DOCKET NO. SA-510

EXHIBIT NO. 2E

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

EXCERPTS FROM:
B-737-300/400
BEFORE TAKEOFF CHECKLIST

BEFORE TAKEOFF CHECKLIST

NOTE: The BEFORE TAKEOFF checklist will be accomplished after both engines have been started.

RECALL . . . . . C . . . . . CHECKED

Press and release the annunciator panel. Check that the annunciator panel and MASTER CAUTION lights illuminate. No lights should remain illuminated when the annunciator is released.

FLIGHT CONTROLS . . . . . FO/C . . . . . CHECKED

All flight controls checked for powered full unrestricted movement. Captain checks the rudder and the First Officer checks the ailerons/spoilers and elevators.

TAKEOFF DATA . . . . . FO/C . . . . . CHECKED & SET

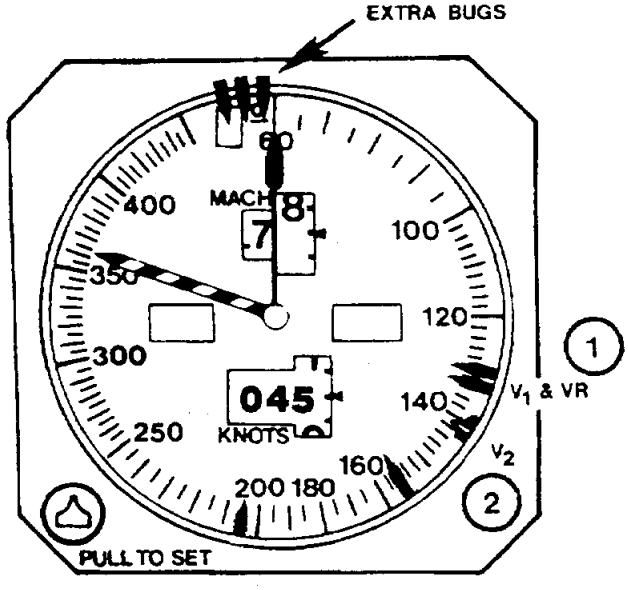
Check takeoff weight message and weight and balance data to ascertain gross takeoff weight, flap setting, and engine power to be used. Determine appropriate speeds and power from V-speed Chart, computerized weight and balance, or Pilot's Handbook. Insure that operational information (takeoff and landing weight, V-speed, etc.) includes adjustments for any non-normal/unusual conditions; i.e., runway contaminations, MEL/CDL items, etc. The Captain and First Officer will set airspeed bugs in accordance with the following illustrations.

Verify N_1 indicator bugs reflect full-rated thrust value. It is recommended that the flying pilot's FMC CDU be on TAKEOFF page for takeoff and the non-flying pilot's FMC CDU be on DIR INTC (or LEGS) page for takeoff.

BEFORE TAKEOFF CHECKLIST (cont'd.)

TAKEOFF DATA — CHECKED & SET (cont'd.)

TAKEOFF (FLAP 5 ILLUSTRATED) SAMPLE V-SPEED CHART PAGE



G.W. 113,000 LBS.

TAKEOFF

5		1
130	V_1	135
131	V_R	137
141	V_2	146
BSEC		213

	V_{SS}
1	134
5	130
30	113

B-737-300 L.R.

MANEUVERING

0	MAN	204
1	MAN	171
5	MAN	163
10	MAN	160
15	MAN	156
25	MAN	151

LANDING

40	REF	132
30	REF	136
15	REF	146
0	REF	182

→ (1) Set an outer bug on V_1 and another outer bug on V_R.

(2) Set the airspeed cursor (inner bug) on V_2.

NOTE: Any other bugs you choose to set are optional; i.e., V_2 + 15 knots, zero flap maneuver, etc.

FLAPS .....FO/C..... _____, GREEN LT, DETENT

Takeoff setting, LE FLAP green light illuminated, and physically check flap lever in the appropriate DETENT.

STAB & TRIM .....FO/C..... _____, ZERO, ZERO

Set stabilizer trim. Check and callout stabilizer, rudder, and aileron trim as desired, zero being the normal for rudder and aileron. If a setting other than zero is desired, it should be called out.

NOTE: Offset rudder pedals can be an indication of undesired rudder trim due to incorrectly set trim or a sticking trim indicator.