
Smoke emergency and evacuation on ground, Airbus A300B4-605R, February 20, 1996

Micro-summary: This Airbus A300B4-605R experienced a smoke emergency while taxiing, prompting an evacuation.


Event Date: 1996-02-20 at 0710 EST

Investigative Body: National Transportation Safety Board (NTSB), USA

Investigative Body's Web Site: <http://www.nts.gov/>

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		NTSB ID: NYC96LA063		Aircraft Registration Number: N11060	
		Occurrence Date: 02/20/1996		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place JAMAICA	State NY	Zip Code 11430	Local Time 0710	Time Zone EST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Airbus Industrie		Model/Series A-300B4-605R		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On February 20, 1996, at 0710 eastern standard time, an Airbus Industries A300B4-605R, N11060, operated by American Airlines as Flight 587, conducted an emergency evacuation at John F. Kennedy Airport, Jamaica, New York. The airplane was not damaged. Two passengers received serious injuries, and 32 passengers received minor injuries. The remaining 153 passengers, cockpit crew of 2, and 8 flight attendants were not injured. Visual meteorological conditions with rain prevailed. An instrument flight rules (IFR) flight plan had been filed, but not activated for the flight which was conducted under 14 CFR Part 121, and was destined for Santo Domingo, Dominican Republic.</p> <p>Prior to engine start, cabin air was being supplied through the air cycle machines which were using bleed air from the APU. After the airplane was pushed back onto the ramp, and the engines were started, the bleed air source was changed from the APU, to the engines.</p> <p>Smoke was then observed in both the cockpit and cabin. In addition, the flight crew received a smoke warning on the ECAM, and a aural warning tone. The captain then commanded an evacuation. The slide at door 3R failed to inflate either automatically, or manually, after the door was opened. In addition, the flight attendants at doors, 1L, 1R, 4L, and 4R, reported that the power assist on their doors did not operate as they had been trained. the flight attendants at doors 2 L/R reported no problems with slide inflation, and that their doors operated the same as the door simulators they had been trained on.</p> <p>Examination of the airplane revealed that a hydraulic fluid check valve on the left engine had failed. Hydraulic fluid was found in the left engine pneumatic duct and left side air cycle machine.</p> <p>The slide at door position 3R was examined at the overhaul facility, and the examination was inconclusive as to why it failed to inflate.</p> <p>Two inflation tests were accomplished on the 1R door. On both tests, there was a momentary pause after the door cleared the latches, and the girth reached full extension. After about 3 to 5 seconds, the door then continued to full open position, followed by slide inflation.</p> <p>A review was made of the video tapes of 10 certification deployment test of Air Cruiser slides/rafts positioned at doors 1L and 1R from the initial certification of the A300-600. Three doors paused during opening while others opened with no hesitation. All doors, including the doors that paused, opened within the time limits specified for certification.</p> <p>The slides at doors 1 L/R, 2 L/R, and 4 L/R were dual lane slide/rafts, and used the same size packboard, and decorative covers. The slides at doors 2 L/R were 5 feet shorter, and compressed into a smaller pack size.</p>					
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National Transportation Safety Board

FACTUAL REPORT

AVIATION

SAFETY BOARD


NTSB ID: NYC96LA063


Occurrence Date: 02/20/1996

Occurrence Type: Accident

Narrative (Continued)

Examination of the American Airlines A300 flight attendant handbook disclosed that the flight attendants were instructed to push on the door in the event of a "power assist" failure; however, there was no information on how to determine if the door is pausing momentarily, or there has been a power assist failure. Additionally, according to American Airlines flight attendants, the A300 door simulator at the American Airlines flight attendant training center did not pause on opening, once it has cleared the latches.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: NYC96LA063			
		Occurrence Date: 02/20/1996			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name JOHN F KENNEDY	Airport ID: JFK	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Airbus Industrie		Model/Series A-300B4-605R		Serial Number 470	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 280	Certified Max Gross Wt.	377800 LBS	Number of Engines: 2	
Engine Type: Turbo Fan	Engine Manufacturer: GE	Model/Series: CF6-80-C2A5	Rated Power: 61500 LBS		
- Aircraft Inspection Information					
Type of Last Inspection Continuous Airworthiness	Date of Last Inspection	Time Since Last Inspection Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner AMERICAN AIRLINES		Street Address P.O. BOX 619616			
		City DFW AIRPORT	State TX	Zip Code 75261	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner			
		City	State	Zip Code	
Operator Does Business As:			Operator Designator Code: AALA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; International; Passenger/Cargo					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: NYC96LA063
	Occurrence Date: 02/20/1996
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 59
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport; Flight Engineer

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): None

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--w/ waivers/lim.	Date of Last Medical Exam: 10/1995
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	14108	3313								
Pilot In Command(PIC)	2500									
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point Same as Accident/Incident Location	State	Airport Identifier JFK	Departure Time 0000	Time Zone
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Destination SANTO DOMINGO	State OF	Airport Identifier SDQ	
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Type of Clearance: None

Type of Airspace:

Weather Information

Source of Briefing: Company

Method of Briefing:

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
JFK	0718	EST	13 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			3000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		5000 Ft. AGL		Visibility: 4 SM	Altimeter: 30.00 "Hg
Temperature: 5 °C	Dew Point: 5 °C	Wind Direction: 120		Density Altitude: Ft.	
Wind Speed: 7	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Moderate			
Restrictions to Visibility: Fog					
Type of Precipitation: Rain					

Accident Information		
Aircraft Damage: Minor	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants				8	8
Other Crew					
Passengers		2	32	153	187
- TOTAL ABOARD -		2	32	163	197
Other Ground	0	0	0		0
- GRAND TOTAL -	0	2	32	163	197

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National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: NYC96LA063

Occurrence Date: 02/20/1996

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

ROBERT L. HANCOCK

Additional Persons Participating in This Accident/Incident Investigation:

STANLEY BATOR
FAA FSDO
GARDEN CITY, NY

NORA MARSHALL
NTSB - SURVIVAL FACTORS
WASHINGTON, DC

CHRIS MORAN
AMERICAN AIRLINES
DFW AIRPORT, TX