

ASRS Database Report Set

Passenger Misconduct Reports

Report Set Description.....	A sampling of reports that reference passenger misconduct.
Update Number.....	15.0
Date of Update	February 17, 2009
Number of Records in Report Set.....	50
Number of New Records in Report Set	10
Type of Records in Report Set.....	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the reporting of a specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de- identified.

The National Aeronautics and Space Administration and its ASRS contractor, Booz Allen Hamilton, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.



Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999. Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Report Synopses

ACN: 792881 (1 of 50)

Synopsis

CABIN AND FLT CREWS OF B777-200 RESPOND TO A LAV FIRE APPARENTLY STARTED BY A SMOKING PASSENGER.

ACN: 792446 (2 of 50)

Synopsis

UNDER EXTRAORDINARY DURESS FROM PAX BEING DEPORTED ENGAGING IN PHYSICAL CONFRONTATIONS WITH THEIR GUARDS, DC10 CAPTAIN DISREGARDS COMPANY POLICY BY DIRECTING THE FLT AND CABIN CREWS TO DEPART THE ACFT WHILE THE VIOLENT DEPLANING PROCEDURE WAS ACCOMPLISHED.

ACN: 789821 (3 of 50)

Synopsis

A DASH 8 FLT CREW RECEIVED A SMOKE WARNING LIGHT, DECLARED AN EMERGENCY AND RETURNED TO DEPT ARPT.

ACN: 789802 (4 of 50)

Synopsis

CABIN ATTENDANT REPORTS PASSENGER ENTERED LAVATORY ON FINAL APCH AND FAILED TO EXIT PRIOR TO LNDG.

ACN: 788986 (5 of 50)

Synopsis

B737 MUST EXIT RWY WHEN PAX ENTERS LAVATORY AS THEY ARE ENTERING THE RWY CLEARED FOR TKOF.

ACN: 788662 (6 of 50)

Synopsis

B757 CAPT REPORTS PAX MISCONDUCT PRIOR TO DEPARTURE REQUIRING SECURITY INTERVENTION BUT IS UNABLE TO RAISE THE COMPANY OR GET THE GATE AGENT TO CALL THEM.

ACN: 788566 (7 of 50)

Synopsis

PAX MANAGES TO EXIT ONE JETBRIDGE ONTO THE RAMP AT CLT AND THEN ENTER THROUGH THE RAMP ACCESS DOOR OF THE CORRECT FLIGHT.

ACN: 784494 (8 of 50)

Synopsis

AN ACR FLT ATTENDANT REPORTS A GREAT DANE SERVICE DOG ALLOWED WITH OWNER IN SEAT XXB TOOK UP THE FLOOR SPACE OF BOTH XXA/B AND PART OF AISLE.

ACN: 783284 *(9 of 50)***Synopsis**

AN SR22 PAX GRABBED THE CTL STICK AS A HAND HOLD AT 25 FT ON APCH CAUSING AN OVER CONTROL. THE ACFT PROP AND NOSEWHEEL FAIRING WERE DAMAGED.

ACN: 780061 *(10 of 50)***Synopsis**

FIGHT BETWEEN TWO PAX TRIGGERS AN EMERGENCY DECLARATION AND LNDG FOR B757-200 FLT CREW.

ACN: 744239 *(11 of 50)***Synopsis**

CAPT OF B747-400 REPORTS PAX REVOLT AT GATE DUE TO MALFUNCTIONING AND DEFERRED A/C SYSTEM AND EXCESSIVE HEAT. CITES LONG DEFERRED MAINT AND LACK OF COOPERATION BY PAX SERVICE PERSONNEL AS EXACERBATERS OF AN ALREADY BAD SITUATION.

ACN: 739880 *(12 of 50)***Synopsis**

3 PAX SIMULTANEOUSLY HEADING FOR THE RESTROOM DURING TAXI RESULT IN SECURITY CONCERNS AND A TKOF WITH CABIN ATTENDANTS OUT OF THEIR ASSIGNED SEATS.

ACN: 736980 *(13 of 50)***Synopsis**

FLIGHT ATTENDANT REPORTS PASSENGER URINATING ON MEAL CART AFTER WAITING 2 MINUTES FOR THE LAV TO OPEN.

ACN: 722561 *(14 of 50)***Synopsis**

B757 FLT ATTENDANT RPTS PAX USING CELL PHONE DURING DSCNT WHO BECOMES ARGUMENTATIVE.

ACN: 720822 *(15 of 50)*

Synopsis

2 A320 PAX HAD AN ALTERCATION DURING APCH. THE CREW DECLARED A SECURITY ALERT AND WERE MET BY ARPT POLICE.

ACN: 719912 (16 of 50)

Synopsis

FLT ATTENDANT RPTS PROBS WITH PAX NOT STOWING PET CARRIER UNDER SEAT FOR TKOF.

ACN: 719136 (17 of 50)

Synopsis

INTOXICATED PAX REPORTEDLY SHOVS CABIN ATTENDANT DURING INTL SNACK SVC. INCIDENT ESCALATES UNTIL PAX IS THREATENED WITH A DIVERSION TO OBTAIN LAW ENFORCEMENT INTERVENTION.

ACN: 718493 (18 of 50)

Synopsis

CABIN ATTENDANT ABOARD B777 RPTS LARGE, ABUSIVE PAX INTIMIDATED AND FRIGHTENED CABIN CREW AND OTHER PAX.

ACN: 714728 (19 of 50)

Synopsis

A PAX IS DENIED BOARDING FOR THE APPEARANCE OF INTOXICATION WHEN CABIN ATTENDANT REFUSES TO BE PRESSURED INTO ALLOWING HIS ACCOMMODATION ON THE FLT.

ACN: 713524 (20 of 50)

Synopsis

B767 CREW RPTS PAX MISCONDUCT ON TRANSATLANTIC FLT.

ACN: 713494 (21 of 50)

Synopsis

CABIN ATTENDANT RPTS BEING SLAPPED BY A FEMALE PAX WHEN SHE AWOKE HER TO PROPERLY POS HER SEAT FOR LNDG. RPTS TO THE FLT CREW AND THE COMPANY ABOUT THE ASSAULT AND BREACH OF SECURITY WERE NOT ACTED ON.

ACN: 710996 (22 of 50)

Synopsis

MD80 CABIN ATTENDANT RPTS PAX WOULD NOT TURN OFF LAPTOP COMPUTER ON DSCNT AND WAS TALKING ON MOBILE DEVICE BEFORE LNDG.

ACN: 710800 (23 of 50)

Synopsis

CABIN ATTENDANT RPTS DISRUPTIVE BEHAVIOR BY UNRULY PAX. A RETIRED POLICEMAN HELPED DEFUSE THE PROBLEM.

ACN: 706499 (24 of 50)

Synopsis

AN ACR ACFT RETURNED TO THE GATE TO REMOVE AN UNCONTROLLABLE CHILD WHO WITH HIS PARENT/GUARDIAN WOULD NOT CONFORM TO PAX TKOF FARS.

ACN: 706125 (25 of 50)

Synopsis

FLT ATTENDANT RPTS UNRULY PAX ON FLT FROM EGKK.

ACN: 705086 (26 of 50)

Synopsis

AN IRATE PAX IS SUBDUED AND RESTRAINED BY FELLOW PAX.

ACN: 704364 (27 of 50)

Synopsis

B757 CABIN CREW HAS PAX STANDING DURING TAXI, ACFT RETURNS TO THE GATE.

ACN: 700168 (28 of 50)

Synopsis

A B757-200 FO DISCUSSES PAX UNWILLINGNESS TO REMAIN SEATED WHEN A PA WAS MADE ANNOUNCING IMPENDING TURB AND THE SEAT BELT SIGN IS ON.

ACN: 699139 (29 of 50)

Synopsis

B757 CREW EXPERIENCED PAX DISRUPTION AND PERCEIVED SECURITY THREAT ENROUTE.

ACN: 698582 (30 of 50)

Synopsis

B757 CABIN CREW IS CONCERNED WITH PAX BEHAVIOR PRIOR TO DEP.

ACN: 697606 (31 of 50)

Synopsis

ALOUETTE-2 PLT HAS A PAX RAISE HIS HAND AND RECEIVE AN INJURY TO HIS FINGERS BY THE MAIN ROTOR BLADE.

ACN: 697594 (32 of 50)

Synopsis

FLT ATTENDANT ABOARD B777 RPTS THE REMOVAL OF AN ALLEGEDLY MISBEHAVING PAX.

ACN: 693437 (33 of 50)

Synopsis

B777 CABIN CREW ENCOUNTERS A PAX SMOKING IN THE AFT LAVATORY AND HAS SECURITY MEET THE ACFT AT THE GATE.

ACN: 693055 (34 of 50)

Synopsis

AFTER DEP B737-300 FLT CREW HAS MENTALLY ILL PAX CALL 911 FROM THE ACFT.

ACN: 690075 (35 of 50)

Synopsis

A319 FLT CREW HAS TO DIVERT DUE TO WX AND INOP WX RADAR. PAX BECOMES IRATE AND UNRULY. FLT CREW DECLARES LEVEL 1 THREAT. PAX ARRESTED AND ESCORTED OFF ACFT.

ACN: 689287 (36 of 50)

Synopsis

B737 FLT CREW HAS PAX SUGGEST THAT ONE OF THE PLTS SMELLS OF ALCOHOL. FLT CREW IMMEDIATELY RETURNS TO GATE AND HAS QUALIFIED PERSONNEL CERTIFY SOBRIETY.

ACN: 684188 (37 of 50)

Synopsis

A B757 FLT ATTENDANT RPTS 2 PAX WHO VERBALLY AND PHYSICALLY ABUSED HER WERE REMOVED FROM THE FLT.

ACN: 683787 (38 of 50)

Synopsis

A DRUNK PAX ACTED BELLIGERENTLY TOWARD THE FLT ATTENDANTS AND WAS ARRESTED UPON ARR AT JFK.

ACN: 679680 (39 of 50)

Synopsis

IN FLT, A FLT ATTENDANT'S WALLET WITH ACR ID, PASSPORT, JUMPSEAT CARD, ETC, IS STOLEN FROM FLT BAG.

ACN: 676667 (40 of 50)

Synopsis

CRJ200 DIVERTS ON ACCOUNT OF ILL AND DISRUPTIVE PAX IN NEED OF MEDICAL ATTENTION.

ACN: 676347 (41 of 50)

Synopsis

DURING TAXI OUT, A DOMESTIC FLT PAX MADE THREATENING REMARKS LEADING TO THE FLT RETURNING TO THE GATE FOR PAX REMOVAL.

ACN: 675798 (42 of 50)

Synopsis

DISTR BY A FAILED GPS, CLOSE PROX TO A CLASS D ARPT, MVMC CONDITIONS AND AN IRATE PAX, PLT OF C152 EXPERIENCES CLOSE ENCOUNTER WITH OPPOSITE DIRECTION C172.

ACN: 675632 (43 of 50)

Synopsis

DESPITE REPEATED ADMONITIONS FROM THE CAPT ABOUT EXPECTED TURB AND DESPITE THE SEATBELT SIGN BEING ON, 1 CABIN ATTENDANT AND 2 PAX ARE INJURED ABOARD B737-800 NEAR ADYNA INTXN.

ACN: 674551 (44 of 50)

Synopsis

A PA24'S DIRECTIONAL GYRO FAILED IN IMC. THE PLT'S PAX EXPERIENCED EXTREME VERTIGO AND ATTEMPTED TO TAKE THE ACFT'S CTL'S. THE PLT REACTED PHYSICALLY AND DECLARED 'DISTRESS,' RETURNING TO LAND WITH ATC ASSISTANCE.

ACN: 673708 (45 of 50)

Synopsis

AN A320 FLT ATTENDANT RPTS THAT A PAX LIT A MATCH IN THE LAV ACTIVATING THE FIRE ALARM THAT WAS HEARD LOCALLY BUT NOT THROUGHOUT THE ACFT OR IN COCKPIT.

ACN: 673686 (46 of 50)

Synopsis

POOR COM BTWN CABIN AND COCKPIT CAUSES A BREAKDOWN IN COORD AND TEAMWORK NECESSARY TO RESOLVE A CABIN DISRUPTION.

ACN: 672091 (47 of 50)

Synopsis

PAX ABOARD B737 BECOMES IRATE WHEN TOLD SHE MUST PAY FOR SANDWICH.

ACN: 671828 (48 of 50)

Synopsis

CABIN ATTENDANT ONBOARD MD80 ASKS TO HAVE PAX REMOVED FOR REFUSING TO FOLLOW REPEATED DIRECTIVES REGARDING CELL PHONE USE. CAPT RETURNS ACFT TO GATE AND DISRUPTIVE PAX IS REMOVED.

ACN: 671485 (49 of 50)

Synopsis

ALERT CABIN ATTENDANT DISARMS CABIN DOORS JUST BEFORE MAINT ATTEMPT TO BOARD MD80 THROUGH AFT ENTRY.

ACN: 671424 (50 of 50)

Synopsis

OVERINDULGING PAX ON INTL FLT WAS RESTRAINED AFTER BECOMING ABUSIVE WITH FLT CREW AND FLT ATTENDANTS. COMPANY PROVIDED RESTRAINING 'TAPE' PROVES INADEQUATE AND FLEX CUFFS REQUIRED FOR EFFECTIVE RESTRAINT.

Report Narratives

ACN: 792881

Time / Day

Date : 200806
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B777-200
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 170
Experience.Flight Time.Total : 26750
Experience.Flight Time.Type : 273
ASRS Report : 792881

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Other Anomaly
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Passenger Human Performance

Narrative

WHEN WE WERE DSNDRG THROUGH 17000 FT ON THE ARR APPROX 75 MI OUT OF ZZZ, WE GOT A CALL FROM THE FLT ATTENDANTS IN THE REAR OF THE ACFT INFORMING US THAT WE HAD A FIRE IN THE 4R LAVATORY, APPARENTLY FROM SOMEONE SMOKING IN THE LAVATORY. THE FO WAS FLYING THE AIRPLANE. THE RELIEF PLT HANDLED COMS WITH THE FLT ATTENDANTS AND WITH DISPATCH. WE IMMEDIATELY BEGAN LOOKING AT WHICH ARPTS WERE THE CLOSEST TO OUR

POS. I WAS COMMUNICATING WITH ATC AND INFORMED THEM ABOUT OUR PROB. I MADE A DECISION TO DIVERT INTO ZZZ1 AND COMMUNICATED THAT TO ATC. AT THAT MOMENT, THE FLT ATTENDANTS RPTED THAT THEY HAD DISCHARGED SEVERAL WATER AND HALON FIRE EXTINGUISHERS INTO THE AREA OF THE FIRE AND THE FIRE APPEARED TO BE OUT WITH NO MORE SIGN OF SMOKE OR FLAME. SINCE THERE APPEARED TO BE NO FURTHER IMMEDIATE THREAT TO THE FLT, I CHANGED MY DECISION AND REQUESTED TO CONTINUE TO ZZZ BUT WITH A REQUEST FOR AN EXPEDITED STRAIGHT-IN APCH TO RWY 19L. ZZZ WAS LNDG ON RWYS 1R AND 1L AT THAT TIME AND WINDS WERE OUT OF THE W AT 10 KTS. ATC SET US UP FOR AN APCH TO RWY 19L. WE REQUESTED THE FIRE EQUIP TO STAND BY AND FOR LAW ENFORCEMENT TO MEET THE FLT SINCE THE FIRE WAS APPARENTLY THE RESULT OF SOMEONE SMOKING IN THE LAVATORY. AFTER AN UNEVENTFUL LNDG, WE EXITED THE RWY AND STOPPED ON THE HIGH SPD TXWY FOR AN INSPECTION BY THE FIREFIGHTERS. SINCE ALL APPEARED TO BE OK AFTER THE INSPECTION, WE ELECTED TO CONTINUE TO THE GATE AND ASKED THE FIRE CREWS TO STAND BY BEFORE ANY CARGO DOORS WERE OPENED AS A PRECAUTION IN CASE THERE WAS ANY FIRE ACTIVITY THAT COULD POSSIBLY HAVE SPREAD TO THE LOWER FUSELAGE. AFTER PARKING AT GATE, FIREFIGHTERS BOARDED THE ACFT AND CHKED OVER THE AFT LAVATORY AREA. THE PAX REMAINED ON BOARD WHILE WE WAITED FOR LAW ENFORCEMENT PERSONNEL TO COME ON BOARD SINCE THE FLT ATTENDANTS SUSPECTED THEY KNEW WHICH PAX HAD BEEN SMOKING. IT TOOK APPROX 10 MINS FOR THE POLICE TO ARRIVE AFTER WE BLOCKED IN TO THE GATE. PAX THEN BEGAN DEPLANING STARTING WITH THE FORWARD SECTION OF THE CABIN SINCE THE SUSPECTED SMOKER WAS IN THE AFT OF THE CABIN. I WOULD LIKE TO COMMEND THE ENTIRE CREW FOR HOW THEY HANDLED A STRESSFUL SITUATION IN A MINIMUM AMOUNT OF TIME. IN PARTICULAR, THE PURSER AND ANOTHER OF OUR FLT ATTENDANT CREW MEMBERS WERE THE ONES ACTIVELY FIGHTING THE FIRE, AND THE PURSER HANDLED THE CABIN DUTIES VERY PROFESSIONALLY IN THE AFTERMATH OF THE FIREFIGHTING AND LNDG. ALSO, WE HAD A HELPER PAX WHO HELPED A GREAT DEAL WITH TEARING AWAY PANELS IN THE LAVATORY WHILE THE FIREFIGHTING EFFORTS WERE PROCEEDING.

Synopsis

CABIN AND FLT CREWS OF B777-200 RESPOND TO A LAV FIRE APPARENTLY STARTED BY A SMOKING PASSENGER.

ACN: 792446

Time / Day

Date : 200806
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MKJK.Airport
State Reference : FO
Altitude.AGL.Single Value : 0

Environment

Light : Night

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : DC-10 30
Operating Under FAR Part : Part 121

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 1000
ASRS Report : 792446

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : Company Policies
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable
Consequence.Other : Company Review
Consequence.Other : Emotional Trauma
Consequence.Other : Physical Injury

Assessments

Problem Areas : Cabin Crew Human Performance
Problem Areas : Company
Problem Areas : Flight Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

CHARTER FLT OPERATING FROM ZZZZ. THE FLT WAS A REPATRIATION MISSION WITH DEPORTEES RETURNING TO KINGSTON, JAMAICA. THE TOTAL PAX COUNT INCLUDED 100 SECURITY GUARDS AND 60 DETAINEES OF VARIOUS BACKGNDs WHO WERE DENIED POLITICAL ASYLUM BY THE UNITED KINGDOM GOV. ALL BOARDED AT THE REAR OF THE ACFT EXCEPT FOR 1 WOMAN, WHOSE OBESITY REQUIRED A LARGER SEAT IN THE FORWARD CABIN. THE SECURITY PERSONNEL CONSIDERED THIS PAX TO BE A HIGH RISK INDIVIDUAL. SHE WAS FORCEFULLY BROUGHT UP THE STAIRS AND AGGRESSIVELY POSITIONED INTO A SEAT AFT OF THE BULKHEAD PARTITION. ANOTHER PAX WAS REMOVED DURING THE BOARDING PROCESS BECAUSE OF HIS VIOLENT MANNER DURING ENTRY. 2 GUARDS WERE INJURED, A BROKEN FINGER, AND A SMALL LACERATION TO A FOREARM. THE WOMAN DIRECTED A VULGAR VERBAL ATTACK TOWARD THE SECURITY INDIVIDUALS RESULTING IN A STRESSFUL ENVIRONMENT FOR THE CABIN CREW. 2 CABIN ATTENDANTS BECAME UPSET BY THIS DISPLAY OF BEHAVIOR AND WERE SOMEWHAT TRAUMATIZED BY THIS EVENT. BOTH WERE UNAWARE OF THE PURPOSE OF THIS MISSION AND IT TOOK PERSONAL COUNSELING TO SUBDUE THEIR CONCERNS. DURING TAXI, AN UPRISING IN THE REAR OF THE ACFT BY SEVERAL DETAINEES REQUIRED INTERVENTION BY THE SECURITY TEAM. THE TEAM MEMBERS IMMEDIATELY COMMANDED THE CABIN ATTENDANTS TO MOVE FORWARD TO THE MID GALLEY AS THEY FORCEFULLY EXTRICATED THE PAX FROM THEIR SEATS AND REPOSITIONED THEM BTWN OTHER GUARDS. THE CABIN ATTENDANTS DESCRIBED THE SITUATION AS CHAOTIC AND DID OBSERVE THE SECURITY GUARDS USING FORCE AS NECESSARY TO NEUTRALIZE THE CONFLICTS. DURING FLT, PAX BECAME UNRULY AS THEY CONTINUED LASHING OUT TOWARD THE GUARDS. ABOUT 4 HRS LATER, IT APPEARED THAT MOST PAX SETTLED DOWN. ON ARR IN KINGSTON, JAMAICA, ANOTHER SERIES OF VIOLENT BEHAVIOR PLACED ADDITIONAL UNDUE HARDSHIP ON THE FLT ATTENDANTS. 1 PAX REFUSED TO LEAVE THE ACFT AND WAS REMOVED PHYSICALLY BY THE JAMAICAN AUTHS. THE LARGE WOMAN SEATED IN THE FRONT OF THE CABIN BEGAN ANOTHER ASSAULT AGAINST THE SECURITY TEAM. HER VULGAR PROFANITY INCLUDED WORDS THAT ULTIMATELY SHOCKED THE CABIN TEAM. THE CABIN CREW WERE IN THE FIRST CLASS PORTION OF THE ACFT. THE DETAINEE BEGAN DEMONSTRATING HOSTILITIES AS SHE SPAT ON THE GUARDS. A FEMALE GUARD RECEIVED A LARGE SECRETION OF BODILY FLUID DIRECTLY IN HER EYE AND REQUIRED IMMEDIATE MEDICAL ATTN. THIS ACTION CAUSED ADDITIONAL EMOTIONAL DURESS FOR THE CABIN CREW. MANY SUGGESTED NEVER DOING A SIMILAR FLT AGAIN. WE WERE ASKED TO DEPART THE ACFT BY CUSTOMS AND WE DID. IT TOOK ALMOST 30 MINS TO CLR CUSTOMS. WE REMAINED IN THE SAME ARR HALL AS THE DEPORTEES AND THIS MADE FOR AN UNCOMFORTABLE ENVIRONMENT BECAUSE THE PAX BEGAN TO RECOGNIZE WHO WE WERE. I APCHED THE POLICE OFFICER AND REQUESTED ASSISTANCE BEYOND THE ARPT LOBBY AS PAX BEGAN CLAIMING THEIR PERSONAL LUGGAGE. HE INFORMED ME THAT A POLICE ESCORT VEHICLE WILL BE PROVIDED ON OUR JOURNEY TO THE HOTEL. UNFORTUNATELY, A PHONE CALL FROM OPS REGARDING THE REMAINING PAX, THE SECURITY TEAM, COMPROMISED OPS MANUAL POLICY. DURING THIS ORDEAL, THE SECURITY GUARDS REMAINED ON BOARD THE ACFT WITHOUT A CABIN TEAM. IN MY HASTE TO REMOVE THE CREW AND PROVIDE A SWIFT JOURNEY AWAY FROM ANY FURTHER EXPOSURE OF HOSTILITIES, I WAS UNAWARE THAT THE OUTBOUND CREW WAS NOT IN THE DEP HALL. SEVERAL THOUGHTS MUST BE ADDRESSED. FIRST, THERE IS NO DIRECTION AS TO THE STATUS OF THE GUARDS. ARE THEY PAX OR ARE THEY SECURITY TEAMS NECESSARY FOR SAFE PASSAGE? ACCORDING TO THE CABIN CREW, THE GUARDS WERE ATTEMPTING TO SUBDUE UNRULY

INDIVIDUALS DURING TAXI. THIS OCCURRED AGAIN DURING TKOF AS THEY PREVENTED OTHERS FROM UNFASTENING SEATBELTS. ONE TEAM FORCEFULLY HELD AN INDIVIDUAL DOWN IN THE AISLE DURING THE CLB PHASE. REGARDLESS OF THE SEATBELT SIGN, OR PHASE OF FLT, THESE INDIVIDUALS MUST DO WHAT IS APPROPRIATE IN MAINTAINING ORDER. A FALSE SENSE OF SECURITY BY ME BECAUSE I DEFINED THEIR ROLE AS WORKING INDIVIDUALS RATHER THAN PAX, WITH AUTH ABOVE AND BEYOND NORMAL OPERATING POLICY. UPON COMPLETION OF THE FLT, I NEGLECTED TO ADDRESS THAT THEIR DUTY WAS OVER AND A RETURN TO NORMAL OPS IN ACCORDANCE WITH THE OPS MANUAL. THE CABIN CREW WERE IN A STATE OF AWE FROM THIS ORDEAL AND IT WEIGHED HEAVILY ON MY DECISION TO REMOVE THEM FROM THE ACFT, PROVIDING A MORE STABLE AREA TO GATHER THEIR COMPOSURE. CUSTOM OFFICIALS REQUIRED OUR IMMEDIATE EXIT IN ORDER TO PROCESS OUR ARR, THE LONG EXHAUSTING DUTY DAY, AND MY OMISSION TO RECOGNIZE THE STATUS OF THE GUARDS, RESULTED IN THIS BREECH.

Synopsis

UNDER EXTRAORDINARY DURESS FROM PAX BEING DEPORTED ENGAGING IN PHYSICAL CONFRONTATIONS WITH THEIR GUARDS, DC10 CAPTAIN DISREGARDS COMPANY POLICY BY DIRECTING THE FLT AND CABIN CREWS TO DEPART THE ACFT WHILE THE VIOLENT DEPLANING PROCEDURE WAS ACCOMPLISHED.

ACN: 789821

Time / Day

Date : 200806
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Dash 8 Series Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Fire/Overheat Warning

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 3200
Experience.Flight Time.Type : 1400
ASRS Report : 789821

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Passenger Human Performance

Narrative

AT APPROX XA10 PM, MY CREW AND I WERE OPERATING FLT XX FROM ZZZ TO ZZZ1. IN ADDITION TO US THERE WERE 4 PAX ON THE FLT, SEATED IN THE REAR AREA OF THE CABIN. APPROX 10 MINS AFTER DEP WE OBSERVED THE SMOKE WARNING LIGHT ILLUMINATE FOR A TOTAL OF APPROX 5-8 SECONDS, AND THEN EXTINGUISH. NO SMOKE OR FIRE WAS OBSERVED. WE SUBSEQUENTLY DONNED OUR OXYGEN MASKS AND GOGGLES, DECLARED AN EMER WITH ATC, AND BEGAN A RETURN TO ZZZ. WE EXECUTED THE APPROPRIATE EMER CHKLISTS, IN THE PROCESS COMMUNICATING THE SITUATION TO THE FLT ATTENDANT. SHE SUBSEQUENTLY INFORMED US THAT NO FIRE OR SMOKE WAS PRESENT IN THE CABIN, AND NO HEAT OR EVIDENCE OF FIRE WAS APPARENT UPON EXAMINING THE BAGGAGE COMPARTMENT ACCESS DOOR. WE LANDED AT ZZZ AND TAXIED TO THE GATE WITH THE FIRE EQUIP STANDING BY. AFTER DEPLANING THE PAX, WE INSPECTED THE ACFT WITH THE FIRE CREW AND DISCOVERED NO EVIDENCE OF FIRE OR SMOKE. IN INVESTIGATING THE SOURCE OF THE INDICATION THE FLT ATTENDANT HAD ASKED THE PAX IF THEIR CELL PHONES WERE ON, THEY RESPONDED IN THE NEGATIVE. HOWEVER, THE FLT ATTENDANT SAID AT THE TIME THAT SHE HAD OBSERVED A PAX SEATED IN THE AFT OF THE ACFT TEXT-MESSAGING ON A CELL PHONE EARLIER DURING TAXI, AND THOUGH SHE SUBSEQUENTLY DIRECTED THE PAX TO TURN OFF ALL ELECTRONIC DEVICES, SHE LATER EXPRESSED REASONABLE SUSPICION THAT THIS INDIVIDUAL MIGHT NOT HAVE COMPLIED WITH HER INSTRUCTIONS. I MADE TELEPHONE CONTACT WITH DISPATCH AND MAINT. I COMMUNICATED OUR ENTIRE SITUATION TO THE MECH ON DUTY. I ALSO EXPLAINED OUR SUSPICION ABOUT THE CELL PHONE. HE AGREED WITH THAT POSSIBILITY OF CELL PHONE INTERFERENCE AND RESPONDED BY SAYING THAT WE SHOULD PERFORM THE BAGGAGE SMOKE WARNING SYS TEST, AND THAT IF THE SYS TEST WAS SUCCESSFUL THAT WE WOULD BE CLR TO CONTINUE THE FLT. I PERFORMED THE TEST AS DIRECTED IN THE FIRST FLT/POST MAINT CHKLIST, AND THE SYS TESTED NORMALLY. I THEN COMMUNICATED THAT INFO TO DISPATCH. OUR COLLECTIVE DECISION, BASED ON COM WITH MAINT, WAS THAT THE SYS WAS FUNCTIONING NORMALLY AND NO MAINT WRITE-UP WAS REQUIRED. DISPATCH THEN RELEASED US TO CONTINUE THE FLT. UPON REBOARDING THE PAX, WE THOROUGHLY EXPLAINED THE SITUATION TO THEM, AND REQUESTED THAT THEY PLEASE ENSURE ALL CELL PHONES REMAINED OFF FOR THE DURATION OF THE FLT. WE SUBSEQUENTLY CONTINUED TO ZZZ1 WITHOUT FURTHER INCIDENT.

Synopsis

A DASH 8 FLT CREW RECEIVED A SMOKE WARNING LIGHT, DECLARED AN EMERGENCY AND RETURNED TO DEPT ARPT.

ACN: 789802

Time / Day

Date : 200805

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SEA.Airport

State Reference : WA

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Operating Under FAR Part : Part 121

Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

ASRS Report : 789802

Events

Anomaly.Cabin Event : Passenger Misconduct

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Unable

Assessments

Problem Areas : Cabin Crew Human Performance

Problem Areas : Environmental Factor

Problem Areas : Passenger Human Performance

Narrative

THE ACFT WAS ON FINAL APCH INTO SEA. THE INFLT CREW WAS BUSY PREPARING THE CABIN FOR LNDG. I WAS READY TO TAKE MY JUMPSEAT, WHEN I NOTICED OUT OF THE CORNER OF MY EYE, A PAX GET UP OUT OF HIS SEAT AND PROCEED TO THE AFT OF THE ACFT. I IMMEDIATELY HEADED TOWARD THE BACK TO INFORM THE PAX THAT THE ACFT WAS IN FINAL APCH. I SAID TO THE PAX THAT WE IN FACT WERE IN FINAL APCH AND WERE JUST MINS AWAY FROM LNDG AND YOU NEEDED TO TAKE YOUR SEAT. MY INSTRUCTIONS WENT UNRESPONSIVE. AT THAT MOMENT, THE AFT FLT ATTENDANTS INTERCEPTED THE PAX AND EXCHANGED DIALOG. THE PAX THEN PROCEEDED INTO THE AFT LAVATORY, ACFT LEFT. THE 'B' FLT ATTENDANT SAID THE PAX HAD TO GO AND SAID THE PAX TOLD HIM THAT HE WOULD BE QUICK ABOUT IT. I WAS CONCERNED BECAUSE I COULD SEE OUT THE WINDOWS THAT WE WERE JUST MINS AWAY FROM LNDG. I WAITED IN THE REAR GALLEY FOR THE PAX TO GET OUT TO HELP HIM GET SAFELY BACK TO HIS SEAT. A FEW MINS PASSED. THE AFT FLT ATTENDANTS THEN PROCEEDED TO BANG ON THE LAVATORY DOOR AND TOLD THE PAX THAT HE NEEDED TO TAKE HIS SEAT IMMEDIATELY. THERE WAS

NO RESPONSE. I THEN LOOKED OUT THE WINDOW AND COULD TELL THE ACFT WAS JUST SECONDS AWAY FROM LNDG. I HAD TO LEAVE THE AFT FLT ATTENDANTS TO HANDLE THE SITUATION AND PROCEEDED BACK TO THE FRONT OF THE ACFT TO TAKE MY JUMPSEAT FOR LNDG. THE ACFT LANDED. I THEN ASKED THE 'A' FLT ATTENDANT IF SHE NOTICED IF THE PAX GOT OUT OF THE LAVATORY AND TOOK ANY NEARBY SEAT. SHE SAID 'NO!' I THEN CALLED BACK TO THE AFT FLT ATTENDANTS ON THE INTERPHONE AND ASKED THEM IF THE PAX IN FACT GOT OUT IN TIME. THEY SAID, NO HE DID NOT AND WAS STILL IN THE LAVATORY. I TOLD THEM THAT I WOULD IMMEDIATELY NOTIFY THE FLT DECK TO INFORM THEM OF THE SITUATION. I CALLED THE FLT DECK IMMEDIATELY AFTER THE PLANE VEERED OFF ONTO THE TXWY. I TOLD THE FLT DECK THAT WE NEEDED TO STOP THE ACFT BECAUSE WE HAD A PAX OUT OF HIS SEAT WHO WAS IN THE LAVATORY AND THAT WE NEEDED TO GET HIM OUT. THE FLT DECK TOLD ME TO STAND BY, WHICH I DID. THE FLT DECK GOT BACK TO ME SEVERAL SECONDS LATER AND TOLD ME THAT A SUPVR WAS GOING TO MEET US AT THE GATE. WE NEVER STOPPED AND PROCEEDED STRAIGHT TO THE GATE.

Synopsis

CABIN ATTENDANT REPORTS PASSENGER ENTERED LAVATORY ON FINAL APCH AND FAILED TO EXIT PRIOR TO LNDG.

ACN: 788986

Time / Day

Date : 200805
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PHX.Airport
State Reference : AZ
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PHX.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Holding

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 910
ASRS Report : 788986

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 85
Experience.Flight Time.Type : 3500
ASRS Report : 788985

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Resolutive Action.Controller : Issued New Clearance
Resolutive Action.Flight Crew : Rejected Takeoff
Resolutive Action.Other

Assessments

Problem Areas : Cabin Crew Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Passenger Human Performance

Narrative

AS WE WERE HOLDING SHORT OF RWY 7L AND #1 FOR TKOF, WE SIMULTANEOUSLY RECEIVED 2 CALLS: ONE FROM THE AFT FLT ATTENDANT STATING THAT A PAX HAD JUST GOTTEN UP AND WAS GOING TO THE LAVATORY, AND A SECOND FROM THE TWR CLRING US INTO POS AND HOLD RWY 7L. I WAS OFF OF COM #1 AND SPEAKING WITH THE FLT ATTENDANT WHILE THE CAPT WAS COMMUNICATING WITH THE TWR. BEFORE ACCEPTING THE CLRNC ONTO THE RWY AND WHILE STILL HOLDING, I COMMUNICATED THE PROB TO THE CAPT AND ASKED THE FLT ATTENDANT TO SEAT THE PAX IMMEDIATELY AND INFORM US AS SOON AS THE CABIN WAS SECURE. THE CAPT THEN TOLD THE TWR THAT WE WERE NOW READY AND WE WERE CLRED FOR TKOF RWY 7L. THIS SCENARIO WHILE SIMPLE AND WITH NO VIOLATIONS CREATED A LOT OF CONFUSION AND CHAOS IN THE CABIN, IN THE COCKPIT, AND WITH ATC. I WOULD CONTINUE TO ENCOURAGE THE CABIN CREW TO CONTACT US ASAP IF THEY EXPERIENCE CABIN SECURITY VIOLATIONS TO ALLOW US TIME TO COORD WITH ATC. IN TIME CRITICAL SITUATIONS SUCH AS THIS SCENARIO, EXPLAINING THE NATURE OF THE PROB TO ATC AND SIMPLY MOVING TO THE HOLDING AREA TO REGROUP MAY BE THE BETTER CHOICE IN ORDER TO GIVE EVERYONE TIME TO CLR THEIR HEADS IN PREPARATION FOR A SAFE, FOCUSED DEP.

Synopsis

B737 MUST EXIT RWY WHEN PAX ENTERS LAVATORY AS THEY ARE ENTERING THE RWY CLEARED FOR TKOF.

ACN: 788662

Time / Day

Date : 200805
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Ground : Parked

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 788662

Events

Anomaly.Cabin Event : Passenger Misconduct
Resolatory Action.None Taken : Insufficient Time

Assessments

Problem Areas : Company
Problem Areas : Passenger Human Performance

Narrative

THIS INVOLVES 2 DISTINCT BUT RELATED ITEMS. THIS WILL DEBRIEF THE FIRST. PRIOR TO GATE DEP, I RECEIVED A CALL FROM THE BACK OF THE PLANE THAT 1 OF OUR PAX WAS VERBALLY ASSAULTING A NEIGHBORING FEMALE PAX WHO HAD COME TO THE FLT ATTENDANT IN TEARS. HE HAD BEEN TRYING TO INTEREST HER IN DRUGS AND WAS ESCALATING HIS RHETORIC. I CALLED FOR AN AGENT AND SECURITY TO ACCOMPANY THEM. THE RESPONSE WAS A MALE AGENT WHO I ASKED TO TALK TO THE FLT ATTENDANT INVOLVED FOR INFO AND THEN REMOVE THE PAX. THE AGENT WAS ADVISED THAT THE PAX HAD DILATED EYES AND WAS ACTING ABUSIVE AND IRRATIONAL. WHEN THE PAX WAS BROUGHT TO THE JETBRIDGE, HE WAS EMPHATIC THAT HE WANTED TO REMAIN ON THE PLANE. AT THIS POINT, THE AGENTS WANTED TO RE-BOARD HIM AND SIMPLY CHANGE HIS SEAT TO ANOTHER. AT THIS POINT, THE #1 FLT ATTENDANT HAD TO ENTER THE ARGUMENT TO PREVENT THIS FROM HAPPENING. NOW THE ONLY CONCERN OF THE AGENTS WAS TO CLOSE THE DOOR AND DEPART. I INFORMED THEM THAT I HAD YET TO ASCERTAIN IF THE ABUSED PAX WANTED TO PRESS CHARGES AND

REQUIRED POLICE INVOLVEMENT. AFTER ACCOMPLISHING THIS, I ASKED WHY NO SECURITY PERSONNEL HAD BEEN CALLED, AS THE SITUATION ON THE JETBRIDGE APPEARED CLOSE TO BECOMING PHYSICAL, BUT NEVER GOT AN ANSWER. WHILE IN THE FINAL STAGES OF BOARDING, A SITUATION DEVELOPED BTWN PAX THAT I DETERMINED NEEDED INTERVENTION. I CALLED SEVERAL TIMES WITH NO ANSWER. I THEN SWITCHED TO RAMP CTL AND REQUESTED SECURITY TO COME TO MY PLANE. THEY TOLD ME TO MAKE MY REQUEST TO OPS. I INFORMED THEM OPS WAS NOT RESPONDING, SO THEY FORWARDED MY REQUEST. SOMETIME LATER DURING THE EVENT, IT BECAME APPARENT THAT IT WAS ESCALATING, AND ONLY AN AGENT HAD RESPONDED. I AGAIN CALLED OPS TO REQUEST POLICE RESPONSE. THIS TIME, AN AGENT ANSWERED BUT WAS VERY CONFUSED, ASKING IF THE POLICE WERE ALREADY AT THE GATE. I EMPHATICALLY SAID NO, I NEEDED THEM TO BE CALLED. AT THIS POINT, THE AGENT KEYED THE MIKE BUTTON AND HELD IT FOR WHAT SEEMED SEVERAL MINS. SOMEONE IN THE BACKGND AT OPS COULD BE HEARD TELLING THE AGENT TO LET GO OF THE MIKE. THIS WAS FOLLOWED BY THE AGENT SAYING OVER THE AIR SEVERAL TIMES THAT IT WASN'T THEM. WHEN THEY WERE FINALLY CONVINCED TO CHK THEIR MIKE, THE FREQ ONCE AGAIN BECAME USABLE. I AGAIN REQUESTED POLICE RESPONSE, BUT THERE WAS NO ANSWER. REPEAT PLEA -- NO ANSWER. I THEN ASKED FOR THE AGENT'S INITIALS OR EMPLOYEE NUMBER FOR MY RPT -- FREQ REMAINED DEAD FOR THE REMAINDER OF THE EVENT. REQUEST WAS PASSED THROUGH RAMP CTL WHO WAS BUSY CLRING OTHER FLTS FOR PUSH/TAXI. OPS AGENT WAS CLEARLY OVERMATCHED FOR THE SIMPLE TASK OF RELAYING A REQUEST FOR SECURITY. THIS COULD HAVE EASILY BEEN A VERY UGLY SITUATION, SPIRALING OUT OF CTL WITH NO RECOURSE FOR THE CREW BUT TO BECOME DIRECTLY, PHYSICALLY INVOLVED. UNACCEPTABLE.

Synopsis

B757 CAPT REPORTS PAX MISCONDUCT PRIOR TO DEPARTURE REQUIRING SECURITY INTERVENTION BUT IS UNABLE TO RAISE THE COMPANY OR GET THE GATE AGENT TO CALL THEM.

ACN: 788566

Time / Day

Date : 200805

Place

Locale Reference.Airport : CLT.Airport

State Reference : NC

Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier

Operating Under FAR Part : Part 121

Flight Phase.Ground : Preflight

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

ASRS Report : 788566

Events

Anomaly.Cabin Event : Passenger Misconduct

Anomaly.Non Adherence : Company Policies

Resolatory Action.Other

Assessments

Problem Areas : Cabin Crew Human Performance

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Passenger Human Performance

Narrative

TOWARDS THE END OF BOARDING IN CLT, SOMEONE KNOCKED ON THE DOOR OF THE JETBRIDGE TO GET IN FROM OUTSIDE. I WENT TO SEE WHO IT WAS, THINKING IT WAS AN EMPLOYEE, THERE WAS A PAX STANDING THERE WITH HIS LUGGAGE AND HOLDING HIS BOARDING STUB FOR ME TO SEE. I OPENED THE DOOR AND HE ENTERED THE JETBRIDGE. I ASKED HIM WHY HE WAS OUT THERE AND HOW HE GOT THERE AND ASKED FOR HIS BOARDING STUB. THE STUB HAD THE RIGHT FLT NUMBER AND DATE AND HIS SEAT, WHICH I KNEW WAS VACANT BECAUSE IT WAS THE EXIT ROW AND I HAD JUST DONE MY EXIT ROW BRIEFING. THE PURSER WAS ALSO ASKING HIM WHO HE WAS FROM INSIDE THE AIRPLANE. HE TOLD US THAT HE HAD GIVEN THE GATE AGENT HIS BOARDING PASS AND THEN ENTERED THE DOOR AND SAW ANOTHER DOOR OPEN THAT PAX WERE ENTERING THROUGH FROM OUTSIDE SO HE WENT OUT THAT DOOR AND FOUND HIMSELF OUTSIDE WHERE HE SAW WHAT HE ASSUMED WAS HIS PLANE, CAME UP THE OUTSIDE STAIRS AND KNOCKED ON THE JETBRIDGE DOOR. I HAD HIS BOARDING PASS AND WAS ABOUT TO CALL THE AGENT TO ASK IF THEY HAD ANY IDEA WHAT WAS GOING ON AND AT THAT MOMENT THE CAPT CAME OUT OF THE

PLANE AND TOLD THE PAX TO GO UP TO THE PODIUM AND SPEAK WITH THE AGENT. HE SAID HE WOULD GO WITH HIM. AS THEY WERE WALKING UP THERE, THE AGENT WAS ON HER WAY DOWN TO CLOSE THE DOOR AND VERIFIED THE MAN AS BELONGING ON OUR FLT. HE WAS ALLOWED TO BOARD THEN, AND THERE WERE NO ISSUES INFLT.

Synopsis

PAX MANAGES TO EXIT ONE JETBRIDGE ONTO THE RAMP AT CLT AND THEN ENTER THROUGH THE RAMP ACCESS DOOR OF THE CORRECT FLIGHT.

ACN: 784494

Time / Day

Date : 200803

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Ground : Preflight

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
ASRS Report : 784494

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Company
Problem Areas : Passenger Human Performance

Situations

Narrative

PAX IN SEAT XXB BOARDED WITH A GREAT DANE SVC ANIMAL. I AM NOT EXAGGERATING WHEN I SAY THAT THE DOG WAS THE SIZE OF A SMALL PONY. THE DOG SAT AT HER FEET AND TOOK UP THE ENTIRE SPACE ON THE FLOOR AND ALSO OVERLAPPED ABOUT 6 INCHES INTO THE AISLE. THE ACFT WAS AN A320 AND IT WAS AN ALL-NIGHTER. THE FLT WAS COMPLETELY FULL AND A PAX HAD TO BE BOUGHT OFF THE FLT SO THAT XXA REMAINED OPEN BECAUSE THERE WAS NO ROOM FOR ANYONE TO SIT THERE. THIS DOG MADE IT PAST CHK IN AND SECURITY AND WAS EVEN ALLOWED TO BOARD WITHOUT ANYONE (CSR) EXPRESSING ANY CONCERN OF SPACE. I UNDERSTAND THAT A PERSON HAS A RIGHT TO A SVC ANIMAL BUT THIS DOG WAS SO LARGE THAT IT TOOK UP SPACE OUT INTO THE AISLE WHERE I HAD TO WALK FOR THE SVC. IT WAS DARK AND ANYONE COULD HAVE TRIPPED ON THE DOG. SHE DIDN'T HAVE MUCH CTL OVER THE DOG AND WHEN SHE WENT TO THE LAVATORY THE DOG TOOK OFF DOWN THE ECONOMY AISLE. I HAD TO PHYSICALLY RESTRAIN THE DOG WITH ITS

LEASH. SHE ALSO HAD THE DOG DRINK OUT OF THE SINK IN THE FIRST CLASS LAVATORY BECAUSE SHE DIDN'T BRING A BOWL FOR HIM. THE DOG SMELLED AND HE GOT HAIR ON EVERYTHING INCLUDING THE SEATS AND ME. I FELT LIKE THE COMFORT AND SAFETY OF OTHERS WERE COMPROMISED BY SUCH A HUGE DOG. WE TOOK A DELAY WHILE THE CSR'S BOUGHT OFF THE PAX PLUS THEY ALLOWED THE PAX TO LEAVE HER DOG AND RETURN TO SECURITY TO RETRIEVE HER FORGOTTEN LAPTOP. THIS WAS AFTER SCHEDULED DEP TIME. IT DOESN'T MAKE SENSE THAT PAX HAVE TO STORE THEIR LUGGAGE FOR TKOF BUT THAT A 200 LB DOG CAN BE LAYING ACROSS AN AISLE. THIS SITUATION SHOULD HAVE BEEN DEALT WITH BEFORE THE PAX BOARDED. IT ALL MADE FOR A VERY UNCOMFORTABLE FLT.

Synopsis

AN ACR FLT ATTENDANT REPORTS A GREAT DANE SERVICE DOG ALLOWED WITH OWNER IN SEAT XXB TOOK UP THE FLOOR SPACE OF BOTH XXA/B AND PART OF AISLE.

ACN: 783284

Time / Day

Date : 200804
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 25

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : SR22
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 390
Experience.Flight Time.Type : 50
ASRS Report : 783284

Person : 2

Affiliation.Other : Personal
Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Other Anomaly
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

ACFT WAS LNDG RWY XX, ZZZ. PAX WAS GIVEN PRE-LNDG BRIEFING PRIOR TO TURNING FINAL RWY XX. APPROX 25 FT, PAX IN R FRONT SEAT BEGAN MOVING HIS ARMS AND LEGS ERRATICALLY. PAX WAS INSTRUCTED TO SIT STILL, PLACE HIS FEET ON THE FLOOR AND HANDS IN HIS LAP. PAX REACHED FOR SOME TYPE OF HAND-HOLD AND PULLED AFT ON CTL STICK WITH AN IMMEDIATE PUSH FORWARD, OVER-CTLING MY CTL INPUTS. THE AIRPLANE STRUCK THE PROP TIPS AND DAMAGED THE NOSEWHEEL FAIRING. NO INJURIES WERE SUSTAINED BY PLT OR PAX.

Synopsis

AN SR22 PAX GRABBED THE CTL STICK AS A HAND HOLD AT 25 FT ON APCH CAUSING AN OVER CONTROL. THE ACFT PROP AND NOSEWHEEL FAIRING WERE DAMAGED.

ACN: 780061

Time / Day

Date : 200803

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 10000

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON

Operator.Common Carrier : Air Carrier

Make Model Name : B757-200

Operating Under FAR Part : Part 121

Flight Phase.Descent : Approach

Flight Phase.Descent : Intermediate Altitude

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Qualification.Pilot : ATP

ASRS Report : 780061

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Events

Anomaly.Cabin Event : Passenger Misconduct

Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Passenger Human Performance

Narrative

LEAVING 10000 FT I WAS ADVISED BY THE 'A' FLT ATTENDANT THAT A FIGHT BTWN 2 PAX HAD BROKEN OUT IN THE BACK OF THE AIRPLANE AND THAT THEY WERE PROTECTING THE COCKPIT DOOR. I INFORMED HER THAT I AGREED WITH HER DECISION AND THAT WE WERE GOING TO PROCEED TO ZZZ ASAP AND THAT WE WOULD HAVE SECURITY MEET THE FLT. I ALSO TOLD HER TO KEEP ME INFORMED TO ANY CHANGES IN THE SITUATION. I DECLARED AN EMER WITH ZZZ APCH CTL AND INFORMED THEM WE WERE GOING TO PROCEED DIRECTLY TO THE OM FOR THE APCH. I INSTRUCTED THE FO SINCE HE WAS AN ARMED FFDO THAT IN THE EVENT THE SITUATION CHANGED AND THE COCKPIT DOOR WAS

COMPROMISED THAT I WOULD ASSUME PF DUTIES AND HE WOULD BE FREE TO PERFORM THE DUTIES OF AN FFDO. WE LANDED WITHOUT DELAY AND WERE ALLOWED TO TAXI IMMEDIATELY TO THE GATE WHERE SECURITY MET THE FLT. THERE WERE NO INJURIES OR ACFT DAMAGE.

Synopsis

FIGHT BETWEEN TWO PAX TRIGGERS AN EMERGENCY DECLARATION AND LNDG FOR B757-200 FLT CREW.

ACN: 744239

Time / Day

Date : 200706
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B747-400
Operating Under FAR Part : Part 121
Flight Phase.Ground : Parked

Component : 1

Aircraft Component : Air Conditioning Distribution System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 100
ASRS Report : 744239

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Other Anomaly.Other
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Cabin Temp
Guages
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Other
Consequence.Other : Company Review
Consequence.Other : Emotional Trauma
Consequence.Other
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance
Problem Areas : Maintenance Human Performance
Problem Areas : Passenger Human Performance

Narrative

MECHS IN COCKPIT UPON ARR TO PLANE, DEFERRED NO AIRFLOW IN CABIN ROW 40-62. 2 BATTERY CHARGERS NOT WORKING, 2 BATTERIES LOW. GND STAFF WAS ACCUSED OF RUNNING DOWN BATTERIES. APU AIR TURNED OFF TO WORK ON APU BATTERY AND CHARGER. TEMP IN CABIN OVER 100 DEGS. DEPLANE PEOPLE, GOT MR X OF FLT OPS MGMNT TO HELP ON MANY ISSUES TODAY. HE DID THE USUAL WONDERFUL JOB HE ALWAYS DOES, HIGH END CAPABILITY PERSON. REPLACE BATTERY AND CHARGER, RELOAD PEOPLE INTO PLANE AFTER TRYING TO COOL CABIN USING SEVERAL TECHNIQUES DUE TO WKS OLD DEFERRED NO COOLING AIRFLOW IN ROWS 40-62, TOOK TIME TO COOL PLANE BELOW 95 DEGS F. FINALLY LOADED PEOPLE AT 86 DEGS F CABIN TEMP IN REAR, RELOAD BACK OF CABIN LAST, DOOR CLOSED, WAITING FOR MRM. CTR DUCT OVERHEAT NOW ON. CHKLIST REQUIRES AIR CONDITIONING BACK OFF. TRIED TO GET CABIN DOOR OPEN. STATION FAILED TO OPEN DOOR. CALL MR X AGAIN TO GET DOOR OPEN SINCE CUSTOMERS OUT OF SEATS YELLING AT FLT ATTENDANTS TO GET OFF ACFT DUE TO HEAT. CANNOT GET ANYBODY TO OPEN DOOR. MAINT SAYS PLANE IS FIXED WITH RESET, BUT NOT, STILL WORKING ON DUCT CLAMPS THAT ARE LOOSE IN BELLY OF ACFT. THE PLANE IS NOT FIXED, BUT THE DOOR AGAIN CLOSED IN HEAT. NO MRM. CUSTOMERS NOW MAKE A FULL PUSH FORWARD TO THE ENTRY DOOR WANTING OFF ACFT. FLT ATTENDANTS UNDER SERIOUS PRESSURE FROM PAX. MR X GETS DOOR OPEN AGAIN AS STATION KEEPS SAYING THE PLANE IS FIXED WHEN IT IS NOT FIXED AS DOORS IN BELLY STILL OPEN AND CLAMPS ON DUCTS BEING FIXED, HAD TO DEMAND ENTRY DOOR BE OPENED AS EMER HEAT CONDITIONS ONBOARD AND PAX OUT OF SEATS YELLING AT CREW AND PUSHING AGAINST ENTRY DOOR. FLT ATTENDANTS WANT OFF ACFT AS DUTY TIME NOW EXCEEDED. SEVERAL FLT ATTENDANTS GOT OFF OUT OF DUTY TIME BUT OTHERS INDICATED A DESIRE TO LEAVE AND THE DOOR WAS SHUT AS THEY WERE RETRIEVING BAGGAGE AFTER TELLING STATION OPS PEOPLE AT THE ENTRY DOOR THEY WERE LEAVING. THE DOOR WAS SLAMMED SHUT ANYWAY. PAX PUSHING AGAINST FLT ATTENDANTS WANTING OFF. HEAT BUILDING WELL ABOVE 100 DEGS F. FLT CREW NOW EXHAUSTED FROM COCKPIT HEAT. NO MRM. STILL WORKING ON DUCT OVERHEAT IN BELLY. MR X GETS DOOR OPEN. PAX LEAVING ACFT FOR A SECOND TIME UNDER GREAT STRESS OF HEAT. FLT CREW NOW OUT OF DUTY TIME, HIGHLY STRESSED AND OVERHEATED. FLT ATTENDANTS OUT OF DUTY TIME AND VERY STRESSED. PAX YELLING AT CREW INCLUDING ME. TIME TO GET OUT FOR SAFETY FROM HEAT AND POSSIBLE PAX RIOT. FLT CANCELED. ANNOUNCEMENTS TO PAX FOR FLT CANCELLATION BLAMED ON CREW WALKING OFF, BUT THE PLANE WAS STILL NOT FIXED. BELLY PANELS OPEN AND 100+ DEG HEAT IN CABIN AND COCKPIT (GAUGES STOP AT 99). MY PERSONAL GAUGE WAS 110 DEGS IN COCKPIT SEAT.

Synopsis

CAPT OF B747-400 REPORTS PAX REVOLT AT GATE DUE TO MALFUNCTIONING AND DEFERRED A/C SYSTEM AND EXCESSIVE HEAT. CITES LONG DEFERRED MAINT AND LACK OF COOPERATION BY PAX SERVICE PERSONNEL AS EXACERBATERS OF AN ALREADY BAD SITUATION.

ACN: 739880

Time / Day

Date : 200705

Day : Thu

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Aircraft : 1

Controlling Facilities.Tower : LAX.Tower

Operator.Common Carrier : Air Carrier

Make Model Name : B767 Undifferentiated or Other Model

Operating Under FAR Part : Part 121

Flight Phase.Ground : Takeoff Roll

Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

ASRS Report : 739880

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Person : 3

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Cabin Crew Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Passenger Human Performance

Narrative

AFTER PUSHBACK AND UPON ENG START-UP, 3 PAX SEATED SEPARATELY GOT UP OUT OF THEIR SEATS TO GO TO 3 SEPARATE BATHROOMS. THE AFT FLT ATTENDANTS WERE CONCERNED BY THIS UNUSUAL BEHAVIOR, DID A SAFETY SWEEP OF THE BATHROOMS INVOLVED, AND THE PLT AND I WERE NOTIFIED OF

THEIR CONCERNS. THE CAPT SAID THAT 'THEY' WERE GOING TO 'RUN' THE NAMES OF THE PAX OF CONCERN PRIOR TO TKOF, BUT WOULD CONTINUE TO TAXI TO THE RWY WHILE AWAITING FEEDBACK. THE AFT FLT ATTENDANTS ASKED ME TO COME TO THE BACK AND 'CHK OUT' THE PAX OF CONCERN, AND I DID SO. UPON GETTING BACK TO THE ACFT AND OBTAINING THE SEAT NUMBERS FROM THE OTHER FLT ATTENDANTS, THE ACFT MADE A SHARP TURN AND STARTED ROLLING DOWN THE RWY. NO ANNOUNCEMENT WAS MADE TO 'PREPARE FOR TKOF' FROM THE COCKPIT PRIOR TO TKOF. I WAS ABLE TO QUICKLY SIT IN AN EMPTY PAX SEAT AT APPROX ROW 31 OF THE R AISLE. AS SOON AS IT WAS SAFE FOR ME TO BE UP, I RETURNED TO MY JUMPSEAT AND AFTER STERILE COCKPIT WAS COMPLETE, I INFORMED THE CAPT WHAT HAD OCCURRED AND HE APOLOGIZED FOR NOT INFORMING THE CABIN CREW TO PREPARE FOR TKOF PRIOR TO DOING SO.

Synopsis

3 PAX SIMULTANEOUSLY HEADING FOR THE RESTROOM DURING TAXI RESULT IN SECURITY CONCERNS AND A TKOF WITH CABIN ATTENDANTS OUT OF THEIR ASSIGNED SEATS.

ACN: 736980

Time / Day

Date : 200704

Day : Sun

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B737-800

Operating Under FAR Part : Part 121

Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Experience.Flight Attendant Time.Airline Total : 16

Experience.Flight Attendant Time.Total : 16

Experience.Flight Attendant Time.Type : 30

ASRS Report : 736980

Person : 2

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct

Resolatory Action.Other

Assessments

Problem Areas : Passenger Human Performance

Narrative

PAX CAME FORWARD FROM SEAT TO USE LAVATORY. LAVATORY WAS OCCUPIED. PAX WAITED 1-2 MINS BEFORE URINATING ON FIRST CLASS MEAL CART AND FORWARD ENTRY AREA. WHEN LAVATORY OPENED, HE WENT IN. UPON EXIT, I EXPLAINED SEVERITY OF THE OCCURRENCE AND ASKED FOR IDENT TO FILL OUT RPTS. I NOTIFIED THE CAPT AND PAX WAS DETAINED ON ARR IN ZZZ. INTERESTING TO NOTE: NOT ONE SINGLE PERSON FROM FLT SVC OR OUR ACR HAS CONTACTED ME ABOUT THE INCIDENT INVOLVING BODILY FLUIDS.

Synopsis

FLIGHT ATTENDANT REPORTS PASSENGER URINATING ON MEAL CART AFTER WAITING 2 MINUTES FOR THE LAV TO OPEN.

ACN: 722561

Time / Day

Date : 200612
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LGA.Airport
State Reference : NY

Environment

Aircraft : 1

Controlling Facilities.Tower : LGA.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Operating Under FAR Part : Part 121

Aircraft : 2

Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Qualification.Flight Attendant.Aircraft Qualified On : 7
Experience.Flight Attendant Time.Airline Total : 7
Experience.Flight Attendant Time.Total : 9
Experience.Flight Attendant Time.Type : 25
ASRS Report : 722561

Person : 2

Function.Observation : Passenger

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Cabin Event : Passenger Electronic Device
Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Resolatory Action.None Taken : Unable

Assessments

Problem Areas : Passenger Human Performance

Narrative

PAX WAS ON CELL PHONE DURING DSCNT TO MAKE A CALL. I TOLD HIM TO TURN IT OFF AND HE WAS EXTREMELY DEFENSIVE AND ARGUMENTATIVE. THE ARGUING AND VERBAL ABUSE CONTINUED ON THE GND. THE POLICE WERE CALLED OUT TO ISSUE A CITATION. MAN SEEMED A LITTLE MENTALLY IMPAIRED (NOT DRUNK). I CAN'T THINK OF ANY WAY TO PREVENT THIS TYPE OF INCIDENT HAPPENING AGAIN.

Synopsis

B757 FLT ATTENDANT RPTS PAX USING CELL PHONE DURING DSCNT WHO BECOMES ARGUMENTATIVE.

ACN: 720822

Time / Day

Date : 200612
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 980
ASRS Report : 720822

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 4

Function.Observation : Passenger

Person : 5

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : FAR
Resolatory Action.Other

Assessments

Problem Areas : Passenger Human Performance

Narrative

AT APPROX 5000 FT WHILE BEING VECTORED FOR A VISUAL APCH, #1 FLT ATTENDANT ALERTED THE COCKPIT TO AN ALTERCATION BTWN PAX IN THE FORWARD CABIN. THE FO, PNF, WAS COMMUNICATING WITH THE #1 FLT ATTENDANT, ALERTED THE CAPT OF A POSSIBLE FIGHT IN THE CABIN. THE CAPT DECLARED A LEVEL 1 SECURITY THREAT WITH TRACON, REQUESTED PRIORITY HANDLING AND FOR LAW ENFORCEMENT TO MEET THE ACFT. AN ACARS MESSAGE WAS SENT TO DISPATCH INFORMING THEM OF THE LEVEL 1 DECLARATION. THE ACFT WAS CLRED FOR A VISUAL APCH, LANDED AND DOCKED AT GATE. LAW ENFORCEMENT MET THE ACFT. ARPT POLICE INSTRUCTED THAT ALL PAX DEPLANE AND THAT THOSE INVOLVED BE POINTED OUT TO THEM BY THE #1 FLT ATTENDANT. LAW ENFORCEMENT INTERVIEWED THOSE INVOLVED AND SUBSEQUENTLY RELEASED ALL.

Synopsis

2 A320 PAX HAD AN ALTERCATION DURING APCH. THE CREW DECLARED A SECURITY ALERT AND WERE MET BY ARPT POLICE.

ACN: 719912

Time / Day

Date : 200611
Day : Tue

Place

Locale Reference.Airport : TPA.Airport
State Reference : FL
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Qualification.Flight Attendant.Aircraft Qualified On : 5
Experience.Flight Attendant Time.Airline Total : 6
Experience.Flight Attendant Time.Total : 6
Experience.Flight Attendant Time.Type : 70
ASRS Report : 719912

Person : 2

Function.Observation : Passenger

Person : 3

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct

Assessments

Problem Areas : Aircraft
Problem Areas : Passenger Human Performance

Narrative

PAX MS X WAS SITTING IN SEAT XX WHEN I WAS DOING MY COMPLIANCE CHKS. SHE HAD A LARGE PET BAG BLOCKING THE AISLE AND I POLITELY ASKED IF SHE COULD PUT IT UNDER THE SEAT IN FRONT OF HER SO THE AISLE COULD BE CLR

FOR TKOF. SHE REFUSED IN A VERY ANGRY VOICE COMPLAINING THAT THERE WAS METAL ATTACHED TO THE SEAT IN FRONT OF HER PREVENTING HER FROM FITTING HER BAG UNDER THE SEAT. I WAS UNDERSTANDING ABOUT HER CONCERN FOR HER PET, STATING THAT THE PWR PORTS ARE ONLY IN THE CTR SEATS, SO WOULD SHE MIND PLACING THE BAG UNDER THE WINDOW OR AISLE SEAT FOR TKOF AND SHE AGAIN REFUSED AND STARTED RANTING ABOUT ACR NOT ACCOMMODATING HER BAG. I THEN EXPLAINED THAT IT WAS AN FAA REG THAT THE AISLE MUST BE CLR FOR TKOF AND LNDG SO THAT NOTHING OBSTRUCTS ANYONE'S EXIT IN CASE OF AN EMER. SHE CONTINUED TO ARGUE WITH ME SAYING 'BLOCKING WHOSE EXIT? THAT'S RIDICULOUS.' I AGAIN SUGGESTED THAT PERHAPS ONE OF THE PAX IN THE OTHER 2 SEATS (F AND D) MIGHT NOT MIND IF HER PET CARRIER WENT UNDER THE SEATS IN FRONT OF THEM FOR TKOF AND LNDG. I ASKED THE PAX IN XXD, WHO SAID SHE DIDN'T MIND, YET MS X CONTINUED TO COMPLAIN THAT HER BAG WAS 'AIRLINE APPROVED' AND SHE HAS 'PAID' TO HAVE IT WITH HER. AGAIN I EXPLAINED THAT EVEN THOUGH THE BAG IS APPROVED, IT STILL MUST FIT UNDER A SEAT FOR TKOF AND LNDG SO THE AISLE IS CLR FOR SAFETY REASONS. MS X CONTINUED SCREAMING AT ME WHEN MS Y (IN B) TURNED TO HER AND SAID 'CUT IT OUT, SHE HAS ALREADY TOLD YOU 4 TIMES TO PUT YOUR BAG UNDER A SEAT.' AT THAT TIME I GENTLY PLACED THE BAG UNDER B, SO WE COULD SAFELY TAKE OFF. AFTER TKOF MS X GOT OUT OF HER SEAT (BEFORE THE FASTEN SEAT BELT SIGN WAS TURNED OFF) AND YELLED AT ME, POKING HER FINGER AT ME AND ACCUSING ME OF BREAKING HER BAG. I WENT TO THE SVC KIT FOR A PAX MISCONDUCT NOTICE, BUT THERE WERE NONE. I ASSURED HER I WOULD WRITE A FULL RPT ABOUT THE INCIDENT.

Synopsis

FLT ATTENDANT RPTS PROBS WITH PAX NOT STOWING PET CARRIER UNDER SEAT FOR TKOF.

ACN: 719136

Time / Day

Date : 200611
Day : Tue
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO

Aircraft : 1

Controlling Facilities.ARTCC : ZZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B777 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Qualification.Flight Attendant.Aircraft Qualified On : 3
Experience.Flight Attendant Time.Airline Total : 20
Experience.Flight Attendant Time.Total : 20
Experience.Flight Attendant Time.Type : 100
ASRS Report : 719136

Person : 2

Function.Observation : Passenger

Person : 3

Affiliation.Company : Air Carrier
Function.Oversight : Flight Attendant In Charge

Events

Anomaly.Cabin Event : Passenger Misconduct
Resolatory Action.Other

Assessments

Problem Areas : Cabin Crew Human Performance
Problem Areas : Environmental Factor
Problem Areas : Passenger Human Performance

Narrative

I WAS PASSING OUT/DISTRIBUTING THE SNACK IN THE MAIN CABIN WHEN I REACHED ROW X3. PAX IN X3G (WAS UNWILLING TO GIVE ME HIS NAME ANY TIME DURING THIS INCIDENT) WAS STANDING WITH A PLASTIC CUP OF WATER

IN HAND. I HANDED HIM THE SNACK AND SAID 'ENJOY.' HE THEN PROCEEDED TO WAKE HIS WIFE AT WHICH POINT I QUIETLY SUGGESTED TO HIM TO LET HER SLEEP AS WE ONLY ARE CATERED WITH A MINIMUM NUMBER OF SNACKS ONLY FOR THOSE PAX WHO ARE AWAKE AND THAT IF SHE WAKES UP, I'D BE MORE THAN HAPPY TO BRING HER A SNACK. HE THEN REPLIED, 'I'LL DO WHAT I WANNA DO TO MY WIFE, YOU'RE NOT GONNA TELL ME WHAT TO DO!' HE THEN, SHOVED ME FORWARD WITH HIS FOREARM, SPLASHING/SPILLING THE WATER FROM THE CUP ALL OVER ME. THE PAX SEATED IN X2G, IN FRONT OF HIM AND WATER ON HIMSELF AS WELL. HE STARTED TO RANT AND BECAME HOSTILE TOWARDS ME -- I TOLD HIM TO STOP IMMEDIATELY, REQUESTING HIM TO TAKE HIS SEAT. I ADVISED HIM THAT THE INCIDENT HAD NOW 'GOTTEN OUT OF HAND AND IT HAD TO BE DOCUMENTED AND THE CAPT NEEDED TO BE INFORMED.' PAX WAS REEKING OF ALCOHOL. HE WAS SLURRING HIS WORDS AND DISPLAYED A SOMEWHAT VIOLENT ATTITUDE. PAX SEEMED VERY AGITATED BUT INFORMED ME THAT HE WAS A LOYAL CUSTOMER AT WHICH I SAID, I REALLY DON'T THINK THAT THAT HAS ANYTHING TO DO WITH THE INCIDENT THAT JUST TRANSPIRED. HE CONTINUED TO RANT AS I CONTINUED TO EXPLAIN TO HIM THE POLICIES THAT WILL NOW TAKE PLACE AS HE CHOSE TO USE 'FORCE' ON ME. HE REQUESTED THE PURSER AT WHICH I TOLD HIM THE PURSER WAS ON HIS BREAK AND COULDN'T BE DISTURBED BUT I TOLD HIM THE CAPT WILL BE ADVISED AS TO HIS BEHAVIOR AND NOTIFIED OF THIS SITUATION AND THAT IF THE CAPT FEELS THAT THE SAFETY OF PAX AND CREW IS BEING JEOPARDIZED, WE COULD POSSIBLY BE FORCED TO LAND THE FLT IN THE CLOSEST CITY ON THE WEST COAST, POSSIBLY SAN FRANCISCO. I LEFT THE PAX TO GO TO FIRST CLASS AND RETRIEVE A BLANK PAX INFLT DISTURBANCE RPT AND FOUND THAT THE PURSER HADN'T RETIRED TO THE CREW BUNKS FOR HIS BREAK AND IMMEDIATELY EXPLAINED THAT WE HAD A 'SIT' IN THE MAIN CABIN. HE SAID THE CAPT WAS IN THE RESTROOM AND AS SOON AS HE CAME OUT, WE WOULD DISCUSS IT WITH HIM. WHEN CAPT EMERGED FROM THE RESTROOM, I EXPLAINED THE SITUATION, DESCRIBING THE PUSHING/SHOVING INCIDENT. HE SAID THAT SINCE IT HAD ESCALATED TO THIS LEVEL, A DISTURBANCE RPT WAS APPROPRIATE. I RETURNED TO PAX WITH THE FORM AND REQUESTED THAT I SEE SOME IDENT TO COMPLETE THE FORM. PAX REFUSED TELLING ME THAT 'HE WASN'T GOING TO GIVE ME A 'EXPLETIVE' THING BECAUSE IT WAS ME WHO HAD PUSHED HIM.' HIS WIFE THEN CHIMED IN, STATING THE SAME THING ALONG WITH 2 OTHER PAX SEATED IN THE H AND J SEATS (HIS WIFE WAS ASLEEP WHEN THE SHOIVING INCIDENT TOOK PLACE SO SHE COULDN'T HAVE SEEN HIM SHOVE ME AND THE 2 PAX IN THE H AND J SEATS DIDN'T HAVE A CLR VIEW AS I WAS IN THE AISLE BLOCKING THEIR VIEW --THIS WAS TOTALLY BOGUS!). NEITHER OF THESE PAX WERE WILLING TO GIVE ME THEIR NAMES. PAX SEATED BEHIND PAX IN SEAT X5G THEN SAID, 'HEY BUDDY, I SAW HIM SHOVE YOU. IF YOU NEED SOMEONE TO VERIFY THIS, I'D BE HAPPY TO ASSIST.' SINCE PAX WAS BEING UNCOOPERATIVE REGARDING COMPLETING THE INFLT DISTURBANCE FORM, I RETURNED TO EXPLAIN FURTHER THE SITUATION TO THE PURSER AND THE CAPT. CAPT THEN SUGGESTED THAT THE PURSER GO AND INQUIRE JUST WHAT HAD TRANSPIRED. I RETURNED TO THE MAIN CABIN, REQUESTED THAT PAX IN X5G COME WITH ME TO THE AFT OF THE PLANE SO I COULD OBTAIN THE NECESSARY INFO FROM HIM AS HE WAS THE ONLY PAX TO HAVE A CLR VIEW OF THE ACTUAL EVENT AND HOW IT TRANSPIRED. HE STATED THAT HE HAD A CLR VIEW OF THE ENTIRE INCIDENT AND YES, PAX SHOVED/PUSHED ME. I THANKED HIM FOR THE INFO AND TOLD HIM THAT I WOULD FORWARD IT TO THE COMPANY. HE RETURNED TO HIS SEAT. PURSER THEN EXPLAINED TO PAX THAT INCIDENT THAT HAD JUST TAKEN PLACE WAS A VIOLATION AND THAT THE AUTHS WILL NOW MEET THE FLT AND IT WILL BE IN

HIS HANDS. AS I WAS NOT A WITNESS TO THIS, I DO NOT KNOW EXACTLY WHAT HAD TRANSPIRED BTWN THE PURSER AND PAX, HOWEVER, ACCORDING TO THE PURSER, PAX CONFESSED THAT HE 'MAY HAVE GENTLY PUSHED' THE MALE FLT ATTENDANT AND IT WAS A SIMPLE MISUNDERSTANDING. ACCORDING TO THE PURSER, PAX WAS NERVOUS AND SHAKING AND COMPLIED WITH THE REQUEST, SUPPLYING HIM WITH HIS NAME, ADDRESS AND IDENT. HE ALSO SAID THAT PAX APOLOGIZED FOR THE COMMOTION HE INSTIGATED. PURSER THEN ASKED ME IF I WANTED TO PURSUE THE INCIDENT AND HAVE THE AUTHS MEET THE FLT. I WAS RELUCTANT/HESITANT TO DO SO AS THE ENTIRE FLT LOAD OF PAX WERE RETURNING HOME AND THAT BY HAVING THE AUTHS INVOLVED IN THE INCIDENT WOULD ONLY DELAY THEIR ARR AND EVENTUAL REUNIONS WITH THEIR FAMILIES, FRIENDS AND LOVED ONES. SINCE PAX APOLOGIZED AND I DIDN'T WANT THE PAX INCONVENIENCED ANY MORE THAN THEY ALREADY HAD BY THE COMMOTION IN THE MAIN CABIN, I DECLINED TO PRESS IT ANY FURTHER AND THOUGHT IT IN THE BEST INTERESTS OF THE PAX AND EVERYONE ELSE INVOLVED TO 'DROP IT' AND CHALK IT UP TO TOO MUCH ALCOHOL AND TAKE NO OTHER ORDERS AS PAX HAD BEEN WARNED BY MYSELF AND THE PURSER. THE CAPT DID NOT TALK TO/CONFRONT PAX AND LEFT IT UP TO THE PURSER AND MYSELF. SUGGESTION: DO NOT SERVE ALCOHOL TO ANY PAX AND HAVE ALL DUTY-FREE LIQUOR PURCHASES BOARDED IN ACFT BELLY SO PAX DO NOT HAVE ACCESS TO 'THEIR PERSONAL SUPPLY' TILL AFTER LNDG.

Synopsis

INTOXICATED PAX REPORTEDLY SHOVES CABIN ATTENDANT DURING INTL SNACK SVC. INCIDENT ESCALATES UNTIL PAX IS THREATENED WITH A DIVERSION TO OBTAIN LAW ENFORCEMENT INTERVENTION.

ACN: 718493

Time / Day

Date : 200611

Day : Sat

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B777-200

Operating Under FAR Part : Part 121

Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Function.Oversight : Flight Attendant In Charge

Qualification.Flight Attendant.Aircraft Qualified On : 4

Experience.Flight Attendant Time.Airline Total : 42

Experience.Flight Attendant Time.Total : 42

ASRS Report : 718493

Person : 2

Function.Observation : Passenger

Function.Other Personnel.Other

Person : 3

Function.Observation : Passenger

Person : 4

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Events

Anomaly.Cabin Event : Passenger Misconduct

Assessments

Problem Areas : Passenger Human Performance

Narrative

PAX DISRUPTIVE TO OTHER PAX THROUGH ENTIRE FLT. 6 FT 7 INCHES, 280 LBS, INTIMIDATED ALL AROUND HIM. THREATENED TO KICK ASS TO PAX IN AISLE SEAT NEXT TO HIM IF HE COUGHED ON HIM AGAIN. I FELT HE WAS EXTREMELY

VOLATILE AND JUST WANTED TO GET HIM OFF MY AIRPLANE. HE WAS CONTINUING ON TO LAS AND I DIDN'T WANT THAT TO HAPPEN EITHER.

Synopsis

CABIN ATTENDANT ABOARD B777 RPTS LARGE, ABUSIVE PAX INTIMIDATED AND FRIGHTENED CABIN CREW AND OTHER PAX.

ACN: 714728

Time / Day

Date : 200608
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Ground : Parked

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
ASRS Report : 714728

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Function.Oversight : Flight Attendant In Charge

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 4

Function.Observation : Passenger
Function.Other Personnel.Other

Person : 5

Affiliation.Company : Air Carrier
Function.Other Personnel : Gate

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Resolatory Action.Other

Assessments

Problem Areas : Company

Problem Areas : Passenger Human Performance

Narrative

PAX X APPEARED TO BE INTOXICATED AT THE GATE AREA. HE WAS ACTING BELLIGERENT, IRATE AND WAS YELLING AT THE PURSER WHEN I ARRIVED AT THE GATE AREA. HE WAS SLURRING HIS WORDS. PURSER CALLED FOR AN AGENT. ONCE AGENT ARRIVED, PURSER INFORMED AGENT OF PAX X'S APPEARANCE OF BEING INTOXICATED. SHE ALSO INFORMED THE CAPT. AS BOARDING BEGAN, PAX X CAME ON AND WENT TO FIRST CLASS. I SMELLED ALCOHOL ON HIS BREATH. I NOTIFIED PURSER OF THIS AND SHE CALLED THE AGENT. THEY SENT A CUST SVC SUPVR TO TALK WITH HIM. CUST SVC SUPVR AND PURSER ASKED HIM IF HE HAD BEEN DRINKING AND HE SAID YES. AT THAT TIME HIS VOICE BECAME LOUDER AND HE STARTED ACTING IRATE AGAIN. PURSER CAME BACK ON THE PLANE. I OVERHEARD THE CUST SVC SUPVR SAYING TO PAX X THAT IF HE JUST WENT TO SLEEP HE COULD BOARD. HE SAID NO, HE WANTED TO STAY UP AND WATCH THE MOVIE. AT THAT POINT, I SAID TO THEM 'THIS IS A VIOLATION OF AN FAR AND IF YOU DO NOT DEPLANE PAX X THIS ENTIRE CREW WILL NOT WORK THIS FLT.' I ALSO SAID, 'I WOULD CALL THE POLICE.' PAX X WAS IMMEDIATELY DEPLANED AND THE DOOR WAS SHUT.

Synopsis

A PAX IS DENIED BOARDING FOR THE APPEARANCE OF INTOXICATION WHEN CABIN ATTENDANT REFUSES TO BE PRESSURED INTO ALLOWING HIS ACCOMMODATION ON THE FLT.

ACN: 713524

Time / Day

Date : 200610
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : CZQX.ARTCC
State Reference : NF
Altitude.MSL.Single Value : 33000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : CZQX.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 713524

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Relief Pilot
ASRS Report : 713527

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 4

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 5

Affiliation.Company : Air Carrier
Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Independent Detector.Other.Flight CrewA : 4
Resolatory Action.None Taken : Unable

Assessments

Problem Areas : Cabin Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

ABOUT 2 HRS INTO THE FLT I WAS NOTIFIED BY THE PURSER THAT THE PAX IN SEAT XD WAS PROBABLY INTOXICATED AND HIS BEHAVIOR WAS ERRATIC. I WAS INFORMED THAT THE PAX HAD HIT A FLT ATTENDANT ON THE WRIST, BUT WAS NOT LED TO BELIEVE THAT THE SITUATION WAS CRITICAL. A 'PAX INFLT DISTURBANCE RPT' WAS ISSUED. ALL ACR, FAA, AND TSA PROCS WERE FOLLOWED. LATER IN THE FLT I WAS INFORMED OF ADDITIONAL MISCONDUCT AND DECLARED A 'THREAT LEVEL TWO,' ADVISING DISPATCH VIA SATCOM. THE PAX WAS DETAINED IN LSZH, BUT WAS NOT ARRESTED BECAUSE THE OFFENDED FLT ATTENDANT DID NOT PRESS CHARGES.

Synopsis

B767 CREW RPTS PAX MISCONDUCT ON TRANSATLANTIC FLT.

ACN: 713494

Time / Day

Date : 200610
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX

Environment

Weather Elements.Other
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : D10.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Experience.Flight Attendant Time.Airline Total : 22
Experience.Flight Attendant Time.Total : 29
ASRS Report : 713494

Person : 2

Affiliation.Company : Air Carrier
Function.Observation : Passenger

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 4

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 5

Affiliation.Company : Air Carrier
Function.Oversight : Flight Attendant In Charge

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Cabin Event.Other
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Company Review

Assessments

Problem Areas : Cabin Crew Human Performance
Problem Areas : Company
Problem Areas : Passenger Human Performance

Narrative

I WAS DOING THE FINAL SAFETY CHK WHEN I GOT TO ROW XX, PAX SLEEPING. I TOLD PAX, 'SHE NEEDED TO BE UPRIGHT FOR LNDG.' SHE TOLD ME TO 'GET AWAY.' I REPEATED 'YOU NEED TO BE UPRIGHT FOR LNDG.' PAX UNBUCKLED HER SEAT BELT, CAME UPRIGHT AND SLAPPED ME. SHE WAS TRYING TO HIT MY FACE BUT I BLOCKED MY FACE WITH MY ARM. SHE HIT MY ARM. I CALLED THE #1 FLT ATTENDANT (FIRST CLASS) AND TOLD HER PAX SLAPPED ME. SHE CAME RUNNING BACK WITH FORMS AND ASKED PAX IF SHE HIT ME. SHE SAID PAX SAID SHE WAS STRETCHING. SHE SAID 'CALL CAPT.' WE WERE JUST ABOUT TO LAND SO I SAID AS SOON AS WE ARE ON THE GND. WE LANDED, I WAITED TILL THE AIRPLANE SLOWED DOWN. I CALLED (2 CHIMES) THE CAPT. HE SAID 'THIS BETTER BE AN EMER.' I SAID 'THE PAX IN XXA SLAPPED ME, CALL THE POLICE.' HE SAID 'NOT AN EMER. I WILL TALK TO YOU LATER.' HE CALLED BACK A FEW MINS LATER. HE SAID 'WHAT DO YOU WANT TO DO?' I SAID 'SHOULDN'T WE CALL THE POLICE?' HE SAID 'WHAT DO YOU WANT TO DO?' I ASKED 'WHAT IS PROC?' HE SAID 'DO YOU KNOW THE PAX'S NAME?' I SAID 'THE PAPERWORK THE #1 FLT ATTENDANT GAVE ME HAD A MAN'S NAME.' HE SAID 'FIND OUT THE INFO. IF THEY DON'T COMPLY, I WILL CALL THE POLICE.' THEY DID NOT COMPLY. 1) WALKED OFF THE AIRPLANE WITH PAX, NO POLICE. PAX SVC REP WAS THERE. I TURNED OVER PAX. CAPT SAID I NEED TO TALK TO YOU. HE THEN SAID 'DON'T EVER BREAK STERILE COCKPIT UNLESS THE AIRPLANE IS ON FIRE AND I MEAN BURNING.' AFTER THE CAPT LEFT, THE FO CAME UP TO ME AND SAID 'I COMPLETELY DISAGREE WITH THE CAPT. CALL THE POLICE.' CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR ADVISED SHE HAD INITIATED ACTION THROUGH BOTH FLT ATTENDANT AND FLT OPS DEPTS AND CONTACTED COMPANY SECURITY AND MGMNT PERSONNEL REGARDING THIS EVENT AND HAS RECEIVED NO SUPPORT IN PURSUIT OF A LEGAL RESOLUTION OR EVEN A SYMPATHETIC EAR. SHE ALSO CONTACTED HER UNION, WHICH IS MAKING SOME ATTEMPT TO GET THE COMPANY TO COMMIT TO A SERIOUS COURSE OF ACTION IN EVENTS OF THIS TYPE, THUS FAR WITHOUT SUCCESS. RPTR REITERATED SHE ADDRESSED THIS EVENT AS A LEVEL TWO SECURITY INCIDENT PER HER TRAINING AND COMPANY MANUALS. SHE IS DISMAYED THAT THEIR CONCERN REGARDING WHAT THEY THEMSELVES CLASSIFY AS SERIOUS SECURITY EVENTS IN THEIR TRAINING SYLLABUS AND FEDERALLY APPROVED MANUALS IS PRAGMATICALLY ADDRESSED AS A NON EVENT, AND THAT THOSE ON THE SCENE WHO FAILED TO TAKE ACTION (THAT MIGHT HAVE EMBARRASSED A PAYING PAX) WERE PRAISED FOR IGNORING THE INCIDENT.

Synopsis

CABIN ATTENDANT RPTS BEING SLAPPED BY A FEMALE PAX WHEN SHE AWOKE HER TO PROPERLY POS HER SEAT FOR LNDG. RPTS TO THE FLT CREW AND THE COMPANY ABOUT THE ASSAULT AND BREACH OF SECURITY WERE NOT ACTED ON.

ACN: 710996

Time / Day

Date : 200609
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CLT.Airport
State Reference : NC

Environment

Weather Elements.Other
Light : Night

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Oversight : Flight Attendant In Charge
Experience.Flight Attendant Time.Airline Total : 16
Experience.Flight Attendant Time.Total : 16
Experience.Flight Attendant Time.Type : 99
ASRS Report : 710996

Person : 2

Affiliation.Company : Air Carrier
Function.Observation : Passenger
Function.Other Personnel.Other

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Cabin Event : Passenger Electronic Device
Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Passenger Human Performance

Narrative

PAX HAD A RED FLASHING LIGHT ON HER LAPTOP AFTER REQUESTING OVER PA ALL ELECTRONICS TO BE TURNED OFF. I APPROACHED HER AND ADVISED HER THE DEVICE NEEDED TO BE TURNED OFF, SHE SAID IT WAS. I AGAIN SAID THE PWR NEEDED TO BE TURNED OFF, SHE SAID IT WAS. I SAID IF THE DEVICE WAS OFF THERE WOULDN'T BE A RED FLASHING LIGHT. I SAID EVEN COMPUTERS NEEDED TO BE COMPLETELY OFF NOT IN STANDBY MODE. SHE SAID SHE HAD IT AS OFF AS IT WOULD GO. I RECOMMENDED SHE TAKE THE BATTERY OUT TO DISCONNECT THE PWR SOURCE. BEFORE TOUCHDOWN HER DEVICE (PHONE/PDA) WAS LIT UP WHITE AND GREEN LIGHTS AND SHE WAS ON IT. I MADE THE TAXI-IN PA AND THEN ADVISED PAX THAT THEIR CELL PHONES AND PAGERS COULD BE USED. SHE HAD BEEN ON HER PHONE WELL BEFORE BEING ADVISED SHE COULD. AS SOON AS THE SEAT BELT SIGN WAS TURNED OFF SHE RUSHED TO THE FRONT OF THE ACFT (WHERE I WAS) TO CONTINUE TELLING ME THAT I DIDN'T KNOW WHAT I WAS TALKING ABOUT. SHE WAS TRYING TO TELL ME ALL ABOUT HER DEVICE'S FUNCTIONS. I SAID I ONLY HAVE TO VERIFY IT'S OFF OR NOT TRANSMITTING IN FLIGHT. SHE SAID I NEEDED TO TAKE THE BATTERY OUT OF MY WATCH BECAUSE IT WAS THE SAME THING. SHE THEN SAID I WAS CRABBY AND SHOVED HERSELF BY ME TO GET OFF THE ACFT.

Synopsis

MD80 CABIN ATTENDANT RPTS PAX WOULD NOT TURN OFF LAPTOP COMPUTER ON DESCENT AND WAS TALKING ON MOBILE DEVICE BEFORE LANDING.

ACN: 710800

Time / Day

Date : 200609
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US

Environment

Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Qualification.Flight Attendant.Aircraft Qualified On : 3
Experience.Flight Attendant Time.Airline Total : 21
Experience.Flight Attendant Time.Total : 21
Experience.Flight Attendant Time.Type : 100
ASRS Report : 710800

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Other : Personal
Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Environmental Factor
Problem Areas : Passenger Human Performance

Narrative

PAX APCHED FIRST CLASS AND DEMANDED A BEER. THIS OCCURRED BEFORE THE SVC HAD BEGUN AND WE WERE EXPERIENCING TURB. HE SAID HE HAD BEEN TREATED POORLY IN THE ARPT DUE TO BEING OF FOREIGN DESCENT. HE THEN WENT BACK TO HIS SEAT AND I BROUGHT HIM A BEER WHEN IT WAS SAFE. I DIDN'T HAVE CONTACT WITH HIM AGAIN UNTIL THE LAST HR OF THE FLT WHEN HE CROSSED INTO FIRST CLASS REQUESTING ANOTHER BEER. THE #5 FLT ATTENDANT TOLD HIM TO RETURN TO HIS SEAT, THAT HE WASN'T SUPPOSED TO CROSS INTO FIRST CLASS. HE THEN PROCEEDED TO THE BACK GALLEY WHERE HE WAS REQUESTING A BEER. THE #5 FLT ATTENDANT APCHED HIM AND TOLD HIM HE WASN'T GOING TO GET ANOTHER BEER. AT THIS POINT, I WAS IN THE FORWARD GALLEY AND I COULD SEE THE BACK GALLEY AND SEE THIS MAN YELLING AND POINTING HIS FINGER AT THE #5 FLT ATTENDANT. HE WAS GETTING AS CLOSE AS HE COULD WITH HIS FISTS CLENCHED. ABOUT THIS TIME, A PAX COMES OUT OF THE LAVATORY (A RETIRED POLICEMAN) AND INTERVENES AND REQUESTS THAT THE PAX RETURN TO HIS SEAT. HE DID AND THERE WASN'T ANOTHER DISTURBANCE. WE HAD A COMPANY PLT ON BOARD WHO WAS AWARE OF THE SITUATION AND KEEPING AN EYE ON THE PAX AS WELL AS THE RETIRED POLICEMAN. THIS PARTICULAR PAX WAS AN ANGRY INDIVIDUAL WHO USED THE EXCUSE OF HIS NATIONALITY TO SPIRAL OUT OF CTL. I FELT HE WAS VERY THREATENING TO OUR SAFETY AS WELL AS OTHER PAX.

Synopsis

CABIN ATTENDANT RPTS DISRUPTIVE BEHAVIOR BY UNRULY PAX. A RETIRED POLICEMAN HELPED DEFUSE THE PROBLEM.

ACN: 706499

Time / Day

Date : 200607
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport
State Reference : TX
Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : DFW.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Super 80
Operating Under FAR Part : Part 121
Flight Phase.Ground : Parked
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Experience.Flight Attendant Time.Airline Total : 8
Experience.Flight Attendant Time.Total : 8
Experience.Flight Attendant Time.Type : 90
ASRS Report : 706499

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Other : Personal
Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Other

Assessments

Problem Areas : Passenger Human Performance

Narrative

PAX WITH LAP-CHILD. CHILD COULD NOT BE PROPERLY RESTRAINED FOR TAXI, TKOF PHASES OF FLT. CHILD WAS UNCTABLE AND COULD NOT BE CALMED DOWN DESPITE EXTREME EFFORTS BY CABIN CREW AND NEARBY PAX. PAX WAS ASKED TO BE REMOVED AND POSSIBLY GET ON NEXT FLT TO FINAL DEST. LAP CHILD WAS BIG FOR AGE (23 MONTHS). CHILD SHOULD HAVE HAD OWN SEAT. THE PROB WAS DISCOVERED DURING THE MOST CRITICAL PHASE OF FLT WHEN CREW IS PERFORMING THE ARMING AND XCHKING OF DOORS. CHILD WAS IN AISLE AND WALKED TO DOOR WHEN I NEEDED TO ARM IT AND WOULD NOT OBEY PARENT/GUARDIAN WHEN TOLD TO RETURN TO SEAT, NOR CABIN CREW.

Synopsis

AN ACR ACFT RETURNED TO THE GATE TO REMOVE AN UNCONTROLLABLE CHILD WHO WITH HIS PARENT/GUARDIAN WOULD NOT CONFORM TO PAX TKOF FARS.

ACN: 706125

Time / Day

Date : 200608
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EGKK.Airport
State Reference : FO

Environment

Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B767 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level
Flight Phase.Ground : Parked
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Qualification.Flight Attendant.Aircraft Qualified On : 3
Experience.Flight Attendant Time.Airline Total : 34
Experience.Flight Attendant Time.Total : 0.34
Experience.Flight Attendant Time.Type : 100
ASRS Report : 706125

Person : 2

Function.Observation : Passenger

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Events

Anomaly.Cabin Event : Passenger Contraband
Anomaly.Cabin Event : Passenger Misconduct
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 3
Resolutive Action.None Taken : Unable

Assessments

Problem Areas : Passenger Human Performance

Narrative

FIRST FLT ATTENDANT SAW PAX TAKE MEDS OR PILLS BECAUSE WANTED WATER AT BOARDING. SECOND FLT ATTENDANT FOUND EMPTY BOTTLE OF BAILEY'S IN BACK SEAT POCKET. BOTH DON'T MIX. THIRD FLT ATTENDANT, PAX THREW A BOTTLE OF COKE(?) WE THOUGHT, BUT IT HAD BAILEY'S IN IT. THIS BOTTLE HIT A PAX. FOURTH FLT ATTENDANT SAW PAX CLBING OVER SEATS AND TALKING DIRTY LANGUAGE. HE THEN ASKED HER TO COME TO BACK WHERE I WITNESSED CONVERSATION. HE WAS VERY PROFESSIONAL, BUT DURING COURSE OF CONVERSATION SHE ACCUSED HIM OF TOUCHING HER INAPPROPRIATELY, WHICH IS FALSE. SHE SHOVED FLT ATTENDANT #7 IN BACK WHILE SHE TRIED TO HELP CHILD TO BATHROOM. SAME PAX CROSSED TO 29J AND STARTED TO PUT HER ARM AROUND HIM AND KISSED HIM. HE TOLD HER TO RETURN TO HER SEAT. SHE MADE A LOT OF NOISE. WE ASKED FOR LAW ENFORCEMENT AT DOOR OF DEPLANING. I WAS IN BACK AT MY DOOR 4R. TO THE BEST OF MY KNOWLEDGE, I DON'T KNOW IF SHE WAS APCHED, BUT AT IMMIGRATION 2 UNIFORMED GENTLEMEN ASKED ME WHO SHE WAS. I POINTED HER OUT TO THEM, THEY KEPT AN EYE ON HER. I DON'T KNOW WHAT EVER HAPPENED.

Synopsis

FLT ATTENDANT RPTS UNRULY PAX ON FLT FROM EGKK.

ACN: 705086

Time / Day

Date : 200608
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Intersection : ZZZZZ
State Reference : US
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level
Route In Use.Enroute : Other Oceanic

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 2500
ASRS Report : 705086

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 4

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct

Assessments

Problem Areas : Passenger Human Performance

Narrative

I GOT A CALL FROM THE FLT ATTENDANT THAT WE HAD AN IRATE PAX IN THE BACK. HE WAS DISRUPTIVE AND YELLING BECAUSE THE FLT ATTENDANTS WOULD NOT SELL HIM COOKIES OUT OF THE BUY ON BOARD BOX. HE BECAME VERBALLY ABUSIVE TO SEVERAL FLT ATTENDANTS AND THEY FELT HE HAD THE APPEARANCE OF BEING ON DRUGS. HE HAD HIS PARENTS WITH HIM AND WAS TRAVELING WITH A GROUP INCLUDING HIS GIRLFRIEND. THE PARENTS STATED THAT HE WAS 'OUT OF CTL.' HE STARTED A FIGHT WITH HIS GIRLFRIEND AND TOOK A SWING AT THE PAX BEHIND HIM. HE TOLD ANOTHER PAX THAT HE HOPED 'THE PLANE WOULD GO DOWN AND EVERYONE WOULD GO DOWN WITH IT.' AT THIS POINT WE DECIDED WE WERE DEALING WITH A LEVEL 2 THREAT AND FOLLOWED THE PROC IN OUR FLT MANUAL. OUR PURSER GOT OUT THE SECURITY KIT IN CASE RESTRAINT WAS REQUIRED. IF RESTRAINT WAS NEEDED. PAX'S FATHER WAS HELPFUL IN KEEPING PAX RESTRAINED AND SOMEWHAT UNDER CTL. PAX IN THE SURROUNDING AREA WERE VERY FRIGHTENED WITH HIS OUTBURSTS AND FEARFUL OF HIS ACTIONS. THEN WE REQUESTED LAW ENFORCEMENT TO MEET THE FLT.

Synopsis

AN IRATE PAX IS SUBDUED AND RESTRAINED BY FELLOW PAX.

ACN: 704364

Time / Day

Date : 200607
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SVMC.Airport
State Reference : FO
Altitude.AGL.Single Value : 0

Environment

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Ground : Preflight
Flight Phase.Ground : Pushback
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Qualification.Flight Attendant.Aircraft Qualified On : 4
Experience.Flight Attendant Time.Airline Total : 17
Experience.Flight Attendant Time.Total : 17
Experience.Flight Attendant Time.Type : 5
ASRS Report : 704364

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 4

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Company Review
Consequence.Other

Assessments

Problem Areas : Cabin Crew Human Performance
Problem Areas : Flight Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

THE FLT WAS SUPPOSED TO DEPART AT XA06. AGENTS STOPPED BOARDING. I WAS IN THE BACK AND ONLY FOUND OUT WHEN #2 FLT ATTENDANT TOLD ME AT ABOUT XA00 THAT THERE WAS A PROB. THE CAPT DID NOT MAKE ANY ANNOUNCEMENTS FOR 2 HRS. ONLY FLT ATTENDANT #2 MADE A FEW THAT CAPT IS DOING MAINT CHKS. FINALLY AFTER ALMOST 2 HRS THEY 'THREW' THE REST OF THE PEOPLE ON BOARD AND WE STARTED PUSHING BACK. I CALLED #1 FLT ATTENDANT AND TOLD HER THAT THERE WERE PEOPLE STANDING IN THE AISLES, OVERHEAD BINS OPEN, LUGGAGE ON THE FLOOR. 'WE ARE NOT READY.' WE STOPPED PUSHING BACK TILL EVERYBODY WAS SEATED AND CABIN READY. WHEN THE GND PWR GOT DISCONNECTED, THE ACFT LOST PWR COMPLETELY FOR ABOUT 30 SECONDS. THAT WAS ENOUGH FOR PAX TO GET VERY UNEASY AND SCARED. THE EXIT SIGNS AND EMER LIGHTS CAME ON. WHEN WE STARTED FORWARD ON OUR OWN PWR, A PAX CAME TO THE BACK GALLEY AND TOLD ME YELLING, HE WANTED TO GET OFF, WANTED HIS LUGGAGE (WAS POINTING TO THE MEAL CARTS) AND SAID HE WANTED OUT, POINTING TO THE 4L EXIT DOOR. I TOLD HIM HE HAD TO SIT DOWN TWICE -- THE SECOND TIME IN A RAISED VOICE. HE ONLY SAT DOWN ON HIS ARM REST, HIS CARRY-ON IN HIS LAP. WE KEPT MOVING FORWARD. I CALLED #1 FLT ATTENDANT, TOLD HER ABOUT THE SITUATION THEN CAPT MADE 2 PA'S THAT PAX SHOULD BE SEATED. THE MAN WAS NON COMPLIANT AND EVEN STARTED WALKING TO THE FRONT OF THE ACFT. I CALLED THE COCKPIT -- NO ANSWER. THEN I WAS REALLY AFRAID WE WOULD TAKE OFF AND THE SITUATION WOULD ESCALATE TO SOMETHING REALLY BAD. THEN I HEARD CAPT'S PA THAT WE WERE GOING BACK TO THE GATE AND AUTHS WERE MEETING THE ACFT. IN THE BACK OF THE ACFT PEOPLE STARTED PANICKING -- KIDS WERE CRYING. NOBODY KNEW WHY WE WERE 2 HRS LATE. WHEN WE WERE WAITING FOR THE LUGGAGE TO BE REMOVED, THE CAPT MADE AN EXPLANATORY PA ABOUT THE DELAY.

Synopsis

B757 CABIN CREW HAS PAX STANDING DURING TAXI, ACFT RETURNS TO THE GATE.

ACN: 700168

Time / Day

Date : 200606
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : LNK.VORTAC
State Reference : NE
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : VMC
Weather Elements : Turbulence

Aircraft : 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 4500
Experience.Flight Time.Type : 800
ASRS Report : 700168

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 4

Affiliation.Company : Air Carrier
Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Other

Assessments

Problem Areas : Passenger Human Performance
Problem Areas : Weather

Narrative

WE WERE CRUISING AT FL370 ABOUT 15 MI N OF THE LNK VOR. THERE WAS CONVECTIVE ACTIVITY WITH OCCASIONAL LIGHT CHOP. THE FASTEN SEAT BELT SIGN HAD BEEN ON FOR APPROX 6 MINS. WHILE IN VMC, ENCOUNTERED CONTINUOUS MODERATE CHOP WITH OCCASIONAL MODERATE TURB. DESPITE THE SEAT BELT SIGN BEING ON AND A PA ANNOUNCEMENT FROM THE FLT ATTENDANTS ABOUT STAYING IN YOUR SEAT WITH BELTS FASTENED, SOME PAX DECIDED THEY STILL NEEDED TO BE OUT OF THEIR SEATS FOR SOME REASON. WHEN WE SUDDENLY HIT THE MODERATE CHOP WITH OCCASIONAL MODERATE TURB, I MADE A PA FOR THE FLT ATTENDANTS TO IMMEDIATELY TAKE A SEAT. (THEY WERE ALREADY SEATED.) THE PAX THAT WERE OUT OF THEIR SEATS, SUDDENLY REALIZED THAT MAYBE IT WAS A GOOD IDEA FOR THEM TO BE SEATED, AND IMMEDIATELY SEATED THEMSELVES IN THE AISLE. THE ENCOUNTER LASTED ABOUT 4 MINS. ATC WAS INFORMED ABOUT THE TURB, WE REQUESTED A CLB TO FL390, AND SENT A PIREP TO DISPATCH. AT FL390, THE RIDE IMPROVED TO OCCASIONAL LIGHT CHOP. THERE WERE NO INJURIES TO ANY OF THE PAX. THIS IS BEING SENT TO HIGHLIGHT A SITUATION THAT COULD HAVE HAD BAD RESULTS EVEN THOUGH WE AS A CREW DID EVERYTHING RIGHT. I'VE NOTICED AN INCREASING TREND THAT PAX ARE IGNORING THE FASTEN SEAT BELT SIGN, FLT ATTENDANT ANNOUNCEMENTS, AND THE SAFETY DEMO AT THE BEGINNING OF THE FLT, WITH REGARDS TO SEAT BELT USAGE. THEY SIMPLY DO WHAT THEY WANT, WHEN THEY WANT. MAYBE WE AS A COMPANY NEED TO DO A BETTER, MORE AGGRESSIVE JOB OF ADVOCATING SAFETY BEFORE SOMEONE GETS HURT, EVEN THOUGH WE AS A FLT CREW DO EVERYTHING RIGHT.

Synopsis

A B757-200 FO DISCUSSES PAX UNWILLINGNESS TO REMAIN SEATED WHEN A PA WAS MADE ANNOUNCING IMPENDING TURB AND THE SEAT BELT SIGN IS ON.

ACN: 699139

Time / Day

Date : 200606
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : ZAU.ARTCC
State Reference : IL
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level
Route In Use.Arrival.STAR : N/S

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 3000
ASRS Report : 699139

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Function.Oversight : Flight Attendant In Charge

Person : 3

Affiliation.Other : Personal
Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Company Review

Assessments

Problem Areas : Cabin Crew Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Passenger Human Performance

Narrative

PRIOR TO DEP, I KNEW OF NO PAX WITH SPECIAL NEEDS. I BELIEVE THE CHIEF PURSER DID NOT KNOW AS WELL. ONLY AFTER TKOF, ABOUT 20-30 MINS INTO THE FLT, DID SHE CALL THE COCKPIT AND ADVISE ME OF A PAX WITH 'MENTAL PROBS/ISSUES.' SHE SAID HE WAS BEING ESCORTED BY A FRIEND OR RELATIVE. I ONLY LEARNED OF THAT BECAUSE SHE ALERTED ME THAT HE WAS BECOMING A BEHAVIORAL PROB AND BOTHERING OTHER PAX AROUND HIM. I RECOMMENDED SHE MOVE SURROUNDING PAX FROM HIS AREA SINCE WE HAD OPEN SEATS. AFTER THE FIRST CALL FROM THE CHIEF PURSER I RELATED THAT INFO AND SEAT ASSIGNMENTS TO DISPATCH AND ASKED FOR INFO ON BOTH PAX. THE DISPATCHER THEN TOLD ME HE HAD A NOTE ON THE MANIFEST ABOUT MENTAL PROBS OR SOMETHING TO THAT EFFECT REGARDING ONE OF THE PAX IN QUESTION. NEEDLESS TO SAY IT WOULD HAVE BEEN PRUDENT FOR ME TO HAVE KNOWLEDGE OF THIS PRIOR TO TKOF. MISTAKE/OVERSIGHT #1! DURING A FOLLOW-UP CALL TO THE CHIEF PURSER A FEW MINS LATER, I WAS ADVISED THAT THE PAX HAD SETTLED DOWN A BIT AND SHE BELIEVED THINGS WOULD BE OK. DISPATCHER ASKED ME DURING MY FIRST INQUIRY IF I HAD A SECURITY ALERT. I ANSWERED NO AT THAT TIME. I HAD ONLY VAGUE AND UN-ALARMING INFO AT THAT POINT IN TIME. A SHORT TIME LATER THE CHIEF PURSER CALLED ME AGAIN AND I WAS ADVISED THAT THE PAX WAS GETTING VERBALLY UNRULY WITH SURROUNDING PAX AND FLT ATTENDANTS. I ADVISED HER TO RECRUIT HELPERS, ONE BEING DEADHEADING CAPT, AND I MENTIONED TO HER THAT THERE WERE A FEW BIG SPORTS PLAYERS IN FIRST CLASS IF SHE NEEDED THEM FOR ASSISTANCE AND SHE SHOULD ASK THEM. I WAS TOLD THAT CAPT WENT BACK TO STAY WITH THE PAX AND SHORTLY THEREAFTER WAS TOLD THAT THE PAX STRUCK THE CAPT AND SHOVED THE CHIEF PURSER AND HE WAS UP AND IN THE AISLE. THESE NEW EVENTS OCCURRED ABOUT 30 MINS FROM ORD. I THEN NOTIFIED DISPATCH OF 'SECURITY LEVEL 2.' I ALSO ASKED HIM FOR SECURITY AND CUSTOMER SVC REPRESENTATIVE TO MEET THE ACFT. I PROCEEDED TO ASK FOR EXPEDITIOUS HANDLING TO ORD FROM ATC DUE TO 'SECURITY THREAT.' I ALSO REQUESTED RWY 22R DUE TO ITS CLOSE PROX TO THE GATES. (ORD WAS LNDG TO THE E WITH LIGHT WINDS.) I ASKED ATC TO HAVE MEDICAL AND SECURITY STANDING BY ON ARR AS WELL. I RECEIVED EVERYTHING I ASKED FOR FROM ATC. I QUICKLY FLEW DIRECTLY TO ORD WITH THE INTENTION OF REMOVING THE PAX ASAP AND RECEIVING MEDICAL ATTN TO INJURED PAX OR CREW MEMBERS. NATURALLY, I HAD NO IDEA HOW MUCH THINGS COULD ESCALATE OR IF THIS WAS A RUSE THAT COULD POTENTIALLY GROW INTO SOMETHING MORE SERIOUS. I BELIEVED WE HAD AN URGENT SITUATION AND FELT IT WOULD BE PRUDENT TO REMOVE THE THREATENING PAX ASAP. MY CONCERN WAS TO ELIMINATE THE POSSIBILITY OF MORE INJURIES AND TO PREVENT IT FROM MOVING TO A HIGHER SECURITY THREAT LEVEL. AFTER LNDG, I ARRIVED AT THE GATE WITHIN APPROX 30 SECONDS AND OBSERVED ALL APPROPRIATE EMER VEHICLES NEAR THE GATE. I MADE A STERN PA ANNOUNCEMENT TO THE PAX TO REMAIN IN THEIR SEATS AFTER PARKING AND I WOULD TURN OFF THE SEATBELT SIGN WHEN APPROPRIATE. I BELIEVE THEY REALIZED FROM THE EVENTS THAT OCCURRED THAT WE HAD A SECURITY ISSUE AND SECURITY PERSONNEL WERE GOING TO BOARD THE ACFT. AFTER PARKING

AT THE GATE I WAS EXPECTING THE JETWAY TO BE POSITIONED QUICKLY AND TO HAVE SECURITY AND MEDICAL PERSONNEL STANDING BY ON THE JETWAY. I WAS ASTONISHED TO SEE THAT IT TOOK 2-3 MINS (MAYBE LONGER) FOR THE JETWAY TO POS TO THE ACFT. WE WERE WAITING FOR A JETWAY DRIVER! LUCKILY THIS SECURITY THREAT DID NOT ESCALATE BUT I CAN'T IMAGINE WHAT THE OUTCOME COULD HAVE BEEN. WHAT IF PAX WERE BEING INJURED OR WORSE YET KILLED AND WE COULD NOT GET THE JETWAY TO THE ACFT? WAITING FOR THOSE FEW EXTRA MINS COULD HAVE HAD A DEVASTATING IMPACT ON THE PAX'S SAFETY. THE LEGAL AND MORAL RAMIFICATIONS ARE TREMENDOUS. I ALSO MUST SAY THAT I AM SURE THE PAX WERE IMPRESSED WITH THE FLT CREW'S PROFESSIONALISM AND DEGREE OF URGENCY WITH WHICH THE SITUATION WAS HANDLED, AIRBORNE AND WITH TAXI IN. UNFORTUNATELY, AFTER PARKING AND WAITING FOR A JETWAY DRIVER I AM SURE THEIR RESPECT FOR AIRLINE X DIMINISHED DRAMATICALLY.

Synopsis

B757 CREW EXPERIENCED PAX DISRUPTION AND PERCEIVED SECURITY THREAT ENROUTE.

ACN: 698582

Time / Day

Date : 200605
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TJSJ.Airport
State Reference : PR
Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : TJSJ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Parked

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Qualification.Flight Attendant.Aircraft Qualified On : 5
Experience.Flight Attendant Time.Airline Total : 10
Experience.Flight Attendant Time.Total : 10
Experience.Flight Attendant Time.Type : 80
ASRS Report : 698582

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Cabin Event.Other
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.None Taken : Anomaly Accepted
Consequence.Other : Company Review

Assessments

Problem Areas : Company
Problem Areas : Flight Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

I WAS FLT ATTENDANT #4 FLT FROM TJSJ. I WAS AT MY BOARDING POS AT DOORS 2L/R ON B757 ACFT. PAX XXX BOARDED ACFT. PAX WAS STAGGERING AND CONSISTENTLY TALKING ABOUT NOTHING AS HE WAS GOING TO HIS SEAT. PAX WAS WITH HIS WIFE, BOTH SEATED AT EMER EXIT ROW SEATS. I NOTICED AS BOARDING CONTINUED, PAX WENT TO AFT ACFT AFTER GETTING SITUATED INTO HIS SEAT. PAX THEN RETURNED TO HIS SEAT WITH GLASSES OF ICE IN HIS HAND. FLT ATTENDANT #2 CONTACTED ME VIA INTERPHONE AND INDICATED PAX APPEARED TO BE INTOXICATED DUE TO HIS ACTIONS. FLT ATTENDANT #2 ASKED PAX IF HE WAS CONSUMING HIS OWN ALCOHOL AND PAX INDICATED NO. BOARDING WAS COMPLETED. I PROCEEDED TO BRIEF EXIT ROW PAX. I BRIEFED PAX AND HIS WIFE AND HE CONTINUED TO INTERRUPT ME. HE APPEARED VERY EDGY AND DISTR. PAX BRIEFING WAS COMPLETE. PAX ASKED ME ABOUT HEADSETS ON THE ACFT AND WHEN AND WHERE HE CAN GET THEM. I INDICATED THAT THEY COULD BE PURCHASED AFTER TKOF. HE INSISTED. I THEN HANDED 2 PAIR OF HEADSETS TO HIS WIFE. I INDICATED THE CHARGE. PAX BEGAN EMPTYING ALL OF HIS POCKETS WITH ALL OF HIS INCIDENTALS, WALLET, ETC, AND DUMPED EVERYTHING ON THE EMPTY MIDDLE SEAT. PAX WAS SHAKING AND CONFUSED. PAX WIFE RAISED HER VOICE AT HER HUSBAND AND INDICATED TO FORGET THE PURCHASING OF HEADSETS -- HE COULD NOT LOCATE HIS MONEY. HEADSETS RETURNED AND PAX SEEMED VERY CONFUSED AND CONTINUED TO TALK ABOUT NOTHING. I ASKED PAX IF HE WAS DRINKING IN THE ARPT TERMINAL PRIOR TO BOARDING AND HE INDICATED NO. FLT ATTENDANT #2 CONTACTED PURSER VIA INTERPHONE AND REQUESTED PAX SVC STAFF AS WELL AS CAPT SHOULD BE ADVISED OF PAX PRIOR TO CLOSING OF ACFT DOOR. I APCHED FORWARD ENTRY AREA AND ENTIRE CREW AGREED THAT PAX SHOULD BE FURTHER INVESTIGATED REGARDING HIS STATE TO TRAVEL IN. CUSTOMER SVC MGR AND OPERATIONAL COORDINATOR ON JETBRIDGE. PURSER ADVISED CAPT OF SIT. PAX SVC STAFF CAME ON BOARD TO SPEAK TO PAX, AFTER ABOUT 2 MINS THEY BOTH RETURNED AND INDICATED TO ENTIRE CREW THAT PAX PROMISED TO BEHAVE FOR THE DURATION OF FLT. HE INDICATED TO PAX SVC STAFF THAT HE WAS ON MEDICATION. CAPT REQUESTED TO SPEAK TO PAX. PAX WAS ASKED TO SPEAK TO CAPT ON JETBRIDGE. PAX'S WIFE FOLLOWED AND INTERRUPTED TO SAY HER HUSBAND ONLY HAD 1 COCKTAIL IN ARPT. PAX THEN SPOKE WITH CAPT ALONE AT TOP OF JETBRIDGE. WITHIN MINS PAX BOTH RETURNED TO ACFT AND TO THEIR SEATS. CAPT INDICATED THAT PAX WAS OK TO TRAVEL SINCE HE HAD ASKED PAX TO WALK A STRAIGHT LINE ON JETBRIDGE AND HE PERFORMED WELL. CABIN CREW AND I WERE CONCERNED BECAUSE NONE OF US HAD EVER HEARD OF A COCKPIT OR CABIN CREW MEMBER PERFORMING A SOBRIETY TEST ON A PAX. CAPT REQUESTED TO BE RESEATED FROM EXIT ROW. CAPT HAD NO REGARD TO FLT ATTENDANT'S CONCERNS AND MADE HIS OWN DECISION AFTER PERFORMING HIS OWN SOBRIETY TEST ON PAX TO TRANSPORT PAX. FLT DEPARTED. DURING FLT, PAX CONTINUED TO APOLOGIZE FOR ALL HIS ACTIONS, CAME TO AFT ACFT RIGHT AFTER TKOF, SAID HE NEEDED A CUP OF COFFEE IMMEDIATELY. CABIN CREW CONSISTENTLY RECEIVES MESSAGES REGARDING TRANSPORTING PAX WHO APPEAR TO BE

INTOXICATED/MEDICATED WHILE TRAVELING AND FLT ATTENDANTS SHOULD BE VIGILANT IN RECOGNIZING THIS PRIOR TO TKOF.

Synopsis

B757 CABIN CREW IS CONCERNED WITH PAX BEHAVIOR PRIOR TO DEP.

ACN: 697606

Time / Day

Date : 200605
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : SA318 Alouette II
Operating Under FAR Part : Part 91
Flight Phase.Ground : Parked

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 11300
Experience.Flight Time.Type : 1500
ASRS Report : 697606

Person : 2

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Physical Injury

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

WE GAVE A BRIEFING TO THE 3 RIDERS ABOUT BOARDING THE HELI BY THE PLT ASSISTANT MR X. LOAD PERSONNEL MR Y LOADED THE ACFT. AFTER A \$10, 2 MIN RIDE THE HELI LANDED. UPON EXIT, MR Z STOOD ON THE HELI FLOOR, LEANED

OUT THE DOOR, RAISED HIS HAND TO WAVE AND JUMPED OUTWARD AND UPWARD IN THE AIR. THE ROTOR BLADE CONTACTED HIS HAND. THE PLT, MR W, DID NOT SEE MR Z RAISE HIS HAND AND DID NOT SEE THE CONTACT WITH THE MAIN ROTOR BLADE AND SHUT DOWN THE HELI AT THIS TIME. THE INJURY APPEARED TO BE IN THE FINGERS ONLY AND ONLY 2 FINGERS WITH SOME BLEEDING. THE INJURY DID NOT APPEAR TO BE SERIOUS.

Synopsis

ALOUETTE-2 PLT HAS A PAX RAISE HIS HAND AND RECEIVE AN INJURY TO HIS FINGERS BY THE MAIN ROTOR BLADE.

ACN: 697594

Time / Day

Date : 200605
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL
Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B777 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Parked

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant.Aircraft Qualified On : 2
Experience.Flight Attendant Time.Total : 28
Experience.Flight Attendant Time.Type : 90
ASRS Report : 697594

Person : 2

Affiliation.Other : Personal
Function.Observation : Passenger

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 4

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Cabin Event : Passenger Misconduct
Resolatory Action.Other

Assessments

Problem Areas : Cabin Crew Human Performance
Problem Areas : Company
Problem Areas : Flight Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

I WAS NOT DIRECTLY INVOLVED IN THIS EVENT, HOWEVER, I DID WITNESS 2 ORD POLICE OFFICERS COME ON THE FLT AND REMOVE THE PAX. THE CABIN CREW ON THIS FLT WORK TOGETHER ALL THE TIME. WE'VE KNOWN EACH OTHER FOR YRS AND I FEEL OUR JUDGEMENT IN THESE SITUATIONS IS FLAWLESS. THEREFORE, WHEN A SITUATION OCCURS, SUCH AS THIS, ALL THE FLT ATTENDANTS WILL SUPPORT EACH OTHER AND IF ONE FLT ATTENDANT IS UNCOMFORTABLE WITH THIS PAX ON BOARD AND WANTS HIM OR HER OFF, WE ALL DO OR WE ALL WALK OFF. THE CAPT DID NOT BACK UP THE FLT ATTENDANTS IN THIS INCIDENT, THEREFORE, IT TOOK QUITE A BIT OF TIME TO HAVE THIS PAX REMOVED BECAUSE NO ONE IN MGMNT COULD MAKE A DECISION. JUST TO PUT THE COMPANY ON NOTICE THE DAYS OF PUTTING UP WITH CRAP FROM PAX ARE OVER. WE WILL NOT TAKE A TRIP WHEN WE FEEL THE SITUATION IS PRECARIOUS AND POSSIBLY VOLATILE.

Synopsis

FLT ATTENDANT ABOARD B777 RPTS THE REMOVAL OF AN ALLEGEDLY MISBEHAVING PAX.

ACN: 693437

Time / Day

Date : 200604

Day : Sun

Place

Locale Reference.ATC Facility : ZZZZ.ARTCC

State Reference : FO

Environment

Weather Elements : Turbulence

Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZZ.ARTCC

Operator.Common Carrier : Air Carrier

Make Model Name : B777 Undifferentiated or Other Model

Operating Under FAR Part : Part 121

Flight Phase.Cruise : Level

Route In Use.Enroute : Pacific

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Qualification.Flight Attendant : Currently Qualified

Experience.Flight Attendant Time.Airline Total : 42

Experience.Flight Attendant Time.Total : 42

Experience.Flight Attendant Time.Type : 95

ASRS Report : 693437

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Person : 3

Function.Observation : Passenger

Function.Other Personnel.Other

Events

Anomaly.Cabin Event : Passenger Misconduct

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Passenger Human Performance

Narrative

PAX SMOKED IN LAVATORY ON INBOUND FLT. SHE DID SO AGAIN ON HER RETURN TO RJAA. SHE THREATENED THE CREW, THREW THE CIGARETTES, MATCHES, PASSPORT AND CREDIT CARDS ON THE FLOOR OF THE GALLEY. SHE REFUSED TO TAKE HER SEAT EVEN THOUGH THE SEATBELT SIGN WAS ON. SMOKING PAX CONVINCED ANOTHER PAX TO CHK HER LUGGAGE UNDER THAT PAX'S NAME. POLICE MET FLT. OTHER BEHAVIOR INCLUDED TAKING PICTURES OF CREW, AND ANOTHER SLEEPING PAX, GOING TO A LAVATORY THAT WAS OCCUPIED, BANGING ON THE DOOR, AND TURNING THE HANDLE. TO PREVENT A RECURRENCE, ONCE A PAX SMOKES ON AN ACFT IN THE LAVATORY, THEY SHOULD BE BANNED FROM FLYING ON AN AIRLINE EVER AGAIN. IF THERE WAS A FIRE, NO LAND WAS CLOSE ENOUGH TO LAND. THIS WOMAN WILL CONTINUE TO SMOKE ON AIRPLANES IF ALLOWED TO FLY. FAA SHOULD FINE PAX.

Synopsis

B777 CABIN CREW ENCOUNTERS A PAX SMOKING IN THE AFT LAVATORY AND HAS SECURITY MEET THE ACFT AT THE GATE.

ACN: 693055

Time / Day

Date : 200604
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 9500
Experience.Flight Time.Type : 3200
ASRS Report : 693055

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Function.Observation : Passenger

Person : 4

Affiliation.Government : FAA
Function.Controller : Departure

Person : 5

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher

Events

Anomaly.Cabin Event : Passenger Illness
Anomaly.Cabin Event : Passenger Misconduct
Independent Detector.Other.ControllerB : 4
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

Problem Areas : Passenger Human Performance

Narrative

PRIOR TO DEP, CSR NOTIFIED COCKPIT CREW OF A NERVOUS FLIER WHO HAD ELECTED NOT TO FLY ON A PREVIOUS FLT BUT DECIDED TO FLY ON FLT X. OFFERS WERE MADE TO MEET PAX TO ALLEVIATE FEARS OF FLYING. HE DECLINED BUT DURING BOARDING HE FALSELY INDICATED TO THE CSR THAT PLTS HAD BEEN DRINKING. WE WERE UNAWARE OF THESE ALLEGATIONS. AFTER TKOF, DEP CTL INFORMS US WE HAD A 911 CALL ORIGINATE FROM THE ACFT THAT WE HAD A MENTALLY ILL PAX ON BOARD. IN ADDITION, DISPATCH INFORMED US VIA ACARS THAT A PAX CALLED 911 ACCUSING THE PLTS OF BEING DRUNK. AFTER CONFERRING WITH DISPATCH AUTHS MET THE ACFT AND DETAINED THE PAX. PAX ADMITTED TO MAKING THE CALL AND APOLOGIZED. POLICE DETAINED PAX AND TURNED OVER TO THE FBI. THE FLT COMPLETED WITHOUT FURTHER INCIDENT.

Synopsis

AFTER DEP B737-300 FLT CREW HAS MENTALLY ILL PAX CALL 911 FROM THE ACFT.

ACN: 690075

Time / Day

Date : 200603
Day : Sun
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : MKE.Airport
State Reference : WI
Altitude.AGL.Single Value : 0

Environment

Weather Elements : Thunderstorm

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 91
Flight Phase.Ground : Parked

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 9000
Experience.Flight Time.Type : 800
ASRS Report : 690075

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Function.Flight Attendant : On Duty

Person : 4

Function.Observation : Passenger

Person : 5

Function.Other Personnel.Other

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Cabin Event : Passenger Misconduct
Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

Problem Areas : Passenger Human Performance
Problem Areas : Weather

Narrative

WENT INTO HOLDING OVER LNR VOR FOR ORD DUE TO TRSA AT ORD. EXHAUSTED HOLD FUEL AND DECIDED TO DIVERT TO MSN WHICH WAS CLOSEST ARPT WITH GOOD WX. ON APCH INTO MSN, ENCOUNTERED WINDSHEAR AND HAD MINOR FLAP OVERSPD (FLAPS 1 DEG, 3 KT OVERSPD). ON GND IN MSN, PERFORMED REQUIRED FLAP CHK PER MAINT DIRECTION. AFTER FUELING AND ONCE WE GOT ATC RELEASE, DEPARTED AGAIN FOR ORD. WX RADAR FAILED INFLT. ATC ADVISED LEVEL 4 TSTMS IN FRONT OF US. EXECUTED IMMEDIATE 180 DEG TURN BACK TOWARD MSN WHERE WE KNEW KNOWN WX WAS STILL GOOD. CONSULTED MAINT TO DETERMINE IF PULLING AND RESETTING CIRCUIT BREAKERS MAY HELP. MAINT ADVISED US OF LOCATION FOR CIRCUIT BREAKER. DUE TO THE FACT THAT TSTMS WERE IN AREA, I USED MY EMER AUTH TO PULL AND RESET CIRCUIT BREAKERS INFLT. IT DID NOT RESET THE RADAR -- IT WAS STILL INOP. CONSULTED DISPATCH IF OUR PRESENT POS TO MKE WAS FREE OF CONVECTIVE WX. THEY CONFIRMED THAT IT WAS WITH MKE ONLY RPTING LIGHT RAIN. ELECTED TO DIVERT TO MKE SINCE A MECH WOULD BE AVAILABLE THERE AND MAINT EARLIER ADVISED NO MECHS IN MSN. HAD UNEVENTFUL APCH AND LNDG INTO MKE. ONCE ON THE GND THEY HAD NO GATE FOR US, SO WE WERE PARKED ON RAMP APPROX 500 YARDS FROM TERMINAL. WITH COCKPIT DOOR OPEN, ON CONFERENCE CALL WITH DISPATCHER AND MAINT HAD IRATE PAX YELL AT ME, 'I WANT OFF THIS AIRPLANE! WHY DIDN'T YOU LAND IN CHICAGO?!' I TOLD HIM I WAS DOING EVERYTHING IN MY PWR TO GET THE AIRPLANE TO A GATE AND THEN HE WENT TO THE BACK OF THE AIRPLANE. ABOUT 30 MINS LATER, PURSER ADVISED ME SAME PAX JUST CONFRONTED HER AND SAID 'IF I DON'T GET OFF THIS AIRPLANE I'M GOING TO CAUSE TROUBLE!' TO WHICH SHE REPLIED 'IF YOU DO YOU WILL BE ARRESTED' TO WHICH HE REPLIED '*&%\$ YOU.' UPON LEARNING THIS, I IMMEDIATELY DECLARED LEVEL 1 SECURITY THREAT WITH DISPATCH AND LCL MKE GND CTL. LAW ENFORCEMENT DISPATCHED TO OUR ACFT. LAW ENFORCEMENT BOARDED THROUGH AIRSTAIR AT DOOR 1L. THE PURSER AND MYSELF BRIEFED LAW ENFORCEMENT OF SITUATION. HE TOLD US BASED ON WHAT WE HAD TOLD HIM HE COULD ARREST INDIVIDUAL IF WE WANTED. SINCE AT THAT TIME IT WAS APPARENT WE WERE NOT GOING TO FLY TO ORD SINCE WE HAD NO RADAR AND MAINT ADVISED US THEY DIDN'T HAVE THE PART TO FIX IT, THE PURSER AND I DECIDED IF THIS GENTLEMAN WOULD CALM DOWN AND BEHAVE HE COULD STAY ON THE AIRPLANE. LAW ENFORCEMENT WENT TO TALK TO THE INDIVIDUAL AND THEN CAME BACK AND ADVISED US THAT HE THOUGHT IT WOULD BE BEST TO REMOVE THE INDIVIDUAL FROM THE FLT AND ISSUE HIM A TICKET. SINCE HE DEALS WITH UNRULY PEOPLE FREQUENTLY, I RESPECTED HIS JUDGEMENT AND LET HIM REMOVE THE INDIVIDUAL FROM THE FLT. THE PAX WAS TRAVELING WITH A WIFE AND 2 YOUNG CHILDREN WHO ALSO LEFT WITH HIM. AFTER THIS INCIDENT, IT TOOK COMPANY APPROX ANOTHER 3-4 HRS BEFORE THEY GOT BUSES TO US TO OFFLOAD THE PAX. COMPANY Z UNLOADED BAGS AND BROUGHT TO CAROUSEL SO PAX COULD CLAIM. THIS WAS AN EXTREMELY STRESSFUL NIGHT, THE WORST I'VE HAD IN MY ALMOST 11 YRS AT ACR X. COMPANY Y WAS EXTREMELY

UNHELPFUL AND TOTALLY UNPREPARED TO HANDLE US WHICH MADE THE SITUATION WORSE.

Synopsis

A319 FLT CREW HAS TO DIVERT DUE TO WX AND INOP WX RADAR. PAX BECOMES IRATE AND UNRULY. FLT CREW DECLARES LEVEL 1 THREAT. PAX ARRESTED AND ESCORTED OFF ACFT.

ACN: 689287

Time / Day

Date : 200603
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FLL.Airport
State Reference : FL
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Ground : Parked
Flight Phase.Ground : Pushback

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 1800
ASRS Report : 689287

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Company Review

Assessments

Problem Areas : Cabin Crew Human Performance
Problem Areas : Flight Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

AFTER PUSHING BACK FROM GATE, WE WERE INFORMED DURING THE START OF ENG #1 THAT A PAX IN THE FRONT ROW HAD COMMENTED THAT ONE OF THE PLTS HAD SMELLED LIKE ALCOHOL. WE SHUT DOWN THE ENGS AND RETURNED TO THE GATE TO QUESTION THE PAX. WE WERE MET BY STATION PERSONNEL TRAINED TO HANDLE THESE SITS. THE PAX, WHO PRE-BOARDED IN A WHEELCHAIR, SHOWED NO DIFFICULTY WALKING INTO THE JETWAY TO ANSWER OUR QUESTIONS. SHE DENIED MAKING ANY COMMENTS ABOUT ALCOHOL AND SAID SHE WAS JOKING. ANOTHER PAX TOLD US SHE HAD MADE COMMENTS TO THE EFFECT THAT ONE OF THE PLTS HAD BEEN DRINKING, BUT IT WAS A JOKE. I INFORMED THEM BOTH THAT SUCH COMMENTS HAD TO BE TAKEN SERIOUSLY AND THAT WE (THE PLTS) HAD NOT BEEN DRINKING. THE CAPT CONTACTED THE CHIEF PLT REGARDING THE SIT. THEY AGREED TO HAVE TRAINED ALCOHOL OBSERVERS FROM THE STATION CERTIFY OUR SOBRIETY. THIS WAS DONE IN THE JETWAY, WE RE-ENTERED THE PLANE AND DEPARTED WITHOUT INCIDENTS. THE PAX INVOLVED IN MAKING THE COMMENTS WERE OFFERED ALTERNATE FLT ARRANGEMENTS, IF THEY FELT UNCOMFORTABLE WITH OUR ABILITY TO SAFELY FLY. ONCE AGAIN, THEY SAID IT WAS ALL A JOKE AND CHOSE TO CONTINUE.

Synopsis

B737 FLT CREW HAS PAX SUGGEST THAT ONE OF THE PLTS SMELLS OF ALCOHOL. FLT CREW IMMEDIATELY RETURNS TO GATE AND HAS QUALIFIED PERSONNEL CERTIFY SOBRIETY.

ACN: 684188

Time / Day

Date : 200601

Day : Thu

Place

Locale Reference.Airport : MDPP.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B757 Undifferentiated or Other Model

Operating Under FAR Part : Part 121

Flight Phase.Ground : Parked

Flight Phase.Ground : Preflight

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Qualification.Controller : Non Radar

Qualification.Flight Attendant : Currently Qualified

Qualification.Flight Attendant.Aircraft Qualified On : 4

Experience.Flight Attendant Time.Airline Total : 19

Experience.Flight Attendant Time.Total : 19

Experience.Flight Attendant Time.Type : 100

ASRS Report : 684188

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Function.Oversight : Flight Attendant In Charge

Person : 3

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Person : 4

Function.Observation : Passenger

Person : 5

Function.Observation : Passenger

Person : 6

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct

Resolatory Action.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Passenger Human Performance

Narrative

DURING BOARDING I WAS IN THE AFT GALLEY ALONE PREPARING INSERTS WHEN PAX, MS Y, STARTED YELLING AT ME THAT HER SEAT CUSHION WAS WET. I STEPPED TOWARDS HER AND SHE THREW THE SEAT CUSHION AT MY FEET. I SAID 'PLEASE, DON'T THROW THE SEAT CUSHION AT MY FEET.' I THEN TOLD HER, 'WE ARE AWARE OF THE SITUATION, AND ARE IN THE PROCESS OF FIXING THE PROB. IN THE MEANTIME....' I REACHED FOR A BLANKET AND SAID 'WHILE YOU'RE WAITING HERE'S A BLANKET TO COVER THE WET SPOT.' SHE AND MR X STARTED SCREAMING, 'WE PAID GOOD MONEY, HOW DARE YOU ASK ME TO SIT ON A WET CUSHION, ETC.' I SAID 'THIS IS JUST TEMPORARY TILL A NEW CUSHION ARRIVES.' THEY CONTINUED TO SCREAM AT ME ABOVE MY VOICE. I SAID, 'OK, STAND HERE.' I CONTINUED WORKING IN GALLEY TILL MR X STARTED SCREAMING ABOUT THE SITUATION AGAIN. I TURNED AROUND AND HE THREW THE SEAT CUSHION AT ME AND HIT ME. STARTLED, I AGAIN STARTED TO EXPLAIN. THEY WOULD NOT LISTEN. MS Y ASKED FOR MY NAME. I TOLD HER. SHE WANTED MY LAST NAME. I SAID 'ABSOLUTELY NOT.' SHE STARTED THREATENING ME THAT SHE WOULD HAVE MY JOB, THAT AIRLINE PEOPLE WERE NOT ALLOWED TO TALK TO HER THIS WAY, AND THAT I WOULD HEAR ABOUT THIS. I SAID 'I WOULD BE MORE THAN HAPPY TO ANSWER HER LETTER. I'VE BEEN A FLT ATTENDANT FOR 20 YRS AND THAT I WAS NOT SCARED OF THAT.' SHE SAID 'I SHOULD BE SCARED.' AND I SAID 'I'M NOT.' I THEN CALLED THE PURSER, MR Z, WHO CAME BACK. THEY WERE UNREASONABLE WITH HIM. I ASKED THAT THEY BE TAKEN OFF. HE TALKED TO CAPT AND GATE AGENTS. THEY ASKED THEM FOR AN APOLOGY. I SAID THAT WOULD NOT BE OK. I FELT THREATENED, THEY WERE BOTH PHYSICALLY AND VERBALLY ABUSIVE. THEY WERE TAKEN TO JETBRIDGE. WHEN THEY WERE TOLD THEY WERE GOING TO BE TAKEN OFF, THEN THEY TRIED TO APOLOGIZE BUT I WAS NOT COMFORTABLE WITH THAT. THE CAPT DECIDED TO REMOVE THEM. OPS WAS CONTACTED AND AGREED, ALONG WITH GATE AGENTS. THEY AND THEIR 4 OTHER TRAVELING COMPANIONS WERE REMOVED. PAX MR W AND HIS WIFE CAME FORWARD AND SAID THEY WITNESSED THE WHOLE SITUATION AND SAID THEY WERE OUT OF LINE.

Synopsis

A B757 FLT ATTENDANT RPTS 2 PAX WHO VERBALLY AND PHYSICALLY ABUSED HER WERE REMOVED FROM THE FLT.

ACN: 683787

Time / Day

Date : 200601
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JFK.Airport
State Reference : NY

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Controlling Facilities.Tower : JFK.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : A300
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Qualification.Flight Attendant.Aircraft Qualified On : 5
Experience.Flight Attendant Time.Airline Total : 20
Experience.Flight Attendant Time.Total : 20
Experience.Flight Attendant Time.Type : 40
ASRS Report : 683787

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Function.Observation : Passenger

Person : 4

Function.Observation : Passenger

Person : 5

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Events

Anomaly.Cabin Event : Passenger Contraband
Anomaly.Cabin Event : Passenger Misconduct

Anomaly.Non Adherence : FAR
Resolatory Action.None Taken : Unable

Assessments

Problem Areas : Passenger Human Performance

Narrative

ON FINAL APCH FOR LNDG AT JFK, FLT ATTENDANT #5 ADVISED ME THAT THE PAX SEATED BEHIND HER JUMP SEAT WAS DRUNK AND WAS BEING VERY BELLIGERENT. I VERIFIED HIS NAME FROM THE PAX LIST AND WENT TO COACH TO ASSESS THE SITUATION. WHEN I ARRIVED, I FOUND MR X SITTING PARTIALLY SLUMPED IN THE SEAT WITH HIS LEGS IN THE AISLE AND WAS MUMBLING FOUL LANGUAGE. I THEN REALIZED THAT I HAD INTERACTED WITH MR X 3 TIMES DURING THE FLT BEFORE THIS 4TH INTERACTION: 1) ONCE DURING THE MEAL SVC. I WAS TENDING TO XA AND XB WHEN MR X ASKED ME FOR THE BATHROOM LOCATION. I DIRECTED HIM TO USE THE LAVATORY BY 2L. HE THANKED ME AND PROCEEDED TO THE BATHROOM. HE SEEMED TO BE FINE THEN. 2) A SECOND TIME, WHILE I WAS HELPING THE COACH FLT ATTENDANTS WITH THE TRAY PICKUP. HE ALSO SEEMED TO BE FINE THEN. 3) A THIRD TIME DURING ONE OF MY WALK-THROUGHS. WE ENGAGED IN A CONVERSATION AND HE WAS COHERENT, FOCUSED AND VERY FRIENDLY. THIS TIME, I CALLED OUT HIS NAME AND INTRODUCED MYSELF. I ASKED IF THERE WAS ANYTHING I COULD HELP HIM WITH. WHEN HE LOOKED UP AT ME, I NOTICED HIS EYES WERE VERY GLASSY, HIS BREATH SMELLED LIKE ALCOHOL, AND IT WAS HARD FOR HIM TO FOCUS. I ASKED HIM TO BRING HIS LEGS IN FROM THE AISLE AND TO PLEASE FASTEN HIS SEATBELT. HE ASKED, 'WHY SHOULD I?' (HIS SPEECH WAS SLURRED) AND I EXPLAINED THAT 'WE ARE ABOUT TO LAND' AND THAT HE NEEDED TO BUCKLE UP. WHILE HE COMPLIED, HE YELLED THAT HE WANTED TO GET OFF THE PLANE AND THEN UNFASTENED THE SEATBELT AGAIN AND BEGAN TO CURSE. I POLITELY ASKED HIM TO STOP. HE SAID, 'AND WHO THE \$%@* ARE YOU? I CAN SAY WHATEVER THE \$%@* I WANT, THIS IS AMERICA.' I TOLD HIM WE HAD CHILDREN ALL AROUND US THAT THEY DID NOT HAVE TO LISTEN TO THAT KIND OF LANGUAGE. HE TOOK A ROLL OF WHAT SEEMED TO BE \$100 BILLS OUT OF HIS POCKET AND ACTUALLY PUT HIS LIPS ON MY L BREAST WHILE GRABBING MY PELVIC AREA WITH ONE HAND AS HE WAS TRYING TO HAND ME SOME MONEY WITH THE OTHER HAND. I COMMANDED HIM TO STOP AND PUSHED HIM AWAY FROM ME. HE PARTIALLY SLUMPED IN HIS SEAT AGAIN AND BECAME VERBALLY ABUSIVE AND BELLIGERENT TO ME. IN HEARING THE COMMOTION, FLT ATTENDANT #4 CAME TO MY AID ASKING IF I NEEDED HELP. AT THIS TIME, MR X WAS TRYING TO MOVE AROUND ME TO GET TO MR Y. IT SEEMED LIKE MR X WAS TRYING TO ENGAGE IN A FIST FIGHT WITH MR Y. I ASKED FLT ATTENDANT #4 TO ADVISE THE CAPT OF THE SITUATION AND THAT I AM REQUESTING PORT AUTH POLICE TO MEET THE FLT. EVEN THOUGH MR X WAS DISPLAYING INTERMITTENT EPISODES OF BELLIGERENT/VIOLENT BEHAVIOR, FLT ATTENDANT #7 GOOD COP/BAD COP APCH ALLOWED ME TO GATHER SOME INFO FROM MR Y WHO WAS TRAVELING WITH HIS FAMILY (PARTY OF 4). MR Y INFORMED ME THAT HIS ORIGINAL ASSIGNED SEAT WAS YB. HIS FAMILY WAS SITTING IN YC, D, AND G. SHORTLY AFTER TKOF, MR Y CLAIMS, THAT MR X'S BELLIGERENT BEHAVIOR BEGAN. HE STATED THAT MR X WAS DRINKING ALCOHOL FROM HIS OWN BOTTLE, BECAME ANTAGONIZING AND CONFRONTATIONAL TOWARDS EVERYONE AROUND HIM, ESPECIALLY TO HIM SINCE HE WAS IN SUCH CLOSE PROX. THIS STATEMENT WAS CORROBORATED BY OTHER PAX IN THE AREA. WHILE GATHERING INFO

FROM MR Y, I OVERHEARD MR X OFFER FLT ATTENDANT #7 \$100 BILLS TO JUST LET HIM OFF THE PLANE. FLT ATTENDANT #7 CONTINUOUSLY REFUSED THE MONEY AND INSTRUCTED MR X TO PUT HIS MONEY AWAY. I ALSO OVERHEARD MR X YELLING THAT HE WAS TRAVELING WITH HIS PARENTS, REFERRING TO THE PAX SEATED IN ZC AND D, WHOM IN TURN LOUDLY DENIED BEING HIS PARENTS. I HEARD THE PAX IN ZC AND D SAY, 'WE DON'T KNOW THAT MAN, WE SAW HIM AT THE TERMINAL FOR THE FIRST TIME, WE ARE TRAVELING ALONE, WE ARE NOT HIS PARENTS.' THE FEMALE PAX SEATED IN ZC EVEN MANAGED TO GET MY ATTN WHILE I WAS TALKING TO MR Y AND SAID DIRECTLY TO ME, 'PLEASE, YOU HAVE TO BELIEVE ME, WE DON'T KNOW THAT MAN, WE HAVE NOTHING TO DO WITH HIM.' I REASSURED HER THAT SHE WAS NOT IN ANY KIND OF TROUBLE AND ENCOURAGED HER TO REMAIN CALM. ONCE THE ACFT WHEELS TOUCHED THE GND, MR X'S VIOLENT BEHAVIOR BEGAN TO ESCALATE RATHER QUICKLY. AS SOON AS THE ACFT DOOR WAS OPENED I DIRECTED MR Y TO GATHER HIS FAMILY AND BELONGINGS AND DEPLANE DOWN THE H AND J SIDE. MR X HAD BECOME VERY AGITATED AND I WAS CONCERNED HE WOULD ATTACK THE Y FAMILY OR ANY OTHER PAX. AS PAX CONTINUED TO DEPLANE, MR X ATTEMPTED TO JUMP OVER ZA AND B SO I MOVED IN FRONT OF ZA AND B WHILE FLT ATTENDANT #7 WAS TRYING TO TALK HIM INTO NOT CLBING OVER THE SEATS. MR X LEAPED AS TO ATTACK ME. AT THE SAME TIME, PORT AUTH POLICE WAS COMING DOWN THE L SIDE OF THE ACFT. ONE OF THE POLICE OFFICERS COMMANDED MR X TO STOP. AS THE POLICE APCHED HIM, MR X OFFERED THEM MONEY TO 'LET HIM GO.' AT SOME POINT, MR X SEEMED TO ATTEMPT TO PHYSICALLY ATTACK THE POLICE OFFICERS. MR X RESISTED ARREST BUT THE PORT AUTH POLICE WAS ABLE TO TAKE CTL OF THE SITUATION. ONCE MR X WAS IN POLICE CUSTODY WE RESUMED THE DEPLANING PROCESS. AS I WAS GATHERING INFO FOR MY RPT I NOTICED THAT MR X WAS INDEED TRAVELING WITH THE PAX SEATED IN ZC AND D. I BROUGHT IT TO POLICE OFFICER'S ATTN AND, WITH ME TRANSLATING, THE PAX IN ZC AND D ADMITTED TO, IN FACT, BEING MR X'S PARENTS ALL ALONG. UPON BRIEFING THE CREW, NO ONE SAW A LIQUOR BOTTLE IN MR X'S POSSESSION. AS WE ANSWERED CALL LIGHTS AND PERFORMED OUR WALKTHROUGHS, NO ONE PERCEIVED THERE WAS A PROB DURING FLT. WHEN QUESTIONED, ONLY 2 FLT ATTENDANTS REMEMBERED SELLING MR X ALCOHOL AND ACCORDING TO THEM IT COULD NOT HAVE BEEN MORE THAN 3 DRINKS COMBINED.

Synopsis

A DRUNK PAX ACTED BELLIGERENTLY TOWARD THE FLT ATTENDANTS AND WAS ARRESTED UPON ARR AT JFK.

ACN: 679680

Time / Day

Date : 200512
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ORD.Airport
State Reference : IL
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.TRACON : C90.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 679680

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Function.Oversight : Flight Attendant In Charge

Person : 4

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 5

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Cabin Event.Other
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Airport

Problem Areas : Company

Problem Areas : Passenger Human Performance

Narrative

WHILE TURNING BASE TO FINAL, PURSER CALLED AND SAID THAT SOMEONE HAD STOLEN A FLT ATTENDANT'S WALLET WITH ID AND PASSPORT. FO ADVISED WE WOULD GET BACK TO THEM ON THE GND. AFTER LNDG WE PULLED INTO PENALTY BOX, PARKED AND CAPT CALLED PURSER FOR DETAILS. SPOKE TO FLT ATTENDANT WHOSE WALLET WAS TAKEN. FLT ATTENDANT STATED THAT HE HAD HIS BAG ON LAST ROW OF SEATS WHEN 'PREPARE FOR LNDG' ANNOUNCEMENT WAS MADE. HE WALKED FORWARD AND AFT, AND UPON RETURNING FOUND HIS BAG ZIPPED OPEN AND WALLET WITH PASSPORT, FLT ATTENDANT ID, JUMPSEAT CARD, IDENTIFICATION, ETC, MISSING. AFTER CONFERRING WITH FO AND PURSER, CAPT MADE ANNOUNCEMENT TO PAX THAT WALLET WAS MISSING, IT WAS A SECURITY ISSUE, AND LEFT DOOR OPEN TO POSSIBLE MISTAKE. ADVISED THAT SHE WOULD WALK THROUGH CABIN AND ASK EVERYONE TO SEE IF THEY COULD FIND IT. ONE PAX SAID THAT APPARENTLY AUTISTIC BOY WAS IN AREA. CAPT SPOKE TO MOTHER OF BOY AND ADVISED THAT SHE WOULD UNDERSTAND IF THERE WAS A MISUNDERSTANDING. MOTHER HAD ALREADY SPOKE TO BOY (AND CONTINUED TO DO SO), AND ASSURED HIS INNOCENCE, ALTHOUGH THE BOY WAS RESTLESS AND UNABLE TO SIT STILL (AND HAD BEEN IN AREA). HAD LAW ENFORCEMENT AND CUSTOMER SVC MEET THE FLT. ASKED PEOPLE TO CHK AGAIN AND SEE IF IT HAD 'APPEARED' NEAR THEM. AFTER CONFERRING WITH GND SECURITY PERSONNEL AND LAW ENFORCEMENT (WHO SAID IT WAS 'JUST LOST PROPERTY' EVEN THOUGH IT HAS FLT ATTENDANT'S PASSPORT), PAX WERE ALLOWED TO DEPLANE. NOTE: THE FLT ATTENDANT WHOSE WALLET, ID, PASSPORT TAKEN WAS A YOUNG MALE -- JUST THE SIZE AND BUILD THAT AN AL QAEDA WOULD TRY TO IMPERSONATE. THE DETAILS OF THIS WELL-TIMED DISAPPEARANCE SEEMED TO BE THE WORK OF A PROFESSIONAL THIEF. IF SO, IT IS NOW ONE HECK OF A LOT EASIER FOR A BAD GUY TO GET PAST SECURITY SOMEWHERE. SURELY THERE HAS TO BE A BETTER WAY... SHOULD FLT ATTENDANT STUFF BE IN A LOCKED COMPARTMENT DURING FLT?

Synopsis

IN FLT, A FLT ATTENDANT'S WALLET WITH ACR ID, PASSPORT, JUMPSEAT CARD, ETC, IS STOLEN FROM FLT BAG.

ACN: 676667

Time / Day

Date : 200510
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : VHP.VORTAC
State Reference : IN
Altitude.MSL.Single Value : 22000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZID.ARTCC
Controlling Facilities.Tower : IND.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 17000
Experience.Flight Time.Type : 8000
ASRS Report : 676667

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Function.Oversight : Flight Attendant In Charge
Qualification.Flight Attendant : Currently Qualified

Events

Anomaly.Cabin Event : Passenger Illness
Anomaly.Cabin Event : Passenger Misconduct

Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

Problem Areas : Cabin Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

ENRTE WE RECEIVED A CALL FROM THE CABIN. THE FO TOOK THE CALL AND AFTER A SHORT EXCHANGE, TOLD ME THERE WAS A PROB WITH A PAX AND THEY NEEDED TO TALK TO ME. I CALLED THE CABIN AND A TRAVELING NON-REVENUE FLT ATTENDANT FOR THE COMPANY ANSWERED AND IDENTED HERSELF. I RECOGNIZED HER FROM PREVIOUS FLTS AND SHE TOLD ME THE FLT ATTENDANT ON DUTY WAS WITH A PAX IN 3A WHO HAD STOOD UP INFLT, URINATED AGAINST THE SEAT IN FRONT OF HIM, HIS GENITALS WERE EXPOSED AND HE HAD THEN SLUMPED OVER THE SEAT BACK OF THE SEAT IN FRONT OF HIM AND WAS VERY INCOHERENT AND AT TIMES, UNRESPONSIVE WITH HIS EYES ROLLING BACK IN HIS HEAD. I ASKED IF THERE WERE ANY MEDICAL PERSONNEL ON BOARD AND IF I SHOULD GET THE ACFT ON THE GND. YES TO BOTH QUESTIONS. THERE WAS A NURSE ON BOARD, BUT LACKED CREDENTIALS. I ASKED THE FLT ATTENDANT IF SHE FELT COMFORTABLE USING HER AND SHE SAID YES. SHE INDICATED THE PAX'S CONDITION WAS DETERIORATING. AT THAT POINT I TOLD HER TO PREPARE THE CABIN FOR LNDG BECAUSE WE WOULD DIVERT TO INDIANAPOLIS. THE FLT ATTENDANT WAS TO UTILIZE THE NON-REVENUE FLT ATTENDANT AND NURSE TO ASSIST HER WITH THE PAX. I UPDATED THE FO AND OUR ACM (FAA INSPECTOR) ON THE SITUATION AND NEED TO DIVERT. I CALLED ZID AND ADVISED THEM WE HAD A MEDICAL PROB WITH A PAX AND REQUESTED A DIVERT TO INDIANAPOLIS. HE ASKED IF WE WERE DECLARING AN EMER AND I REQUESTED TO GO TO 'LIFEGUARD STATUS.' I NOTIFIED DISPATCH AND REQUESTED EMT'S MEET THE PLANE. WE COMPLETED THE CHKLISTS AND BRIEFED THE APCH AND PAX. WE MADE A NORMAL LNDG AND TAXIED TO THE GATE WHERE PARAMEDICS MET THE PLANE. THEY WORKED ON THE PAX FOR SOME TIME BEFORE REMOVING HIM ON A STRAIGHT BACK.

Synopsis

CRJ200 DIVERTS ON ACCOUNT OF ILL AND DISRUPTIVE PAX IN NEED OF MEDICAL ATTENTION.

ACN: 676347

Time / Day

Date : 200510
Day : Thu

Place

Locale Reference.Airport : JFK.Airport
State Reference : NY
Altitude.AGL.Single Value : 0

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Qualification.Flight Attendant.Aircraft Qualified On : 4
Experience.Flight Attendant Time.Airline Total : 18
Experience.Flight Attendant Time.Total : 28
Experience.Flight Attendant Time.Type : 15
ASRS Report : 676347

Person : 2

Function.Observation : Passenger

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 4

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 5

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 6

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 7

Affiliation.Government.Other
Function.Other Personnel.Other

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : FAR
Resolatory Action.Other

Assessments

Problem Areas : Passenger Human Performance

Narrative

PAX WAS UPSET BECAUSE HIS ITINERARY AND HIS SEAT ASSIGNMENT WERE NOT THE SAME. #4 FLT ATTENDANT SPOKE WITH HIM AND HANDLED IT. FLT ATTENDANT #4 AND I WERE AT 2R DOOR. THE PAX MOVED TO XX WHICH WAS ACCORDING TO ITINERARY, NOT HIS BOARDING PASS. I WENT IN FIRST CLASS TO RESUME DUTIES. AFTER SAFETY DEMO, DURING COMPLIANCE CHK, FLT ATTENDANT #2 OVERHEARD PAX SAY 'I'M GOING TO KILL SOMEONE.' SHE CAME UP TO 1L AND TOLD FLT ATTENDANT #1 AND FLT ATTENDANT #2 CALLED COCKPIT AND TOLD THEM. WE WENT BACK TO THE GATE. DURING TAXI BACK TO GATE, #2 FLT ATTENDANT AND I CHANGED JUMPSEATS SO SHE COULD BE UP FRONT WHEN FIRST CLASS DOOR WAS RE-OPENED TO TALK WITH GND PERSONNEL AND POLICE. I STAYED AT 4L/R TO MONITOR EACH CABIN. AS I WAS ALL THE WAY IN THE BACK, I HAVE NO IDEA OF SERIES OF EVENTS WITH GND PERSONNEL, PAX OR POLICE. PAX WAS REMOVED. FLT ATTENDANT #2 AND I WENT BACK TO ASSIGNED JUMPSEAT FOR SECOND TAXI OUT AND FLT.

Synopsis

DURING TAXI OUT, A DOMESTIC FLT PAX MADE THREATENING REMARKS LEADING TO THE FLT RETURNING TO THE GATE FOR PAX REMOVAL.

ACN: 675798

Time / Day

Date : 200510
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SEE.Airport
State Reference : CA
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : Marginal
Light : Night

Aircraft : 1

Controlling Facilities.Tower : SEE.Tower
Operator.General Aviation : Personal
Make Model Name : Cessna 152
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Descent : Intermediate Altitude

Aircraft : 2

Controlling Facilities.Tower : SEE.Tower
Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : VHF

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 62
Experience.Flight Time.Total : 6800
Experience.Flight Time.Type : 2000
ASRS Report : 675798

Person : 2

Function.Observation : Passenger

Person : 3

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Conflict : Airborne Critical
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.Other : Emotional Trauma
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 50

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance
Problem Areas : Passenger Human Performance

Narrative

PRIOR TO A FLT IN MVFR CONDITIONS THE GARMIN GPS III PLT WAS INITIALIZED. WHILE BEING CARRIED TO THE AIRPLANE, THE SCREEN WENT BLANK. THIS WAS ATTRIBUTED TO A MALFUNCTION, POSSIBLY CAUSED BY DIRECT SUNLIGHT. THE GPS WAS CRITICAL TO PART OF THE MISSION THAT WOULD BE NEAR TO OR WITHIN CLASS B AIRSPACE, ALTHOUGH GND REF WAS AN OPTION IF THE VISIBILITY WAS SATISFACTORY. THE MISSION WAS CONDUCTED SATISFACTORILY UNTIL THE PORTION THAT WAS NEAR TO OR IN CLASS B AIRSPACE. I DETERMINED THAT THAT PORTION HAD TO BE ABORTED DUE TO HAZE AND LOW CEILINGS. WHEN I INFORMED THE PHOTOGRAPHER OF MY DECISION, HE BECAME VERY UPSET. AT THAT TIME I INFORMED HIM THAT, DUE TO THE SUSTAINED STRESS OF THE OP, I WAS TERMINATING THE FLT. THIS ONLY IRRITATED HIM MORE. AS WE WERE NEAR THE BOUNDARY OF SEE'S CLASS D AIRSPACE, I OBTAINED THE ATIS AND CALLED FOR LNDG. THE PHOTOGRAPHER BECAME MORE IRATE, RANTING CONSTANTLY. SINCE THE ISO SWITCH WAS IN AN INCONVENIENT LOCATION, I WAS UNABLE TO SHUT HIM OUT. HE BECAME INSISTENT THAT WE DO AN ADDITIONAL SHOOT WITHIN SEE'S CLASS D AIRSPACE. TO PLACATE HIM, I LEVELED OFF AT 1800 FT AND REQUESTED AN AMENDMENT TO MY LNDG CLRNC. BECAUSE OF THE DISTR CREATED BY PHOTOGRAPHER, I USED THE CALL SIGN OF THE PLANE I USUALLY FLY, INSTEAD OF THE ONE ACTUALLY BEING FLOWN. WHILE THE RESULTING CONFUSION WAS BEING RESOLVED, I TURNED ONTO THE COURSE FOR THE SHOOT. THE LCL CTRLR, NOT REALIZING I WAS 500 FT ABOVE THE PATTERN, INTERPED IT AS AN UNAUTH TURN TO BASE LEG. LATER, WHEN THE SHOOT HAD BEEN AUTH, A COM FAILURE CONTRIBUTED TO A HEAD-ON NMAC WITH A C172 ON DOWNWIND. LATER IT WAS DETERMINED TO BE SYNCHRONOUS XMISSIONS.

Synopsis

DISTR BY A FAILED GPS, CLOSE PROX TO A CLASS D ARPT, MVMC CONDITIONS
AND AN IRATE PAX, PLT OF C152 EXPERIENCES CLOSE ENCOUNTER WITH
OPPOSITE DIRECTION C172.

ACN: 675632

Time / Day

Date : 200510
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Intersection : ADYNA
State Reference : FO
Altitude.MSL.Single Value : 34000

Environment

Weather Elements : Turbulence
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZNY.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-800
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level
Route In Use.Enroute : Atlantic

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 14200
Experience.Flight Time.Type : 1920
ASRS Report : 675632

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Function.Oversight : Flight Attendant In Charge

Person : 4

Affiliation.Company : Air Carrier
Function.Observation : Passenger

Person : 5

Affiliation.Company : Air Carrier
Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Cabin Event.Other
Anomaly.Inflight Encounter : Turbulence
Anomaly.Non Adherence : Company Policies
Resolatory Action.None Taken : Unable
Consequence.Other : Physical Injury

Assessments

Problem Areas : Cabin Crew Human Performance
Problem Areas : Environmental Factor
Problem Areas : Passenger Human Performance

Narrative

IN SMOOTH AIR AT FL340, I TURNED THE SEATBELT SIGN OFF AND MADE AN ANNOUNCEMENT TO THE PAX THAT I REALIZED THE SIGN HAD BEEN ON SINCE TKOF AND THAT I WOULD BE TURNING IT OFF FOR 10 MINS. I ALSO ANNOUNCED THAT IN ABOUT 10 MINS I WAS GOING TO HAVE TO TURN THE SIGN BACK ON AND THEY WOULD HAVE TO RETURN TO THEIR SEATS AT THAT TIME. I ALSO SPOKE WITH THE LEAD FLT ATTENDANT AND WE DISCUSSED SVC. I TOLD HER SHE COULD POSSIBLY SERVE DRINKS TO FIRST CLASS. WE ALSO DISCUSSED THAT IT WOULD NOT BE A GOOD IDEA FOR THE FLT ATTENDANTS IN THE BACK TO BRING THE SVC CART INTO THE AISLE BECAUSE I WAS GOING TO TURN THE SIGN BACK ON IN A SHORT TIME. I MENTIONED THEY COULD PASS OUT BOTTLES OF WATER IF THEY WISHED. THE FLT CONTINUED IN SMOOTH AIR FOR ABOUT 10 MINS. 70 MI FROM ADYNA, I TURNED THE SEATBELT SIGN BACK ON AND MADE AN ANNOUNCEMENT FOR THE PAX TO RETURN TO THEIR SEATS. THERE WAS A SOLID LAYER OF CIRRUS CLOUDS STARTING PRIOR TO ADYNA. NO WX RADAR RETURNS WERE INDICATED ON OUR RADAR. ABOUT 3 MINS AFTER I TURNED THE SEATBELT SIGN ON, WE ENTERED THE CLOUDS AND EXPERIENCED A BRIEF ENCOUNTER OF MODERATE TURB. THE FLT THEN CONTINUED ON THROUGH LIGHT TURB WITH OCCASIONAL MODERATE CHOP. 1 FLT ATTENDANT WAS INJURED DURING THE INITIAL TURB. 2 OTHER PAX ALSO RPTED INJURIES, ONE TO HIS TAILBONE, THE OTHER TO HER ELBOWS AND KNEES. THE FLT ATTENDANT WAS ATTENDED TO BY A DOCTOR AND A NURSE. SHE WAS 7 WKS PREGNANT AND THE DOCTOR STATED THAT THE BABY WAS SHOWING NO SIGNS OF DISTRESS. SHE RPTED SEVERE PAIN TO HER LEG NEAR THE HIP. I CONTACTED OUR COMPANY WITH A REQUEST TO HAVE PARAMEDICS MEET THE FLT ON OUR ARR. I ALSO PASSED ON INFO ABOUT THE FLT ATTENDANT AS WELL AS THE OTHER 2 PAX.

Synopsis

DESPITE REPEATED ADMONITIONS FROM THE CAPT ABOUT EXPECTED TURB AND DESPITE THE SEATBELT SIGN BEING ON, 1 CABIN ATTENDANT AND 2 PAX ARE INJURED ABOARD B737-800 NEAR ADYNA INTXN.

ACN: 674551

Time / Day

Date : 200510
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Flight Conditions : IMC
Weather Elements : Rain
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Personal
Make Model Name : PA-24 Comanche
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Attitude Indicator(Gyro/Horizon/ADI)

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 96
Experience.Flight Time.Total : 467
Experience.Flight Time.Type : 160
ASRS Report : 674551

Person : 2

Function.Observation : Passenger

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Non Adherence : Clearance
Anomaly.Other Anomaly
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Regained Aircraft Control

Assessments

Problem Areas : Aircraft
Problem Areas : Passenger Human Performance

Narrative

ON OCT/SAT/05 AT APPROX XA30, I DEPARTED ZZZ IN IMC. CEILING APPROX 400 FT AGL. I WAS CLRED AS FILED FOR THE DEP. UPON DEP, I RADIOED APCH TO CONFIRM I WAS OFF ZZZ. DURING INITIAL CLBOUT, I REALIZED THAT MY DIRECTIONAL GYRO WAS TUMBLING AND NOT WORKING. I WAS THEN CLRED DIRECT TO ABC VOR. I LOOKED AND REACHED OVER TO MY NAV RADIO TO FLIP-FLOP MY VOR FREQ AND DIAL IN MY NEW HDG ON THE VOR. AT THIS SAME INSTANT, MY PAX (AND HUSBAND) WAS SO TOTALLY OVERCOME WITH VERTIGO AND COMPLETE AND UTTER FEAR, HE BEGAN VIGOROUSLY SCREAMING TO GET HIM ON THE GND AND IN PANIC GRABBED THE CTLS, WHICH IN TURN CAUSED THE ACFT TO GO INTO AN UNUSUAL ATTITUDE. BECAUSE I WAS FOCUSING THAT INSTANT ON TUNING IN MY HDG, I, TOO, BECAME DISORIENTED. I INSTANTLY MADE THE PIC DECISION TO DECLARE DISTRESS TO APCH. APCH ASKED THE NATURE OF THE EMER. I TRIED TO TELL THEM I DIDN'T KNOW IF I WAS RIGHT-SIDE UP. THIS, I THINK, WAS THE LAST COM FOR SEVERAL SECONDS BECAUSE MY HUSBAND WOULD NOT STOP VIOLENTLY SCREAMING AND I COULD NOT HEAR ATC. I THEN DECIDED THAT I NEEDED TO DO WHATEVER IT TOOK TO REGAIN CTL. I PROCEEDED TO REACH OVER AND PUNCH MY HUSBAND IN THE FACE AND PULLED HIS BEARD TO DISRUPT HIS CURRENT AND EXTREME PANIC. DURING THIS TIME, I WAS TRYING TO GET MY SCAN BACK AND GET MYSELF STRAIGHT AND LEVEL AND CLB PRIOR TO IMPACTING. KEEP IN MIND, MY DIRECTIONAL GYRO WAS STILL TUMBLING. I FINALLY GOT MYSELF IN A WINGS LEVEL CLB TO 7000 FT. DURING THIS TIME, ATC ASKED WHAT I WANTED TO DO. I SAID, 'GET TO VFR OR ON THE GND.' AT THAT MOMENT, ATC INITIATED AN EMER ASR ASSIST (THANK GOD FOR GOOD CTRLRS.) DURING THIS ASSIST, I WAS TRYING TO RESET MY DIRECTIONAL GYRO. FROM HENCEFORTH, I WAS ABLE TO PERFORM THE REQUIRED ACTIONS OF ATC. HOWEVER, I WAS HAVING DIFFICULTY HOLDING HDGS TO STANDARD THROUGHOUT THIS ENTIRE PROCESS DUE TO MY NOW PRESENT NERVOUSNESS, MY PAX'S EPISODE, AND MY LENGTH OF TIME TO BE ABLE TO FOCUS ATTN ON RESETTING MY DIRECTIONAL GYRO. UPON COMPLETION OF THE EMER ASR ASSIST, TWR REQUESTED ME TO CALL THEM. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HER HUSBAND IS A NON CURRENT BUT LICENSED PVT PLT. HIS VERTIGO WAS SO OVERWHELMING THAT HE WAS FROZEN ON THE CTLS. AFTER SHE STRUCK HER HUSBAND AND PULLED HIS BEARD, THEY BROKE OUT OF THE CLOUDS AT APPROX 400 FT AGL, AT WHICH TIME SHE WAS ABLE TO REGAIN CTL. SHE USED THE WORD 'DISTRESS' TO WHICH ATC WANTED TO KNOW THE NATURE OF THE PROB. THE RPTR SAID SHE WOULD NOT USE THE TERM 'EMER.' SHE AND HER HUSBAND HAVE APOLOGIZED TO EACH OTHER. THE RPTR IS CURRENTLY

VERY ACTIVE IN FAA SAFETY SEMINARS, AN ACTIVE CFII. SHE HAS NOT HEARD FROM THE FAA, ALTHOUGH SHE WAS ADVISED THAT THERE MAY BE AN INVESTIGATION.

Synopsis

A PA24'S DIRECTIONAL GYRO FAILED IN IMC. THE PLT'S PAX EXPERIENCED EXTREME VERTIGO AND ATTEMPTED TO TAKE THE ACFT'S CTLS. THE PLT REACTED PHYSICALLY AND DECLARED 'DISTRESS,' RETURNING TO LAND WITH ATC ASSISTANCE.

ACN: 673708

Time / Day

Date : 200508
Day : Sat

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : A320
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Function.Oversight : Flight Attendant In Charge
ASRS Report : 673708

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 4

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Cabin Event : Passenger Misconduct
Anomaly.Other Anomaly
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Lav Smoke Detector
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Aircraft
Problem Areas : Passenger Human Performance

Narrative

FLT ATTENDANT #3 RESPONDED TO AFT LAV FIRE ALARM. CALLED ME, FLT ATTENDANT #1, TO ASSIST. PAX HAD LIT MATCH IN AFT LAV WHICH SET ALARM OFF, (MY CONCERN) COCKPIT DOESN'T HEAR ALARM. (HE DID SO TO COVER SMELL FROM USING THE FACILITY.) WAS EMBARRASSED. FLT ATTENDANT EXPLAINED CONSEQUENCES OF WHAT COULD HAVE HAPPENED. I CHKD EXTINGUISHER TO SEE IF IT HAD GONE OFF (DID NOT), AND Poured WATER IN TRASH BIN MAKING SURE IT WAS OUT. PAX WENT BACK TO HIS SEAT. MY CONCERN IS THAT WE DID NOT HEAR THE ALARM THROUGHOUT THE PLANE NOR WAS THERE ANY INDICATION TO THE COCKPIT. WHAT IF WE WERE OVERCOME BY SMOKE OR FIRE? SIT NEEDS TO BE ADDRESSED.

Synopsis

AN A320 FLT ATTENDANT RPTS THAT A PAX LIT A MATCH IN THE LAV ACTIVATING THE FIRE ALARM THAT WAS HEARD LOCALLY BUT NOT THROUGHOUT THE ACFT OR IN COCKPIT.

ACN: 673686

Time / Day

Date : 200508

Day : Mon

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC

Operator.Common Carrier : Air Carrier

Make Model Name : B767-300 and 300 ER

Operating Under FAR Part : Part 121

Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Qualification.Flight Attendant : Currently Qualified

ASRS Report : 673686

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Person : 3

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Person : 4

Affiliation.Company : Air Carrier

Function.Flight Crew : First Officer

Person : 5

Function.Observation : Passenger

Function.Other Personnel.Other

Events

Anomaly.Cabin Event : Passenger Misconduct

Anomaly.Cabin Event.Other

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Unable

Consequence.Other : Company Review

Consequence.Other : Emotional Trauma

Assessments

Problem Areas : Cabin Crew Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Passenger Human Performance

Narrative

DUE TO A VERBAL ALTERCATION WITH A COACH PAX, ONE OF MY AFT FLT ATTENDANTS CALLED THE CAPT AND ASKED THAT THE SEATBELT SIGN BE TURNED ON. THE CAPT REFUSED, AND THEN CALLED ME AT 1L TO GET DETAILS, WHICH I GAVE, SAYING WE WANTED THE SIGN ON TO DIFFUSE A SITUATION IN THE AFT GALLEY BTWN A PAX AND FLT ATTENDANT. CAPT SAID HE DIDN'T WANT TO USE THE SEATBELT SIGN FOR 'CROWD CTL.' I RELAYED THIS INFO TO MY FLYING PARTNERS IN THE FORWARD GALLEY. FLT ATTENDANT X, WHO HAD BEEN WORKING IN COACH, HEARD THE EXCHANGE AND GRABBED THE INTERPHONE AT THE JUMPSEAT BY THE FORWARD CROSS AISLE, CALLED THE COCKPIT AND SAID 'THIS IS FLT ATTENDANT X, PUT THE SEATBELT SIGN ON NOW!' THE FO TOOK THE CALL AND SEATBELT SIGN WENT ON IMMEDIATELY, AND THE PAX SAT DOWN SHORTLY THEREAFTER. THE CAPT THEN CALLED ME AT 1L AND WANTED CLARIFICATION. I APOLOGIZED FOR FLT ATTENDANT X'S TONE OF VOICE, ETC, AND WENT UP TO THE COCKPIT TO EXPLAIN THE SITUATION SHORTLY THEREAFTER. THERE WAS A BREAKDOWN IN CRM WITH THE CAPT REFUSING TO PUT ON THE SEATBELT SIGN WHEN ASKED BY THE COACH FLT ATTENDANT AND THEN BY ME, AS WELL AS WHEN FLT ATTENDANT X TOOK MATTERS INTO HER OWN HANDS, CALLING AND ALARMING THE PLTS, BYPASSING CHAIN OF COMMAND. THIS COULD HAVE BROKEN DOWN COMS FURTHER BECAUSE IT SOUNDED LIKE I PUT HER UP TO CALLING WHEN I DIDN'T LIKE HIS REASONING. THE NEXT DAY, WHEN I HAD CALMED DOWN ENOUGH TO TALK TO HER, I EXPLAINED THAT HER ACTIONS HAD PUT US ALL AT JEOPARDY, UNDERMINED MY ROLE AS PURSER, ANTAGONIZED THE CAPT AND FO, AND BY GIVING HER NAME IN SUCH AN ABRUPT MANNER, ALERTED THE COCKPIT THAT SOMETHING DIRE WAS TAKING PLACE, WHEN ALL WE WANTED TO DO WAS TO DE-ESCALATE A MINOR SITUATION IN THE COACH CABIN. I ALSO HAD TO SPEAK TO HER ABOUT USING LOUD, FOUL LANGUAGE WHEN SHE WAS SETTING UP THE FIRST CLASS GALLEY WHILE PAX WERE BOARDING. WE DISCUSSED HER CHALLENGE WITH SITUATIONAL AWARENESS AND REPERCUSSIONS.

Synopsis

POOR COM BTWN CABIN AND COCKPIT CAUSES A BREAKDOWN IN COORD AND TEAMWORK NECESSARY TO RESOLVE A CABIN DISRUPTION.

ACN: 672091

Time / Day

Date : 200509

Day : Thu

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC

Operator.Common Carrier : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Operating Under FAR Part : Part 121

Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Experience.Flight Attendant Time.Airline Total : 18

Experience.Flight Attendant Time.Total : 18

ASRS Report : 672091

Person : 2

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Flying Bread
In Cabin

Resolatory Action.None Taken : Detected After The Fact

Resolatory Action.Other

Assessments

Problem Areas : Passenger Human Performance

Narrative

LADY WAS ANGRY THAT SHE HAD TO PAY FOR HER SANDWICH. SHE WAS YELLING/SCREAMING, SHAKING HER FIST AND POINTING HER FINGER IN FLT ATTENDANT'S FACE AND THREW THE SANDWICH AT FLT ATTENDANT'S HEAD.

Synopsis

PAX ABOARD B737 BECOMES IRATE WHEN TOLD SHE MUST PAY FOR SANDWICH.

ACN: 671828

Time / Day

Date : 200509

Day : Mon

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Operating Under FAR Part : Part 121

Flight Phase.Ground : Parked

Flight Phase.Ground : Pushback

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Qualification.Flight Attendant : Currently Qualified

Qualification.Flight Attendant.Aircraft Qualified On : 5

Experience.Flight Attendant Time.Airline Total : 19

Experience.Flight Attendant Time.Total : 28

Experience.Flight Attendant Time.Type : 60

ASRS Report : 671828

Person : 2

Function.Observation : Passenger

Person : 3

Function.Observation : Passenger

Events

Anomaly.Cabin Event : Passenger Misconduct

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Other

Assessments

Problem Areas : Cabin Crew Human Performance

Problem Areas : Passenger Human Performance

Narrative

PAX BOARDED, Demeanor strange, wearing dark sunglasses which he never took off. Asked me upon boarding, 'For a screwdriver, I'm sitting in seat X.' Advised him this time and 3 more times no alcohol before TKOF. Had a discussion with him prior to DEP to ask him if he was going to cause any probs. He said no. ACFT doors closed, pushed back. I had made 2 PA'S to turn off cell phones. Told him personally also to turn his phone off, as did my co-worker. So, after being told 4 times to turn his phone off, I again witnessed him using the phone, at which point I advised him we were to return to the gate and have him removed. I called the Capt. We were towed back to the gate, and PAX was removed. Every first class customer thanked me for doing so, as they had observed his behavior, and did not want him on board either. His very strange behavior, demeanor and questions caused much suspicion for crew and PAX alike.

Synopsis

Cabin attendant onboard MD80 asks to have PAX removed for refusing to follow repeated directives regarding cell phone use. Capt returns ACFT to gate and disruptive PAX is removed.

ACN: 671485

Time / Day

Date : 200509

Day : Sat

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft : 1

Controlling Facilities.Tower : DFW.Tower

Operator.Common Carrier : Air Carrier

Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Operating Under FAR Part : Part 121

Flight Phase.Ground : Parked

Component : 1

Aircraft Component : Emergency Exit

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : Single Pilot

Function.Oversight : PIC

ASRS Report : 671485

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Person : 4

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Person : 5

Affiliation.Company : Air Carrier

Function.Maintenance : Technician

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Cabin Event : Passenger Misconduct

Anomaly.Non Adherence : Company Policies

Resolatory Action.Flight Crew : Overcame Equipment Problem

Consequence.Other : Company Review
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : Maintenance Human Performance
Problem Areas : Passenger Human Performance

Narrative

RIGHT AS MAINT GOT OFF HEADSET, THE FLT ATTENDANT CALLED TO HAVE RUDE PAX REMOVED AND WE GOT QUITE INVOLVED OVER THIS. IT WAS A PERFECT DISTR FOR ME INTERRUPTING ANY CHANCE I HAD OF REMEMBERING THAT THE DOORS WERE ARMED. THE #1 FLT ATTENDANT KNEW MAINT WAS GOING TO COME OUT, BUT SHE WAS INVOLVED WITH THE PAX, MAINT, ON THE HEADSET, DIDN'T THINK TO ASK IF WE WERE DISARMED, MY FO LISTENING TO THE FLT ATTENDANT DISCUSSION OF THE PAX. AT THE TAIL THE SUPVR TOLD ME AFTERWARD THAT THEY OPENED THE STAIRS VERY CAREFULLY IN CASE WE WERE STILL ARMED. I THINK THEY SHOULD HAVE RUN BACK AND ASKED ME ON HEADSET. FORTUNATELY, OUR #2 FLT ATTENDANT HEARD THEM COMING AND DISARMED EVERYTHING. WHEN THE AFT STAIRS LIGHT ILLUMINATED, IT DAWNED ON ME TO CALL AND TELL HER TO DISARM, WHICH SHE WAS ALREADY DOING. HOPEFULLY WE CAN LEARN SOMETHING FROM THIS.

Synopsis

ALERT CABIN ATTENDANT DISARMS CABIN DOORS JUST BEFORE MAINT ATTEMPT TO BOARD MD80 THROUGH AFT ENTRY.

ACN: 671424

Time / Day

Date : 200509

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC

Operator.Common Carrier : Air Carrier

Make Model Name : B777-200

Operating Under FAR Part : Part 121

Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Attendant : On Duty

Experience.Flight Attendant Time.Airline Total : 26

Experience.Flight Attendant Time.Total : 26

Experience.Flight Attendant Time.Type : 98

ASRS Report : 671424

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Person : 3

Function.Observation : Passenger

Function.Other Personnel.Other

Person : 4

Affiliation.Government.Other

Function.Other Personnel.Other

Events

Anomaly.Cabin Event : Passenger Misconduct

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Resolatory Action.Other

Assessments

Problem Areas : Passenger Human Performance

Narrative

PAX MUST HAVE BOARDED INTOXICATED, BUT UNDER CONTROL OR DRUGS WERE TAKEN ALONG WITH ALCOHOL INGESTED INFLT. PAX BECAME SEVERELY INTOXICATED AND IRRATIONAL. HE WAS UNCOOPERATIVE TO FLT ATTENDANT, FO, AND CAPT INSTRUCTIONS. HE BECAME CONFRONTATIONAL AND VERBALLY ABUSIVE. AN UNREASONABLE AMOUNT OF ALCOHOL WAS NOT DELIVERED TO CAUSE THIS ACTION. THE CREW PERFORMED THEIR DUTIES AS TRAINED AND EVERYTHING WOULD HAVE RESULTED AS EXPECTED IF IT WERE NOT FOR THE INEFFECTIVE PERFORMANCE OF THE RESTRAINING TAPE ISSUED BY THE COMPANY. WE MIGHT AS WELL HAVE USED TOILET PAPER. FLEX CUFFS WERE THEN USED ON ANKLES AND WRISTS AND THEN PAX WAS CONTROLLED UNTIL ARR AND LOCAL AUTHORITIES TOOK OVER.

Synopsis

OVERINDULGING PAX ON INTL FLT WAS RESTRAINED AFTER BECOMING ABUSIVE WITH FLT CREW AND FLT ATTENDANTS. COMPANY PROVIDED RESTRAINING 'TAPE' PROVES INADEQUATE AND FLEX CUFFS REQUIRED FOR EFFECTIVE RESTRAINT.