Docket No. SA-542

Exhibit No. 2-G

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Operational Factors Group Chairman's Factual Report
Attachment 6 – SWA B737NG Non-Normal Quick Reference Card
(3 Pages)

Factual Report – Attachment 6

SWA B737NG Non-Normal Quick Reference Card

OPERATIONAL FACTORS

DCA18MA142

B737NG Non-Normal Quick Reference Card

CABIN ALTITUDE WARNING or Rapid Depressurization

1 Don oxygen masks and set regulators to 100%.
2 Establish Crew communications.

3 Pressurization mode selector ..... MAN
4 Outflow VALVE switch ..... Hold in CLOSE until the outflow VALVE indication shows fully closed
5 **If** cabin altitude is **uncontrollable**:
Passengers signs ..... ON
PASS OXYGEN switch ..... ON
▸▸ Go to QRC Emergency Descent checklist

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6 **If** cabin altitude is **controllable**:
Continue manual operation to maintain correct cabin altitude.
When the cabin altitude is at or below 10,000 feet:
Oxygen masks may be removed.

▸▸ Go to QRH Ch. 2 CABIN ALTITUDE WARNING or Rapid Depressurization checklist

Emergency Descent

1 Advise Flight Attendants and ATC of the emergency descent.
2 Passenger signs ..... ON
3 **Without delay**, descend to the lowest safe altitude or 10,000 feet, whichever is higher.
4 ENGINE START switches (both) ..... CONT
5 Thrust levers (both) ..... Reduce thrust to minimum or as needed for anti-ice
6 Speedbrake ..... FLIGHT DETENT

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

7 ⚠ Set target speed to M_{MO}/V_{MO}.

Caution! (-700) When gross weight is greater than 143,000 lbs, speed brake will autostow to 50% flight detent if airspeed exceeds 320 knots. Do not override autostow function unless airspeed is less than 320 knots.

8 **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.
9 Crew oxygen regulators ..... Normal
Flight Deck Crew must use oxygen when cabin altitude is above 10,000 feet. To conserve oxygen, move the regulator to Normal.
10 ENGINE START switches (both) ..... As needed
11 The new course of action is based on weather, oxygen, fuel remaining, and available airports. Use of long range cruise may be needed.

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WARNING HORN (INTERMITTENT) or WARNING LIGHT - CABIN ALTITUDE OR TAKEOFF CONFIGURATION

1 **If** the intermittent warning horn sounds or a CABIN ALTITUDE light (if operative) illuminates **in flight** at an aircraft flight altitude above 10,000 feet MSL:
Don the oxygen masks and set the regulators to 100%.
Establish Crew communications.
▸▸ Go to QRC CABIN ALTITUDE WARNING or Rapid Depressurization checklist

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2 **If** the intermittent warning horn sounds or a TAKEOFF CONFIG light (if operative) illuminates **on the ground** when advancing the thrust levers to takeoff thrust:
Ensure correct aircraft takeoff configuration.

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Runaway Stabilizer

1 Control column ..... Hold firmly
2 Autopilot (if engaged) ..... Disengage
Do **not** re-engage the autopilot.
Control aircraft pitch attitude manually with control column and main electric trim as needed.
3 Autothrottle (if engaged) ..... Disengage
Do **not** re-engage the autothrottle.
4 **If** the runaway **stops** after the autopilot is disengaged.

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5 **If** the runaway **continues** after the autopilot is disengaged:
STAB TRIM CUTOUT switches (both) ..... CUTOUT
If the runaway **continues**:
Stabilizer trim wheel ..... Grasp and hold
6 Stabilizer ..... Trim manually
7 Anticipate trim requirements.

▸▸ Go to QRH Ch. 9 Runaway Stabilizer checklist

Airspeed Unreliable

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

▸▸ Go to QRH Ch. 10 Airspeed Unreliable checklist

AUTOMATIC UNLOCK

1 FLT DK DOOR lock selector ..... Rotate to DENY and hold for 1 second

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B737NG Non-Normal Quick Reference Card

ENGINE OVERHEAT

1 Autothrottle (if engaged)..... Disengage
2 Thrust lever (affected engine) ..... Confirm.....Close
3 **If** the ENG OVERHEAT light **stays illuminated**:

▸ ▸ Go to QRC ENGINE FIRE or Engine Severe Damage or Separation checklist

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4 **If** the ENG OVERHEAT light **extinguishes**:
Run the engine at reduced thrust to keep the light extinguished.

▸ ▸ Go to QRH Ch. 8 ENGINE OVERHEAT checklist

Loss of Thrust on Both Engines

1 ENGINE START switches (both)..... FLT
2 Engine start levers (both) .....CUTOFF
3 **When** EGT decreases:
Engine start levers (both).....IDLE detent
4 **If** EGT reaches a redline or there is no increase in EGT within 30 seconds:
Engine start lever (affected engine).....Confirm.....CUTOFF, then IDLE detent
If EGT again reaches a redline or there is no increase in EGT within 30 seconds, repeat as needed.

Note: If the aircraft reverts to standby power there are no M_{MO}/V_{MO} protections.

▸ ▸ Go to QRH Ch. 7 Loss of Thrust On Both Engines checklist

Engine Limit or Surge or Stall

1 Autothrottle (if engaged)..... Disengage
2 Thrust lever (affected engine) .....Confirm ..Retard until engine indications stay within limits or the thrust lever is closed

▸ ▸ Go to QRH Ch. 7 Engine Limit or Surge or Stall checklist

Smoke, Fire or Fumes

1 Diversion may be needed.
2 Don oxygen masks and set regulators 100%.
3 Don smoke goggles, as needed.

▸ ▸ Go to QRH Ch. 8 Smoke, Fire or Fumes checklist

ENGINE FIRE or Engine Severe Damage or Separation

1 Autothrottle (if engaged)..... Disengage
2 Thrust lever (affected engine) ..... Confirm.....Close
3 Engine start lever (affected engine) .. Confirm...CUTOFF
4 Engine fire switch (affected engine) .. Confirm.....Pull
To manually unlock the engine fire switch, press the override and pull.
5 **If** the engine fire switch or ENG OVERHEAT light is illuminated:
Engine fire switch.....Rotate to the stop and hold for 1 second

If after 30 seconds the engine fire switch or ENG OVERHEAT light stays illuminated:

Engine fire switch..... Rotate to the other stop and hold for 1 second

▸ ▸ Go to QRH Ch. 8 ENGINE FIRE or Engine Severe Damage or Separation checklist

APU FIRE

1 APU fire switch ..... Confirm..... Pull, rotate to the stop, and hold for 1 second
2 APU switch..... OFF

▸ ▸ Go to QRH Ch. 8 APU FIRE checklist

Aborted Engine Start

1 Engine start lever (affected engine) ..... CUTOFF

▸ ▸ Go to QRH Ch. 7 Aborted Engine Start checklist