

Attachment 10

to Operational Factors / Human Performance Group Factual Report

DCA011IA047

FLIGHT CREW STATEMENTS



Flight Operations IR Summary Report

Flight Ops SOPI Reporting

Report Number
36465

Current IR Status: Filed
Submitted Date(s): 04/28/2011
Domicile(s): All

IR Identification

Event Date: 4/26/2011 **Submitted Date:** 4/28/2011 8:17:49AM
Approx. Time of Event: 1335 **Event Category:** Aircraft leaving runway/taxiway

Flight History

Flight Number: 1919 **This is a Non-Flt related event:** No
Aircraft Type: 700 **Scheduled Departure City:** DEN
Aircraft Number: N799SW **Scheduled Arrival City:** MDW
Mission: Passenger **Diversion City:**

Narrative

Approaching Midway airport, Air Traffic Control (ATC) gives us instructions to proceed direct to the Sarms intersection. Holding instructions given due to weather in the area. We are told to expect further clearance at 1815Z, approximately 30 min. After 20-30 minutes we are released from holding via a right turn direct JOT. We are asked if we can fly the RNP approach, as this would expedite our sequence. We inform ATC that we can, and set up and brief to fly the RNPZ 13C approach. Enroute ATC advises we are cleared the RNPZ 13C approach, we change approach plates and reprogram the FMC to reflect the changes. We ask for left deviation around weather then precede direct JOT. ATC issues descent clearance and slows us down to 170 knots. Clearance given to 2500', this altitude is different than that depicted on the approach plate inbound to the "TOYUL" fix. I deleted the altitude on the legs page to comply with ATC instructions. ATC clears us the approach with instructions to fly 170 knots until 5 mile final. We are now below the cloud layer and can see the runways with a large rain cell just to the east of the runway. An aircraft that had just landed reports braking action "fair". First officer recomputed OPC data (wet fair) and informs me that data is still good for landing with max braking. Aircraft now descends on the approach and begins turn towards final when First officer calls out a flap over speed as we select flaps 25. I retard the throttles manually. Aircraft is slowing; however gusting winds slow the flap extension. I transition to visual references and turn off the autopilot. As I scan for altitude and airspeed, I continue tracking the vnav path and centerline. Moderate crosswinds and wind gust to touchdown. We touchdown within 1000' of the landing runway, We realize we are not slowing. Captain applies maximum brake pressure and gets little to no response. First officer attempts to assist applying brake pressure. First Officer then states "no thrust reverser" at which time Captain deploys the thrust reversers to maximum. Aircraft begins to slow, Captain attempts to steer aircraft into the hold short area of RWY 31C. Aircraft slowly turns but we depart RWY 13C into grass.

Aircraft is stopped and shutdown, no indications of fire present. Captain instructs passengers to remain seated. Aircraft evacuation checklist applicable items run as a precaution. Fire personnel confirm no fire. Portable air stairs used to deplane passengers through aft entry door. Aircraft secured and given to maintenance.

Submitter

First Name: Michael **Domicile:** BWI
Last Name: Navarro **Seat Assignment:** Left Seat
Employee #: ----- **Duties During Event:** Pilot Flying (PF)

Location of Event

Phase/Location at Time of Event: Landing **Control Status:** Controlled
Flight Plan: IFR

Flight Conditions

Weather: **Light/Visibility:** Daylight
Weather: VMC **Ceiling (Feet):** 3000
Rain **Visibility (NM):** 5.0 - 10.0
Turbulence 4 - Moderate **RVR (Feet):**
Wind Direction (Degrees 000-360): 190
Wind Speed (Knots 0-400): 23

Miscellaneous Information

Was an Emergency Declared: No **HGS:** NA

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Logbook Entry Made: Yes
Dispatch notified: Yes
Maintenance notified: Yes

Aircraft Related

In the Air (takeoff runway to landing runway)

Airspace: Class B

Altitude - MSL (Feet):

Altitude - AGL (Feet): 0

Nav aids in Use/Nearest Fix:

Fix/Approach Description:

On the Ground (non-runway related)

Airspace Location:

Non-Aircraft and/or Personnel Related

Station Where Occurred:

Location:

Did you contact Hotel Mgmt: No

Radial:

Distance (NM):

Airspeed Knots (0-400):

Airspeed Mach (.60-.99):

Heading (Degrees 000-360):

Please Specify:

Please Specify:



Flight Operations IR Summary Report

Flight Ops SOPI Reporting

Report Number
36480

Current IR Status: Admin Review
Submitted Date(s): 04/28/2011
Domicile(s): All

IR Identification

Event Date: 4/26/2011
Approx. Time of Event: 1335

Submitted Date: 4/28/2011 4:19:56PM
Event Category: Aircraft leaving runway/taxiway

Flight History

Flight Number: 1919
Aircraft Type: 700
Aircraft Number: N799SW
Mission: Passenger

This is a Non-Fit related event: No
Scheduled Departure City: DEN
Scheduled Arrival City: MDW
Diversion City:

Narrative

Approaching Midway airport, Air Traffic Control (ATC) gives us instructions to proceed direct to the Sarms intersection. Holding instructions given due to weather in the area. We are told to expect further clearance at 1815Z, approximately 30 min. After 20-30 minutes we are released from holding via a right turn direct JOT. We are asked if we can fly the RNP approach, as this would expedite our sequence. We inform ATC that we can, and set up and brief to fly the RNPZ 13C approach. Enroute ATC advises we are cleared the RNPZ 13C approach, we change approach plates and reprogram the FMC to reflect the changes. We ask for left deviation around weather then precede direct JOT. ATC issues descent clearance and slows us down to 170 knots. Clearance given to 2500', this altitude is different than that depicted on the approach plate inbound to the "TOYUL" fix. I deleted the altitude on the legs page to comply with ATC instructions. ATC clears us the approach with instructions to fly 170 knots until 5 mile final. We are now below the cloud layer and can see the runways with a large rain cell just to the east of the runway. An aircraft that had just landed reports braking action "fair". First officer recomputed OPC data (wet fair) and informs me that data is still good for landing with max braking. Aircraft now descends on the approach and begins turn towards final when First officer calls out a flap over speed as we select flaps 25. I retard the throttles manually. Aircraft is slowing; however gusting winds slow the flap extension. I transition to visual references and turn off the autopilot. As I scan for altitude and airspeed, I continue tracking the vnav path and centerline. Moderate crosswinds and wind gust to touchdown. We touchdown within 1000' of the landing runway, We realize we are not slowing. Captain applies maximum brake pressure and gets little to no response. First officer attempts to assist applying brake pressure. First Officer then states "no thrust reverser" at which time Captain deploys the thrust reversers to maximum. Aircraft begins to slow, Captain attempts to steer aircraft into the hold short area of RWY 31C. Aircraft slowly turns but we depart RWY 13C into grass.

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I am in substantial agreement with this narrative as submitted by Captain Navarro.
David Johnston

Submitter

First Name: David
Last Name: Johnston
Employee #: -----

Domicile: BWI
Seat Assignment: Right Seat
Duties During Event: Pilot Monitoring (PM)

Location of Event

Phase/Location at Time of Event: Landing
Flight Plan: IFR

Control Status: Visual Apch

Flight Conditions

Weather:
Weather: VMC
T-storm
Windshear

Light/Visibility: Daylight
Ceiling (Feet): 2500
Visibility (NM): 5.0 - 10.0
RVR (Feet):
Wind Direction (Degrees 000-360): 190
Wind Speed (Knots 0-400): 23

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Miscellaneous Information

Was an Emergency Declared: Yes
Logbook Entry Made: Yes
Dispatch notified: Yes
Maintenance notified: Yes

HGS: Not Used

Aircraft Related

In the Air (takeoff runway to landing runway)

Airspace: Class B
Altitude - MSL (Feet):
Altitude - AGL (Feet): 0
Nav aids in Use/Nearest Fix: Airport
Fix/Approach Description: landing

Radial:
Distance (NM):
Airspeed Knots (0-400):
Airspeed Mach (.60-.99):
Heading (Degrees 000-360):

On the Ground (non-runway related)

Airspace Location: Runway

Please Specify: 13c

Non-Aircraft and/or Personnel Related

Station Where Occurred: MDW
Location: Airport
Did you contact Hotel Mgmt: No

Please Specify: MDW