

**NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety

Washington, D.C. 20594

**June 26, 2019**

**Docket Master Errata Sheet**

**A. ACCIDENT:**

NTSB Accident Number: DCA18MA142

Location: Philadelphia, Pennsylvania

Date: April 17, 2018

Aircraft: Southwest Airlines, Boeing 737-700, Registration N772SW, Flight No. 1380

**B. PURPOSE OF ERRATA**

Per NTSB Board Order 300B, a Technical Review of reports and items in the public docket was held on June 14, 2019. Parties to the investigation provided corrections and suggestions of an editorial nature, or minor corrections that would not change the sense of the reports. These corrections are compiled in this document.

**C. FACTUAL DOCKET CORRECTIONS**

**Powerplants Group Chairman's Factual Report**

- 1) Section 6.3 ENGINE AND INLET CONTAINMENT TESTING AND DESIGN CONSIDERATIONS, Page 74, last sentence of paragraph 1, change sentence from:

Furthermore, according to a UTAS Technical Exchange Memo: Rohr Blade Out - Meeting Minutes, UTAS analyzed the inlet damage provided by Boeing from the initial impact, and through analysis concluded that damage would not change the dynamic behavior of the stems and predicted windmilling loads and the inlet had sufficient loads margin for continued safe flight.

To:

Furthermore, according to a UTAS Technical Exchange Memo: Rohr Blade Out - Meeting Minutes, UTAS analyzed the inlet damage provided by Boeing from the initial impact, and through analysis concluded that damage would not change the dynamic behavior of the system and predicted windmilling loads and the inlet had sufficient loads margin for continued safe flight.

- 2) SECTION 6.5 DAMAGE AND EVENT CONDITION COMPARISON BETWEEN FBO TESTING AND SWA FLIGHT 1380 ACCIDENT, Page 76, last sentence of paragraph 2, change sentence from:

For the SWA 1380 flight accident, the fan blade release point was estimated to be between the 3:30-4:00 o'clock position, the fan case initial impact location was between the 4:30-5:00 o'clock position and about 2.57 pounds of fan blade fragments were not accounted and, based on the lack of fan OGV damage, was consistent with the non-recovered pieces have exited exiting forward of the fan case.

To:

For the SWA 1380 flight accident, the fan blade release point was estimated to be between the 3:30-4:00 o'clock position, the fan case initial impact location was between the 4:30-5:00 o'clock position and about 2.57 pounds of fan blade fragments were not accounted.

- 3) SECTION 6.5 DAMAGE AND EVENT CONDITION COMPARISON BETWEEN FBO TESTING AND SWA FLIGHT 1380 ACCIDENT, Page 76, last sentence of paragraph 3, change sentence from:

Subsequent FBO rig tests and a second engine FBO certification test 002/4 addressed and validated the redesigned fan blade axial configuration.

To:

Subsequent FBO rig tests and a second engine FBO certification test 002/4 addressed and validated the redesigned fan blade axial retention configuration.

- 4) SECTION 9.5.2 AIRWORTHINESS DIRECTIVES, Page 109, TABLE 9, last row, change column 2 from:

SB 72-1033 Revision 2

To:

SB 72-1033 Revision 3