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B737 Operational Guide

**J. E. Veitengruber, G. P. Boucek, W. D.
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B737 Operational Guide:

Airport Passenger Terminal Planning and Design: Spreadsheet models and user's guide Landrum & Brown, 2010

TRB's Airport Cooperative Research Program ACRP Report 25 Airport Passenger Terminal Planning and Design comprises a guidebook, spreadsheet models, and a user's guide in two volumes and a CD ROM intended to provide guidance in planning and developing airport passenger terminals and to assist users in analyzing common issues related to airport terminal planning and design. Volume 1 of ACRP Report 25 explores the passenger terminal planning process and provides in a single reference document the important criteria and requirements needed to help address emerging trends and develop potential solutions for airport passenger terminals. Volume 2 of ACRP Report 25 consists of a CD ROM containing 11 spreadsheet models which include practical learning exercises and several airport-specific sample data sets to assist users in determining appropriate model inputs for their situations and a user's guide to assist the user in the correct use of each model. The models on the CD ROM include such aspects of terminal planning as design hour determination, gate demand, check-in, and passenger and baggage screening, which require complex analyses to support planning decisions. The CD ROM is also available for download from TRB's website as an ISO image.

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's autobrake system distracted them from thrust reverser usage during the challenging landing. 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 **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 Partnerships 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 Engine Bird Ingestion Experience of the Boeing 737 Aircraft Peter W. Hovey, 1992 Critical Lapses in Federal Aviation Administration Safety Oversight of Airlines United States. Congress. House. Committee on Transportation and Infrastructure, 2008 Validation of Aircraft Noise Prediction Models at Low Levels of Exposure ,2000 Monthly Catalogue, United States Public Documents ,1994 *Study of the Engine Bird Ingestion Experience of the Boeing 737 Aircraft* Peter W. Hovey, Federal Aviation Administration Technical Center (U.S.), 1989 Monthly Catalog of United States Government Publications ,1994 **Study of the Engine Bird Ingestion Experience of the Boeing 737 Aircraft (October 1986-September 1989)** Peter W. Hovey, 1991 *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 **Crash Simulation of Vertical Drop Tests of Two Boeing 737 Fuselage Sections** Karen E. Jackson, 2002 Aviation Ground Operation Safety Handbook National Safety Council, Phyllis Crittenden, 2007 *Description of the Primary Flight Display and Flight Guidance System Logic in the NASA B-737 Transport Systems Research Vehicle* ,1990 Mergent Public Utility & Transportation Manual ,2003 **AIAA Guidance Navigation and Control Conference** ,1996 **Moody's Transportation Manual** ,1996 **Flight Performance of the TCV B-737 Airplane at Kennedy Airport Using TRSB/MLS Guidance** ,1979

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