
Emergency evacuation due to fumes, McDonnell Douglas MD-80 ,December 19, 1997

Micro-summary: The introduction of fumes from hydraulic vapors motivated an evacuation for the occupants of this McDonnell Douglas MD-80.

Event Date: 1997-12-19 at 1815 PST


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


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


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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: LAX981A061		Aircraft Registration Number: N932AS	
		Occurrence Date: 12/19/1997		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place SAN FRANCISCO		State CA	Zip Code 94010	Local Time 1815	Time Zone PST
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer McDonnell Douglas		Model/Series MD-80		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 December 19, 1997, at 1815 hours Pacific standard time, the crew of an Alaska Airlines MD-80, N932AS, operating as Flight 536 from Palm Springs, California, to San Francisco, California, under 14 CFR Part 121, ordered an emergency evacuation after experiencing noxious fumes entering the aircraft. Visual meteorological conditions existed at the time. There was no damage to the aircraft and no injuries to the 5 crewmembers or to the 69 passengers.</p> <p>According to the operator, the aircraft was taxiing to the gate after landing when fumes and mist began to enter the cabin through the air conditioning ducts. Although first noted as thin, the vapors quickly filled the cabin, reducing visibility, and causing respiratory distress along with burning eyes to crew and passengers. The crew elected to stop the aircraft on the taxiway near the intersection of "A" and "H" taxiways. The captain ordered an immediate evacuation over the aircraft's public address system. The crew estimated the evacuation was accomplished within 90 seconds.</p> <p>After the evacuation, the flight attendants commented on having to divest passengers of carry-on baggage during the evacuation. A concern was that the baggage taken from the passengers could block the path to the exit(s). All flight attendants commented on how useful they found their flashlights to be. All retrieved their flashlights before proceeding to the exits and found them to be invaluable during the evacuation, as well as on the ground.</p> <p>Subsequent investigation revealed the source of the vapors as a failed hydraulic return line from the left-hand engine thrust reverser. Leaking fluid from the line was ingested into the aircraft's APU that had been started by the flight crew after landing in accordance with normal procedures.</p>					
FACTUAL REPORT - AVIATION					

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		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name SAN FRANCISCO	Airport ID: SFO	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer McDonnell Douglas		Model/Series MD-80		Serial Number	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Tricycle					
Homebuilt Aircraft? No	Number of Seats:	Certified Max Gross Wt. LBS		Number of Engines: 2	
Engine Type: Unknown	Engine Manufacturer:	Model/Series:	Rated Power:		
- 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 ALASKA AIRLINES		Street Address PO BOX 68900			
		City SEATTLE	State WA	Zip Code 98168	
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:		
- 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>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: LAX98IA061
	Occurrence Date: 12/19/1997
	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 44
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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

Airplane Rating(s): Multi-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--no waivers/lim.	Date of Last Medical Exam: 12/1997
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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	7000									
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used?	Shoulder Harness Used?	Toxicology Performed?	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point PALM SPRINGS	State CA	Airport Identifier PSP	Departure Time 0000	Time Zone
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Destination Same as Accident/Incident Location	State	Airport Identifier SFO	
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Type of Clearance:

Type of Airspace:

Weather Information

Source of Briefing:

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
SFO	1815	PST	0 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			0 Ft. AGL	Condition of Light: Night/Dark	
Lowest Ceiling: None		0 Ft. AGL	Visibility: 10 SM	Altimeter: 30.00	"Hg
Temperature: 11 °C	Dew Point: °C	Wind Direction: 200		Density Altitude: Ft.	
Wind Speed: 5	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					

Accident Information		
Aircraft Damage: None	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				5	5
Other Crew					
Passengers				68	68
- TOTAL ABOARD -				75	75
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	75	75

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: LAX98IA061

Occurrence Date: 12/19/1997

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

R G. MUCHO

Additional Persons Participating in This Accident/Incident Investigation:

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