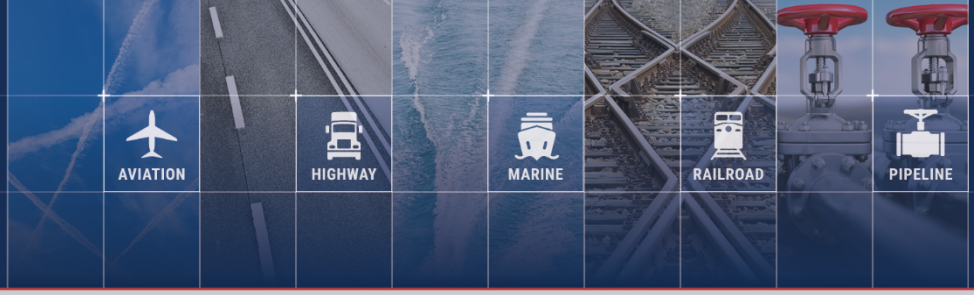

Aviation Investigation Final Report

Location:	SeaTac, Washington	**Accident Number:**	DCA21LA208
Date & Time:	August 23, 2021, 20:45 Local	**Registration:**	N479AS
Aircraft:	Boeing 737-990ER	**Aircraft Damage:**	None
Defining Event:	Evacuation	**Injuries:**	1 Serious, 3 Minor, 130 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

Even though an overheated passenger cell phone was put into a battery containment bag (BCB) by the cabin crew, a large amount of smoke remained in the cabin with a strong acrid smell. As a result, the captain commanded an evacuation on taxiway A spot 6A at the Seattle-Tacoma International Airport (SEA), Seattle Washington. One passenger broke their elbow while descending on the evacuation slide.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The passenger's use of the evacuation slide resulted in the serious injury.

Findings

Aircraft	(general) - Related operating info

Factual Information

History of Flight

Taxi-from runway	Evacuation (Defining event)

Information

Certificate:	**Age:**
Airplane Rating(s):	**Seat Occupied:**
Other Aircraft Rating(s):	**Restraint Used:**
Instrument Rating(s):	**Second Pilot Present:**
Instructor Rating(s):	**Toxicology Performed:**
Medical Certification:	**Last FAA Medical Exam:**
Occupational Pilot:	**Last Flight Review or Equivalent:**
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Boeing	**Registration:**	N479AS
Model/Series:	737-990ER	**Aircraft Category:**	Airplane
Year of Manufacture:	2015	**Amateur Built:**	
Airworthiness Certificate:	Transport	**Serial Number:**	60576
Landing Gear Type:	Retractable - Tricycle	**Seats:**	222
Date/Type of Last Inspection:		**Certified Max Gross Wt.:**	
Time Since Last Inspection:		**Engines:**	2 Turbo fan
Airframe Total Time:		**Engine Manufacturer:**	CFM INTL
ELT:		**Engine Model/Series:**	CFM56-7B27E
Registered Owner:	ALASKA AIRLINES INC	**Rated Power:**	27300 Lbs thrust
Operator:	ALASKA AIRLINES INC	**Operating Certificate(s) Held:**	Flag carrier (121)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Dusk
Observation Facility, Elevation:		**Distance from Accident Site:**	
Observation Time:		**Direction from Accident Site:**	
Lowest Cloud Condition:	Few / 5000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 7500 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	4 knots / None	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:		**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	29.89 inches Hg	**Temperature/Dew Point:**	17°C / 0°C
Precipitation and Obscuration:			
Departure Point:	New Orleans, LA (MSY)	**Type of Flight Plan Filed:**	IFR
Destination:	Seattle, WA (SEA)	**Type of Clearance:**	IFR
Departure Time:	17:43 Local	**Type of Airspace:**	Class B

Airport Information

Airport:	SEATTLE-TACOMA INTL SEA	**Runway Surface Type:**	
Airport Elevation:	432 ft msl	**Runway Surface Condition:**	Dry
Runway Used:		**IFR Approach:**	ILS
Runway Length/Width:		**VFR Approach/Landing:**	

Wreckage and Impact Information

Crew Injuries:	6 None	**Aircraft Damage:**	None
Passenger Injuries:	1 Serious, 3 Minor, 124 None	**Aircraft Fire:**	On-ground
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	1 Serious, 3 Minor, 130 None	**Latitude, Longitude:**	47.443719,-122.31173

Administrative Information

Investigator In Charge (IIC):	Ward, Effie lorenda
Additional Participating Persons:	Bryan Shillito; Alaska Airlines ; Seattle Pete Brady; FAA Chris Heck; ALPA Jim Taley; Boeing
Original Publish Date:	July 19, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=103753

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, "accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties … and are not conducted for the purpose of determining the rights or liabilities of any person" (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB's statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available here.