

DOCKET NO. SA-510

EXHIBIT NO. 2L

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

EXCERPT FROM:
BOEING B-737
OPERATIONS MANUAL

BOEING 737
OPERATIONS MANUAL

AUTO SLAT FAIL

The AUTO SLAT FAIL Light illuminated indicates failure of both auto slat channels.

No crew action required in flight.

SPEED TRIM FAIL

The SPEED TRIM FAIL Light illuminated indicates failure of the speed trim system.

No crew action required in flight.

FEEL DIFFERENTIAL PRESSURE

The FEEL DIFF PRESS Light illuminated indicates the feel computer is sensing a significant pressure differential between hydraulic systems A and B.

No crew action required in flight.
Fly the airplane normally.

UNCOMMANDED YAW

Accomplish this procedure if uncommanded yaw or rudder oscillations occur in flight.

YAW DAMPER SWITCHOFF

The YAW DAMPER Light illuminates when the yaw damper is disengaged.

MACH TRIM FAIL

The MACH TRIM FAIL Light illuminated indicates the Mach trim system has failed.

Limit airspeed to .74 Mach maximum.

YAW DAMPER

The YAW DAMPER Light illuminated indicates the yaw damper is disengaged.

YAW DAMPER SWITCHOFF THEN ON

If light remains illuminated:

YAW DAMPER SWITCHOFF

FLIGHT CONTROL LOW PRESSURE

The LOW PRESSURE Light illuminated indicates low hydraulic system pressure to ailerons, elevators and rudder.

FLIGHT CONTROL
SWITCHSTBY RUD

This starts the standby hydraulic pump and arms the standby LOW PRESSURE Light. The flight control LOW PRESSURE Light extinguishes, indicating the standby rudder shutoff valve has opened.