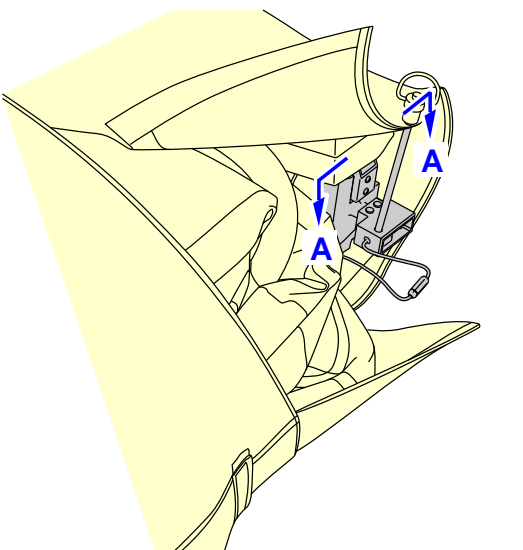
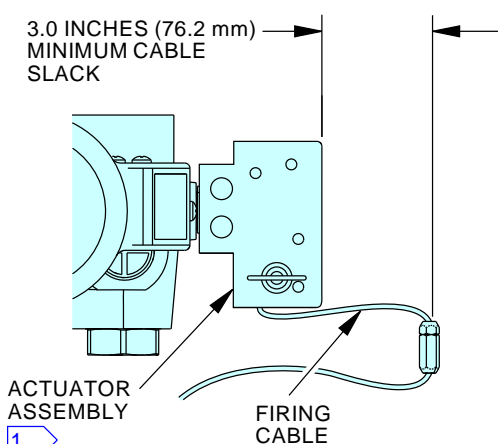


- 1 MAKE SURE THAT THE CLEVIS CAN ROTATE FREELY IN THE LATCH BLOCK ASSEMBLY.
- 2 EACH ESCAPE SLIDE WILL HAVE ONE LATCH CLEVIS OR ONE SPLIT RING.
- 3 USE A MAXIMUM OF 30 POUNDS OF FORCE TO RELEASE THE LATCH.

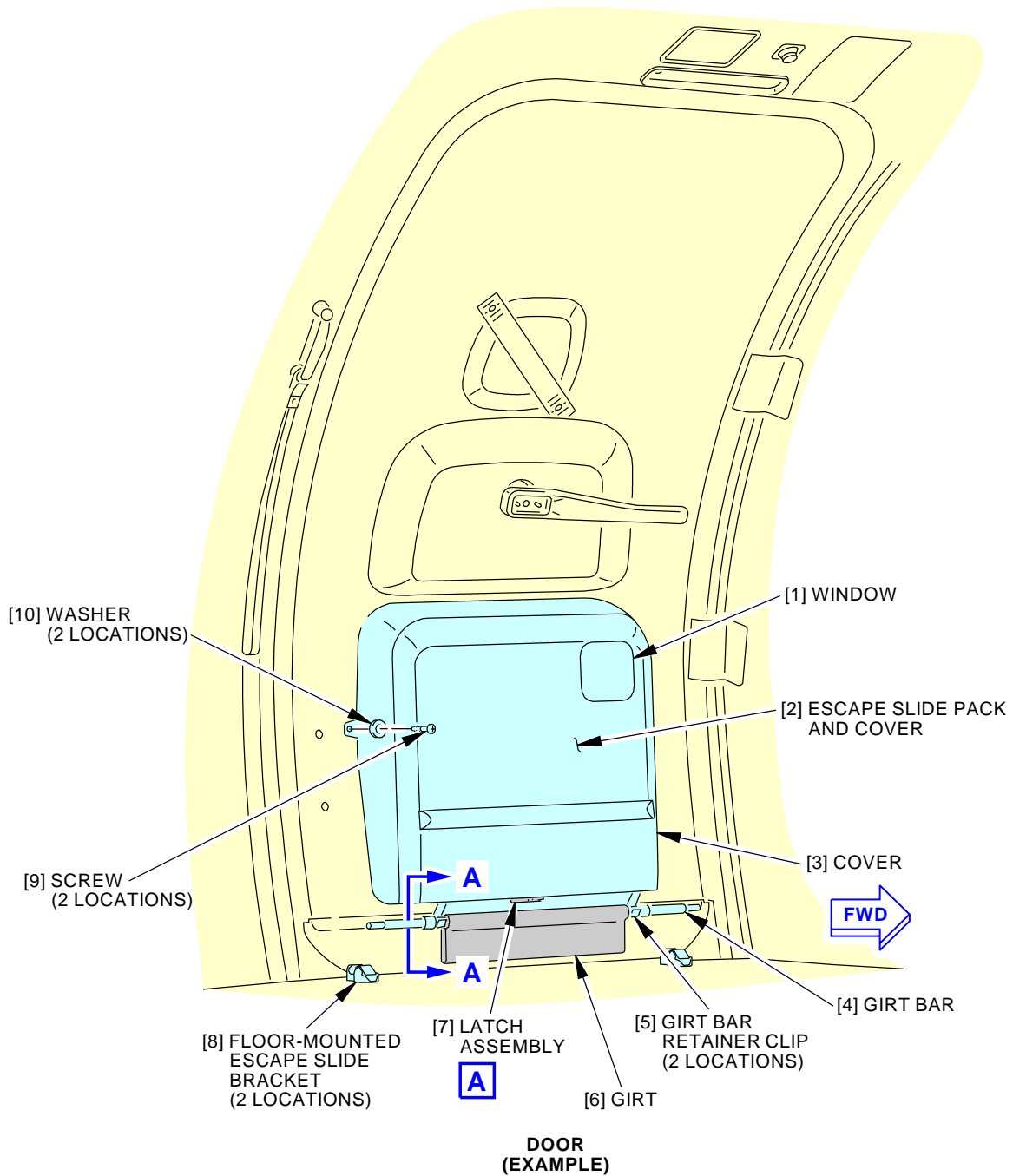
1739991 S0000315072_V4

**Escape System Installation
Figure 1 (Sheet 6 of 7)**

EFFECTIVITY AKS ALL	SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01	Page 15 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p>INFLATION FIRING CABLE (ESCAPE SLIDE WITH TRIGGER HOUSING)</p> <p>J</p> </div> <div style="text-align: center;">  <p>3.0 INCHES (76.2 mm) MINIMUM CABLE SLACK</p> <p>TRIGGER HOUSING</p> <p>1</p> <p>FIRING CABLE</p> <p>A-A</p> </div> </div>				
<div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;">  <p>INFLATION FIRING CABLE (ESCAPE SLIDE WITH ACTUATOR ASSEMBLY)</p> <p>J</p> </div> <div style="text-align: center;">  <p>3.0 INCHES (76.2 mm) MINIMUM CABLE SLACK</p> <p>ACTUATOR ASSEMBLY</p> <p>1</p> <p>FIRING CABLE</p> <p>A-A</p> </div> </div>				
<p>1 EACH ESCAPE SLIDE WILL HAVE ONE TRIGGER HOUSING OR ONE ACTUATOR ASSEMBLY</p> <p style="text-align: right;">2041134 S0000411842_V3</p> <p style="text-align: center;">Escape System Installation Figure 1 (Sheet 7 of 7)</p>				
EFFECTIVITY AKS ALL		SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE	
		D633A109-AKS 25-240-00-01		Page 16 of 19 Feb 15/2015

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01
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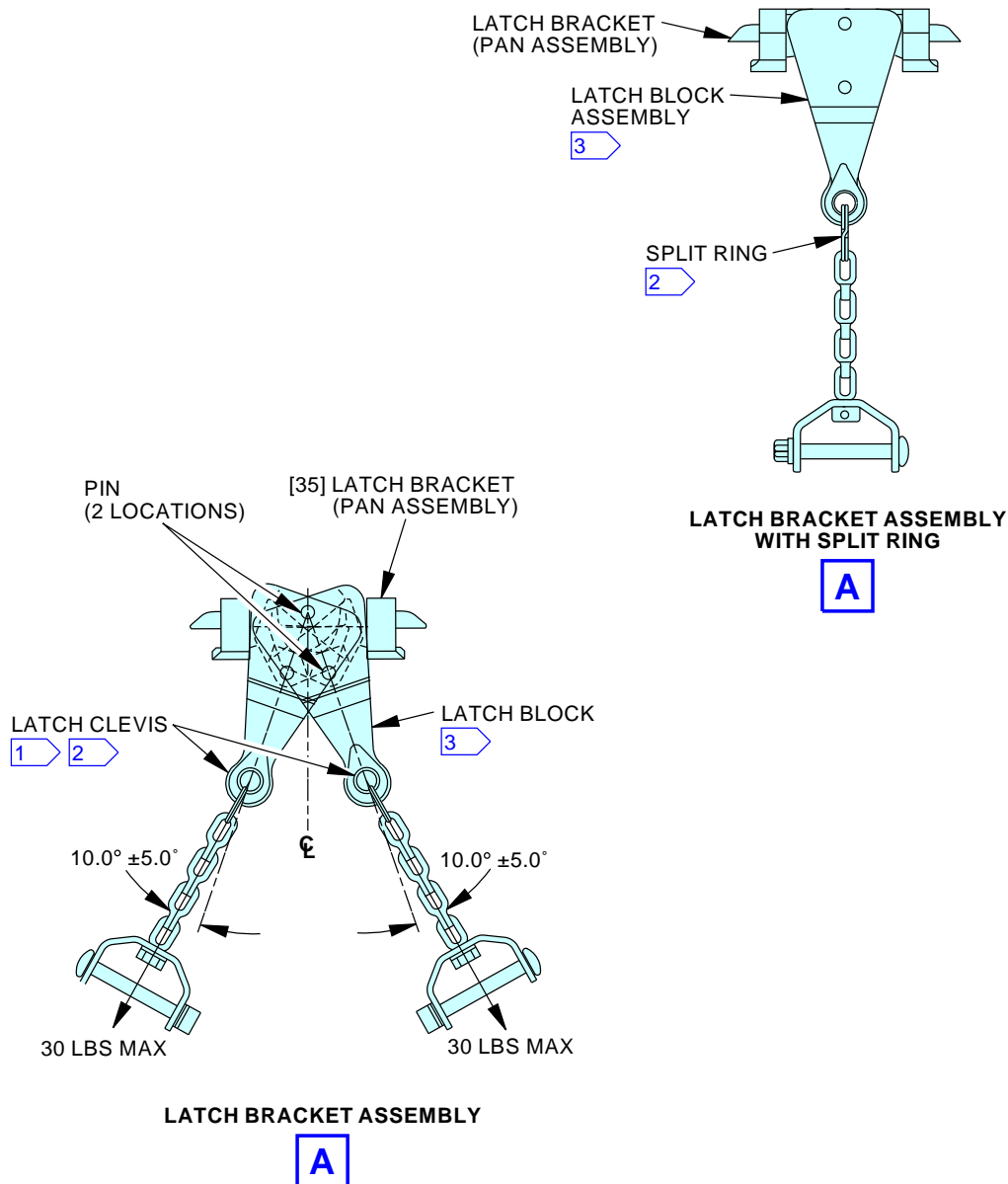


L81945 S0006567916_V4

Escape System Inspection
Figure 2 (Sheet 1 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01	Page 17 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01
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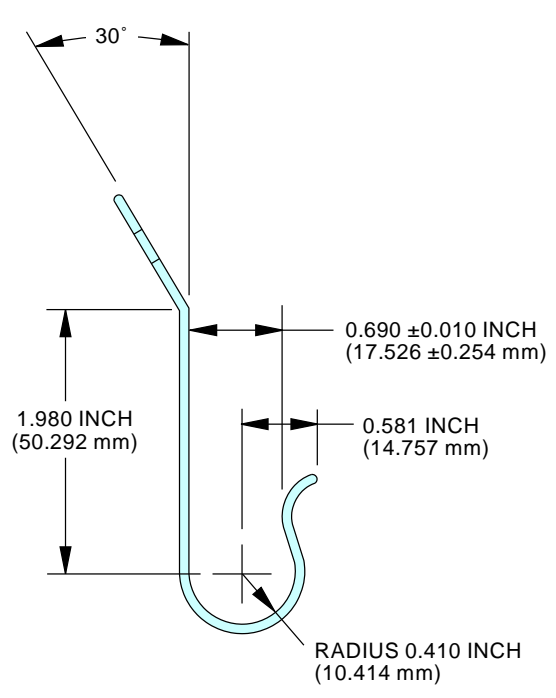


- [1] MAKE SURE THAT THE CLEVIS CAN ROTATE FREELY IN THE LATCH BLOCK ASSEMBLY.
- [2] EACH ESCAPE SLIDE WILL HAVE ONE LATCH CLEVIS OR ONE SPLIT RING.
- [3] THE LATCH ASSEMBLY RELEASES AT 10 DEGREES, ± 5 DEGREES, WITH A MAXIMUM OF 30 LBF (133.45 NM).

M78780 S0006567917_V10

Escape System Inspection
Figure 2 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-01	Page 18 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-01
 <p>RETAINER CLIP 65C16820-11/12</p>				
2162267 S0000475279_V3				
Escape System Inspection Figure 2 (Sheet 3 of 3)				
EFFECTIVITY AKS ALL	SOURCE MRB	FWD ENTRY EMERGENCY ESCAPE SLIDE		
		D633A109-AKS 25-240-00-01		
		Page 19 of 19 Jun 15/2015		

AIRLINE CARD NO		TITLE FWD GALLEY EMERGENCY ESCAPE SLIDE		BOEING CARD NO. 25-240-00-02
DATE	TASK RESTORE			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD NOTE	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 841		ZONE 222

Restore the fwd galley emergency escape slide at the manufacturer's recommended interval.

INTERVAL NOTE: Vendor Rec

A. Consumable Materials

Reference	Description	Specification
D00113	Lubricant - Solid Film, Liquid Dispersed	BMS3-8
D00670	Oil - Penetrating (For Loosening Frozen Metallic Parts)	A-A-50493
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5 Class A

EFFECTIVITY AKS ALL	SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02	Page 1 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02	
TASK 25-66-01-000-801 1. <u>Escape Slide Pack and Cover Removal</u> (Figure 1) A. Prepare for the Removal SUBTASK 25-66-01-860-001 (1) Make sure the door is safe as follows: (a) Make sure the door is closed and latched. <u>WARNING:</u> MAKE SURE THE GIRT BAR IS INSTALLED IN THE GIRT BAR RETAINER. IF THE GIRT BAR IS NOT INSTALLED IN THE GIRT BAR RETAINERS, ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN OCCUR. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT. (b) Make sure the girt bar [4] is installed in the girt bar retainers [5]. B. Removal SUBTASK 25-66-01-020-001 (1) Remove the escape slide pack and cover [2] from the door as follows: (a) Remove the screws [9] and washers [10] that attach the cover [3] to the door. 1) Make a note of the screw [9] lengths and locations for the subsequent installation. (b) Pull the top of the cover [3] inboard until it is clear of the door structure. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. <u>WARNING:</u> THE ESCAPE SLIDE PACK AND COVER WEIGH APPROXIMATELY 55 POUNDS (24.94 KILOGRAMS). BE CAREFUL WHEN YOU LIFT OR MOVE THE ESCAPE SLIDE PACK AND COVER. IF YOU LIFT OR MOVE THE ESCAPE SLIDE PACK AND COVER INCORRECTLY, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR. (c) Lift and remove the escape slide pack and cover [2] to disengage the lower fitting [15] from the bottom support bracket [14]. (d) Put the escape slide pack and cover [2] on a clean horizontal surface with the cover backing pan [11] against the horizontal surface. SUBTASK 25-66-01-860-006 (2) Do the following steps to install the safety pin [19] in the inflation cylinder valve [17]: (a) Remove the latch [7] from the latch bracket [13]. (b) Open the cover [3] to get access to the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02		

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02	
<p><u>WARNING:</u> INSTALL THE SAFETY PIN IN THE INFLATION CYLINDER IF YOU REMOVE THE COVER. WITHOUT THE SAFETY PIN, THE ESCAPE SLIDE OR SLIDE-RAFT CAN INFLATE ACCIDENTALLY. IF IT INFLATES, INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.</p> <p>(c) Remove the safety pin [19] from the pocket [18].</p> <p>(d) Put the safety pin [19] into the inflation cylinder valve [17].</p> <p>———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02	
TASK 25-66-01-000-802 2. <u>Escape Slide Pack Removal</u> (Figure 1) A. Prepare for the Removal SUBTASK 25-66-01-010-001 (1) If the escape slide pack and cover [2] are installed on the door, do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801. B. Removal SUBTASK 25-66-01-420-001 (1) Remove the escape slide pack [26] from the cover [3] as follows: (a) Remove the girt bar [4] from the girt bar retainers [5]. (b) Remove the latch [7] from the latch bracket [13]. (c) Open the cover [3] to get access to the bonding jumpers [12]. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. (d) Remove the pin [33], ladder tie [32], and stud [31] that attach the bonding jumpers [12] to the backing pan [11] as shown. (e) Fully open the cover [3] to get access to the escape slide pack [26]. (f) Remove the safety pin [19] from the pocket [18] on the escape slide pack [26]. <u>WARNING:</u> IF THE SAFETY PIN IS NOT IN THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (g) Put the safety pin [19] into the inflation cylinder valve [17] as shown. (h) Remove the escape slide pack [26] from the backing pan [11] and put it on a clean horizontal surface. <u>NOTE:</u> The slide must be installed in the transport box immediately after removal from the backing pan. If it takes too long, the slide will grow and not fit into the backing pan. (i) If required, remove the locknut [29] and screw [27] to remove the latch [7] from the girt release strap [28]. <u>NOTE:</u> The latch [7] may be needed for a replacement escape slide. <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02	
TASK 25-66-01-400-801 3. <u>Escape Slide Pack Installation</u> (Figure 1) A. Prepare for the Installation SUBTASK 25-66-01-860-002 (1) Make sure the cover [3] and backing pan [11] are on a clean horizontal surface with the backing pan [11] against the clean horizontal surface. SUBTASK 25-66-01-860-004 (2) Make sure the cover [3] is open. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. SUBTASK 25-66-01-600-001 (3) Lubricate the latch assembly. (a) Apply solid film lubricant, D00113 to the escape slide latch. (b) Apply penetrating oil, D00670 to the pins [39]. (c) Apply penetrating oil, D00670 to the pins [39] again to make sure that the oil fully penetrates the pins. (d) If there is too much penetrating oil, D00670, use a cotton wiper, G00034 to remove the unwanted oil from the latch assembly. SUBTASK 25-66-01-700-002 (4) Do a check of the latch release, Figure 2. (a) Move the latch block [35] to the left or right side until the latch block [35] cannot move. <u>NOTE:</u> The test starts when you pull the latch block [35] to the side and it cannot continue to move. (b) Use a spring force scale to pull the latch chain in the same direction. 1) Pull the latch chain or cable in the same direction 10 $\pm 5^\circ$ arc (0.17 ± 0.09 rad). (c) Make sure that the latch assembly releases with no more than 30 lbf (133 N). SUBTASK 25-66-01-700-003 (5) Do the steps for the check of the latch release again. (a) Move the latch block [35] in the opposite direction. <u>NOTE:</u> To complete the latch release check, it is necessary to do the check again in the opposite direction. SUBTASK 25-66-01-860-005 <u>WARNING:</u> IF THE SAFETY PIN IS NOT IN THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (6) Make sure the safety pin [19] is in the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02		

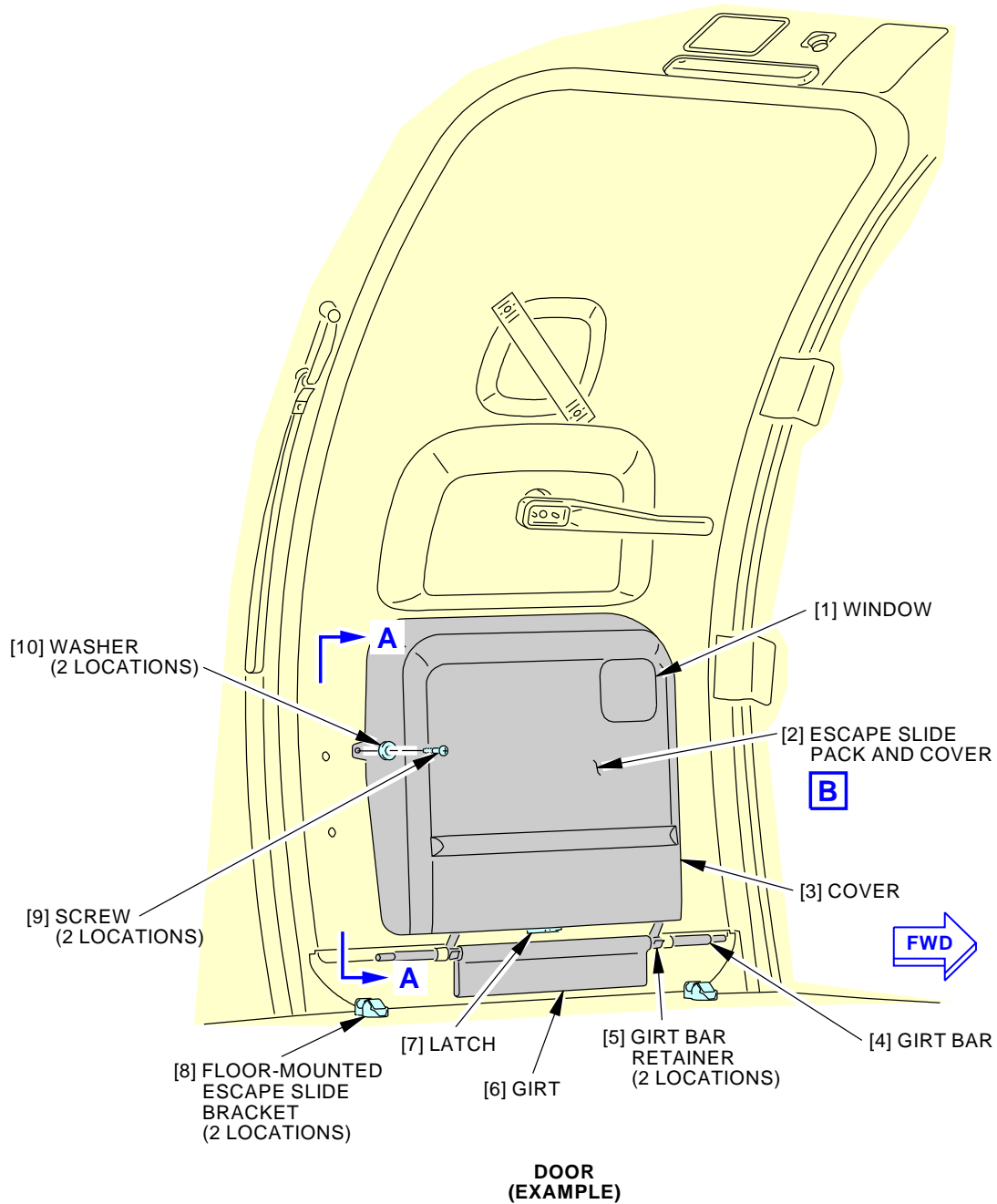
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02	
B. Installation of the Escape Slide Pack SUBTASK 25-66-01-420-002 (1) Install the escape slide pack [26] in the cover [3] as follows: <u>NOTE:</u> The slide must be installed in the backing pan immediately after removal from the transport box. If it takes too long, the slide will grow and not fit into the backing pan. (a) Put the escape slide pack [26] in the backing pan [11]. <u>NOTE:</u> If the escape slide pack expands and can not be fitted into the compartment, a new escape slide pack must be installed. (b) Carefully extend the girt [6]. (c) Make a "Z" fold [21] in the girt [6] as shown. (d) Align and push together the velcro strips [24] on the bottom side of the girt [6] with the velcro strips [24] on the backing pan shelf [22]. <u>NOTE:</u> The velcro strips should be clean and function as intended. (e) Align and push together the velcro strip [24] on the girt retainer flap [20] and the velcro strip [24] on the girt [6]. (f) If required, install the screw [27] and locknut [29] to attach the latch [7] to the girt release strap [28]. 1) Make sure that the screw [27] extends through the locknut [29] by 1 to 2 threads. (g) Make sure that there is at least the minimum amount of slack in the firing cable [30] near the inflation cylinder [17] (Figure 1). (h) If there is not enough slack in the firing cable [30] (Figure 1), do these steps: 1) Do not remove the safety pin [19]. 2) Make sure the slide is correctly installed in the backing pan [11]. 3) Make sure the "Z" fold [21] in the girt [6] is correct. Make sure the velcro strip [24] on the girt retainer flap [20] and the velcro strip [24] on the girt [6] are attached. 4) Make sure that there is at least the minimum amount of slack in the firing cable [30] near the inflation cylinder valve [17] (Figure 1). a) Hold the firing cable [30] at the inflation cylinder valve [17] and pull the slack from the cable. <1> Pull the slack in the firing cable [30] away from the girt [6], in the direction of the inflation cylinder valve [17] until all slack is removed and the minimum amount of slack is achieved. If the minimum slack is not achieved, the escape slide pack [26] must be repacked. <2> Place the slack in the firing cable between the back of the aspirator and the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02	
<p><u>WARNING:</u> BE CAREFUL WHEN YOU HANDLE THE ESCAPE SLIDE PACK. WHEN THE SAFETY PIN IS REMOVED FROM THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.</p> <p>(i) Remove the safety pin [19] from the inflation cylinder valve [17].</p> <p>(j) Put the safety pin [19] into the pocket [18] on the escape slide pack [26].</p> <p>(k) Close the cover [3].</p> <p>(l) Make sure that you can clearly see the pressure gauge [16] of the inflation cylinder in the window [1]. If necessary, adjust as follows:</p> <ol style="list-style-type: none"> 1) Fully open the cover [3] to get access to the escape slide pack [26]. 2) Remove the safety pin [19] from the pocket [18] and install safety pin [19] in the inflation cylinder valve [17]. 3) Move the escape slide pack [26] to get the pressure gauge [16] in the center of the window [1]. 4) Make sure that there is the minimum amount of slack in the inflation firing cable [30] near the inflation cylinder valve [17] (Figure 1). <ol style="list-style-type: none"> a) Hold the firing cable [30] at the inflation cylinder valve [17] and pull the slack from the cable. <ol style="list-style-type: none"> <1> Pull the slack in the firing cable [30] away from the girt [6], in the direction of the inflation cylinder valve [17] until all slack is removed and the minimum amount of slack is achieved. If the minimum slack is not achieved, the escape slide pack [26] must be repacked. <2> Place the slack in the firing cable between the back of the aspirator and the inflation cylinder valve [17]. 5) Remove the safety pin [19] from the inflation cylinder valve [17]. 6) Put the safety pin [19] into the pocket [18] on the escape slide pack [26]. <p>(m) Close the cover [3] sufficiently to connect the bonding jumpers [12] to the backing pan [11].</p> <p>(n) Install the stud [31], ladder tie [32] and pin [33] to attach the bonding jumpers [12] to the backing pan [11].</p> <p>(o) Close the cover [3].</p> <p>(p) Make sure the distance between the center of the lower edge of the cover [3] to the center of the girt bar [4] is 10.5 in. (266.7 mm) to 12.0 in. (304.8 mm).</p> <p>(q) Align the holes in the latch bracket [13] and latch bracket [35] to install the latch [7].</p> <p>(r) Install the latch [7] in the latch bracket [13] and latch bracket [35] as shown.</p> <p>(s) Make sure that the sum of the clearances at 'A' and 'B' between the latch bracket [13] and latch bracket [35] is no more than 0.01 in. (0.25 mm) (Figure 1).</p> <p>(t) Install the girt bar [4] in the girt bar retainers [5].</p> <p style="text-align: center;">————— END OF TASK —————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02	
TASK 25-66-01-400-803 4. <u>Escape Slide Pack and Cover Installation</u> (Figure 1) A. Prepare for the Installation SUBTASK 25-66-01-410-004 (1) If the escape slide pack [26] is not installed in the cover [3], do this task: Escape Slide Pack Installation, TASK 25-66-01-400-801. SUBTASK 25-66-01-410-005 (2) Make sure the door is closed and latched. SUBTASK 25-66-01-410-006 (3) Do the following steps to make sure that the safety pin [19] is not installed in the inflation cylinder valve [17]: (a) Put the escape slide pack and cover [2] on a clean flat horizontal surface with the backing pan [11] against the clean flat horizontal surface. (b) Remove the latch [7] from the latch bracket [13]. (c) Open the cover [3] sufficiently to see the inflation cylinder valve [17]. <u>WARNING:</u> REMOVE THE SAFETY PIN FROM THE INFLATION CYLINDER VALVE. THE ESCAPE SLIDE WILL NOT OPERATE IF THE SAFETY PIN IS IN THE INFLATION CYLINDER VALVE. IF THE ESCAPE SLIDE DOES NOT OPERATE, PERSONS MAY BE INJURED. (d) Make sure a safety pin [19] is not installed in the inflation cylinder valve [17]. <u>CAUTION:</u> BE CAREFUL WHEN YOU MOVE THE ESCAPE SLIDE PACK. WHEN THE SAFETY PIN IS REMOVED FROM THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT. 1) Remove the safety pin [19] from the inflation cylinder valve [17]. 2) Put the safety pin [19] into the pocket [18] on the escape slide pack [26]. (e) Close the cover [3]. (f) Install the latch [7] into the latch bracket [13]. B. Installation SUBTASK 25-66-01-420-004 (1) Install the escape slide pack and cover [2] on the door as follows: <u>WARNING:</u> BE CAREFUL WHEN YOU LIFT THE ESCAPE SLIDE PACK AND COVER. THE ESCAPE SLIDE WEIGHS APPROXIMATELY 55 POUNDS (24.94 KILOGRAMS). IF YOU ARE NOT CAREFUL, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. (a) Install the escape slide pack and cover [2] on the door. 1) Make sure that the ball end of the lower fitting [15] goes through the opening in the bottom support bracket [14].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02	
<p>(b) Push the top of the escape slide pack and cover [2] outboard until it is against the door.</p> <p><u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack.</p> <p>(c) Install the screws [9] and washers [10] that attach the cover [3] to the door.</p> <p>1) Make sure to use the correct length screw [9], as noted in the removal procedure.</p> <p>(d) Make sure you can arm the escape slide by installing the girt bar [4] into the floor-mounted brackets [8].</p> <p>(e) Install the girt bar [4] into the girt bar retainer [5].</p> <p><u>NOTE:</u> The length of the girt bar for the FWD Door is 33.2 in. (84.3 cm) long. The length for the girt bar for the AFT Door is 29.2 in. (74.2 cm) long.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02
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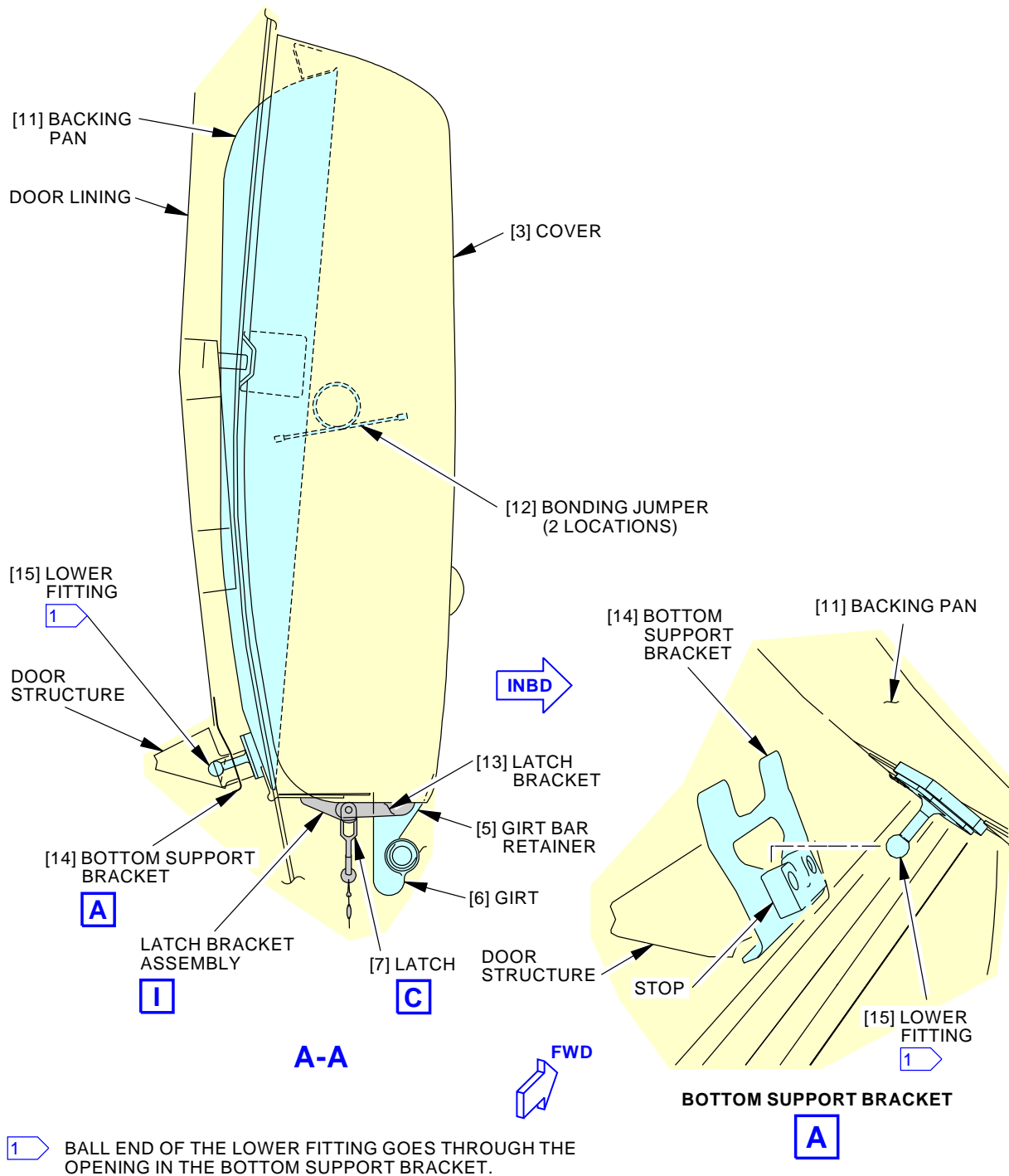


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Escape System Installation
Figure 1 (Sheet 1 of 7)

EFFECTIVITY AKS ALL	SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02	Page 10 of 19 Jun 15/2015
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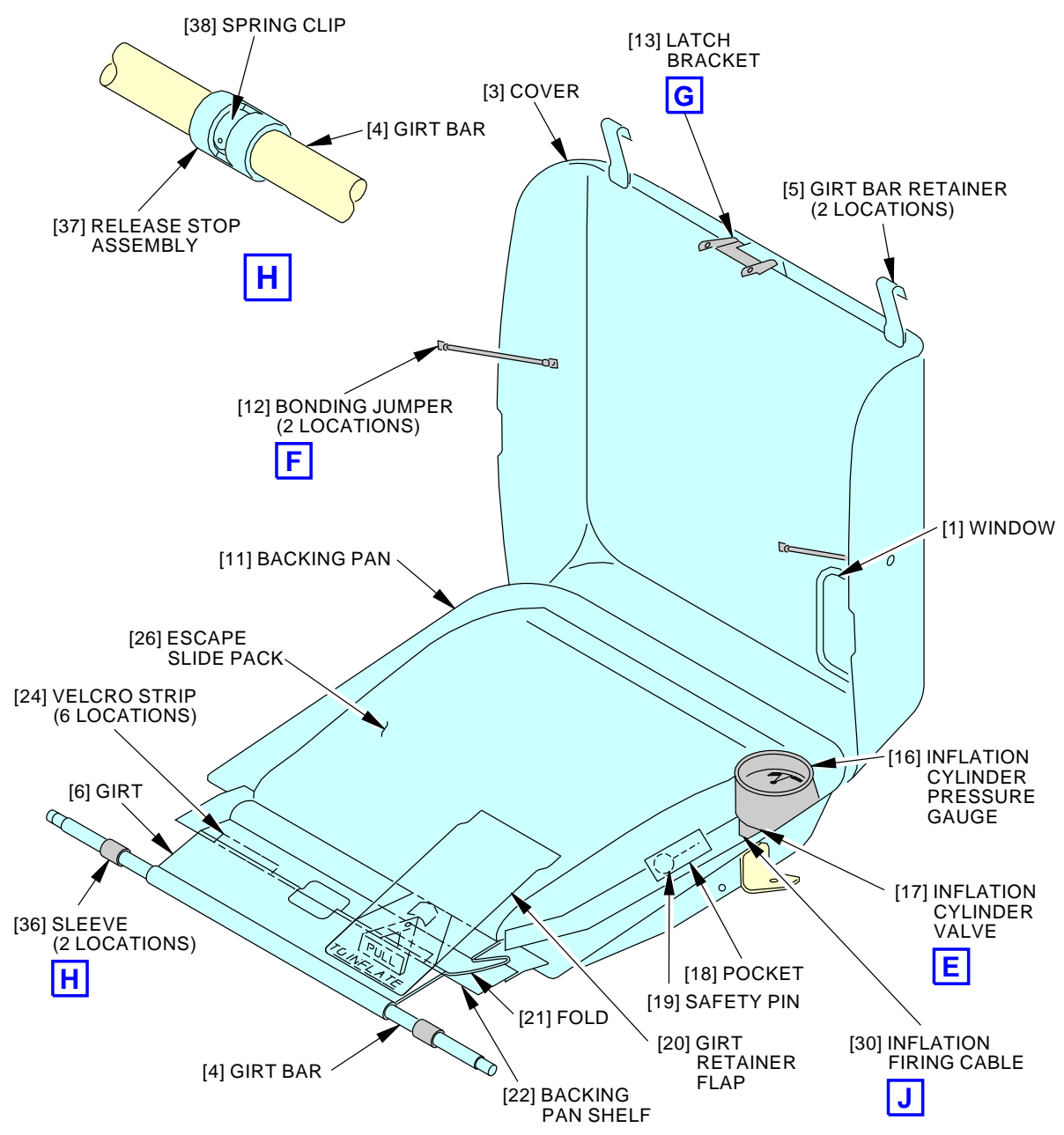
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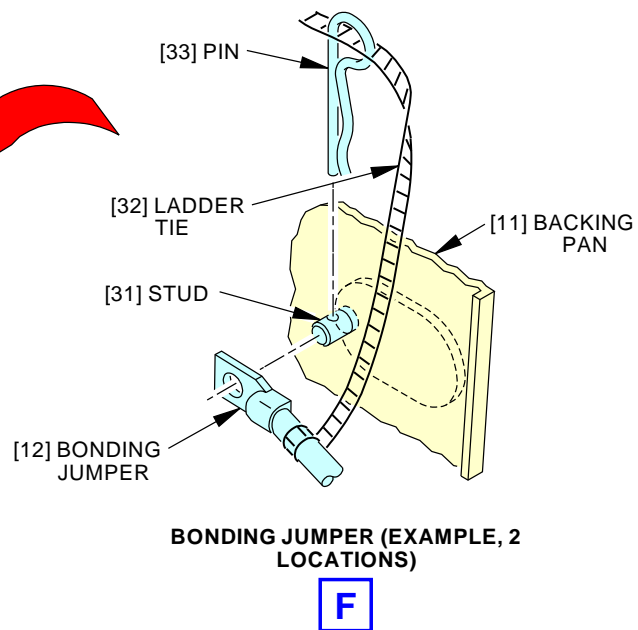
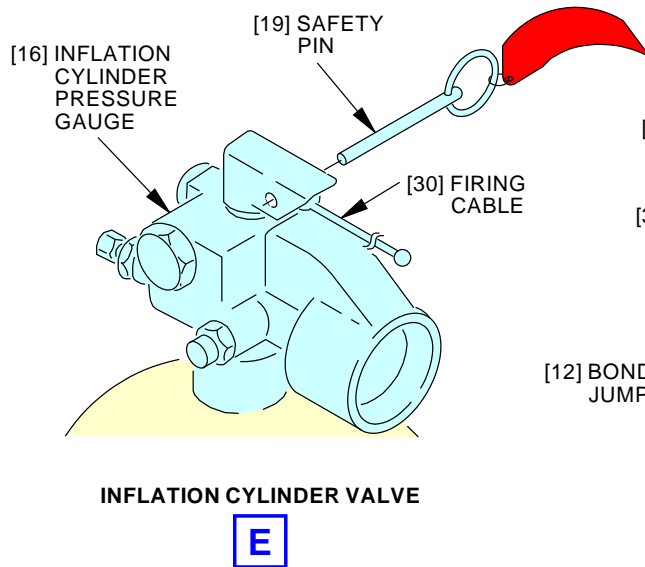
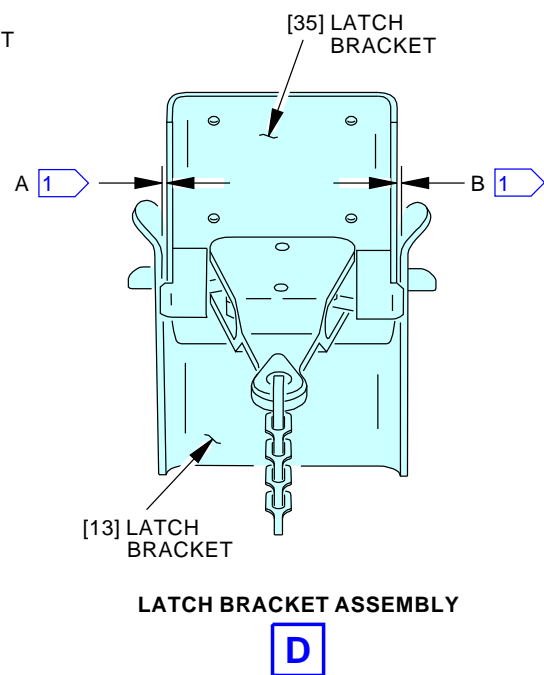
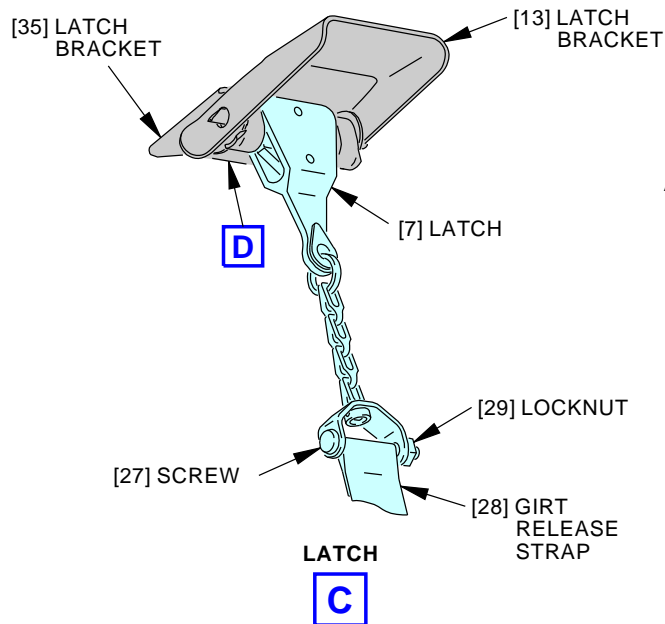
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Escape System Installation
Figure 1 (Sheet 2 of 7)

EFFECTIVITY AKS ALL	SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE
		D633A109-AKS 25-240-00-02
		Page 11 of 19 Jun 15/2015

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02
 <p>ESCAPE SLIDE PACK AND COVER (GALLEY SERVICE DOOR)</p> <p>[B]</p> <p>Escape System Installation Figure 1 (Sheet 3 of 7)</p> <p>M48348 S0006567906_V4</p>				
EFFECTIVITY AKS ALL	SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02		
			Page 12 of 19 Jun 15/2015	

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02
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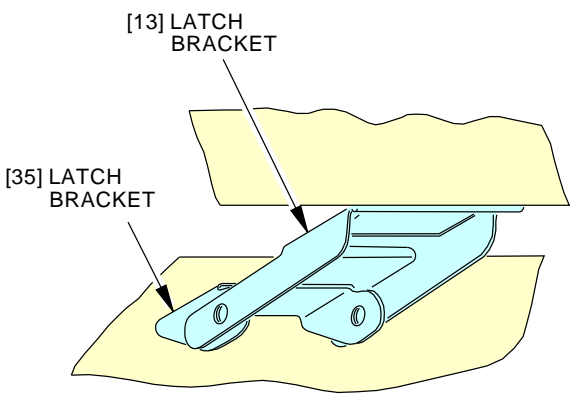
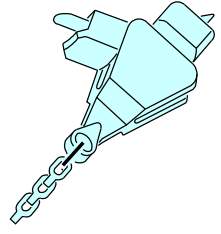
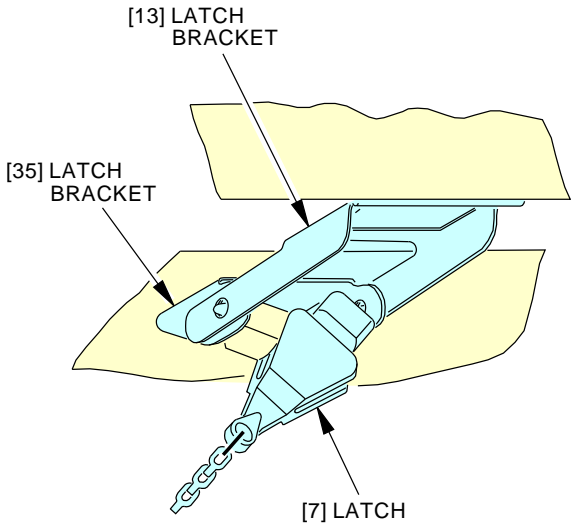
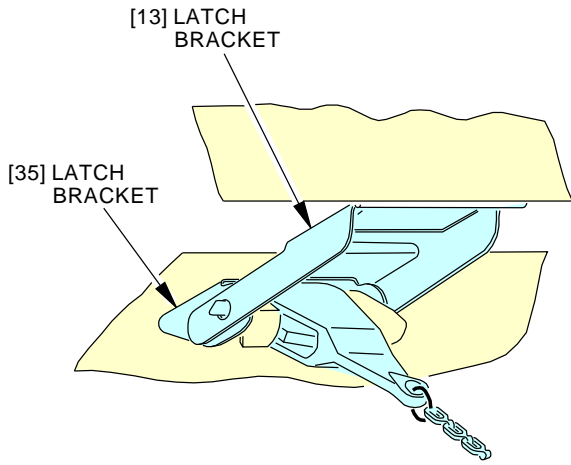


1 THE SUM OF THE CLEARANCES AT A AND B MUST BE NO MORE THAN 0.01 INCH (0.254 mm)

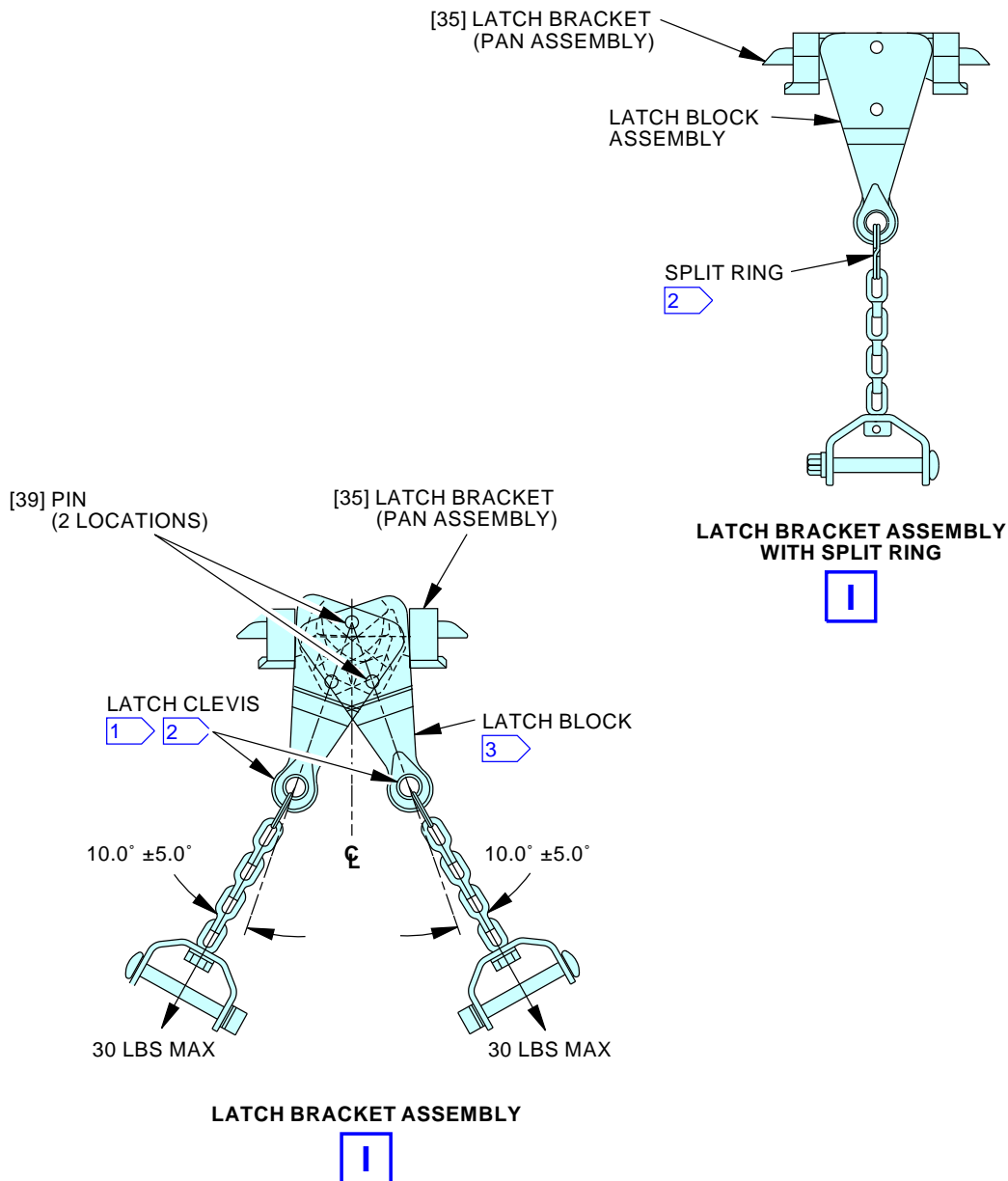
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Escape System Installation Figure 1 (Sheet 4 of 7)

EFFECTIVITY AKS ALL	SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02	Page 13 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02				
<div><div><p>[13] LATCH BRACKET</p><p>[35] LATCH BRACKET</p><p>STEP 1 (ALIGN BRACKETS)</p><p>G</p></div><div><p>STEP 2 (COCK LATCH)</p><p>G</p></div><div><p>[13] LATCH BRACKET</p><p>[35] LATCH BRACKET</p><p>[7] LATCH</p><p>STEP 3 (POSITION LATCH AS SHOWN)</p><p>G</p></div><div><p>[13] LATCH BRACKET</p><p>[35] LATCH BRACKET</p><p>STEP 4 (LATCH IN LOCKED POSITION)</p><p>G</p></div></div> <div><p>K62921 S0006567909_V2</p><p>Escape System Installation Figure 1 (Sheet 5 of 7)</p></div> <table border="1"><tr><td>EFFECTIVITY AKS ALL</td><td>SOURCE MRB</td><td>FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02</td><td>Page 14 of 19 Jun 15/2015</td></tr></table>					EFFECTIVITY AKS ALL	SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02	Page 14 of 19 Jun 15/2015
EFFECTIVITY AKS ALL	SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02	Page 14 of 19 Jun 15/2015					

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02
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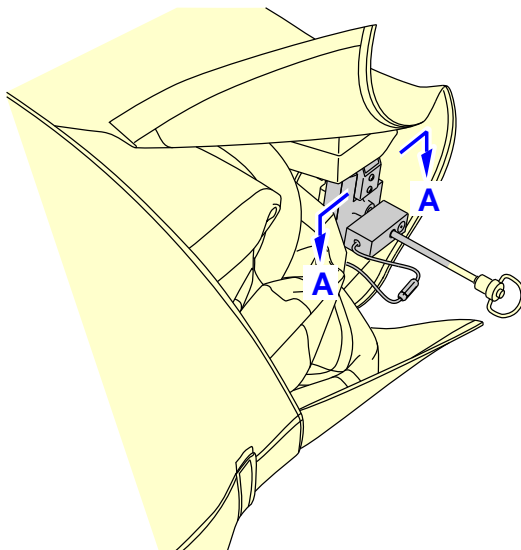
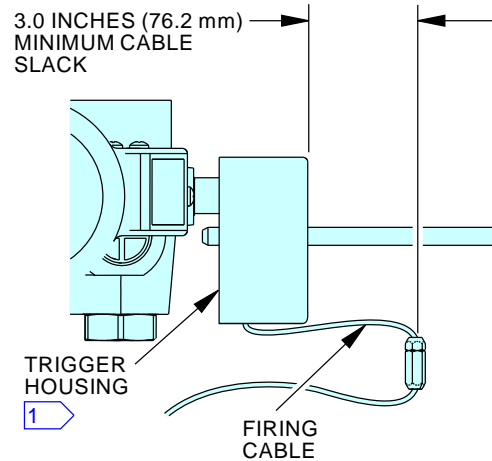
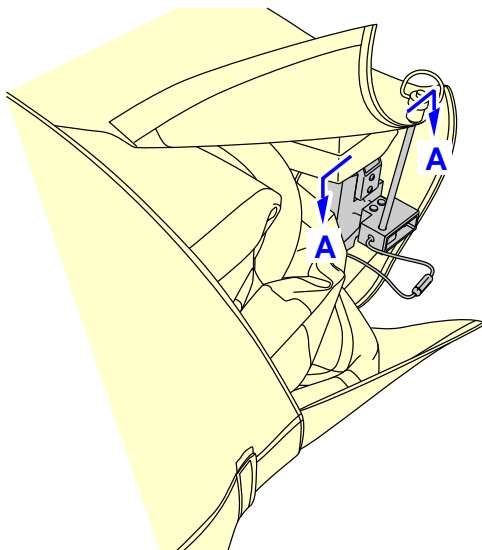
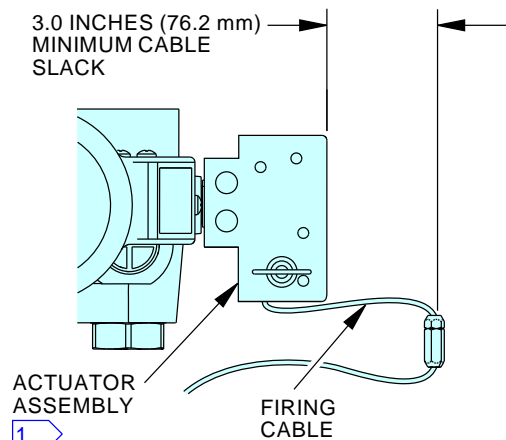
- 1 MAKE SURE THAT THE CLEVIS CAN ROTATE FREELY IN THE LATCH BLOCK ASSEMBLY.
- 2 EACH ESCAPE SLIDE WILL HAVE ONE LATCH CLEVIS OR ONE SPLIT RING.
- 3 USE A MAXIMUM OF 30 POUNDS OF FORCE TO RELEASE THE LATCH.

1739991 S0000315072_V4

**Escape System Installation
Figure 1 (Sheet 6 of 7)**

EFFECTIVITY AKS ALL	SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02	Page 15 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02
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**INFLATION FIRING CABLE
(ESCAPE SLIDE WITH TRIGGER HOUSING)**
J

A-A

**INFLATION FIRING CABLE
(ESCAPE SLIDE WITH ACTUATOR ASSEMBLY)**
J

A-A

- 1** EACH ESCAPE SLIDE WILL HAVE ONE TRIGGER HOUSING OR ONE ACTUATOR ASSEMBLY

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Escape System Installation
Figure 1 (Sheet 7 of 7)

EFFECTIVITY AKS ALL	SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE
		D633A109-AKS 25-240-00-02
		Page 16 of 19 Feb 15/2015

 **BOEING**
737-600/700/800/900
TASK CARDS

Diagram illustrating the components of an aircraft door assembly, labeled as follows:

- [1] WINDOW
- [2] ESCAPE SLIDE PACK AND COVER
- [3] COVER
- [4] GIRT BAR
- [5] GIRT BAR RETAINER CLIP (2 LOCATIONS)
- [6] GIRT
- [7] LATCH ASSEMBLY
- [8] FLOOR-MOUNTED ESCAPE SLIDE BRACKET (2 LOCATIONS)
- [9] SCREW (2 LOCATIONS)
- [10] WASHER (2 LOCATIONS)

A blue arrow labeled "FWD" indicates the forward direction. A blue box labeled "A" is placed near the latch assembly.

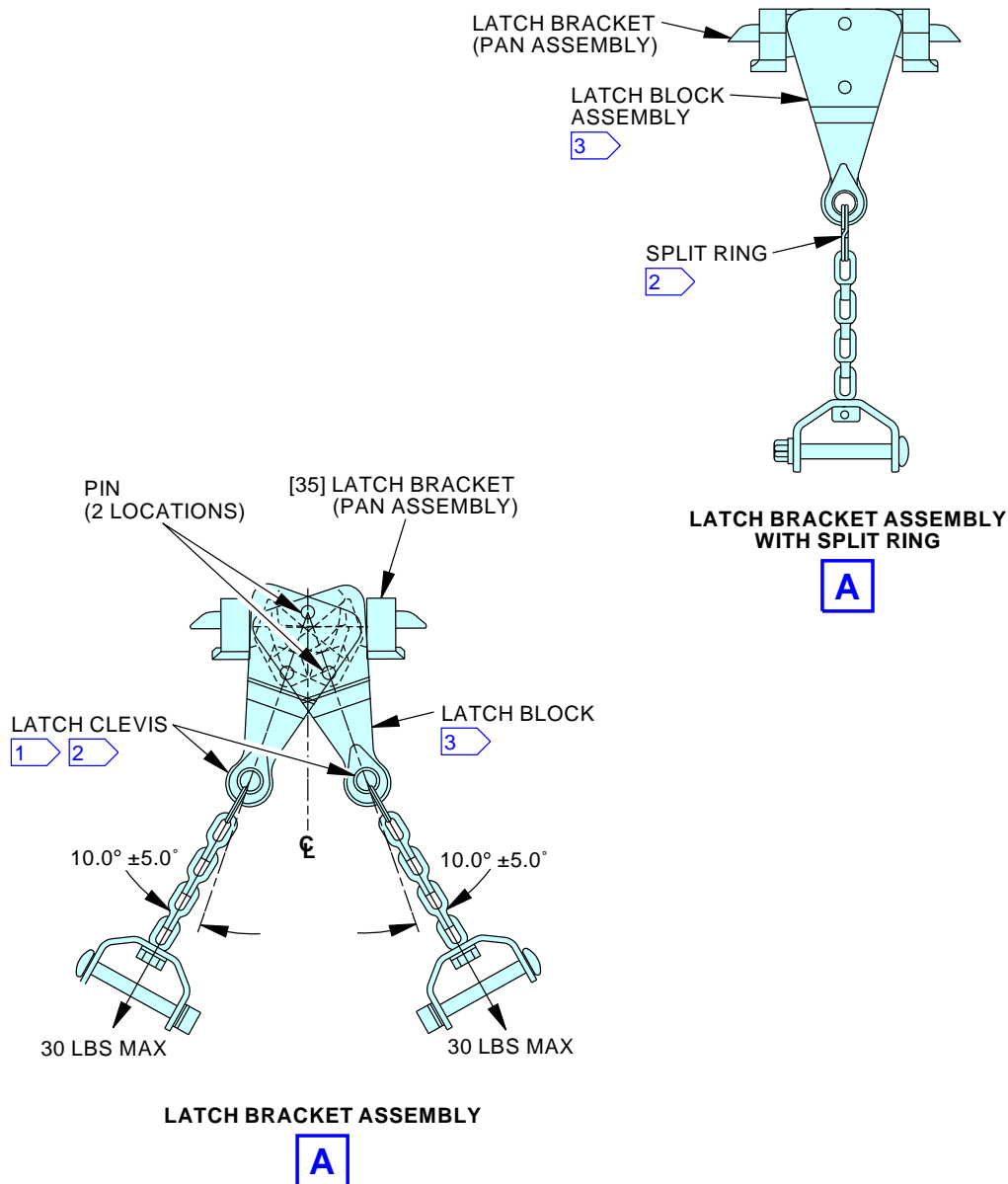
DOOR (EXAMPLE)

Escape System Inspection

Figure 2 (Sheet 1 of 3)

<p>EFFECTIVITY AKS ALL</p>	<p>SOURCE MRB</p>	<p>FWD GALLEY EMERGENCY ESCAPE SLIDE</p>
		<p>D633A109-AKS 25-240-00-02</p>
		<p>Page 17 of 19 Jun 15/2015</p>

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02
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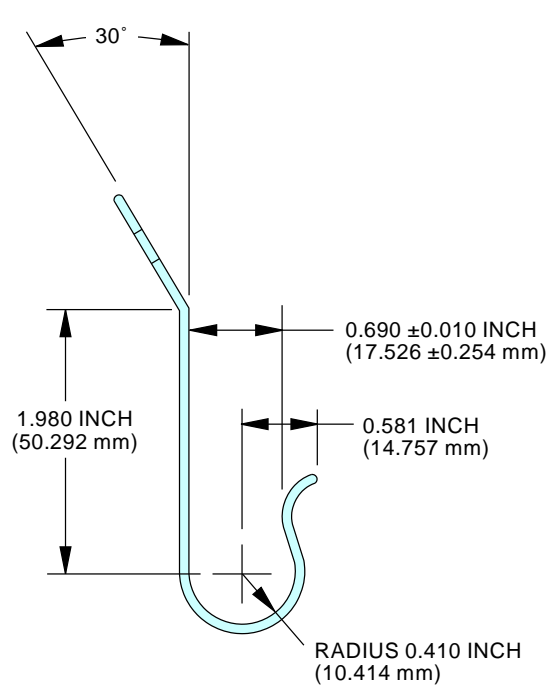


- 1** MAKE SURE THAT THE CLEVIS CAN ROTATE FREELY IN THE LATCH BLOCK ASSEMBLY.
- 2** EACH ESCAPE SLIDE WILL HAVE ONE LATCH CLEVIS OR ONE SPLIT RING.
- 3** THE LATCH ASSEMBLY RELEASES AT 10 DEGREES, ± 5 DEGREES, WITH A MAXIMUM OF 30 LBF (133.45 NM).

M78780 S0006567917_V10

**Escape System Inspection
Figure 2 (Sheet 2 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-02	Page 18 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-02
 <p>RETAINER CLIP 65C16820-11/12</p>				
2162267 S0000475279_V3				
Escape System Inspection Figure 2 (Sheet 3 of 3)				
EFFECTIVITY AKS ALL	SOURCE MRB	FWD GALLEY EMERGENCY ESCAPE SLIDE		
		D633A109-AKS 25-240-00-02		
		Page 19 of 19 Jun 15/2015		

AIRLINE CARD NO		TITLE AFT ENTRY EMERGENCY ESCAPE SLIDE		BOEING CARD NO. 25-240-00-03
DATE	TASK RESTORE			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD NOTE	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 834		ZONE 241

Restore the aft entry emergency escape slide at the manufacturer's recommended interval.

INTERVAL NOTE: Vendor Rec

A. Consumable Materials

Reference	Description	Specification
D00113	Lubricant - Solid Film, Liquid Dispersed	BMS3-8
D00670	Oil - Penetrating (For Loosening Frozen Metallic Parts)	A-A-50493
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5 Class A

EFFECTIVITY AKS ALL	SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03	Page 1 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03	
TASK 25-66-01-000-801 1. <u>Escape Slide Pack and Cover Removal</u> (Figure 1) A. Prepare for the Removal SUBTASK 25-66-01-860-001 (1) Make sure the door is safe as follows: (a) Make sure the door is closed and latched. <u>WARNING:</u> MAKE SURE THE GIRT BAR IS INSTALLED IN THE GIRT BAR RETAINER. IF THE GIRT BAR IS NOT INSTALLED IN THE GIRT BAR RETAINERS, ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN OCCUR. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT. (b) Make sure the girt bar [4] is installed in the girt bar retainers [5]. B. Removal SUBTASK 25-66-01-020-001 (1) Remove the escape slide pack and cover [2] from the door as follows: (a) Remove the screws [9] and washers [10] that attach the cover [3] to the door. 1) Make a note of the screw [9] lengths and locations for the subsequent installation. (b) Pull the top of the cover [3] inboard until it is clear of the door structure. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. <u>WARNING:</u> THE ESCAPE SLIDE PACK AND COVER WEIGH APPROXIMATELY 55 POUNDS (24.94 KILOGRAMS). BE CAREFUL WHEN YOU LIFT OR MOVE THE ESCAPE SLIDE PACK AND COVER. IF YOU LIFT OR MOVE THE ESCAPE SLIDE PACK AND COVER INCORRECTLY, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR. (c) Lift and remove the escape slide pack and cover [2] to disengage the lower fitting [15] from the bottom support bracket [14]. (d) Put the escape slide pack and cover [2] on a clean horizontal surface with the cover backing pan [11] against the horizontal surface. SUBTASK 25-66-01-860-006 (2) Do the following steps to install the safety pin [19] in the inflation cylinder valve [17]: (a) Remove the latch [7] from the latch bracket [13]. (b) Open the cover [3] to get access to the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03		

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03	
<p><u>WARNING:</u> INSTALL THE SAFETY PIN IN THE INFLATION CYLINDER IF YOU REMOVE THE COVER. WITHOUT THE SAFETY PIN, THE ESCAPE SLIDE OR SLIDE-RAFT CAN INFLATE ACCIDENTALLY. IF IT INFLATES, INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.</p> <p>(c) Remove the safety pin [19] from the pocket [18].</p> <p>(d) Put the safety pin [19] into the inflation cylinder valve [17].</p> <p>———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03	
TASK 25-66-01-000-802 2. <u>Escape Slide Pack Removal</u> (Figure 1) A. Prepare for the Removal SUBTASK 25-66-01-010-001 (1) If the escape slide pack and cover [2] are installed on the door, do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801. B. Removal SUBTASK 25-66-01-420-001 (1) Remove the escape slide pack [26] from the cover [3] as follows: (a) Remove the girt bar [4] from the girt bar retainers [5]. (b) Remove the latch [7] from the latch bracket [13]. (c) Open the cover [3] to get access to the bonding jumpers [12]. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. (d) Remove the pin [33], ladder tie [32], and stud [31] that attach the bonding jumpers [12] to the backing pan [11] as shown. (e) Fully open the cover [3] to get access to the escape slide pack [26]. (f) Remove the safety pin [19] from the pocket [18] on the escape slide pack [26]. <u>WARNING:</u> IF THE SAFETY PIN IS NOT IN THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (g) Put the safety pin [19] into the inflation cylinder valve [17] as shown. (h) Remove the escape slide pack [26] from the backing pan [11] and put it on a clean horizontal surface. <u>NOTE:</u> The slide must be installed in the transport box immediately after removal from the backing pan. If it takes too long, the slide will grow and not fit into the backing pan. (i) If required, remove the locknut [29] and screw [27] to remove the latch [7] from the girt release strap [28]. <u>NOTE:</u> The latch [7] may be needed for a replacement escape slide. <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03	
TASK 25-66-01-400-801 3. <u>Escape Slide Pack Installation</u> (Figure 1) A. Prepare for the Installation SUBTASK 25-66-01-860-002 (1) Make sure the cover [3] and backing pan [11] are on a clean horizontal surface with the backing pan [11] against the clean horizontal surface. SUBTASK 25-66-01-860-004 (2) Make sure the cover [3] is open. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. SUBTASK 25-66-01-600-001 (3) Lubricate the latch assembly. (a) Apply solid film lubricant, D00113 to the escape slide latch. (b) Apply penetrating oil, D00670 to the pins [39]. (c) Apply penetrating oil, D00670 to the pins [39] again to make sure that the oil fully penetrates the pins. (d) If there is too much penetrating oil, D00670, use a cotton wiper, G00034 to remove the unwanted oil from the latch assembly. SUBTASK 25-66-01-700-002 (4) Do a check of the latch release, Figure 2. (a) Move the latch block [35] to the left or right side until the latch block [35] cannot move. <u>NOTE:</u> The test starts when you pull the latch block [35] to the side and it cannot continue to move. (b) Use a spring force scale to pull the latch chain in the same direction. 1) Pull the latch chain or cable in the same direction $10 \pm 5^\circ$ arc (0.17 ± 0.09 rad). (c) Make sure that the latch assembly releases with no more than 30 lbf (133 N). SUBTASK 25-66-01-700-003 (5) Do the steps for the check of the latch release again. (a) Move the latch block [35] in the opposite direction. <u>NOTE:</u> To complete the latch release check, it is necessary to do the check again in the opposite direction. SUBTASK 25-66-01-860-005 <u>WARNING:</u> IF THE SAFETY PIN IS NOT IN THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (6) Make sure the safety pin [19] is in the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03		

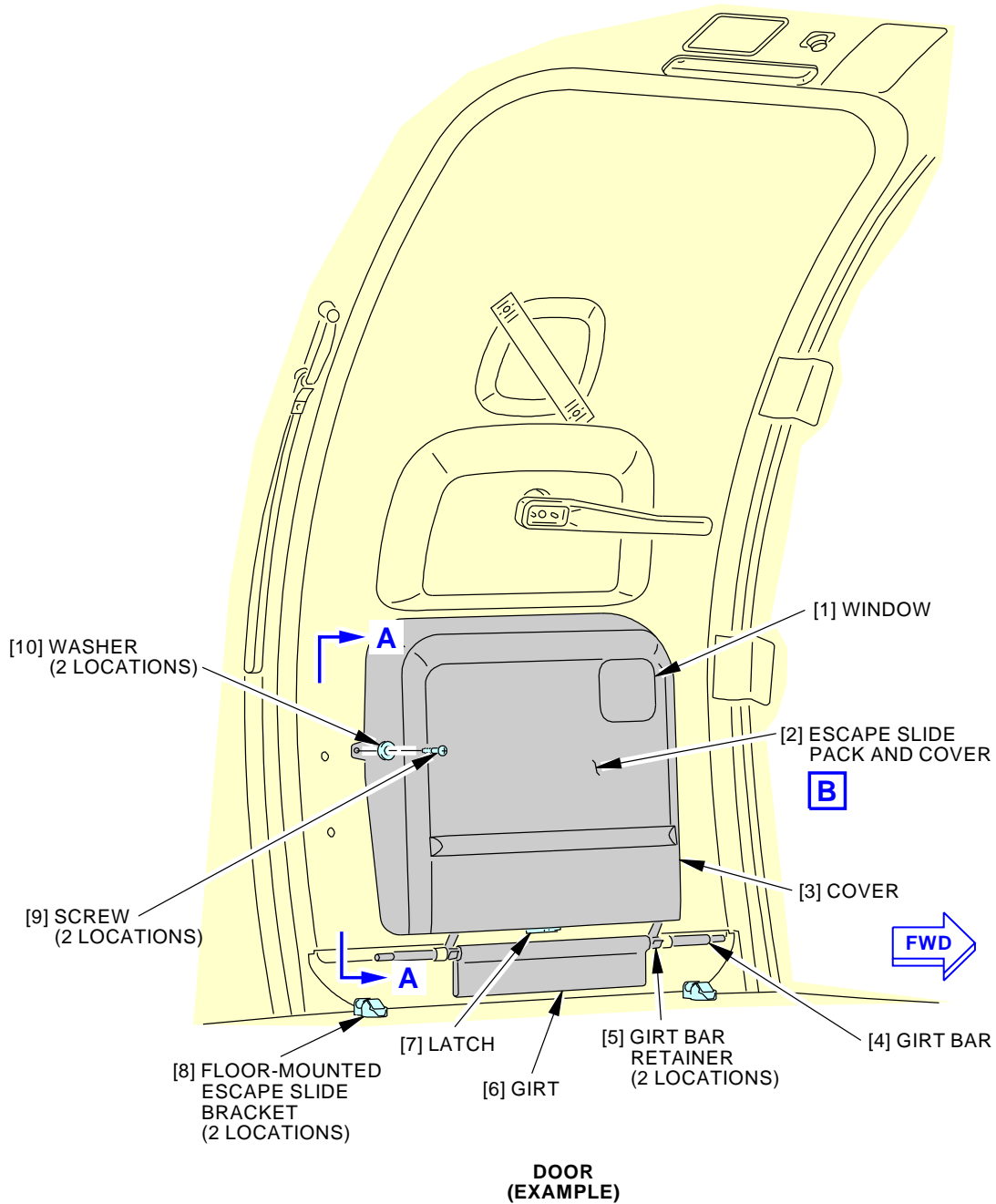
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03	
B. Installation of the Escape Slide Pack SUBTASK 25-66-01-420-002 (1) Install the escape slide pack [26] in the cover [3] as follows: <u>NOTE:</u> The slide must be installed in the backing pan immediately after removal from the transport box. If it takes too long, the slide will grow and not fit into the backing pan. (a) Put the escape slide pack [26] in the backing pan [11]. <u>NOTE:</u> If the escape slide pack expands and can not be fitted into the compartment, a new escape slide pack must be installed. (b) Carefully extend the girt [6]. (c) Make a "Z" fold [21] in the girt [6] as shown. (d) Align and push together the velcro strips [24] on the bottom side of the girt [6] with the velcro strips [24] on the backing pan shelf [22]. <u>NOTE:</u> The velcro strips should be clean and function as intended. (e) Align and push together the velcro strip [24] on the girt retainer flap [20] and the velcro strip [24] on the girt [6]. (f) If required, install the screw [27] and locknut [29] to attach the latch [7] to the girt release strap [28]. 1) Make sure that the screw [27] extends through the locknut [29] by 1 to 2 threads. (g) Make sure that there is at least the minimum amount of slack in the firing cable [30] near the inflation cylinder [17] (Figure 1). (h) If there is not enough slack in the firing cable [30] (Figure 1), do these steps: 1) Do not remove the safety pin [19]. 2) Make sure the slide is correctly installed in the backing pan [11]. 3) Make sure the "Z" fold [21] in the girt [6] is correct. Make sure the velcro strip [24] on the girt retainer flap [20] and the velcro strip [24] on the girt [6] are attached. 4) Make sure that there is at least the minimum amount of slack in the firing cable [30] near the inflation cylinder valve [17] (Figure 1). a) Hold the firing cable [30] at the inflation cylinder valve [17] and pull the slack from the cable. <1> Pull the slack in the firing cable [30] away from the girt [6], in the direction of the inflation cylinder valve [17] until all slack is removed and the minimum amount of slack is achieved. If the minimum slack is not achieved, the escape slide pack [26] must be repacked. <2> Place the slack in the firing cable between the back of the aspirator and the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03	
<p><u>WARNING:</u> BE CAREFUL WHEN YOU HANDLE THE ESCAPE SLIDE PACK. WHEN THE SAFETY PIN IS REMOVED FROM THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.</p> <p>(i) Remove the safety pin [19] from the inflation cylinder valve [17].</p> <p>(j) Put the safety pin [19] into the pocket [18] on the escape slide pack [26].</p> <p>(k) Close the cover [3].</p> <p>(l) Make sure that you can clearly see the pressure gauge [16] of the inflation cylinder in the window [1]. If necessary, adjust as follows:</p> <ol style="list-style-type: none"> 1) Fully open the cover [3] to get access to the escape slide pack [26]. 2) Remove the safety pin [19] from the pocket [18] and install safety pin [19] in the inflation cylinder valve [17]. 3) Move the escape slide pack [26] to get the pressure gauge [16] in the center of the window [1]. 4) Make sure that there is the minimum amount of slack in the inflation firing cable [30] near the inflation cylinder valve [17] (Figure 1). <ol style="list-style-type: none"> a) Hold the firing cable [30] at the inflation cylinder valve [17] and pull the slack from the cable. <ol style="list-style-type: none"> <1> Pull the slack in the firing cable [30] away from the girt [6], in the direction of the inflation cylinder valve [17] until all slack is removed and the minimum amount of slack is achieved. If the minimum slack is not achieved, the escape slide pack [26] must be repacked. <2> Place the slack in the firing cable between the back of the aspirator and the inflation cylinder valve [17]. 5) Remove the safety pin [19] from the inflation cylinder valve [17]. 6) Put the safety pin [19] into the pocket [18] on the escape slide pack [26]. <p>(m) Close the cover [3] sufficiently to connect the bonding jumpers [12] to the backing pan [11].</p> <p>(n) Install the stud [31], ladder tie [32] and pin [33] to attach the bonding jumpers [12] to the backing pan [11].</p> <p>(o) Close the cover [3].</p> <p>(p) Make sure the distance between the center of the lower edge of the cover [3] to the center of the girt bar [4] is 10.5 in. (266.7 mm) to 12.0 in. (304.8 mm).</p> <p>(q) Align the holes in the latch bracket [13] and latch bracket [35] to install the latch [7].</p> <p>(r) Install the latch [7] in the latch bracket [13] and latch bracket [35] as shown.</p> <p>(s) Make sure that the sum of the clearances at 'A' and 'B' between the latch bracket [13] and latch bracket [35] is no more than 0.01 in. (0.25 mm) (Figure 1).</p> <p>(t) Install the girt bar [4] in the girt bar retainers [5].</p> <p style="text-align: center;">————— END OF TASK —————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03	
TASK 25-66-01-400-803 4. <u>Escape Slide Pack and Cover Installation</u> (Figure 1) A. Prepare for the Installation SUBTASK 25-66-01-410-004 (1) If the escape slide pack [26] is not installed in the cover [3], do this task: Escape Slide Pack Installation, TASK 25-66-01-400-801. SUBTASK 25-66-01-410-005 (2) Make sure the door is closed and latched. SUBTASK 25-66-01-410-006 (3) Do the following steps to make sure that the safety pin [19] is not installed in the inflation cylinder valve [17]: (a) Put the escape slide pack and cover [2] on a clean flat horizontal surface with the backing pan [11] against the clean flat horizontal surface. (b) Remove the latch [7] from the latch bracket [13]. (c) Open the cover [3] sufficiently to see the inflation cylinder valve [17]. <u>WARNING:</u> REMOVE THE SAFETY PIN FROM THE INFLATION CYLINDER VALVE. THE ESCAPE SLIDE WILL NOT OPERATE IF THE SAFETY PIN IS IN THE INFLATION CYLINDER VALVE. IF THE ESCAPE SLIDE DOES NOT OPERATE, PERSONS MAY BE INJURED. (d) Make sure a safety pin [19] is not installed in the inflation cylinder valve [17]. <u>CAUTION:</u> BE CAREFUL WHEN YOU MOVE THE ESCAPE SLIDE PACK. WHEN THE SAFETY PIN IS REMOVED FROM THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT. 1) Remove the safety pin [19] from the inflation cylinder valve [17]. 2) Put the safety pin [19] into the pocket [18] on the escape slide pack [26]. (e) Close the cover [3]. (f) Install the latch [7] into the latch bracket [13]. B. Installation SUBTASK 25-66-01-420-004 (1) Install the escape slide pack and cover [2] on the door as follows: <u>WARNING:</u> BE CAREFUL WHEN YOU LIFT THE ESCAPE SLIDE PACK AND COVER. THE ESCAPE SLIDE WEIGHS APPROXIMATELY 55 POUNDS (24.94 KILOGRAMS). IF YOU ARE NOT CAREFUL, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. (a) Install the escape slide pack and cover [2] on the door. 1) Make sure that the ball end of the lower fitting [15] goes through the opening in the bottom support bracket [14].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03	
<p>(b) Push the top of the escape slide pack and cover [2] outboard until it is against the door.</p> <p><u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack.</p> <p>(c) Install the screws [9] and washers [10] that attach the cover [3] to the door.</p> <p>1) Make sure to use the correct length screw [9], as noted in the removal procedure.</p> <p>(d) Make sure you can arm the escape slide by installing the girt bar [4] into the floor-mounted brackets [8].</p> <p>(e) Install the girt bar [4] into the girt bar retainer [5].</p> <p><u>NOTE:</u> The length of the girt bar for the FWD Door is 33.2 in. (84.3 cm) long. The length for the girt bar for the AFT Door is 29.2 in. (74.2 cm) long.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03
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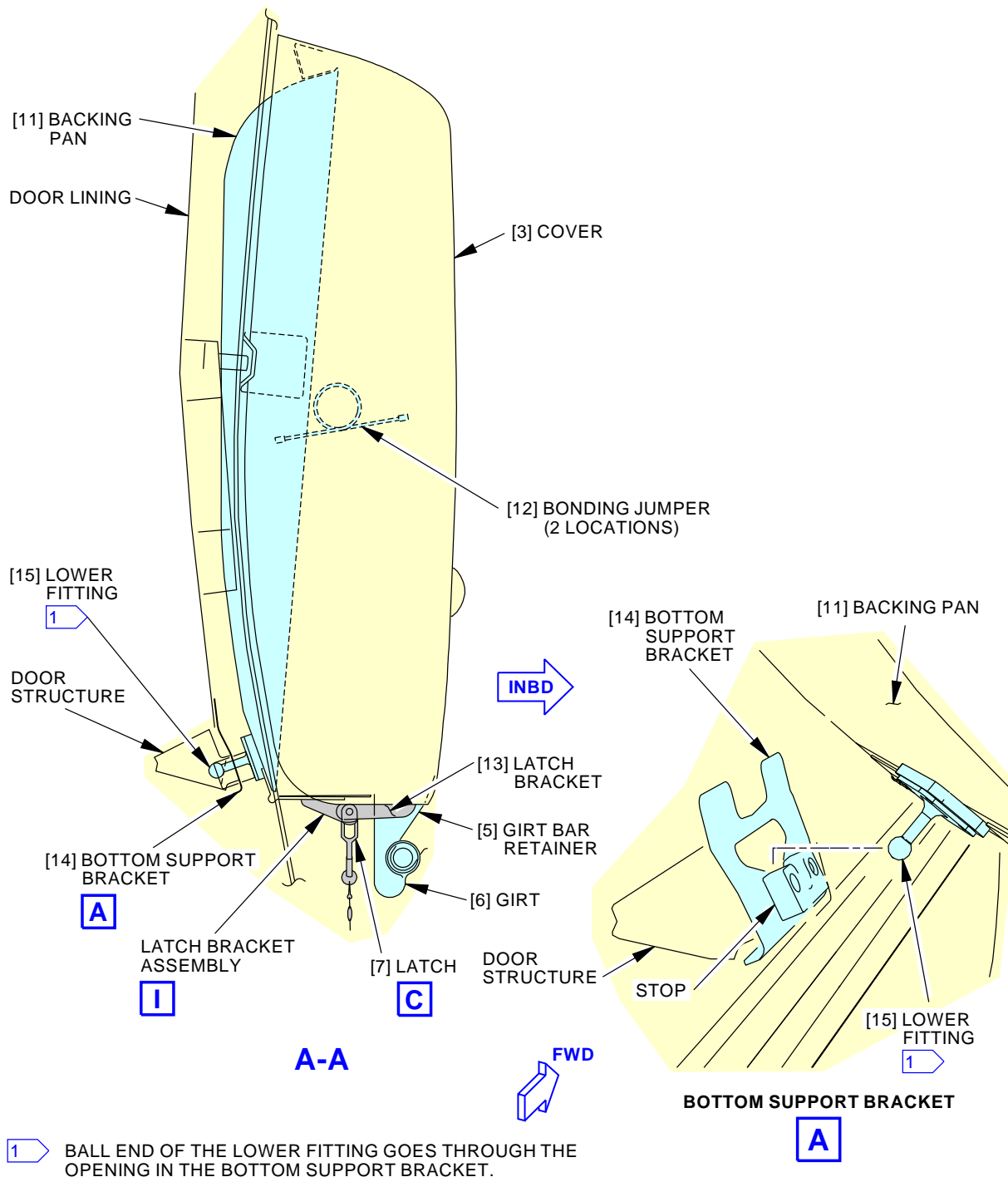


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**Escape System Installation
Figure 1 (Sheet 1 of 7)**

EFFECTIVITY AKS ALL	SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03	Page 10 of 19 Jun 15/2015
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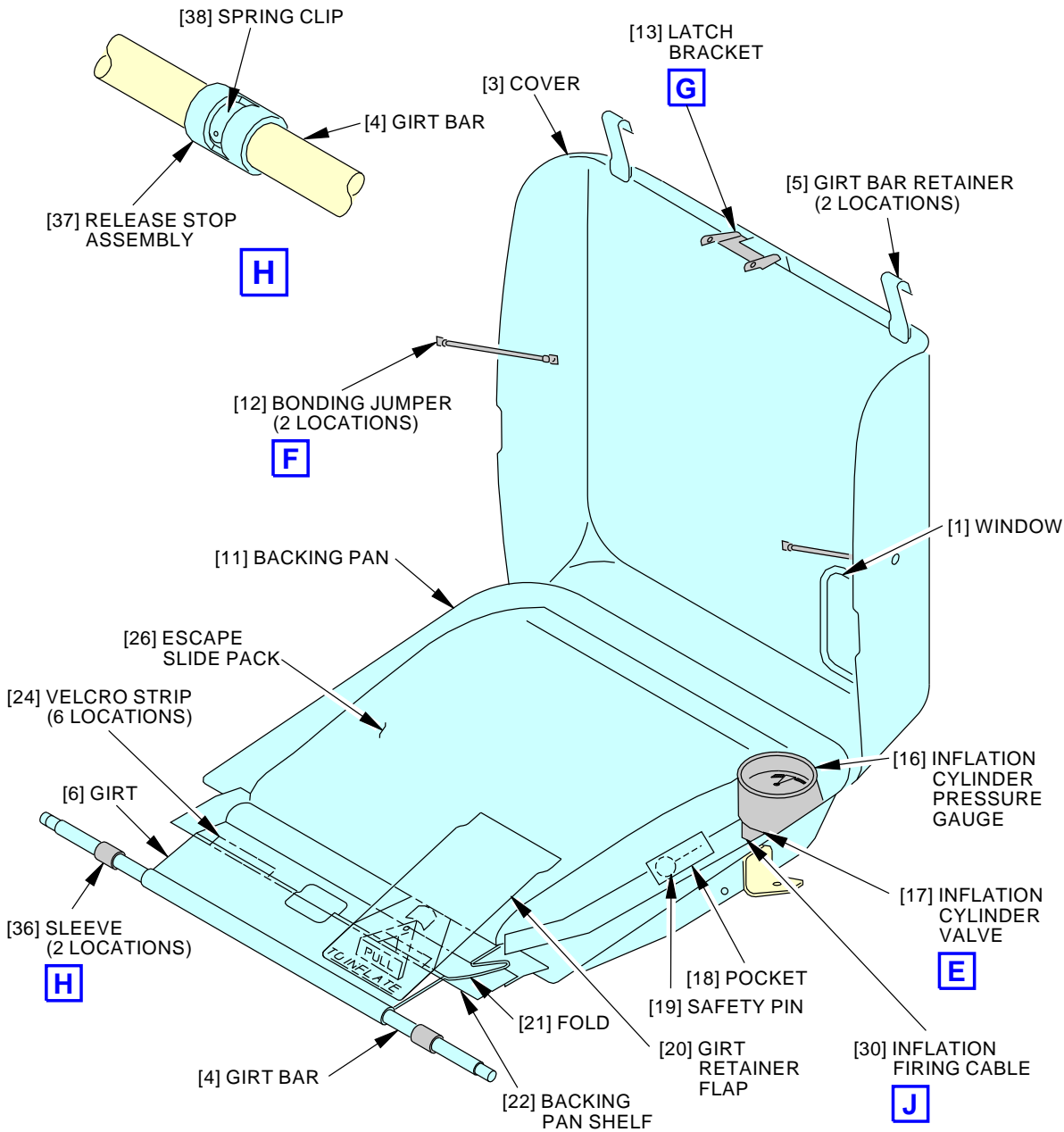
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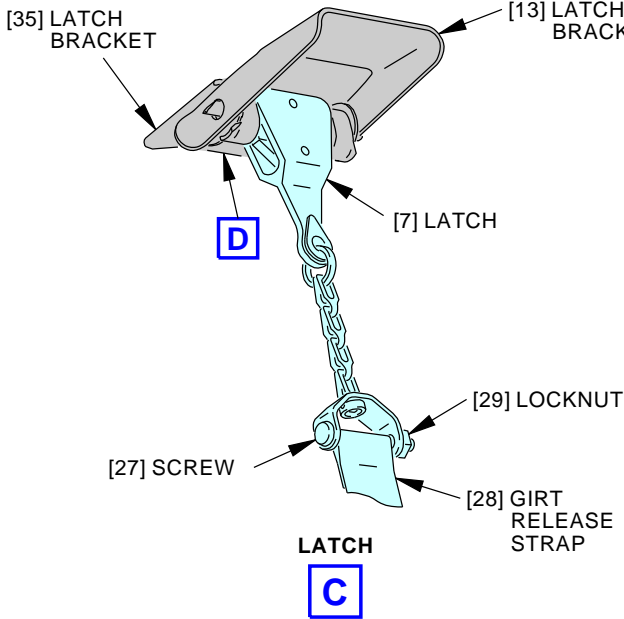
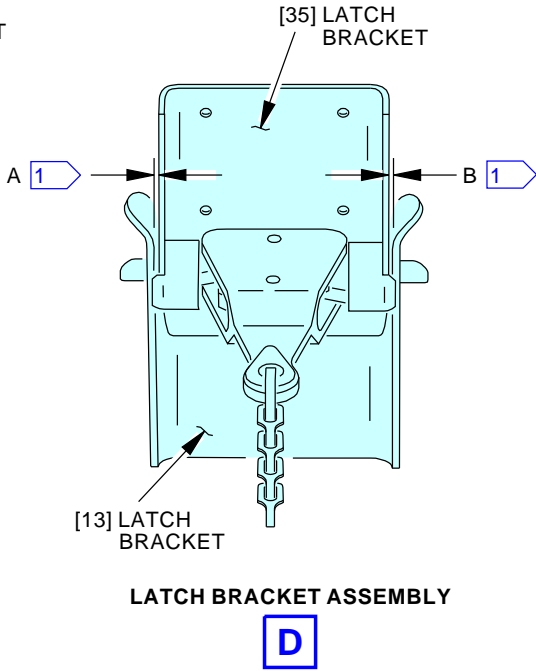
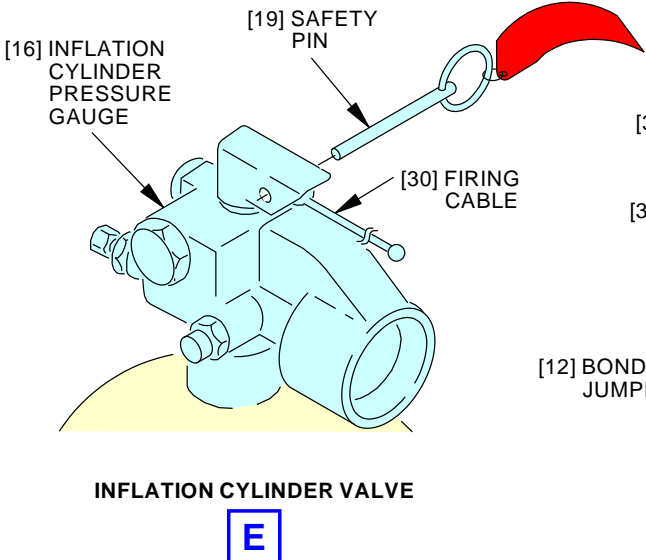
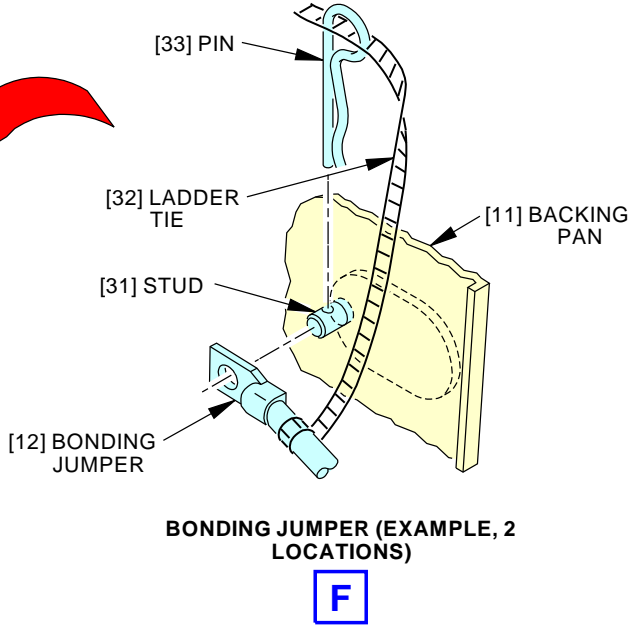


G33538 S0006567904_V5

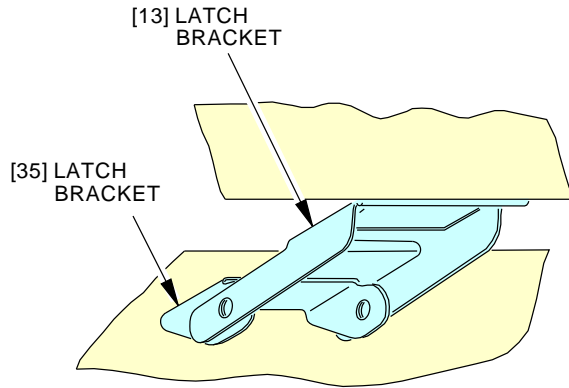
Escape System Installation
Figure 1 (Sheet 2 of 7)

EFFECTIVITY AKS ALL	SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03	Page 11 of 19 Jun 15/2015
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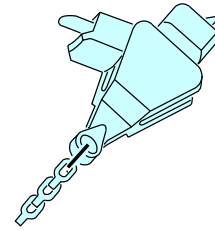
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03
 <p style="text-align: center;">ESCAPE SLIDE PACK AND COVER (GALLEY SERVICE DOOR)</p> <p style="text-align: center;">B</p> <p style="text-align: center;">Escape System Installation Figure 1 (Sheet 3 of 7)</p> <p style="text-align: right;">M48348 S0006567906_V4</p>				
EFFECTIVITY AKS ALL	SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03		
			Page 12 of 19 Jun 15/2015	

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>LATCH D</p> </div> <div style="text-align: center;">  <p>LATCH BRACKET ASSEMBLY D</p> </div> </div>				
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>INFLATION CYLINDER VALVE E</p> </div> <div style="text-align: center;">  <p>BONDING JUMPER (EXAMPLE, 2 LOCATIONS) F</p> </div> </div>				
<p>1 THE SUM OF THE CLEARANCES AT A AND B MUST BE NO MORE THAN 0.01 INCH (0.254 mm)</p> <p style="text-align: right;">G60837 S0006567908_V5</p> <p style="text-align: center;">Escape System Installation Figure 1 (Sheet 4 of 7)</p>				
EFFECTIVITY AKS ALL		SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE	
			D633A109-AKS 25-240-00-03	
			Page 13 of 19 Jun 15/2015	

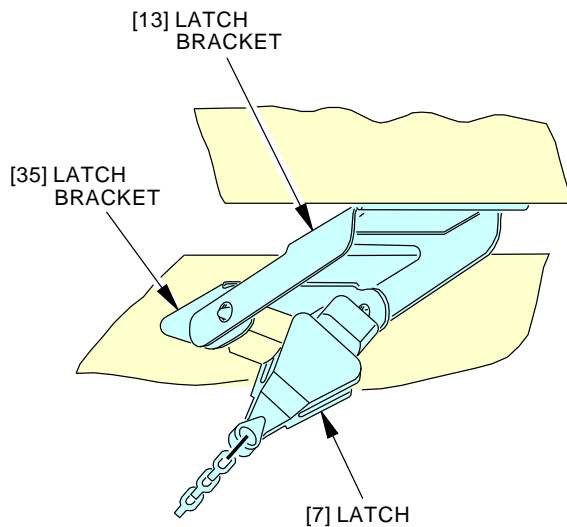
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03
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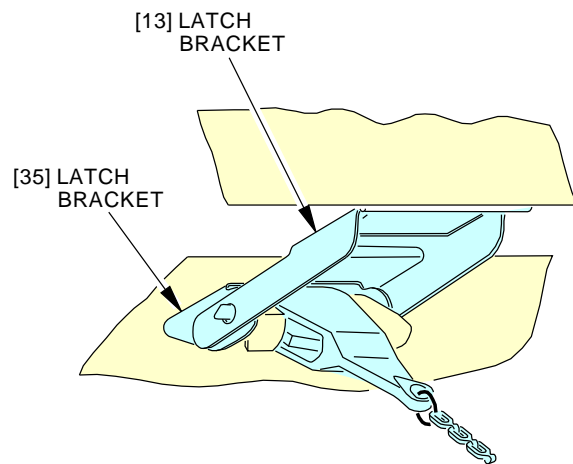
**STEP 1
(ALIGN BRACKETS)**



**STEP 2
(COCK LATCH)**



**STEP 3
(POSITION LATCH AS SHOWN)**



**STEP 4
(LATCH IN LOCKED POSITION)**

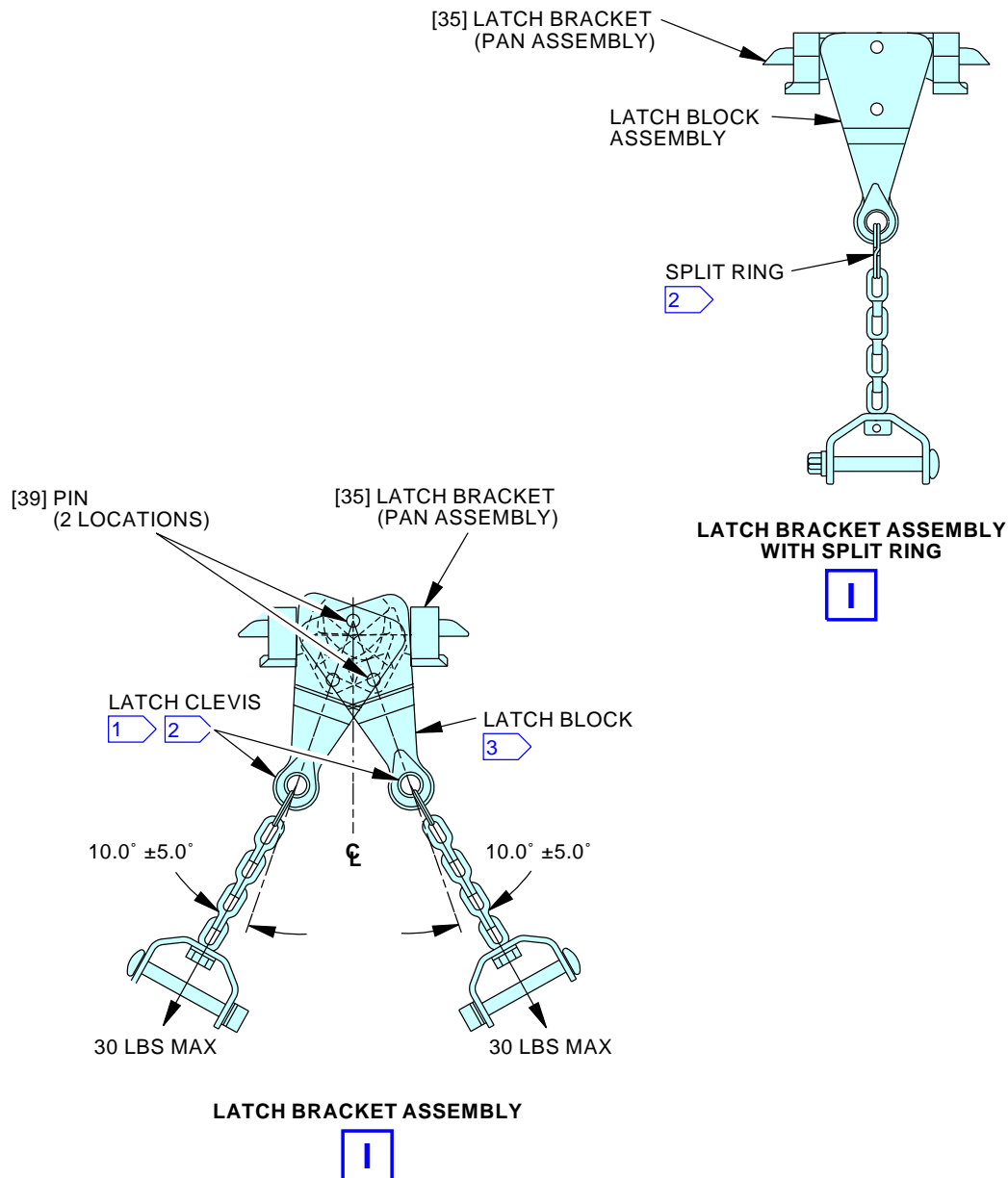


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**Escape System Installation
Figure 1 (Sheet 5 of 7)**

EFFECTIVITY AKS ALL	SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03	Page 14 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03
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- [1] MAKE SURE THAT THE CLEVIS CAN ROTATE FREELY IN THE LATCH BLOCK ASSEMBLY.
- [2] EACH ESCAPE SLIDE WILL HAVE ONE LATCH CLEVIS OR ONE SPLIT RING.
- [3] USE A MAXIMUM OF 30 POUNDS OF FORCE TO RELEASE THE LATCH.

1739991 S0000315072_V4

Escape System Installation Figure 1 (Sheet 6 of 7)

EFFECTIVITY AKS ALL	SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03	Page 15 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03
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**INFLATION FIRING CABLE
(ESCAPE SLIDE WITH TRIGGER HOUSING)**

J

A-A

**INFLATION FIRING CABLE
(ESCAPE SLIDE WITH ACTUATOR ASSEMBLY)**

J

A-A

1 EACH ESCAPE SLIDE WILL HAVE ONE TRIGGER HOUSING OR ONE ACTUATOR ASSEMBLY

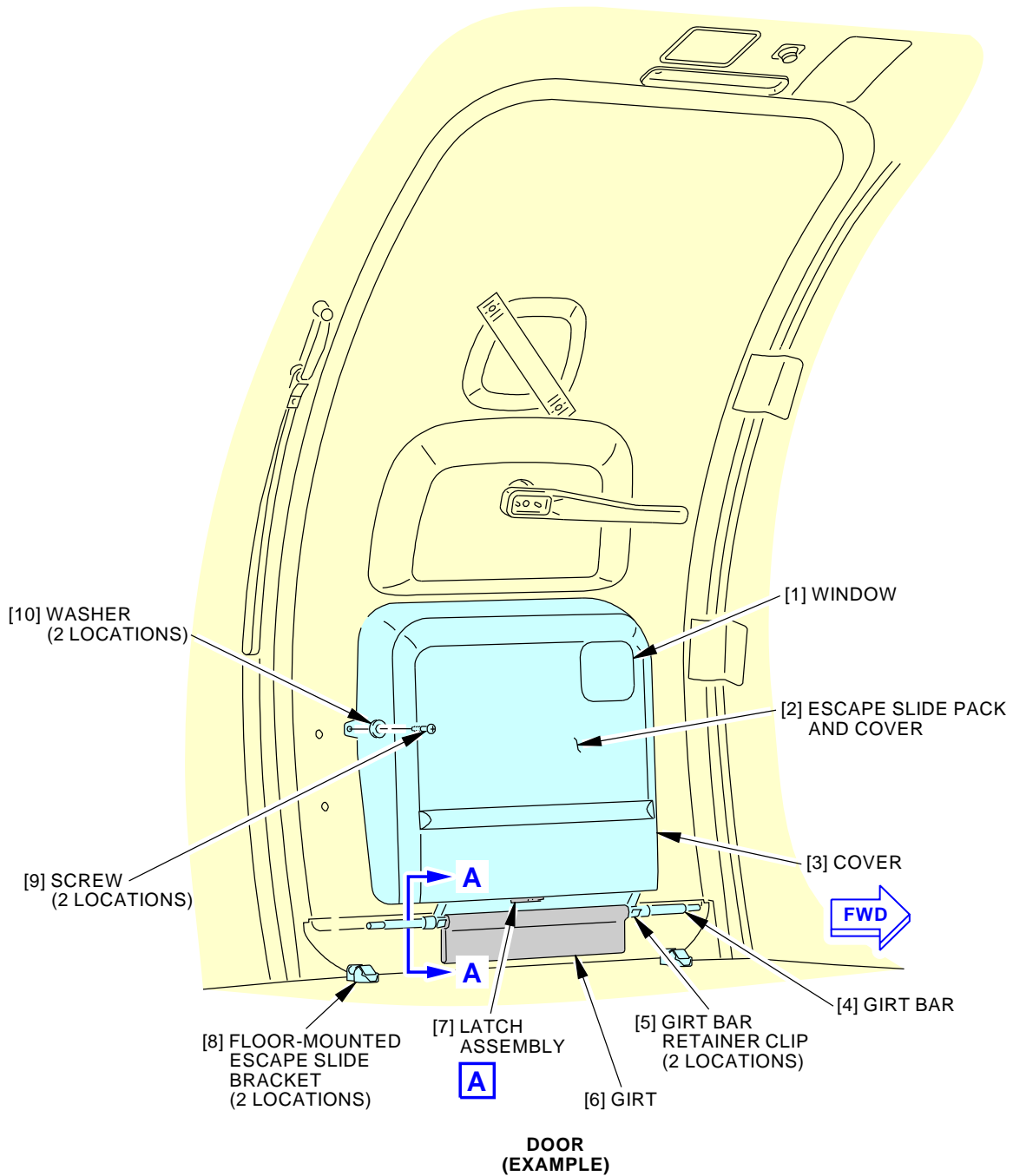
2041134 S0000411842_V3

Escape System Installation
Figure 1 (Sheet 7 of 7)

EFFECTIVITY AKS ALL	SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03
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Page 16 of 19
Feb 15/2015

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03
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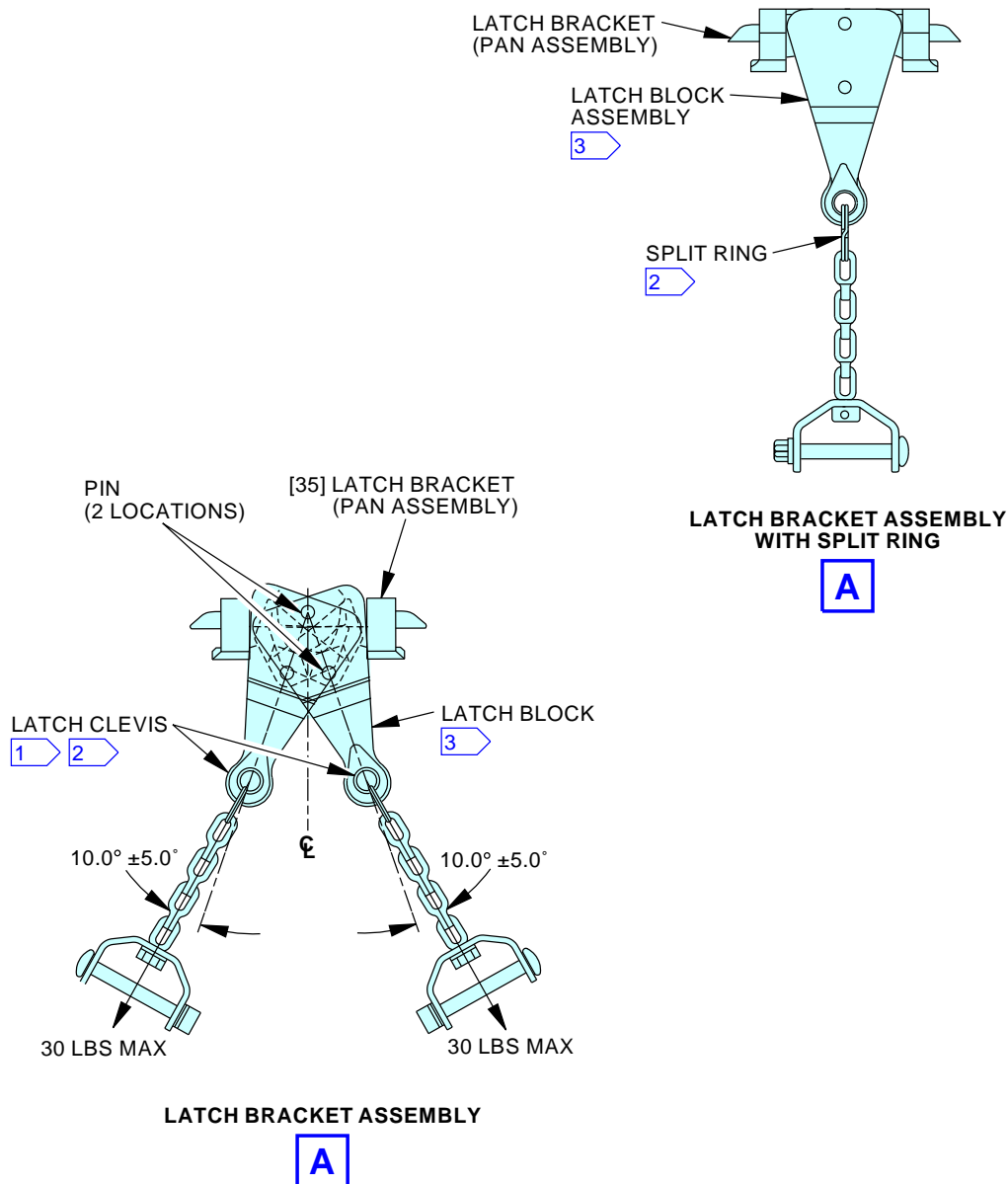


L81945 S0006567916_V4

**Escape System Inspection
Figure 2 (Sheet 1 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03	Page 17 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03
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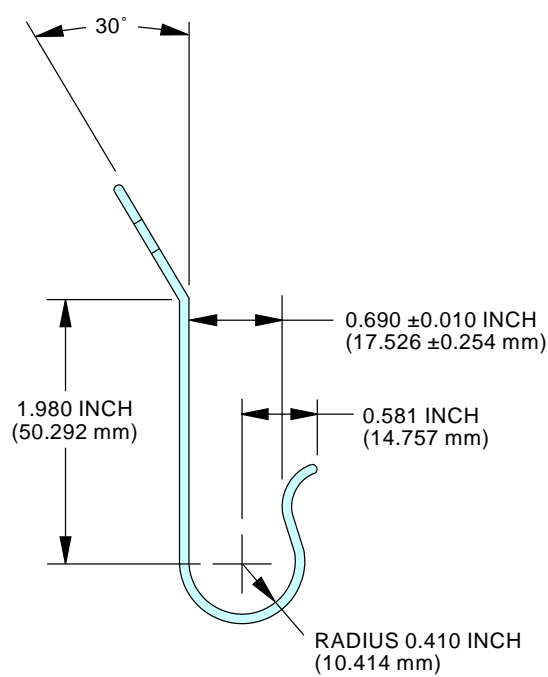


- [1] MAKE SURE THAT THE CLEVIS CAN ROTATE FREELY IN THE LATCH BLOCK ASSEMBLY.
- [2] EACH ESCAPE SLIDE WILL HAVE ONE LATCH CLEVIS OR ONE SPLIT RING.
- [3] THE LATCH ASSEMBLY RELEASES AT 10 DEGREES, ± 5 DEGREES, WITH A MAXIMUM OF 30 LBF (133.45 NM).

M78780 S0006567917_V10

Escape System Inspection Figure 2 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03	Page 18 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-03
 <p>RETAINER CLIP 65C16820-11/12</p>				
2162267 S0000475279_V3				
Escape System Inspection Figure 2 (Sheet 3 of 3)				
EFFECTIVITY AKS ALL	SOURCE MRB	AFT ENTRY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-03		

AIRLINE CARD NO		TITLE AFT GALLEY EMERGENCY ESCAPE SLIDE		BOEING CARD NO. 25-240-00-04
DATE	TASK RESTORE			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD NOTE	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS 844		ZONE 242

Restore the aft galley emergency escape slide at the manufacturer's recommended interval.

INTERVAL NOTE: Vendor Rec

A. Consumable Materials

Reference	Description	Specification
D00113	Lubricant - Solid Film, Liquid Dispersed	BMS3-8
D00670	Oil - Penetrating (For Loosening Frozen Metallic Parts)	A-A-50493
G00034	Cotton Wiper - Process Cleaning Absorbent Wiper (Cheesecloth, Gauze)	BMS15-5 Class A

EFFECTIVITY AKS ALL	SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04	Page 1 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04	
TASK 25-66-01-000-801 1. <u>Escape Slide Pack and Cover Removal</u> (Figure 1) A. Prepare for the Removal SUBTASK 25-66-01-860-001 (1) Make sure the door is safe as follows: (a) Make sure the door is closed and latched. <u>WARNING:</u> MAKE SURE THE GIRT BAR IS INSTALLED IN THE GIRT BAR RETAINER. IF THE GIRT BAR IS NOT INSTALLED IN THE GIRT BAR RETAINERS, ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN OCCUR. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT. (b) Make sure the girt bar [4] is installed in the girt bar retainers [5]. B. Removal SUBTASK 25-66-01-020-001 (1) Remove the escape slide pack and cover [2] from the door as follows: (a) Remove the screws [9] and washers [10] that attach the cover [3] to the door. 1) Make a note of the screw [9] lengths and locations for the subsequent installation. (b) Pull the top of the cover [3] inboard until it is clear of the door structure. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. <u>WARNING:</u> THE ESCAPE SLIDE PACK AND COVER WEIGH APPROXIMATELY 55 POUNDS (24.94 KILOGRAMS). BE CAREFUL WHEN YOU LIFT OR MOVE THE ESCAPE SLIDE PACK AND COVER. IF YOU LIFT OR MOVE THE ESCAPE SLIDE PACK AND COVER INCORRECTLY, INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT CAN OCCUR. (c) Lift and remove the escape slide pack and cover [2] to disengage the lower fitting [15] from the bottom support bracket [14]. (d) Put the escape slide pack and cover [2] on a clean horizontal surface with the cover backing pan [11] against the horizontal surface. SUBTASK 25-66-01-860-006 (2) Do the following steps to install the safety pin [19] in the inflation cylinder valve [17]: (a) Remove the latch [7] from the latch bracket [13]. (b) Open the cover [3] to get access to the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04		

AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04	
<p><u>WARNING:</u> INSTALL THE SAFETY PIN IN THE INFLATION CYLINDER IF YOU REMOVE THE COVER. WITHOUT THE SAFETY PIN, THE ESCAPE SLIDE OR SLIDE-RAFT CAN INFLATE ACCIDENTALLY. IF IT INFLATES, INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.</p> <p>(c) Remove the safety pin [19] from the pocket [18].</p> <p>(d) Put the safety pin [19] into the inflation cylinder valve [17].</p> <p>———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04	
TASK 25-66-01-000-802 2. <u>Escape Slide Pack Removal</u> (Figure 1) A. Prepare for the Removal SUBTASK 25-66-01-010-001 (1) If the escape slide pack and cover [2] are installed on the door, do this task: Escape Slide Pack and Cover Removal, TASK 25-66-01-000-801. B. Removal SUBTASK 25-66-01-420-001 (1) Remove the escape slide pack [26] from the cover [3] as follows: (a) Remove the girt bar [4] from the girt bar retainers [5]. (b) Remove the latch [7] from the latch bracket [13]. (c) Open the cover [3] to get access to the bonding jumpers [12]. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. (d) Remove the pin [33], ladder tie [32], and stud [31] that attach the bonding jumpers [12] to the backing pan [11] as shown. (e) Fully open the cover [3] to get access to the escape slide pack [26]. (f) Remove the safety pin [19] from the pocket [18] on the escape slide pack [26]. <u>WARNING:</u> IF THE SAFETY PIN IS NOT IN THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (g) Put the safety pin [19] into the inflation cylinder valve [17] as shown. (h) Remove the escape slide pack [26] from the backing pan [11] and put it on a clean horizontal surface. <u>NOTE:</u> The slide must be installed in the transport box immediately after removal from the backing pan. If it takes too long, the slide will grow and not fit into the backing pan. (i) If required, remove the locknut [29] and screw [27] to remove the latch [7] from the girt release strap [28]. <u>NOTE:</u> The latch [7] may be needed for a replacement escape slide. <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04	
TASK 25-66-01-400-801 3. <u>Escape Slide Pack Installation</u> (Figure 1) A. Prepare for the Installation SUBTASK 25-66-01-860-002 (1) Make sure the cover [3] and backing pan [11] are on a clean horizontal surface with the backing pan [11] against the clean horizontal surface. SUBTASK 25-66-01-860-004 (2) Make sure the cover [3] is open. <u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack. SUBTASK 25-66-01-600-001 (3) Lubricate the latch assembly. (a) Apply solid film lubricant, D00113 to the escape slide latch. (b) Apply penetrating oil, D00670 to the pins [39]. (c) Apply penetrating oil, D00670 to the pins [39] again to make sure that the oil fully penetrates the pins. (d) If there is too much penetrating oil, D00670, use a cotton wiper, G00034 to remove the unwanted oil from the latch assembly. SUBTASK 25-66-01-700-002 (4) Do a check of the latch release, Figure 2. (a) Move the latch block [35] to the left or right side until the latch block [35] cannot move. <u>NOTE:</u> The test starts when you pull the latch block [35] to the side and it cannot continue to move. (b) Use a spring force scale to pull the latch chain in the same direction. 1) Pull the latch chain or cable in the same direction 10 $\pm 5^\circ$ arc (0.17 ± 0.09 rad). (c) Make sure that the latch assembly releases with no more than 30 lbf (133 N). SUBTASK 25-66-01-700-003 (5) Do the steps for the check of the latch release again. (a) Move the latch block [35] in the opposite direction. <u>NOTE:</u> To complete the latch release check, it is necessary to do the check again in the opposite direction. SUBTASK 25-66-01-860-005 <u>WARNING:</u> IF THE SAFETY PIN IS NOT IN THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. ACCIDENTAL INFLATION OF THE ESCAPE SLIDE CAN CAUSE INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT. (6) Make sure the safety pin [19] is in the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04		

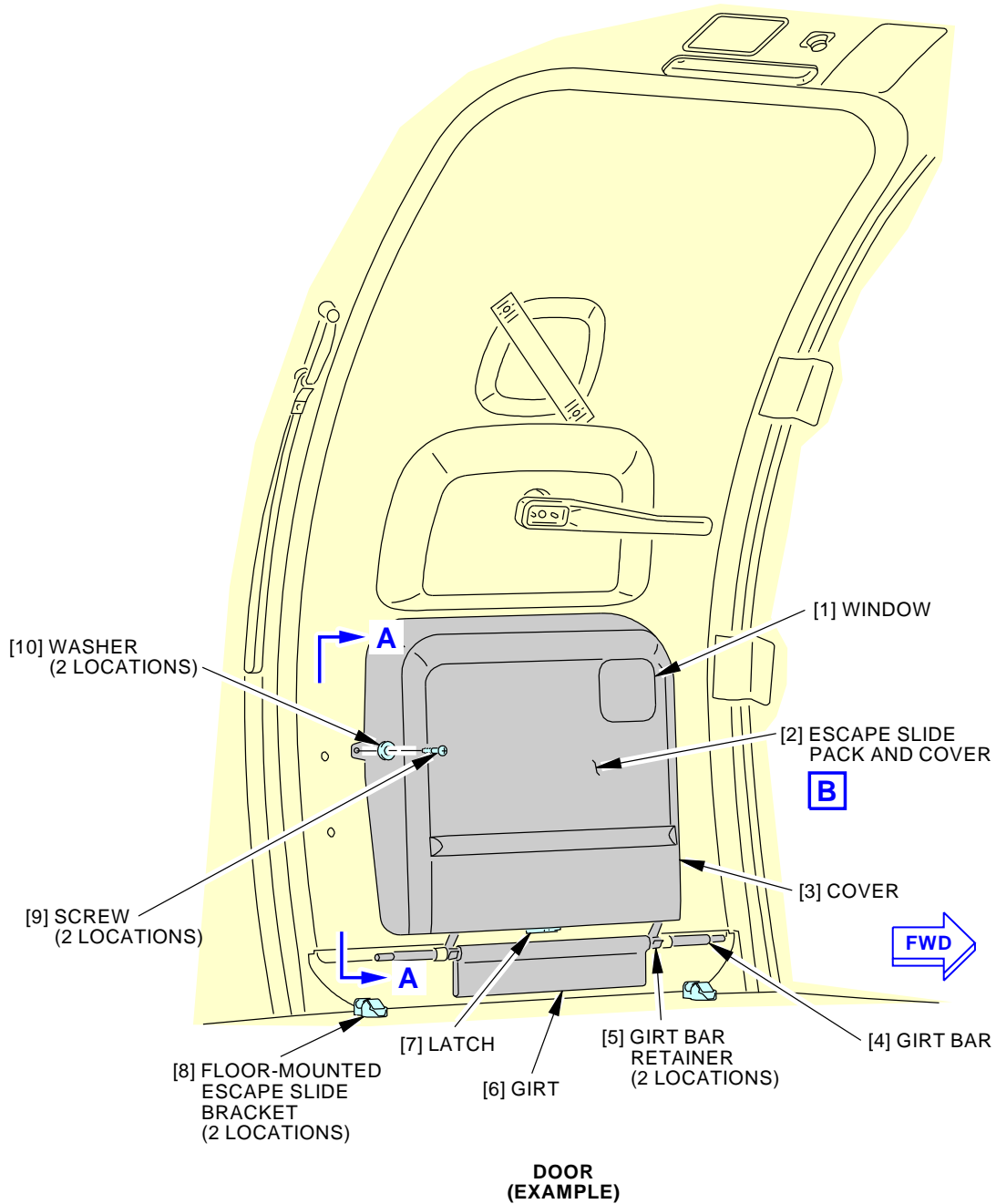
DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04	
B. Installation of the Escape Slide Pack SUBTASK 25-66-01-420-002 (1) Install the escape slide pack [26] in the cover [3] as follows: <u>NOTE:</u> The slide must be installed in the backing pan immediately after removal from the transport box. If it takes too long, the slide will grow and not fit into the backing pan. (a) Put the escape slide pack [26] in the backing pan [11]. <u>NOTE:</u> If the escape slide pack expands and can not be fitted into the compartment, a new escape slide pack must be installed. (b) Carefully extend the girt [6]. (c) Make a "Z" fold [21] in the girt [6] as shown. (d) Align and push together the velcro strips [24] on the bottom side of the girt [6] with the velcro strips [24] on the backing pan shelf [22]. <u>NOTE:</u> The velcro strips should be clean and function as intended. (e) Align and push together the velcro strip [24] on the girt retainer flap [20] and the velcro strip [24] on the girt [6]. (f) If required, install the screw [27] and locknut [29] to attach the latch [7] to the girt release strap [28]. 1) Make sure that the screw [27] extends through the locknut [29] by 1 to 2 threads. (g) Make sure that there is at least the minimum amount of slack in the firing cable [30] near the inflation cylinder [17] (Figure 1). (h) If there is not enough slack in the firing cable [30] (Figure 1), do these steps: 1) Do not remove the safety pin [19]. 2) Make sure the slide is correctly installed in the backing pan [11]. 3) Make sure the "Z" fold [21] in the girt [6] is correct. Make sure the velcro strip [24] on the girt retainer flap [20] and the velcro strip [24] on the girt [6] are attached. 4) Make sure that there is at least the minimum amount of slack in the firing cable [30] near the inflation cylinder valve [17] (Figure 1). a) Hold the firing cable [30] at the inflation cylinder valve [17] and pull the slack from the cable. <1> Pull the slack in the firing cable [30] away from the girt [6], in the direction of the inflation cylinder valve [17] until all slack is removed and the minimum amount of slack is achieved. If the minimum slack is not achieved, the escape slide pack [26] must be repacked. <2> Place the slack in the firing cable between the back of the aspirator and the inflation cylinder valve [17].				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04	
<p><u>WARNING:</u> BE CAREFUL WHEN YOU HANDLE THE ESCAPE SLIDE PACK. WHEN THE SAFETY PIN IS REMOVED FROM THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT.</p> <p>(i) Remove the safety pin [19] from the inflation cylinder valve [17].</p> <p>(j) Put the safety pin [19] into the pocket [18] on the escape slide pack [26].</p> <p>(k) Close the cover [3].</p> <p>(l) Make sure that you can clearly see the pressure gauge [16] of the inflation cylinder in the window [1]. If necessary, adjust as follows:</p> <ol style="list-style-type: none"> 1) Fully open the cover [3] to get access to the escape slide pack [26]. 2) Remove the safety pin [19] from the pocket [18] and install safety pin [19] in the inflation cylinder valve [17]. 3) Move the escape slide pack [26] to get the pressure gauge [16] in the center of the window [1]. 4) Make sure that there is the minimum amount of slack in the inflation firing cable [30] near the inflation cylinder valve [17] (Figure 1). <ol style="list-style-type: none"> a) Hold the firing cable [30] at the inflation cylinder valve [17] and pull the slack from the cable. <ol style="list-style-type: none"> <1> Pull the slack in the firing cable [30] away from the girt [6], in the direction of the inflation cylinder valve [17] until all slack is removed and the minimum amount of slack is achieved. If the minimum slack is not achieved, the escape slide pack [26] must be repacked. <2> Place the slack in the firing cable between the back of the aspirator and the inflation cylinder valve [17]. 5) Remove the safety pin [19] from the inflation cylinder valve [17]. 6) Put the safety pin [19] into the pocket [18] on the escape slide pack [26]. <p>(m) Close the cover [3] sufficiently to connect the bonding jumpers [12] to the backing pan [11].</p> <p>(n) Install the stud [31], ladder tie [32] and pin [33] to attach the bonding jumpers [12] to the backing pan [11].</p> <p>(o) Close the cover [3].</p> <p>(p) Make sure the distance between the center of the lower edge of the cover [3] to the center of the girt bar [4] is 10.5 in. (266.7 mm) to 12.0 in. (304.8 mm).</p> <p>(q) Align the holes in the latch bracket [13] and latch bracket [35] to install the latch [7].</p> <p>(r) Install the latch [7] in the latch bracket [13] and latch bracket [35] as shown.</p> <p>(s) Make sure that the sum of the clearances at 'A' and 'B' between the latch bracket [13] and latch bracket [35] is no more than 0.01 in. (0.25 mm) (Figure 1).</p> <p>(t) Install the girt bar [4] in the girt bar retainers [5].</p> <p style="text-align: center;">————— END OF TASK —————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04	MECH	INSP
TASK 25-66-01-400-803 4. <u>Escape Slide Pack and Cover Installation</u> (Figure 1) A. Prepare for the Installation SUBTASK 25-66-01-410-004 (1) If the escape slide pack [26] is not installed in the cover [3], do this task: Escape Slide Pack Installation, TASK 25-66-01-400-801. SUBTASK 25-66-01-410-005 (2) Make sure the door is closed and latched. SUBTASK 25-66-01-410-006 (3) Do the following steps to make sure that the safety pin [19] is not installed in the inflation cylinder valve [17]: (a) Put the escape slide pack and cover [2] on a clean flat horizontal surface with the backing pan [11] against the clean flat horizontal surface. (b) Remove the latch [7] from the latch bracket [13]. (c) Open the cover [3] sufficiently to see the inflation cylinder valve [17]. <u>WARNING:</u> REMOVE THE SAFETY PIN FROM THE INFLATION CYLINDER VALVE. THE ESCAPE SLIDE WILL NOT OPERATE IF THE SAFETY PIN IS IN THE INFLATION CYLINDER VALVE. IF THE ESCAPE SLIDE DOES NOT OPERATE, PERSONS MAY BE INJURED. (d) Make sure a safety pin [19] is not installed in the inflation cylinder valve [17]. <u>CAUTION:</u> BE CAREFUL WHEN YOU MOVE THE ESCAPE SLIDE PACK. WHEN THE SAFETY PIN IS REMOVED FROM THE INFLATION CYLINDER VALVE, THE ESCAPE SLIDE CAN ACCIDENTALLY INFLATE. THIS CAN CAUSE INJURIES TO PERSONS OR DAMAGE TO EQUIPMENT. 1) Remove the safety pin [19] from the inflation cylinder valve [17]. 2) Put the safety pin [19] into the pocket [18] on the escape slide pack [26]. (e) Close the cover [3]. (f) Install the latch [7] into the latch bracket [13]. B. Installation SUBTASK 25-66-01-420-004 (1) Install the escape slide pack and cover [2] on the door as follows: <u>WARNING:</u> BE CAREFUL WHEN YOU LIFT THE ESCAPE SLIDE PACK AND COVER. THE ESCAPE SLIDE WEIGHS APPROXIMATELY 55 POUNDS (24.94 KILOGRAMS). IF YOU ARE NOT CAREFUL, INJURIES TO PERSONS AND DAMAGE TO EQUIPMENT CAN OCCUR. (a) Install the escape slide pack and cover [2] on the door. 1) Make sure that the ball end of the lower fitting [15] goes through the opening in the bottom support bracket [14].						
EFFECTIVITY AKS ALL		SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04			

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04	
<p>(b) Push the top of the escape slide pack and cover [2] outboard until it is against the door.</p> <p><u>NOTE:</u> When the compartment is open, the escape slide pack can expand. Plan the work so the compartment is open for a minimum time to avoid the expansion of the escape slide pack.</p> <p>(c) Install the screws [9] and washers [10] that attach the cover [3] to the door.</p> <p>1) Make sure to use the correct length screw [9], as noted in the removal procedure.</p> <p>(d) Make sure you can arm the escape slide by installing the girt bar [4] into the floor-mounted brackets [8].</p> <p>(e) Install the girt bar [4] into the girt bar retainer [5].</p> <p><u>NOTE:</u> The length of the girt bar for the FWD Door is 33.2 in. (84.3 cm) long. The length for the girt bar for the AFT Door is 29.2 in. (74.2 cm) long.</p> <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04
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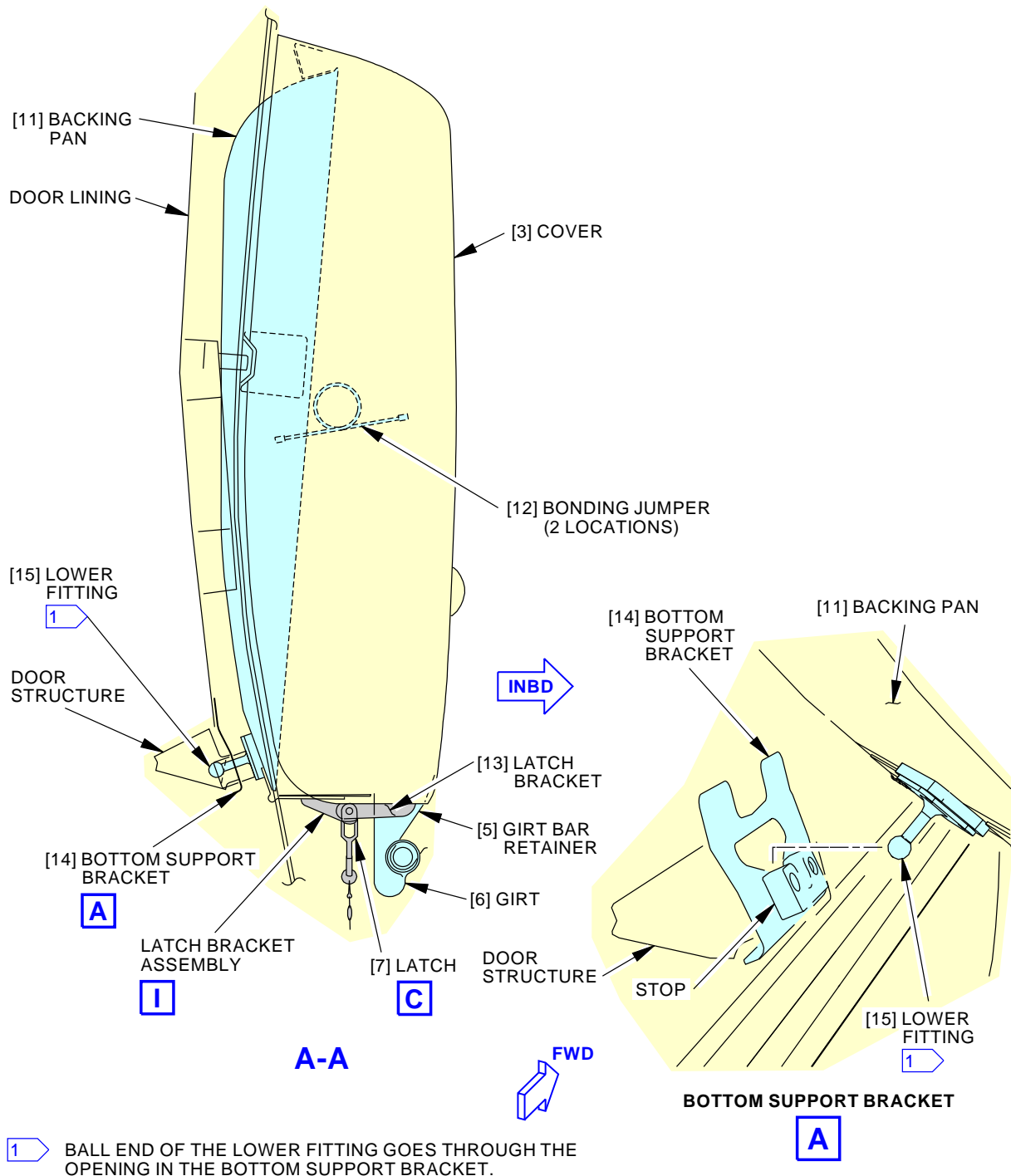


**Escape System Installation
Figure 1 (Sheet 1 of 7)**

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EFFECTIVITY AKS ALL	SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04	Page 10 of 19 Jun 15/2015
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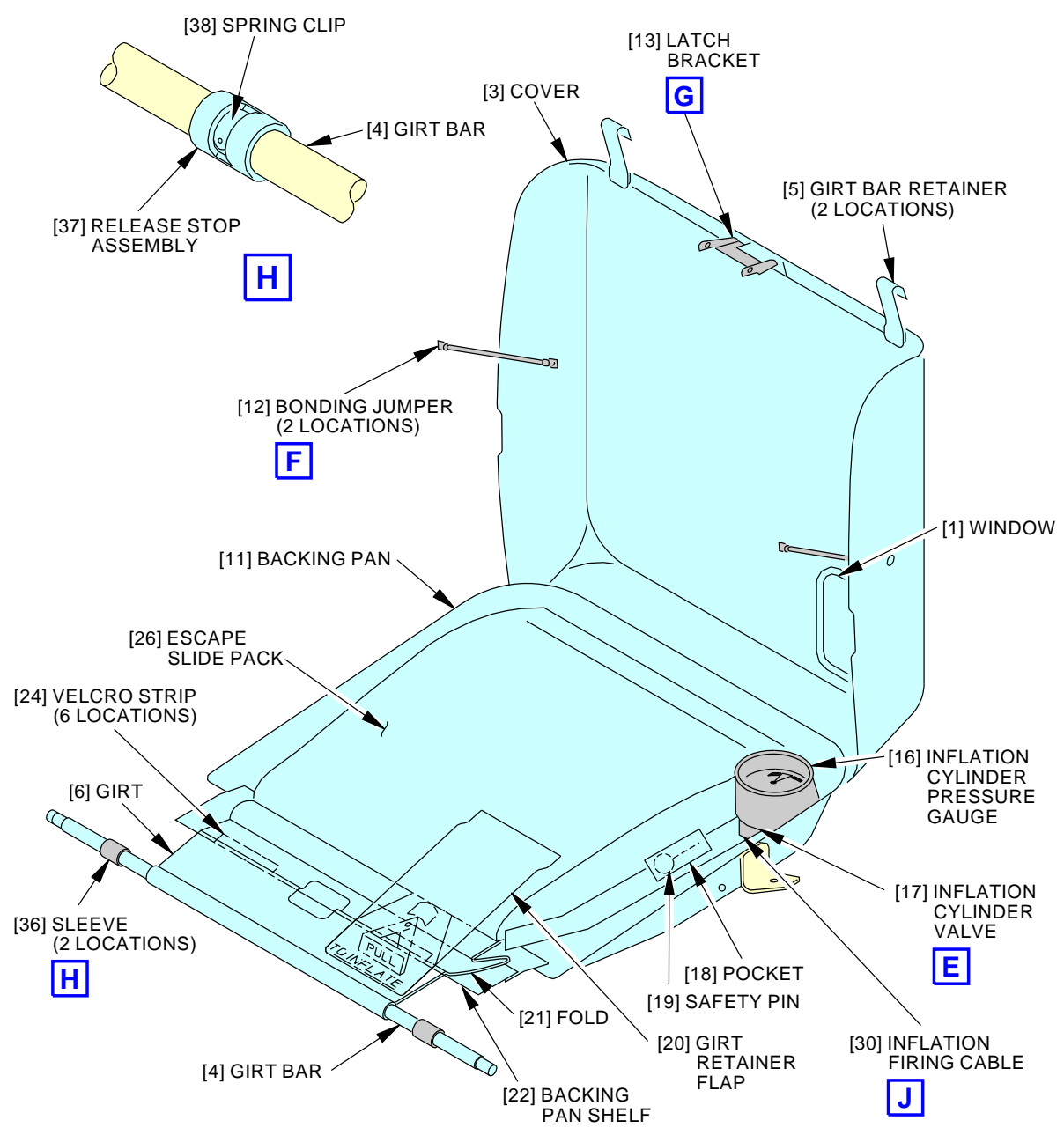
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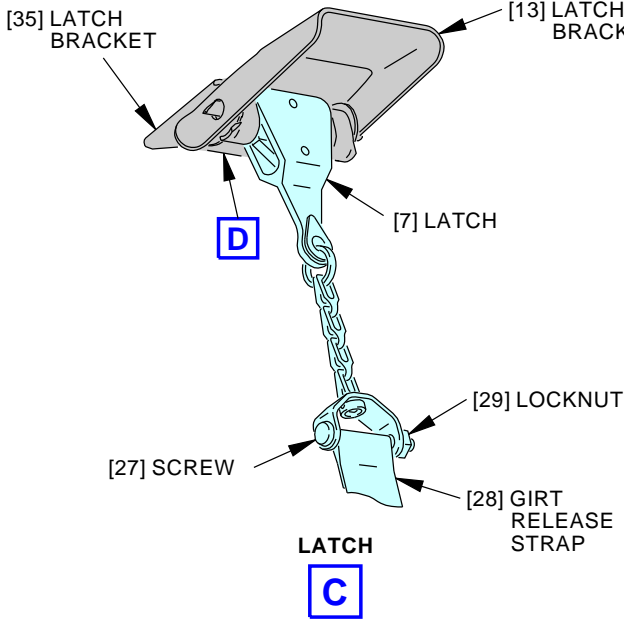
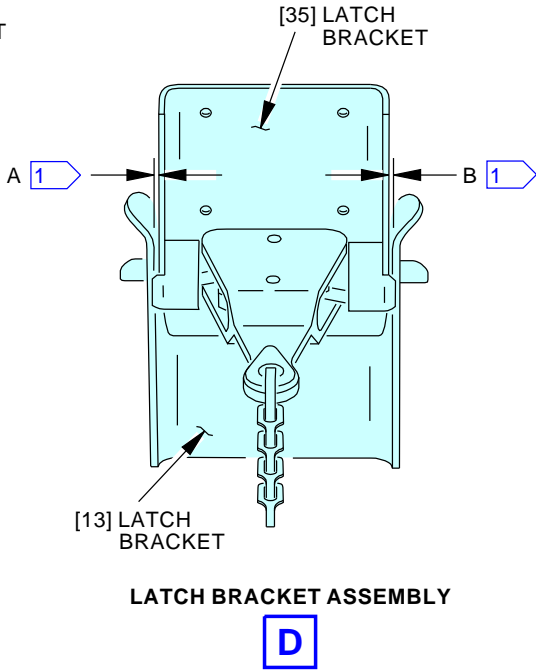
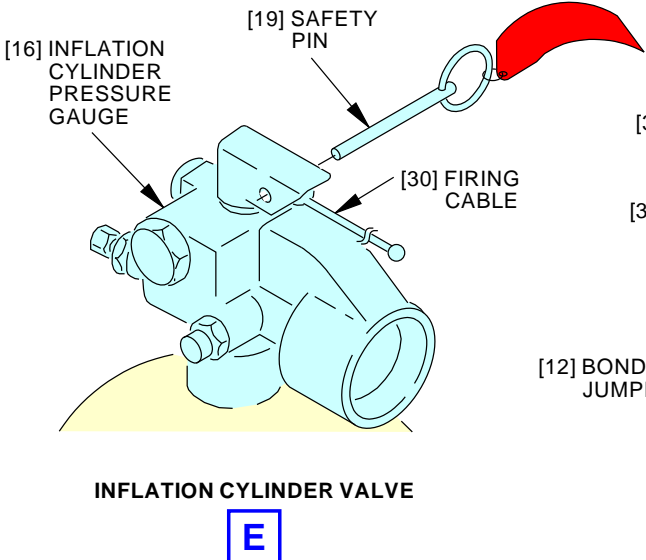
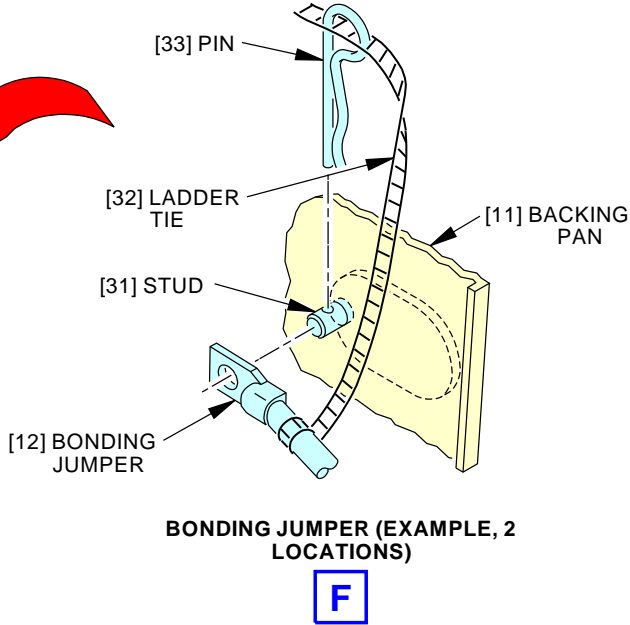


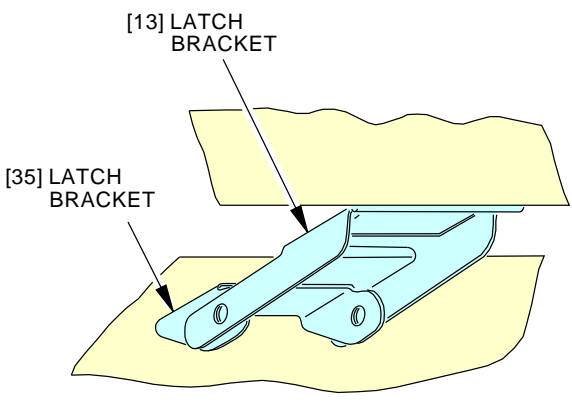
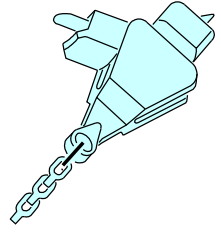
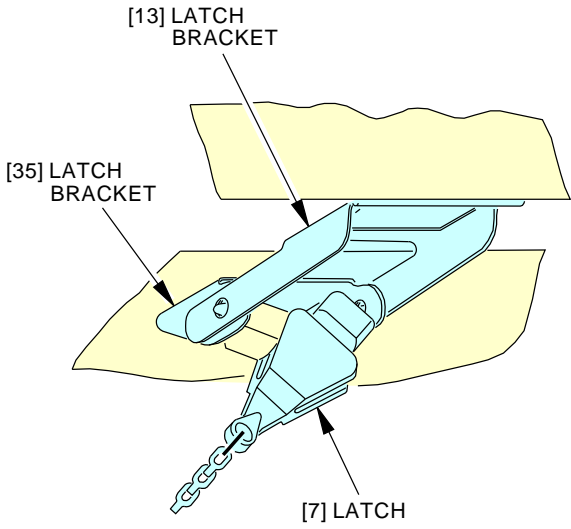
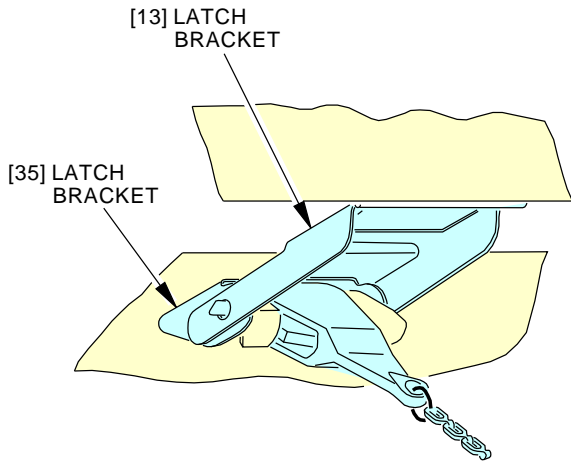
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Escape System Installation
Figure 1 (Sheet 2 of 7)

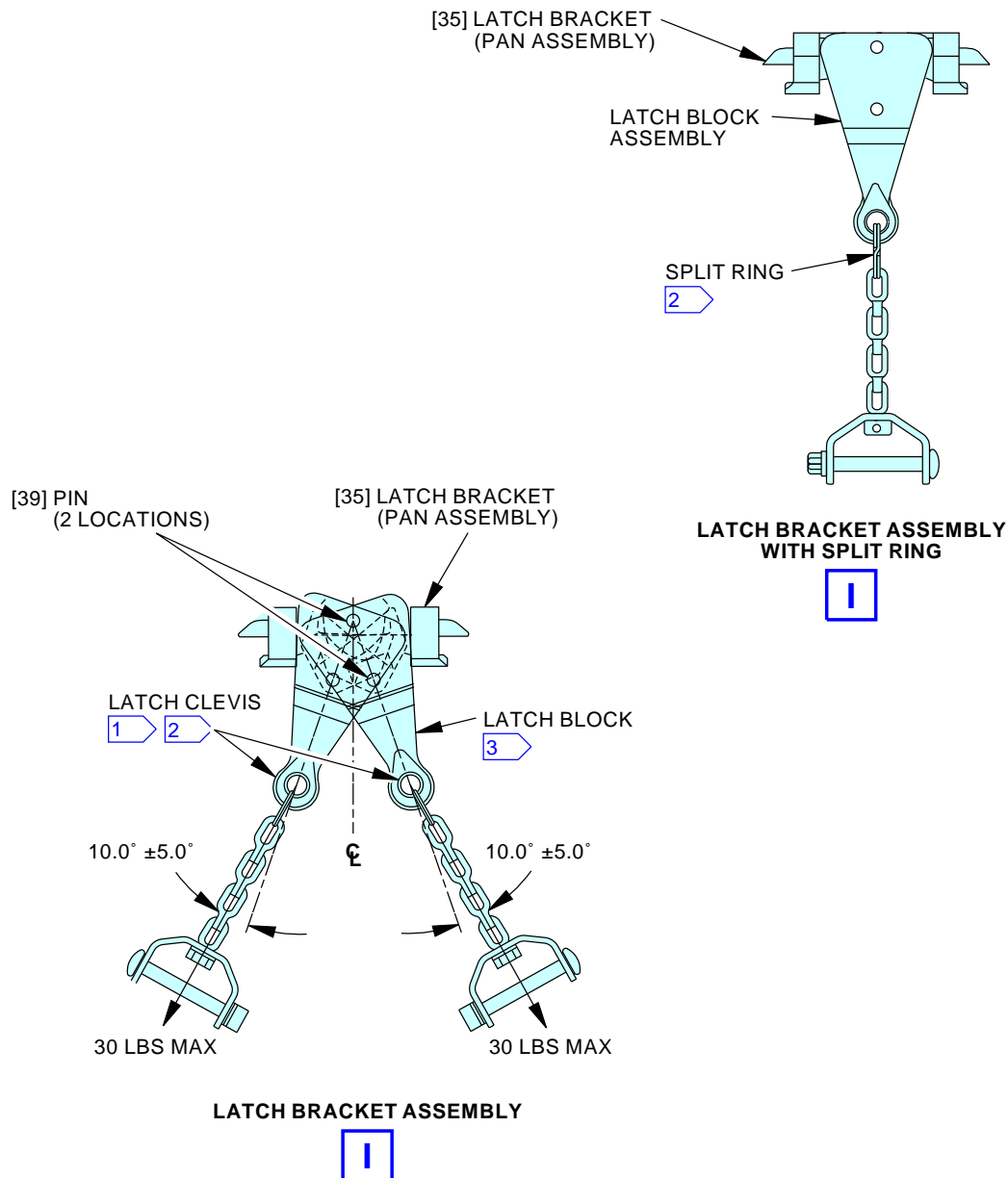
EFFECTIVITY AKS ALL	SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04	Page 11 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04
 <p>ESCAPE SLIDE PACK AND COVER (GALLEY SERVICE DOOR)</p> <p>[B]</p> <p>Escape System Installation Figure 1 (Sheet 3 of 7)</p> <p>M48348 S0006567906_V4</p>				
EFFECTIVITY AKS ALL	SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04		
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>LATCH C</p> </div> <div style="text-align: center;">  <p>LATCH BRACKET ASSEMBLY D</p> </div> </div>				
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>INFLATION CYLINDER VALVE E</p> </div> <div style="text-align: center;">  <p>BONDING JUMPER (EXAMPLE, 2 LOCATIONS) F</p> </div> </div>				
<div style="display: flex; justify-content: space-between;"> <div> 1 THE SUM OF THE CLEARANCES AT A AND B MUST BE NO MORE THAN 0.01 INCH (0.254 mm) </div> <div style="text-align: right;">G60837 S0006567908_V5</div> </div>				
Escape System Installation Figure 1 (Sheet 4 of 7)				
EFFECTIVITY AKS ALL		SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE	
			D633A109-AKS 25-240-00-04	
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04
<div><div><p>STEP 1 (ALIGN BRACKETS)</p><p>G</p></div><div><p>STEP 2 (COCK LATCH)</p><p>G</p></div></div> <div><div><p>STEP 3 (POSITION LATCH AS SHOWN)</p><p>G</p></div><div><p>STEP 4 (LATCH IN LOCKED POSITION)</p><p>G</p></div></div> <div><p>Escape System Installation Figure 1 (Sheet 5 of 7)</p><p>K62921 S0006567909_V2</p></div>				
EFFECTIVITY AKS ALL	SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE		
		D633A109-AKS 25-240-00-04		
		Page 14 of 19 Jun 15/2015		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04
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- 1 MAKE SURE THAT THE CLEVIS CAN ROTATE FREELY IN THE LATCH BLOCK ASSEMBLY.
- 2 EACH ESCAPE SLIDE WILL HAVE ONE LATCH CLEVIS OR ONE SPLIT RING.
- 3 USE A MAXIMUM OF 30 POUNDS OF FORCE TO RELEASE THE LATCH.

1739991 S0000315072_V4

**Escape System Installation
Figure 1 (Sheet 6 of 7)**

EFFECTIVITY AKS ALL	SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04	Page 15 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04
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**INFLATION FIRING CABLE
(ESCAPE SLIDE WITH TRIGGER HOUSING)**

J

3.0 INCHES (76.2 mm)
MINIMUM CABLE
SLACK

TRIGGER
HOUSING

1

FIRING
CABLE

A-A

**INFLATION FIRING CABLE
(ESCAPE SLIDE WITH ACTUATOR ASSEMBLY)**

J

3.0 INCHES (76.2 mm)
MINIMUM CABLE
SLACK

ACTUATOR
ASSEMBLY

1

FIRING
CABLE

A-A

1 EACH ESCAPE SLIDE WILL HAVE ONE TRIGGER HOUSING OR ONE ACTUATOR ASSEMBLY

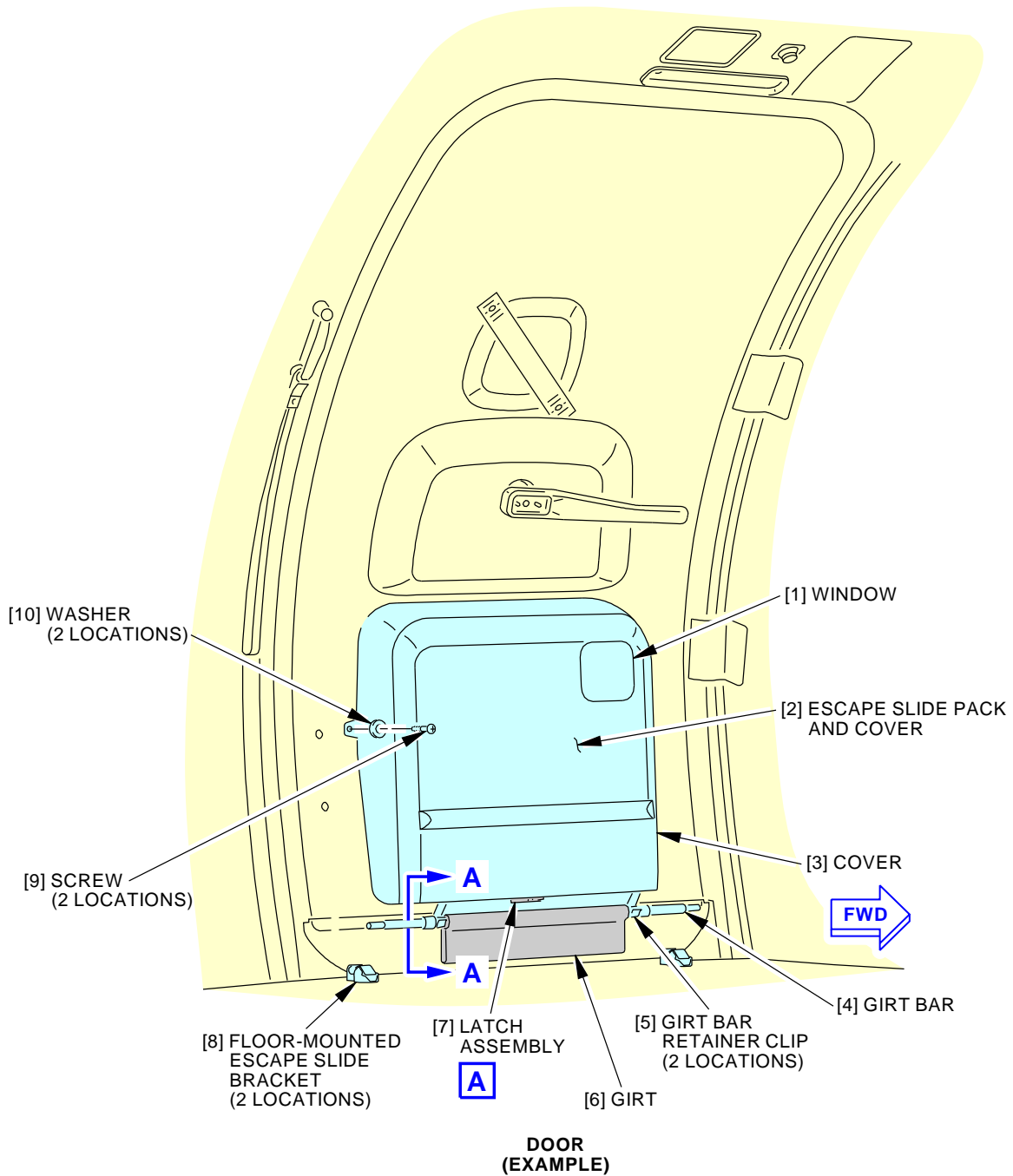
2041134 S0000411842_V3

**Escape System Installation
Figure 1 (Sheet 7 of 7)**

EFFECTIVITY AKS ALL	SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04
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Page 16 of 19
Feb 15/2015

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04
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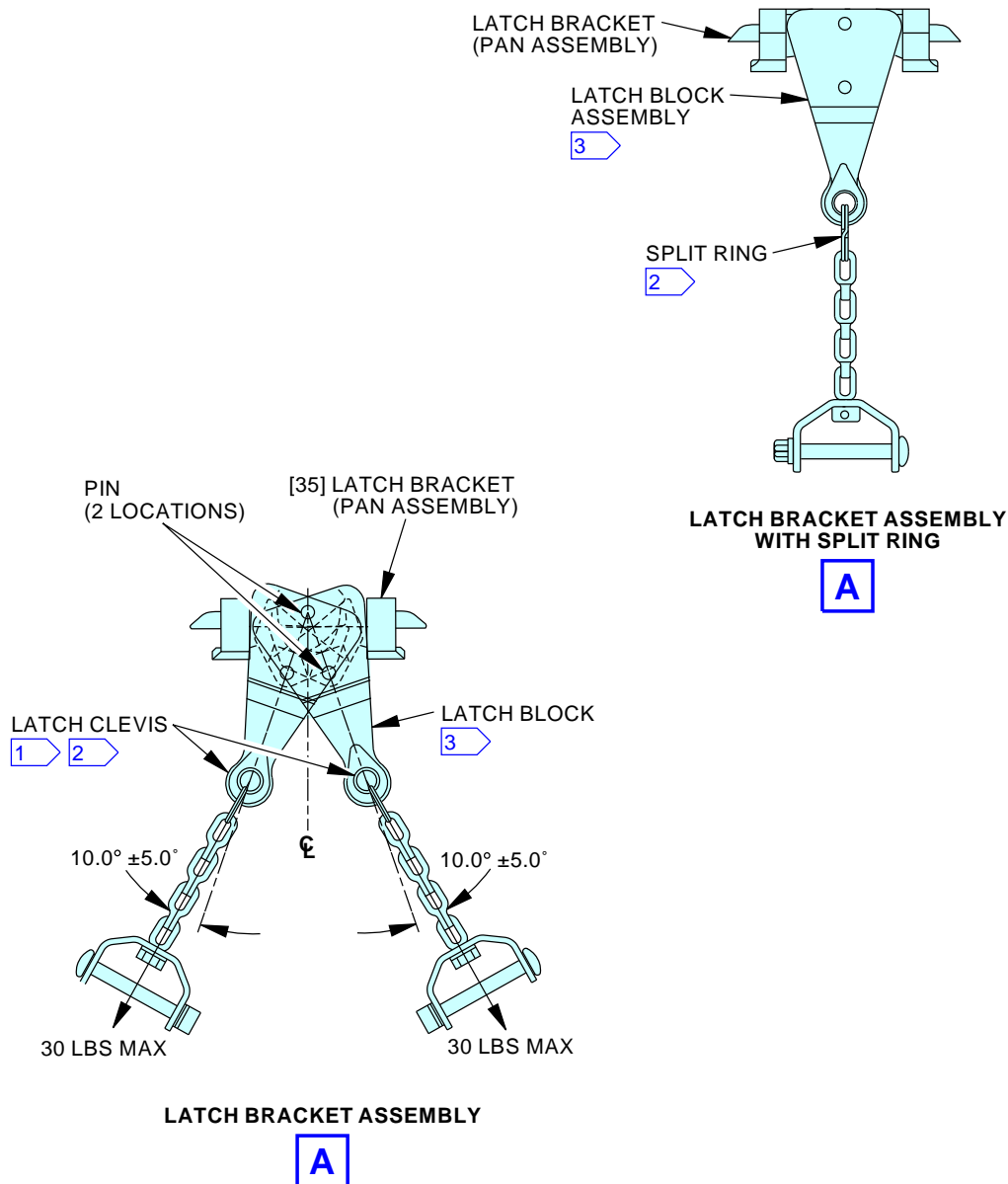


L81945 S0006567916_V4

**Escape System Inspection
Figure 2 (Sheet 1 of 3)**

EFFECTIVITY AKS ALL	SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04	Page 17 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04
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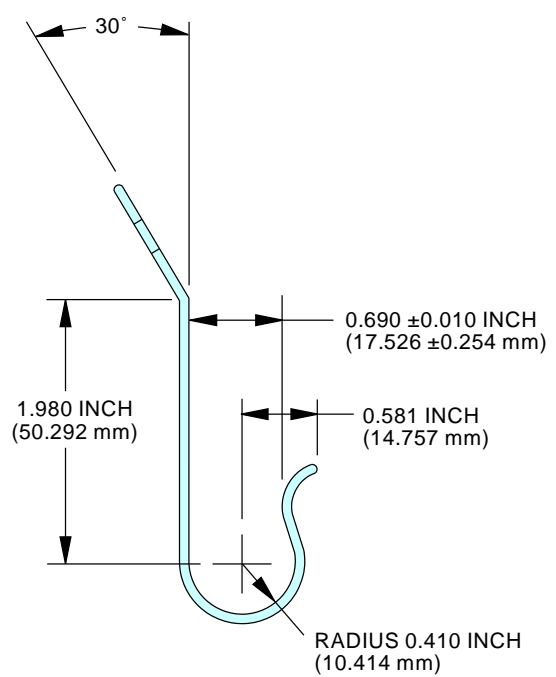


- 1 MAKE SURE THAT THE CLEVIS CAN ROTATE FREELY IN THE LATCH BLOCK ASSEMBLY.
- 2 EACH ESCAPE SLIDE WILL HAVE ONE LATCH CLEVIS OR ONE SPLIT RING.
- 3 THE LATCH ASSEMBLY RELEASES AT 10 DEGREES, ±5 DEGREES, WITH A MAXIMUM OF 30 LBF (133.45 NM).

M78780 S0006567917_V10

Escape System Inspection
Figure 2 (Sheet 2 of 3)

EFFECTIVITY AKS ALL	SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04	Page 18 of 19 Jun 15/2015
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-240-00-04
 <p>RETAINER CLIP 65C16820-11/12</p>				
2162267 S0000475279_V3				
Escape System Inspection Figure 2 (Sheet 3 of 3)				
EFFECTIVITY AKS ALL	SOURCE MRB	AFT GALLEY EMERGENCY ESCAPE SLIDE D633A109-AKS 25-240-00-04		

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE RESTORE LIFE JACKETS		BOEING CARD NO. 25-290-00-01
DATE	TASK RESTORE			RELATED CARD
TAIL NUMBER	WORK AREA UPR FUSELAGE	VERSION 1.1 NOTE	THRESHOLD VEN REC	REPEAT
STATION	SKILL AIRPL			APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS		ZONE 200

Restore the life jackets (if installed) at the manufacturer's recommended interval.

INTERVAL NOTE: Vendor Rec

EFFECTIVITY AKS ALL	SOURCE MRB	RESTORE LIFE JACKETS D633A109-AKS 25-290-00-01	Page 1 of 2 Oct 15/2014
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**737-600/700/800/900
TASK CARDS**

BOEING PROPRIETARY - Copyright © Unpublished Work - See title page for details

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE POWER MEGAPHONES			BOEING CARD NO. 25-330-00-01	
DATE	TASK OPERATIONAL				RELATED CARD	
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD 2 YR	REPEAT 2 YR	APPLICABILITY AIRPLANE ALL ENGINE ALL	
STATION	SKILL AIRPL	ACCESS			ZONE 221 241	

Operationally check the power megaphones.

A. References

Reference

Title

AMM 25-64-00-900-804

Megaphone Battery Replacement (P/B 201)

EFFECTIVITY
AKS ALL

SOURCE
MRB

POWER MEGAPHONES

D633A109-AKS
25-330-00-01

Page 1 of 2
Oct 15/2014

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-330-00-01	
TASK 25-64-00-710-801 1. <u>Megaphone Operational Test</u> A. Procedure SUBTASK 25-64-00-020-001 (1) Disconnect the clamp and remove the megaphone from the mounting bracket. SUBTASK 25-64-00-710-001 (2) Put the microphone near your mouth while you point the horn at the opposite end of the airplane. SUBTASK 25-64-00-710-002 (3) Pull the trigger while you count slowly in a clear voice. SUBTASK 25-64-00-710-003 (4) Make sure your voice can be heard clearly by another person at the opposite end of the airplane. SUBTASK 25-64-00-710-004 (5) If the voice output is weak, do these steps: (a) Do this task: Megaphone Battery Replacement, AMM TASK 25-64-00-900-804. (b) Do the operational test above again. (c) If the voice output remains weak, replace the megaphone. SUBTASK 25-64-00-710-006 (6) If you have a megaphone type that has a long lanyard and siren, do the steps that follow to examine the megaphone siren (optional): <u>NOTE:</u> The megaphone may have a long lanyard with an alarm plug which operates as an anti-theft alarm. (a) Remove the alarm plug pin to start the siren automatically. 1) If the alarm is of usual amplitude and sound, the megaphone is good. a) Insert the alarm pin to stop the siren when you release the handle. 2) If the output is low, sound character is unusual, or there is no sound, do these steps: a) Do this task: Megaphone Battery Replacement, AMM TASK 25-64-00-900-804. b) Do the operational test above again. c) If new batteries do not help, replace the megaphone. <u>NOTE:</u> Make sure to put the alarm pin back and release the handle on the bad megaphone. SUBTASK 25-64-00-420-001 (7) Attach the megaphone on the mounting bracket with the clamp. <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	POWER MEGAPHONES D633A109-AKS 25-330-00-01		

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE POWER MEGAPHONES BATTERIES		BOEING CARD NO. 25-340-00-01
DATE	TASK REPLACE			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD VEN REC	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS		ZONE 221 241

Replace the power megaphone batteries at the manufacturer's recommended interval.

INTERVAL NOTE: Vendor Rec

EFFECTIVITY AKS ALL	SOURCE MRB	POWER MEGAPHONES BATTERIES D633A109-AKS 25-340-00-01	Page 1 of 2 Oct 15/2014
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AKS



737-600/700/800/900 TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-340-00-01	
TASK 25-64-00-900-804 1. <u>Megaphone Battery Replacement</u> A. Procedure SUBTASK 25-64-00-900-004 (1) Replace the batteries in the megaphones. (a) Use the manufacturer's maintenance recommendations for the megaphone or the standard method of your airline to replace the batteries. <div style="text-align: center;">———— END OF TASK ————</div>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	POWER MEGAPHONES BATTERIES D633A109-AKS 25-340-00-01		

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE EMERGENCY LOCATOR TRANSMITTER (SURVIVAL / PORTABLE TYPE)		BOEING CARD NO. 25-350-00-01
DATE	TASK FUNCTIONAL			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD VEN REC	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL NOTE
		ACCESS		ZONE 221 241

Functionally check (off-aircraft) the Emergency Locator Transmitter (Survival / Portable Type) per Vendor's CMM.

INTERVAL NOTE: At manufacturer's recommended interval or national regulatory requirement. Whichever comes first.

AIRPLANE NOTE: If Installed. Applicable to dry cell type ELT's only.

EFFECTIVITY
AKS ALL

SOURCE
MRB

**EMERGENCY LOCATOR TRANSMITTER (SURVIVAL /
PORTABLE TYPE)**

**D633A109-AKS
25-350-00-01**

**Page 1 of 3
Oct 15/2014**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-350-00-01	
TASK 25-64-00-000-801 1. <u>Emergency Locator Transmitter (ELT) Removal</u> A. Procedure SUBTASK 25-64-00-020-011 (1) Loosen the straps on the emergency locator transmitter from the support bracket. SUBTASK 25-64-00-020-003 (2) Remove the Emergency Locator Transmitter (ELT) from its stowage bracket. SUBTASK 25-64-00-020-012 (3) Make sure the four-position switch (if installed) is set to the correct position per the airline's regulatory requirements. <u>NOTE:</u> The four-position switch should be set to the OFF position. <u>NOTE:</u> Some ELTs have a three-position ON/OFF/ARMED switch. The three-position switch should be set to the OFF position. <div style="text-align: center;">———— END OF TASK ————</div>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	EMERGENCY LOCATOR TRANSMITTER (SURVIVAL / PORTABLE TYPE) D633A109-AKS 25-350-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-350-00-01	
TASK 25-64-00-400-801 2. <u>Emergency Locator Transmitter (ELT) Installation</u> A. Procedure SUBTASK 25-64-00-010-001 (1) Remove the packing label (if installed) from the ELT. SUBTASK 25-64-00-410-002 (2) Make sure that the antenna is in its stowed position in the lanyard guide and under the retainer clip. SUBTASK 25-64-00-420-015 (3) Put the switch (if installed) to the correct position per the airline's regulatory requirements. <u>NOTE:</u> The four-position switch should be set to the ARM position. <u>NOTE:</u> Some ELTs have a three-position ON/OFF/ARMED switch. The three-position switch should be set to the ARMED position. <u>NOTE:</u> Some portable ELTs have LED indicators. The LED indicator will indicate a successful self-test by blinking eight flashes (with a 0.5 second delay between flashes) if the result is acceptable or by not blinking if there is one or more failures during self-test. The LED will also indicate that the unit is in "Transmit" mode, by blinking continuously every two seconds. The LED remains unlit when the unit is in "Armed" mode or "Off" mode. SUBTASK 25-64-00-420-004 (4) Install the Emergency Locator Transmitter (ELT) on its stowage bracket. SUBTASK 25-64-00-420-016 (5) Tighten the straps on the stowage bracket. <div style="text-align: center;">———— END OF TASK ————</div>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	EMERGENCY LOCATOR TRANSMITTER (SURVIVAL / PORTABLE TYPE) D633A109-AKS 25-350-00-01		

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE EMERGENCY LOCATOR TRANSMITTER (SURVIVAL / PORTABLE TYPE) - BATTERIES		BOEING CARD NO. 25-360-00-01
DATE	TASK DISCARD			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD VEN REC	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL NOTE
		ACCESS		ZONE 221 241

Discard the Emergency Locator Transmitter (Survival / Portable Type) batteries.

INTERVAL NOTE: At manufacturer's recommended interval or national regulatory requirement. Whichever comes first.

AIRPLANE NOTE: If Installed. Applicable to non-dry cell type ELT's only.

EFFECTIVITY AKS ALL	SOURCE MRB	EMERGENCY LOCATOR TRANSMITTER (SURVIVAL / PORTABLE TYPE) - BATTERIES D633A109-AKS 25-360-00-01	Page 1 of 3 Oct 15/2014
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-360-00-01	
TASK 25-64-00-000-801 1. <u>Emergency Locator Transmitter (ELT) Removal</u> A. Procedure SUBTASK 25-64-00-020-011 (1) Loosen the straps on the emergency locator transmitter from the support bracket. SUBTASK 25-64-00-020-003 (2) Remove the Emergency Locator Transmitter (ELT) from its stowage bracket. SUBTASK 25-64-00-020-012 (3) Make sure the four-position switch (if installed) is set to the correct position per the airline's regulatory requirements. <u>NOTE:</u> The four-position switch should be set to the OFF position. <u>NOTE:</u> Some ELTs have a three-position ON/OFF/ARMED switch. The three-position switch should be set to the OFF position. <div style="text-align: center;">———— END OF TASK ————</div>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	EMERGENCY LOCATOR TRANSMITTER (SURVIVAL / PORTABLE TYPE) - BATTERIES D633A109-AKS 25-360-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-360-00-01	
TASK 25-64-00-400-801 2. Emergency Locator Transmitter (ELT) Installation A. Procedure SUBTASK 25-64-00-010-001 (1) Remove the packing label (if installed) from the ELT. SUBTASK 25-64-00-410-002 (2) Make sure that the antenna is in its stowed position in the lanyard guide and under the retainer clip. SUBTASK 25-64-00-420-015 (3) Put the switch (if installed) to the correct position per the airline's regulatory requirements. <u>NOTE:</u> The four-position switch should be set to the ARM position. <u>NOTE:</u> Some ELTs have a three-position ON/OFF/ARMED switch. The three-position switch should be set to the ARMED position. <u>NOTE:</u> Some portable ELTs have LED indicators. The LED indicator will indicate a successful self-test by blinking eight flashes (with a 0.5 second delay between flashes) if the result is acceptable or by not blinking if there is one or more failures during self-test. The LED will also indicate that the unit is in "Transmit" mode, by blinking continuously every two seconds. The LED remains unlit when the unit is in "Armed" mode or "Off" mode. SUBTASK 25-64-00-420-004 (4) Install the Emergency Locator Transmitter (ELT) on its stowage bracket. SUBTASK 25-64-00-420-016 (5) Tighten the straps on the stowage bracket. <p style="text-align: center;">———— END OF TASK ————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	EMERGENCY LOCATOR TRANSMITTER (SURVIVAL / PORTABLE TYPE) - BATTERIES D633A109-AKS 25-360-00-01		

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE DETACHABLE EMERGENCY EQUIPMENT			BOEING CARD NO. 25-370-00-01	
DATE	TASK VISUAL CHECK				RELATED CARD	
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD 2 YR	REPEAT 2 YR	APPLICABILITY AIRPLANE ALL ENGINE ALL	
STATION	SKILL AIRPL					
		ACCESS			ZONE 221 241	

Visually check all detachable emergency equipment (gloves, smoke goggles, crash axe, flashlights, first aid kits, and medical kits, as applicable) for condition and presence.

EFFECTIVITY AKS ALL	SOURCE MRB	DETACHABLE EMERGENCY EQUIPMENT D633A109-AKS 25-370-00-01	Page 1 of 2 Oct 15/2014
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AKS



737-600/700/800/900
TASK CARDS

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-370-00-01	
TASK 25-64-00-210-802 1. Detachable Emergency Equipment Visual Check A. Procedure SUBTASK 25-64-00-210-002 (1) Make sure the following pieces of emergency equipment are installed in the applicable locations. NOTE: Also, make sure they have no visible defects. Use the standard method of your airline to do this check. (a) Smoke goggles (b) Crash ax (c) Flash lights (d) First aid kits (e) Medical kits (f) Fire gloves ————— END OF TASK —————				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	DETACHABLE EMERGENCY EQUIPMENT D633A109-AKS 25-370-00-01		

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE EMERGENCY FLASHLIGHTS		BOEING CARD NO. 25-380-00-01
DATE	TASK OPERATIONAL			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD NOTE	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS		ZONE 221 241

Operationally check the emergency flashlights.

INTERVAL NOTE: At scheduled battery change or battery restoration.

EFFECTIVITY AKS ALL	SOURCE MRB	EMERGENCY FLASHLIGHTS D633A109-AKS 25-380-00-01	Page 1 of 4 Oct 15/2014
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DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-380-00-01																											
TASK 25-64-00-200-802 1. Flashlight Check (With Flashing or Push To Test - LED Indicator) A. Procedure SUBTASK 25-64-00-210-005 (1) Do a check of the LED and compare with the limits in the table below. Follow the instructions if you find that the operation is not in the limits. (2) Remove the flashlight from the mounting bracket. (3) If the light does not come on or is weak, refer to the table to identify the problem and do the corrective action. AKS 001-010, 013, 015-018, 020-025, 027				MECH	INSP																										
<p style="text-align: center;">Table 1</p> <table border="1"> <thead> <tr> <th>Symptom</th> <th>Probable Cause</th> <th>Corrective Action</th> </tr> </thead> <tbody> <tr> <td rowspan="4">LED is not flashing.</td> <td>Battery is depleted.</td> <td>Replace battery.</td> </tr> <tr> <td>Lamp is burned out.</td> <td>Replace lamp.</td> </tr> <tr> <td>LED is inoperative.</td> <td>Return unit for service.</td> </tr> <tr> <td>Defective Bracket. Flashlight did not turn off when installed in bracket.</td> <td>Return entire system to factory for check.</td> </tr> <tr> <td>LED is flashing at interval of 10 seconds or greater.</td> <td>Battery is at or beyond cutoff point.</td> <td>Replace battery within 10 days.</td> </tr> <tr> <td rowspan="5">Flashlight does not turn on when removed from bracket.</td> <td>Unauthorized use of flashlight. Battery depleted.</td> <td>Replace battery.</td> </tr> <tr> <td>Lamp is burned out.</td> <td>Replace lamp.</td> </tr> <tr> <td>Battery pack not installed or connected.</td> <td>Check battery and connection.</td> </tr> <tr> <td>Broken contacts in flashlight body.</td> <td>Return flashlight for service.</td> </tr> <tr> <td>Defective bracket. Flashlight did not turn off when installed in bracket.</td> <td>Return entire system to factory for check.</td> </tr> </tbody> </table>						Symptom	Probable Cause	Corrective Action	LED is not flashing.	Battery is depleted.	Replace battery.	Lamp is burned out.	Replace lamp.	LED is inoperative.	Return unit for service.	Defective Bracket. Flashlight did not turn off when installed in bracket.	Return entire system to factory for check.	LED is flashing at interval of 10 seconds or greater.	Battery is at or beyond cutoff point.	Replace battery within 10 days.	Flashlight does not turn on when removed from bracket.	Unauthorized use of flashlight. Battery depleted.	Replace battery.	Lamp is burned out.	Replace lamp.	Battery pack not installed or connected.	Check battery and connection.	Broken contacts in flashlight body.	Return flashlight for service.	Defective bracket. Flashlight did not turn off when installed in bracket.	Return entire system to factory for check.
Symptom	Probable Cause	Corrective Action																													
LED is not flashing.	Battery is depleted.	Replace battery.																													
	Lamp is burned out.	Replace lamp.																													
	LED is inoperative.	Return unit for service.																													
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	Lamp is burned out.	Replace lamp.																													
	Battery pack not installed or connected.	Check battery and connection.																													
	Broken contacts in flashlight body.	Return flashlight for service.																													
	Defective bracket. Flashlight did not turn off when installed in bracket.	Return entire system to factory for check.																													
EFFECTIVITY AKS ALL		SOURCE MRB	EMERGENCY FLASHLIGHTS D633A109-AKS 25-380-00-01																												

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-380-00-01	
AKS 011, 012, 014, 019, 026, 028-999					MECH
Table 2					INSP
Mounting Symptom		Probable Cause		Corrective Action	
Mounting bracket LED does not illuminate when the push-to test button is pressed		Battery pack is depleted or has failed.		Remove the handlight from the mounting bracket. If the handlight does not turn ON immediately remove and replace the battery pack. After replacing the battery pack, verify that the handlight is ON when the handlight is not in the mounting bracket. Reinsert the handlight in the mounting bracket and verify that the LED turns on green when the push-to-test button is pressed	
		Electrical failure in handlight electronics.		If changing the battery pack does not turn the handlight ON, there is an electrical failure in the handlight electronics. Refer to REPAIR for repair procedures	
		Electrical failure in mounting bracket electronics.		If the handlight turns ON when it is removed from the mounting bracket, there is an electrical failure in the mounting bracket. Replace the mounting bracket. Return defective unit to repair station.	
		Pogo contacts not making contact.		Rotate and ensure pogo contacts are making contact. Refer to ASSEMBLY for handlight installation procedures.	
		Battery pack installed incorrectly (backwards).		Install battery correctly. Refer to ASSEMBLY for handlight installation procedures.	
Handlight does not turn ON when it is removed from the mounting bracket.		Battery pack is depleted or has failed		Replace the battery pack. After replacing the battery pack, verify that the handlight is ON when the handlight is not in the mounting bracket. Reinsert the handlight in the mounting bracket and verify that the LED turns on green when the push-to-test button is pressed.	
		Electrical failure in handlight electronics.		If changing the battery pack does not turn the handlight ON, there is an electrical failure in the handlight electronics. Refer to REPAIR for repair procedures	
EFFECTIVITY AKS ALL		SOURCE MRB		EMERGENCY FLASHLIGHTS D633A109-AKS 25-380-00-01	

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-380-00-01		
AKS 011, 012, 014, 019, 026, 028-999 (Continued)					MECH	INSP
Table 2 (Continued)						
Mounting Symptom		Probable Cause		Corrective Action		
Handlight does not turn OFF when returned to its mounting bracket.		Electrical failure in mounting bracket or handlight head assembly electronics.		If the handlight does not turn OFF when it is returned to the mounting bracket, there may be an electrical failure in the mounting bracket. Insert another handlight in the mounting bracket. If that handlight does not turn OFF, the failure is in the mounting bracket electronics. Replace the mounting bracket. If the second handlight turns OFF when it is inserted in the mounting bracket, the electrical failure is in the handlight head assembly electronics. Replace handlight.		
Mounting bracket LED Illuminates red (flashes red once) when the push-to test button is pressed. The monitoring circuit continues to check the battery every ten seconds and emit a red flash until the battery is replaced.		The battery pack charge is low.		The battery pack should be changed at earliest possible service. The operator has approximately three weeks to replace the battery.		
AKS ALL SUBTASK 25-64-00-420-003 (4) Install the flashlight in the mounting bracket. <div style="text-align: center;">————— END OF TASK —————</div>						
EFFECTIVITY AKS ALL		SOURCE MRB		EMERGENCY FLASHLIGHTS D633A109-AKS 25-380-00-01		

AIRLINE CARD NO		TITLE EMERGENCY FLASHLIGHTS BATTERIES		BOEING CARD NO. 25-390-00-01
DATE	TASK REPLACE			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD VEN REC	REPEAT
STATION	SKILL AIRPL			APPLICABILITY AIRPLANE ALL ENGINE ALL NOTE
		ACCESS		ZONE 200

Replace the emergency flashlight batteries at the manufacturer's recommended interval.

AIRPLANE NOTE: Applicable to airplanes with non-rechargeable flashlight batteries.

A. References

Reference	Title
AMM 25-64-00-200-802	Flashlight Check (With Flashing or Push To Test - LED Indicator) (P/B 201)

EFFECTIVITY
AKS ALL

SOURCE
MRB

EMERGENCY FLASHLIGHTS BATTERIES

D633A109-AKS
25-390-00-01

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**737-600/700/800/900
TASK CARDS**

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-390-00-01	
TASK 25-64-00-900-806 1. <u>Flashlight Battery Replacement (With Flashing or Push To Test - LED Indicator)</u> A. Procedure SUBTASK 25-64-00-900-007 (1) Replace the batteries in the flashlights. (a) Use the manufacturer's maintenance recommendations for the flashlight or the standard method of your airline to replace the batteries. (2) Do this task: Flashlight Check (With Flashing or Push To Test - LED Indicator), AMM TASK 25-64-00-200-802 <div style="text-align: center;"> ————— END OF TASK ————— </div>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	EMERGENCY FLASHLIGHTS BATTERIES D633A109-AKS 25-390-00-01		

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737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE SMOKE HOODS			BOEING CARD NO. 25-400-00-01
DATE	TASK INSPECTION - DETAILED				RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD 24 MO	REPEAT 24 MO	APPLICABILITY AIRPLANE ALL ENGINE ALL
STATION	SKILL AIRPL				
		ACCESS			ZONE 220 240
Inspect (Detailed) the smoke hoods for condition.					
EFFECTIVITY AKS ALL		SOURCE MRB	SMOKE HOODS D633A109-AKS 25-400-00-01		

DATE	TAIL NUMBER	STATION	AIRLINE CARD NO.	BOEING CARD NO. 25-400-00-01	
TASK 25-64-00-200-801 1. <u>Smoke Hood (Protective Breathing Equipment) Inspection</u> A. Procedure SUBTASK 25-64-00-210-004 (1) Use the applicable steps that follow to do an inspection of the smoke hoods: <u>NOTE:</u> There are various shapes and sizes of smoke hoods. Most smoke hood containers have warning indicators that show when the smoke hood is no longer good for use. AKS ALL; AIRPLANES WITH SMOKE HOOD CONTAINERS WITH TAMPER TAGS (a) Do a visual check of the tamper tags to make sure they are not broken or ripped. AKS ALL; AIRPLANES WITH SMOKE HOOD CONTAINERS WITH AN INDICATOR WINDOW <u>CAUTION:</u> DO ONLY A VISUAL CHECK OF THE INDICATOR WINDOW ON THE CONTAINER. IF YOU OPEN THE CONTAINER, YOU CAN CAUSE DAMAGE TO THE SMOKE HOOD OR OTHER COMPONENTS. (b) Do a visual check of the indicator window on the container to make sure the smoke hood has not filled the window. AKS ALL; AIRPLANES WITH SMOKE HOOD CONTAINERS WITH MOISTURE INDICATOR STRIPS (c) Do a visual check of the indicator window on the container to make sure the moisture indicator strip has not changed to pink. <u>NOTE:</u> The color of the moisture indicator may change, but not to pink, and remain serviceable. If the color of the moisture indicator changes to gray or white, the unit is still serviceable. AKS ALL; AIRPLANES WITH SMOKE HOOD CONTAINERS WITHOUT AN INDICATOR WINDOW (d) Feel the smoke hood to make sure it remains hard and solid. <u>NOTE:</u> The smoke hood is vacuum packed. If the smoke hood feels soft, then the package has a leak. <p style="text-align: center;">————— END OF TASK —————</p>				MECH	INSP
EFFECTIVITY AKS ALL		SOURCE MRB	SMOKE HOODS D633A109-AKS 25-400-00-01		

AKS



737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE SMOKE HOODS		BOEING CARD NO. 25-410-00-01
DATE	TASK DISCARD			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD VEN REC	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS		ZONE 221 241

Discard the smoke hoods at the manufacturer's recommended interval.

INTERVAL NOTE: Vendor Rec

EFFECTIVITY AKS ALL	SOURCE MRB	SMOKE HOODS D633A109-AKS 25-410-00-01	Page 1 of 2 Jun 15/2015
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**737-600/700/800/900
TASK CARDS**

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737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE FIRST AID KITS		BOEING CARD NO. 25-420-00-01
DATE	TASK RESTORE			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD VEN REC	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS		ZONE 221 241

Restore the first aid kits at the manufacturer's recommended interval.

INTERVAL NOTE: Vendor Rec

EFFECTIVITY AKS ALL	SOURCE MRB	FIRST AID KITS D633A109-AKS 25-420-00-01	Page 1 of 2 Oct 15/2014
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TASK CARDS**

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737-600/700/800/900 TASK CARDS

AIRLINE CARD NO		TITLE MEDICAL KITS		BOEING CARD NO. 25-430-00-01
DATE	TASK RESTORE			RELATED CARD
TAIL NUMBER	WORK AREA PASS CABIN	VERSION 1.1	THRESHOLD VEN REC	REPEAT
STATION	SKILL AIRPL	NOTE		APPLICABILITY AIRPLANE ALL ENGINE ALL
		ACCESS		ZONE 221 241

Restore the medical kits at the manufacturer's recommended interval.

INTERVAL NOTE: Vendor Rec

EFFECTIVITY AKS ALL	SOURCE MRB	MEDICAL KITS D633A109-AKS 25-430-00-01	Page 1 of 2 Oct 15/2014
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