
December 18, 2014

John Lovell
Air Safety Investigator
Major Investigations Division (AS-10)
National Transportation Safety Board

RE: Southwest Airlines Flight 3118 Pilot Statements

John,

Per your request, please find below statements from the pilots of Southwest Airlines Flight 3118, which struck multiple birds on approach to Baltimore/Washington International Thurgood Marshall Airport (KBWI) on December 12, 2014.

Captain (Pilot Monitoring – became Pilot Flying after bird strike)

It was VFR night time on approach to BWI. The FO was the pilot flying and we were going from Navey on the Ravn 3 arrival to Jurti outer marker RWY 28. We briefed the visual approach backed up with the ILS to Rwy 28. ATC gave us a descent from 4000 to 2000 with a vector towards Jurti. At approximately 3500 ft we encountered a flock of birds, I heard and felt multiple impacts. We first notice the forward leading edge in transit light accompanied by a yellow overhead left wing flap in transit light. I told ATC we hit multiple birds and needed to verify the AC configuration before continuing the approach and asked for a vector off final approach to run through the flap leading edge in transit checklist. Before running the checklist I called the FA's and informed them we hit birds and I would get back to them after we knew our status. After we turned away from BWI and started to work the checklist we got a call from the FA's informing us the #2 engine was on fire. There were no cockpit indications of a fire. The FO observed a reduction in #2 engine N1, we both felt the vibration, the FO further reduced the power in the #2 engine and the vibration stopped. I declared an emergency and advised ATC we needed to return to the field and have the fire trucks standing by. We transferred aircraft control and I was the pilot flying. The AC handled symmetrically. We agreed we needed to land immediately. We got a descent to 2000 and took clearance for the visual. The FA's called to say the fire was out. We decided to land flaps 15. We ran the OPC and QRH for a flaps 15 landing. We had the stopping margin and used autobrakes max. We did a PA to tell the PAX and FA's we had hit birds but the AC was flying fine, we will land in 3 mins and it would be a normal landing. After touch down we cleared Rwy 28 onto Rwy 33L. We did after landing flow without changing the

configuration of the AC. We still had no cockpit indications of a fire. The FO talked to the Fire Chief to have him see if any fire was observed. I talked to the FA's to update them on our situation, no evacuation planned at this point. ARFF indicated there was no fire upon inspection and we taxied to gate and deplaned normally with no injuries. We ran the shut down checklist and made a log book entry.

First Officer (Pilot Flying – became Pilot Monitoring after bird strike)

It was VFR night time on approach to BWI. I was the pilot flying and we were the RAVNN3 arrival between RAVNN and JURTI the outer marker for RWY 28. We briefed the visual approach backed up with the ILS to Rwy 28. ATC gave us a descent from 4000 to 2000 feet. At approximately 3500 ft hit a flock of birds, I heard and felt multiple impacts. We first notice the forward leading edge in transit light accompanied by a yellow overhead left wing flap in transit light. The captain told ATC we hit multiple birds and needed to verify the AC configuration before continuing the approach and asked for a vector off final approach to run through the flap leading edge in transit checklist. Before running the checklist the captain called the FA's and informed them we hit birds and he would get back to them after we knew our status. After we turned away from BWI and started to work the checklist we got a call from the FA's informing us the #2 engine was on fire. There were no cockpit indications of a fire. I saw a slight reduction in #2 engine N1, and felt a vibration. I observed the #1 engine at 0.1 AVM and the #2 engine at 0.4 AVM. I further reduced the power in the #2 engine and the vibration stopped. The captain declared an emergency and advised ATC we needed to return to the field and have the fire trucks standing by. We transferred aircraft control and the captain was the pilot flying. The AC handled symmetrically. We agreed we needed to land immediately. We got a descent to 2000 and took clearance for the visual. The FA's called to say the fire was out. We decided to land flaps 15. I ran the OPC and QRH for a flaps 15 landing. We had the stopping margin and used autobrakes max. We did a PA to tell the PAX and FA's we had hit birds but the AC was flying fine, we will land in 3 mins and it would be a normal landing. After touch down we cleared Rwy 28 onto Rwy 33L. We did after landing flow without changing the configuration of the AC. We still had no cockpit indications of a fire. I talked to the Fire Chief to have him see if any fire was observed. The captain talked to the FA's to update them on our situation, no evacuation planned at this point. ARFF indicated there was no fire upon inspection and we taxied to gate and deplaned normally. We ran the shut down checklist and made a log book entry. There were no reported injuries from the passengers or crew.

Thank you,

Dennis Post
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Southwest Airlines, Co.