

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: February 26, 1974

Forwarded to:

Honorable Alexander P. Butterfield
Administrator
Federal Aviation Administration
Washington, D. C. 20591

SAFETY RECOMMENDATION(S)
A-74-18

On November 3, 1973, an in-flight emergency took place aboard a National Airlines DC-10 near Albuquerque, New Mexico. The accident occurred when the fan assembly of the No. 3 engine disintegrated and pieces struck the aircraft, causing rapid decompression of the fuselage. One passenger was ejected from the aircraft, other passengers were injured, and cabin attendants were incapacitated. The captain immediately made an emergency descent and landed the aircraft 19 minutes later at Albuquerque.

According to testimony given by National Airlines personnel during the National Transportation Safety Board's public hearing, the crewmembers did not assess the structural damage to the aircraft in flight after the emergency was under initial control. Also, the cabin attendants did not inform the flightcrew of the damage to the fuselage and galley or of the fire and smoke in the cabin.

The flightcrew, cabin attendants, and training personnel of National Airlines testified that the carrier does not have established procedures for assessing damage that results from in-flight emergencies.

Flightcrews of some other carriers who were questioned about their in-flight emergency procedures also indicated that they do not have such procedures nor receive training on the subject. This has been evident in other accidents where the flightcrew was unaware of the extent of damage.

The Safety Board believes that flightcrews should be provided procedures by which damage that results from in-flight emergencies can be assessed so that they may have all the information possible to handle such emergencies adequately.

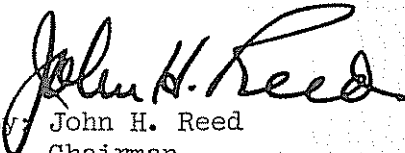
Honorable Alexander P. Butterfield

Therefore, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Issue an operations alert bulletin to ascertain compliance with 14 CFR 25.1585(a)(4), relative to a procedure for the assessment of aircraft damage that results from in-flight emergencies.

Personnel from our Bureau of Aviation Safety will be made available if any further information or assistance is desired.

McADAMS, THAYER, BURGESS, and HALEY, Members, concurred in the above recommendation. REED, Chairman, was absent, not voting.


By: John H. Reed
Chairman

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SAFETY BOARD
DEPARTMENT OF TRANSPORTATION
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