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## Panicky passenger-initiated evacuation, Boeing 767-322, January 1, 1994

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**Micro-summary:** Impromptu evacuation was initiated by panicky passengers on this Boeing 767-322.

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**Event Date:** 1994-01-01 at 659 EST


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


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


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1. Accident reports can be and sometimes are revised. Be sure to consult the investigative agency for the latest version before basing anything significant on content (e.g., thesis, research, etc).
  2. Readers are advised that each report is a glimpse of events at specific points in time. While broad themes permeate the causal events leading up to crashes, and we can learn from those, the specific regulatory and technological environments can and do change. ***Your company's flight operations manual is the final authority as to the safe operation of your aircraft!***
  3. Reports may or may not represent reality. Many many non-scientific factors go into an investigation, including the magnitude of the event, the experience of the investigator, the political climate, relationship with the regulatory authority, technological and recovery capabilities, etc. It is recommended that the reader review all reports analytically. Even a "bad" report can be a very useful launching point for learning.
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		NTSB ID: MIA94IA043		Aircraft Registration Number: N648UA	
		Occurrence Date: 01/01/1994		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place MIAMI	State FL	Zip Code 33160	Local Time 0659	Time Zone EST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer BOEING		Model/Series 767-322		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 January 1, 1994, about 0659 eastern standard time, N648UA, a Boeing 767-322, operated by United Airlines Inc. as flight 984, scheduled, domestic, passenger service from Miami, Florida, to Chicago, Illinois, experienced a passenger initiated emergency evacuation on the ramp at the Miami International Airport. Visual meteorological conditions prevailed at the time and an IFR flight plan was filed. The airplane was not damaged and the airline transport-rated captain and first officer, 5 flight attendants, and 162 passengers were not injured. The flight was originating at the time of the incident.</p> <p>The airplane had been pushed away from the gate and the No/1 engine had been started. During the No/2 engine start, the fuel flow was reportedly high and a flame aft of the engine exhaust was observed by a passenger seated on the right side of the cabin. The passenger then shouted "fire", opened the No/2L door and deployed the slide. Passengers then began an uncommanded evacuation the airplane. The No/1 flight attendant advised the captain that passengers were evacuating and the remainder of the passengers wanted to evacuate the airplane. The captain directed that the No/1L and No/1R doors be opened and the emergency escape slides deployed for continued evacuation of the airplane. The captain secured the engines then entered the cabin and stopped the emergency evacuation of the remaining 24 people.</p>					
FACTUAL REPORT - AVIATION					
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		NTSB ID: MIA94IA043			
		Occurrence Date: 01/01/1994			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
MIAMI INTERNATIONAL	MIA	11 Ft. MSL	0		
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
BOEING		767-322		25285	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 220	Certified Max Gross Wt.	407000 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	P&W	4060	47000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Continuous Airworthiness	10/1993	846 Hours	5781 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? No	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
		RODNEY SQUARE NORTH			
WILMINGTON TRUST CO.		City	State	Zip Code	
		WILMINGTON	DE	19890	
Operator of Aircraft		Street Address			
		P.O.BOX66100			
UNITED AIRLINES INC.		City	State	Zip Code	
		CHIAGO	IL	60666	
Operator Does Business As:			Operator Designator Code: UALA		
- 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; Domestic; Passenger Only					
FACTUAL REPORT - AVIATION					

 <p><b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b></p>	NTSB ID: MIA94IA043
	Occurrence Date: 01/01/1994
	Occurrence Type: Incident

**First Pilot Information**

Name On File	City On File	State On File	Date of Birth On File	Age 51
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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; Single-engine Sea

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--no waivers/lim.	Date of Last Medical Exam: 10/1993
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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	15061	355								
Pilot In Command(PIC)	15061	355								
Instructor										
Last 90 Days		143								
Last 30 Days		63								
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	
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Departure Point Same as Accident/Incident Location	State	Airport Identifier MIA	Departure Time 0659	Time Zone EST
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Destination CHICAGO	State IL	Airport Identifier ORD	
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Type of Clearance: None

Type of Airspace: Class D

**Weather Information**

Source of Briefing:  
Commercial Weather Service

Method of Briefing:

 <b>National Transportation Safety Board</b> <b>FACTUAL REPORT</b> <b>AVIATION</b>	NTSB ID: MIA94IA043
	Occurrence Date: 01/01/1994
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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
MIA	0650	EST	11 Ft. MSL	1 NM	360 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			2500 Ft. AGL	Condition of Light: Dawn	
Lowest Ceiling: Broken		13000 Ft. AGL		Visibility: 7 SM	Altimeter: 30.00 "Hg
Temperature: 23 °C	Dew Point: 19 °C	Wind Direction: 100		Density Altitude: Ft.	
Wind Speed: 9	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

<b>Accident Information</b>		
Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
<b>- Injury Summary Matrix</b>	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants				5	5
Other Crew					
Passengers				162	162
- TOTAL ABOARD -				169	169
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	169	169

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National Transportation Safety Board

**FACTUAL REPORT**

**AVIATION**



NTSB ID: MIA94IA043

Occurrence Date: 01/01/1994

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

ANDREW A. ALSTON

Additional Persons Participating in This Accident/Incident Investigation:

BERNARD SONIN

FAA

MIAMI, FL