



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

May 8, 2014

Attachment 2 – Crew Information

OPERATIONAL FACTORS

DCA14IA037

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A. Crew Information

1.0 Flight Crew experience with KBBG¹

FLIGHTS TO BKG(BEGIN SERVICE MARCH 9, 2013)

¹ Source: Southwest Airlines

Flt#	DEPARTURE DATE	DEPARTURE STATION	Arrival Station	Seat	Emp#	Name
1161	24-Jun-13	DAL	BKG	CA	██████	██████████
1161	24-Jun-13	DAL	BKG	FO	██████	LANGFORD KEN
1161	24-Jun-13	BKG	MDW	CA	██████	██████████
1161	24-Jun-13	BKG	MDW	FO	██████	LANGFORD KEN
*██████ had no previous take offs or landings at BKG						

2.0 Pilot Statements

2.1 Captain Statement

Preliminary statement of Captain Ron Horne

Regarding

SWA 4013, January 12, 2014 MDW-BKG (KPLK)

January 14, 2014

I arrived at MDW early on flight 1035. I noted that my next flight was delayed about an hour so I ate a sandwich in the crew lounge and waited.

I met my FO in the airport and talked to him about his work over the last two days. We met the incoming crew upon arrival to MDW and noted the MEL's on aircraft, 33-08-04 and 28-01-02. As required we both read the RBF #13-65 and noted the requirements of the MEL. We then proceeded without incident through take off and en route to DGD which was the last fix on our filed route of flight.

The en route portion was normal. We transferred fuel while in cruise flight due to the MEL #2 AFT FUEL BOOST PUMP being inoperative I pointed out Springfield and Branson in the distance to our Jump Seater and noted the two locations on the cockpit display. We briefed a visual approach backing that up with the RNAV GPS 14. We programmed the FMC accordingly and I also set up the HGS for added back up and inserted both a 5 and 10 mile ring around runway 14 at BKG to display on the navigation display. I also had the LOC/DME for the opposite runway tuned for DME to the field. Approach control handed us off to tower when we said we had the field in sight. The tower called helicopter traffic at our 11 o'clock position. We both looked for the traffic, I did not see the traffic.

We were heading toward the last approach fix VUCUG prior to the runway when the FO stated we're high and disengaged the auto pilot and hand flew the AC while we configured for landing. We then turned back to what we believed to be BKG. We were in a stable approach based on the vmc carrot which provided glide path information in HGS on speed and configured, though the airspeed varied due to gusty conditions, and landed at PLK in error.

Once the auto pilot was disengaged we both focused on what we believed to be BKG and did not understand what had happened until we were on the ground and in full thrust reverser. My first realization that something was wrong is when I saw the end of the runway approach way too fast for this to be the right runway. I called for maximum braking and we stopped the aircraft at the end of the runway. I recall we were in a stable approach and on a correct glide path.

I immediately called the BKG tower and asked if he could see us, he said no and I stated then that we had landed at the wrong airport. We made calls to confirm our status. I informed the passengers that we had landed at the wrong airport and to please remain seated while we sorted out what we could do from that point. I briefed our flight attendants as to what happened and we were working on a way to accommodate our passengers. They responded in a professional manner in every way providing service throughout the delay for the busses to arrive. SWA Proprietary and Confidential

We made several calls on the traffic common radio frequency to alert any traffic inbound to PLK, left all exterior aircraft lighting on and the Branson tower sent out NOTAMS to that effect. We were able to get a tug and tow bar and move the aircraft off the runway after several hours.

2.2 First Officer Statement

Preliminary statement of First Officer Ken Langford

Regarding

SWA 4013, January 12, 2014 MDW-BKG (KPLK)

January 14, 2014

The departure of flight 4013 from Chicago (MDW) to Branson (BKG) was uneventful. During the final phase of the descent in BKG, ATC had cleared us direct to the Branson airport and to expect a visual to runway 14. We briefed and set up for a visual approach with plans to use the RNAV GPS 14 as backup. The RNAV GPS 14 (the only procedure for that runway) was set up in the FMC.

On further descent through 10,000 feet, we told ATC we had the field in sight and we were "cleared" for the visual approach to runway 14. We selected the "VUCUG" waypoint on the RNAV approach procedure (which is approximately 5 miles out on the final for runway 14) and proceeded direct. As we continued the descent and approach, it became apparent we were going to be high. We discontinued the direct to the RNAV waypoint. We took a downwind heading to extend our downwind in an effort to set up for a stabilized approach. Branson tower cleared us to land; we flew the pattern, were stabilized, and proceeded to land.

After touchdown we realized we had landed at an airport other than BKG. We notified Branson Tower and our dispatcher. We then tended to our passengers and arranged for their transportation to Branson.

After the passenger had been deplaned into buses, we continued to work with Dispatch and Branson airport operations to secure the aircraft on the ramp at KPLK

3.0 Pilot Schedules

3.1 Captain's Schedule

Trip FP2E on 01/10/2014

Trip FP2E on 01/10/2014

All legalities will use estimated and actual times, if available.

Legalities: (C) Duty time of 11:24 hours exceeds the max scheduled Duty Period of 11:00 hours at 1405 on 10Jan14
 (B) FDP of 10:54 hours exceeds 10:30 hours of maximum FDP at 0059 on 11Jan14

Trip Fleet: 737
 Class: W
 Trip Type:
 Trip Status: O
 Time Away From Base: 5408

Herb Time			<- Click to toggle ->		Estimated		Totals									
Date	Flight	Depart	Arrive	Eq	Block	Intl	MT	Ground	Wrk Codes	Block	FDP	Duty	Credit	Overfly	M/D/H	Prem
		Rpt 1405											0			
10 Jan	1786	MCO 1628	STL 1852	300	224			40					300			
10 Jan	1786	STL 1932	DEN 2148	300	216			38					280			
10 Jan	1786	DEN 2226	SFO 0059	300	233			1435					310			
		Rls 0129								713	1054	1124	890		890	1335

SFO:1306(NRD2) Hotel: Hilton #(650)340-8500 Trans: Hotel Shuttle

Contact Time: CA: FO:

		Rpt 1435											0			
11 Jan	2179	SFO 1534	MDW 1934	700	400			108					500			
11 Jan	2179	MDW 2042	MHT 2236	700	154			1315					250			
		Rls 2306								554	801	831	750		750	1125

MHT:1214(NRD2) Hotel: Crowne Plaza #(603)886-1200 Trans: Hotel Shuttle

Contact Time: CA: FO:

		Rpt 1120														
12 Jan	1035	MHT 1151	MDW 1417	800	226			226					340			
12 Jan	4013	MDW 1643	PLK 1943	700	300			15					342	162		
12 Jan	LIMO	PLK 1958	BKG 1958		0			15					0			
12 Jan	LIMO	BKG 2013	MCO 2013		0			0					0			
		Rls 2013								526	823	853	682	162	682	1023

Originally trip FP2A dated 01/10/2014

→ [Redacted]

Total: 1833 2718 2848 2322 162 2322 3483
 Carry 0 0
 Out:

Flight Time Color Codes
Report/Release Time
Planned Time
Estimated Time
Actual Time

Trip Details-FAAB dated 10Jan14



(C) Duty time of 11:24 hours exceeds the max scheduled Duty Period of 11:00 hours at 1405 on 10Jan14

(B) FDP of 10:54 hours exceeds 10:30 hours of maximum FDP at 0059 on 11Jan14

(C) Misconnect on Flight at 1953 on 12Jan14

(C) Discontinuity in flight sequence at BKG at 2236 on 12Jan14

Remarks Status Class Type

Date	Flight	Depart	Arrive	Eg	Pos	S	Leg Code	Infl	MT	Reg	Grnd	Block	FDP	Duty	Credit	CT
Rpt 1405																
10Jan	1786	MCO	1628	STL	1852	300				Q	40	224			300	
10Jan	1786	STL	1932	DEN	2148	300				Q	38	216			280	
10Jan	1786	DEN	2226	SFO	0059	300				Q	1435	233			310	
Rls												0129	713	1054	1124	390

SFO :1306(NR02) Hotel: Hilton, (650)340-8500

Trans: Hotel Shuttle

Contact Time: CA FO

Date	Flight	Depart	Arrive	Eg	Pos	S	Leg Code	Infl	MT	Reg	Grnd	Block	FDP	Duty	Credit	CT
Rpt 1435																
11Jan	2179	SFO	1534	MDW	1934	700				Q	108	400			500	
11Jan	2179	MDW	2042	MHT	2236	700				Q	1315	154			250	
Rls												2306	554	801	831	750

MHT :1214(NR03) Hotel: Crowns Plaza, (803)886-1200

Trans: Hotel Shuttle

Contact Time: CA FO

Date	Flight	Depart	Arrive	Eg	Pos	S	Leg Code	Infl	MT	Reg	Grnd	Block	FDP	Duty	Credit	CT
Rpt 1129																
12Jan	1035	MHT	1151	MDW	1417	800				Q	226	226			340	
12Jan	4013	MDW	1943	PLK	1943	700				Q	253	300			342	
12Jan	4013	BKG	2236	DAL	2345	700				Q	-352	108			140	
12Jan	4013	DAL	1953	MSY	2107	500				Q	1353	114			170	
Rls												2137	748	947	1017	992

MSY :1253(NR03) Hotel: Doubletree Airport, (504)467-3111

Trans: Hotel Shuttle

Contact Time: CA FO

Date	Flight	Depart	Arrive	Eg	Pos	S	Leg Code	Infl	MT	Reg	Grnd	Block	FDP	Duty	Credit	CT
Rpt 1030																
13Jan	3032	MSY	1100	HOU	1215	700			Xld	Q	53	115			140	
13Jan	4037	HOU	1308	ATL	1449	700				Q	49	141			210	
13Jan	4037	ATL	1538	BAM	1725	700				Q	30	147			200	
13Jan	4126	BAM	1755	MCO	2025	700				Q	0	230			300	
Rls												2055	713	955	1025	850

Trip ends in rest code:

Time Away From Base: 7650

Pairing Total: 2808 3837 4037 **3482**

3.2 FO's Schedule

(C) Duty time of 13:02 hours exceeds the max. scheduled Duty Period of 13:00 hours at 0835 on 12Jan14
 (C) Mismatch on Flight at 1853 on 12Jan14
 (B) FDP of 12:32 hours exceeds 11:30 hours of maximum FDP at 2107 on 12Jan14
 (C) Discontinuity in flight sequence at BKG at 2236 on 12Jan14

Remarks: mke...hilton 414-271-7250 trk#261936

Date	Flight	Depart	Arrive	Eq	Pos	S	Leg Code	Infl	MT	Reg	Grnd	Block	FDP	Duty	Credit	CT
Rpt 1456																
10-Jan	LIMO	MCO	1456	MCO	1456						132	0			0	
10-Jan	1736	MCO	1528	SIL	1852	300				Q	23	224			300	
10-Jan	1015	STL	1915	MSP	2056	700				Q	1259	141			184	
Rls 2126												485	608	630	890	G
<input type="checkbox"/> MSP :1154(NRD3) Hotel: Minneapolis Airport Marriott, (952)954-7441 Trans: Hotel Shuttle Contact Time: CA <input type="checkbox"/> FO <input type="checkbox"/>																
Rpt 0920																
11-Jan	2158	MSP	0955	MCO	1329	700				Q	50	334			410	
11-Jan	*3258	MCO	1419	MKE	1659	700				Q	1604	240			340	
Rls 1728												614	738	809	750	
<input type="checkbox"/> MKE :1506(NRD1) Hotel: N/A Trans: N/A Contact Time: CA <input type="checkbox"/> FO <input type="checkbox"/>																
Rpt 0836																
12-Jan	DM* 488	MKE	0908	LGA	1052	700				Q	217	0			230	
12-Jan	DM* 3	LGA	1308	MDW	1533	700				Q	110	0			280	
12-Jan	4013	MDW	1643	DLK	1943	700				Q	253	300			342	
12-Jan	4013	BKG	2236	DAL	2345	700				Q	-352	108			140	
12-Jan	*4013	DAL	1953	MSY	2107	500				Q	1353	114			170	
Rls 2137												523	1232	1302	1162	
<input type="checkbox"/> MSY :1253(NRD3) Hotel: Doubletree Airport, (504)467-3111 Trans: Hotel Shuttle Contact Time: CA <input type="checkbox"/> FO <input type="checkbox"/>																
Rpt 1030																
13-Jan	3032	MSY	1100	HOU	1215	700				Q	53	115			140	
13-Jan	4037	HOU	1308	ATL	1449	700				Q	48	141			210	
13-Jan	4037	ATL	1538	BWI	1725	700				Q	30	147			200	
13-Jan	4126	BWI	1755	MCO	2025	700				Q	0	230			300	
Rls 2055												713	955	1025	850	O

Trip ends in rest code:

4.0 Training Records

4.1 Captain

Southwest Airlines

Operations Qualification System

Training Records - FAA Recordkeeping

Employee Number: [REDACTED]	Status: EMPLOYED	
Name: HORNE, RONALD O	Seniority Date: 06/03/1999	On Probation: N
ATP Certificate #: [REDACTED]		Base: MCO - Orlando International Airport

Position	Event	Aircraft	Due Date	Completion Date	Primary Certifier	Secondary Certifier
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[Maneuvers](#)

Rating - BOEING 737 PIC
CAPTAIN-737

Recurrent

	DISTANCE LEARNING 1	737 - All	02/2014	-----		
	MEDICAL EXAMINATION	737 - All	02/2014	-----		
	HOME STUDY EXAM	737 - All	06/2014	-----		
	LINE CHECK	737 - All	06/2014	-----		
	PROFICIENCY CHECK	737 - All	06/2014	-----		
	PROFICIENCY TRAINING	737 - All	12/2014	-----		
	PROFICIENCY TRAINING	737 - All	12/2013	12/15/2013	[REDACTED] FUHRMANN, MICHAEL J	[REDACTED] - BOWMAN, RICHARD L
	HOME STUDY EXAM	737 - All	12/2013	11/19/2013	[REDACTED] CERTIFIER, ON-LINE	
	MEDICAL EXAMINATION	737 - All	08/2013	08/12/2013	[REDACTED] - TAYLOR, ALEXANDRIA	
	ONLINE GROUND TRAINING	737 - All	06/2013	07/11/2013	[REDACTED] CERTIFIER, ON-LINE	
	PROFICIENCY CHECK	737 - All	06/2013	06/10/2013	[REDACTED] KELLER, DENNIS L	
	SYSTEMS GROUND TRAINING	737 - All	06/2013	06/09/2013	[REDACTED] - MCCracken, ALFRED P	
	LINE CHECK	737 - All	06/2013	05/12/2013	[REDACTED] - LYON, DANA H	
	HOME STUDY EXAM	737 - All	06/2013	04/15/2013	[REDACTED] CERTIFIER, ON-LINE	
	MEDICAL EXAMINATION	737 - All	02/2013	02/14/2013	[REDACTED] - TAYLOR, ALEXANDRIA	
	PROFICIENCY TRAINING	737 - All	12/2012	12/16/2012	[REDACTED] - MUSSELMAN, DENNIS G	[REDACTED]0 - EVANS, JAMES H

4.2 First Officer

Southwest Airlines Operations Qualification System Training Records - FAA Recordkeeping

Employee Number: [REDACTED]	Status: EMPLOYED	On Probation: N
Name: LANGFORD, KENNETH H	Seniority Date: 06/21/2001	Base: MCO - Orlando International Airport
ATP Certificate #: [REDACTED]		

Position	Event	Aircraft	Due Date	Completion Date	Primary Certifier	Secondary Certifier
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Rating - BOEING 737 PIC
FIRST OFFICER-737

Additional

FLIGHT TRAINING	737 - All	-----	01/12/2012	SHARPE, MICHAEL T
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FLIGHT TRNG PRIOR TO FO PC

Initial

OPERATING EXPERIENCE	737 - All	-----	08/03/2001	- BADENHORST, ABEL A
LINE ORIENTED FLIGHT TRAINING	737 - All	-----	07/26/2001	- MCNABB, FRED
PROFICIENCY CHECK	737 - All	-----	07/25/2001	- VAUGHT, RALPH S
FLIGHT TRAINING	737 - All	-----	07/24/2001	- EVANS, JAMES H
GROUND TRAINING	737 - All	-----	07/16/2001	- IRELAND, COLLEEN M
BASIC INDOCTRINATION	737 - All	-----	07/13/2001	- IRELAND, COLLEEN M
EMERGENCY TRAINING	737 - All	-----	07/09/2001	- URIBE, EDWARD R
SECURITY TRAINING	737 - All	-----	07/07/2001	- URIBE, EDWARD R
MEDICAL EXAMINATION	737 - All	-----	06/08/2001	- DRENNAN, STACY J

Recurrent

PROFICIENCY CHECK	737 - All	01/2014	-----
DISTANCE LEARNING 1	737 - All	02/2014	-----
MEDICAL EXAMINATION	737 - All	06/2014	-----
PROFICIENCY TRAINING	737 - All	01/2015	-----

MEDICAL EXAMINATION

737 - All

12/2013

12/05/2013

██████ - JOHNS, LIZ

Southwest Airlines

Operations Qualification System

Training Records - FAA Recordkeeping

Employee Number: [REDACTED]	Status: EMPLOYED	
Name: LANGFORD, KENNETH H	Seniority Date: 06/21/2001	On Probation: N
ATP Certificate #: [REDACTED]		Base: MCO - Orlando International Airport

Position	Event	Aircraft	Due Date	Completion Date	Primary Certifier	Secondary Certifier
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Rating - BOEING 737 PIC

FIRST OFFICER-737

Special

SPECIAL RUNWAY SAFETY	737 - All	-----	06/21/2008	[REDACTED] CERTIFIER, ON-LINE
AUTO BRAKE FAMILIARIZATION	737 - All	-----	07/03/2006	[REDACTED] - BELL, MARY A
PRM APPROACH BREAKOUT	737 - All	-----	05/15/2005	[REDACTED] - VITOSKY, JOIE D
NORMAL OPERATIONS AND PROCEDURES ENHANCEMENT	737 - All	-----	03/07/2004	[REDACTED] CERTIFIER, ON-LINE
ADVANCED TRAINING DAY	737 - All	-----	12/10/2002	[REDACTED] - BELL, MARY A
SECURITY TRAINING 2	737 - All	-----	06/19/2002	[REDACTED] - IRELAND, COLLEEN M

CAPTAIN-737

Additional

LINE ORIENTED FLIGHT TRAINING	737 - All	-----	01/05/2012	[REDACTED] 7 - BROUGHTON, TIMOTHY J <i>UNSAT LOFT- INW SWAPA CONTRACT, PILOT WILL RETURN TO FO LINE</i>
FLIGHT TRAINING	737 - All	-----	01/04/2012	[REDACTED] - KOERNER, WILLIAM S <i>PREP FOR RE-TRAINING LOFT: SITUATIONAL AWARENESS TRAINING</i>
LINE ORIENTED FLIGHT TRAINING	737 - All	-----	12/21/2011	[REDACTED] 0 - WAYS, RODGER H <i>CA UPGRADE LOFT - UNSAT - UNABLE TO MANAGE WORK LOAD EFFECTIVELY. UNABLE TO DEFINE THE PROBLEM, DIAGNOSIS, GENERATE OPTIONS, ASSIGN A RISK ASSEMENT, AND FINALLY MAKE A CHOICE. TUNNEL VISION LEADING TO A LOSS OF SITUATIONAL AWARENESS.</i>

Upgrade

PROFICIENCY CHECK	737 - All	-----	12/19/2011	[REDACTED] - BUFORD, DONALD M <i>ACCOMPLISHED RIGHT SEAT SPECIFIC TRNG. PLEASE NOTE- UPGRADE LOFT WAS UNSAT. PILOT RETURNED TO FO LINE PER SWAPA CONTRACT</i>
FLIGHT TRAINING	737 - All	-----	12/18/2011	[REDACTED] - EVANS, JAMES H

MEDICAL EXAMINATION

737 - All

12/12/2011

██████ - BRUNDAGE, GINGER A