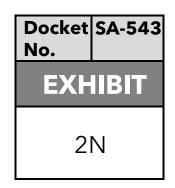
NATIONAL TRANSPORTATION SAFETY BOARD Investigative Hearing

Alaska Airlines Flight 1282 Boeing 737-9, N704AL Left Mid Exit Door Plug Separation in Portland, OR January 5, 2024



Operational Factors Group Chairman's Factual Report Attachment 13 - Flight Ops Training Bulletin (Postaccident)

(4 Pages)

DCA24MA063

OPERATIONAL FACTORS

Attachment 13
Flight Ops Training Bulletin (Postaccident)
May 1, 2024

From: JP Wilson
To: Starr Blum

Subject: Flight Training bulletin

Date: Wednesday, June 12, 2024 9:56:12 AM

Attachments: <u>image001.png</u>

Outlook-awl0thpu

Flight Ops Training bulletin .docx

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Star.

Below is an email that was sent out to the entire instructor team and leadership team on the emphasis of the O2 mask communication and re-establishing communication. I have also attached the official bulletin that is sent to all the instructors to make sure they are now emphasizing those items in their training events. Let me know if you have any questions!

JΡ

Captain James "JP" Wilson II Director, Base Chief Pilot, Portland



This e-mail and any attachments may contain confidential and privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal. **Think trees. Think twice about printing this email.**

From: Jeff Severns

Sent: Monday, June 10, 2024 4:19 PM

To: 737 APDs ; 737 IEs

737 Check Airmen ; 737 Flight Instructors

737 Mgmt Flt Instructors

Cc: JP Wilson ; Dave Mets ; Max Tidwell

Subject: Emphasis item

Hi everyone,

I would like each of you to please take the opportunity in your training events to emphasize how to re-establish communication in the MAX after the use of the O2 masks with emphasis on pressing the test/reset switch. Hands on in the MV when donning the masks is the most obvious touch point, but there are other opportunities in the briefings or events themselves to make this a talking point. We are already physically donning the O2 masks and re-establishing comm in our IP CQ events that are going on now through then end of the fall and the line crews

will see it in their own aircrew CQ throughout 2025. Making it a discussion topic now will help reinforce what our line pilots are currently getting in quarterly training and what they will see in CQ next year.

I greatly appreciate your attention to this and thank you for all of your continued dedication and support of our World Class Training program.

Attached is a slide to use as a template.

Thanks!

Jeff

Jeff Severns

Captain

Managing Director, Flight Operations Training



Alaska Airlines P.O. Box 68900 Seattle, WA 98168 SEAOT



This e-mail and any attachments may contain confidential and privileged information.

If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal.

Boeing PilotsFlight Training Bulletin

Flight Ops Division | 6/17/24

MAX- Restoring Boom Microphone Communications

In the MAX, once the oxygen mask is removed from the stowage box, the oxygen mask microphone is automatically selected.

If oxygen masks are no longer required, and the normal boom microphone needs to be restored, please see the procedure below on how to re-establish normal communications in the MAX, and with the emphasis on pressing the TEST/RESET switch.



Summary

- 1. Close the stowage doors.
 - Note: The functionality to restore boom mic operation is tied to the right stowage door.
- 2. Once the stowage doors are closed, press the **TEST RESET** switch.
- 3. Ensure the **OXY ON** flag is no longer in view.

