



National Transportation Safety Board

Left Engine Failure and
Subsequent Depressurization
Southwest Airlines Flight 1380
Boeing 737-700
Philadelphia, Pennsylvania
April 17, 2018

Survival Factors
presentation



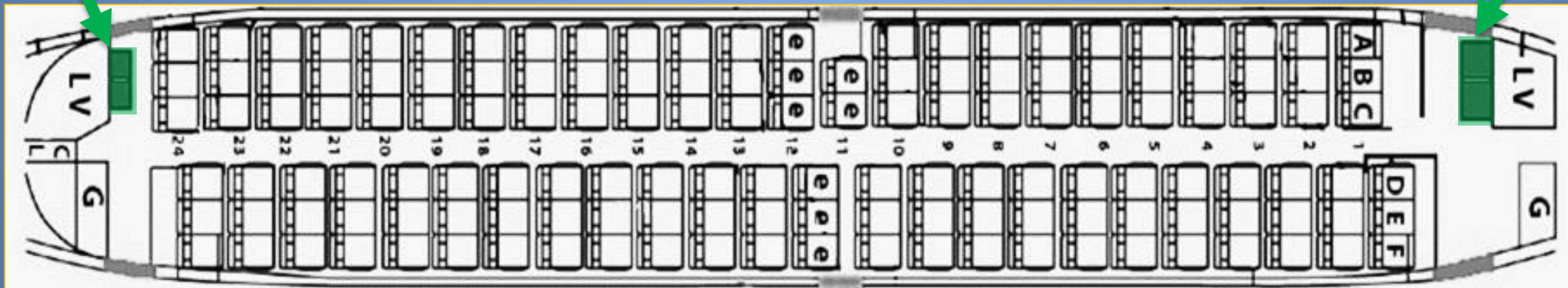
Cabin Configuration

Aft dual jumpseat

- Flight attendant B
- Company employee

Forward dual jumpseat

- Flight attendant A
- Flight attendant C



143 Passengers
143 Cabin seats

Forward 

Events After Depressurization

- Flight attendants (F/As) returned to jumpseats
- Retrieved portable oxygen bottles
- Row 14 passenger partially pulled through window
- Two passengers pulled injured passenger inside
- Medically qualified passengers began resuscitation efforts

Cabin Crew Actions

- Communications with flight crew established 5½ minutes before landing
- F/As aware of imminent landing; brace commands for 19 seconds
- All three F/As sat on floor for landing
- Dual-position jumpseat in forward galley unoccupied

Cabin Crew Actions

- Decisions contrary to procedures and training
- Cabin conditions challenging
- Being fully prepared for evacuation most critical responsibility
- F/As should have been properly restrained in jumpseats for landing

Reseating Passengers

- Full flight; no open passenger seats
- Passengers 14B and 14C moved to aft galley
 - One sat on F/A jumpseat
 - One sat on floor
- F/A manual and training did not address need to reseat passengers with no seats available
- No specific FAA guidance for this situation

Summary

- Safety would be improved by
 - Southwest Airlines flight attendants reviewing lessons learned from this accident
 - FAA developing guidance to mitigate hazards to passengers affected by in-flight loss of seating capacity



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