Left Engine Failure and Subsequent Depressurization
Southwest Airlines Flight 1380
Boeing 737-700
Philadelphia, Pennsylvania
April 17, 2018
Investigator-in-Charge
presentation
LaGuardia Airport 10:43 a.m.

Philadelphia Airport 11:20 a.m.

Event 11:03 a.m.

Approximate flightpath
History of Flight: Operations

- Secured engine within 36 seconds
- Focused on maintaining control of airplane
- Initiated emergency checklists
- Completed items from memory
- Did not affect outcome
History of Flight: Engine Damage
History of Flight: Window Separation

Lower aft corner of inboard fan cowl
• Assisted injured passenger
• Passengers from row 14 required reseating
• Flight attendants not secured for landing
Findings: Fan Blade Separation
Findings: Inlet and Fan Cowl Damage

- Fan blade fragment replicas
- Inlet remnants
- Damaged fan cowl
Findings: Fan Cowl Damage

- Cutaway of engine fan case
- Damaged fan cowl portions
- Lower portion of fan cowl
- Radial restraint fitting
- Latches

Source: Boeing
Safety Issues

• Ensuring structural integrity of fan cowl after fan-blade-out events
• Determining critical fan blade impact locations and their effect on nacelle components
• Having flight attendants secured during emergency landings
• Reseating passengers during in-flight loss of seating capacity
Parties to Investigation

- Aircraft Mechanics Fraternal Association
- Boeing
- GE Aviation
- Collins Aerospace
- Federal Aviation Administration
- Southwest Airlines
- Southwest Airlines Pilots Association
- Transport Workers Union
Annex 13

• Accredited Representative
  – Bureau d’Enquêtes et d’Analyses pour la Sécurité de l’Aviation Civile

• Technical Advisors
  – European Union Aviation Safety Agency
  – Safran Aircraft Engines