



National Transportation Safety Board Aviation Incident Final Report

Location:	MIAMI, FL	Incident Number:	MIA94IA043
Date & Time:	01/01/1994, 0659 EST	Registration:	N648UA
Aircraft:	BOEING 767-322	Aircraft Damage:	None
Defining Event:		Injuries:	169 None

Flight Conducted Under: Part 121: Air Carrier - Scheduled

Analysis

THE AIRPLANE HAD BEEN PUSHED FROM THE GATE AND THE #1 ENGINE HAD BEEN STARTED. DURING ENGINE START OF THE #2 ENGINE, A HIGH FUEL FLOW WAS OBSERVED BY THE FLIGHT CREW AND A PASSENGER IN THE RIGHT SIDE OF THE AIRPLANE OBSERVED A FLAME AFT OF THE EXHAUST. THE PASSENGER SHOUTED 'FIRE', OPENED THE #2L DOOR AND DEPLOYED THE EMERGENCY ESCAPE SLIDE. THE PASSENGERS BEGAN AN UNCOMMANDED EVACUATION OF THE AIRPLANE. THE CAPTAIN WAS ADVISED BY A FLIGHT ATTENDANT THAT THE REMAINING PASSENGERS WANTED TO EVACUATE THE AIRPLANE AND THE CAPTAIN DIRECTED THAT THE #1L AND #1R DOORS BE OPENED AND THE EMERGENCY ESCAPE SLIDES UTILIZED. THE CAPTAIN SECURED THE ENGINES, ENTERED THE CABIN AND THEN STOPPED THE EVACUATION OF THE REMAINING 24 PEOPLE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: EMERGENCY PROCEDURE INITIATED BY AN UNQUALIFIED PERSON.

Findings

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: STANDING - ENGINE(S) OPERATING

Findings

1. (C) EMERGENCY PROCEDURE - INITIATED - UNQUALIFIED PERSON

Factual Information

On January 1, 1994, about 0659 eastern standard time, N648UA, a Boeing 767-322, operated by United Airlines Inc. as flight 984, scheduled, domestic, passenger service from Miami, Florida, to Chicago, Illinois, experienced a passenger initiated emergency evacuation on the ramp at the Miami International Airport. Visual meteorological conditions prevailed at the time and an IFR flight plan was filed. The airplane was not damaged and the airline transport-rated captain and first officer, 5 flight attendants, and 162 passengers were not injured. The flight was originating at the time of the incident.

The airplane had been pushed away from the gate and the No/1 engine had been started. During the No/2 engine start, the fuel flow was reportedly high and a flame aft of the engine exhaust was observed by a passenger seated on the right side of the cabin. The passenger then shouted "fire", opened the No/2L door and deployed the slide. Passengers then began an uncommanded evacuation the airplane. The No/1 flight attendant advised the captain that passengers were evacuating and the remainder of the passengers wanted to evacuate the airplane. The captain directed that the No/1L and No/1R doors be opened and the emergency escape slides deployed for continued evacuation of the airplane. The captain secured the engines then entered the cabin and stopped the emergency evacuation of the remaining 24 people.

Pilot Information

Certificate:	Airline Transport; Flight Engineer	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/07/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15061 hours (Total, all aircraft), 355 hours (Total, this make and model), 15061 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N648UA
Model/Series:	767-322 767-322	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	25285
Landing Gear Type:	Retractable - Tricycle	Seats:	220
Date/Type of Last Inspection:	10/25/1993, Continuous Airworthiness	Certified Max Gross Wt.:	407000 lbs
Time Since Last Inspection:	846 Hours	Engines:	2 Turbo Fan
Airframe Total Time:	5781 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	4060
Registered Owner:	WILMINGTON TRUST CO.	Rated Power:	47000 lbs
Operator:	UNITED AIRLINES INC.	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	UALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	MIA, 11 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0650 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 13000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 19° C
Precipitation and Obscuration:			
Departure Point:	(MIA)	Type of Flight Plan Filed:	IFR
Destination:	CHICAGO, IL (ORD)	Type of Clearance:	None
Departure Time:	0659 EST	Type of Airspace:	Class D

Airport Information

Airport:	MIAMI INTERNATIONAL (MIA)	Runway Surface Type:	
Airport Elevation:	11 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	None
Passenger Injuries:	162 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	169 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	02/14/1995
Additional Participating Persons:	BERNARD SONIN; MIAMI, FL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).