Appendix 6

Group Chairman's Factual Report

Human Performance

DCA06MA009

Southwest Airlines
Selections from
Flight Operations Training Manual

NEW-HIRE CURRICULUM SEGMENT

B737 SIC

Programmed Hours: 90

TRAINING OBJECTIVE

The primary objective of this training is to provide the trainee with the necessary level of aircraft systems and operating procedural knowledge. The training will also provide an opportunity for the trainee to practice operating skills through the use of aircraft systems and cockpit procedures trainers.

PERFORMANCE OBJECTIVE

At the completion of this training, the trainee will be able to locate, identify, and operate all aircraft systems. Additionally, the trainee will have demonstrated proficiency in the performance of all normal and selected non-normal operating procedures.

CURRICULUM SEGMENT OUTLINE

1) General Operational Subjects:
   - A. Flight Manuals
   - B. Operations Specifications
   - C. Flight Planning
   - D. Meteorology
   - E. Windshear and Microburst Phenomena
   - F. Deicing/Anti-icing Program
   - G. Air Traffic Control
   - H. Communications Procedures
   - I. Flight Standards
   - J. Takeoff and Landing Safety
   - K. Surface Movement Guidance and Control System (SMGCS)
   - L. Aircraft Performance
   - M. Selected Event Training (SET)
   - N. Special Airports
2) Aircraft Systems Subjects:
   - A. Aircraft General
   - B. Air Systems

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C. Anti-Ice, Rain
D. Automatic Flight
E. Communications
F. Electrical
G. Engines, APU
H. Fire Protection
I. Flight Controls
J. Flight Instruments, Displays
K. Flight Management, Navigation (including ACARS)
L. Fuel
M. Hydraulics
N. Landing Gear
O. Warning Systems (including TCAS, EGPWS, & PWS)
P. Head-Up Guidance System (HGS)

3) Crew Resource Management:
   A. Introduction
   B. Pilot/Crew Effectiveness
   C. Error Management
   D. Summary
4) Testing/Examination:
   A. Review
   B. Written Examination
5) Systems Integration Training:
   A. B737-300/-500 CPT Training
   B. HGS Computer Based Training Simulation

GENERAL OPERATIONAL SUBJECTS TRAINING MODULES

1) Flight Manuals Module
   A. Introduction
   B. Format
   C. Usage

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2) Operations Specifications Module
   A. Preflight
   B. Takeoff and Departure
   C. Enroute (including DRVSM)
   D. Arrival and Landing
3) Flight Planning Module
   A. Weight and Balance
   B. Takeoff and Landing Runway Limitations
4) Meteorology Module
   A. Weather Phenomena
   B. Frontal Systems
   C. Icing
   D. Fog
   E. Thunderstorms
   F. High Altitude Weather Situations
   G. Adverse Weather Recognition
   H. Avoidance
5) Windshear and Microburst Phenomena Module
   A. Description
   B. Recognition
   C. Precautions and Planning
   D. Avoidance and Escape Procedures
6) Deicing/Anti-icing Program Module
   A. Use of holdover times.
   B. Aircraft deicing/anti-icing procedures, including inspection and check procedures and responsibilities.
   C. Communications procedures.
   D. Aircraft surface contamination and critical area identification, and how contamination adversely affects aircraft performance and flight characteristics.
   E. Types and characteristics of deicing/anti-icing fluids.

F. Cold weather preflight inspection procedures.

G. Techniques for recognizing contamination on the aircraft.

7) Air Traffic Control Module

A. Systems

B. Procedures (including DRVSM)

C. Phraseology (including DRVSM)

8) Communications Procedures Module

A. Normal

B. Emergency

C. Reporting

9) Flight Standards Module

A. General

B. Profiles and Procedures

C. Training

D. Proficiency

10) Takeoff and Landing Safety Module

A. Takeoff and Landing Warnings

B. Normal Procedures

C. Noise Abatement Departure Profile

D. Non-normal Procedures

E. Terrain Avoidance and Situational Awareness (CFIT, ILS/PRM, & LDA/PRM)

F. Approach and Landing Visual Cues (including Visual Cues Prior to and During Descent Below DH or MDA)

11) Surface Movement Guidance and Control System (SMGCS) Module

A. Introduction

B. Definitions

C. General

D. Low Visibility Taxi Routes

12) Aircraft Performance Module
   A. Individual trainee OPC practice
   B. Flight Planning and Reference
   C. Takeoff and Climb
   D. Enroute
   E. Descent and Landing
13) Selected Event Training (SET) Module
   A. Regulatory Requirement
   B. Introduction
   C. Unusual Attitude Avoidance
   D. Procedures and Techniques for Recognition, Reaction, & Recovery
14) Special Airports
   A. Approved Pictorials
   B. Procedures
   C. Maintaining Qualification

AIRCRAFT SYSTEMS SUBJECTS TRAINING MODULES

1) Aircraft General Module
   A. Description
   B. Pictorial Preflight Inspection
   C. Equipment and Furnishings which include:
      1. Lighting
      2. Oxygen Systems
      3. Emergency Equipment
      4. Onboard Performance Computer (OPC)
   D. Differences (-300, -500)

2) Air Systems Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)
3) Anti-Ice, Rain Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)
4) Automatic Flight Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)
5) Communications Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)
6) Electrical Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)

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7) Engines, APU Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)
8) Fire Protection Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)
9) Flight Controls Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)
10) Flight Instruments, Displays Module
   F. Description
   G. Controls and Indicators
   H. Limitations
   I. Differences (-300, -500)
   J. Procedures (Normal, Supplemental, Non-normal)
11) Flight Management, Navigation Module (including ACARS)
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)

12) Fuel Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)

13) Hydraulics Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)

14) Landing Gear Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)

15) Warning Systems (including TCAS, EGPWS, PWS) Module
   A. Description
   B. Controls and Indicators
   C. Limitations
   D. Differences (-300, -500)
   E. Procedures (Normal, Supplemental, Non-normal)

16) Head-Up Guidance System (HGS) Module (CBT)
   A. Description
   B. Controls and Indicators
   C. Symbology
   D. Limitations
   E. Differences (HGS 2300)
   F. Procedures (Normal, Supplemental, Non-normal)

CREW RESOURCE MANAGEMENT MODULES

1) Introduction Module
2) Pilot/Crew Effectiveness Module
   A. Effective/Ineffective List Development
   B. List Presentation and Discussion
3) Error Management Module
   A. Human Imperfections
   B. Avoiding and Trapping Errors
   C. Managing Errors
   D. Case Study
   E. Crew Briefings
   F. Monitoring and Challenging
   G. Situation Awareness
   H. Decision Making and Problem Solving
4) Summary Module
   A. Skills Learned
   B. Critique
   C. Survey

TESTING/EXAMINATION MODULE

1) Review Module
   A. Operational Subjects Review
   B. Systems Subjects Review

2) Written Examination
   A. Operational Subjects Exam
   B. Systems Subjects Exam
   C. HGS/SMGCS Exam
   D. Deicing/Anti-icing Exam
   E. Exam Grading and Review

SYSTEM INTEGRATION TRAINING MODULES

1) B737-300/-500 CPT Training Module
   A. Checklist Usage
   B. Performance, utilizing the OPC
   C. Normal Procedures and Profiles
   D. Non-normal Procedures and Profiles
2) B737-300/-500 IPT Training Module
   A. Checklist usage.
   B. Performance, using the OPC.
   C. Normal Procedures and Profiles.
   D. Non-Normal Procedures and Profiles.
3) HGS Computer Based Training Flight Simulation Module
   A. Review Symbology
   B. Practice Takeoffs, Approaches, and Landings

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EQUIPMENT TRAINING CURRICULUM SEGMENT

UPGRADE TRAINING CATEGORY

1) Upgrade Training - B737 PIC [111 Total Hours]

Prerequisite

This training is for crewmembers who have been previously trained and qualified as second-in-command by Southwest and who are being assigned as pilot-in-command to the same aircraft type for which the employee was previously trained and qualified.

Objective

The objective of this training is to initially qualify the pilot trainee as a B737 PIC. For trainees applying for a type rating, the curricula will include the appropriate training necessary to prepare the applicant for the additional requirements of the ATP Practical Test Standards.

Curriculum Segments

Qualification for the left seat duty position is accomplished after satisfactory completion of the following curriculum segments (events).

A. Ground Training (GT) [48 Hours]
B. Flight Training (FT) [24 Hours]
C. Proficiency Check (PC) [2 Hours]
D. Line Oriented Flight Training (LOFT) [4 Hours]
E. Operating Experience (OE) [25Hours]
F. Head-Up Guidance System Operating Experience [8 Hours]

OPERATING EXPERIENCE & CONSOLIDATION OF KNOWLEDGE AND SKILLS

Effective August 25, 1995, revisions to FAR 121.434 and 121.438 cause significant changes to the previous requirements governing the way operating experience is acquired and introduces a consolidation period with certain limitations. However, because of the single aircraft fleet at Southwest, the PIC upgrade operating experience is not changed based upon the following content of the new rule.

1) FAR 121.434(f) states . . . "Flight crewmembers may substitute one additional takeoff and landing for each hour of flight to meet the operating experience requirements of this section, up to a maximum of 50% of flight hours, except those in Group II [turbojet] initial training and second in command pilots in Group II transition training."

   Therefore, pilots who upgrade in the same aircraft (SIC to PIC) are al-

lowed to take the reduction of flight hours.

2) FAR 121.434(g) requires that the PIC and SIC complete 100 hours of line operating flight time for consolidation of knowledge and skills.

However, 121.434(h)(1) states . . . "Pilots who have qualified and served as pilot in command or second in command on a particular type airplane in operations under this part before August 25, 1995 are not required to complete line operating flight time for consolidation of knowledge and skills." This is interpreted to mean that all Southwest SIC's who are serving as an SIC are considered to have completed the consolidation requirements based upon their pre-August 25, 1995 experience at Southwest.

FAR 121.434(h)(2) states . . . "Pilots who have completed the line operating flight time requirement for consolidation of knowledge and skills while serving as second in command on a particular airplane type in operations under this part after August 25, 1995 are not required to repeat the line operating flight time before serving as pilot in command on the same airplane.

Since 121.434(h)(1) gives consolidation credit to pilots who served as SIC's before August 25, 1995 and 121.434(h)(2) recognizes those pilots who complete consolidation after August 25, 1995, there is no requirement for an upgrading PIC to accomplish the 100 hours of line operating flight time for consolidation.

NOTE: PIC's are not authorized to conduct operations below CAT I minimums until completion of 300 hours PIC time in SWA aircraft.

CAPTAIN LEADERSHIP TRAINING

1) Captain Leadership Curriculum Segment [7 Hours]

Prerequisite

This training is for PIC crewmembers who are eligible for their first recurrent PT following completion of upgrade to PIC.

Objective

The objective of this training is to enhance the leadership qualities of the PIC.

Curriculum Segments

The curriculum segment is designed to be completed in conjunction with the recurrent simulator PT.

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B737 PIC

Programmed Hours: 48

TRAINING OBJECTIVE

The primary objective of this training is to provide the trainee with the necessary level of aircraft systems and operating procedural knowledge. The training will place special emphasis on PIC knowledge requirements.

PERFORMANCE OBJECTIVE

At the completion of this training, the trainee will be able to locate, identify, and operate all aircraft systems. Additionally, the trainee will have demonstrated mastery of the knowledge necessary to perform all normal and selected non-normal and emergency operating procedures.

CURRICULUM SEGMENT OUTLINE

1) General Operational Subjects:
   - A. Flight Manuals
   - B. Operations Specifications
   - C. Flight Planning
   - D. Meteorology
   - E. Windshear and Microburst Phenomena
   - F. Deicing/Anti-icing Program
   - G. Air Traffic Control
   - H. Communications Procedures
   - I. Flight Standards
   - J. Takeoff and Landing Safety
   - K. Surface Movement Guidance and Control System (SMGCS) and Low Visibility Operations
   - L. Aircraft Performance
   - M. Selected Event Training (SET)

2) Aircraft Systems Subjects:
   - A. Aircraft General
   - B. Air Systems

C. Anti-Ice, Rain
D. Automatic Flight
E. Communications
F. Electrical
G. Engines, APU
H. Fire Protection
I. Flight Controls
J. Flight Instruments, Displays
K. Flight Management, Navigation
L. Fuel
M. Hydraulics
N. Landing Gear
O. Warning Systems (including TCAS, EGPWS, PWS)
P. Head-Up Guidance System

3) Crew Resource Management:
   A. Introduction
   B. Error Management
   C. Case Studies
   D. Monitoring and Challenging
   E. Dealing with Disruptive Customers
   F. Summary
4) Testing/Examination:
   A. Review
   B. Written Examination

GENERAL OPERATIONAL SUBJECTS TRAINING MODULES

1) Flight Manuals Module
   A. Introduction
   B. Format
   C. Usage
2) Operations Specifications Module

A. Preflight
B. Takeoff and Departure
C. Enroute (including DRVSM)
D. Arrival and Landing

3) Flight Planning Module
   A. Weight and Balance
   B. Dispatch and ATC Procedures
   C. Weather Reports and Charts

4) Meteorology Module
   A. Weather Phenomena
   B. Frontal Systems
   C. Icing
   D. Fog
   E. Thunderstorms
   F. High Altitude Weather Situations
   G. Adverse Weather Recognition
   H. Avoidance

5) Windshear and Microburst Phenomena Module
   A. Description
   B. Recognition
   C. Precautions and Planning
   D. Avoidance and Escape Procedures

6) Deicing/Anti-icing Program Module
   A. Background
   B. Terminology
   C. Activation of Ground Deicing/Anti-icing Procedures
   D. Effects of Ice on Aircraft
   E. Fluid Characteristics and Capability
   F. Deicing/Anti-icing Procedures
   G. Aircraft Inspection/Check Requirements

H. Preflight Inspection/Check

I. Post Deicing/Anti-icing Final Check

J. Holdover Time Guidelines

K. Off-Line Operations

7) Air Traffic Control Module

A. Systems

B. Procedures (including DRVSM)

C. Phraseology (including DRVSM)

8) Communications Procedures Module

A. Normal

B. Emergency

C. Reporting

D. Non-normal Procedures

9) Flight Standards Module

A. General

B. Profiles and Procedures

C. Training

D. Proficiency

10) Takeoff and Landing Safety Module

A. Takeoff and Landing Warnings

B. Normal Procedures

C. Noise Abatement Departure Profile

D. Terrain Avoidance and Situational Awareness (CFIT, ILS/PRM, & LDA/PRM)

E. Approach and Landing Visual Cues (including Visual Cues Prior to and During descent Below DH or MDA)

11) Surface Movement Guidance and Control System (SMGCS) and Low Visibility Operations Module

A. Low Visibility Taxiway and Ramp Markings

B. Low Visibility Taxiway Lighting

C. Operations in less than 1200 RVR

D. Requirements when less than 600 RVR
E. Airports with Approved SMGCS Plans
F. Airports without Approved SMGCS Plans
G. Approach Catagories
H. ILS and Critical Area Protection
I. Visual Approach Aids
J. Transmissometer Systems
K. Facility Status, NOTAM's, Outage Reports
L. Limits for Demonstrated Wind and Windshear
M. Pilot Reports
N. MEL Considerations

12) Aircraft Performance Module
A. Use of the OPC
B. Flight Planning and Reference
C. Takeoff and Climb
D. Enroute
E. Descent and Landing

13) Selected Event Training Module
A. Introduction
B. Unusual Attitude Prevention
C. Procedures and Techniques for Recognition, Reaction, & Recovery

AIRCRAFT SYSTEMS SUBJECTS TRAINING MODULES

1) Aircraft General Module
A. Description
B. Pictorial Preflight Inspection
C. Equipment and Furnishings which includes:
1. Lighting
2. Oxygen Systems

B737 PIC

Programmed Hours: 25

TRAINING OBJECTIVE

To allow the trainee gain PIC operational experience during line operations in accordance with FAR 121.434.

In addition, the trainee will gain experience utilizing the Head-Up Guidance System (HGS) during takeoffs, approaches, and landings.

PERFORMANCE OBJECTIVE

At the completion of the operating experience, the crewmember will have satisfactorily conducted B737 line operations over segments in which he/she will be operating as a PIC.

CURRICULUM SEGMENT OUTLINE

The trainee must acquire the operating experience after satisfactory completion of all upgrade training and checking curriculum segments.

The pilot trainee must perform the duties of the PIC from the PIC seat while under the supervision of a check airman (Check Pilot - All Checks or Line Check Pilot - All Seats).

The trainee must accomplish 3 takeoffs and 3 landings utilizing the HGS. At least one of the 3 landings must be accomplished with the AIII mode of the HGS. The 3 landings will be accomplished in no lower than CAT I weather conditions.

The programmed hours may be reduced to a minimum of 12.5 hours. Beyond the first takeoff and landing, each additional takeoff and landing gives the trainee one hour of operating experience credit. The total operating experience flight time plus the one hour/takeoff and landing credits, must be a minimum of 25 hours.

At least one flight leg of the operating experience must be observed by an FAA inspector.

The completed operating experience must include a line check.

TRAINING MODULES

The occurrences during the operating experience flights and the observations by the supervising check airman will dictate the training content.

The HGS takeoffs will be accomplished with reference to the ground roll reference symbol, guidance cue, and ground localizer line.

The HGS AIII approach and landing will be flown utilizing CAT IIIA callouts ac-

complished by the Captain trainee and First Officer (Check Airman) when weather conditions do not require an instrument approach briefing.

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B737 PIC

Programmed Hours: 8

TRAINING OBJECTIVE

To allow the trainee to gain PIC experience during line operations utilizing the Head-Up Guidance System (HGS) during takeoffs, approaches and landings.

PERFORMANCE OBJECTIVE

At the completion of this operating experience, the trainee will have gained satisfactory exposure in accomplishing takeoffs, approaches and landings utilizing the Head-Up Guidance System and the approved SWA company procedures.

CURRICULUM SEGMENT OUTLINE

The trainee must acquire aircraft experience after satisfactory completion of upgrade simulator Proficiency Check (PC).

The trainee must accomplish 8 approaches utilizing the HGS during which at least 3 must be in the AIII mode in minimums no lower than CAT I weather conditions.

TRAINING MODULES

The takeoff, approach and landing events during the operating experience flights will dictate the training content.

The operating experience must be completed within 120 calendar days of completion of HGS upgrade simulator Proficiency Check (PC).

The operating experience must begin within 60 calendar days of completion of HGS upgrade simulator Proficency Check (PC). If the operating experience does not begin within the 60 days, the trainee must accomplish the following refresher training:

1) Three HGS 300 RVR takeoffs and three HGS approach/landings to CAT IIIA minimums in the flight simulator with a flight simulator instructor.

Following satisfactory completion of the refresher training, the trainee may then begin to acquire the operating experience. However, the operating experience must still be completed within 120 calendar days of completion of Upgrade Simulator Proficiency Check (PC).

If the operating experience cannot be completed within the 120 days, the trainee must complete the HGS ground, flight training, and aircraft training curriculum segments.

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Pilots not holding a PIC line will be scheduled to complete the operating experience with a Check Airman.

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UPGRADE **CAPTAIN LEADERSHIP GROUND TRAINING**
CURRICULUM SEGMENT

B737 PIC

Programmed Hours: 7

TRAINING OBJECTIVE

The objective of this training is to enhance the leadership qualities of the PIC.

PERFORMANCE OBJECTIVE

At the completion of this training the trainee will have been exposed to an in-depth review of actual case studies and the specific leadership philosophy and style expected of a Southwest Airlines Captain.

CURRICULUM SEGMENT

1) Introduction Module
   - A. Purpose and Scope
   - B. Trainee Experience and Sharing
   - C. Introduction of Ops Agents, Flight Attendants, other guests.
2) Leader Module
   - A. Definition of a Leader
   - B. Mentoring
   - C. Workload Management
3) Case Studies Module
   - A. SWA Incidents
   - B. Other Airline Incidents and Accidents
4) Crosscheck and Challenge Module
   - A. Areas of Crew Deficiencies
   - B. NASA Guidelines
   - C. Establishing Environment for Effective Monitoring and Challenging
5) Briefings/Debriefings Module
   - A. Skills By Crew Position
   - B. Suggested Techniques
6) Assertion Module
   - A. Appropriate Assertion Defines
   - B. On-target Assertion Model

UPGRADE APPROVAL DATE:_____ EXPIRATION DATE:_____ APPROVED BY:_____ (Principal Operations Inspector)	FINAL APPROVAL DATE:_____ APPROVED BY:_____ (Principal Operations Inspector)

7) Operational Decision Making Module
   A. Risk Assessment
   B. Risk Identification
   C. Risk Management
8) Dealing with Disruptive Customers Module
   A. Case Studies
   B. Techniques
9) Tying Crewmembers to Corporate Philosophy Module
   A. SWA Mission Statement/Commitment
   B. SWA Operational Priorities
   C. Pilot Responsibilities
   D. Customer Service, Safety, and The Critical Difference
   E. Trauma Expense
10) Summary Module
   A. Common Threads
   B. Wrap Up

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DIFFERENCE LEVELS

The FAA utilizes Advisory Circular 120-53 and the B737 Flight Standards Board Report to define the Training, Checking, and Currency requirements for flight crews who operate variants of an aircraft in a mixed fleet.

A significant feature of these requirements is an Operator Differences Requirements (ODR) Table. The purpose of the Table is to identify the level of Training, Checking, and Currency to be applied to each item that is different from the "base aircraft".

Level codes used in the ODR Table include:

DIFFERENCE LEVEL	TRAINING	CHECKING	CURRENCY
A	Self-instruction	N/A	N/A
B	Aided Instruction	Task or System Check	Self Review
C	System Devices	Partial Check Using Device	Designated System
D	Maneuver Devices	Full PC Using Device & IOE	Designated Maneuver
E	Simulator or Aircraft	Full PC Using Simulator or Aircraft & IOE	Per FAR's

The ODR Table may also include an abbreviation associated with a Level code. These are defined below:

CBT = Computer Based Training
CPT = Cockpit Procedures Trainer
IPT = Integrated Procedures Trainer
PTT = Part Task Trainer
FTD = Flight Training Device
SLF = Supervised Line Flying
REQUAL = As per Requalification Curriculum Segment

OPERATOR DIFFERENCES REQUIREMENTS TABLE						
DIFFERENCE AIRCRAFT: 737-300/-500 BASE AIRCRAFT: 737-700				COMPLIANCE METHOD		
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	TRNG	FLT CHK	CURR
28 FUEL (con't)	- Fuel used/reset control relocated	no	no	n/a	n/a	n/a
	- Fuel scavange system changed	no	no	B	n/a	n/a
	- 6 common fuel boost pumps with check valves installed	no	no	B	n/a	n/a
	- Drip sticks installed	no	no	A	n/a	n/a
29 HYDRAULIC	- General systems differences	no	no	A	n/a	n/a
	- Indications through analog instruments	no	no	B	n/a	n/a
30 ICE & RAIN PROTECTION	- Engine & wing anti-ice differences	no	yes	B	n/a	n/a
	- Rain repellent system installed	no	yes	A	n/a	n/a
32 LANDING GEAR	- Main and nose gear downlock viewers	no	yes minor	B	n/a	n/a

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(Principal Operations Inspector)

FINAL APPROVAL DATE:_____
APPROVED BY:_____
(Principal Operations Inspector)

OPERATOR DIFFERENCES REQUIREMENTS TABLE						
DIFFERENCE AIRCRAFT: 737-300/-500 BASE AIRCRAFT: 737-700				COMPLIANCE METHOD		
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	TRNG	FLT CHK	CURR
32 LANDING GEAR (con't)	- Antiskid switch installed	no	yes minor	B	n/a	n/a
34 NAVIGATION	- RMI, HSI, ADI analog configuration	no	no	A	n/a	n/a
	- Single FMC/ MCDU	no	yes minor	B	n/a	n/a
	- No navigation GPS	no	no	B	n/a	n/a
36 PNEUMATICS	- Duct pressure indication differences	no	no	B	n/a	n/a
49 APU	- Single pack operation only	no	yes minor	B	n/a	n/a
	- Single generator bus operation airborne	no	yes minor	B	n/a	n/a
73, 74, 77, 80 POWER PLANT	- CFM56-3B engine	no	no	B	n/a	n/a
	- Controls and indicators to accommodate differences in engines	no	yes minor	B	n/a	n/a
	- PMC installed	no	yes	B	n/a	n/a

INITIAL APPROVAL DATE:_____
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OPERATOR DIFFERENCES REQUIREMENTS TABLE						
DIFFERENCE AIRCRAFT: 737-300/-500 BASE AIRCRAFT: 737-700				COMPLIANCE METHOD		
SYSTEM	REMARKS	FLT CHAR	PROC CHNG	TRNG	FLT CHK	CURR
33 WARNING	- PSEU not installed	no	no	A	n/a	n/a
PERFORMANCE	- Gross weight related changes	no	no	B	n/a	n/a
LIMITATIONS	- Aircraft limitation differences	no	yes	B	B	B

OPERATOR DIFFERENCES REQUIREMENTS TABLE						
DIFFERENCE AIRCRAFT: 737-300/-500 BASE AIRCRAFT: 737-700				COMPLIANCE METHOD		
MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRNG	FLT CHK	CURR
NORMAL TAKEOFF, CLIMB, CRUISE, DESCENT, INSTRUMENT APPROACHES, LANDING	- Use of block maneuvering speeds	no	yes minor	C	B	B
NON-NORMAL MANEUVERS	- QRH related differences	no	yes	C	B	B

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INITIAL APPROVAL DATE:_____
EXPIRATION DATE:_____
APPROVED BY:_____
(Principal Operations Inspector)

FINAL APPROVAL DATE:_____
APPROVED BY:_____
(Principal Operations Inspector)

RECURRENT TRAINING CATEGORY

Prerequisite

This training is for PIC and SIC personnel who have been initially qualified in their specific duty position.

Objective

To maintain PIC and SIC qualifications.

Curriculum Segments

Qualification is accomplished after satisfactory completion of the following curriculum segments appropriate to the specific duty position.

RECURRENT TRAINING - B737 PIC [27 Total Annual Hours]

1) Systems Ground Training (SYS) [8 Hours]
2) Emergency Training (EPT) [8 Hours]
3) Home Study Examination (HSE) [4 Hours]
4) Proficiency Training (PT) [4 Hours]
5) Proficiency Check (PC) [2 Hours]
6) Line Check (LC) [1 Hour]

RECURRENT TRAINING - B737 SIC [23 Average Annual Hours]

1) Systems Ground Training (SYS) [8 Hours]
2) Emergency Training (EPT) [8 Hours]
3) Home Study Examination (HSE) [4 Hours]
4) Proficiency Training (PT) [4 Hours]
5) Proficiency Check (PC) [2 Hours]

CURRICULUM SEGMENT CONTENT

The Recurrent Ground Training required by FAR 121.427(b) and TSR 1544.233 is contained in the three curriculum segments:

INITIAL APPROVAL DATE:_____	FINAL APPROVAL DATE:_____
EXPIRATION DATE:_____	
APPROVED BY:_____ (Principal Operations Inspector)	APPROVED BY:_____ (Principal Operations Inspector)

B737 PIC/SIC

Programmed Hours: 8

TRAINING OBJECTIVE

To ensure that each crewmember is satisfactorily trained and currently proficiency with respect to the type of airplane and crewmember duty position held.

PERFORMANCE OBJECTIVE

At the completion of the systems ground training curriculum segment, the crewmember will have demonstrated his/her knowledge of the initial ground training subjects.

CURRICULUM SEGMENT OUTLINE

This segment of the overall recurrent training curriculum is designed to meet the regulatory compliance requirements. This requirement does not mean that each element of training must be re-accomplished during each annual period of recurrent training. It means that pertinent subject areas must be reaccomplished often enough to ensure that crewmembers remain competent in the performance of their duties. Therefore, this curriculum segment will provide coverage of all training subjects during each three year cycle, except for Deicing/Anti-Icing which will be covered annually.

1) General Operational Subjects:
   - A. Crewmember Duties and Responsibilities
   - B. Appropriate Provisions of FARs
   - C. Operations Specifications (including DRVSM)
   - D. Flight Operations Manual (FOM)
   - E. Flight Release Procedures
   - F. Determining Weight and Balance and Runway Limitations for Takeoff and Landing
   - G. Practical Meterology to Include Principles of Frontal Systems, Icing, Fog, Thunderstorms, and High Altitude Weather Situations.
   - H. ATC Systems, Procedures, and Phraseology (including DRVSM)
   - I. Navigation and the use of Nav Aids to include Instrument Approach Procedures (including ILS/PRM & LDA/PRM)
   - J. Normal and Emergency Communication Procedures
   - K. Visual Cues Prior to and During Descent Below DH or MDA
   - L. Other Instruction as Necessary to Ensure Crewmember Competence

M. Management Discussions

2) Aircraft Systems Subjects:

A. General Description

B. Performance Characteristics

C. Engines

D. Major Components

E. Major Airplane Systems

F. Procedures for:

1. Recognition and Avoidance of Severe Weather

2. Escape from Severe Weather Situations (Including Low-Altitude Windshear) In Case of Inadvertant Encounters

3. Operating In or Near Thunderstorms (Including Best Penetrating Altitudes), Turbulent Air (Including Clear Air Turbulence), Icing, Hail, and Other Potentially Hazardous Meterological Conditions.

G. Deicing/Anti-icing Program

H. Operating Limitations

I. Fuel Consumption and Cruise Control

J. Flight Planning

K. Normal and Emergency Procedures

L. Flight Reference Manual

3) Qualification Area:

A. General Operational & Aircraft Systems Quizzes

B. Deicing/Anti-Icing Program Testing

GENERAL OPERATIONAL AND AIRCRAFT SPECIFIC TRAINING MODULES

The content of these training modules are contained in the Recurrent Training Instructor Guide. The basis for determining module content is the underlying Flight Operations philosophy of conducting flight operations with the greatest level of safety coupled with standardized operating procedures.

The specific module content is derived from a variety of feedback sources that provide trending data concerning the level of crewmember knowledge and behavioral performance that is being exhibited by Southwest crews in the oper-

ational environment. These sources include, but are not limited to:

A. ASAP Reports
B. FDAP Data
C. Irregularity Reports
D. Surveys/Critiques
E. FAA Inspections
F. TSA Inspections
G. DOD Inspections
H. Company Audits
I. Line Checks
J. Proficiency Checks
K. Proficiency Training
L. Training Examinations
M. Crew Observations

QUALIFICATION MODULE

1) General Operational & Aircraft Systems Testing
2) Deicing/Anti-Icing Program Testing

NOTE: This module is accomplished through individual crewmember quizzing, group discussion, and problem solving. An integral part of this module includes credit given for satisfactorily completing the semi-annual Home Study Examination.

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B737 PIC/SIC

Programmed Hours: 8

TRAINING OBJECTIVE

To ensure that each crewmember is satisfactorily trained and currently proficient with respect to the type of airplane and crewmember duty position held.

PERFORMANCE OBJECTIVE

At the completion of the emergency training curriculum segment, the crewmember will have demonstrated his/her knowledge of the initial emergency, security, and crew resource management training subjects/drills.

CURRICULUM SEGMENT OUTLINE

1) Emergency Drill (Hands-On) Subjects:
   - A. Hand-Held Fire Extinguishers
   - B. Emergency Exits
   - C. Emergency Oxygen Systems
   - D. Lifevests
2) Emergency Situation Subjects:
   - A. Company Emergency Procedures
   - B. Flight Crewmember Duties and Responsibilities
   - C. First Aid Equipment
   - D. Illness & Injury of Passengers & Crewmembers
   - E. Ditching
   - F. Evacuation
   - G. Rapid Decompression
   - H. Cabin/Cockpit Fire
   - I. Accidents/Incidents & General Problems
   - J. Crewmember Incapacitation
   - K. Dangerous Articles and Magnetized Materials
3) Security Subjects
4) Crew Resource Management Subjects:
   - A. Introduction
   - B. Human Factors

C. Error Management

5) Management Discussions

EMERGENCY DRILL (HANDS-ON) TRAINING MODULES

1) Hand-Held Fire Extinguisher Module

A. Location

B. Removal

C. Proper use of

2) Emergency Exits (in normal and emergency modes) Module

A. View Pictorial and Review Drill Procedures for Overwing Hatch and Door and the Main Cabin Door

NOTE: The Emergency Exits Drills are conducted during the Recurrent Simulator PT briefing period.

B. Cockpit Escape Straps operational review (not a hands-on drill)

C. Air Stair operational review (not a hands-on drill)

3) Emergency Oxygen Systems

A. View Pictorial and Review Drill Procedures

NOTE: The Emergency Oxygen Systems Drill is conducted during the Recurrent Simulator PT briefing period.

4) Lifevest Module

A. Location

B. Removal

C. Proper use of, including donning

EMERGENCY SITUATION TRAINING MODULES

1) Company Emergency Procedures Module

A. Basic Emergency Procedures

B. Declaring an emergency

C. Emergency conditions

D. Emergency landing procedures

2) Flight Crewmember Duties & Responsibilities Module
   - A. Emergency equipment MEL considerations
   - B. Emergency assignments
   - C. Captain's emergency authority
   - D. Accident/incident & reporting

3) First Aid Equipment Module
   - A. Contents of first aid kit
   - B. Emergency medical kit
   - C. Location
   - D. Removal
   - E. Pilot use of

4) Illness & Injury of Passengers & Crewmembers Module
   - A. Procedures
   - B. Reports

5) Ditching Module
   - A. Individual flotation devices - cabin & cockpit
   - B. Ditching procedures

6) Evacuation Module
   - A. Special passengers
   - B. Megaphone
   - C. Evacuation procedures
   - D. Incidents

7) Rapid Decompression Module
   - A. Respiration
   - B. Hypoxia
   - C. Duration of consciousness
   - D. Gas expansion
   - E. Gas bubble formation
   - F. Physical phenomea and incidents

8) Cabin/Cockpit Fire Module
   A. Smoke control
9) Accident/Incidents & General Problems Module
   A. NTSB/FAA Reports
   B. Company irregularity reports
10) Crewmember Incapacitation Module
   A. Procedures
11) Dangerous Articles and Magnetized Materials Module
   A. Procedures/Policy (FOM)
   B. Acceptable HazMat
   C. Electric Wheelchair Batteries

TSA APPROVED SECURITY SUBJECTS TRAINING MODULES (2 Hours or to Proficiency))

The requirements of the AOSSP permit only the disclosure of the training module titles and generic references to the module contents. The actual content of the security training modules are to be made only to flight crewmembers receiving security training and other parties designated by Flight Operations management.

1) Recognizing Suspicious Activities and Determining Seriousness of an Occurrence
   A. Linking Patterns of Behavior to Threat Levels
   B. Training Exercises (Threat)
2) Crew Communications and Coordination
   A. Support Available (ATC, FAM/LEO, Company)
   B. Pre-Flight Security and Briefing
   C. Emergency Communications
3) Use of Protective Devices Assigned to Crewmembers
   A. FFDO weapon
4) Use of Restraint Devices Assigned to Crewmembers
   A. Demonstrate Proficiency

CREW RESOURCE MANAGEMENT TRAINING MODULES

1) Introduction Module
   - A. SWA CRM Training Update
2) Human Factors Mode
   - A. NTSB Safety Study Review
   - B. Incident/Accident Linkage to Error Management
3) Error Management Module
   - A. Human Imperfection
   - B. Avoiding and Trapping Errors
   - C. Managing Errors
   - D. Case Study
   - E. Crew Briefings
   - F. Monitoring and Challenging
   - G. Situation Awareness
   - H. Decision Making and Problem Solving

MANAGEMENT DISCUSSIONS

1) Safety Topics
2) Questions and Answers

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INITIAL APPROVAL DATE:_____ EXPIRATION DATE:_____ APPROVED BY:_____ (Principal Operations Inspector)	FINAL APPROVAL DATE:_____ APPROVED BY:_____ (Principal Operations Inspector)

B737 PIC/SIC

Programmed Hours: 4 (annually)

TRAINING OBJECTIVE

To ensure that each crewmember is adequately trained and currently proficient with respect to the type of airplane and crewmember duty position held.

PERFORMANCE OBJECTIVE

The crewmember must score at least 80% correct answers in order to satisfactorily complete the training.

CURRICULUM SEGMENT OUTLINE

The home study examination is issued each April and October. New-hire crewmembers become eligible for their first HSE at the end of the sixth calendar month after the month in which they completed their Initial Proficiency Check.

The open book exam is composed of 100 questions. The HSE is available on-line via the Company intranet, and over the internet via each Pilot's secure access through the Crew Portal. The on-line examination capability offers immediate feedback to the trainee of their score and areas of deficiency. Should a trainee score below the 80% passing level, the trainee will be advised that they are disqualified from flying and e-mail messages of this disqualification are automatically sent to Crew Scheduling, Training Scheduling, the Chief Pilots,the Director of Operations, the Director of Flight Training, and the Director of Flight Standards. The source of the examination contents are the various Company issued publications provided to each crewmember.

These include:

1) Jeppesen Route Manual
2) Flight Operations Manual (FOM) Vol. 1 & 2 (including Deicing/Anti-Icing program)
3) Flight Reference Manual (FRM) Vol. 1 & 2

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