

NATIONAL TRANSPORTATION SAFETY BOARD
Investigative Hearing

Alaska Airlines Flight 1282

Boeing 737-9, N704AL

Left Mid Exit Door Plug Separation in Portland, OR

January 5, 2024

Docket No.	SA-543
EXHIBIT	
2G	

**Operational Factors Group
Chairman's Factual Report -
Attachment 6 - Sequence of Events**
(4 Pages)

DCA24MA063

OPERATIONAL FACTORS

Attachment 6
Sequence of Events
April 17, 2024

Below are highlights based on crew interviews in attempt to correlate with FDR times and events.

Captain (CA) actions in RED

First Officer (FO) actions in BLUE

FDR data is in black BOLD

17:06:47 Departed 28L PDX

- Captain and FO reported climb through 10,000 ft under Normal Procedures
- ATC issued Climb clearance to FL230

17:12:33

- **Cabin Press drop from 14.09 to 11.64 psi**
- **14,830 ft pressure altitude**
- **271 KIAS**
- **Cabin alt >10k warning**

17:12:34 Master Caution - activated

- **Cabin pressure drops to 9.08psi, 14,850 ft pressure altitude, 271 KIAS**
- **Magnetic heading 123°**

CA

- Bang, ears popping
- Flight Deck Door slammed open
- Force moved head forward into HUD
- Headset partially came off
- Donned O2 Mask

FO

- Ears popped
- Cabin Alt warning horn sounded
- Headset lost (came off during depressurization event)
- Reached for and donned the O2 mask. Viewed Captain doing same.
- Saw flight deck door open
- Saw cabin oxygen masks hanging down

17:12:52 Master Caution - deactivated

17:13:41 AC continued climb and reach max altitude of 16,320 ft

- **began descent**
- **276 KIAS**
- **Magnetic heading 120°**

CA

- Asked FO to declare an emergency and get lower altitude from ATC
- Disconnected autopilot and autothrottles for descent on current heading
- Called for Rapid Depressurization checklist
 - Handed Quick Reference Handbook to FO

FO

- Stated "Get down" "Get down"
- Tried to call ATC
- Could not hear ATC until pushing speaker button on **audio control panel**
- Declared Emergency and requested lower altitude

17:13:56 Changed Selected Altitude from FL230 to 10,000 ft

CA

- Could hear flight attendants talking about a "hole" over the service interphone
- Attempted to communicate with the flight attendants "a couple of times through the oxygen mask mic on the service interphone"

FO

- Silenced Altitude Warning horn
- Reached for QRC. It was gone.
- Captain grabbed QRH and put it on dash
- Conducted the Rapid Depressurization checklist out loud while communicating with ATC

17:14:35 Master Caution activated for 3 seconds

FO

- EMERGENCY declared to ATC a couple times. Stated total souls and fuel onboard.

17:16:56 Left turn from 121° at 10,120 ft

CA

- Engaged autopilot and autothrottles
- Asked FO to request turn to PDX
- ATC assigned heading 340°, FO continued checklist
- As they made the turn, airport was in sight
- Continued to hear the flight attendants talking about a "hole" on interphone, decision made to get on the ground immediately
- Rapid Descent checklist complete at as aircraft reached 10,000 ft. Told FO to hold off on the emergency descent checklist

- Doffed oxygen masks and donned headsets. "Loud squeal" and unable to communicate to each other or ATC.
- Put O2 masks back on and continued using O2 mask-mic for remainder of flight.

FO

- At 10,000 completed rapid depressurization checklist
- Requested a turn to PDX
- At 10,000 ft, heard multiple "dings" from flight attendants
- Saw the Captain was trying to communicate with cabin
- Doffed oxygen masks and donned headsets. "Loud white noise" and unable to communicate to each other or ATC
- Put O2 masks back on and continued using O2 mask-mic for remainder of flight.
- Asked ATC for lower altitude.

17:17:00 AC descended below 10,000 ft

17:18:05 AC altitude about 9050 ft

- **271 KIAS**
- **CABIN ALTITUDE (>10,000ft warning light) deactivated**

CA

- LOC Frequencies and courses for PDX ILS RWY 28L were preset during pre-departure setup and previously briefed
- Requested the FO to setup the FMC and request lower altitude from ATC
- Around 2000 ft, configured for landing

FO

- Loaded ILS 28L approach in FMC
- Made a visual scan of ILS courses and frequencies
- ILS 28L frequency and course were preset before takeoff.
- Informed ATC ready for the approach
- Aircraft turned onto final
- Contacted company operations for parking gate

17:26:46 AC landed 28L PDX

- CA & FO Normal taxi to gate C5 and shutdown