

DCA24LA330

OPERATIONAL FACTORS

Attachment 6

Southwest Airlines B737 Non-Normal Quick Reference Card

April 24, 2025

B737MAX 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**:
Passenger 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.
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- ▶ ▶ 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} .
 - 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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- ▶ ▶ Go to QRH Ch. 0 Emergency Descent checklist

Runaway Stabilizer

- 1 Control column..... Hold firmly
 - 2 Autopilot (if engaged)..... Disengage
 - 3 Autothrottle (if engaged)..... Disengage
 - 4 Control column and
thrust levers.....Control aircraft
pitch attitude
and airspeed
 - 5 Main Electric
Stabilizer trim.....Reduce control
column forces
 - 6 If the runaway **stops** after the autopilot is
disengaged:
Do **not** re-engage the autopilot or autothrottle.
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 - 7 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
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- ▶ ▶ 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
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- ▶ ▶ Go to QRH Ch. 10 Airspeed Unreliable checklist

APU FIRE

- 1 APU fire switch Confirm..... Pull, rotate to the
stop, and hold
for 1 second
 - 2 APU switch..... OFF
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- ▶ ▶ Go to QRH Ch. 8 APU FIRE checklist

Aborted Engine Start

- 1 Engine start lever (affected engine) CUTOFF
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- ▶ ▶ Go to QRH Ch. 7 Aborted Engine Start checklist

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B737MAX 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**

AUTOMATIC UNLOCK

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

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