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**James Byrne**

# B737 Operational Guide

**K. H. Miller**

## **B737 Operational Guide:**

Winter Operations Guidance for Air Carriers and Other Adverse Weather Topics United States. Federal Aviation Administration. Office of Flight Operations, 1982     *Runway Overrun and Collision Southwest Airlines Flight 1248, Boeing 737-7H4, N471WN, Chicago Midway International Airport, Chicago, Ill, December 8, 2005* United States. National Transportation Safety Board, 2007 On December 8 2005 about 1914 central standard time Southwest Airlines SWA flight 1248 a Boeing 737 7H4 N471WN ran off the departure end of runway 31C after landing at Chicago Midway International Airport Chicago Illinois The airplane rolled through a blast fence an airport perimeter fence and onto an adjacent roadway where it struck an automobile before coming to a stop A child in the automobile was killed one automobile occupant received serious injuries and three other automobile occupants received minor injuries Eighteen of the 103 airplane occupants 98 passengers 3 flight attendants and 2 pilots received minor injuries and the airplane was substantially damaged The airplane was being operated under the provisions of 14 Code of Federal Regulations Part 121 and had departed from Baltimore Washington International Thurgood Marshall Airport Baltimore Maryland about 1758 eastern standard time Instrument meteorological conditions prevailed at the time of the accident flight which operated on an instrument flight rules flight plan The National Transportation Safety Board determined that the probable cause of this accident was the pilots failure to use available reverse thrust in a timely manner to safely slow or stop the airplane after landing which resulted in a runway overrun This failure occurred because the pilots first experience and lack of familiarity with the airplane autobrake system distracted them from thrust reverser usage during the challenging landing snip The safety issues discussed in this report include the flight crew s decisions and actions the clarity of assumptions used in on board performance computers SWA policies guidance and training arrival landing distance assessments and safety margins runway surface condition assessments and braking action reports airplane based friction measurements and runway safety areas P ix     **Air**

**Transportation Operations Inspector's Handbook** United States. Federal Aviation Administration, 1988     *Aircraft Alerting Systems Criteria Study* J. E. Veitengruber, G. P. Boucek, W. D. Smith, 1977     *Aircraft Alerting Systems Criteria Study: Collation and analysis of aircraft system data* , 1977     *Critical Lapses in Federal Aviation Administration's Safety Oversight of Airlines: Abuses of Regulatory Partnership Programs* James Oberstar, 2009-12 Hearing to review the results of an oversight investigation Two FAA Aviation Safety Inspectors have provided evidence raising serious questions of conduct violating the Fed Aviation Reg s FARs in the inspection and maint program of Southwest Airlines SWA FAA employees have engaged in conduct which constitutes a violation of Fed law rule or reg n gross mismgt an abuse of authority and a substantial damage to public safety The Maint Inspector for SWA knowingly allowed the airline to operate in March 2007 and possibly beyond and well after the inspection deadlines on a mandatory FAA Airworthiness Directive There may be a pattern of regulatory abuse and that these regulatory lapses may be more widespread Illustrations     **Critical Lapses in Federal**

**Aviation Administration Safety Oversight of Airlines** United States. Congress. House. Committee on Transportation and Infrastructure,2008    Engine Bird Ingestion Experience of the Boeing 737 Aircraft Peter W. Hovey,1992    Moody's Transportation Manual ,1996    *Study of the Engine Bird Ingestion Experience of the Boeing 737 Aircraft (October 1986-September 1989)* Peter W. Hovey,1991    **Study of the Engine Bird Ingestion Experience of the Boeing 737 Aircraft** Peter W. Hovey,Federal Aviation Administration Technical Center (U.S.),1989    **An Operations Research Case Book** Ken H. Bradshaw,1982    **Mergent Public Utility & Transportation Manual** ,2003    **Validation of Aircraft Noise Prediction Models at Low Levels of Exposure** ,2000    *Aviation Ground Operation Safety Handbook* National Safety Council,Phyllis Crittenden,2007    *AIAA Guidance Navigation and Control Conference* ,1996    Moody's International Manual ,1996    Official Year Book Malaysia,1986    Mergent Transportation Manual ,2001    Timeline Analysis Program (TLA-1) K. H. Miller,1976 The Timeline Analysis Program TLA 1 was described This program is a crew workload analysis computer program that was developed and expanded from previous workload analysis programs and is designed to be used on the NASA terminal controlled vehicle program The following information is described derivation of the input data processing of the data and form of the output data Eight scenarios that were created programmed and analyzed as verification of this model were also described

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