NATIONAL TRANSPORTATION SAFETY BOARD
Office of Research and Engineering
Washington, D.C. 20594

September 17, 2007

Aircraft Performance Group Study Erratum

I. ACCIDENT

NTSB Number:	DCA06MA009
Description:	Runway Overrun
Location:	Chicago Midway Airport, Chicago, Illinois
Date:	December 8, 2005
Time:	1914 CST
Aircraft:	Boeing 737-7H4, N471WN
Operator:	Southwest Airlines Co.

II. GROUP

Chairman	Kevin J. Renze, Ph.D. National Transportation Safety Board Vehicle Performance Division, RE-60
Member	Brian Gleason Southwest Airlines Co. Director of Flight Operations Technical
Member	Captain John Gadzinski Southwest Airlines Pilot Association Air Safety Committee
Member	Don Stimson Aerospace Engineer Airplane & Flight Crew Interface Branch, ANM-111 FAA Transport Standards Staff
Member	John D. Anderson Accident/Incident Investigation Aerodynamics Engineering The Boeing Company

1.0 ERRATUM

Section 3.7 of the Aircraft Performance Group Study, dated May 26, 2006 contained a numerical error. The corrected section is provided below, with the correction highlighted in red font.

3.7 Southwest Airlines Dispatch Landing Performance Scenarios

Four hypothetical SWA dispatch release scenarios based on arrival data extracted from the flight 1248 OPC are presented in Table 12. The data columns, ordered left to right, correspond to the scenario number; wind direction and magnitude in knots; temperature in degrees Celsius; altimeter in inches of mercury; runway condition; engine bleed status; engine and wing anti-ice status; enroute icing status; landing flap position; arrival runway; maximum takeoff weight based on landing performance limitations; and maximum landing weight.

Based on a takeoff weight of 129,000 pounds, for wet-fair conditions, flight 1248 could have been dispatched with a planned flaps 40 arrival or reduced the takeoff and landing weight by 2,100 pounds for a planned flaps 30 arrival. For wet-poor conditions, flight 1248 would have been restricted to 4,300 and 1,600-pound reductions in the takeoff/landing weights for a planned flaps 30 or flaps 40 arrival, respectively.

Table 12: Dispatch release scenarios based on flight 1248 MDW arrival conditions.

CASE #	WIND	TEMP	QNH	R/W	BLEEDS	ENG/ WNG A/I	ICE	FP	RWY	WT	MLW
1	090/11	-3	30.07	WET-FAIR	ON	ON / OFF	YES	30	31C	126.9	118.0
2	090/11	-3	30.07	WET-FAIR	ON	ON / OFF	YES	40	31C	130.2	121.3
3	090/11	-3	30.07	WET-POOR	ON	ON / OFF	YES	30	31C	124.7	115.8
4	090/11	-3	30.07	WET-POOR	ON	ON / OFF	YES	40	31C	127.4	118.5