

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	
11-U	


**Excerpts from Boeing Mid Exit Door
Plug Rigging Drawing**
(3 Pages)

2.0 Adjustment instructions and setup:

The plug is adjustable for outer contour misfair, centering side to side, and up and down. Adjustments are made to both body mounted components and plug structure components.

To prepare the body and door plug for plug installation and rigging the fuselage must be on its landing gear or in a stable jig position or an equivalent documented fixture;

The fuselage must not be on jacks.

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5.2 Final inspection criteria:

Note: The following final inspections are to be checked with the aircraft at a minimum on its landing gear (not jacked).

Note: If any door plug adjustments are made to meet final inspection criteria, requirements of sections 4.1, 4.2, 4.3, 4.4, 4.5, 4.6 and 4.8 must also be verified.

5.2.1 Operational check:

Operate the completed plug and verify that it operates smoothly while clearing all body structure.

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