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Within 30 seconds of the emergency being initiated by the instructor, the crew would have the aircraft diving at high speed

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while snorting noisily through oxygen masks, communicating with the cabin staff, talking on the radio to Air traffic Control and furiously pressing computer buttons.

Emergency Descent - The Boeing 737 Technical Site

Disengage autopilot. Control airplane manually Verify thrust levers are closed Verify SPEED BRAKE lever is UP Without delay, fly the nose wheel smoothly onto runway Verify SPEED BRAKE lever is UP Call “ SPEED BRAKES UP ” If the SPEED BRAKE lever is not UP, call “ SPEED BRAKES NOT. DO NOT USE FOR REAL NAVIGATION

Page 52.

Boeing 737-700/800 Flight Crew Operation Manual

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kb@kennair.com.au – March 2015. GO-AROUND MISSED APPROACH Procedure AT THE SAME TIME PRESS TO/GA CALL “ FLAPS 15 ” . THRUST VERIFY INCREASE & G/A ROTATION 737. POSITIVE CLIMB GEAR UP LIMIT BANK TO 15 IF AIRSPEED BELOW TOP OF AMBER BAND.

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[WASHINGTON] The union representing pilots at Southwest Airlines on Monday urged US regulators to simplify the procedure recommended to address an emergency that can force down the nose down of the Boeing 737 MAX, an issue in both of two fatal crashes and the plane's grounding.

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