

NATIONAL TRANSPORTATION SAFETY BOARD
Investigative Hearing

Alaska Airlines Flight 1282

Boeing 737-9, N704AL

Left Mid Exit Door Plug Separation in Portland, OR

January 5, 2024

Docket No.	SA-543
EXHIBIT	
2L	

**Operational Factors Group
Chairman's Factual Report -
Attachment 11 - Boeing Response to
Flight Deck Door Information Request**
(2 Pages)

DCA24MA063

OPERATIONAL FACTORS

Attachment 11

Boeing Response to Flight Deck Door Information Request

April 30, 2024

26 April 2024
66-CB-H220-ASI-19344

Starr Blum
Aviation Accident Investigator
Operational Factors Division (AS-30)

[REDACTED]
Washington, DC 20594

Email: [REDACTED]

Subject: NTSB Request for Information on the 737 MAX Flight Crew Operations
Manual System Description of the Flight Deck Door – Alaska Airlines 737-9
N704AL Rapid Decompression in Portland, Oregon – 05 January 2024

Reference: Email, 18 April 2024, NTSB to Boeing, B737 MAX FCOM Flight Deck Door

Dear Ms. Blum:

Regarding the reference request for information, Boeing would like to provide background and actions taken. Boeing reviewed its documentation after the Alaska 1282 accident and clarified the expected behavior of the 737 MAX flight deck door during a cabin decompression. Since it shares the same decompression non-normal procedures and many design similarities to the 737 NG, the systems description section of the 737 MAX Flight Crew Operations Manual (FCOM) was written based on the 737 NG FCOM. However, the flight deck door design for the 737 MAX, which equalizes pressure between the flight deck and cabin during cabin decompression, is different than the 737 NG and that difference was not captured in the FCOM description. The crew procedures were not affected and remain common between the 737 MAX and 737 NG. Boeing updated the system description section of the 737 MAX FCOM to include a description of this flight deck door system functionality and advised operators of this change on 13-January-2024 via Multi-Operator Message MOM-MOM-24-0029-01B of the FCOM Notice of Change.

The information included with this correspondence is controlled under the US Export Administration Regulations (15 CFR Parts 300-799) and has been categorized as ECCN: 9E991.

Please feel free to contact us if you have any questions.

Best regards,

[REDACTED]
Robert J. McIntosh
Director, Product Safety

cc: John Lovell, NTSB Investigator In-Charge

