

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

<b>Docket No.</b>	<b>SA-543</b>
<b>EXHIBIT</b>	
2E	

**Operational Factors Group  
Chairman's Factual Report -  
Attachment 4 - Alaska Airlines  
Checklists**  
(8 Pages)

DCA24MA063

## **OPERATIONAL FACTORS**

Attachment 4

Alaska Airlines Checklists

April 17, 2024

Alaska. 737MAX Crew Briefing		737MAX Normal Checklist		Alaska.																																																	
<p><b>▲ DEPARTURE BRIEFING</b></p> <p>Threats (PM, PF) Plan</p> <ul style="list-style-type: none"> <li>• Taxi, Dept Rwy</li> <li>• T/O perf valid, perf/config issues</li> <li>• Route (Clearance/Flight Plan – FMC RTE crosscheck)</li> <li>• Return (emerg, T/O alt)</li> </ul> <p>Considerations</p> <ul style="list-style-type: none"> <li>• Any specific PM duties, 10-7 considerations</li> <li>• Recap as needed</li> </ul> <p><b>▲ APPROACH BRIEFING</b></p> <p>Threats (PM, PF) Plan</p> <ul style="list-style-type: none"> <li>• Route (STAR, Approach, Approach Mode)</li> <li>• M/A, Alt fuel-route</li> <li>• Lnd Rwy, Assessment, LTR, Exit, Taxi</li> <li>• Autobrakes</li> <li>• Flaps, VREF, Target Speed</li> </ul> <p>Considerations</p> <ul style="list-style-type: none"> <li>• Any specific PM duties, 10-7 considerations</li> <li>• Recap as needed</li> </ul> <p><b>DEBRIEFING (PM, PF)</b></p> <p>To improve performance, consider:</p> <ul style="list-style-type: none"> <li>• How do you think that went?</li> </ul> <p>NOTE: Debrief both excellent performance and areas to improve.</p> <ul style="list-style-type: none"> <li>• If we could do it again, what would we do differently?</li> <li>• Are there any reports to complete/submit?</li> </ul>		<p><b>FLIGHT ATTENDANT BRIEFINGS</b></p> <p>Pre-Departure Considerations:</p> <p><b>Weather</b></p> <p>Turbulence</p> <p>Diversion Potential</p> <p><b>Timeline</b></p> <p>Taxi/Flight Time Potential Delay</p> <p>Early Sit City</p> <p>Cabin Service/Pilot Needs</p> <p><b>Cabin</b></p> <p>Cabin Defect/Deferred Items</p> <p>Flight Deck Entry/Exit</p> <p>Specific Security Concerns</p> <p><b>Abnormal – Emergency</b></p> <p>N – Nature of the emergency</p> <p>T – Time to prepare</p> <p>S – Special instructions</p> <p>B – Brace signal, if applicable (when will brace command be given)</p>		<p><b>Before Start</b></p> <p>Oxygen ..... Checked, 100%, R,L</p> <p>Transfer Switches ..... Normal</p> <p>Seat Belt ..... ON</p> <p>Window Heat ..... ON</p> <p>Pressurization ..... AUTO, Set for .....</p> <p>▲ MCP, ..... (HOLD, [ALT])</p> <p>▲ Altimeter ..... Accel Height .....</p> <p>Terrain Display ..... ON</p> <p>Auto Brake ..... RTO</p> <p>▲ FMC Route ..... Verified R,L</p> <p>Parking Brake ..... Set</p> <p>Rudder, Aileron Trim ..... Free, Zero</p> <p><b>Prior to Push</b></p> <p>Ice Check ..... Complete/Not Required</p> <p>Fuel ..... Pumps ON, ..... Req'd</p> <p>Maint Log ..... Aboard, Reviewed</p> <p>Doors, Windows ..... Closed, Locked</p> <p>TCAS, Transponder ..... Set, ON</p> <p>Anti-Collision ..... ON</p> <p><b>After Start</b></p> <p>Start Switches ..... ON</p> <p>Electrical ..... Generators ON</p> <p>APU ..... ON / OFF</p> <p>Probe Heat ..... ON</p> <p>Anti-Ice ..... ON / OFF</p> <p>Packs, Bleeds ..... Packs OFF / AUTO, Bleeds Set</p> <p>Anti-Collision ..... ON / OFF</p> <p>Packs, Bleeds ..... Packs AUTO, Bleeds Set</p> <p>Recall ..... Checked</p> <p><b>Before Takeoff</b></p> <p>PA ..... Complete</p> <p>Flight Controls ..... Tops, Bottoms</p> <p>▲ FMC, Flaps ..... Green Light</p> <p>▲ Takeoff Data ..... Set, Rwy .....</p> <p>▲ V2 ..... Set</p> <p><b>After Takeoff</b></p> <p>Bleeds ..... Set</p> <p>Pressurization ..... Checked</p> <p>Start Switches ..... ON / OFF</p> <p>Gear ..... Up</p> <p>Auto Brake ..... OFF</p> <p>Flaps ..... Up, No Lights</p>		<p><b>Descent</b></p> <p>Recall ..... Checked</p> <p>▲ FMC Route ..... Verified L/R</p> <p>▲ Landing Data ..... VREF ..... Minimums .....</p> <p>▲ (RNAV) RNP Value ..... Set</p> <p>▲ Pressurization ..... Set for .....</p> <p>Start Switches ..... ON</p> <p><b>Approach</b></p> <p>Altimeter ..... Complete</p> <p>Seat Belt ..... ON</p> <p>PA ..... Complete</p> <p><b>Landing</b></p> <p>Speed Brake ..... Armed, Green Light</p> <p>Gear ..... Down, 3 Green</p> <p>Flaps ..... Green Light</p> <p><b>Shutdown</b></p> <p>Parking Brake ..... Set</p> <p>Start Levers ..... CUTOFF</p> <p>Electrical ..... APU / GROUND POWER</p> <p>Seat Belt ..... OFF</p> <p>Exit Lights ..... OFF</p> <p>Probe Heat ..... AUTO</p> <p>Anti-Ice ..... OFF</p> <p>Packs, Bleeds ..... Packs OFF / AUTO, Bleeds Set</p> <p>Anti-Collision ..... OFF</p> <p>Start Switches ..... OFF</p> <p>Fuel Pumps ..... One ON / OFF</p> <p>Radar, Transponder ..... OFF, STBY</p> <p>IRS ..... OFF / NAV</p> <p>Quantities ..... Checked</p> <p>(&lt; -10°C) Outflow Valve ..... 90% Closed</p> <p><b>Secure</b></p> <p>Aircraft ground time greater than 90 minutes:</p> <p>Window Heat ..... OFF</p> <p>Electric Hyd Pumps ..... OFF</p> <p>Packs ..... OFF</p> <p>HGS ..... Stowed</p> <p>FDAS Switch ..... OFF</p> <p>APU, Fuel Pumps ..... ON / OFF</p> <p>GRD Power (if available) ..... ON / OFF</p> <p>Battery ..... ON / OFF</p>																																															
<p><b>WHAT ARE OUR THREATS?</b></p> <table border="1"> <tr> <td><b>Airport/Runway</b></td> <td><b>ATC</b></td> <td><b>Aircraft</b></td> </tr> <tr> <td>Special Airport</td> <td>Clim/Re-Routes</td> <td>Systems</td> </tr> <tr> <td>Contamination</td> <td>Arr/Dep amendments</td> <td>MELs</td> </tr> <tr> <td>Construction</td> <td>Rwy Changes</td> <td>Logbook</td> </tr> <tr> <td>Hotspots</td> <td>Congestion</td> <td>Automation</td> </tr> <tr> <td>10-7 / 10-8</td> <td><b>Airline/Ops/Dispatch</b></td> <td>Performance</td> </tr> <tr> <td><b>Adverse WX</b></td> <td>Sched Pressure</td> <td>Tailstrike</td> </tr> <tr> <td>Visibility</td> <td>Delays</td> <td><b>Cabin</b></td> </tr> <tr> <td>Deicing</td> <td>Papework</td> <td>Passengers</td> </tr> <tr> <td>Winds</td> <td>Ground Handling</td> <td>Interruptions</td> </tr> <tr> <td>Precipitation</td> <td><b>Crew Elements</b></td> <td></td> </tr> <tr> <td>Turbulence</td> <td>Fatigue onset</td> <td></td> </tr> <tr> <td><b>Environment</b></td> <td>Proficiency</td> <td></td> </tr> <tr> <td>Terrain</td> <td>Experience</td> <td></td> </tr> <tr> <td>Night</td> <td>Recency</td> <td></td> </tr> <tr> <td>Traffic</td> <td></td> <td></td> </tr> </table> <p><b>MANAGE THE THREATS</b></p>		<b>Airport/Runway</b>	<b>ATC</b>	<b>Aircraft</b>	Special Airport	Clim/Re-Routes	Systems	Contamination	Arr/Dep amendments	MELs	Construction	Rwy Changes	Logbook	Hotspots	Congestion	Automation	10-7 / 10-8	<b>Airline/Ops/Dispatch</b>	Performance	<b>Adverse WX</b>	Sched Pressure	Tailstrike	Visibility	Delays	<b>Cabin</b>	Deicing	Papework	Passengers	Winds	Ground Handling	Interruptions	Precipitation	<b>Crew Elements</b>		Turbulence	Fatigue onset		<b>Environment</b>	Proficiency		Terrain	Experience		Night	Recency		Traffic			<p>Re-accomplish relevant portions of the Departure or Arrival/Approach Setup and Briefing. Then re-accomplish appropriate ▲ checklist items.</p>		<p>Revision Date: 10/5/23</p> <p>Part # 737MAXQRC-R5</p>	
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Figure 1. Normal Checklist

DEBRIEF GUIDANCE TEMPLATE
Check status of crew and passengers
Have the crew describe the event
If event is an accident or incident confirm CVR/FDR CBs have been pulled in accordance with FOM 11.200.
Contributing factors (wx, comms, guidance, etc.)
Did the crew use a checklist?
Did the crew contact other resources (Dispatch, Maintenance, Scheduling, etc.)
Remind crew to file any reports (IR, ASAP)
Is the crew aware of any adverse pax reaction or photos, videos
Is there anything else the crew needs that the FODO can help them with.
Any other pertinent information?

Figure 2. FODO and Dispatch Debrief Checklist

737MAX QUICK REFERENCE CHECKLIST		737MAX QUICK REFERENCE CHECKLIST	
<b>Aborted Engine Start</b> 1 Before Start Lever raised to IDLE: START Switch..... OFF 2 After Start Lever raised to IDLE: Start Lever ..... CUTOFF See QRH - E1.5		<b>Engine Limit / Surge / Stall</b> 1 Autothrottle (if engaged) ..... Disengage 2 Thrust Lever (affected engine) ..... Confirm ..... Retard until engine indications stay within limits or the thrust lever is closed See QRH - E1.6	
<b>Engine Tailpipe Fire</b> 1 Start Lever ..... CUTOFF See QRH - E1.10		<b>APU FIRE</b> 1 APU Fire Switch ..... Confirm ..... Pull & Rotate 2 APU Switch ..... OFF See QRH - E2.1	
<b>ENG 1 OVERHEAT ENGINE OVERHEAT ENG 2 OVERHEAT</b> 1 Autothrottle (if engaged) ..... Disengage 2 Thrust Lever (affected engine) ..... Confirm ..... Close 3 If the ENG OVERHEAT light stays illuminated: Go to the ENGINE FIRE, Severe Damage or Separation QRC checklist below See QRH - E1.8		<b>Lower Compartment CARGO FIRE</b> 1 CARGO FIRE ARMED Switch (affected compartment) ..... Push, verify ARMED 2 CARGO FIRE DISCH Switch ..... Push and hold for 1 second 3 RECIRC FAN Switches (both) ..... OFF See QRH - E2.1	
<b>ENGINE FIRE, Severe Damage or Separation</b> 1 Autothrottle (if engaged) ..... Disengage 2 Thrust Lever (affected engine) ..... Confirm ..... Close 3 Start Lever (affected engine) ..... CUTOFF 4 Engine Fire Switch (affected engine) ..... Confirm ..... Pull 5 If the Engine Fire Switch or ENG OVERHEAT light is illuminated: Engine Fire Switch (affected engine) ..... Rotate to the stop and hold for 1 second See QRH - E1.1		<b>WHEEL WELL FIRE</b> 1 Landing Gear Lever ..... ON See QRH - E2.3	
<b>Loss of Thrust on Both Engines</b> If at or above FL270, set airspeed to 275 kts. Below FL270, set airspeed to 300 kts. 1 START Switches (both) ..... FLT 2 Start Levers (both) ..... CUTOFF 3 When EGT decreases: Start Levers (both) ..... IDLE detent 4 If EGT reaches a redline or there is no increase in EGT within 30 seconds: Start Lever (affected engine) ..... Confirm ..... CUTOFF If EGT again reaches a redline or there is no increase in EGT within 30 seconds, repeat as needed while continuing the remainder of the checklist. 5 Engines can accelerate to idle very slowly, especially at high altitudes or in heavy precipitation. If N2 is steadily increasing and EGT stays within limits, do not interrupt the start. Do not wait for successful engine start(s) before starting the APU. 6 APU (if available) ..... START & ON buses See QRH - E1.11		<b>Smoke, Fire or Fumes in Passenger Cabin or Flight Deck</b> <b>Caution! A diversion may be needed.</b> 1 Oxygen Masks & Regulators (if required) ..... ON, 100% 2 Smoke Goggles (if required) ..... ON 3 Crew Communications ..... Establish 4 RECIRC FAN Switches (both) ..... OFF 5 HGS (if available) ..... Set See QRH - E3.1	
		<b>Runway Stabilizer</b> 1 Control Column ..... Hold firmly 2 Autopilot (if engaged) ..... Disengage 3 Autothrottle (if engaged) ..... Disengage 4 Control Column and Thrust Levers ..... Control aircraft pitch attitude and airspeed 5 Main Electric Stabilizer Trim ..... Reduce control column forces 6 If the runaway stops after autopilot is disengaged: Do not re-engage autopilot or autothrottle. 7 If the runaway continues after the autopilot is disengaged: STAB TRIM cutout switches (both) ..... CUTOFF If the runaway continues: Stabilizer Trim Wheel ..... Grasp & Hold See QRH - E4.1	
		<b>CABIN ALTITUDE WARNING or Rapid Depressurization</b> 1 Oxygen Masks & Regulators ..... ON, 100% 2 Crew Communications ..... Establish 3 Pressurization Mode Selector ..... MAN 4 Outflow VALVE Switch ..... Hold in CLOSE until outflow VALVE indicates fully closed 5 If cabin altitude is uncontrollable: Seat Belt ..... ON If the cabin altitude exceeds or is expected to exceed 14,000 ft: PASS OXYGEN Switch ..... ON Go to the Emergency Descent QRC checklist below See QRH - E5.1	
		<b>Emergency Descent</b> 1 Emergency Descent ..... Announce Advise the Cabin Crew, on the PA System, of the impending rapid descent using one of the following choices: "Ladies and Gentlemen, pull and use your oxygen masks and fasten your seat belt please." or, "Ladies and Gentlemen, please fasten your seat belts." 2 Seat Belt ..... ON 3 Without delay, descend to the lowest safe altitude or 10,000 ft, whichever is higher. 4 START Switches ..... ON 5 Thrust Levers ..... Reduce thrust to minimum or as needed for anti-ice 6 Speed Brake ..... FLIGHT DETENT If structural integrity is in doubt, limit speed as much as possible and avoid high maneuvering loads. 7 Target Speed ..... Mmo/Vmo 8 ATC ..... Advise Note: If unable to establish immediate communications with ATC, squawk 7700. See QRH - E5.3	
		<b>LANDING CONFIGURATION</b> 1 Ensure proper aircraft landing configuration. <b>Airspeed Unreliable</b> 1 Autopilot (if engaged) ..... Disengage 2 Autothrottle (if engaged) ..... Disengage 3 F/D Switches (both) ..... OFF 4 Set the following gear up pitch attitude and thrust: Flaps Extended ..... 10° and 80% N1 Flaps Up ..... 4° and 75% N1 See QRH - E6.1	
		<b>Passenger Evacuation</b> On the Captain's command, FO read, Captain do. 1 Parking Brake ..... Set 2 Speed Brake ..... DOWN 3 Flap Lever ..... 40 Pressurization Mode Selector ..... MAN 5 Outflow VALVE Switch ..... Hold in OPEN until the outflow VALVE position indicates fully open 6 If time allows, verify that the flaps are 40 before the Start Levers are moved to CUTOFF. 7 Start Levers (both) ..... CUTOFF Advise the cabin to evacuate: Use the PA to initiate evacuation by announcing: "EVACUATE, EVACUATE" 9 Advise the tower. 10 Engine and APU Fire Switches (all) ..... Override & pull 11 If an engine or APU fire warning is observed or indicated: Illuminated Fire Switch ..... Rotate to the stop and hold for 1 second Time permitting, see QRH - E6.8	

Revision Date: 10/5/23

Figure 3. Quick Reference Checklist

C/B Nomenclature	Panel	Grid
TE Flaps Pos Snsr & Ind Right	P6-2	A11
Temp Cont Valve Close Left	P6-4	A1
Temp Cont Valve Close Right	P6-4	B1
Temp Indicator	P6-4	D8
Temp Probe Heat	P18-3	C2
Terrain Display	P18-1	A7
Thrsh Lt	E&E P91	C1
Thrust Rev Cont - Engine 1	P18-2	B5
Thrust Rev Cont - Engine 2	P6-2	C7
Thrust Rev Ind - Engine 1	P18-2	B4
Thrust Rev Ind - Engine 2	P6-2	C8
Thrust Rev Intlk - Engine 1	P18-2	B6
Thrust Rev Intlk - Engine 2	P6-2	C6
Thrust Rev Sync Lock - Engine 1	P18-2	B7
Thrust Rev Sync Lock - Engine 2	P6-2	C5
TR3 DC Indicator	P6-5	C3
TR3 Xfer Relay Cont	P6-4	E11
Trim Air Press	P6-4	D9
TRU 1	E&E P91	A6
TRU 2	E&E P92	A4
TRU 3	E&E P92	A6
TRU 3 Altn	E&E P91	A4
<b>V</b>		
Vacuum Outlet Aft	E&E P92	E9
Vacuum Outlet Fwd	E&E P92	E8
Vacuum Waste	P18-3	D19
Vacuum Waste Blower	E&E P91	F2
Vacuum Waste Cont	E&E P91	C11
VHF 1	P18-2	D11
VHF 2	P6-1	C3
VHF 3	P18-2	D12
Voice Recorder	P18-2	D7
Voice RCRDR Relay	P18-2	C7
Voice RCRDR/RIPS	P18-2	D6
VOR / Mkr Bcn 1	P18-1	A1
VOR 2	P6-1	A12
<b>W</b>		
Waste Water Line Heat	P18-3	D18
Water Qty Ind	E&E P91	C9
Weather Radar Rt	P6-1	D13
Wheel Well Lt	E&E P92	C2
Window Heat Control Left Front AC	P18-3	E1
Window Heat Control Left Side AC	P18-3	D2
Window Heat Control Right Front AC	P18-3	D1
Window Heat Control Right Side AC	P18-3	E2

Figure 4. Circuit Breaker List

**CABIN ALTITUDE WARNING  
or  
Rapid Depressurization**

**CABIN  
ALTITUDE**

Condition: One or more of these occur:  
• A cabin altitude exceedance  
• In flight, the intermittent Cabin Altitude / Configuration Warning Horn sounds or a CABIN ALTITUDE light illuminates at an aircraft altitude above 10,000 ft MSL.

**Note:** The warning horn may be silenced by pressing the ALT Horn Cutout switch on the forward overhead panel.

- 1 Oxygen Masks & Regulators . . . . . ON, 100%
- 2 Crew Communications . . . . . Establish
- 3 Pressurization Mode Selector . . . . . MAN
- 4 Outflow VALVE Switch . . . . . Hold in CLOSE until outflow VALVE indicates fully closed
- 5 **If cabin altitude is uncontrollable:**  
 Seat Belt . . . . . ON  
 If the cabin altitude exceeds or is expected to exceed 14,000 ft:  
 PASS OXYGEN Switch . . . . . ON  
 ▶▶ **Go to the Emergency Descent checklist on page E5.3**



**Continued from QRC**

- 6 **If cabin altitude is controllable:**  
 Continue manual operation to maintain correct cabin altitude.  
 When the cabin altitude is at or below 10,000 ft:  
 Oxygen masks may be removed.
- 7 **Checklist Complete Except Deferred Items.**

**Deferred Items**

**Accomplish Approach Setup and Briefing (TPC).**

**Descent Checklist**

- Recall . . . . . Checked
- ▲ FMC Route . . . . . Verified R,L
- ▲ Landing Data . . . . . VREF \_\_\_\_, Minimums \_\_
- ▲ (RNAV) RNP Value . . . . . \_\_ Set

▼ Continued on next page ▼

Figure 5. Rapid Depressurization Quick Reference Handbook

▼ CABIN ALTITUDE WARNING or Rapid Depressurization continued ▼

▲ Pressurization . . . . . Move outflow VALVE switch to OPEN or CLOSE as needed to control cabin altitude and rate

**Note:** Use momentary actuation of the outflow VALVE switch to avoid large and rapid pressurization changes.

START Switches . . . . . ON

**Approach Checklist**

Altimeter . . . . . \_\_\_\_\_, \_\_\_\_\_  
Seat Belt . . . . . ON  
PA . . . . . Complete

**At Pattern Altitude**

Outflow VALVE Switch. . . Move to OPEN until outflow VALVE indication shows fully open to depressurize the aircraft

**Landing Checklist**

Speed Brake . . . . . Armed, Green Light  
Gear . . . . . Down, 3 Green  
Flaps . . . . . \_\_\_\_\_, Green Light



**LANDING CONFIGURATION**

Condition: In flight, the steady warning horn sounds.

- 1 Ensure proper aircraft landing configuration.




**Emergency Descent**

Condition: One or more of these occur:  
• Cabin altitude cannot be controlled when the aircraft is above 14,000 ft  
• A rapid descent is needed

**Note:** If the Cabin Altitude Warning Horn sounds, it may be silenced by pressing the ALT Horn Cutout switch on the forward overhead panel.

- 1 Emergency Descent . . . . . Announce  
Advise the cabin crew, on the PA System, of the impending rapid descent using one of the following choices:  
"Ladies and Gentlemen, pull and use your oxygen masks and fasten your seat belt please."  
or  
"Ladies and Gentlemen, please fasten your seat belts."
- 2 Seat Belt. . . . . ON
- 3 Without delay, descend to the lowest safe altitude or 10,000 ft, whichever is higher.
- 4 START Switches . . . . . ON
- 5 Thrust Levers . . . . . Reduce thrust to minimum or as needed for anti-ice
- 6 Speed Brake . . . . . FLIGHT DETENT

If structural integrity is in doubt, limit speed as much as possible and avoid high maneuvering loads.

- 7  Target Speed. . . . . Mmo/Vmo
- 8 ATC . . . . . Advise  
Obtain the area altimeter setting and minimum safe altitude.

**Note:** If unable to establish immediate communications with ATC, squawk 7700.  
**Note:** Transition level for oceanic flight is 5500 ft.

**Continued from QRC**

**Note:** If in the Gunnison, CO (KGUC) area, see guidance on next page.

- 9 When approaching the level off altitude:  
Smoothly lower the Speed Brake Lever to the DOWN detent and level off. Add thrust and stabilize on altitude and airspeed.
- 10 Crew Oxygen Regulators. . . . . NORMAL  
Flight Crew must use oxygen when cabin altitude is above 10,000 ft. To conserve oxygen, position the NORMAL/100% selector to NORMAL.
- 11 Advise the cabin crew when the aircraft is at a safe altitude and oxygen masks may be removed.
- 12 START Switches . . . . . ON / OFF
- 13 The new course of action is based on weather, terrain, obstacles, oxygen, fuel remaining and available airports. Use of long range cruise may be needed.



**Rapid Depressurization Quick Reference Handbook (continued)**



