NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

May 31, 2017

Attachment 2 - American Airlines Flight Crew Written Statements

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA17FA021

AAL383/28OCT2016, KORD to KMIA

Anthony P Kochenash, [redacted]

I was the captain and pilot flying. Here is my recollection of the incident.

We were cleared for takeoff on runway 28R from intersection N5. After engaging Autothrust, the engines spooled up normally. Acceleration was normal. I remember FO Dave Ditzel calling "Eighty Knots." I looked at the airspeed and noted we were EXACTLY 80 kts. A short time later, there was a loud explosion that shook the whole airplane. I vaguely remember feeling a bump in the cabin pressure at the time of the explosion, along with a decrease in our acceleration rate. My initial thought was that we had blown a tire. But in my personal experience, I have never actually witnessed a blown tire. In any case, the airplane seemed to be pulling to the right, consistent with a blown tire. We rolled about another 3 seconds before I subconsciously said to myself that the explosion seemed WAY more powerful than what I would expect as the result of a blown tire.

That's when I decided that the airplane was unable/unsafe to fly. I elected to reject the takeoff. I believe our airspeed was around 100 kts. At that point, there was no fire indication in the cockpit. I allowed the RTO system to automatically apply braking. The stop was very aggressive. The ground roll I would estimate was around 1500 feet after the RTO system activated. The FO transmitted to tower that we were stopping on the runway. As we slowed through about 30 or 40 kts, the tower informed us that the airplane was on fire. There was STILL no fire indication in the cockpit. About the time we came to a complete stop and set the parking brake, the fire light finally came on and the fire bell sounded.

We could smell smoke in the airplane as soon as we came to a stop. At first, I called for the Engine Fire Checklist. But soon after I said that since we were on the ground, let's just shut it down and run the Evacuation Checklist. I reached over and moved the Fuel Control Switch to CutOff. The FO then pulled the Fire Switch and fired a bottle. Within a few seconds, we began to run the Evacuation Checklist. We could hear a great deal of commotion and yelling coming from the cabin. Apparently, the flight attendants had already begun an evacuation.

Upon exiting the cockpit, we could see that the entire cabin was filled with smoke. Flight Attendant Shawn Ortiz appeared out of the smoke and informed us that everyone was off the airplane. Dave, Shawn, and I were the last people down the slide.

To: NTSB

From: FO Dave Ditzel

Subject: Flt 383 10/28/16

Flight 383 on 10/28 was a flight from ORD to MIA. We were on the 2nd day of a 3 day trip. We had just come from a long overnight and were well rested. We arrived at the airport at 1pm and were not rushed. Tony Kochenash and I have flown together a number of times and I feel that we have a good crew synergy when we work together.

I arrived at the aircraft first and met the mechanics who were working on some small passenger seat items.

We had a normal uneventful taxi out to runway 28R, intersection N5 for takeoff.

I was the Pilot Monitoring . Captain Kochenash was the Pilot Flying. We had a normal takeoff roll up to 80 knots. After 80 knots and before V1, I heard a bang and a slight shake of the airplane. Captain Kochenash rejected the take off. As we slowed I told the tower we were stopping on the runway. The tower told us about the fire on our right side. Captain Kochenash stopped aircraft and called for the Engine Fire Checklist. We began the Engine Fire Checklist and then Captain Kochenash said "Lets shut her down". We shut it down. I don't remember seeing the Red Fire light illuminated in the handle until after we had stopped. While competing this action, Capt. Kochenash called for the Evacuation checklist. I pulled out the checklist and we smoothly proceeded through it.

As we departed the cockpit, I was surprised that the flight attendants had already successfully evacuated the aircraft and we then left the airplane. There was a great deal of thick black smoke from ceiling to floor. Our #1 flight attendant, I believe his name was Shawn Ortiz, had waited for us and announced that the aircraft was clear and to head out the L1 slide. All three of us left out the L1 door slide.