



Alaska Airlines Flight 1282

Alaska Airlines Flight 1282 was a scheduled domestic passenger flight operated by Alaska Airlines from Portland International Airport in Portland, Oregon, to Ontario International Airport in Ontario, California. Shortly after takeoff on January 5, 2024, a door plug on the Boeing 737 MAX 9 aircraft blew out, causing an uncontrolled decompression of the aircraft. The aircraft returned to Portland for an emergency landing. All 171 passengers and 6 crew members survived the accident, with three receiving minor injuries. An investigation of the accident by the National Transportation Safety Board (NTSB) is ongoing. A preliminary report published on February 6 said that four bolts, intended to secure the door plug, had been missing when the accident occurred and that Boeing records showed evidence that the plug had been reinstalled with no bolts prior to the initial delivery of the aircraft.

Aircraft and crew

The aircraft involved was a Boeing 737 MAX 9 (typically referred to as model 737-9 in official FAA documents) with manufacturer's serial number 67501, fuselage line number 8789, and registered as N704AL. It was around two months old at the time of the accident.^{[2][3]} At the time of the accident, the aircraft had logged 510 total flight hours over 154 flights.^[4]

The MAX 9 has optional rear mid-cabin emergency exit doors, on each side of the aircraft behind the wings. Aircraft configured with greater than 189 seats, such as the MAX 9s operated by Lion Air (220 seats) and Corendon Dutch Airlines (213 seats), require these additional emergency exit doors and slides to meet regulatory requirements for emergency landing speed. On aircraft with less dense seating configurations, such as those operated by Alaska

Alaska Airlines Flight 1282



The aircraft, photographed on January 7, with plastic sheeting covering the missing door plug

Accident

| | |
|----------------|---|
| Date | January 5, 2024 |
| Summary | <u>Uncontrolled decompression</u> after loss of incorrectly installed door plug |
| Site | In-air; near <u>Portland, Oregon</u> , United States 45°27′15″N 122°45′20″W |

Aircraft



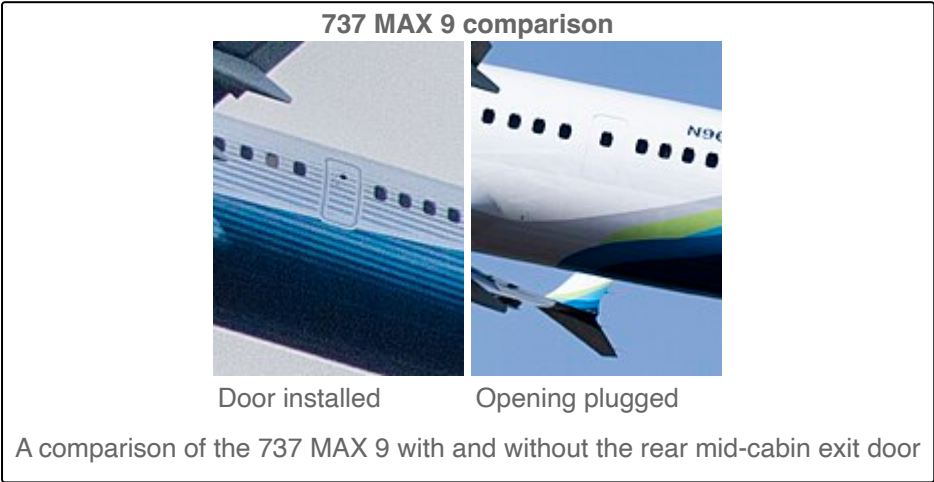
N704AL, the aircraft involved in the accident

| | |
|------------------------|--|
| Aircraft type | <u>Boeing 737 MAX 9</u> |
| Operator | <u>Alaska Airlines</u> |
| IATA flight No. | AS1282 |
| ICAO flight No. | ASA1282 |
| Call sign | ALASKA 1282 |
| Registration | N704AL ^[1] |
| Flight origin | <u>Portland International Airport</u> , <u>Portland, Oregon</u> , U.S. |

Cite

Airlines (178 seats) and United Airlines (179 seats), the doors are not required and plugs are installed in their place.^[5] Compared to leaving the exit door in place, the plug is lighter, offers a full-sized passenger window, and does not have the complexity of a door with its operations and maintenance concerns.^[4] On the interior of the aircraft, the plugs are covered with cabin panels no different in appearance from a regular window panel.^{[6][7]}

| | |
|--------------------|---|
| Destination | <u>Ontario International Airport</u> , <u>Ontario, California</u> , <u>U.S.</u> |
| Occupants | 177 |
| Passengers | 171 |
| Crew | 6 |
| Fatalities | 0 |
| Injuries | 3 |
| Survivors | 177 |



The door plug was manufactured by Spirit AeroSystems in Malaysia on March 24, 2023. It arrived at Spirit's factory in Wichita, Kansas, on May 10, where the fuselage was assembled. It was installed on the fuselage before it was shipped by train on August 20 for final assembly at the Boeing Renton Factory in Renton, Washington, where it arrived

11 days later.^{[4][8]}

After the fuselage arrived at the Boeing Renton Factory, five damaged rivets were found on the fuselage near the door plugs. The plug was removed so that Spirit AeroSystems employees could fix the rivets. Once the repair was made, the door was reinstalled, but not bolted into place.^[4]

From November 27 to December 7, the aircraft was under modification by AAR Corp at a facility in Oklahoma City to install a satellite antenna for in-flight internet service atop the rear fuselage, in the vicinity of the door plugs. AAR stated on January 8 that they did not perform any work involving the plugs themselves.^{[9][10]}

The unnamed captain had logged 12,700 flight hours, including 6,500 hours on the Boeing 737. The first officer, Emily Wiprud,^[11] had 8,300 flight hours, with 1,500 of them on the Boeing 737.^{[4]:2}

As of June 28, 2024, Alaska returned the accident aircraft to Boeing, which is listed as the owner on the formalized aircraft registration, while awaiting delivery of a MAX 10 aircraft.^[12]

Accident

Flight 1282 took off from Portland International Airport on January 5, 2024, at 5:07 p.m. PST.^[13] Six crew members and 171 passengers were aboard the flight.^[14]


Approximately six and a half minutes after takeoff, the factory-installed door plug filling the port-side opening for the optional emergency exit door separated from the airframe, causing an uncontrolled decompression of the aircraft.^{[6][15]} The aircraft's oxygen masks deployed during the



Flight path illustration of Alaska Airlines Flight 1282

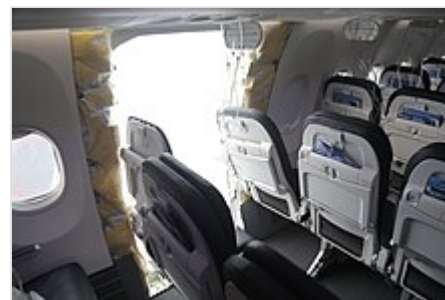
accident.^[13] No one was in seat 26A, which was immediately next to the hole.^[16] Three passengers experienced minor injuries that required medical attention, and some passengers' items were lost when the items were sucked out of the opening.^{[14][17][18]}

External image

 "Diagram of a Boeing 737-9 mid-cabin door plug and components" (https://twitter.com/NTSB_B_Newsroom/status/1744202059870831016) (Source: NTSB Twitter)

A teenage boy seated in row 25 had his shirt ripped off and blown out of the aircraft; his mother said she had to hold onto him to prevent him being blown out during the decompression.^{[19][20]} Passengers reported hearing a loud bang followed by the oxygen masks deploying and a large, loud gust of wind.^[21] One passenger said that others closer to the opening in the plane were able to move to other seats further away.^[22]

The decompression event caused the cockpit door to fly open and hit the lavatory door, which initially became stuck.^[23] After several attempts, a flight attendant was able to close the cockpit door.^[23] The cockpit door is designed to open in the event of an uncontrolled decompression, but the crew was not aware of this.^[24] The laminated Quick Reference Checklist stowed below the cockpit windows was blown into the cabin.^[23] The first officer's headset was pulled off, and the captain's was dislodged.^[23]



Interior view from after the accident showing the missing door plug and damaged seats

Interior non-structural damage was observed at rows 1 through 4, 11 and 12, 25 through 27, and 31 through 33, including damage to seat 25A, which lost its headrest and was itself twisted, and seat 26A, which lost its headrest and seatback cushion as well as the tray table on its rear side.^[23]

According to flight trackers, the aircraft had climbed to about 16,000 feet (4,900 m) when the accident occurred.^[25] The pilots made an emergency descent to 10,000 feet (3,000 m) and returned to Portland,^{[26][6]} where they successfully made an emergency landing at 5:27 pm.^[13] Firefighters boarded the aircraft to check for injuries among the passengers.^[26]

Flight data recorder timeline

At a media briefing on January 8, the NTSB provided the following timeline of key events obtained from the flight data recorder.^{[24][4]}

Times in PST, January 5, 2024

- 5:06:47 pm – Aircraft departs Portland International Airport (PDX) from runway 28L
- 5:12:33 pm – While passing 14,830 feet (4,520 m), recorded cabin pressure drops from 14.09 to 11.64 psi (97.1 to 80.3 kPa); "cabin altitude >10,000 feet warning" activates, indicating that the cabin is underpressurized at an altitude greater than 10,000 feet (3,048 m) above sea level; pressurization or supplemental oxygen is necessary above that altitude

- 5:12:34 pm – Master caution activates; cabin pressure continues to drop, recorded at 9.08 psi (62.6 kPa)
- 5:12:52 pm – Master caution deactivated by crew
- 5:13:41 pm – Aircraft reaches a maximum altitude of 16,320 feet (4,974 m) and begins to descend
- 5:13:56 pm – Autopilot selected altitude changes from 23,000 to 10,000 feet (7,010 to 3,048 m)
- 5:14:35 pm – Master caution activates again for three seconds
- 5:16:56 pm – Aircraft begins a left turn, heading north back to PDX
- 5:17:00 pm – Aircraft descends below 10,000 feet (3,048 m)
- 5:18:05 pm – While passing 9,050 feet (2,758 m), "cabin altitude >10,000 feet warning" deactivates; cabin pressure recorded at 10.48 psi (72.3 kPa)
- 5:26:46 pm – Aircraft lands back on runway 28L at PDX

Aftermath

Alaska Airlines initially grounded their 737 MAX 9 fleet of 65 in the hours after the accident on January 5.^[6] The airline later said that 18 aircraft were ready to return to service on January 6 after determining that those 737 MAX 9s had already had their door plugs inspected "as part of a recent heavy maintenance visit".^[14] However, later in the day, on January 6, the Federal Aviation Administration (FAA) issued an Emergency Airworthiness Directive (EAD) that grounded all Boeing 737 MAX 9 aircraft with a mid-cabin door plug installed, pending a required inspection and corrective actions where required.^{[27][15]} Alaska Airlines subsequently removed the 18 aircraft from service following the EAD.^[14] The EAD also impacted United Airlines and Copa Airlines of Panama, which operate the MAX 9 in the United States.^{[28][29]} Turkish Airlines of Turkey and Lion Air of Indonesia also grounded their fleets for inspection.^[30] On January 7, the European Union Aviation Safety Agency (EASA) adopted the FAA's EAD, though it stated that no airline in its jurisdiction currently operated any MAX 9 aircraft with the door plug configuration.^[31]

The cabin door plug was discovered in the backyard of a home in the Cedar Mill area, near Oregon Route 217.^{[32][33]} It was reported to the NTSB on January 7.^[34] Two mobile phones from the flight had also been found by members of the public, one in a backyard and the other by a road.^[35]

On January 11, six passengers filed a class-action lawsuit against Boeing, citing injuries to passengers and emotional trauma.^{[36][37]}

On January 12, Alaska Airlines announced further cancellations through Tuesday, January 16, equating to between 110 and 150 flights per day. On January 17, Alaska Airlines announced that their maintenance and engineering technicians had completed preliminary inspections of "a group of our 737-9 MAX" planes as requested by the FAA and had provided the data to Boeing and FAA for further analysis and consultation. Flight cancellations were extended to Sunday, January 21.^[14]

On January 21, the FAA recommended inspections of door plugs on the Boeing 737-900ER, an earlier non-MAX 737 version that uses the same type of door as the accident airplane. The FAA said inspections should "ensure the door is properly secured." The agency said some operators doing inspections on those aircraft "noted findings with bolts during the maintenance inspections." The FAA said the 737-900ER has 11 million hours of operation and has not had problems with its door plugs. In the United States, Alaska, Delta, and United fly the 737-900ER.^{[38][39]}

On January 24, the FAA approved a new inspection process and cleared all 737 MAX 9 aircraft with door plugs to return to service when the inspection is completed successfully for each plane.^[40] Alaska Airlines and United Airlines began returning their 737 MAX 9 planes to service on January 26 and 27, respectively.^{[41][42]}

Alaska Air Group reported in April 2024 that Boeing had paid about US\$160 million as initial compensation to address the hit from the temporary grounding of 737 MAX 9 jets.^[43] The compensation package also included allowing Alaska to return the aircraft involved to Boeing, reducing storage and maintenance costs for the airline.^{[44][45]} Across all MAX 9 customers, Boeing agreed to pay a total of US\$443 million to compensate them for losses during the grounding.^[46] To bring 737 fuselage construction back in-house, Boeing announced on June 30 that it would buy back Spirit AeroSystems in a US\$4.7 billion deal expected to close in mid-2025.^{[47][48]}

Investigation

The National Transportation Safety Board (NTSB) is conducting an investigation into the accident, led by NTSB Chair Jennifer Homendy. The FAA, Alaska Airlines, the Air Line Pilots Association (the union representing Alaska pilots), the Association of Flight Attendants (the union representing Alaska flight attendants), Boeing, Spirit AeroSystems, and the International Association of Machinists and Aerospace Workers (the union representing Boeing and Spirit AeroSystems workers) are providing support as members of the investigation party.^[4] The United States Department of Justice (DOJ) and Federal Bureau of Investigation (FBI) have also opened separate criminal investigations into the accident.^{[49][50]}



NTSB investigators with the door plug recovered from the backyard of a home in Cedar Mill, Oregon

The aircraft involved in the accident had its cabin pressurization "AUTO FAIL" indicator illuminated on three previous occasions – on December 7, January 3 (in flight), and January 4 (after landing). This indicates that the primary automatic cabin pressurization controller was disabled by a fault condition, which can be caused by a problem with the controller itself, one of the valves it controls, an excessive pressure differential, an excessive rate of cabin pressure change, or a high cabin altitude. When a fault is detected, pressurization control automatically transfers to an alternate automatic controller. The "AUTO FAIL" indicator alerts the crew to this change, but no intervention is prescribed.^[51] On each occasion of a fault, the alternate controller was used, and flights proceeded normally.^[23] However, due to the faults, Alaska Airlines had restricted the aircraft from operating extended overwater flights (under ETOPS rules) until a detailed maintenance inspection could occur.^[23] It is not yet known if the indicator warning is related to the accident; the NTSB investigation will include the issue.^[23]

The cockpit voice recorder (CVR) was overwritten after the accident. The CVR on the aircraft records a two-hour loop, and the circuit breaker in the cockpit was not pulled to stop the recording after the aircraft landed.^[23] NTSB chair Jennifer Homendy subsequently called for extending capacity to 25 hours, rather than the currently mandated two hours, on all new and existing aircraft. If implemented, the new rule will align with International Civil Aviation Organization (ICAO) and European Union Aviation Safety Agency's (EASA) current regulations.^[52]

On January 8, United Airlines stated they had found loose bolts during inspections on an undisclosed number of grounded aircraft.^[53] Alaska Airlines also announced their inspections had found loose bolts on "many" aircraft.^{[53][54]}

On January 9, Boeing's president and CEO, Dave Calhoun acknowledged the company's mistake in a company-wide meeting on safety and transparency following this accident. The company pledged for full transparency and cooperation in the investigation with the NTSB and FAA.^{[55][56]} In an interview with CNBC on January 10, Dave Calhoun described it as a quality control issue and said that a "quality escape" had occurred.^[57] Also on January 10, the FAA notified Boeing that it was under investigation for "alleged noncompliance" with regulations relating to new aircraft inspection and testing.^[58]

The NTSB's initial assessment found that the stop pads and fittings of the door plug and frame were intact, and that the plug had moved upwards to clear the pads to enable its ejection from the aircraft.^[24] The upper guide fittings on the door plug were found to be fractured.^[24] Investigation on the status of the retention bolts designed to prevent the door plug from moving upwards is ongoing. By design, four retention bolts should be present. Homendy said the bolts were not on the door plug when it was found. She said investigators are trying to determine if the bolts were never installed or if they were torn off when the door plug blew out.^[9] The NTSB will also examine witness marks using microscopes and other scientific equipment.^[24]

On January 15, in a message to employees, Boeing Commercial Airplanes President and CEO Stan Deal announced "immediate" actions the company is taking to bolster quality assurance and controls in 737 production: planning more quality inspections, planning more team sessions on quality, Boeing review of Spirit AeroSystems work, airline oversight inspections and independent assessment by outside party on Boeing's quality management system. These actions are separate from the FAA's investigation and the agency's plan to increase oversight of 737-9 production.^[59]

The NTSB released a preliminary report on the accident on February 6, which said that the damage patterns on the door plug indicated that the four bolts, intended to secure the door plug, had been missing when the accident occurred. They also reviewed Boeing records that showed evidence that the plug had been installed with no bolts.^[4]

The NTSB held an investigative hearing on the accident on August 6–7.^{[60][61]} On March 13, NTSB chairman Homendy stated in a letter to Congress that security footage of the aircraft's door plug installation back in September had been overwritten.^{[62][63]} Boeing responded that this was standard practice.^[64]

After Boeing revealed privileged information about the investigation to journalists during a meeting on June 25, along with analysis of the facts, the NTSB stopped sharing information with the company.^{[65][66]}



January 8, 2024: NTSB Chair Jennifer Homendy briefing the media in Portland, Oregon, on the NTSB investigation involving Alaska Airlines Flight 1282



NTSB staff examine the door plug in the NTSB materials laboratory

The NTSB released their investigation docket and held a public hearing on August 6.^{[3][67]}

See also

- Boeing manufacturing and design issues
- John Barnett (whistleblower)
- List of accidents and incidents involving the Boeing 737
- Similar accidents and incidents:
 - British Airways Flight 5390 (windscreen failure due to use of undersized bolts leading to uncontrolled decompression, two injuries), 1990
 - American Airlines Flight 96 (cargo door failure due to design flaw leading to uncontrolled decompression, eleven injuries), 1972
 - Turkish Airlines Flight 981 (cargo door failure due to design flaw leading to uncontrolled decompression, all 346 aboard killed), 1974
 - United Airlines Flight 811 (cargo door failure due to design flaw leading to uncontrolled decompression, nine passengers ejected and killed), 1989
 - Sichuan Airlines Flight 8633 (windscreen failure due to a leaking seal leading to uncontrolled decompression, two injuries), 2018

References

1. "FAA Registry (N704AL)" (<https://registry.faa.gov/AircraftInquiry/Search/NNumberResult?nNumberTxt=N704AL>). *Federal Aviation Administration*.
2. McDermott, John (January 5, 2024). "Explosive Decompression Reported on Alaska 737 MAX" (<https://airlinegeeks.com/2024/01/05/explosive-decompression-reported-on-alaska-737-max/>). *AirlineGeeks*. Archived (<https://web.archive.org/web/20240106041842/https://airlinegeeks.com/2024/01/05/explosive-decompression-reported-on-alaska-737-max/>) from the original on January 6, 2024. Retrieved January 5, 2024.
3. Hradecky, Simon (August 6, 2024) [January 6, 2024]. "Accident: Alaska B39M at Portland on Jan 5th 2024, emergency exit and panel separated in flight" (<https://www.avherald.com/h?article=51354f78&opt=0>). *The Aviation Herald*. Archived (<https://web.archive.org/web/20240106225013/https://www.avherald.com/h?article=51354f78&opt=0>) from the original on January 6, 2024. Retrieved January 6, 2024.
4. "Aviation Investigation Preliminary Report" (<https://www.nts.gov/investigations/Documents/DC A24MA063%20Preliminary%20report.pdf>) (PDF). *National Transportation Safety Board*. February 6, 2024. DCA24MA063. Archived (<https://web.archive.org/web/20240206194507/https://www.nts.gov/investigations/Documents/DCA24MA063%20Preliminary%20report.pdf>) (PDF) from the original on February 6, 2024. Retrieved February 6, 2024.
5. "Explainer: How is the panel that blew off a plane made and how did it break?" (<https://www.reuters.com/business/aerospace-defense/how-is-panel-that-blew-off-plane-made-how-did-it-break-2024-01-09/>). *Reuters*. February 6, 2024. Retrieved October 5, 2024.
6. Gates, Dominic (January 5, 2024). "Alaska Airlines grounds MAX 9s after door plug blows out on Portland flight" (<https://www.seattletimes.com/business/180-on-alaska-airlines-flight-safe-and-scared-in-portland-after-window-blows/>). *The Seattle Times*. Archived (<https://web.archive.org/web/20240107200534/https://www.seattletimes.com/business/180-on-alaska-airlines-flight-safe-and-scared-in-portland-after-window-blows/>) from the original on January 7, 2024. Retrieved January 6, 2024.

7. "Federal officials recommend airlines inspect door plugs on some older Boeing jets" (<https://www.latimes.com/business/story/2024-01-22/federal-officials-recommend-that-airlines-inspect-door-plugs-on-some-older-boeing-jets-as-well>). *Los Angeles Times*. Associated Press. January 22, 2024. Archived (<https://web.archive.org/web/20240123163842/https://www.latimes.com/business/story/2024-01-22/federal-officials-recommend-that-airlines-inspect-door-plugs-on-some-older-boeing-jets-as-well>) from the original on January 23, 2024. Retrieved January 24, 2024. "The door plugs are panels that seal holes left for extra doors when the number of seats is not enough to trigger a requirement for more emergency-evacuation exits. From inside the plane, they look like a regular window."
8. Insinna, Valerie; Hephner, Tim; Shepardson, David (January 7, 2024). "Spirit Aero made blowout part but Boeing has key role" (<https://www.reuters.com/business/aerospace-defense/spirit-aero-made-blowout-part-boeing-has-key-role-sources-2024-01-07/>). *Reuters*. Archived (<https://archive.today/20240107203833/https://www.reuters.com/business/aerospace-defense/spirit-aero-made-blowout-part-boeing-has-key-role-sources-2024-01-07/>) from the original on January 7, 2024. Retrieved January 7, 2024.
9. Chokshi, Niraj; Walker, Mark (January 8, 2024). "Panel on Boeing Plane May Not Have Been Properly Attached, Agency Says" (<https://www.nytimes.com/2024/01/08/business/boeing-max-9-alaska-airlines.html>). *The New York Times*. Archived (<https://web.archive.org/web/20240124042139/https://www.nytimes.com/2024/01/08/business/boeing-max-9-alaska-airlines.html>) from the original on January 24, 2024. Retrieved January 24, 2024.
10. "Jet service firm AAR says it did no work near Alaska Air's exit panel" (<https://www.reuters.com/business/aerospace-defense/aar-corp-says-it-did-not-perform-any-work-near-alaska-air-mid-cabin-exit-door-2024-01-08/>). *Reuters*. January 8, 2024. Retrieved January 24, 2024.
11. Cleave, Kris Van; Krupnik, Kathryn; Breen, Kerry (September 12, 2024). "Alaska Airlines pilot describes moment of door blowout in first interview: 'I knew something was catastrophically wrong'" (<https://www.cbsnews.com/news/alaska-airlines-pilot-interview-door-blowout-emily-wiprud/>). *CBS News*. Retrieved September 12, 2024.
12. "Alaska Air returns 737 MAX 9 involved in midair blowout to Boeing" (<https://www.businesstimes.com.sg/companies-markets/transport-logistics/alaska-air-returns-737-max-9-involved-midair-blowout-boeing>). *The Business Times*. June 29, 2024. Retrieved July 2, 2024.
13. Yoon, John; Mayorquin, Orlando; Kim, Victoria (January 6, 2024) [January 5, 2024]. "F.A.A. Orders Airlines to Ground Some Boeing 737 Max 9 Jets After Midair 'Incident'" (<https://www.nytimes.com/2024/01/05/business/alaska-airlines-flight-portland-landing.html>). *The New York Times*. Archived (<https://web.archive.org/web/20240107203102/https://www.nytimes.com/2024/01/05/business/alaska-airlines-flight-portland-landing.html>) from the original on January 7, 2024. Retrieved January 6, 2024.
14. "Information about Alaska Airlines Flight 1282" (<https://news.alaskaair.com/alaska-airlines/operations/as-1282/>). Alaska Airlines. January 5, 2024. Archived (<https://web.archive.org/web/20240106075153/https://news.alaskaair.com/alaska-airlines/operations/as-1282/>) from the original on January 6, 2024. Retrieved January 6, 2024.
15. Shepardson, David; Insinna, Valerie; Hephner, Tim (January 7, 2024). "US FAA orders Boeing 737 MAX 9 planes grounded after blowout" (<https://www.reuters.com/business/aerospace-defense/us-safety-board-investigating-alaska-airlines-boeing-737-max-9-emergency-landing-2024-01-06/>). *Reuters*. Archived (<https://archive.today/20240107204704/https://www.reuters.com/business/aerospace-defense/us-safety-board-investigating-alaska-airlines-boeing-737-max-9-emergency-landing-2024-01-06/>) from the original on January 7, 2024. Retrieved January 7, 2024.
16. Isidore, Chris (January 8, 2024). "A terrifying 10 minute flight adds to years of Boeing's quality control problems" (<https://www.cnn.com/2024/01/08/business/boeing-safety-quality-problems/index.html>). *CNN*. Archived (<https://web.archive.org/web/20240108173919/https://www.cnn.com/2024/01/08/business/boeing-safety-quality-problems/index.html>) from the original on January 8, 2024. Retrieved January 8, 2024.

17. McCarty, Alma (January 6, 2024) [January 5, 2024]. "Alaska Airlines flight forced to make emergency landing at Portland airport after panel on side of plane blows out" (<https://www.kgw.com/article/news/local/alaska-airlines-flight-emergency-landing-portland-international-airport/283-3510ca7b-26ae-43fa-9b2f-03f387dc06b9>). *KGW*. Archived (<https://web.archive.org/web/20240106090017/https://www.kgw.com/article/news/local/alaska-airlines-flight-emergency-landing-portland-international-airport/283-3510ca7b-26ae-43fa-9b2f-03f387dc06b9>) from the original on January 6, 2024. Retrieved January 6, 2024.
18. @NTSB_Newsroom (January 6, 2024). "Update: NTSB has launched a Go Team to Portland, Oregon to investigate an event with a Boeing 737–9 MAX during a flight from Portland to Ontario, California. No serious injuries were reported" (https://x.com/NTSB_Newsroom/status/1743627368537768417) (Tweet). Archived (https://archive.today/20240107205842/https://twitter.com/NTSB_Newsroom/status/1743627368537768417) from the original on January 7, 2024. Retrieved January 6, 2024 – via Twitter.
19. McAvoy, Audrey; Koenig, David (January 6, 2024). "Federal officials order grounding of some Boeing 737 Max 9 jetliners after plane suffers a blowout" (<https://apnews.com/article/alaska-airlines-portland-oregon-emergency-landing-b522e36ff228b5ea9a89ea13ee24f597>). *Associated Press*. Archived (<https://web.archive.org/web/20240107210414/https://apnews.com/article/alaska-airlines-portland-oregon-emergency-landing-b522e36ff228b5ea9a89ea13ee24f597>) from the original on January 7, 2024. Retrieved January 7, 2024.
20. Gates, Dominic (January 9, 2024). "How a mom fought to save her teen in Boeing jet's blowout" (<https://www.seattletimes.com/business/boeing-aerospace/when-hole-opened-on-alaska-flight-1282-a-mom-held-tight-to-her-son/>). *The Seattle Times*. Archived (<https://web.archive.org/web/20240109201931/https://www.seattletimes.com/business/boeing-aerospace/when-hole-opened-on-alaska-flight-1282-a-mom-held-tight-to-her-son/>) from the original on January 9, 2024. Retrieved January 10, 2024.
21. Costello, Tom; Burke, Minyvonne; Cohen, Rebecca; Blackman, Jay (January 8, 2024). "A pop, a boom, a big bang: Alaska Airlines passengers describe the moment a piece of the plane fell off" (<https://www.nbcnews.com/news/us-news/alaska-airlines-passengers-describe-moment-piece-plane-fell-rcna132650>). *NBC News*. Archived (<https://web.archive.org/web/20240107231437/https://www.nbcnews.com/news/us-news/alaska-airlines-passengers-describe-moment-piece-plane-fell-rcna132650>) from the original on January 7, 2024. Retrieved January 8, 2024.
22. Salahieh, Nouran; Afshar, Paradise; Muntean, Pete; Sutton, Joe (January 7, 2024). "Missing part of Alaska Airlines plane that blew off mid-flight is found, investigators say" (<https://www.cnn.com/2024/01/07/us/alaska-airlines-faa-plug-door-blown-off-sunday/index.html>). *CNN*. Archived (<https://web.archive.org/web/20240107110047/https://www.cnn.com/2024/01/07/us/alaska-airlines-faa-plug-door-blown-off-sunday/index.html>) from the original on January 7, 2024. Retrieved January 7, 2024.
23. *NTSB Media Brief – Alaska Airlines Flight 1282 (Jan 7) livestream* (<https://www.youtube.com/watch?v=0jeO5fwRXLo>). National Transportation Safety Board. January 7, 2024. Archived (<https://web.archive.org/web/20240108013719/https://www.youtube.com/watch?v=0jeO5fwRXLo>) from the original on January 8, 2024. Retrieved January 7, 2024.
24. *NTSB Media Brief – Alaska Airlines Flight 1282 (Jan 8) livestream* (<https://www.youtube.com/watch?v=kGWLBLb9Pm4>). National Transportation Safety Board. January 8, 2024. Archived (<https://web.archive.org/web/20240109042435/https://www.youtube.com/watch?v=kGWLBLb9Pm4>) from the original on January 9, 2024. Retrieved January 8, 2024.
25. Sanderson, Bill (January 6, 2024) [January 5, 2024]. "Alaska Airlines door panel blows out at 16,000 feet, forcing Portland landing; NTSB probes" (<https://www.nydailynews.com/2024/01/05/door-panel-blows-out-of-alaska-airlines-jet-at-16000-feet-ntsb-launches-probe/>). *New York Daily News*. Archived (<https://web.archive.org/web/20240107211104/https://www.nydailynews.com/2024/01/05/door-panel-blows-out-of-alaska-airlines-jet-at-16000-feet-ntsb-launches-probe/>) from the original on January 7, 2024. Retrieved January 6, 2024.

26. Spencer, Terry; Rush, Claire (January 9, 2024). "Twisted metal, rushing wind: A narrowly avoided disaster as jet's wall rips away at 3 miles high" (<https://apnews.com/article/alaska-airlines-portland-oregon-emergency-landing-0a0378cf2ca6d5567e18d4cda74a0978>). *Associated Press*. Archived (<https://web.archive.org/web/20240108215020/https://apnews.com/article/alaska-airlines-portland-oregon-emergency-landing-0a0378cf2ca6d5567e18d4cda74a0978>) from the original on January 8, 2024. Retrieved January 9, 2024.
27. "Emergency Airworthiness Directive (AD) #: 2024-02-51" (<https://drs.faa.gov/browse/excelExternalWindow/DRSDOCID122693486620240106201913.0001>) (PDF). Federal Aviation Administration. January 6, 2024. Archived (<https://web.archive.org/web/20240108040758/https://drs.faa.gov/browse/excelExternalWindow/DRSDOCID122693486620240106201913.0001>) from the original on January 8, 2024. Retrieved January 6, 2024.
28. "No passengers seated near site of Alaska Airlines Boeing 737–9 panel blowout avoided potentially 'tragic' incident says Safety Board" (<https://www.abc.net.au/news/2024-01-08/alaska-airline-blow-out-avoided-tragedy/103292076>). *ABC News (Australia)*. Reuters. January 8, 2024. Archived (<https://web.archive.org/web/20240107214825/https://www.abc.net.au/news/2024-01-08/alaska-airline-blow-out-avoided-tragedy/103292076>) from the original on January 7, 2024. Retrieved January 7, 2024.
29. "Boeing 737 Max 9: Jets to stay grounded as inspections continue" (<https://www.bbc.com/news/world-us-canada-67907011>). *BBC News*. January 7, 2024. Archived (<https://web.archive.org/web/20240107212218/https://www.bbc.com/news/world-us-canada-67907011>) from the original on January 7, 2024. Retrieved January 7, 2024.
30. "Indonesia temporarily grounds Boeing 737–9 Max jetliners after Alaska Airlines incident" (<https://apnews.com/article/indonesia-boeing-7379-max-lion-air-b66848a36da9a472e8c0b437b9fb7b42>). *Associated Press*. January 9, 2024. Archived (<https://web.archive.org/web/20240110075633/https://apnews.com/article/indonesia-boeing-7379-max-lion-air-b66848a36da9a472e8c0b437b9fb7b42>) from the original on January 10, 2024. Retrieved January 7, 2024.
31. "EASA adopts FAA Emergency AD on Boeing 737–9 – no EU operators seen affected" (<https://www.easa.europa.eu/en/newsroom-and-events/news/easa-adopts-faa-emergency-ad-boeing-737-9-no-eu-operators-seen-affected>). *European Union Aviation Safety Agency*. January 7, 2024. Archived (<https://web.archive.org/web/20240107220353/https://www.easa.europa.eu/en/newsroom-and-events/news/easa-adopts-faa-emergency-ad-boeing-737-9-no-eu-operators-seen-affected>) from the original on January 7, 2024. Retrieved January 7, 2024.
32. Green, Aimee (January 14, 2024). "'Thrust into a waking nightmare': How a hole in Alaska Airlines Flight 1282 terrified its passengers and the flying public" (<https://www.oregonlive.com/news/2024/01/thrust-into-a-waking-nightmare-how-a-hole-in-alaska-airlines-flight-1282-terrified-its-passengers-and-the-flying-public.html>). *The Oregonian*. Archived (<https://web.archive.org/web/20240227063239/https://www.oregonlive.com/news/2024/01/thrust-into-a-waking-nightmare-how-a-hole-in-alaska-airlines-flight-1282-terrified-its-passengers-and-the-flying-public.html>) from the original on February 27, 2024. Retrieved March 16, 2024.
33. Pierre, Sabinna; Cook, Katherine (January 9, 2024). "4 bolts from door plug that blew out on Boeing 737 MAX 9 yet to be found; NTSB officials unsure they 'existed'" (<https://www.kgw.com/article/news/local/ntsb-door-plug-alaska-airlines-flight-guide-tracks-fractured-pdx/283-773b6812-5a04-48c5-a376-aef1ac1eb642>). *KGW*. Archived (<https://web.archive.org/web/20240316094341/https://www.kgw.com/article/news/local/ntsb-door-plug-alaska-airlines-flight-guide-tracks-fractured-pdx/283-773b6812-5a04-48c5-a376-aef1ac1eb642>) from the original on March 16, 2024. Retrieved March 16, 2024.
34. Marine, Drew; Olson, Karli (January 7, 2024). "Portland area man finds missing door 'plug' torn from Alaska Airlines flight in backyard" (<https://www.kptv.com/2024/01/08/cedar-hills-man-finds-missing-door-plug-torn-alaska-airlines-flight-backyard/>). *KPTV*. Archived (<https://web.archive.org/web/20240108060829/https://www.kptv.com/2024/01/08/cedar-hills-man-finds-missing-door-plug-torn-alaska-airlines-flight-backyard/>) from the original on January 8, 2024. Retrieved January 7, 2024.

35. Tan, Huileng; Getahun, Hannah. "People found 2 cellphones from the Alaska Airlines flight that lost a door plug, NTSB says" (<https://www.businessinsider.com/alaska-airlines-boeing-flight-blowout-ntsb-recovers-cellphones-door-plug-2024-1>). *Business Insider*. Archived (<https://web.archive.org/web/20240108092905/https://www.businessinsider.com/alaska-airlines-boeing-flight-blowout-ntsb-recovers-cellphones-door-plug-2024-1>) from the original on January 8, 2024. Retrieved January 8, 2024.
36. Tanyos, Faris (January 12, 2024). "Passengers file class-action lawsuit against Boeing for Alaska Airlines door blowout" (<https://www.cbsnews.com/news/boeing-alaska-airlines-door-blowout-passengers-file-class-action-lawsuit-737-max9/>). *CBS News*. Archived (<https://web.archive.org/web/20240112070414/https://www.cbsnews.com/news/boeing-alaska-airlines-door-blowout-passengers-file-class-action-lawsuit-737-max9/>) from the original on January 12, 2024. Retrieved January 12, 2024.
37. Genovese, Daniella (January 12, 2024). "Alaska Airlines passengers sue Boeing for 'waking nightmare'" (<https://www.foxbusiness.com/lifestyle/alaska-airlines-passengers-sue-boeing-for-waking-nightmare>). *Fox Business*. Archived (<https://web.archive.org/web/20240112213517/https://www.foxbusiness.com/lifestyle/alaska-airlines-passengers-sue-boeing-for-waking-nightmare>) from the original on January 12, 2024. Retrieved January 12, 2024.
38. McMichael, Clara (January 21, 2024). "FAA recommends airlines inspect door plugs on another Boeing model" (<https://abcnews.go.com/US/faa-recommends-airlines-inspect-door-plugs-boeing-model/story?id=106556063>). *ABC News*. Archived (<https://web.archive.org/web/20240122045043/https://abcnews.go.com/US/faa-recommends-airlines-inspect-door-plugs-boeing-model/story?id=106556063>) from the original on January 22, 2024. Retrieved January 22, 2024.
39. Shepardson, David. "FAA calls for more Boeing 737 checks after bolt findings" (<https://www.reuters.com/business/aerospace-defense/us-faa-recommends-door-plug-checks-boeing-737-900er-jets-2024-01-22/>). *Reuters*.
40. Koenig, David (January 24, 2024). "FAA approves inspection process that could clear the way for grounded Boeing planes to fly again" (<https://apnews.com/article/boeing-ceo-congress-senate-hearing-calhoun-cantwell-f83248428fc32b968a5b9192b79d88ff>). *Associated Press*. Archived (<https://web.archive.org/web/20240128092354/https://apnews.com/article/boeing-ceo-congress-senate-hearing-calhoun-cantwell-f83248428fc32b968a5b9192b79d88ff>) from the original on January 28, 2024. Retrieved January 28, 2024.
41. "Alaska Airlines has begun flying Boeing Max 9 jetliners again and United flies plane on Saturday" (<https://apnews.com/article/alaska-airlines-boeing-max-grounding-safety-8c20ba0a27e7c074d680e143b4683bdc>). *Associated Press*. January 27, 2024. Archived (<https://web.archive.org/web/20240127151814/https://apnews.com/article/alaska-airlines-boeing-max-grounding-safety-8c20ba0a27e7c074d680e143b4683bdc>) from the original on January 27, 2024. Retrieved January 28, 2024.
42. Shepardson, David (January 27, 2024). "United Airlines resumes Boeing 737 MAX 9 flights after inspections" (<https://www.reuters.com/business/aerospace-defense/united-airlines-resumes-boeing-737-max-9-flights-after-inspections-2024-01-27/>). *Reuters*. Archived (<https://web.archive.org/web/20240127181515/https://www.reuters.com/business/aerospace-defense/united-airlines-resumes-boeing-737-max-9-flights-after-inspections-2024-01-27/>) from the original on January 27, 2024. Retrieved January 28, 2024.
43. "Alaska Air says Boeing paid \$160 million in compensation after MAX 9 grounding" (<https://www.reuters.com/business/aerospace-defense/alaska-air-says-boeing-paid-160-mln-compensation-airline-2024-04-04/>). *Reuters*. April 4, 2024.
44. Ostrower, Jon (April 23, 2024). "Boeing compensation to Alaska includes custody shift of Flight 1282 jet" (<https://theaircurrent.com/feed/dispatches/boeing-compensation-to-alaska-includes-custody-shift-of-flight-1282-jet/>). *The Air Current*. Retrieved April 25, 2024.
45. Ostrower, Jon (June 28, 2024). "Alaska formally returns Flight 1282 737 Max 9 to Boeing" (<https://theaircurrent.com/feed/dispatches/alaska-formally-returns-flight-1282-737-max-9-to-boeing/>). *The Air Current*. Retrieved June 30, 2024.



46. Isidore, Chris (April 24, 2024). "Boeing to pay \$443 million to airlines for its Max 9 grounding as losses and problems mount" (<https://www.cnn.com/2024/04/24/business/boeing-losses/index.html>). *CNN*. Retrieved April 25, 2024.
47. "Boeing announces purchase of Spirit AeroSystems for \$4.7 billion in stock" (<https://www.seattletimes.com/business/boeing-announces-purchase-of-spirit-aerosystems-for-4-7-billion-in-stock/>). *The Seattle Times*. Associated Press. June 30, 2024. Retrieved July 1, 2024.
48. Hephner, Tim; Tanna, Shivani; Stone, Mike (July 2, 2024). "Spirit Aero to be broken up as Boeing agrees \$4.7 billion stock deal" (<https://www.reuters.com/markets/deals/boeing-buy-spirit-aero-47-bln-deal-after-months-talks-2024-07-01/>). *Reuters*. Retrieved July 2, 2024.
49. "DOJ Convenes Grand Jury for Criminal Investigation Into Boeing Blowout" (<https://www.bloomberg.com/news/articles/2024-03-11/doj-convenes-grand-jury-for-boeing-criminal-probe>). *Bloomberg.com*. March 11, 2024. Retrieved March 12, 2024.
50. Alsharif, Mirna; Craddock, Josh (March 22, 2024). "Alaska Airlines Flight 1282 passengers receive FBI letter identifying them as the victims of a possible crime" (<https://www.nbcnews.com/news/passengers-alaska-airlines-1282-flight-receive-letter-fbi-identifying-rcna144620>). *NBC News*. Retrieved March 24, 2024.
51. "AUTO FAIL or Unscheduled Pressurization Change" (<https://www.scribd.com/document/460359479/AUTO-FAIL>). *Scribd*. Archived (<https://web.archive.org/web/20240116005508/https://www.scribd.com/document/460359479/AUTO-FAIL>) from the original on January 16, 2024. Retrieved January 16, 2024.
52. Villamizar, Helwing (January 8, 2024). "No Data on Flight 1282 Cockpit Voice Recorder, NTSB Calls out FAA" (<https://airwaysmag.com/no-data-1282-cockpit-recorder-ntsb/>). *Airways*. Archived (<https://web.archive.org/web/20240108100342/https://airwaysmag.com/no-data-1282-cockpit-recorder-ntsb/>) from the original on January 8, 2024. Retrieved January 8, 2024.
53. Sweeney, Sam; Hutchinson, Bill (January 9, 2024). "United finds loose bolts on 737 Max 9 planes in wake of Alaska Airlines door plug incident" (<https://abcnews.go.com/US/united-finds-loose-bolts-737-max-9-planes/story?id=106204513>). *ABC News*. Archived (<https://web.archive.org/web/20240108222822/https://abcnews.go.com/US/united-finds-loose-bolts-737-max-9-planes/story?id=106204513>) from the original on January 8, 2024. Retrieved January 9, 2024.
54. Costello, Tom; Wile, Rob (January 23, 2024). "Alaska Airlines CEO: We found 'many' loose bolts on our Max 9 planes following near-disaster" (<https://www.nbcnews.com/business/business-news/alaska-airlines-found-more-loose-bolts-boeing-737-max-9-ceo-says-rcna135316>). *NBC News*. Archived (<https://web.archive.org/web/20240123221359/https://www.nbcnews.com/business/business-news/alaska-airlines-found-more-loose-bolts-boeing-737-max-9-ceo-says-rcna135316>) from the original on January 23, 2024. Retrieved January 24, 2024.
55. "737-9 Updates" (<https://www.boeing.com/737-9-updates/>). Boeing. Archived (<https://web.archive.org/web/20240304053729/https://www.boeing.com/737-9-updates#updates>) from the original on March 4, 2024. Retrieved January 10, 2024.
56. Thorbecke, Catherine (January 9, 2024). "Boeing CEO acknowledges 'mistake' related to terrifying Alaska Airlines flight" (<https://www.cnn.com/2024/01/09/business/boeing-safety-meeting-737-max-factory/>). *CNN Business*. Archived (<https://web.archive.org/web/20240110001124/https://www.cnn.com/2024/01/09/business/boeing-safety-meeting-737-max-factory/>) from the original on January 10, 2024. Retrieved January 10, 2024.
57. "CNBC Exclusive: CNBC Transcript: Boeing President & CEO David Calhoun Speaks with CNBC's 'The Exchange' Today" (<https://www.cnbc.com/2024/01/10/cnbc-exclusive-cnbc-transcript-boeing-president-ceo-david-calhoun-speaks-with-cnbc-the-exchange-today.html>). *CNBC*. January 10, 2024. Archived (<https://web.archive.org/web/20240110194352/https://www.cnbc.com/2024/01/10/cnbc-exclusive-cnbc-transcript-boeing-president-ceo-david-calhoun-speaks-with-cnbc-the-exchange-today.html>) from the original on January 10, 2024. Retrieved January 11, 2024.

58. Hemmerdinger, Jon (January 11, 2024). "FAA focuses 737 Max 9 investigation on 'non-compliance' by Boeing" (<https://www.flightglobal.com/airframers/faa-focuses-737-max-9-investigation-on-non-compliance-by-boeing/156458.article>). *Flight Global*. Archived (<https://web.archive.org/web/20240111194254/https://www.flightglobal.com/airframers/faa-focuses-737-max-9-investigation-on-non-compliance-by-boeing/156458.article>) from the original on January 11, 2024. Retrieved January 12, 2024.
59. "Boeing: 737–9 Updates: Boeing announces immediate actions to strengthen quality" (<https://www.boeing.com/737-9-updates/jan-15-2024-boeing-announces-immediate-actions-to-strengthen-quality.page>). *www.boeing.com*. Archived (<https://web.archive.org/web/20240117222935/https://www.boeing.com/737-9-updates/jan-15-2024-boeing-announces-immediate-actions-to-strengthen-quality.page>) from the original on January 17, 2024. Retrieved January 17, 2024.
60. "NTSB Schedules Investigative Hearing on Boeing 737-9 MAX Door Plug Blowout" (<https://www.nts.gov/news/press-releases/Pages/NR20240312.aspx>) (Press release). National Transportation Safety Board. March 12, 2024. Retrieved March 13, 2024.
61. Maile, Amanda; Deliso, Meredith (March 12, 2024). "NTSB to hold investigative hearing on Alaska Airlines door plug incident" (<https://abcnews.go.com/US/nts-investigative-hearing-alaska-air-door-plug-incident/story?id=108062687>). *ABC News*. Retrieved March 13, 2024.
62. Shepardson, David (March 13, 2024). "US investigators say video footage overwritten of work on Boeing jet's door plug" (<https://www.reuters.com/business/aerospace-defense/nts-says-video-footage-boeing-737-max-9-door-plug-removal-overwritten-2024-03-13/>). *Reuters*. Retrieved March 13, 2024.
63. "Letter to Senate Committee on Commerce, Science and Transportation on Boeing 737-9MAX Door Plug Blowout" (<https://www.nts.gov/news/Documents/Letter%20to%20Senate%20Committee%20on%20Commerce,%20Science%20&%20Transportation%20on%20Boeing%20737-9%20MAX%20Door%20Plug%20Blowout.pdf>) (PDF). National Transportation Safety Board. March 13, 2024. Retrieved March 17, 2024.
64. Childers, Andrew (March 13, 2024). "Missing Boeing repair footage stymies Alaska Airlines blowout investigation" (<https://www.axios.com/2024/03/13/boeing-video-footage-overwrite-erased-door-plug-alaska>). *Axios*. Retrieved March 17, 2024.
65. "Boeing Sanctioned for Sharing Non-Public Investigative Information With Media on 737 Max 9 Door Plug Investigation" (<https://www.nts.gov/news/press-releases/Pages/NR20240627.aspx>) (Press release). National Transportation Safety Board. June 27, 2024. Retrieved August 3, 2024.
66. Ostrower, Jon; Head, Elan; Guisbond, Will (June 27, 2024). "NTSB sanctions Boeing for sharing unauthorized Alaska 1282 information during pre-air show briefing" (<https://theaircurrent.com/aviation-safety/nts-sanctions-boeing-for-sharing-unauthorized-alaska-1282-information-during-media-briefing/>). *The Air Current*. Retrieved June 30, 2024.
67. Gates, Dominic; Cornwell, Paige (August 25, 2024). "Inside Boeing's factory lapses that led to the Alaska Air blowout" (<https://www.seattletimes.com/business/boeing-aerospace/inside-boeing-factory-lapses-that-led-to-alaska-air-blowout/>). *The Seattle Times*. "The following detailed account ... is compiled from the transcripts of federal investigators' interviews of a dozen Boeing workers, synchronized with an internal Boeing document obtained by The Seattle Times that tracked day-by-day the rework that led to the door plug lapses."

External links

- NTSB Investigation Docket No. DCA24MA063: In-flight structural failure, Alaska Airlines flight 1282 (<https://www.nts.gov/investigations/Pages/DCA24MA063.aspx>)
- Full NTSB docket (<https://data.nts.gov/Docket/?NTSBNumber=DCA24MA063>)
- NTSB Preliminary Report (<https://www.nts.gov/investigations/Documents/DCA24MA063%20Pr>


External videos


-  NTSB Media Brief: Alaska Airlines Flight 1282 (Jan 8, 2024) (<https://www.youtube.com/watch?v=kGWLbLb9Pm4>) on YouTube
-  NTSB Media Brief: Alaska Airlines Flight 1282 (Jan 7, 2024 Update) (<https://www.youtube.com/watch?v=kGWLbLb9Pm4>)


[eliminary%20report.pdf](#))

- [Updates on Grounding of Boeing 737 MAX 9 Aircraft](https://www.faa.gov/newsroom/updates-grounding-boeing-737-max-9-aircraft) (<https://www.faa.gov/newsroom/updates-grounding-boeing-737-max-9-aircraft>) (FAA website)
- [Boeing 737–9 Updates](https://www.boeing.com/737-9-updates/index.page) (<https://www.boeing.com/737-9-updates/index.page>) (Boeing website)
- [Information About Alaska Airlines Flight 1282](https://news.alaskaair.com/alaska-airlines/operations/as-1282/) (<https://news.alaskaair.com/alaska-airlines/operations/as-1282/>) (Alaska Airlines website)
- [Images from the NTSB investigation](https://www.flickr.com/photos/ntsb/albums/72177720313904488/with/53450656285) (<https://www.flickr.com/photos/ntsb/albums/72177720313904488/with/53450656285>) (NTSB official Flickr account)
- [FAA Airworthiness Directive](https://www.federalregister.gov/documents/2024/01/18/2024-00993/airworthiness-directives-the-boeing-company-airplanes) (<https://www.federalregister.gov/documents/2024/01/18/2024-00993/airworthiness-directives-the-boeing-company-airplanes>) (Federal Register website)
- [FAA Safety Alert For Operators \(SAFO 24001\)](https://www.faa.gov/sites/faa.gov/files/SAFO737900ER.pdf) (<https://www.faa.gov/sites/faa.gov/files/SAFO737900ER.pdf>) (FAA document)

[be.com/watch?v=o7Pfj8G7Rdg](https://www.youtube.com/watch?v=o7Pfj8G7Rdg)) on YouTube

 [NTSB Media Brief: Alaska Airlines Flight 1282 \(Jan 7, 2024\)](https://www.youtube.com/watch?v=0jeO5fwRXLo) (<https://www.youtube.com/watch?v=0jeO5fwRXLo>) on YouTube

 [NTSB Media Brief: Alaska Airlines Flight 1282 \(Jan 6, 2024\)](https://www.youtube.com/watch?v=RAO3F7eVZyY) (<https://www.youtube.com/watch?v=RAO3F7eVZyY>) on YouTube

 [NTSB B-Roll: Alaska Airlines Flight 1282 Boeing 737–9 MAX](https://www.youtube.com/watch?v=QoiGuuGZPNc) (<https://www.youtube.com/watch?v=QoiGuuGZPNc>) on YouTube

Retrieved from "https://en.wikipedia.org/w/index.php?title=Alaska_Airlines_Flight_1282&oldid=1273866082"