

## (2) Emergency evacuation was conducted, based on a report that a fire was coming out from the tire

**Summary:** On September 13, 1996, a Boeing 747-400, operated by Airline B, started its take-off run for the flight from New Tokyo International Airport (current: Narita International Airport) to Frankfurt International Airport. Because there was a problem with the No.4 engine, the take-off was canceled.

Then, the aircraft entered from the runway to the taxiway and stopped there. Upon receiving the report from the air traffic controller that a fire was coming out from the tire, 20 crew members and 333 passengers made an emergency evacuation using evacuation slides.

During the evacuation, 3 passengers suffered serious injuries and 19 passengers suffered minor injuries.

### Lead up to emergency evacuation

Around 13:11

After obtaining a take-off permission from the controller, the aircraft entered Runway 16 and started its take-off run.

During the take-off run, there was a problem with the No.4 engine, and the take-off was canceled.

Around 13:13

Following the instruction of the controller, the aircraft went out from the runway and stopped at Taxiway A.

Around 13:16

The controller told the aircraft, "It looks like a fire is coming out from the tire".

Around 13:16:30

The captain instructed the cabin attendants and passengers to evacuate.

### Breakdown of the seriously injured

- Female aged 56 sustained a comminuted fracture of the 12th thoracic spine, Exit: R2  
When she slid down, there was no one to support her. She was thrown to the ground, hitting her back first and she could not move by herself afterwards.
- Female aged 62 sustained a compression fracture of the 1st lumbar spine, Exit: R4  
When she slid down, no one helped her get to the ground. She felt as if she was thrown to the ground and could not move afterwards.
- Female aged 69 sustained a waist contusion, Exit: L4  
With no one assisting people on the ground, she fell down hitting her back first and she could not move by herself.

19 slightly injured persons suffered mainly bruises, sprains, scratches, etc.

## Situation at evacuation

- The time required for the evacuation was approximately two minutes.
- The number of evacuation slides used was 7 out of 12. The slides on the upper deck were not used considering passengers' safety, and the others were not used due to fuel leakages, etc.
- In an exit where two cabin attendants were allocated, one attendant slid down to the ground and assisted passengers coming down on the slide.
- In some exits, assistance was temporarily provided because the cabin attendants asked passengers to do so after reaching the ground. But in other exits, such assistance was not provided.
- Many passengers headed for the exit carrying hand baggage, and the cabin attendants instructed them not to carry baggage. Nevertheless, some passengers evacuated with baggage.

## Referential matters

- In October 1996, The Civil Aviation Bureau of the Ministry of Transport (current: the Ministry of Land, Infrastructure, Transport and Tourism) established a "Study Group concerning the passenger guidance from an aircraft during an emergency evacuation" within the Incorporated Foundation (current: Public-interest Incorporated Foundation) Association of Air Transport Engineering and Research where the experts, air carriers, the travel and tourism industry and the Civil Aviation Bureau participated to study how to guide passengers in aircraft emergency evacuations. The study group compiled a report, the main points of which are as follows:
  - (1) From April 1, 1998 onward, cooperation is to be sought from any passenger sitting in an emergency exit seat as an assistant during an emergency evacuation.
  - (2) Revision of the safety guidance card and the safety video
  - (3) Training concerning emergency evacuation for tour conductors of travel agencies
  - (4) Informing passengers of the contents of the safety guidance card and the safety videoUpon receiving this report, the Civil Aviation Bureau of the Ministry of Transport gave scheduled air transport services operators and international non-scheduled air transport services operators the circular notes that contained the plan to make the safety information well-known to all passengers aboard an aircraft and the provision of the system to ensure helpers during an emergency evacuation.
- Based on the notification, Airline B has enhanced safety information and has established the system in which, from April 1, 1998 onward, cooperation is to be sought from any passenger sitting in an emergency exit seat as an assistant during an emergency evacuation.

The investigation report of this case is published on the Board's website.

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<http://www.mlit.go.jp/jtsb/aircraft/rep-acci/98-3-JA8902.pdf> (Only available in Japanese)