NTSB National Transportation Safety Board

Office of Aviation Safety

Southwest Airlines Flight 1248

Midway Airport
Chicago, Illinois
December 8, 2005

Accident Overview

- 7:14 pm
- Boeing 737-74H
- 1 fatality, 1 serious injury and 21 minor injuries
- Baltimore Washington to Midway

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Weather and Runway Conditions

- Runway 31 Center plowed 27 minutes prior to landing
- Worst runway braking action reported was “fair to poor”
- Only available approach above minimums 31C

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Weather and Runway Conditions

- Right quartering tailwind of 8 knots
- Temperature 28 F
- Visibility of ½ mile in moderate snow and freezing fog

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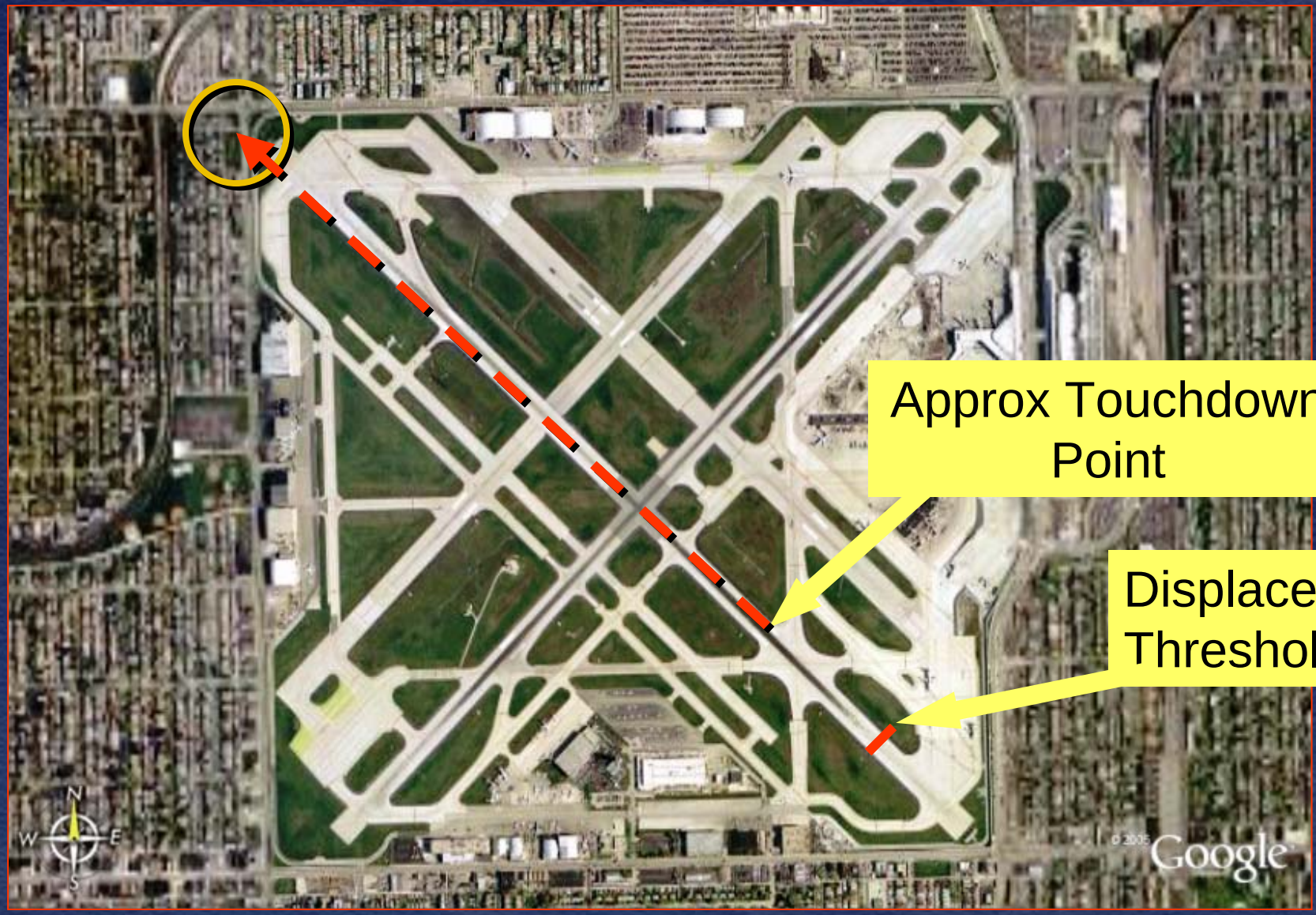
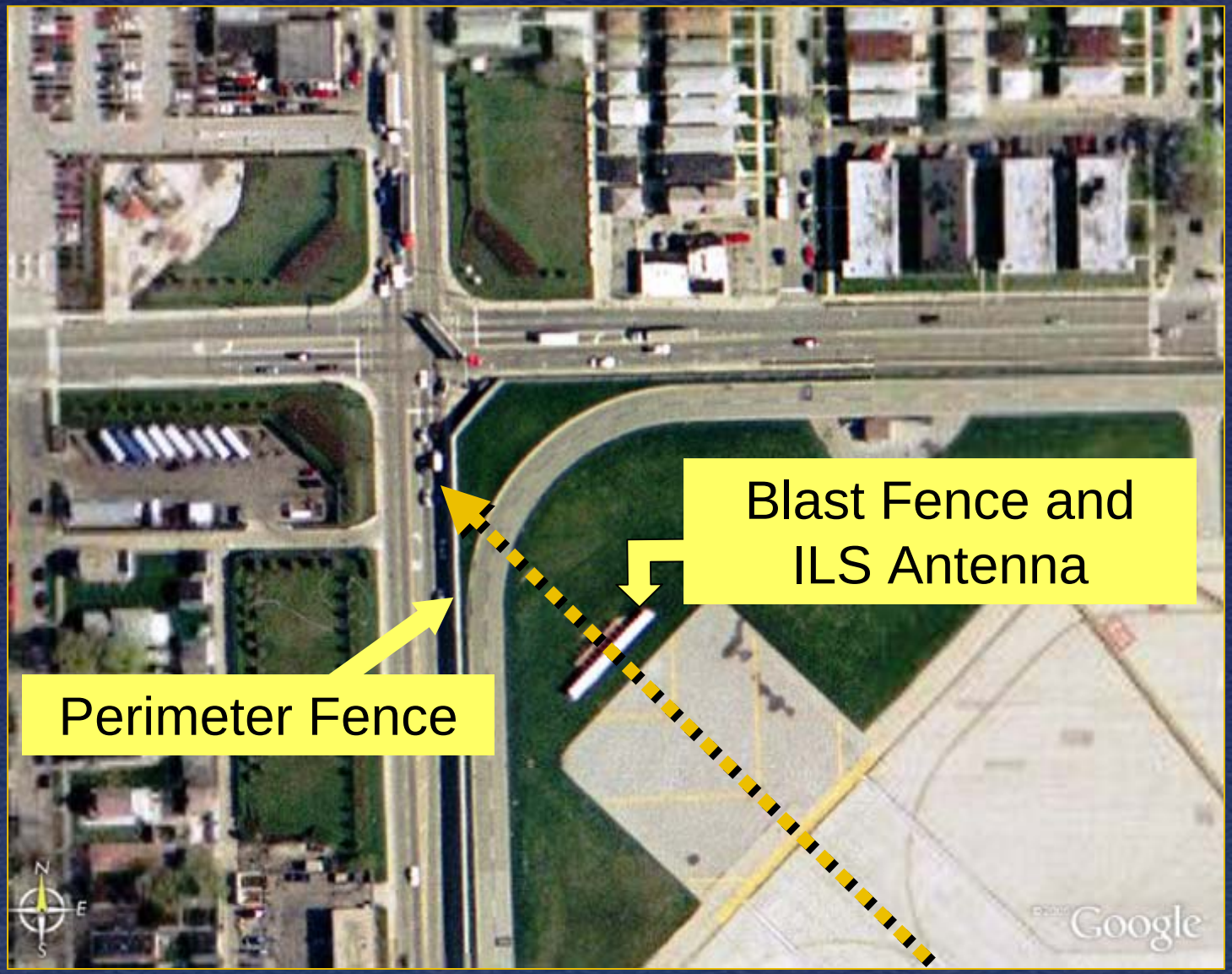
Aircraft Systems Examinations

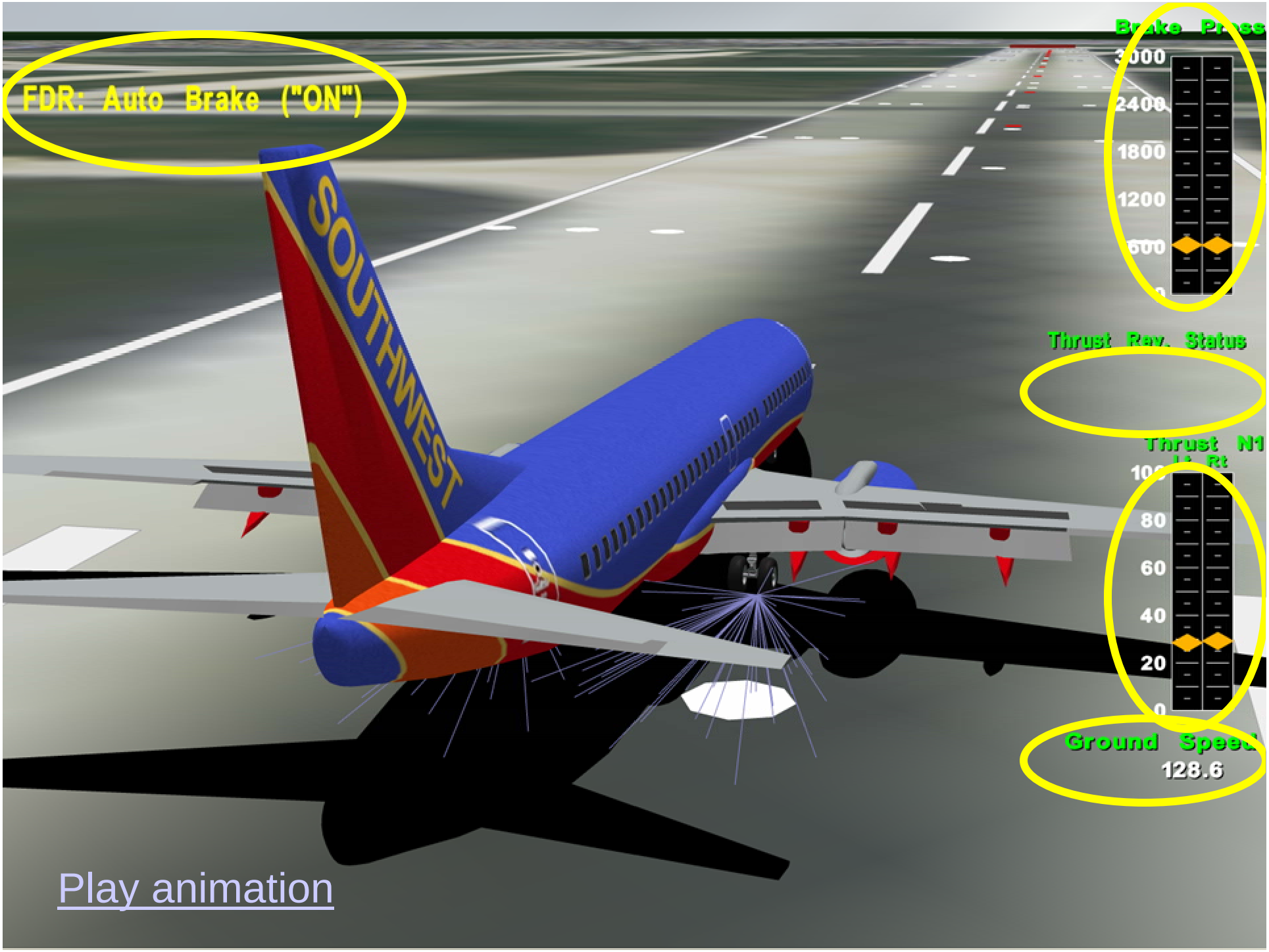
- No preimpact anomalies
  - Antiskid system
  - Ground spoiler system
  - Wheel brake system
  - Throttle quadrant and linkage
  - Thrust reverser systems
  - Engines

NTSB

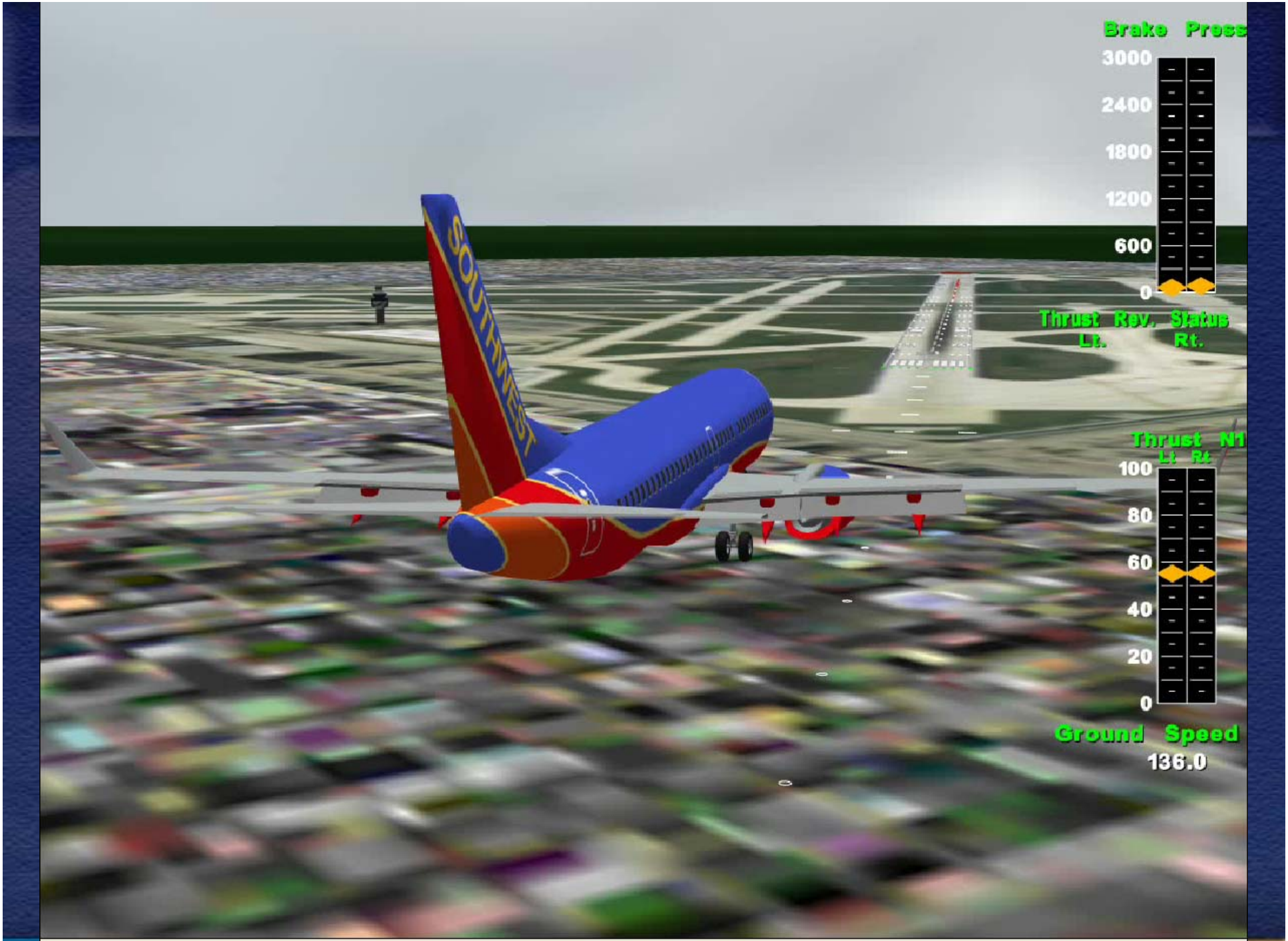

Approx Touchdown Point
Displaced Threshold
N
W
E
S
Google


Blast Fence and
ILS Antenna
Perimeter Fence
Google

Flight 1248 Animation

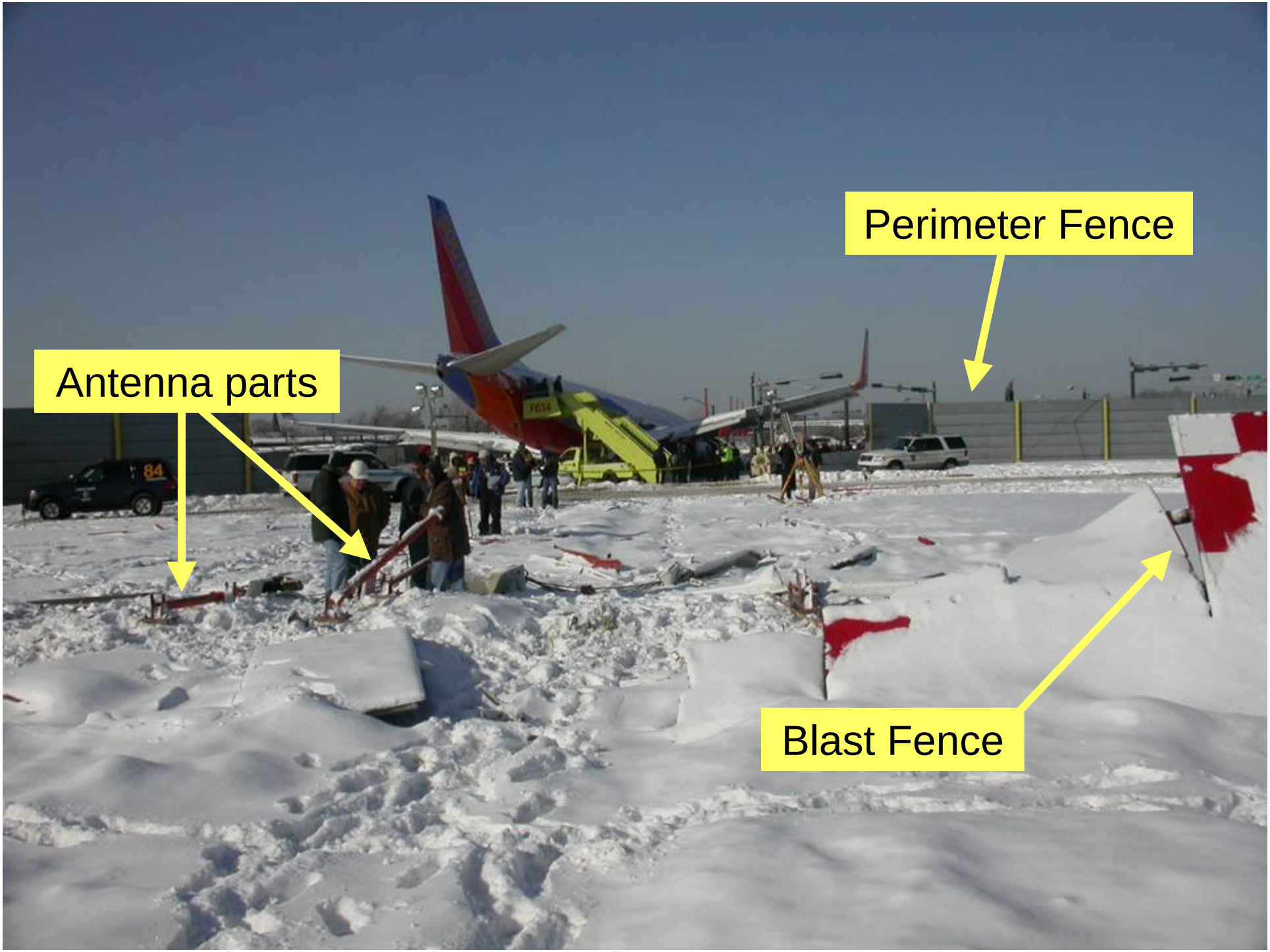


Play animation


Brake Press
3000
2400
1800
1200
600
0
Thrust Rev. Status
Lt. Rt.
Thrust N1
Lt Rt
100
80
60
40
20
0
Ground Speed
136.0
SOUTHWEST

swafinal2

W 55TH ST
5500 S
F634
NO
TURN
ON RED


Perimeter Fence
Antenna parts
Blast Fence

Safety Issues

- The flight crew's decision to land and actions after touchdown
- OPC calculations and assumptions
- SWA policies, guidance, and training
- Arrival landing distance assessments and safety margins

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Safety Issues

- Runway safety areas (RSAs)
- Runway surface condition assessments and braking action reports
- Airplane-based friction measurements

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Parties to the Investigation

- Federal Aviation Administration
- Boeing Commercial Airplane Company
- Southwest Airlines (SWA)
- SWA Pilots Association
- National Air Traffic Controllers Association

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Parties to the Investigation

- City of Chicago
- CFM International
- SWA Employee Association (Dispatchers)
- Transport Workers Union #556 (Flight Attendants)
- SWA Aircraft Mechanics Fraternal Organization

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NTSB STAFF

- Paul Misencik – Operations
- David Kirchgessner - Operations
- Don Eick – Meteorology
- Sandy Rowlett – Air Traffic Control
- Bob Swaim – Structures
- Tom Jacky – Systems
- Jean-Pierre Scarfo – Powerplants
- Katherine Lemos – Human Performance

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NTSB STAFF

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- Dennis Grossi – Flight Data Recorder
- Joseph Gregor – Cockpit Voice Recorder
- Kevin Renze – Airplane Performance
- Jeff Marcus – Safety Recommendations
- Jodi Reeves – Report Writer
- Noel Coleman – Editor

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