

Captain Statement:

As requested, I am sending you a narrative report of flight 165, so you can comply with the NTSB request/requirement.

Ten minutes after departure from DFW airport, climbing through FL190 (IMC weather conditions) while circumnavigating around a line of thunderstorm situated north northeast to DFW airport. These conditions were producing continues turbulence, at time moderate. Aircraft N516 started experiencing engine 1 moderate to severe vibrations. A short time thereafter and in short order, Autopilot and Auto-trust disconnected (lost of automation). We also had Eng 1 EPR Mode Fault, Eng 1 EGT and N2 over the limits followed by engine 1 stall and engine 1 Fire indications. The cockpit/cabin filled with smoke, fumes and burning odor together with Avionic, Lavatories and Cargo compartments smoke on ECAM. The aircraft entered Alternate Law-we also received some other secondary warnings.

We declared an emergency and returned to DFW airport.

Sincerely,

[REDACTED]

#### First Office Statement

My name is [REDACTED]. I was the first officer operating Spirit 165 scheduled from Dallas to Atlanta on Tuesday Oct 15, 2013. The captain was the pilot flying and I was the pilot monitoring. The weather was marginal CFR at the field with several areas of precip in the vicinity. We departed DFW a few minutes ahead of schedule. Preflight, taxi, takeoff, and initial climb were normal. ATC vectored us around some cells and started climbing us.

Approximately 10 minutes after takeoff, we were climbing through 19,000' on an easterly vector and got our first indications of a problem. ENG 1 EPR MODE FAULT showed up on the ECAM and the aircraft began to vibrate. Then we declared an emergency and got a return to DFW. We divided tasks - he continued flying and I began the ECAM action items. As I finished, we got more ECAMs - ENG 1 EGT OVER LIMIT, ENG 1 N2 OVER LIMIT. The ECAM began switching which message had higher priority and was flipping the two messages up and down quickly, which made it difficult to complete actions for either of them. Our tasks were complicated by increasing airframe vibration. Then we got ENG 1 FIRE ECAM, and smoke began to fill the cockpit. We both got our masks on. Then I ran the ENG 1 FIRE ECAM actions, which resulted in shutting down ENG 1. Soon after, we got AVIONICS SMOKE on the ECAM and I started running that.

One of the FAs called the cockpit to tell us we had smoke in the cabin. I told her "thanks for the info, we declared an emergency, on our way back to Dallas, should be on the ground soon, and we'll keep you updated."

We also got SMOKE FWD CARGO, SMOKE AFT CARGO, SMOKE LAVATORY ECAMs. I ran the CARGO SMOKE ECAM. Meanwhile, the capt was following vectors and descent clearances back towards DFW. I reprogrammed the FMS for the ILS 35C, then ran the approach checklist and activated approach phase.

The capt made a PA to reassure and inform the passengers what was going on.

ATC vectored us into the the localizer with too much energy at first, so we got vectors to reintercept the approach with better energy. We performed a stabilized FLAPS 3 approach. We broke out of the clouds at roughly 1,000' AGL.

We decided to wait and see what fire crew told us on the ground before we decided to evacuate. The capt touched down smoothly. We brought it to a full stop on the runway, and called FA stations. Fire rescue met us on the runway. We requested they inspect our cargo bays. They looked over the airframe and opened the cargo bins and verified there was no fire. We decided evacuation was not necessary. We were towed to the gate without any issues.

Throughout the event both the capt and I remained calm as did all three of our flight attendants. I was very impressed with their professionalism.