

## (5) Emergency evacuation was conducted, because odd smells and smoke were observed within the cabin and a fire occurred in the engine

**Summary:** On February 23, 2016, a Boeing 737-800, operated by Airline E, had stopped on a taxiway in order to depart from New Chitose Airport and head to Fukuoka Airport. Odd smells and smoke were observed within the cabin and flames were confirmed at the rear of the engine. Because of these issues, an emergency evacuation was conducted through the evacuation slide.

There were 165 persons in total aboard the aircraft, consisting of 159 passengers and six crew members. During the emergency evacuation, one person suffered a serious injury and two passengers suffered minor injuries.

The aircraft was not damaged.

### Lead up to emergency evacuation

14:52

The aircraft stopped at Taxiway T2 due to poor visibility because heavy snow was falling.

14:58

Odd smells were observed within the cockpit and the cabin.

14:59

The cabin attendant reported to the flight crew that smoke was in the cabin.

15:01

The cabin attendant reported to the flight crew that as a result of checking through the cabin, it was not possible to identify the source of the smoke, the smoke that filled the cabin near its center, and that no fire was seen around the engine although heavy snow affected visibility.

Around 15:06

As the engine stopped and a fire was seen, the captain instructed the cabin attendant to conduct an emergency evacuation.

15:15

Evacuation of all people on board was completed.

### Breakdown of the seriously injured

- A passenger with gender and age unknown

Although two helpers were at the bottom of the evacuation slide, their attention was on an infant following the passenger, so they did not pull the passenger up when the passenger fell down and forward, which caused them to land on their back.

## Situation at evacuation

The overhead bin had many doors opened and it looked as if baggage had been carried out.



It is highly probable that since so many of the passengers opened the overhead bin to carry out baggage and attempted to slide down the slide with it, each cabin attendant took measures to confiscate their baggage.

At the time of emergency evacuation, a cabin attendant called out in a loud voice, "No baggage!!", but there were many passengers who carried their baggage, and she confiscated it as she was guiding the passengers.



A flight crew member was about to step out from the cockpit, but the door was blocked by baggage which the passengers were attempting to carry out. Being afraid of blocking the path for passengers to evacuate by opening the door, he waited for most of the passengers to complete their evacuation, and then stepped out to the cabin.



Because the flight crew moved to the cabin after almost all of the passengers evacuated, it is probable that they could not control the evacuation of everyone and could not assist in the evacuation of passengers. Furthermore, it is somewhat likely that the instruction telling the passengers to pay attention or to comply with the emergency evacuation was not communicated in appropriate or effective manners.

## Safety action

### Safety action taken after the accident

- Revision of the safety video
- Adding the contents to the periodic rescue training carried out by cabin attendants
- Implementation of education concerning the emergency evacuation for the group staff of the company



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

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[http://www.mlit.go.jp/jtsb/eng-air\\_report/JA322J.pdf](http://www.mlit.go.jp/jtsb/eng-air_report/JA322J.pdf)