
Smoke evacuation, McDonnell Douglas MD-82, April 1, 2000

Micro-summary: Cabin smoke caused by ingestion of exhaust fumes from a nearby ground power cart resulted in the evacuation of passengers from this McDonnell Douglas MD-82.

Event Date: 2000-04-01 at 2000 PST


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

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

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		NTSB ID: SEA001A062		Aircraft Registration Number: N934AS	
		Occurrence Date: 04/01/2000		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place SEATTLE		State WA	Zip Code 98188	Local Time 2000	Time Zone PST
Airport Proximity: On Airport		Distance From Landing Facility: 0		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer McDonnell Douglas		Model/Series MD-82		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 April 1, 2000, approximately 2000 Pacific standard time, a McDonnell Douglas MD-82, N934AS, registered to Wilmington Trust Company, operated by Alaska Airlines, Inc., and crewed by two airline transport pilots (captain and first officer) and three cabin attendants, was undamaged during an emergency evacuation at gate C-9 at the Seattle-Tacoma International Airport, Seattle, Washington. Visual meteorological night conditions existed and an IFR flight plan had been filed. None of the 140 passengers or crew aboard were injured during their egress and there was no fire. The flight, operating as flight 660, destined for Las Vegas, Nevada, was scheduled to depart at 1953, and was to have been operated under 14CFR121 as a regularly scheduled, domestic passenger flight. The aircraft was parked at gate C-9 with the jet ramp still connected to exit L-1 at the time of the event.</p> <p>The Captain's irregularity report stated that "Gnd pwr failed, cabin being ventilated with gnd tie thru rt pack. APU inop. Cabin filled with smoke, passengers deplaned fwd entry. Due to no power, aft flt attendant deployed left aft slide."</p> <p>One of the three flight attendants was stationed aft near row 24 and reported that the boarding of the aircraft was almost complete when the cabin lights went out and the (emergency) track lights illuminated. The flight attendant remarked to the passengers that "our ground power must have disconnected..." and shortly thereafter one passenger stated "I smell burning, don't you?" and another passenger remarked "I smell it also."</p> <p>The flight attendant then attempted to contact the cockpit via the interphone without success. She stated that "by this time smoke was coming into the cabin..." and she began to urge the passengers to exit the aircraft.</p> <p>The flight attendant stated that passengers were beginning to panic and were not moving up the center aisle. She then returned to the interphone (located near the galley area at exit L-2, refer to DIAGRAM I) and again attempted to contact the cockpit without success. After unsuccessfully trying to communicate via the aircraft public address system, the flight attendant chose to open exit L-2 and activate the emergency escape slide.</p> <p>Upon opening the door she realized the emergency escape slide had not been armed whereupon she re-closed the door, armed the slide, and re-opened the door resulting in the slide deploying (Note: emergency escape slides are not normally armed until after the aircraft leaves the gate as a ground safety procedure).</p> <p>A nearby passenger then indicated that passengers were moving up the aisle. The flight attendant began to urge everyone forward up the center aisle towards exit L-1, rather than utilizing the escape slide, so as to minimize injuries during egress. All passengers and crew left the aircraft via exit L-1 and the emergency escape slide was unused.</p>					
FACTUAL REPORT - AVIATION					
Page 1					

National Transportation Safety Board

FACTUAL REPORT

AVIATION

SAFETY BOARD


NTSB ID: SEA00IA062


Occurrence Date: 04/01/2000

Occurrence Type: Incident

Narrative (Continued)

The aircraft was subsequently checked and released for the flight to Las Vegas with the same cockpit crew and a new cabin crew. A maintenance examination disclosed no evidence of any aircraft related cause for the smoke. Additionally, maintenance personnel reported that the external air conditioning unit's intake pulled exhaust from the nearby electrical ground power cart and this air/exhaust mixture was then ducted into the aircraft cabin.

		NTSB ID: SEA00IA062			
		Occurrence Date: 04/01/2000			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation	Runway Used	Runway Length	Runway Width
SEATTLE-TACOMA INTNL	SEA	429 Ft. MSL	0		
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer		Model/Series		Serial Number	
McDonnell Douglas		MD-82		49235	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 146	Certified Max Gross Wt.	140000 LBS	Number of Engines: 2	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
Turbo Fan	P&W	JT8D	77000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection	Airframe Total Time		
Unknown		Hours	Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
WILMINGTON TRUST COMPANY		RODNEY SQUARE NORTH			
		City	State	Zip Code	
		WILMINGTON	DE	19890	
Operator of Aircraft		Street Address			
ALASKA AIRLINES, INC.		BOX 68900			
		City	State	Zip Code	
		SEATTLE	WA	98168	
Operator Does Business As:			Operator Designator Code: ASAA		
- 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					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: SEA001A062
	Occurrence Date: 04/01/2000
	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 52
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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: 01/2000
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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	12090									
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 Same as Accident/Incident Location	State	Airport Identifier SEA	Departure Time 0000	Time Zone
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Destination LAS VEGAS	State NV	Airport Identifier LAS	
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Type of Clearance:

Type of Airspace:

Weather Information

Source of Briefing:

Method of Briefing:

 National Transportation Safety Board FACTUAL REPORT AVIATION	NTSB ID: SEA001A062
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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
SEA	1956	PDT	429 Ft. MSL	0 NM	0 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			20000 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: 7 °C	Wind Direction: 320		Density Altitude: Ft.	
Wind Speed: 3	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				3	3
Other Crew					
Passengers				140	140
- TOTAL ABOARD -				145	145
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	145	145

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National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: SEA00IA062

Occurrence Date: 04/01/2000

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

STEVEN A. MCCREARY

Additional Persons Participating in This Accident/Incident Investigation:

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FAA FSDO
RENTON, WA 98055