



## RECORD OF EMAIL

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Date of Email: August 28, 2010, at 11:13 MST  
Subject: JetBlue Airways – Incident #WPR10IA430

Email author: Mr. Eyal Breiter, JetBlue Safety Investigator  
Email recipient: Mr. Wayne Pollack, NTSB

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The following is a summary of an email with Mr. Breiter:

- During landing in Sacramento, CA (SMF), on August 26, 2010, an Airbus A320-232, N590JB, operating as JetBlue Airways Flight 262, from Long Beach, CA (LGB) experienced a rapid deceleration and came to an abrupt stop approximately 2000 feet from the touchdown point.
- The air traffic control tower notified the Flight Crew of “smoke and flames” coming from the aircraft landing gear. The Captain elected to conduct an emergency evacuation on the runway.
- A swift and orderly evacuation was conducted from the L1, R1, and L2 doors. Flight Attendant #3 reported seeing smoke outside the R2 door and elected not to open it.
- According to the Flight Crew the flight and approach were normal. There was no indication of any issues prior to touchdown.
- A review of the flight data (QAR) indicates that the parking brake was engaged at approximately 5100 feet during the approach and remained engaged through landing. Further flight data analysis is underway.
- There were 86 passengers and 5 Crewmembers onboard. Five passengers were taken to the hospital with minor injuries.
- Aircraft damage appears limited to the main landing gear tires and wheel assemblies. All four main landing gears tires deflated and all the wheel rims were ground down. The tires show evidence of being locked on touchdown.
- Visual inspection of the brake assemblies indicate that the parking brake was engaged on landing.
- Visual inspection of the landing gear and tires does not show evidence of a fire.
- An Airbus Maintenance Manual functional test of the parking brake system and selector switch was conducted with no faults/findings found.
- An Airbus Maintenance Manual Central Warnings System Test was conducted.
  - The ECAM 1 ground scanning function test returned a “no response”
  - All other items tested with no faults/findings found



## RECORD OF EMAIL

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Date of Email: August 30, 2010, at 08:33 MST

Subject: MAN 2231 (N590JB) Tire Burst on Landing SMF on August 26

Email author: Mr. Christopher Courtenay, Director of Flight Safety, Airbus

Email recipient: Mr. Wayne Pollack, NTSB

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The following is a summary of an email from Mr. Courtenay:

- If the parking brake is selected inadvertently during approach, what messages, warnings, and aural alerts are provided to the flight crew
  - Airbus confirms that when the parking brake lever is selected to “park” position in flight
  - As per design the MEMO “PARKING BRK” is displayed in amber on the ECAM upper display
  - Yellow triple brake pressure indicator 60 GC indicates about 2100 psi on both left and right gears



## RECORD OF EMAIL

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Date of Email: September 16, 2010, at 13:26 MST

Subject: JetBlue Airways – Incident #WPR10IA430, Questions for Airbus

Email author: Mr. Christopher Courtenay, Director of Flight Safety, Airbus

Email recipient: Mr. Eyal Breiter, JetBlue Safety Investigator

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The following is a summary of an email from Mr. Courtenay:

- The ECAM emergency function is not recorded on the DFDR
- The recorded parameters show that the Park Brake is on during all the descent (from 5000 feet)
- The behavior of the ECAM in this case is the EMER CANCEL is not pressed is:
  - Activation of the BRAKES PARK BRK ON alert (Master Caution and Single Chime) around three seconds after the PARK BRK is on
  - Recall of the alert (Master Caution and Single Chime) around 800 feet, even if the crew has cleared the alert (using the CLEAR key of the ECP) or pressing the Master Caution
- If the EMER CANCEL pushbutton is pressed when the PARKING BRAKE ON alert is displayed the following takes place:
  - Activation of the BRAKES PARKING BRK ON alert (Master Caution and Single Chime) the alert disappears
  - At 800 feet the alert is not reactivated
  - Note, the alert would appear in the CANCELLED CAUTION field on the status page



## RECORD OF EMAIL

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Date of Email: Oct 10, 2010, at 07:41 MST  
Subject: JetBlue Airways – Incident #WPR10IA430

Email author: Mr. Eyal Breiter, JetBlue Safety Investigator  
Email recipient: Mr. Wayne Pollack, NTSB

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The following is a summary of an email with Mr. Breiter:

- During a follow-up debrief with the flight crew a portion of the debrief was accomplished in the simulator.
- The First Officer demonstrated his technique of using the emergency cancel pushbutton to cancel the autopilot disconnect cavalry charge/warning.
- The First Officer technique was to hold down the emergency cancel pushbutton just prior disconnecting the autopilot and keep it held for several seconds.
- This technique has the effect of canceling the parking brake on Master Caution and clearing the parking brake on ECAM message and inhibiting any further caution related to the parking brake (if pressed when the parking brake warning is active).
- The First Officer stated that this button was used to pre-cancel the autopilot disconnect warning.



## RECORD OF EMAIL

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Date of Email: January 16, 2013, at 11:09 MST

Subject: YENA Blown Tires, N590JB

Email author: Mr. Michael Cartelli, FAA Inspector (Powerplant, PPM)

Email recipient: Mr. Albert Nixon, NTSB

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The following is a summary of an email with Mr. Cartelli:

- JetBlue aircraft N590JB landed in Sacramento, California on 08/26/10
- All four main tires deflated and appeared not to rotate the entire 2068 foot skid
- Small tire fire on left outboard main was extinguished
- Emergency Evacuation accomplished with four minor injuries
- The R2 door was not used because the flight attendant saw smoke through the viewing window
- All main tires and wheel assemblies were worn down
- Parking brake select handle seemed to need only a very small amount of vertical travel, approximately 1/4 of an inch, to allow rotation to the on position
- Parking brake Emergency Crew Alert Monitoring system (ECAM) line scan task IAW 32-45-00-05 was accomplished with no failures indicated
- ECAM line scan test of the fault warning Fault Warning Computers (FWC) 1 and 2 was accomplished with no failures
- Independent test of both FWCs was accomplished by opening the circuit breakers and alternately testing the Auxiliary Power Unit (APU) fire warnings. Both FTC responded to the fault