Cause Mapping®

ThinkReliability®

Thank you for taking time to review our current understanding of the Jeju 2216 accident.

This document is a sample of a ThinkReliability incident analysis report, offering a comprehensive view of the Jeju 2216 incident. Our Root Cause Analysis (RCA) approach goes beyond surface-level insights, helping teams and stakeholders gain a deeper understanding of the causes behind issues. Instead of a traditional narrative, this report leverages visual diagrams with clear annotations to communicate the incident's details in an accessible and engaging format.

In addition to analyzing public events like this, we offer expert facilitation for your organization's incident investigations. Over 90% of the cases we handle can be conducted remotely, providing flexibility and efficiency. Here's why organizations choose ThinkReliability for RCA support:

- Deliverables with actionable solutions
- Technical RCA guidance and expertise
- Neutral third-party perspective for multi-departmental or multi-company investigations
- Efficient RCA execution, minimizing time and manpower demands
- Capability to manage complex investigations seamlessly
- Expert facilitation of RCA interviews and meetings
- Support in organizing and presenting RCA findings
- Experience in handling Privileged and Confidential investigations
- Clear communication of RCA outcomes to management

If you'd like to explore how we can assist with your incident investigations, call our office (281-412-7766) or submit a request on our website, thinkreliability.com. We'd be happy to discuss how our expertise can add value to your process.

Download a copy of this template for yourself

Cause Mapping® Investigation Template

Investigate, Document and Present All in One, 20-Worksheet File

DOWNLOAD

Watch the 45-minute webinar review of this case study

Introduction to Cause Mapping®- Effective Root Cause Analysis

Explore Cause Mapping RCA with this 45-minute webinar using the Jeju 2216 case study

Try it out! Have us build a similar report for your incident

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Root cause analysis experts helping to investigate your incidents

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Need Help 281-412-7766, info@thinkreliability.com

Jeju Airlines Flight 2216 Crash

Location of Incident	Muan International Airport, South Korea
Date of Incident	December 29, 2025
Date of Report	January 13, 2025

Cause Mapping®

1. Problem
2. Analysis
3. Solutions

SUMMARY FILE - Contents

Prepared by: Ben Dellsperger

ThinkReliability®

Incident Description

For a more detailed sequence of events, see Timeline.

Jeju Air Flight 2216 was a scheduled international passenger flight operating between Suvarnabhumi Airport in Bangkok, Thailand, and Muan International Airport in South Korea. On December 29, 2024, the Boeing 737-800 aircraft attempted an emergency landing at Muan International Airport following severe complications, reportedly involving a bird strike and other technical issues.

During the emergency landing, the aircraft overran the runway and collided with an earth berm, leading to a catastrophic crash. Of the 181 occupants onboard, 179 lost their lives, making it one of the deadliest aviation disasters involving a South Korean airliner and the deadliest on South Korean soil.

Problem Outline

		Jeju Airlines Flight 2216 Crash	
What	Problem(s)	Plane disintegreated at end of runway	*Timeline*
When	Date	December 29, 2025	
	Time	~ 9:03 AM	
	Different, unique, abnormal	Bird strike, loss of right engine	*Diagrams, Photos*
Where	Facility, site, location	Muan International Airport, South Korea	
	Unit, area	Runway 19	
	Equipment, tools	Boeing 737-800, HL8088	*Process Map*
	Task(s), operation being done	Attempted landing	

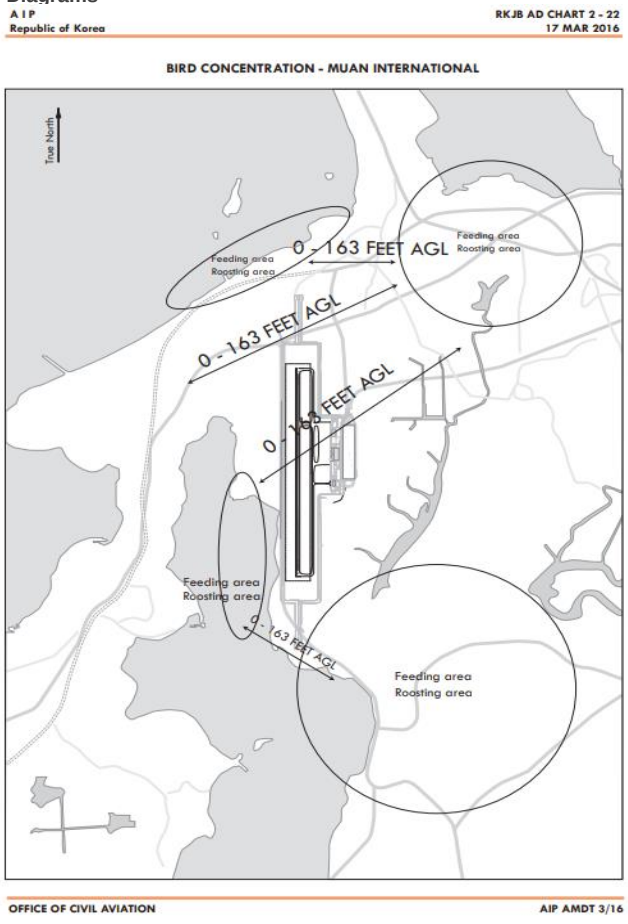
Impact to Goals

Quantify the specific negative consequence to each one below

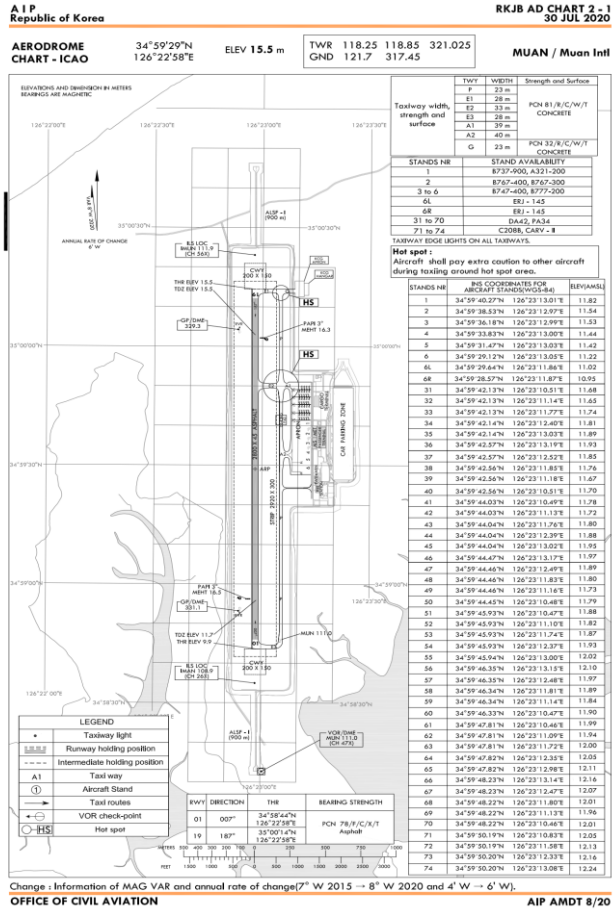
Safety	179 fatalities, 2 injured	
Environmental	Fire, debris	
Customer	Major ?	
Production, Schedule	Major ?	
Equipment, Property	Complete loss of aircraft	
Labor, Time	hrs ?	$0
	This incident	
Frequency	1x, deadliest aviation accident in 2024, deadliest aviation accident since 2018 (lion air - 189 fatalities)	
	Annualized cost	$0

Date	Time	Description	Source, Reference, Note
August 19, 2009		First flight of Boeing 737-800 registered to HL 8088 to Ryanair	Plane
2017		Ryanair transferred Boeing 737-800 HL8088 to Jeju Air	Plane
November 27, 2024		Flight spent 62 min on the ground for maintenance, 28 allocated for maintenance	
December 8, 2024		Jeju Air began new flights from Bangkok and Muan, 4x / week	Airport
December 29, 2024	2:11 AM	Jeju air flight 2216 departs from Bangkok, Thailand (BKK) en route to Muan, South Korea (MWX)	Plane
	6:35 AM	Jeju air flight 2216 begins its descend to runway 01 at Muan (MWX)	Plane
December 29, 2024	8:54 AM	Muan airport air traffic control clears the aircraft to land on runway 01	Airport - ATC
	8:57 AM	Air traffic control broadcasts “caution - bird activity” advisory.	Airport - ATC
	8:58 AM	ADS-B data ceased data transmit	Plane
	8:59 AM	Flight 7C-2216 pilot reports bird strike, declares emergency “Mayday Mayday Mayday” and “Bird strike, bird strike, go-around.”	Plane
		airplane retracts flaps and landing gear	Plane
		Cockpit voice recorder (CVR) and flight data recorder (FDR) stop recording data	Plane
	9:00 AM	Flight 7C2216 initiates a go-around and requests authorization to land on runway 19, which is by approach from the opposite end of the airport’s single runway.	Plane
	9:01 AM	Air traffic control clears the aircraft to land on runway 19.	Airport - ATC
		Jeju air flight 2216 performs teardrop turn to land on runway 19	Plane
	9:02 AM	Flight 7C-2216 touches down on the runway about 1,200m (3940 feet) down on the 2,800m (9184 feet) long runway.	Plane
	9:02:34 AM	Air traffic control alerts “crash bell” at airport fire rescue unit.	Airport - ATC
	9:02:55 AM	Airport fire rescue unit completes deploying fire rescue equipment.	Airport

Date	Time	Description	Source, Reference, Note
	9:03 AM	**Flight 7C-2216 crashes into embankment after over-shooting the runway.**	Plane
	9:10 AM	The transport ministry receives an accident report from airport authorities.	Emergency Response
	9:23 AM	One male rescued and transported to a temporary medical facility.	Emergency Response
	9:38 AM	Muan airport is closed.	Airport
	9:50 AM	Rescue completed of a second person from inside tail section of the plane.	Emergency Response
December 30, 2024	6:44 AM	Jeju Air flight 7C101 has landing gear failure causing a go around at Seoul	Jeju Airlines
	7:20 AM	Flight lands successfully	Jeju Airlines
December 31, 2024		Data downloaded from the CVR, but a connector is missing, authorities figuring out how to download data	
January 1, 2025		Investigation team from the USA arrives Cockpit voice recorder has been successfully downloaded Government of South Korea states that the flight data recorder will be sent to USA	
January 11, 2025		South Korea's transport ministry stated that both the CVR and FDR stopped working ~4 min before the crash	



Bird concentration chart around Muan International (MWX)



Muan International (MWX) Airport Overview

Diagrams


2216 attempts to perform teardrop turn to land on runway 19
2216 has bird strike, shuts down #1 engine
2216 on final on runway 01


Aiming point for runway 19
1200 m
2800 m
Runway 19 threshold
Touchdown area for Runway 19
Estimated area of JeJu Air Landing, 1200 past
Berm at end of Runway 19

Photos


End of runway
19
(threshold)
~ 300m
ILS Antenna
array
Berm


ILS Antenna
array
End of runway
19
Berm

Photos

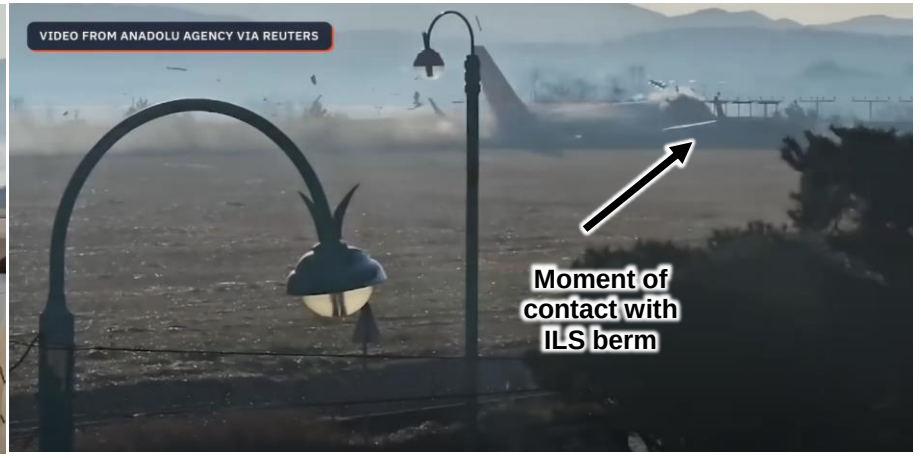

VIDEO FROM ANADOLU AGENCY VIA REUTERS
Jeju Air 2216 comes into view


VIDEO FROM ANADOLU AGENCY VIA REUTERS
Jeju Air 2216 makes first contact with Runway 19

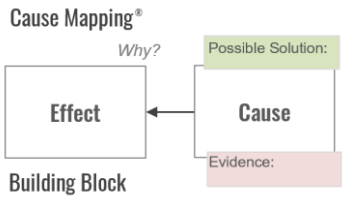

VIDEO FROM ANADOLU AGENCY VIA REUTERS
Jeju Air 2216 belly contacts runway 19


VIDEO FROM ANADOLU AGENCY VIA REUTERS
No landing gear down

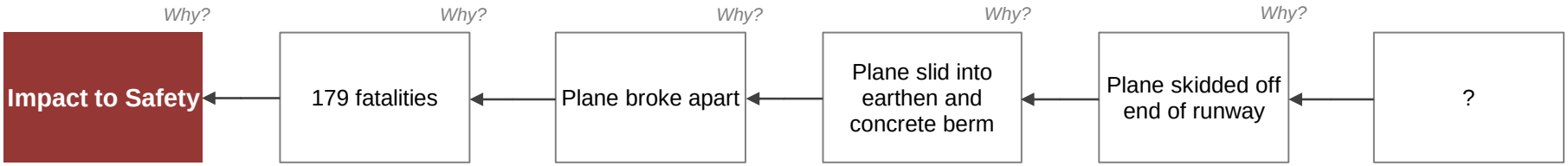

VIDEO FROM ANADOLU AGENCY VIA REUTERS
JEJUair
Reverse thruster open on Engine #2


VIDEO FROM ANADOLU AGENCY VIA REUTERS
Moment of contact with ILS berm

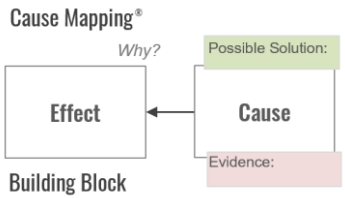
Jeju Airlines Flight 2216 Crash



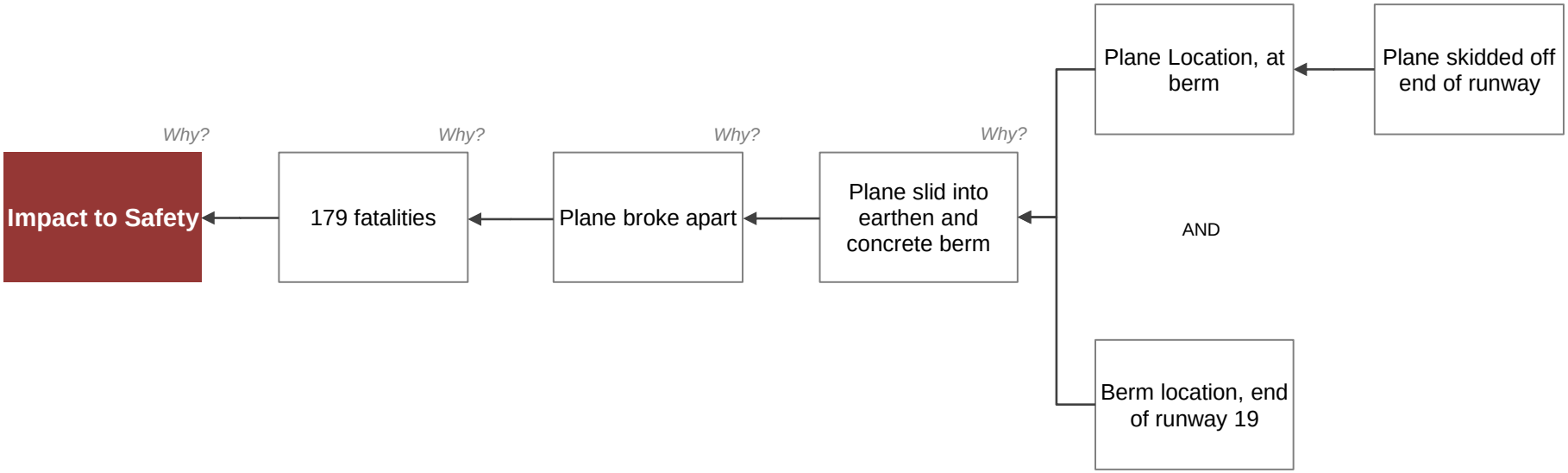
Cause Map™ Diagram



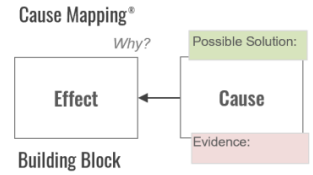
Jeju Airlines Flight 2216 Crash

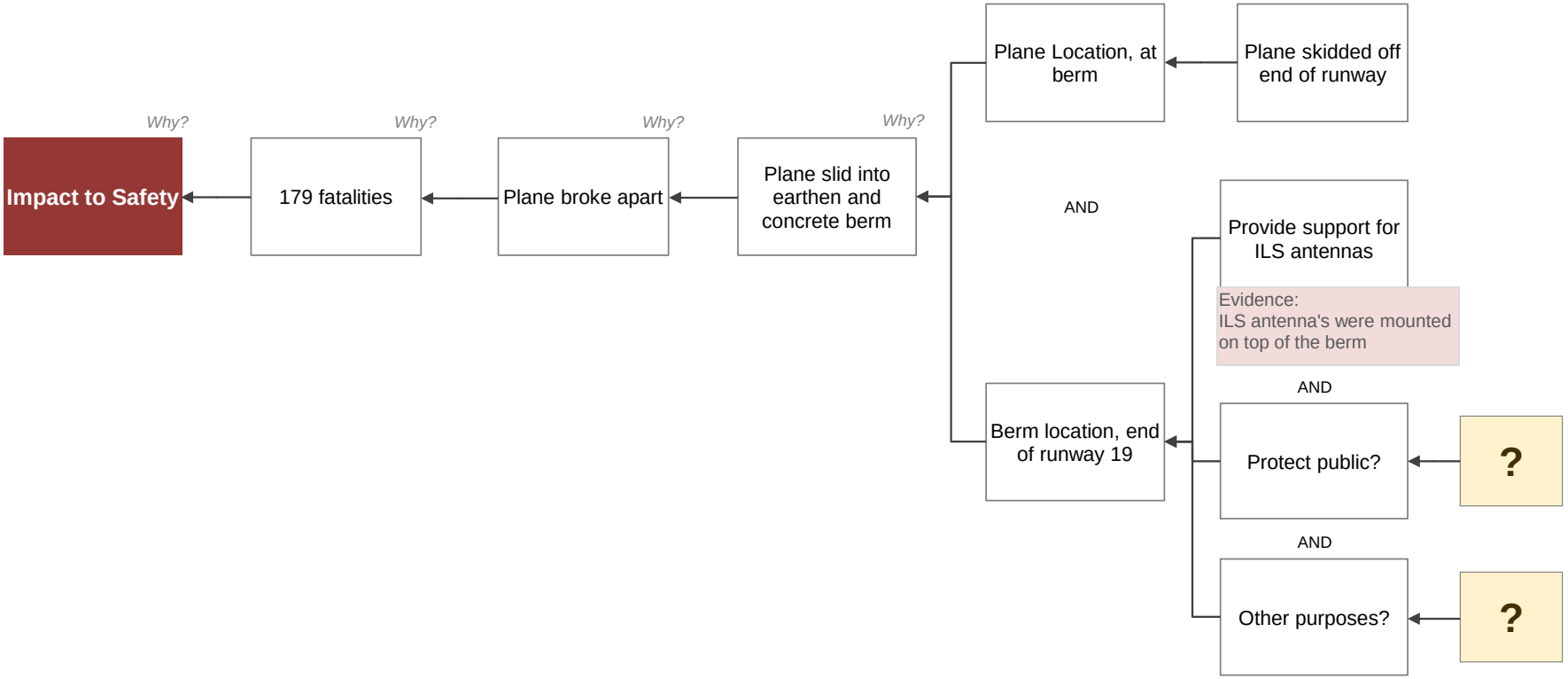


Cause Map™ Diagram



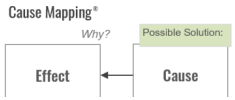
Jeju Airlines Flight 2216 Crash





Cause Map™ Diagram

Jeju Airlines Flight 2216 Crash



Cause Map™ Diagram

Plane landed high speed

Plane at berm

Impact to Safety ← 179 fatalities ← Plane broke apart ← Plane slid into earthen berm

Plane slid into earthen berm ← Plane location, at berm ← Plane skidded off end of runway ← Plane unable to stop by end of runway 19 ← Plane moving forward, at ~160kts ← Plane landed at high speed, ~160 kts

Evidence:
V1 with 5% flaps is 132kt Indicated airspeed, at 2% it is 156kt indicated airspeed. The plane had no flaps extended, so speeds are estimated at 160-180 kts

AND

Berm south of Runway 19

Berm location, end of runway 19 ← Provide support for ILS antennas

Evidence:
ILS antenna's were mounted on top of the berm

AND

Protect public? ← ?

AND

Other purposes? ← ?

Jeju Airlines Flight 2216 Crash

Cause Mapping®
Why?
Possible Solution:
Cause Map™ Diagram
Building Block

Impact to Safety

179 fatalities

Plane broke apart

Plane slid into earthen berm

Plane at berm

Plane location, at berm

Plane skidded off end of runway

Plane unable to stop by end of runway

AND

Plane landed runway 19

Plane landed on runway 19, 1200m past threshold

Evidence:
videos indicate that the plane landed roughly in line with the terminal, ~1200m past threshold

Pilot performed tear drop turn approach into runway 19

Pilot decided to not land on runway 01

?

AND

Plane landed high speed

Plane moving forward, at ~160kts

Plane landed at high speed, ~160 kts

Evidence:
V1 with 5% flaps is 132kt Indicated airspeed, at 2% it is 156kt indicated airspeed. The plane had no flaps extended, so speeds are estimated at 160-180 kts

Berm south of Runway 19

Berm location, end of runway 19

Provide support for ILS antennas

Evidence:
ILS antenna's were mounted on top of the berm

AND

Protect public?

?

AND

Other purposes?

?

Jeju Airlines Flight 2216 Crash

Cause Mapping®
Why?
Possible Solution:
Effect
Cause
Evidence:
Building Block

Cause Map™ Diagram

Impact to Safety
179 fatalities
Impact to Property
Complete loss of 737-800
Plane broke apart
Plane slid into earthen berm
Plane location, at berm
Plane skidded off end of runway
Plane unable to stop by end of runway
AND
Plane at berm
Plane landed runway 19
plane landed on runway 19, 1200m past threshold
Evidence:
videos indicate that the plane landed roughly in line with the terminal, ~1200m past threshold
Pilot performed tear drop turn approach into runway 19
Pilot decided to not land on runway 01
Didn't think it was safe to land?
?
AND
Bird strike on approach to runway 01
Need to understand sequence of events and communication between Pilot and Co-Pilot. Pilots naturally default to go arounds, so understanding training, and bird strikes around MWX is needed
AND
Forward Energy
Plane moving forward, at ~160kts
Plane landed high speed
plane landed at high speed, ~160 kts
Evidence:
V1 with 5% flaps is 132kt Indicated airspeed, at 2% it is 156kt indicated airspeed. The plane had no flaps extended, so speeds are estimated at 160-180 kts
Tear drop turn into runway 19
?
AND
Tail wind on runway 19
AND
Flaps not extended
Flaps inoperable?
Hydraulic system failure?
?
Evidence:
videos with the bird strike appear to show the landing gear deployed and flaps down, indicating that at approach on runway 01, the gear and flaps were operable, but were retracted
OR
Pilot decided not to deploy flaps?
?
What was the condition of the aircraft post bird strike, how did the condition of the aircraft contribute to the decision making of the pilot. Why did he retract gear and flaps
Forward velocity
Plane continued moving forward
AND
Landing gear not down
Landing gear not down
Hydraulic system failure?
?
Evidence:
Hydraulic system failure to not deploy landing gear would require Hydraulic pump from engine #1 and #2 not working, as well as the backup electrical pumps not functioning
AND
Manual release of landing gear not utilized
Pilot decided not to deploy landing gear?
?
Evidence:
In the event of a hydraulic pressure loss, the landing gear can be manually extended using backup system located in cockpit
AND
Brakes ineffective
Backward Energy
Total stopping forces
Reverse thrust on #1 not working
Reverse thruster on #1 engine not engaged
Airplane lost #1 engine
Bird strike on #1 engine, on approach
Birds in proximity to runway 01
Airport is in wetland area with lots of birds
?
Evidence:
MWX airport has specific instructions for pilots that there are birds near runway 01 and 09
Understanding the design of the airport, and why the berm, the lack of an EMAS and the location of the airport in proximity to high volumes of migratory birds needs to be understood
AND
EMAS System
Engineered material arrestor system ineffective
No EMAS installed at Muan International Airport
Not required by International Civil Aviation Oranization (ICAO)
AND
Believed MXW had sufficient runway safety area (RSA)?
Evidence:
Only 15 non US installations around world, not required installation per International Civil Aviation Oranization (ICAO)
AND
Belly Landing
Friction force on aircraft
Belly of aircraft and ground
See above
Pilot decided not to deply landing gear?
AND
Reverse thruster on #2 engine engaged

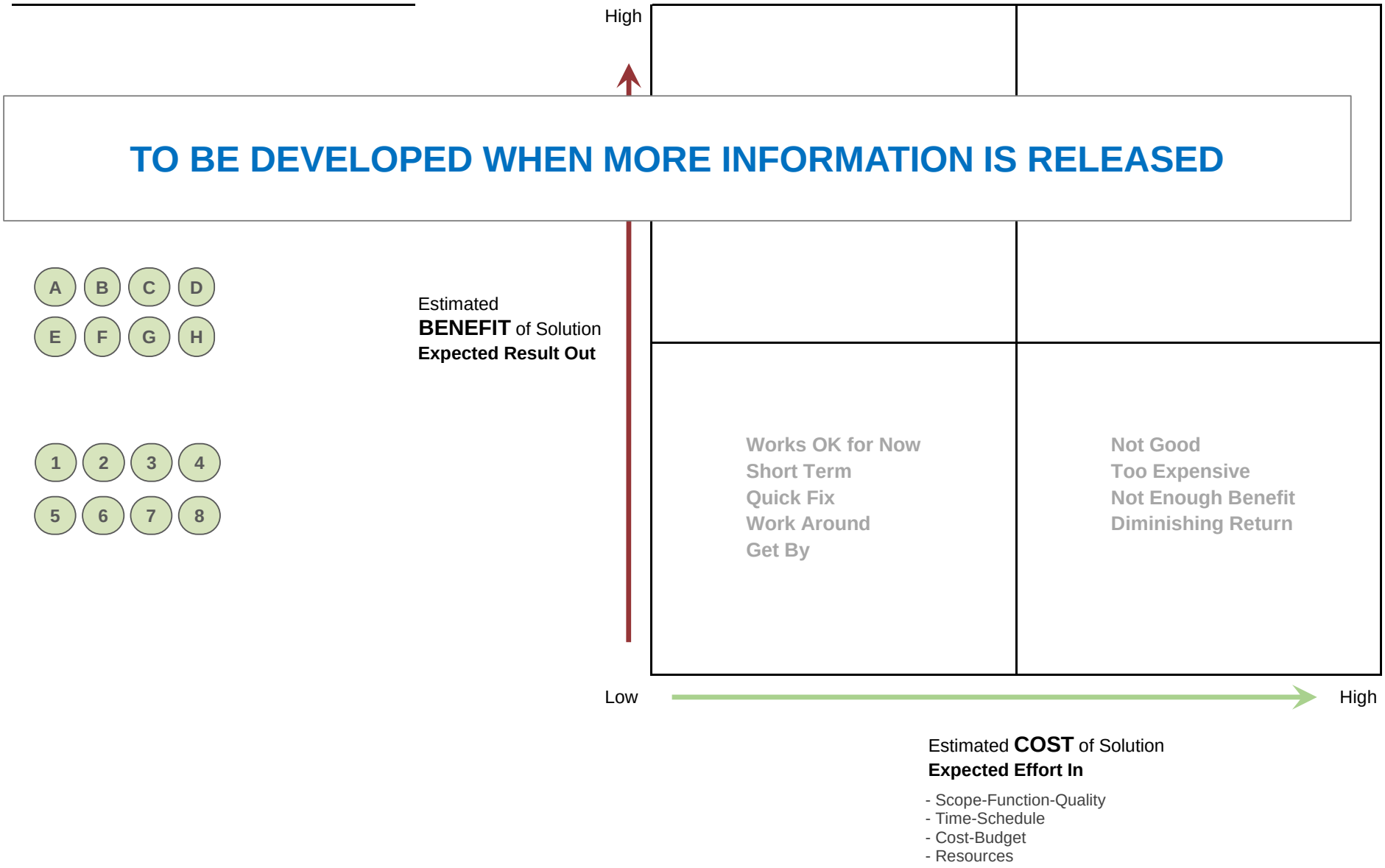
Berm south of Runway 19
Berm location, end of runway 19
Provide support for ILS antennas
Evidence:
ILS antenna's were mounted on top of the berm
AND
Protect public?
?
AND
Other purposes?
?
What is the point of the berm? The berm is very roboust and solid (earthen berm with concrete underneath) - this seems overkill for supporting of the ILS antennas. ICAO doesn't provide any guidance for ILS antenna support compared to the USA which specifies they must be frangible

Solutions - Action Items, Recommendations

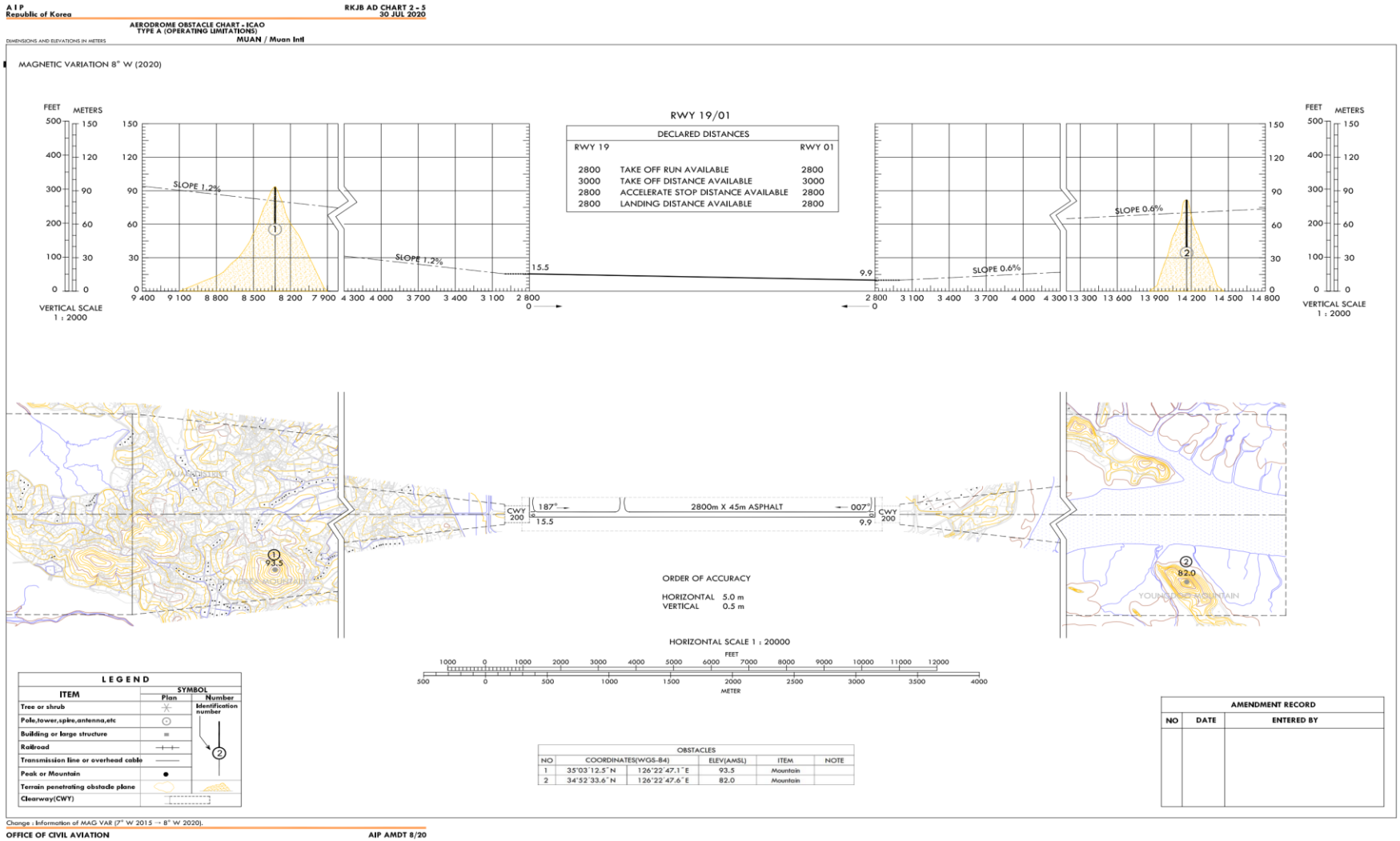
	Recommendation, action, control, idea	*Cause to be controlled*	*Administrative Controls*	*Engineering Controls*				*Evidence it was effective*
Ref.	**Possible Solution**	**Cause**	Changes to **Work Process, Task** Procedures, Policies, Instructions	Changes to **Equipment, Hardware** Tools, Software, Technology	**Owner(s)**	**Due Date**	**Status**	**Measurement** Auditing
1								
2								
3								

TO BE DEVELOPED WHEN MORE INFORMATION IS RELEASED

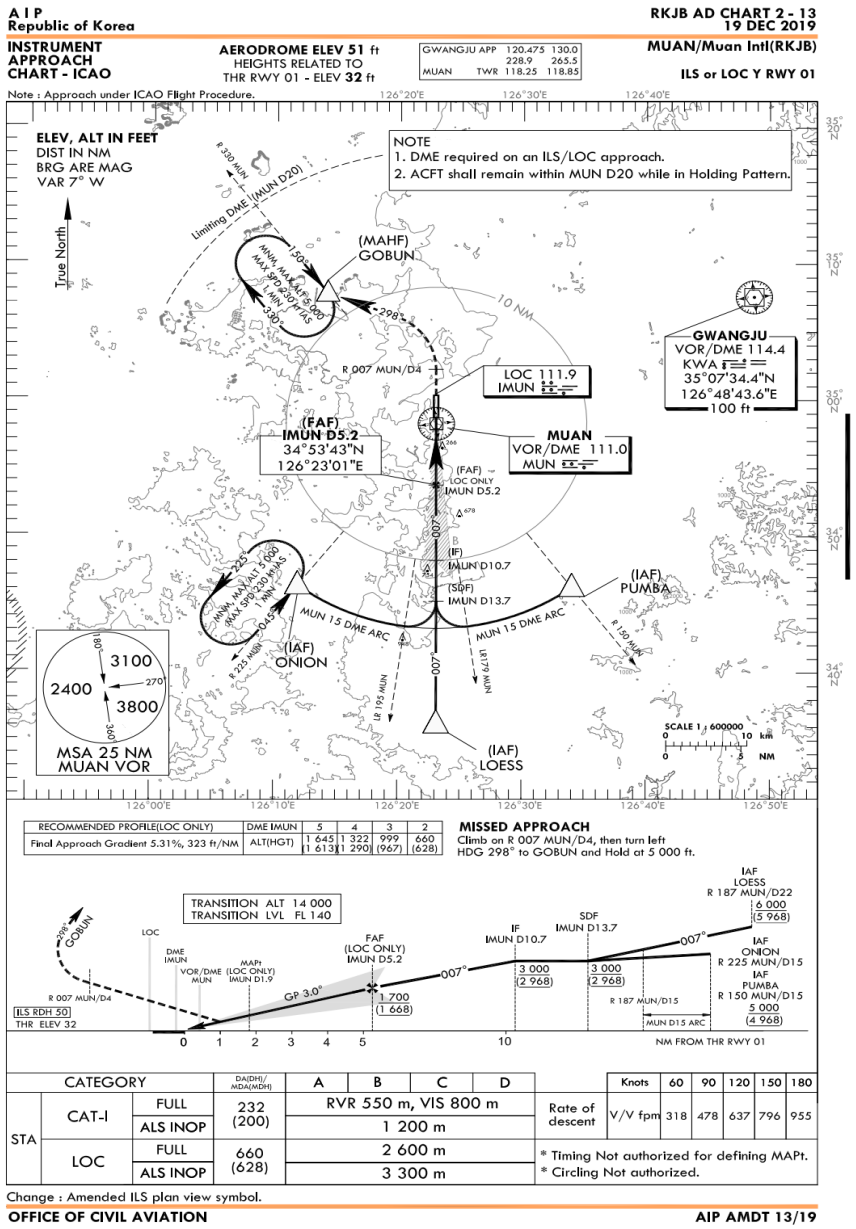
Evaluate the Different Possible Solutions

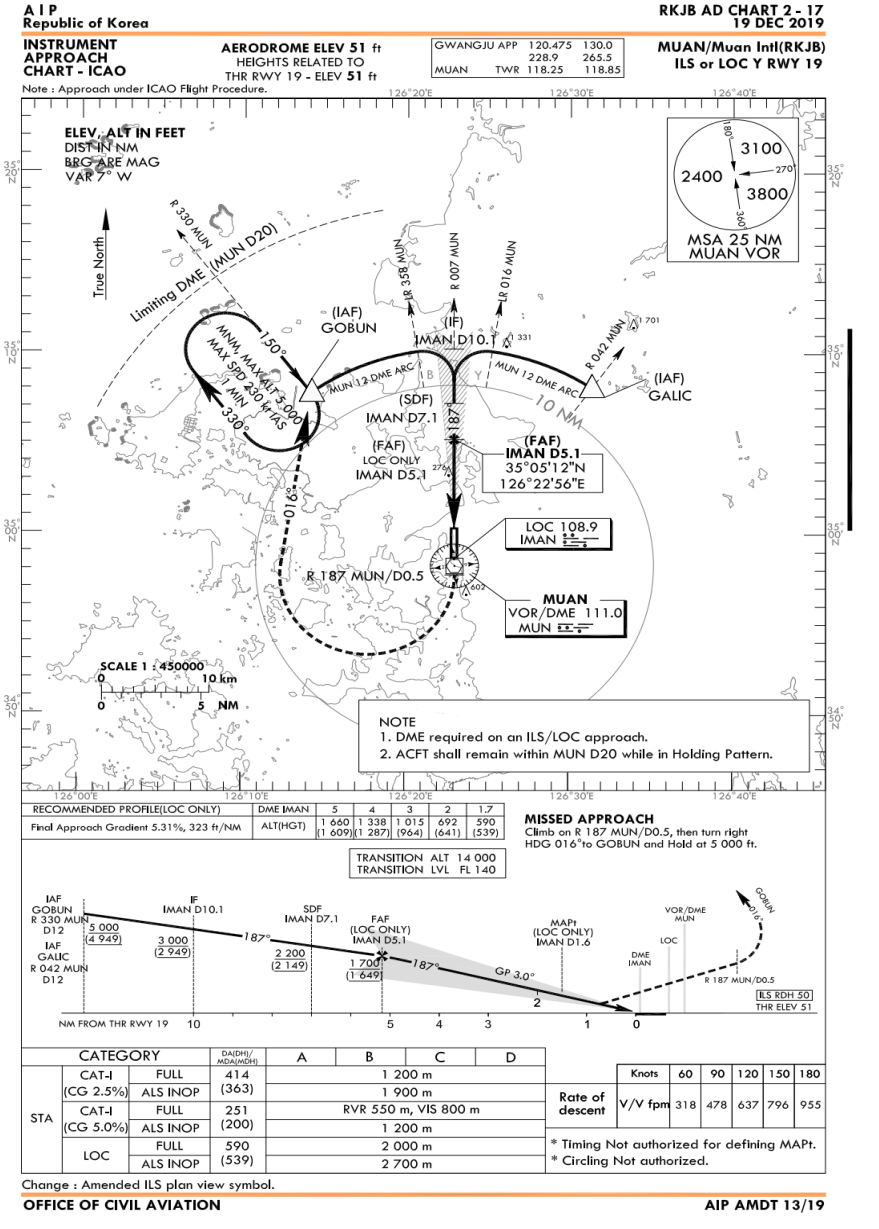


Diagrams



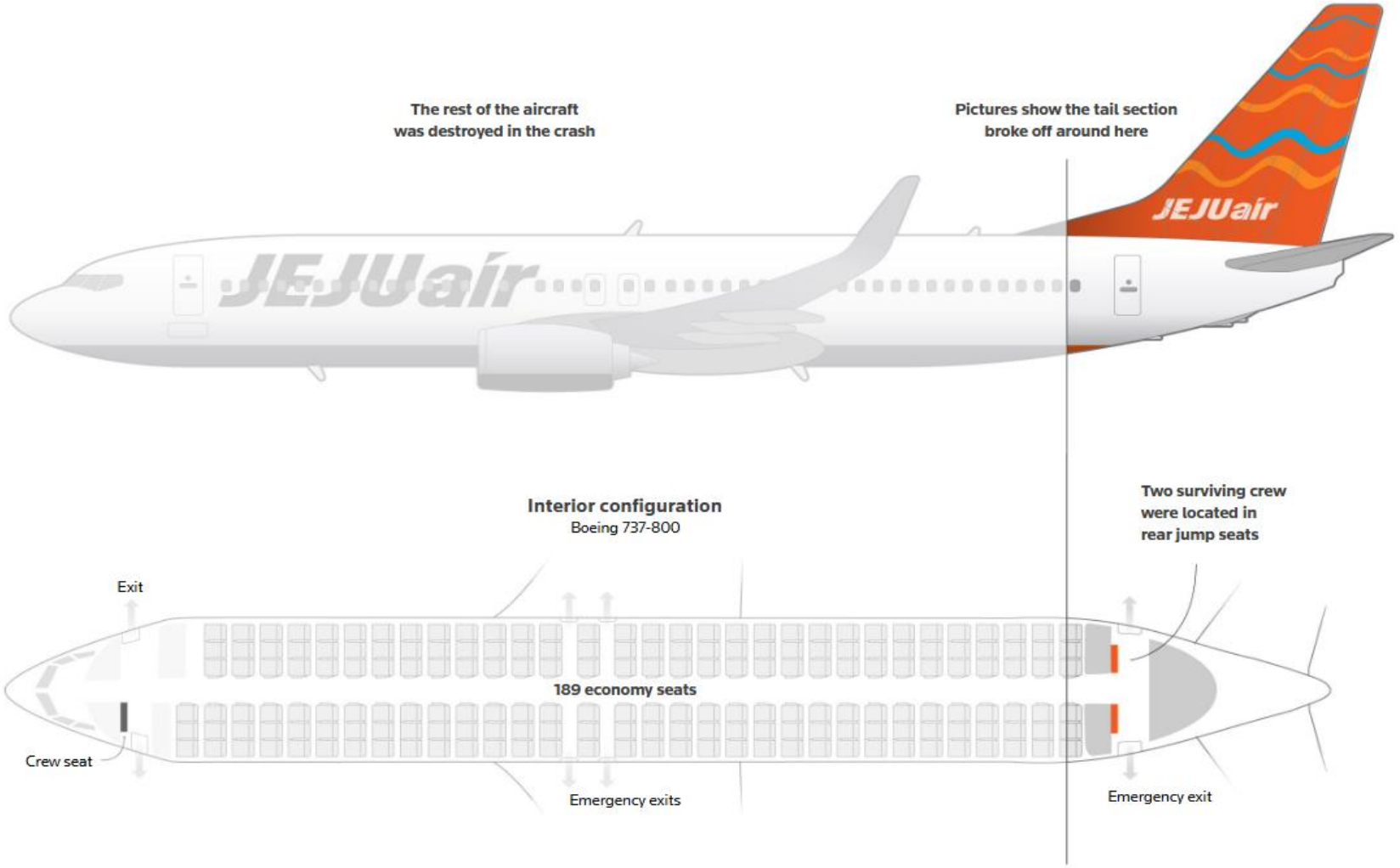
Muan International (MWX) Obsticle Chart

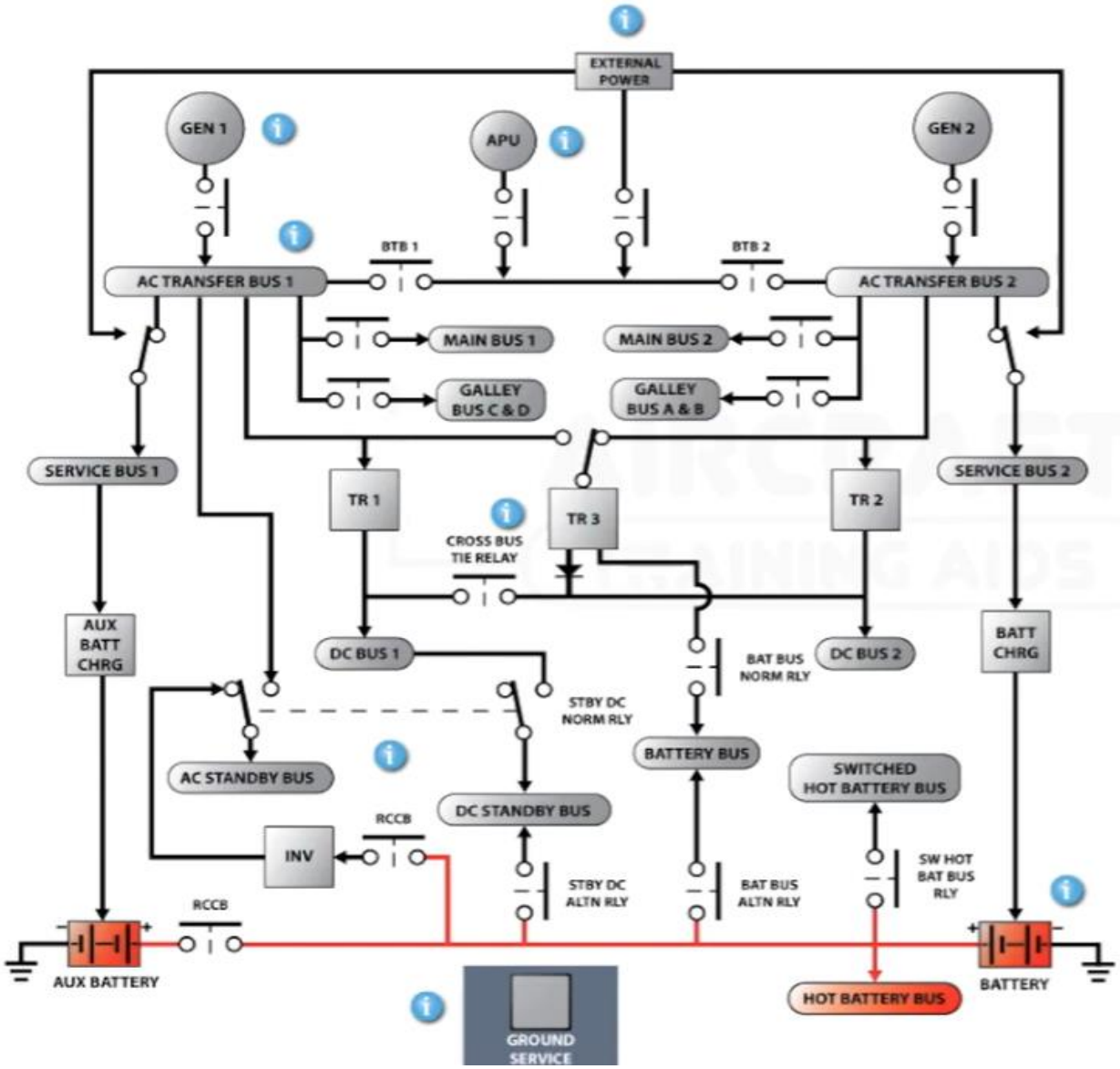




Muan International (MWX) ILS Approach Runway 01

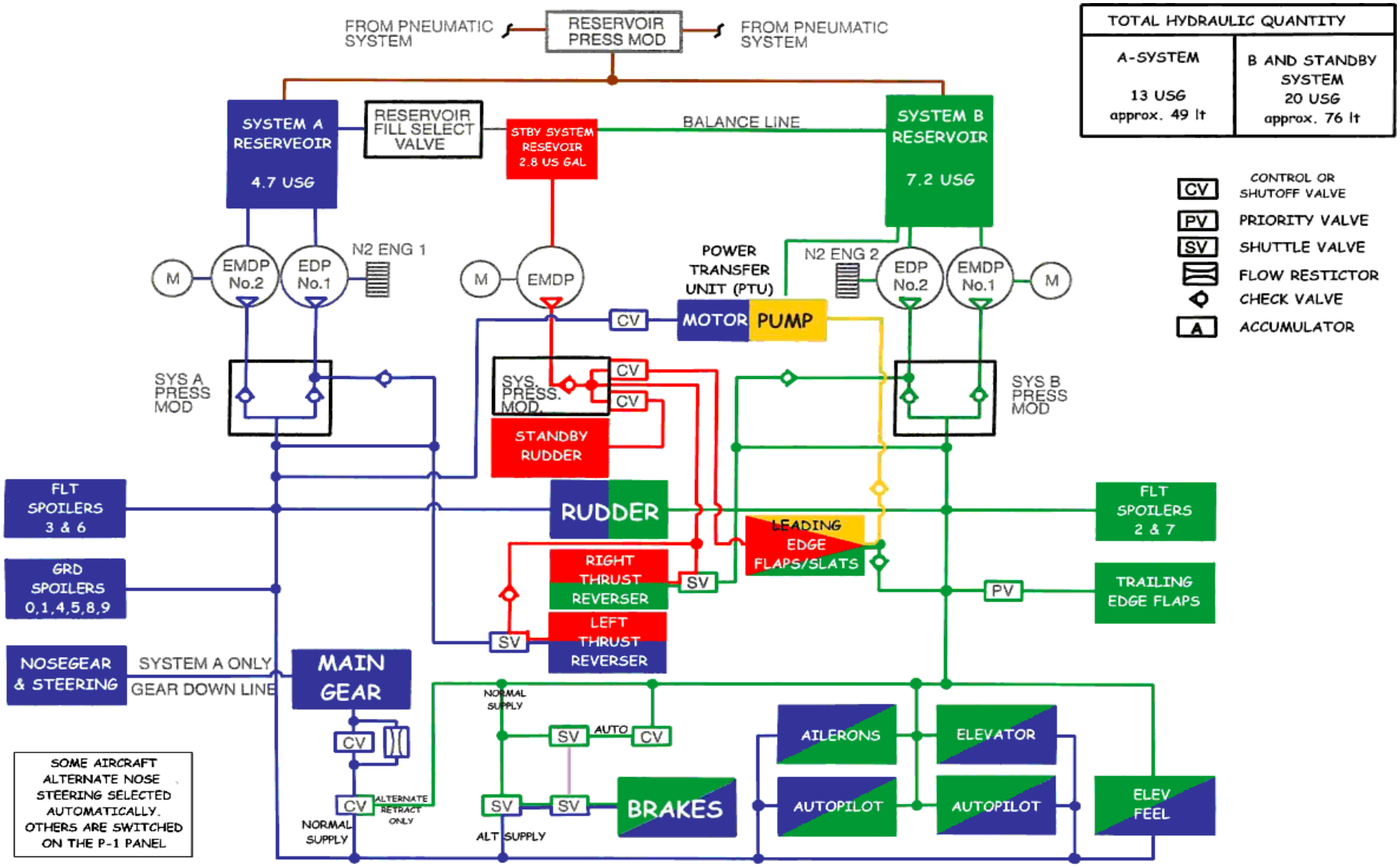
Muan International (MWX) ILS Approach Runway 19


The rest of the aircraft was destroyed in the crash
Pictures show the tail section broke off around here
JEJUair
JEJUair
Interior configuration
Boeing 737-800
Two surviving crew were located in rear jump seats
Exit
189 economy seats
Crew seat
Emergency exits
Emergency exit



** For reference only, not to be used for flight*

Boeing 737-800 Hydraulic System



ENGINE FIRE or Engine Severe Damage or Separation

Condition: One or more of these occur:
- Engine fire warning
- Airframe vibrations with abnormal engine indications
- Engine separation.

1 Autothrottle (if engaged) . . . . . .Disengage

2 Thrust lever (affected engine) . . . . . .Confirm . . . . . Close

3 Engine start lever (affected engine) . . . . . .Confirm . . . CUTOFF

4 Engine fire switch (affected engine) . . . . . .Confirm . . . . . Pull

To manually unlock the engine fire switch, press the override and pull.

5 **If** the engine fire switch or ENG OVERHEAT light stays illuminated:

Engine fire switch . . . . . Rotate to the stop and hold for 1 second

If after 30 seconds the engine fire switch or ENG OVERHEAT light stays illuminated:

Engine fire switch. . . . . .Rotate to the other stop and hold for 1 second

6 **If** high airframe vibration occurs and continues after the engine is shut down:

Without delay, reduce airspeed and descend to a safe altitude which results in an acceptable vibration level.

If high vibration returns and further airspeed reduction and descent are not practicable, increasing airspeed may reduce vibration.

7 ISOLATION VALVE switch. . . . . CLOSE

▼ Continued on next page ▼

▼ ENGINE FIRE or Engine Severe Damage or Separation continued ▼

8 PACK switch (affected side) . . . . . OFF

This causes the operating pack to regulate to high flow in flight with the flaps up.

9 APU BLEED air switch . . . . . OFF

10 Choose one:

◆APU is **available** for start:

APU . . . . . START

When APU is running:

APU GEN switch (affected side) . . . . . .ON

►►**Go to step 11**

◆APU is **not** available:

►►**Go to step 11**

11 Balance fuel as needed.

G-FDZA - G-FDZS

12 Transponder mode selector . . . . . TA

This prevents climb commands which can exceed single engine performance capability.

G-CDZH - G-CDZM

13 Transponder mode selector . . . . . TA ONLY

This prevents climb commands which can exceed single engine performance capability.

14 **If** wing anti–ice is needed:

ISOLATION VALVE switch (after fire has been extinguished) . . . . . AUTO

15 Plan to land at the nearest suitable airport.

G-CDZH - G-CDZM, G-FDZJ

►►**Go to the One Engine Inoperative Landing <> checklist on page 7.18**

G-FDZA - G-FDZG, G-FDZR, G-FDZS

►►**Go to the One Engine Inoperative Landing <> checklist on page 7.20**

■ ■ ■ ■

One Engine Inoperative Landing <>

G-CDZH - G-CDZM, G-FDZJ

Condition: Landing must be made with one engine inoperative.

1 Plan a flaps 15 landing.

2 Set VREF 15 or VREF ICE.

If any of the following conditions apply, set VREF ICE = VREF 15 + 10 knots:

Engine anti–ice will be used during landing

Wing anti–ice has been used any time during the flight

Icing conditions were encountered during the flight and the landing temperature is below 10° C.

Note: When VREF ICE is needed, the wind additive should not exceed 10 knots.

3 Maintain VREF 15 + 5 knots or VREF ICE + 5 knots minimum on final approach to assure sufficient maneuver margin and speed for go-around.

4 Use engine anti-ice on the operating engine only.

5 **Checklist Complete Except Deferred Items**

Deferred Items

Descent Checklist

Pressurization . . . . . LAND ALT ___

Recall . . . . . Checked

Autobrake . . . . . ___

Landing data . . . . . **VREF 15 or VREF ICE, Minimums ___**

Approach briefing . . . . . Completed

If additional go-around thrust is needed:

Configure the pressurization system for a no engine bleed landing when below 10,000 feet.

WING ANTI-ICE switch . . . . . OFF

▼ Continued on next page ▼

▼ One Engine Inoperative Landing <> continued ▼

ISOLATION VALVE switch . . . . . CLOSE

BLEED 1 air switch . . . . . OFF

Do not open the APU bleed air valve if the engine fire switch is illuminated.

APU BLEED air switch . . . . . ON

Left PACK switch . . . . . AUTO

BLEED 2 air switch . . . . . OFF

Go-around Procedure Review

Do the normal go–around procedure except:

Use flaps 1.

Maintain VREF 15 + 5 knots or VREF ICE + 5 knots until reaching flap retraction altitude.

Limit bank angle to 15° when airspeed is less than VREF 15 + 15 knots or VREF ICE + 5 knots or the minimum maneuver speed, whichever is lower.

Accelerate to flaps 1 maneuvering speed before flap retraction.

Approach Checklist

Altimeters . . . . . QNH ___

NAV aids . . . . . .Set

Additional Deferred Item

GROUND PROXIMITY FLAP INHIBIT switch . . . . . FLAP INHIBIT

Landing Checklist

Cabin . . . . . Secure

ENGINE START switch (operating engine) . . . . . CONT

Speedbrake . . . . . ARMED

Landing gear . . . . . Down

▼ Continued on next page ▼

One Engine Inoperative Landing <>

G-CDZH - G-CDZM, G-FDZJ

Condition: Landing must be made with one engine inoperative.

1 Plan a flaps 15 landing.

2 Set VREF 15 or VREF ICE.

If any of the following conditions apply, set VREF ICE = VREF 15 + 10 knots:

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- Wing anti–ice has been used any time during the flight
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4 Use engine anti-ice on the operating engine only.

5 **Checklist Complete Except Deferred Items**

Deferred Items

Descent Checklist

Pressurization . . . . . LAND ALT ___
Recall . . . . . Checked
Autobrake . . . . . ___
Landing data . . . . . **VREF 15 or VREF ICE, Minimums ___**
Approach briefing . . . . . Completed

If additional go-around thrust is needed:

Configure the pressurization system for a no engine bleed landing when below 10,000 feet.

WING ANTI-ICE switch . . . . . OFF

Continued on next page

Choose one:

◆Landing using **flaps 30**:

Use flaps 15.

Maintain VREF 30 + 5 knots and limit bank angle to 15° until initial maneuvering is complete and a safe altitude is reached.

►►Go to Approach Checklist below

◆Landing using **flaps 15**:

Use flaps 1.

Maintain VREF 15 + 5 knots or VREF ICE + 5 knots until reaching flap retraction altitude.

Limit bank angle to 15° when airspeed is less than VREF 15 + 15 knots or VREF ICE + 5 knots or the minimum maneuver speed, whichever is lower.

Accelerate to flaps 1 maneuvering speed before flap retraction.

►►Go to Approach Checklist below

Approach Checklist

Altimeters . . . . . QNH___
NAV aids . . . . . Set

Additional Deferred Item

Choose one:

◆Landing using **flaps 30**:

►►Go to Landing Checklist below

◆Landing using **flaps 15**:

GROUND PROXIMITY FLAP INHIBIT switch . . . . . FLAP INHIBIT

►►Go to Landing Checklist below

Continued on next page

ISOLATION VALVE switch . . . . . CLOSE
BLEED 1 air switch . . . . . OFF

Do not open the APU bleed air valve if the engine fire switch is illuminated.

⚠APU BLEED air switch . . . . . ON
Left PACK switch . . . . . AUTO
BLEED 2 air switch . . . . . OFF

Go-around Procedure Review

Do the normal go–around procedure except:

Use flaps 1.

Maintain VREF 15 + 5 knots or VREF ICE + 5 knots until reaching flap retraction altitude.

Limit bank angle to 15° when airspeed is less than VREF 15 + 15 knots or VREF ICE + 5 knots or the minimum maneuver speed, whichever is lower.

Accelerate to flaps 1 maneuvering speed before flap retraction.

Approach Checklist

Altimeters . . . . . QNH___
NAV aids . . . . . .Set

Additional Deferred Item

GROUND PROXIMITY FLAP INHIBIT switch . . . . . FLAP INHIBIT

Landing Checklist

Cabin . . . . . Secure
ENGINE START switch (operating engine) . . . . . CONT
Speedbrake . . . . . ARMED
Landing gear . . . . . Down

Continued on next page

Landing Checklist

Cabin . . . . . Secure
ENGINE START switch (operating engine) . . . . . CONT
Speedbrake . . . . . ARMED
Landing gear . . . . . Down
Flaps . . . . . ___, **Green light**

■ ■ ■ ■

REVERSER — REVERSER

Condition: A fault occurs in the thrust reverser system.

Note: Additional system failures may cause in-flight deployment.

1 Expect normal reverser operation after landing.

■ ■ ■ ■

Flaps . . . . . **15, Green light**

■ ■ ■ ■

One Engine Inoperative Landing <>

G-FDZA - G-FDZG, G-FDZR, G-FDZS

Condition: Landing must be made with one engine inoperative.

1 Choose one:

◆Landing using **flaps 30** (if performance allows):

Use flaps 30 and VREF 30 for landing and flaps 15 for go-around.

►►Go to step 4

◆Landing using **flaps 15**:

►►Go to step 2

Note: Company policy is that all One Engine Inoperative Landings should be made using flaps 15.

2 Use flaps 15 and VREF 15 or VREF ICE for landing and flaps 1 for go-around.

If any of the following conditions apply, set VREF ICE = VREF 15 + 10 knots:

- Engine anti–ice will be used during landing
- Wing anti–ice has been used any time during the flight
- Icing conditions were encountered during the flight and the landing temperature is below 10° C.

Note: When VREF ICE is needed, the wind additive should not exceed 10 knots.

3 Maintain VREF 15 + 5 knots or VREF ICE + 5 knots minimum on final approach to assure sufficient maneuver margin and speed for go-around.

Note: Autoland operations are not authorized when landing with flaps 15.

Continued on next page

4 Use engine anti-ice on the operating engine only.

5 **Checklist Complete Except Deferred Items**

Deferred Items

Descent Checklist

Pressurization . . . . . LAND ALT ___
Recall . . . . . Checked
Autobrake . . . . . ___
Landing data . . . . . **VREF ___ as directed by checklist, Minimums ___**
Approach briefing . . . . . Completed

Note: Check authorized autoland weather minima.

If additional go-around thrust is needed:

Configure the pressurization system for a no engine bleed landing when below 10,000 feet.

WING ANTI-ICE switch . . . . . OFF
ISOLATION VALVE switch . . . . . CLOSE
BLEED 1 air switch . . . . . OFF

Do not open the APU bleed air valve if the engine fire switch is illuminated.

⚠APU BLEED air switch . . . . . ON
Left PACK switch . . . . . AUTO
BLEED 2 air switch . . . . . OFF

Go-around Procedure Review

Do the normal go-around procedure except:

Continued on next page

Resources

Title	Source	Format	Note	Link
Jeju Air plane flew relentlessly before tragedy with minimal maintenance	The Korea Times	Website		https://www.koreatimes.co.kr/www/nation/2024/12/281_389392.html
Jeju Air - Flight 2216	Wikipedia			https://en.wikipedia.org/wiki/Jeju_Air_Flight_2216
Crash: Jeju B738 at Muan	Aviation Herald			https://avherald.com/h?article=52225189&opt=512
Jeju Airlines Crash	Swiss 001	YouTube		https://www.youtube.com/watch?v=eyJHqp6V68Q
	Reuters	Website		https://www.reuters.com/graphics/SOUTHKOREA-CRASH/MAPS/movawoejova/
Southwest bird strike - New Orleans		YouTube		https://youtu.be/JrFeBr6QRsY?si=1Mp_7pijAzofw_mY