

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	
2N	

**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: [image001.png](#)
[Outlook-awl0thpu](#)
[Flight Ops Training bulletin .docx](#)

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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!

JP

Captain James “JP” Wilson II
Director, Base Chief Pilot, Portland



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From: Jeff Severns [REDACTED]
Sent: Monday, June 10, 2024 4:19 PM
To: 737 APDs [REDACTED]; 737 IEs [REDACTED]; 737 Check Airmen [REDACTED]; 737 Contract Instructors [REDACTED]; 737 Flight Instructors [REDACTED]; 737 Mgmt Flt Instructors [REDACTED]
Cc: JP Wilson [REDACTED]; Dave Mets [REDACTED]; Max Tidwell [REDACTED]
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
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SEAOT



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Boeing Pilots Flight 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.

Oxygen Masks: MAX



Remember in the MAX

If the Oxygen Mask is removed from the stowage box **or** the **right** stowage door is open, the mask mic is *automatically* selected and boom mic is deselected. **To reset / regain boom mic:**



1. Right stowage box door **must** be closed



2. TEST/RESET switch actuated



3. OXY ON flag no longer displayed

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.