

**NOTE:** PRIOR TO ENGINE OPERATION, THE PLUG-IN PERSONNEL INLET BARRIER OR ENGINE RUN-UP INLET GUARD MAY BE POSITIONED AT THE ENGINE INLET AS AN ADDED PRECAUTION.

1. TO APPROACH OUTBOARD SIDE OF ENGINE, ENTER FAN CASE AREA FROM AFT END OF FAN COWL PANEL.

TO OUTBOARD SIDE OF NO. 2 ENGINE

TO OUTBOARD SIDE OF NO. 1 ENGINE

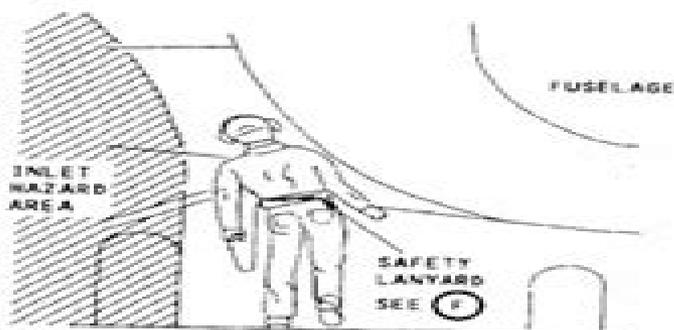
INLET HAZARD AREA

INLET HAZARD AREA

TO INBOARD SIDE OF NO. 1 ENGINE

AIRPLANE

TO INBOARD SIDE OF NO. 2 ENGINE AND AIR CART DISCONNECT

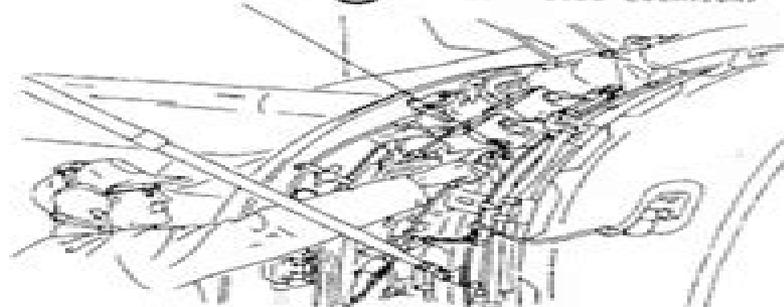


(B)

2. TO APPROACH INBOARD SIDE OF ENGINE, START WELL FORWARD OF INLET HAZARD ZONE. WALK AFT WITH SHOULDER NEXT TO FUSELAGE, CROSS OVER TOWARD ENGINE AT A POINT JUST FORWARD OF LANDING GEAR, AND ENTER FAN CASE AREA FROM AFT END OF FAN COWL PANEL.

**NOTE:** USE OF SAFETY LANYARD IS RECOMMENDED.

3. ATTACH SAFETY LANYARD HOOK TO FORWARD ENGINE HANDLING MOUNT (SEE (D) FOR RIGHT SIDE LOCATION; (E) FOR LEFT SIDE LOCATION)



FORWARD

(C)

HOW TO APPROACH/EXIT FAN CASE AREA DURING ENGINE MAINTENANCE RUN

Engine Maintenance Entry/Exit Corridors  
Figure 202 (Sheet 2)

EFFECTIVITY

ALL

71-00-00

# Boeing 737 Maintenance Planning Data Manual

**Jessica J Manson**



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