

ASRS Database Report Set

Passenger Misconduct Reports

Report Set Description.....A sampling of reports that reference passenger misconduct.

Update Number.....37

Date of UpdateMay 7, 2024

Number of Records in Report Set.....50

Records within this Report Set have been screened to assure their relevance to the topic.

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000



TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded when evaluating these data of the following points.

ASRS reports are submitted voluntarily. Such incidents are independently submitted and are not corroborated by NASA, the FAA or NTSB. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Information contained in reports submitted to ASRS may be clarified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the perspective of the specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified and the identity of the individual who submitted the report is permanently eliminated. All ASRS report processing systems are designed to protect identifying information submitted by reporters; including names, company affiliations, and specific times of incident occurrence. After a report has been de-identified, any verification of information submitted to ASRS would be limited.

The National Aeronautics and Space Administration and its ASRS current contractor, Booz Allen Hamilton, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

A handwritten signature in cursive script that reads "B. Hooey".

Becky L. Hooey, Director
NASA Aviation Safety Reporting System

CAVEAT REGARDING USE OF ASRS DATA

Certain caveats apply to the use of ASRS data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, mechanics, flight attendants, dispatchers or other participants in the aviation system are equally aware of the ASRS or may be equally willing to report. Thus, the data can reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS information. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more aware of the ASRS program and more inclined to report should an NMAC occur. Any type of subjective, voluntary reporting will have these limitations related to quantitative statistical analysis.

One thing that can be known from ASRS data is that the number of reports received concerning specific event types represents the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 2010 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 2010. With these statistical limitations in mind, we believe that the **real power** of ASRS data is the **qualitative information** contained in **report narratives**. The pilots, controllers, and others who report tell us about aviation safety incidents and situations in detail – explaining what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Report Synopses

ACN: 2042731 *(1 of 50)*

Synopsis

B737-700 Flight Attendant reported being notified through a report that a passenger's unauthorized battery powered bag was transported in the passenger cabin.

ACN: 2031808 *(2 of 50)*

Synopsis

Air carrier Captain reported a loud explosion in the cabin during engine start. Flight Attendant informed the flight crew that a passenger's thermos filled with dry ice without proper ventilation exploded and blew out a window.

ACN: 2030515 *(3 of 50)*

Synopsis

Ground Agent reported paint and paint thinner spilled out of a passenger's bag during baggage unloading. TSA confiscated spilled items and also similar items from the passenger's second bag.

ACN: 2030334 *(4 of 50)*

Synopsis

Air carrier Ramp Agent reported a prohibited torch lighter was removed from a passenger bag during TSA screening. The torch lighter was properly disposed by Ramp Agent.

ACN: 2027460 *(5 of 50)*

Synopsis

B787 Flight Attendant reported a high temperature cabin temperature during boarding and during the first hour of the flight. Reporter stated that passengers and crew experienced physiological symptoms due to the temperature.

ACN: 2025431 *(6 of 50)*

Synopsis

A321 flight attendants reported excessive cabin temperature due to an equipment problem and high outside temperature. The aircraft was delayed returning to the gate with minimal airflow, passengers and crew were experiencing illness symptoms due to high cabin temperature.

ACN: 2015581 *(7 of 50)*

Synopsis

Small transport Captain reported encountering wake turbulence from the preceding aircraft upon takeoff. The passenger in the copilot seat then grabbed the yoke and attempted to perform dangerous maneuvers that would have worsened the condition. The Captain pushed the passenger's hands off the yoke and maintained positive control of the aircraft, and calmed the passenger.

ACN: 2009013 *(8 of 50)*

Synopsis

Air carrier employee reported TSA discovered two CO2 cartridges during pre-flight baggage screening. The cartridges were removed by TSA prior to departure.

ACN: 1993569 *(9 of 50)*

Synopsis

Air carrier Captain reported a passenger boarded with a carry on bag with a "batteries" label attached. After further review and consultation with ground personnel the batteries were unloaded prior to gate departure.

ACN: 1990762 *(10 of 50)*

Synopsis

Air carrier B777 First Officer reported a Flight Attendant notified the Captain of a passenger's battery that was smoking prior to pushback. The Captain had the smoking battery along with other spare batteries removed prior to cabin door closure.

ACN: 1985062 *(11 of 50)*

Synopsis

B737 Captain reported a passenger informed a Flight Attendant during pre-flight that her gate checked bag contained Lithium Ion batteries. When the bag was retrieved, the passenger stated she had not packed the bag which resulted in both passenger and bag being removed.

ACN: 1984855 *(12 of 50)*

Synopsis

Air carrier Captain reported a passenger forgot to remove Lithium Ion batteries from a gate checked bag prior to gate push back. Ground Operations removed the bag from the cargo bin.

ACN: 1979627 *(13 of 50)*

Synopsis

Air carrier Captain reported a passenger's Lithium Ion battery powered thermos experienced a thermal runaway during boarding. The Captain removed the thermos to the ramp where the fire department took command of the situation.

ACN: 1974967 *(14 of 50)*

Synopsis

CRJ-900 Flight Attendant reported a non-rev passenger was charging an e-cigarette during the flight. The Flight Attendant directed the passenger to discontinue and the passenger complied.

ACN: 1971511 *(15 of 50)*

Synopsis

A319 First Officer reported the flight crew removing a passenger who had boarded with a personal oxygen bottle.

ACN: 1969366 *(16 of 50)*

Synopsis

Air carrier ramp personnel reported discovering and removing the spare lithium battery pack from a smart bag while transferring connecting baggage to another flight.

ACN: 1954832 *(17 of 50)*

Synopsis

B737-700 Flight Attendant reported a passenger would not comply with safety regulations and used an electronic cigarette during the flight, despite being notified not to do so.

ACN: 1951684 *(18 of 50)*

Synopsis

Air Carrier Flight Attendant reported a passenger deactivated the forward lav smoke detector while she was apparently smoking or vaping. Airport authorities escorted passenger off the aircraft at the arrival gate.

ACN: 1949120 *(19 of 50)*

Synopsis

Air Carrier Flight Attendant reported passenger device emitted odor in passenger cabin. Flight Attendant confiscated the device as requested by Captain.

ACN: 1934230 *(20 of 50)*

Synopsis

Air Carrier flight crew reported being notified of a passenger bag containing a Lithium Battery incorrectly checked in cargo. Flight crew had the bag removed and placed in the overhead bin in passenger cabin prior to departure.

ACN: 1930442 *(21 of 50)*

Synopsis

B777 Captain reported being notified by the Purser of an e-cigarette charger experiencing a thermal runaway during cruise. The flight attendants placed the smoking charger in the Thermal Containment Bag which extinguished the smoking device and enabled the flight to continue with no further issues.

ACN: 1921460 *(22 of 50)*

Synopsis

Air carrier Flight Attendant reported a passenger applying aerosol spray on passenger seats during boarding. Passenger was instructed to use antibacterial wipes since aerosol deodorizers are prohibited in FA manual.

ACN: 1916103 *(23 of 50)*

Synopsis

Air Carrier flight crew reported being notified by a Flight Attendant of an unruly passenger spraying an unknown aerosol spray on a row of seats during preflight. Customer Service Supervisor was summoned which resolved the spray issue resulting in a safe flight departure with no further issues.

ACN: 1913764 *(24 of 50)*

Synopsis

Air Taxi flight crew reported discovering a prohibited electric scooter that was transported as cargo in violation of Hazmat Regulations. The violation was detected during unloading at the destination.

ACN: 1882141 *(25 of 50)*

Synopsis

Safety Analyst reported TSA discovered hidden Dangerous Goods in a passenger bag and removed it.

ACN: 1870454 *(26 of 50)*

Synopsis

Flight Attendant reported possible 5G interference with the aircraft from passengers not setting phones to aircraft mode as instructed.

ACN: 1846807 *(27 of 50)*

Synopsis

Flight Attendant reported a passenger problem related to the passenger not wearing a mask.

ACN: 1838144 *(28 of 50)*

Synopsis

Captain reported passengers refused to obey the face mask policy in flight, which was a safety concern because of the distraction created during critical phases of flight.

ACN: 1837819 *(29 of 50)*

Synopsis

Air carrier flight crew reported an intermittent fume event during initial descent. Flight completed a safe landing at destination.

ACN: 1833778 *(30 of 50)*

Synopsis

Air carrier Captain reported a delay followed by a cancelled flight due to a discrepancy between the Captain's and First Officer's altimeters on a previous flight which led to maintenance action.

ACN: 1832881 *(31 of 50)*

Synopsis

B737-900 Flight Attendant reported a passenger using a breathing device during cruise without prior airline approval.

ACN: 1828260 *(32 of 50)*

Synopsis

Captain reported returning to the gate and refusing the aircraft due to excessive temperature in the cabin.

ACN: 1827915 *(33 of 50)*

Synopsis

Flight Attendant reported an increase in mask non-compliance during flight operations and requested additional guidance.

ACN: 1823021 *(34 of 50)*

Synopsis

Air carrier Flight Attendant reported passenger misconduct related to COVID-19 mask requirements.

ACN: 1812044 *(35 of 50)*

Synopsis

Air carrier Check Airman reported concerns when informed that the station operations radio "only works sometimes" when attempting to return to the gate and address a passenger misconduct issue.

ACN: 1809981 *(36 of 50)*

Synopsis

Air carrier flight crew reported deviations from standard practices due to distractions in the cabin, causing check list omissions.

ACN: 1809415 *(37 of 50)*

Synopsis

Flight Instructor reported having to strike a student to release the flight controls during takeoff after the student attempted to stop the aircraft from rotating and did not respond to verbal commands from the instructor to release the controls.

ACN: 1805938 *(38 of 50)*

Synopsis

Captain reported a Flight Attendant distracted the flight deck crew during the landing rollout to inform them a passenger was not conforming to face mask policy.

ACN: 1804991 *(39 of 50)*

Synopsis

Air carrier Captain and a Flight Attendant reported a Flight Attendant was still standing during takeoff roll due having to deal with a passenger not complying with face mask policy.

ACN: 1804172 *(40 of 50)*

Synopsis

Flight crew reported passengers boarded the aircraft with alcohol. The crew reported confusion with ramp control during push back about potential conflicting push back traffic. The crew reported difficulty completing pre takeoff checklists due to several Ramp Control and ATC taxi instructions during a busy departure period at the airport. The crew reported another taxiing aircraft had its landing lights on making it difficult to see the taxiway markings. The crew utilized the wrong Tower frequency causing them to miss their clearance to taxi onto the runway.

ACN: 1802425 *(41 of 50)*

Synopsis

Air carrier Captain reported not performing the Before Taxi Checklist and subsequently had not set the flaps to the takeoff setting prior to moving the aircraft. Reporter cited distraction from dealing with face mask issues in the cabin area may have contributed to the event.

ACN: 1801802 *(42 of 50)*

Synopsis

Air carrier Captain and a Flight Attendant reported a passenger's child was resisting wearing a face mask. After this problem started the parent then stated the child was under 2 and did not need to wear the face mask.

ACN: 1798864 *(43 of 50)*

Synopsis

Air carrier Captain reported a father with two children were non-compliant with face mask policy during the flight.

ACN: 1797439 *(44 of 50)*

Synopsis

Flight Attendant reported the aircraft cleaners were slipping onboard to clean the aircraft before the passengers were completely off. One last passenger, resembling a cleaner, remained intermixed with crew and cleaners during the crew's exit.

ACN: 1796297 *(45 of 50)*

Synopsis

Air carrier Flight Attendant reported refusing to allow a Lithium Ion powered Hover Board in passenger cabin per company Hazmat policy.

ACN: 1795884 *(46 of 50)*

Synopsis

Air carrier flight crew reported missing re-setting the auto-brake system before takeoff and cited dealing with a passenger not complying with face mask policy as a contributing factor.

ACN: 1795292 *(47 of 50)*

Synopsis

Two air carrier captains reported delays due to incorrect MEL procedures performed by maintenance and a passenger not complying with face mask policy.

ACN: 1794252 *(48 of 50)*

Synopsis

Flight Attendant reported it is too early to expand the inflight service. There are too many passengers with face masks down, talking with masks down, and social distancing issues during the inflight service.

ACN: 1793950 *(49 of 50)*

Synopsis

Air carrier Captain reported passengers not conforming with face mask policy during flight and had personnel meet the aircraft on arrival.

Synopsis

B737-700 First Officer reported a communication breakdown between flight crew and Dispatch regarding missing signed NOTOC document.

Report Narratives

Time / Day

Date : 202310

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Cabin Lighting : High

Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Boarding

Cabin Activity : Safety Related Duties

Cabin Activity : Deplaning

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 2042731

Human Factors : Situational Awareness

Human Factors : Training / Qualification

Human Factors : Workload

Human Factors : Time Pressure

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Detector.Person : Gate Agent / CSR

When Detected.Other

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

During the boarding process at ZZZ, a customer boarded the flight at the last moment. At the time, I was making on-board announcements and also facilitating other passengers' use of the lavatory. To expedite boarding, I took my dedicated assist position at the entry door to allow room for a late-arriving passengers. Using my peripheral vision, the passenger's bag appeared to comply with size requirements for carryon items, fitting into overhead bins. Consequently, I did not inspect the item closely, as my focus was on completing the boarding process as quickly and efficiently as possible. After landing and while addressing a separate customer complaint, which had been previously reported through a report, an Operations Agent informed me that the late-arriving passenger's "bag" was actually an unauthorized battery-powered bag. Ground staff should be reminded of the policies regarding unusual or potentially hazardous carry-on items and should be empowered to make decisive actions accordingly. Reinforce the importance of checking the dimensions and nature of all carry-on items before passengers are allowed to board.

Synopsis

B737-700 Flight Attendant reported being notified through a report that a passenger's unauthorized battery powered bag was transported in the passenger cabin.

Time / Day

Date : 202309

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Large Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 2031808

Human Factors : Workload

Human Factors : Troubleshooting

Human Factors : Time Pressure

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Anomaly.Ground Event / Encounter : Other / Unknown

Anomaly.No Specific Anomaly Occurred : Unwanted Situation

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : Taxi

Result.General : Maintenance Action

Result.General : Flight Cancelled / Delayed

Result.Flight Crew : Returned To Gate
Result.Flight Crew : Overcame Equipment Problem
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

While starting #2 (right) Engine, we heard a loud boom, and we immediately shut down the engine. The Flight Attendant called us and said that we had a window blown out. I asked him if there was any smoke or fire and he said no. We called Operations to get a tow back to the gate and notified them of the explosion. I called back to the Flight Attendant to find out if there were any injuries and they said there was not. They then told me that it was a thermos filled with medicine and dry ice in it. I called Ramp Control and asked for law enforcement and paramedics to meet the aircraft at the gate. Just wondering how a sealed thermos bottle filled with dry ice without proper venting was allowed to go through TSA without being caught. If we would have left on time, the explosion would have happened while airborne and might have been much more serious. I am just glad nobody was injured.

Synopsis

Air carrier Captain reported a loud explosion in the cabin during engine start. Flight Attendant informed the flight crew that a passenger's thermos filled with dry ice without proper ventilation exploded and blew out a window.

Time / Day

Date : 202308

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 145 ER/LR

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Parked

Route In Use.STAR : SNAPR2

Person

Location Of Person : Gate / Ramp / Line

Reporter Organization : Air Carrier

Function.Ground Personnel : Ramp

ASRS Report Number.Accession Number : 2030515

Human Factors : Time Pressure

Human Factors : Workload

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Other Person

Detector.Person : Ground Personnel

When Detected : Aircraft In Service At Gate

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

Narrative: 1

Air Carrier X boarded passengers and baggage bound to ZZZZ. Everything was normal and routine, after landing it was noticed that paint had spilled in the cargo compartment out of a passenger's bag. We are unaware of how the paint and paint thinner was allowed through TSA screening and loaded onto the aircraft. However, this particular passenger had two checked luggage, one of which didn't make the flight and TSA discovered more paint and paint thinner in his second piece.

Synopsis

Ground Agent reported paint and paint thinner spilled out of a passenger's bag during baggage unloading. TSA confiscated spilled items and also similar items from the passenger's second bag.

Time / Day

Date : 202308

Place

Altitude.AGL.Single Value : 0

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger

Person

Location Of Person.Other
Reporter Organization : Air Carrier
Function.Ground Personnel : Ramp
ASRS Report Number.Accession Number : 2030334
Human Factors : Time Pressure
Human Factors : Other / Unknown
Human Factors : Workload

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation
Detector.Person : Ground Personnel
When Detected : Pre-flight

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

TSA screening agent called the lobby for a company employee to go pick up a hazmat item from TSA screening. I didn't know how to navigate thru the airport to go to TSA screening area and so I asked Person B to show me where to go. Person B and I went to go pick up the item from TSA screening. It was a small torch lighter, the size of a small cigarette lighter. I signed the log book for TSA screening and the TSA agent said they will go ahead and send the passenger's bag once I signed their log book. I discarded the item by putting it inside the red HAZMAT bin inside the company lobby break room.

Synopsis

Air carrier Ramp Agent reported a prohibited torch lighter was removed from a passenger bag during TSA screening. The torch lighter was properly disposed by Ramp Agent.

Time / Day

Date : 202308
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Work Environment Factor : Temperature - Extreme
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Ramp : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B787-900
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Parked

Component

Aircraft Component : Aircraft Cooling System
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area
Cabin Activity : Boarding
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant In Charge
ASRS Report Number.Accession Number : 2027460
Human Factors : Communication Breakdown
Human Factors : Physiological - Other
Human Factors : Troubleshooting
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Attendant
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury
Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Ground Event / Encounter : Weather / Turbulence
Detector.Person : Flight Attendant
When Detected : Aircraft In Service At Gate
Result.General : Flight Cancelled / Delayed
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Weather
Primary Problem : Ambiguous

Narrative: 1

I was Purser onboard this flight. When we boarded the aircraft, I asked the CA (Captain) to get the plane cooled down. Once boarding time (XA:23 hrs) came, the aircraft cabin was still at the same temp, 87°. I asked if the APU was inop and was told that it was working and blowing out cool air. Following the guidelines for boarding a warm aircraft, sec. X.X.X, states, "do not wait until temperatures reach 90 degrees." I brought it up to the flight deck four more times in the first 40 minutes. I had already dimmed the windows to 5 and announced for the passengers to open their air vents throughout boarding. Additionally, I spoke several times during boarding with Person A, the person ramping. I also reached out on Company communication twice about the temperature. The cabin temperature raised to 88°, then 89°. I pointed out to Person A and the pilots, once again, that the manual clearly states not to wait until it hits 90°, to be proactive. Person A just kept telling me that it wasn't 90° yet so nothing was to be done. I was clearly the only person being proactive as I could not get anyone else to take any action. We went through business class several times with predeparture beverages and also ice water I made in the galley. The aircraft got to 90° and about the same time, the #2 called and said the pax were getting very angry and unruly in the back. Since I had gotten nowhere with everything I did this entire time, I asked the #2 to come up front to help me communicate this information to the inflight and gate personnel there. #2 had gotten so overheated that he took off his outer shirt and had a t-shirt on underneath. He tried to cool down with wearing just the t-shirt and an apron (the apron was so he was recognizable as flight crew). When he came up, Person A got very concerned about #2 not being in "full uniform compliance." Person A started typing messages to the senior manager in charge about #2's uniform. I was extremely disappointed that this disciplinary move was the ONLY actual action I saw going on from the very people I was pleading for help with during our entire hot aircraft dilemma, which was now getting worse. We already knew pretty early in the boarding process that we would be on a maintenance delay because someone had accidentally damaged the outside of the aircraft fuselage. As no one here was new at this job, we all realized it was going to be a while for maintenance to go through the steps in the manual and sign off the logbook. Just as the temperatures kept creeping up, so did our maintenance delay. Pax in the back were shouting and FAs (flight attendants) were worried not only about the safety of pax due to overheating, but also that someone was going to get violent. Still, the only thing being done was a message being sent about #2's full uniform not being worn. After all this time of getting nothing actionable done about the heat, FAs told irate pax to go toward the boarding door to speak with personnel there. Pax were wanting to get off and wanting to get a more realistic time for the delay instead of the "about another 10 minutes or so" they had heard over and over by this point. The

situation was really getting out of control. Incidentally, the coolest place on the aircraft at this point was also in the galley between 2L & 2R because, in an effort to keep themselves from getting sick, FAs had opened the compartment doors so the chillers could be felt by them. I called Dispatch because I couldn't reach the Tower. Dispatch called the Tower for me. I messaged Company. I asked for more management to come down as all my time spent being proactive could not get a single thing done if the flight deck and passenger service refused to take action. Finally, at approx XC: 30 hrs, a customer service manager came down, and I explained how out of control the situation was getting. We hadn't gotten much movement on the temperature, the pax were getting angrier and angrier, and the delay was still going on. As I was relaying this info to the customer service manager, a pax near door 2L was again loudly saying that it's inhumane for us to keep them on this aircraft. Also, there was an employee, an older, slender in build gentleman in a suit with glasses who suddenly claimed we were "egging" the pax on. It was then that the customer service manager asked me to go to door 1L with him so we could speak without all this interference. I continued to explain all that had gone on and was going on. The suited employee had followed us up there. I explained that it was 87° when we boarded and I had started sounding the alarms, had climbed to 88°, then 89° and 90°. Suddenly, the suited employee exclaimed that it NEVER got to 90°. I said, yes, it had and that I had even taken a picture of it. I turned the phone to show him the picture and he yelled at me to step back and keep my distance from him. Confused, I looked at the customer service manager, who immediately apologized and said he'd talk to him. I asked the customer service manager if the gentlemen was accusing me of charging him or becoming aggressive. The customer service manager said it appeared that way, but agreed that I didn't do anything, and said, again, that he would have a talk with him. A business class pax then said they could not believe how the man just spoke to me. I then asked the customer service manager if no action had been taken all of this time because of a much too pervasive attitude in our company that I, as the #1 FA, must be overreacting to the situation or something? Am I just being labeled as hysterical, even when I have been calmly advocating for something to be done for over two hours now and had not had a negative interaction with anyone up until now? The customer service manager again said he'd have a talk with the suited employee. We finally got word we were ready to go, closed the door and pushed back at XC: 45, 2 hours and 22 minutes after beginning boarding with the 87° temperature. We took off at XD:09. At XD:21, the temp in the cabin was still 83° and our temperature at XD:55, after being in the air for 46 minutes was only cooled down to 77°, even though we had it set much lower than that. Suggestions: I'm not sure how much more I can say other than we HAVE to do better for our passengers. It does absolutely ZERO good for us to have warm aircraft policies if the Captain and the ground personnel refuse to take action. Our passengers entrust us with their safety, and we need to take that responsibility more seriously. Heat exhaustion is a very real thing and poses a very real threat to our passengers' and crewmembers' health and safety. According to the Cleveland Clinic, between 10 and 65% of people with non-exertional heatstroke die from the illness. Some other people experience permanent organ damage or neurological dysfunction, and we cannot always predict who it will affect. However, we CAN provide preventative measures if we all get on the same page with this policy. I pray that this company will not wait to take action until it's far too late to protect someone from irreparable harm. I am willing to be a part of this solution, but I obviously cannot change anything without the support of the other workgroups who are supposed to make up a functioning team that adheres to the policies set forth by the company. Additionally, we have been provided with uniforms that do not breathe properly. We have no summer option, other than to remove outerwear. Why is it not mandatory that we be provided with a summer option of natural materials that breathe in these extreme conditions?

Synopsis

B787 Flight Attendant reported a high temperature cabin temperature during boarding and during the first hour of the flight. Reporter stated that passengers and crew experienced physiological symptoms due to the temperature.

Time / Day

Date : 202308
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Work Environment Factor : Temperature - Extreme
Light : Daylight

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : A321
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase : Taxi

Component : 1

Aircraft Component : Air Conditioning and Pressurization Pack
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : APU
Aircraft Reference : X
Problem : Failed

Person : 1

Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area
Cabin Activity : Boarding
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant (On Duty)
ASRS Report Number.Accession Number : 2025431
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Situational Awareness
Human Factors : Physiological - Other
Communication Breakdown.Party1 : Flight Attendant
Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area

Cabin Activity : Boarding
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant (On Duty)
ASRS Report Number.Accession Number : 2026047
Human Factors : Situational Awareness
Human Factors : Physiological - Other
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Attendant
Communication Breakdown.Party2 : Other

Person : 3

Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area
Cabin Activity : Boarding
Cabin Activity : Deplaning
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant (On Duty)
ASRS Report Number.Accession Number : 2026001
Human Factors : Communication Breakdown
Human Factors : Physiological - Other
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Attendant
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury
Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Weather / Turbulence
Anomaly.Ground Event / Encounter : Ground Equipment Issue
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : Taxi
Result.General : Maintenance Action
Result.Flight Crew : Returned To Gate

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Weather
Primary Problem : Aircraft

Narrative: 1

Prior to aircraft arrival captain informed crew that there was an issue with the A/C (air conditioning) on the plane. It was 105 degrees at ZZZ this particular day. We began boarding with very limited airflow in the cabin and the temperature began to increase to a very uncomfortable level. We closed the boarding door and before the cockpit door was closed the captain had informed the [Flight Attendant] A that we might have an issue with our tires. While waiting for maintenance to come out the temperature in the cabin began

getting even worse. Passengers were vocal about their discomfort. Took maintenance about 40 minutes to tell us that we'd need to deplane. During that time the captain made 1 PA to passengers letting them know what was happening. Captain claimed he informed the tower we would need to deplane and needed an agent to bring the jet bridge back to the plane. That took an additional 30 minutes to get an agent to open the door. During this time passengers began getting impatient (rightfully so) and a few passengers threatened to open emergency exits. Others started telling other passengers to call 911 for help. Once the door was finally opened the agent refused to let any passengers off until she took the temperature in the cabin. Drenched in sweat we were then asked to rush to a new gate to board another plane only to wait an additional 40 minutes for catering. We also had a few elderly passengers claiming they were close to losing consciousness because of the heat. Also had a kid sick from the heat. Suggestions: We have to stop boarding planes that don't have a functioning APU or proper A/C. It's so inhumane and ridiculous that we even do it in the first place. Something very bad is going to happen to a passenger one day due to these conditions. Captains need to refuse these planes and they need to be fixed.

Narrative: 2

Boarded aircraft knowing 1 engine had to be manually started. We were not getting much air at all during boarding. Aircraft was heating up rapidly. Full flight. Doors closed, jet bridge pushed back when they went to start the 2nd engine. That took awhile. We then found out we had a low/flat tire. Outside temp was 106 deg. To chug tire they had to turn off engines. It was really hot. Then needed to deplane but the engines had already been turned off. No agent could be contacted. We waited over 30 min from Captain trying to get agents to open the door. People were throwing up, XX yr old pax, new horns, one pax yelling call 911 and a pax threatening to blow a slide to get out. People were getting hysterical. Crew was trying to calmly deal with this horrendous situation at the gate in ZZZ. WE NEVER LEFT THE GATE. DON'T KNOW WHERE THE AGENT WAS. When she finally arrived she was rude and insisting our flight number and where we had come from. We were in emergency mode at this point. She then blocked our exit to get a temp reading. She was totally in the way and causing us from deplaning. She called her manager sometime while we were trying to get off the plane. One [of] the crew got off the manager started lecturing us about our brand and got in my face and totally discriminating against us as she verbally attacked and bullied us. It wasn't until the [Flight Attendant] A got her to back off. Maintenance called and was no help. We we all dehydrated, headaches and I for one felt like I had heatstroke and was in shock. Company had us continue onto ZZZ1 on another plane. I was so out of it and just sort of went with what we were TOLD to do. One body on the ground showed us any help or compassion. Heat stroke is real and I believe I had it and was dehydrated too Suggestions: FAA need to hold airlines accountable in these extreme heat situation. People in ZZZ are dying due to the extreme heat this summer. Being locked up in a metal tube with no air is absolutely inhumane and can cause death. I hope that doesn't happen so Company needs to step up their guidelines and restrictions to take these broken planes all over. Airplanes must have air in the summer regardless before it can leave a gate.

Narrative: 3

4 flight crew members and full plane of passengers! We boarded and told pilot it was too hot on board only one pack was working and it was only blowing cold air on the cockpit! The captain was told we had a tire issue and he made the decision to stay on and wait to hear the decision as temperatures were above 90 with no airflow we started having passengers to get sick (throwing up) several infants turning red a XX year old pax showing distress! Passengers started threatening to open slides to get out! Once the captain

decided to deplane but it took 30 more minutes for an agent to get to our gate !!! During this time a pax started yelling for everyone to call 911 several passengers were hysterical! I became very light headed and worried about the passengers! This EVENT WAS A VERY DANGEROUS SITUATION! Suggestions: The pilot to refuse the aircraft or deplane as soon as we learned about the possibility of a tire issue! It was too dangerous to wait on the plane!

Synopsis

A321 flight attendants reported excessive cabin temperature due to an equipment problem and high outside temperature. The aircraft was delayed returning to the gate with minimal airflow, passengers and crew were experiencing illness symptoms due to high cabin temperature.

Time / Day

Date : 202307

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : BOS.Airport

State Reference : MA

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.Tower : BOS

Aircraft Operator : Air Taxi

Make Model Name : Small Transport

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Airspace.Class B : BOS

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : BOS

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Initial Climb

Airspace.Class B : BOS

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 2015581

Human Factors : Other / Unknown

Human Factors : Training / Qualification

Analyst Callback : Attempted

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Inflight Event / Encounter : Wake Vortex Encounter

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Regained Aircraft Control

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Ambiguous

Narrative: 1

I was departing Runway 9 at BOS. I was cleared for takeoff, right turn 140. I began to turn right, I encountered some wake turbulence from the preceding aircraft. The aircraft "burbled" a little and rolled right further. The passenger in the copilot seat grabbed the yoke with his right hand, and attempted to pull and put in left aileron. I maintained positive control of the aircraft, pushed their hand off, and told them "no." At a safe altitude I explained that it was just a wake turbulence encounter and there was no reason for them to panic. As they looked young and I understood their fear in turbulence I elected to continue the flight. However, this was extremely dangerous; these are the opposite control inputs for a stall/spin to the right on takeoff, and would have exacerbated that condition. In fact if they had pulled aggressively enough at low altitude and airspeed they could have caused a takeoff stall at an unrecoverable altitude and killed us. I believe the passenger was not trained in upset recovery; if they thought there was a loss of control inflight with a right roll, the correct input should have been lower the angle of attack and then re-orient the lift vector with the rudder. They were probably afraid of the ground rush. I did specifically write please put a small adult in the copilot seat on the passenger information list; although I believe this person was at least 16 "" **I could see their driver's license in their phone case "" so I see why the Ramp Agent put them there. I do believe this** passenger acted inappropriately, only 10 minutes before this event I had explained to them that they should not be touching the flight controls. I will not fly that passenger in the front seat ever again.

Synopsis

Small transport Captain reported encountering wake turbulence from the preceding aircraft upon takeoff. The passenger in the copilot seat then grabbed the yoke and attempted to perform dangerous maneuvers that would have worsened the condition. The Captain pushed the passenger's hands off the yoke and maintained positive control of the aircraft, and calmed the passenger.

Time / Day

Date : 202306

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A330

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Parked

Person

Location Of Person : Hangar / Base

Reporter Organization : Air Carrier

ASRS Report Number.Accession Number : 2009013

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Detector.Person : Ground Personnel

When Detected : Routine Inspection

When Detected : Aircraft In Service At Gate

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

Narrative: 1

Title Dangerous goods not declared. Event Date Day 0. Event Time XA30. Flight Number Aircraft X. Departure Date Day 0. Departure Airport ZZZ. Arrival Airport ZZZZ. Location of occurrence ZZZ. Country United States. Aircraft Type A330. Event Description, two CO2 cartridges discovered by TSA while security screening of baggage for passengers. Items removed by TSA nothing more to add.

Synopsis

Air carrier employee reported TSA discovered two CO2 cartridges during pre-flight baggage screening. The cartridges were removed by TSA prior to departure.

Time / Day

Date : 202304

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Last 90 Days : 62.88

Experience.Flight Crew.Type : 62.88

ASRS Report Number.Accession Number : 1993569

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Distraction

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Electronic Device

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : Aircraft In Service At Gate

Result.General : Work Refused

Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

Just prior to boarding complete, one of our flight attendants assisting in economy noticed two carry-on bags in the overhead bin with "batteries" labels on the bags. She showed me a picture of the bags and expressed concern as to their contents. I had her inquire with the customer as to the contents of the bag and was informed they were Lithium Ion spare batteries. The customer in Seat XX volunteered to have the flight attendant bring one of the bags to the flight deck for us to review the batteries, which she did. Upon opening the bag, we found four Lithium Ion loose batteries rated for 211Wh each. The first officer and I both reviewed FOM and determined that the batteries exceeded the 100Wh limit and 160Wh limit for PEMD outlined in the FOM. I contacted the Chief Pilot to confirm the limit was applicable and make sure there was not an alternative way to carry the batteries. The Chief Pilot consulted with company Dangerous Goods team and confirmed the batteries were not allowed. I requested a CS (customer service) supervisor at the aircraft via operations radio call and a request in the app (I incorrectly stated in the app that it was a checked bag) to find a resolution for the customer. My radio and request for CS supervisor were at XA18. At XA28 I walked up the jetbridge to check on status of supervisor arriving and found the gate agent with a CS lead present at the gate counter. I tried explaining the situation with the lead but kept getting strange follow up questions and no indication the lead wanted to go down to the aircraft to assist the customer with a resolution. After several minutes of discussion, another lead walked up. The original lead explained that it was XA30 and he was scheduled to be off and was happy the new lead had arrived so he could leave. I explained the situation to the new CS lead and reviewed the FOM battery limit reference with him. He immediately went down to the aircraft and was able to resolve the issue. The customer elected to continue on the flight and the CS lead took possession of both bags for the customer to have someone pick up at baggage services. Our flight attendant later told me that the customer attempted to hide the second bag of batteries when the CS lead walked to the back of the aircraft to address the issue. The customer also claimed they had traveled with the batteries as carry-on baggage before with no issues. Upon closing the main cabin door, we had to wait an additional ten minutes for a wing walker to arrive for pushback adding even more delay to our flight. A ramp supervisor approached the aircraft twice with a golf cart and conversed with our crew, but did not assist with wing walking for the pushback. We were given a wheels up time which delayed us an additional 20 minutes. However, we did not receive the wheels up time until we were turning onto taxiway for XXR with no aircraft ahead of us and the delayed engine start already accomplished.

Synopsis

Air carrier Captain reported a passenger boarded with a carry on bag with a "batteries" label attached. After further review and consultation with ground personnel the batteries were unloaded prior to gate departure.

Time / Day

Date : 202304

Local Time Of Day : 1201-1800

Place

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : B777 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Last 90 Days : 216

Experience.Flight Crew.Type : 450

ASRS Report Number.Accession Number : 1990762

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Electronic Device

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : Aircraft In Service At Gate

When Detected : Routine Inspection

Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

Flight Attendant reported prior to pushback, that a passenger had a battery that was either smoking or emitting fumes and was subsequently removed from the aircraft. Passenger stated he had additional batteries of the same type in his possession and the Captain requested that they be removed prior to cabin door closure. Once removed, cabin was secured and the flight resumed without further incident.

Synopsis

Air carrier B777 First Officer reported a Flight Attendant notified the Captain of a passenger's battery that was smoking prior to pushback. The Captain had the smoking battery along with other spare batteries removed prior to cabin door closure.

Time / Day

Date : 202303

Place

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 3292

Experience.Flight Crew.Last 90 Days : 162

Experience.Flight Crew.Type : 3292

ASRS Report Number.Accession Number : 1985062

Human Factors : Other / Unknown

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Security

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Passenger

Detector.Person : Flight Attendant

Detector.Person : Flight Crew

When Detected : Aircraft In Service At Gate

Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Customer had to check her bag due to lack of overhead space. She admitted to Flight Attendant (FA) that she had a lithium ion battery in her bag. I initiated the process of having her bag removed. I asked the passenger where the batteries were, initially thinking that we could remove them, put her bag back on, then depart. She told me that she didn't really know where anything was in the bag because she hadn't packed it herself. This raised a red flag with me. Customer and bag was removed. Customer was removed. I'm curious how many of these batteries are flying around in our cargo compartments. Every toothbrush has a lithium battery. We run out of overhead space all the time. These bags are going into the cargo compartments with these lithium batteries inside. FOM guidance on this doesn't seem to exist.

Synopsis

B737 Captain reported a passenger informed a Flight Attendant during pre-flight that her gate checked bag contained Lithium Ion batteries. When the bag was retrieved, the passenger stated she had not packed the bag which resulted in both passenger and bag being removed.

Time / Day

Date : 202303

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 900 (CRJ900)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1984855

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Detector.Person : Flight Crew

When Detected : Aircraft In Service At Gate

Result.Flight Crew : Overcame Equipment Problem

Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Before the jet bridge was pulled a passenger notified the Flight Attendants that they forgot to remove some lithium ion batteries from their plane side bag. The Flight Attendants (FAs) notified me (Captain), I got with operations to pull their bag so that we could remove the batteries from the cargo bin. Possible Dangerous Goods incident.

Synopsis

Air carrier Captain reported a passenger forgot to remove Lithium Ion batteries from a gate checked bag prior to gate push back. Ground Operations removed the bag from the cargo bin.

Time / Day

Date : 202303

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1979627

Human Factors : Workload

Human Factors : Troubleshooting

Human Factors : Time Pressure

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : Aircraft In Service At Gate

Result.General : Flight Cancelled / Delayed

Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

During boarding the number one Flight Attendant reported smoke in the cabin. I could smell an electrical odor and shut off the recirc fans and the packs. I also closed the bleeds engine and APU just in case that was the source. Flight Attendant and Passengers were starting to panic from the smoke as I exited the cockpit. The cause of the smoke was a lithium ion battery attached to a thermos. The owner was coming forward with it. I quickly grabbed it and exited the aircraft. I proceeded out of the jetbridge to a place on the ramp that wasn't close to anything. When I exited the aircraft and told the Flight Attendant to deplane the aircraft thru the forward door. There was a fire extinguisher on the ramp I uncovered and monitored the situation. The fire department arrived and took command of the situation. The number one Flight Attendant came to the cockpit to see if we had a containment bag. There is in the middle of the cabin and was not able to be reached because of the people in the aisle. A bag in the forward galley would be helpful. She was hesitant to grab the thermos and exit the aircraft. In my opinion this may have been from the FAA and companies' policy of the Flight Attendants are not allowed to exit the aircraft with Passengers on board. It was a high stress situation, and we are briefing them to not leave the aircraft when the truth is action needs to be taken and that was removing the threat. It all worked out and will be hard to prevent. I do think Passengers are going to carry Lithium-ion batteries on the aircraft in things we are not expecting. A containment kit in the forward galley would be helpful. The Passenger doesn't even understand the accidental danger of what they are carrying.

Synopsis

Air carrier Captain reported a passenger's Lithium Ion battery powered thermos experienced a thermal runaway during boarding. The Captain removed the thermos to the ramp where the fire department took command of the situation.

Time / Day

Date : 202302

Local Time Of Day : 1801-2400

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 900 (CRJ900)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Safety Related Duties

Cabin Activity : Service

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1974967

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Attendant

Communication Breakdown.Party2 : Other

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Electronic Device

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Detector.Person : Flight Attendant

Were Passengers Involved In Event : Y

When Detected : In-flight

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

Narrative: 1

Working Aircraft X ZZZ to ZZZ1 as the Forward Flight Attendant. Passenger, Person A, who just happens to also be a non-rev, asked if there are any outlets. I directed to them. Their block was broken so I allowed them to use my charger. As we are inflight I am doing my service and walking and asking my first class passengers if they need anything. Around XA: 30 I notice my charger was out of the outlet. Right then shocked me of what I just saw. They were charging their e-cigarette in the outlet. My jaw dropped as to what I

just witnessed. They asked if that was okay to charge. And I said absolutely not! They comply and puts it away. My question though if these are rules we have to follow on a daily basis and we hear announcements all the time about this, how did they not think this was okay to do? Furthermore, who to say they haven't done this on any other flights non-revving.

Synopsis

CRJ-900 Flight Attendant reported a non-rev passenger was charging an e-cigarette during the flight. The Flight Attendant directed the passenger to discontinue and the passenger complied.

Time / Day

Date : 202302

Place

Altitude.AGL.Single Value : 0

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : A319
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Parked

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Last 90 Days : 131
Experience.Flight Crew.Type : 287
ASRS Report Number.Accession Number : 1971511
Human Factors : Troubleshooting
Human Factors : Workload

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : Pre-flight
When Detected : Aircraft In Service At Gate
When Detected : Routine Inspection
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Passenger with dangerous goods. While boarding, the forward FA (Flight Attendant) brought to our attention that a passenger had their own personal oxygen bottle. The CA (Captain) conferred with Operations, Chief Pilot, and Gate Agent. The final result was that the passenger was removed.

Synopsis

A319 First Officer reported the flight crew removing a passenger who had boarded with a personal oxygen bottle.

Time / Day

Date : 202301

Place

Altitude.AGL.Single Value : 0

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Parked

Person

Location Of Person : Gate / Ramp / Line
Reporter Organization : Air Carrier
Function.Ground Personnel : Ramp
ASRS Report Number.Accession Number : 1969366
Human Factors : Troubleshooting

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Electronic Device
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation
Detector.Person : Ground Personnel
When Detected : Aircraft In Service At Gate
When Detected : Routine Inspection
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Upon transferring connecting bags from inbound Aircraft X to Aircraft Y it was discovered that a smart bag still had its spare lithium battery installed. The smart bag's battery compartment was open, and the battery pack was loose inside. The Ramp Manager noticed the battery and removed it from the battery compartment. Ramp Management went to ask the passenger if they were aware that they had a battery in their luggage. The passenger stated he was unaware. Baggage was loaded onto the flight without the spare lithium battery pack.

Synopsis

Air carrier ramp personnel reported discovering and removing the spare lithium battery pack from a smart bag while transferring connecting baggage to another flight.

Time / Day

Date : 202211

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : B737-700
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise

Person

Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area
Cabin Activity : Safety Related Duties
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant (On Duty)
Qualification.Flight Attendant : Current
ASRS Report Number.Accession Number : 1954832
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Attendant
Communication Breakdown.Party2 : Other

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Security
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Passenger was advised not [to] use his electronic cigarette and to put it away during the flight. The safety demo also states this. [The passenger] would not comply. He also went to the forward lavatory and vaped. He vaped at his seat as well. I didn't want to confront him any further because he already seemed agitated.

Synopsis

B737-700 Flight Attendant reported a passenger would not comply with safety regulations and used an electronic cigarette during the flight, despite being notified not to do so.

Time / Day

Date : 202211

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Light : Night

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 170/175 ER/LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Cabin Lighting : Off

Component

Aircraft Component : Toilet Smoke, Overheat, Fire Detectors & Warning

Aircraft Reference : X

Problem : Improperly Operated

Person

Location Of Person.Aircraft : X

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1951684

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : Security

Detector.Automation : Aircraft Other Automation

Detector.Person : Flight Attendant

When Detected : In-flight

Result.General : Police / Security Involved

Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I was the B-FA (Flight Attendant) and while setting up my galley cart the FWD Lav smoke alarm went off. Captain called FAs to confirm FWD Lav smoke alarm indicators are going off. A few moments after Captain called I saw a passenger walk out of the Lav and I saw A FA confront the woman as she walked out of the Lav and the FWD smoke alarm deactivated. I went up to FWD lav when I saw the passenger sit down. It smelled like hard chemicals or like a burning rubber smell. The smell gave me a headache of smelling it as well my eyes started watering after staying there for longer than a few minutes. Captain called up to confirm since the alarm deactivated there was no need to divert and to continue to ZZZ1 where authorities would be meeting us at the gate. Once landed passenger was escorted by authorities off the airplane.

Synopsis

Air Carrier Flight Attendant reported a passenger deactivated the forward lav smoke detector while she was apparently smoking or vaping. Airport authorities escorted passenger off the aircraft at the arrival gate.

Time / Day

Date : 202211

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Regional Jet 900 (CRJ900)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise

Person

Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area
Cabin Activity : Safety Related Duties
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant (On Duty)
Qualification.Flight Attendant : Current
ASRS Report Number.Accession Number : 1949120
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Attendant
Communication Breakdown.Party2 : Other

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Captain called me said smelled unusual odor please check cabin. Immediately made announcements is anyone vaping CA (Captain) smells a sweet odor. Then I check cabin quietly asking passengers no one in trouble be honest if vaping. Checking both bathrooms pulling out trash cans checking. Walk[ed through cabin]. Passenger A [had device] under her coat had some kind of medical device that was fogging up the cabin with a sweet smell passenger refuse to hand it over to me. I kept my voice low firm told her for safety of the cabin. The Captain wants you to hand it over to isolate where this is coming from. After I did receive the device put it in the galley. Passenger A came to the galley demanded I give it back to her calling me stupid uneducated I kept my composure which

other passengers relayed to the captain on deplaning. I did my job. Ban passenger from airline.

Synopsis

Air Carrier Flight Attendant reported passenger device emitted odor in passenger cabin. Flight Attendant confiscated the device as requested by Captain.

Time / Day

Date : 202209

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A319

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 9000

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 700

ASRS Report Number.Accession Number : 1934230

Human Factors : Workload

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 2399

Experience.Flight Crew.Last 90 Days : 163

Experience.Flight Crew.Type : 2399

ASRS Report Number.Accession Number : 1934258
Human Factors : Workload

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Security
Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Ground Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
Detector.Person : Dispatch
When Detected : Aircraft In Service At Gate
Result.Flight Crew : Overcame Equipment Problem
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

During boarding we were notified a passenger gate checked bag was loaded that likely had a lithium battery operated device in it. After discussing it with Dispatch, rampers and getting more information - it was agreed the easiest solution was to simply remove the bag and put it in an overhead bin. In cruise we received a msg from Dispatch that it was determined the bag was not a gate check but instead a checked bag. I talked to the lead FA (Flight Attendant) again, and she went and asked the passenger where she had checked the bag. The passenger informed her it was prior to security. I still cannot think of where the breakdown occurred, I asked several times before contacting Dispatch and at no time was it unclear to us on the flight deck that it was a gate checked bag. I asked and was told it was, we never would have allowed the bag obviously if we thought it wasn't. TSA met the aircraft and escorted the passenger outside the sterile area.

Narrative: 2

Just prior to departure it came to our attention that a piece of luggage had been loaded in the cargo bin with a battery inside. We consulted with the ramp via headsets, Ops via VHF radio and Dispatch via telephone. It was determined to be a last minute bins full style gate check and the solution was to remove the bag from cargo and place in the cabin. Seemed reasonable to us so the bag was placed in the cabin after finding a spot in an overhead bin. During cruise we were informed via ACARS that a security breach had occurred and TSA would meet the flight at the gate in ZZZ1. I guess the bag was checked at the ticket counter not as a gate check.

Synopsis

Air Carrier flight crew reported being notified of a passenger bag containing a Lithium Battery incorrectly checked in cargo. Flight crew had the bag removed and placed in the overhead bin in passenger cabin prior to departure.

Time / Day

Date : 202208

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZZ.ARTCC

State Reference : FO

Altitude.MSL.Single Value : 34000

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.Center : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : B777 Undifferentiated or Other Model

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 22900

Experience.Flight Crew.Last 90 Days : 122

Experience.Flight Crew.Type : 122

ASRS Report Number.Accession Number : 1930442

Human Factors : Workload

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Detector.Person : Flight Attendant

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

While in cruise flight the Purser called to let me know that they had a passenger with an e-cigarette which was smoking while charging. It was not in use by the passenger at the time, only being charged. The Flight Attendants placed the item in a cabin thermal containment bag along with an e-cigarette that his wife had. There was no further incident.

Synopsis

B777 Captain reported being notified by the Purser of an e-cigarette charger experiencing a thermal runaway during cruise. The flight attendants placed the smoking charger in the Thermal Containment Bag which extinguished the smoking device and enabled the flight to continue with no further issues.

Time / Day

Date : 202207

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Cabin Lighting : High

Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1921460

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Detector.Person : Flight Attendant

When Detected : Aircraft In Service At Gate

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I was standing behind overwing exit during boarding. I noticed a pre-board passenger on row X (DEF) spraying her row and rows Y and Z with aerosol spray. I did not think this was allowed. Conferred with pilots, and I was instructed to ask her not to use aerosol spray on

the plane. She became confrontational, said "she does it all of the time", and has no immune system. I was sympathetic to her situation, and suggested she just use antibacterial wipes (which she was already doing). Later, I checked my manual, aerosol deodorizers are prohibited in Hazmat section.

Synopsis

Air carrier Flight Attendant reported a passenger applying aerosol spray on passenger seats during boarding. Passenger was instructed to use antibacterial wipes since aerosol deodorizers are prohibited in FA manual.

Time / Day

Date : 202207

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Dawn

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1916103

Human Factors : Workload

Human Factors : Distraction

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1916105

Human Factors : Distraction

Human Factors : Workload

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : Aircraft In Service At Gate
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Early in the boarding process, the B-Flight Attendant came forward and let me know there was a passenger who was cleaning a row of seats with an aerosol spray cleaner. In addition, the passenger was verbally difficult when the matter was brought up with her. The Flight Attendant asked for a Customer Service Supervisor. I was able to locate one and requested that she speak with the B-Flight Attendant and the customer to ensure there was not going to be any issues airborne. I was not specific with her about the spray cleaner as I was more concerned that there would be a personality conflict. In addition, throughout this time I was managing two new MELs with Dispatch and Maintenance. Upon completion of that effort, I understood that the issues in back were resolved and we proceeded without incident. Later in the day I asked how the flight had gone with the passenger in question and while they handled the personality clash, no problem was reflected back upon the aerosol issue. It seemed the cleaner was still on the aircraft. I reviewed the FOM and the First Officer reviewed the Company manual. It appeared from that review that the item could have been considered a HAZMAT item that may have been required to be in the checked baggage, vice carry on. What was also noted was [that] there is the HAZMAT Hotline that would have been able to make the proper assessment of the item.

Narrative: 2

F/A (Flight Attendant) called while we were dealing with deferring items. She said a passenger was spraying something all around, likely disinfectant. She asked her to stop and was nice about it, but the lady was being nasty and kept doing it. Passenger said she had no immune system and was within her right to do it. F/A pondered if the spray was a HAZMAT issue. I asked if it was Lysol, how big the can was... I received no specifics. Only that the passenger was spraying something. I said it shouldn't have made it through TSA if it was HAZMAT or too large. I figured it was just a "toiletry" item, which is allowed. I told Captain about it and he called her back and discussed it with her. Passenger stopped spraying and I thought we had moved on, as we had additional MEL writeups that we discovered. On next leg, F/A called back and was rehashing it. I looked up the HAZMAT information in the Company Manual. I found the phone # for the Hazmat hotline. Without a lot more detailed information from the F/A, there was no way to know if it was a toiletry, or HAZMAT. The only way to determine it would be, was to call Hazmat hotline and ask them if a specific product would be legal. I don't know if the passenger would've let our F/A see the product to call it in, but that's the only way to have resolved it to the F/As satisfaction.

Synopsis

Air Carrier flight crew reported being notified by a Flight Attendant of an unruly passenger spraying an unknown aerosol spray on a row of seats during preflight. Customer Service Supervisor was summoned which resolved the spray issue resulting in a safe flight departure with no further issues.

Time / Day

Date : 202207

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : Embraer Legacy 450/500

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1913764

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1913766

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Detector.Person : Flight Crew

When Detected : Routine Inspection

When Detected : Aircraft In Service At Gate

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

The SIC (Second in Command) loaded a large amount of baggage/luggage with the help of line service prior to departure . While unloading the luggage/baggage after arrival, I came across a carrying case. After further examination it appeared that it contained a scooter. I found the passenger and asked if it was an electric scooter and was told yes. With the amount of baggage the passengers had and that the scooter was in a carrying case it was loaded without being detected as an electric scooter. Told passengers that we are not allowed to carry electric scooters and notified the company. Monitor the loading of baggage and challenge passengers as to the contents inside.

Narrative: 2

During the pre-departure, I was loading a large amount of bags assisted by line service at the FBO. After the flight the PIC unloaded the baggage and saw a black compact carrying bag. The PIC asked the passengers what was in the bag and was told that it contained an electric scooter. The scooter was in a compact carrying case which did not have the appearance of being a scooter. With the amount of baggage the passengers had, the bag was loaded without detecting that there was a scooter inside. The PIC notified the passengers that bringing an electric scooter was prohibited. The company was also notified. Monitor the bags being loaded more carefully, challenge the passengers, and take a look at what is inside the bags when needed.

Synopsis

Air Taxi flight crew reported discovering a prohibited electric scooter that was transported as cargo in violation of Hazmat Regulations. The violation was detected during unloading at the destination.

Time / Day

Date : 202203

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person

Location Of Person : Gate / Ramp / Line

Reporter Organization : Air Carrier

Function.Ground Personnel : Other / Unknown

Function.Other.Other

ASRS Report Number.Accession Number : 1882141

Human Factors : Other / Unknown

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Detector.Person : Other Person

When Detected : Aircraft In Service At Gate

When Detected : Pre-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Hidden Dangerous Goods During security screening of passengers baggage the TSA discovered a container of fiberglass resin. The container was removed by the TSA and the customer was notified.

Synopsis

Safety Analyst reported TSA discovered hidden Dangerous Goods in a passenger bag and removed it.

Time / Day

Date : 202201

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1870454

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Electronic Device

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

When Detected : Taxi

Result.Flight Crew : Returned To Gate

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Environment - Non Weather Related

Narrative: 1

Boarded flight and Captain prior to door closure said they were having issues because of 5G networking, asked all passengers to turn their phones to airplane mode and WI Fi. We pushed back from gate, more PA from Captain made with same issue FA (Flight Attendant) walked through cabin to ask passengers to turn their phones to airplane mode, but had no way of enforcing this and from my seat I saw 2 passengers scrolling through their facebook accounts and watching facebook videos. Captain final came on PA and said we

would have to return to the gate and deplane and have Maintenance take a look at aircraft systems, which is what we did we were told that we did not have contracted Maintenance at ZZZ for this aircraft and we took approximately 2 1/2 delay before we were on our way again. Wanted this event to be brought forward and I believe we will see more issues concerning the 5G and passengers putting their phones on Airplane mode.

Synopsis

Flight Attendant reported possible 5G interference with the aircraft from passengers not setting phones to aircraft mode as instructed.

Time / Day

Date : 202110

Local Time Of Day : 1201-1800

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1846807

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Attendant

Communication Breakdown.Party2 : Other

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Attendant

When Detected : In-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Procedure

Primary Problem : Environment - Non Weather Related

Narrative: 1

While B Flight Attendant did a second walk through the main cabin after the first beverage cart she noticed the passenger in seat, did not have her mask on. B Flight Attendant requested that she put her mask on. Passenger stated she was drinking her beer. B Flight Attendant informed passenger that she needed to put her mask up between bites and sips. Passenger pulled mask up after rolling her eyes. A few minutes later the passenger came to the back galley (with her mask down) to request a refund for her beer since "she is not allowed to drink it". At this time she did not bring an unopened can to the back. She was holding an open partially dented can. I did not refund the beer. I informed her she could

finish her beer and put her mask up between sips. This is a policy that had been announced three times already during the flight. Passenger took her beer into the lav. Passenger asked for my business card. I did not have one. Passenger asked for my full name and I gave it to her with the flight number. When passenger came to the galley she had her mask down. I asked her to pull up her mask. And requested that she keep it on while talking with the crew. She pulled it up. This passenger felt my request was unreasonable. She will be writing in to complain about me. I reiterated that the mask policy is a federal regulation. This passenger was wearing a gator instead of a mask.

Synopsis

Flight Attendant reported a passenger problem related to the passenger not wearing a mask.

Time / Day

Date : 202109

Local Time Of Day : 1801-2400

Place

Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : IMC

Weather Elements / Visibility : Thunderstorm

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ1

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Nav In Use : GPS

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class A : ZZZ1

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 63

Experience.Flight Crew.Type : 6025

ASRS Report Number.Accession Number : 1838144

Human Factors : Communication Breakdown

Human Factors : Physiological - Other

Human Factors : Situational Awareness

Human Factors : Workload

Human Factors : Distraction

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Other

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I was Captain on a flight. Once the flight reached cruise altitude I received a call from the [A Flight Attendant] that discussed with me he had a passenger with mask compliance issue and that he had spoken to the passenger several times. He also had the other crew members check on the passenger who was with a teenage child. I asked him to try again, and issue information for noncompliance if needed. Later he called me and said he had attempted to give the information to the passenger who refused it, and also refused to wear the mask. He had asked the teenager to also wear the mask, but the parent had snapped at him and said it was a child and leave them alone. The teenager was acting as if asleep, but not wearing a mask either. I took note of the names, and contacted dispatch. The dispatcher let the Customer Service (CS) know the details and we were told they would meet the flight. As the flight continued, this became more of a distraction as many other passengers were visibly upset about the passenger not wearing a mask, and several stated that it compromised their safety. Several people wanted to be moved as it wasn't a full flight, however the passenger causing the problem was in a premium seat. When we took a bathroom break, passengers approached my First Officer about the issue even though it isn't allowed for passengers to come up front when the cart is out protecting the cockpit. I noted the passenger's name, and personally made a few announcements regarding mask usage in airports and on aircraft along with my normal announcements. When we arrived at ZZZ a CS agent met the passengers. I debriefed this CS agent as I departed who said the passenger also wouldn't take any info from him, and was not cooperative. He stated he would send the names and info to security and that the couple would likely be banned from travel on our airline. I do hope this is followed through on because it was a distraction and I would say to the point of a safety problem as it distracted all of the crew in critical flight duties.

Synopsis

Captain reported passengers refused to obey the face mask policy in flight, which was a safety concern because of the distraction created during critical phases of flight.

Time / Day

Date : 202109
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 19000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : EMB ERJ 145 ER/LR
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ

Component

Aircraft Component : Electrical Distribution
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1837819

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1838104

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury
Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : In-flight
Result.Flight Crew : Overcame Equipment Problem
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

While operating Aircraft X from ZZZ1 to ZZZ at approximately 19,000 feet odor was detected in cockpit and confirmed in cabin of possible burning smell. Simultaneously a passenger was displaying signs of inebriation and possible medical distress. Passenger had multiple narcotic medications and beers that he had brought on the plane. The flight attendant notified cockpit and recommended medical personnel to meet the plane as well as law-enforcement personnel. While descending through 10,000 feet crew was unable to contact Approach after discussing the crew elected to not request priority due to odor dissipating. Odor re-presented three separate times with no thrust lever manipulation or control change or electrical system manipulation. Aircraft landed without incident to Runway XX ILS in ZZZ. Medical personnel and law-enforcement personnel met aircraft, ground personnel deplaned all passengers except for medical emergency. Law-enforcement personnel met passenger, non incident.

Narrative: 2

During a routine flight from ZZZ1 to ZZZ, with about 20 minutes left in flight a call to the flight deck was received [from] our flight attendant. Immediately we could tell that the flight attendant was concerned about something. He mentioned that a passenger sitting in row XX had sneaked on open containers of alcohol and may have been drinking it. The concerning part was that the passenger also had a large gallon sized zip lock filled with prescription pill containers. The passenger had allegedly mixed some of these pills with the alcohol and had mentioned to the flight attendant that he did not feel well. We continued to ZZZ since it was our closest airport. Medics were called by operations when we asked them to. Paramedics met airplane and took care of this passenger. In addition to the passenger issue, this particular aircraft had given off some fumes in the descent into ZZZ. It had a burning electrics smell. I wrote the airplane up upon landing.

Synopsis

Air carrier flight crew reported an intermittent fume event during initial descent. Flight completed a safe landing at destination.

Time / Day

Date : 202108
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Nav In Use : GPS
Nav In Use : FMS Or FMC
Flight Phase : Climb
Flight Phase : Cruise
Flight Phase : Descent
Route In Use : Direct
Airspace.Class C : ZZZ

Component : 1

Aircraft Component : Altimeter
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Pitot-Static System
Aircraft Reference : X
Problem : Malfunctioning
Problem : Failed

Person : 1

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1833778
Human Factors : Distraction
Human Factors : Other / Unknown

Human Factors : Situational Awareness
Human Factors : Troubleshooting
Human Factors : Workload
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Maintenance

Person : 2

Location Of Person.Aircraft : X
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Maintenance
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Fuel Issue
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

While climbing out of ZZZ1 enroute to ZZZ I noticed that in RVSM we were close to having a 200 ft. discrepancy between mine and the FO's (First Officer) altimeter. We didn't go beyond 200 ft. difference and never got an ALT miscompare message. At cruise (FL350) the difference was roughly 130 ft. During descent in to ZZZ, I don't know when exactly it showed up, but I noticed at roughly FL330 during the descent we had a ALT message flashing on my altimeter. I thought maybe the BARO knob on my side or the FO side got bumped. I checked and saw that all three altimeters were showing STD. Then the message went away only to show up 100-200 ft. later. I looked at the altitudes and saw that we were either 200 or greater but not more than 220 ft. off. But then the next 100-200 ft. we were 200 ft. or less on the miscompare and the ALT message went away only for in the next 100-200 ft. for the ALT message to return and the discrepancy being 200 ft. or greater. It back and forth intermittently until roughly FL290, possibly lower, I do not recall when exactly the issue stopped. I sent an ACARS message to Dispatch to inform them and so that they could inform maintenance so that the issue could start getting worked on when we got to the gate. I also informed ZZZ Operations on the in range call what was going on and that we would need maintenance. I was looking through the QRH to see if there was a checklist for it just in case even though I was pretty sure there wasn't one.

This being the first time that this has occurred to me, I unfortunately did not think to reference the standby altimeter to try to help isolate where the fault may lie, as the issue went away while I was diligently looking for a checklist and the issue was intermittent. Also because it was intermittent and went away on its own I also did not think to inform ATC since we were already in the process of exiting RVSM. No other messages on any display unit, including the EICAS, showed while this was happening nor throughout the remainder of the flight. We landed in ZZZ without incident. I should have known that there wasn't a checklist for this issue and I need to read back up on alt miscompare procedures and how it affects RVSM and what to do. I should have informed ATC and I should have referenced the standby altimeter to help isolate the problem. Otherwise I think we did everything else correctly. After working with Maintenance in ZZZ it turns out the number 4 probe had failed even though we didn't get any messages other than the ALT message on the altimeters. Maintenance said that there when they initially went through their task that there wasn't any active or logged faults with the system and that they had to do another task to isolate where the problem was, in this case the faulty probe.

Narrative: 2

In ZZZ, during descent we had an ALT disagree message during descent. Upon arrival into ZZZ we had everyone deplane, had maintenance come on and do some checks. They were able to isolate the issue and ascertained it was going to be a lengthy delay. We got word that our new departure time was going to be XE:00 so we got a day room. We got back to the airport at XD:15 for the re-report time. Upon arriving at the aircraft I was informed that there was still work to do but that they just needed to tape a cover back onto the plane for one of the pitot tubes. After that they still needed to do some testing and that it would be about 30 more minutes. So, we went to the crew room to wait for the work to be done. I went back out several times to get updates and each time the return to service kept getting pushed back. Finally, once it became a return to service time of XG:00 I realized that we were going to be within an hour of our FDP (Flight Duty Period) time out in ZZZ1. So, I called scheduling and got a wheels up time of XG:55 before the pilots timed out and due to contractual issues that the main cabin door needed to be closed at XG:34. I was told that Maintenance would call ZZZ Operations who would then call me in the crew room when Maintenance was done in the flight deck and that we could go to the plane, preflight, board, and wait for the maintenance log to come back so we could hopefully get out in time. The call did not come in until roughly XG:10. We went out to the aircraft, I told the flight to not rush the preflight. I told them to take their time, not to slow down so that we didn't hit our times, but so that something wouldn't be missed, prevent mistakes, keep us legal and not on the wrong side of SOPs and Regs. We were able to accomplish our preflight in a timely matter, board in a timely matter, and we were able to get the MCD closed at XG:32. The AML (Aircraft Maintenance Logbook) hadn't returned yet so I figured let's get the door closed so that we hit the Flight Attendant contract time and that hopefully the AML would arrive soon and could be handed to us through the flight deck window. I called Dispatch to make sure we were on the correct revision since we had a hard time getting our IFR clearance. I verified all the fuel and time values along with the correct revision. A few minutes after that a Ramp crew member came to the flight deck informing us that the fuel truck had arrived. There was apparently some confusion about fuel. I initially dismissed the fuel truck only to decide that I should make sure that wasn't any last second changes. So, I called Dispatch to re-verify our fuel numbers. There wasn't any changes and I moved on to the next step. Some time after this the AML arrived around XE:40-XE:45. After the cabin secured and we started our air start checklists due to the APU being INOP. At this point I knew that our timeline most likely wouldn't work but that it would close and that we needed to give our best effort. Right as we got to the part in the checklist to apply air to the aircraft for the air start, the FAs (Flight Attendants) called and informed us that a passenger had gotten up to use the lavatory. I told them to

let me know when they had returned and were seated. I told the ground crew to apply air but that we were going to wait for the passenger to come out of the lavatory since the cabin was no longer secured. I do not know if this was the right call but I thought that it was the best call in regards to safety. After a minute or two we got a call from the FAs that there was a possible passenger removal situation going on. I asked what was going on and they informed me that the passenger was being non-compliant with the face mask and was being non-cooperative and nasty in the process. Knowing that we as a whole crew were feeling stressed, tired, and unhappy about all the delays I made sure to ask had we been on time, no maintenance, still XA:30, would this situation rise to the passenger being removed. They talked about for a few seconds and agreed that it wasn't. I then instructed them that since he was still being non-compliant, go back one more time and see if we can get him compliant and in line or that we would then look into removal and top report back. After a minute or two I was called back and the FAs informed that the passenger was apologetic and now being compliant and we were good to go. At this point, with the cabin re-secured, I turned back to do the air start. I glanced at the clock to check our time and it was XG:51. At this point I knew that there was no possible way to get the air start, taxi, second engine start, and wheels up at XG:55. I conferred with the FO (First Officer) if he was in agreement and if he was willing to do an extension. He gave valid reason for not doing an extension and agreed with me that there was no possible way that we could get wheels up by XG:55. The reason I asked him was just to get a second opinion and he reaffirmed everything that was already thinking. I had already decided once I saw it was XG:51 that we were done, that there was no point in starting the engines, wasting fuel, taxiing out and turning back. The most efficient and economical path was to admit defeat on there being no possible way to make it off by XG:55 for FDP limit reasons and throw in the towel. We had been fighting a losing battle, we did everything we could to safely get the plane going in time and we just had too many issues pop to delay us going out. I then informed the ramp that we had timed out and to pull the ramp back to the plane and that I would inform the Flight Attendants to do arrival procedures and that we were going to deplane. The FO and did after landing and parking flows and checklists. I then exited the flight deck to tell Flight Attendant A that we were done and to do arrival procedures and that I would inform the passengers. I wanted to be out in the cabin for the announcement to not only own the decision but to not leave our Flight Attendants hanging to deal with potentially irate passengers. I made the PA informing them what was going on, the regulations on duty limits, that we tried our best but unfortunately had timed out and that we need to deplane, that they would be taken care of inside the terminal and apologized profusely for the situation. The passengers got off, mostly understanding, some were understandably irritated, but left without incident. I called crew scheduling to let them know and it sounded like word had gotten around already. We waited with the plane until a hotel was assigned. We then shut down the aircraft, secured it, turned it over to the ramp crew, and left the airport. It was a comedy of setbacks. It was just one thing after another. If it wasn't for the passenger, or the maintenance, or the air start due to the APU being broken, take any one or two items out of the equation and we most likely would have made it. It was a losing battle from the get go, we just didn't know it until the time came where there was no possible way to get out in time. I believe we did everything safely, timely, accurately, with safety and service in mind. At no time did myself, the FO, or FAs intentionally slow down the operation for the goal of timing out. The times we slowdown was to make sure things were done safely and correctly, to catch our breaths, and move on the next step to be completed, all with safety in mind. I do not know what else we could have done. We were ready and on time until the passenger, air start, AML delay, fuel confusion came about. It just wasn't our day. That being said, in order to help speed up AML paperwork we should seriously look into getting electronic AMLs and maintenance. This has a huge potential to cut down the time it takes to get paperwork done. Plus, since we would have access to the AML on our iPads and that the AML lives in

the cloud that anyone in the operation can access, we wouldn't have to wait for the AML to come back to the aircraft. Just like in [program] we would get an alert that the AML is finished, review the changes, sign off on the review, and be on our way in a significantly shorter time. In addition to that, ZZZ is not only a base but also a place where maintenance takes place. There shouldn't be an excuse to not have parts and/or the tools necessary to get jobs done. We shouldn't be having to rely on parts and tools being flown in and we definitely shouldn't be relying on borrowing tools from [other airline] like our maintenance had to do today. I understand that it would be expensive to do all of that but is it more expensive than what we just paid for crew to stay in ZZZ in a more expensive hotel, giving 500-dollar voucher to the passenger in addition to getting them hotel rooms and food vouchers? More expensive than the domino effect that just occurred down the line. Vouchers and hotels were given to those passengers in ZZZ1 no doubt. It's more expensive to not give our Mechanics the resources to do their jobs in a timely fashion than it is to try to save money on parts and tools. Also, across all [aircraft type], things are failing at, to me, an alarming rate. Be it in the cabin or on the flight deck, these planes are not that old and should not be having things break this much, this fast. We need to stop kicking the can down the road and actually fix things rather than defer and hope for the best. Also, we need to figure out why things are breaking so much so often so soon. This is getting embarrassing and the 3rd major delay, break, cancellation in the past week for me and in talking with other crews and ramp crews, I'm not the only one experiencing these issues. We clearly have systemic issue that we are either unable or unwilling to address and sooner than later it is going to bite us real hard and cause a serious incident or accident.

Synopsis

Air carrier Captain reported a delay followed by a cancelled flight due to a discrepancy between the Captain's and First Officer's altimeters on a previous flight which led to maintenance action.

Time / Day

Date : 202108
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : B737-900
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Parked
Flight Phase : Cruise

Person

Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area
Cabin Activity : Safety Related Duties
Cabin Activity : Service
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant In Charge
Function.Flight Attendant : Flight Attendant (On Duty)
Qualification.Flight Attendant : Current
ASRS Report Number.Accession Number : 1832881

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Passenger X, boarded with a backpack in ZZZ and inflight FA B, noticed he was on oxygen and there was no note of this in our special notes on our manuals. We asked him if he'd had it approved or made CSA aware of it and he said no. It was a [model name] and FA B

and I talked with his travel companion, Name and explained that when they get to ZZZ1 they need to see an agent and get approval for the unit to be able to use it on their flight ZZZ1-ZZZ2. We did not switch him over to a Portable Oxygen Bottle (POB) because we were not sure of what flow he needed and did not want to interrupt his oxygen supply that was working for him. They both confirmed they will see an agent in ZZZ1 upon deplaning. No way to have been aware of this until we saw him using it mid flight. None of us could find a list of approved units anywhere on our manuals. Not sure...the backpack was just a normal generic backpack and was stowed for takeoff so until mid flight when we saw him using it we had no knowledge of it. We all tried to search "approved O2 Concentrator" to see if it was approved but could not find a list on our manuals.

Synopsis

B737-900 Flight Attendant reported a passenger using a breathing device during cruise without prior airline approval.

Time / Day

Date : 202107

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Flight Conditions : VMC
Work Environment Factor : Temperature - Extreme

Aircraft

Reference : X
ATC / Advisory.Ramp : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Parked

Component

Aircraft Component : Aircraft Cooling System
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1828260
Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Troubleshooting
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Dispatch

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury
Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : MEL / CDL

Anomaly.Deviation / Discrepancy - Procedural : Maintenance
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Ground Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y
When Detected : Taxi
Result.General : Release Refused / Aircraft Not Accepted
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Returned To Gate

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I attempted multiple conversations with local zone/gate leadership and I was advised that we WOULD use an aircraft that just had returned to the gate due to excessive heat in the cabin. The aircraft gate returned as Aircraft X which was ZZZ to ZZZ1 and was planning to go out immediately as Aircraft Y ZZZ to ZZZ2. It appears that flight Aircraft X was swapped with flight Aircraft Y. I was not able to locate any repairs on Aircraft Z after its return to block. I spoke with [the Captain] who was taking the ZZZ2 trip and after making some calls, he refused the equipment. The ZZZ1 passengers came off the plane yelling, to almost screaming, and were visibly wet and beyond agitated. The ZZZ emergency line had to be called for backup at the gate return to protect our team. I overheard a conversation between the ZZZ1 FAs and the flight deck that they could hear the screaming over the intercom from the passengers. This is not humane treatment for our coworkers nor should our passengers have to deal with extreme heat.

Synopsis

Captain reported returning to the gate and refusing the aircraft due to excessive temperature in the cabin.

Time / Day

Date : 202107

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Cabin Lighting : High

Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1827915

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Attendant

Communication Breakdown.Party2 : Other

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Attendant

Were Passengers Involved In Event : Y

When Detected : Aircraft In Service At Gate

Result.General : Flight Cancelled / Delayed

Assessments

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

Getting a lot more non-compliance of mask wearing. I am sure it is due to CDC uncertainty and vaccinations. We (the flight crews) need clear procedures on how to move forward with the new Delta Variant, vaccines, and the federal mask mandate. Every flight is a struggle.

Synopsis

Flight Attendant reported an increase in mask non-compliance during flight operations and requested additional guidance.

Time / Day

Date : 202107

Local Time Of Day : 0601-1200

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 900 (CRJ900)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1823021

Human Factors : Other / Unknown

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Attendant

Were Passengers Involved In Event : Y

When Detected : In-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Passengers in XX3/4 repeatedly removed their mask during flight. Male passenger in XX3 removed his mask twice during the flight and had to be told to put it back on. He also removed it during deplaning. I had to make an announcement and he also put it back on. Passenger in XX4 removed his mask 3 times during the flight. When I first noticed his mask off I asked him to pull it backup and he did. (Gaiter style mask). During takeoff while I was in my jumpseat he removed his mask again. I decided to wait until the chime to ask him to pull it up again. However, it appeared the passenger behind him had asked him to pull his mask back up and he was starting to argue. (I was unable to hear the actual conversation.) In order to prevent conflict/escalation I got up and told him he needed to put his mask back on. He did. After service, (he did not eat or drink) during trash pick up - I noticed he had his mask under his nose. When he saw me looking at him he pretended to be asleep. I called the pilots and told them I need to issue a notice to the passenger and told them what seat. I went back and handed him the notice and he pulled

his mask back up when I "woke" him. I came back a few minutes later to make sure he was still complying and retrieve the card. He looked shock and made gestures asking me why I had given it to him. I told him that he needed to keep his mask on. He sarcastically pulled it up to his eyes and asked if that was OK. I said yes, took the card and left. There was no additional interaction for the rest of the flight. The Captain called and asked if the issue was resolved and we told him yes.

Synopsis

Air carrier Flight Attendant reported passenger misconduct related to COVID-19 mask requirements.

Time / Day

Date : 202106

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.Ramp : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Check Pilot

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1812044

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Ground Event / Encounter : Ground Equipment Issue

Detector.Person : Flight Crew

Were Passengers Involved In Event : Y

When Detected : Taxi

Result.General : Flight Cancelled / Delayed

Result.Flight Crew : Returned To Gate

Assessments

Contributing Factors / Situations : Equipment / Tooling
Contributing Factors / Situations : Procedure
Primary Problem : Equipment / Tooling

Narrative: 1

I had a disruptive passenger on board and needed to communicate with the station to coordinate the removal of the passenger. We called for the station several times to inform them we would be returning to the ramp. After several attempts we did not have any answer. After we got parked on the ramp a few agents came out to the airplane looking confused on why we returned back to the ramp. We again tried reaching the station on the published frequency. After several attempts we were still unable to communicate with them. As a last resort I typed on my iPad and held it up to the window to communicate with them that we needed stairs and a supervisor. Once the supervisor was on board and the situation was under control. I asked if they monitor the ops frequency. The supervisor told me the radio only works sometimes. This is a safety concern of mine. We were not able to communicate with anyone. ZZZ is uncontrolled, so no ATC, ACARS doesn't work there, and the station's radio did work. If we were to have a more serious issue for example a medical emergency or needing firefighting services we would be left by ourselves with no assistance. The ops radio at ZZZ doesn't work. Fix the ops radio.

Synopsis

Air carrier Check Airman reported concerns when informed that the station operations radio "only works sometimes" when attempting to return to the gate and address a passenger misconduct issue.

Time / Day

Date : 202105

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Light : Night

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Taxi

Route In Use : Vectors

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1809981

Human Factors : Communication Breakdown

Human Factors : Time Pressure

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Attendant

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1809977

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : Aircraft In Service At Gate
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

We were delayed and were trying our best to make up time and get out as close to on time as possible. Cause - Delayed, passenger mask issue, bad headset. Suggestions - Finish a checklist or task before moving onto the subsequent item on a to do list. Before Start Checklist below the line was called for but right at that moment, we were simultaneously distracted by both Ramp Agent and the Flight Attendant with a passenger issue. We diverted our attention to the two external factors and did not finish the checklist. Had we appropriately created a boundary between what was most important at the moment, we would've not missed the checklist prior to push back. It wasn't until after push back commenced that we realized we had not completed the checklist.

Narrative: 2

We were delayed significantly due to weather in ZZZ, there were distractions due to ramp headset squeals and a passenger issue regarding a mask. We forgot to complete the before start checklist below the line checklist before pushing back. Cause - Passenger issues, ramp headset issues. Suggestions - Due to being late, I identified mistakes due to rushing was a threat. The mitigation strategy was to continue our efficiencies until push back time. The distractions caused us to miss the completion of the before start checklist below the line until after push back started. We will be more careful next time.

Synopsis

Air carrier flight crew reported deviations from standard practices due to distractions in the cabin, causing check list omissions.

Time / Day

Date : 202105
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 10

Environment

Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 6
Ceiling.Single Value : 12000

Aircraft

Reference : X
Aircraft Operator : FBO
Make Model Name : Cessna 152
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Takeoff / Launch
Route In Use : None

Component

Aircraft Component : Aeroplane Flight Control
Aircraft Reference : X
Problem : Improperly Operated

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 470
Experience.Flight Crew.Last 90 Days : 65
Experience.Flight Crew.Type : 130
ASRS Report Number.Accession Number : 1809415
Human Factors : Physiological - Other
Human Factors : Training / Qualification
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Other / Unknown
Miss Distance.Vertical : 30
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Regained Aircraft Control

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I the instructor was to take Person X for a refresher flight as he was said to have previously held a Private Pilot certificate. Upon start up and taxi, Person X took questionable action to attempt to start the airplane as well as try to steer the Cessna 152 by use of yolk as if it were a steering wheel. After discussing with Person X that I would be in control of the aircraft and would use positive exchange of controls, I was solely controlling the aircraft while Person X viewed from the left seat. As I positioned the aircraft on Runway XX I advanced power to takeoff and talked through the procedure for Person X to listen. Halfway down the runway, Person X (without permission) positioned his hands on the controls of the aircraft and held the airplane in a position that I was unable to rotate, after several shouts "LET GO, LET GO, LET GO NOW", my only final action to recover control was to strike Person X to release the controls as we did not have sufficient runway to abort the takeoff. I was able to regain control and climbout to the East where I took time to regroup and kept Person X off the controls. We returned to the airport and discussed the situation. Person X is not welcome to come back for another flight as I find him unfit and dangerous for flight.

Synopsis

Flight Instructor reported having to strike a student to release the flight controls during takeoff after the student attempted to stop the aircraft from rotating and did not respond to verbal commands from the instructor to release the controls.

Time / Day

Date : 202105

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Last 90 Days : 25

ASRS Report Number.Accession Number : 1805938

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Attendant

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

The lead Flight Attendant was so uptight with a passenger not complying with the Mask policies, [Flight Attendant] thought it was prudent to chime the cockpit during landing rollout and advise the flight crew to notify a Supervisor to meet the aircraft. This was a direct violation of sterile cockpit procedures. Because flight crews repeatedly experience chimes from the cabin while in simulator training, they are most associated with fire or critical aircraft issues. This is never a good time to chime the cockpit unless it is an emergency. Especially for a mask compliance issue. Relaxed emphasis from Leadership on the tattling on passengers for improper use of masks (never saw this type of behavior from FA when it came to early seat-belt releases. Reissued sterile cockpit etiquette with a bulletin on scenario that are and are not acceptable for chiming the cockpit during landing rollout.

Synopsis

Captain reported a Flight Attendant distracted the flight deck crew during the landing rollout to inform them a passenger was not conforming to face mask policy.

Time / Day

Date : 202105
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Takeoff / Launch

Person : 1

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Last 90 Days : 125
Experience.Flight Crew.Type : 125
ASRS Report Number.Accession Number : 1804991
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Distraction

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Cabin Activity : Safety Related Duties
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant (On Duty)
Function.Flight Attendant : Flight Attendant In Charge
Qualification.Flight Attendant : Current
ASRS Report Number.Accession Number : 1804833
Human Factors : Workload

Human Factors : Distraction
Human Factors : Troubleshooting

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Environment - Non Weather Related

Narrative: 1

We were holding short of XXL on Sierra and another aircraft, was holding (arriving earlier). Somewhat unexpectedly, we were cleared for takeoff. I pushed the Attend button, and slowly crept toward the runway to keep the operational flow going. After a long delay, and now approaching the runway, I pushed the Attend button again, with no immediate response. I continued onto the runway. A FA then called us to state they were enforcing a passenger failure to wear a mask issue (this was also an issue during boarding). I directed the FO to ask Tower for a 30 second delay on runway; which was granted. The FA then communicated to me (the exact words I do not recall), that the situation was corrected. I was fully under the impression that they were ready for departure. We then executed the takeoff, but as it turns out, a forward FA was still standing in the aisle of the cabin and had to take a seat in the aft galley. Once at level-off, we discussed the situation. This was certainly a miscommunication. In addition, they had yet to provide (me) the "Cleared for Departure" PA.

Narrative: 2

As the A FA; I was conducting my final walkthrough. I was at the last row of seats. A child that was seated in the last row with her sister and mother was not wearing her mask. The mask was in the mothers bag. This issue had been addressed earlier upon boarding. The CA dinged us for departure. I called the CA from the AFT galley to let him know the same family was not in mask compliance. I asked if I could call him back and he replied with we are on the runway. Finally got the child in compliance so I asked the D FA to call the CA to let him know the mask was on. 2 rows in front of the mask compliance issue was an elderly lady whom refused to stow her large bag on the floor nor in an overhead bin. I had a bin open to try and coax her into letting me stow the bag for her when we took off so I took the nearest jumpseat for takeoff.

Synopsis

Air carrier Captain and a Flight Attendant reported a Flight Attendant was still standing during takeoff roll due having to deal with a passenger not complying with face mask policy.

Time / Day

Date : 202104

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : CLT.Airport

State Reference : NC

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.Ground : CLT

ATC / Advisory.Ramp : CLT

ATC / Advisory.Tower : CLT

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Flight Phase : Parked

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1804172

Human Factors : Confusion

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1804174
Human Factors : Workload
Human Factors : Time Pressure
Human Factors : Distraction
Human Factors : Confusion
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : Taxi
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Ambiguous

Narrative: 1

[Date], Aircraft X CLT/ZZZ, Scheduled XA:30 UTC. At the Gate 1) During passenger boarding. a. Lead F/A (Flight Attendant) was given a safety brief. Included with the brief was a request to maintain good communication with the flight crew on any matters. Further, instruction was given to the Lead F/A to step back from any passenger problems while at the gate and engage the Gate Agent to handle the passenger problem. b. Near the completion of boarding the Lead F/A came to the flight deck to inform the crew that two passengers boarded the aircraft with alcohol. Passengers were engaged by another flight attendant, not the Lead, and denied that they had alcohol. Lead F/A advised that the alcohol beverages had spilled. Flight crew and Lead F/A agreed to a plan to resolve the matter. Passengers complied with instructions and remained onboard. 2) During Push Back from Gate X a. Flight crew worked through preflight preparations, including a review of performance data for [Runways] 18C and 18L. During FMC programming flight crew determined that a new [set of performance data] had been generated removing data for 18L, the most probable runway for departure. New performance data was updated via ACARS for 18L and was reviewed by the flight crew and programmed into the FMC. MEL XX-XX was reviewed. All other preflight preparations were completed per company policies, procedures and flows. Load close-out was received at the gate b. Flight crew

called Ramp [name] for a clearance from Gate X and received clearance to push back. Ground crew declined to push the aircraft from Gate X due to conflict with aircraft in the ramp alley. First Officer discussed the push clearance with Ramp [name] and was assured the clearance to push was valid and that aircraft were not in conflict as the other aircraft were from the adjacent concourse. Ground crew was advised and still refused to push the aircraft. Another inquiry was made to Ramp [name] and push clearance was rescinded. c. Conflict aircraft from adjacent concourse departed the ramp. Ramp [name] re-cleared the aircraft to push from [Gate] X. Ground crew complied with the push back clearance. Two engines were started in the ramp alley. Ground crew received a wave off/salute. After start flows and checklist were accomplished. Out time XB: 31 local/XA: 31 UTC. d. Captain and First Officer used headsets and discussed abnormally high side tone volume on the INT function with MIC selected. Various adjustments were made to set appropriate communication volume 3) Taxi from Gate X to Runway 18L a. First Officer issued a request to taxi. Ramp [name] issued a multiple part clearance. (Taxi south line, Spot XXS, caution for pushback on [neighboring gate], contact Ramp East 129.225 at Spot XXS). The clearance from Ramp [name] clearance was given rapidly and muffled. A second request was made for a taxi clearance/confirmation. Clearance was heard and understood by both crew members. Aircraft proceeded to XXS. b. Approaching XXS, First Officer contacted Ramp [name2]. Ramp [name 2] responded with a clearance to taxi to [Spot] XXS and contact Ground at [spot] XXS. Captain verbally reviewed triggers with First Officer for Before Take Off Flow and advised that a flight control check would commence on Taxiway C. Approaching [spot] XXS Ground Control issued a clearance to taxi [Taxiways] Mike, Charlie, hold short C10 for [Runway] 18L. First Officer replied to Ground Control and Captain responded to the First Officer repeating the clearance with emphasis to Hold Short of C10. The taxi route was continuous without stops or delays. Numerous aircraft were on Taxiway C and positioned at various ramp location spots adjacent and parallel too Taxiway C. Two aircraft were positioned facing south at Spot XYE. The aft positioned aircraft at XYE had its landing/taxi lights illuminated while stationary. c. Flight control checks were initiated on Taxiway C prior to C10. During the initiation of the elevator check as the First Officer was verbalizing elevator position, Ground Control re-issued the taxi clearance to hold short of [Taxiway] C11. Flight control checks were discontinued, the taxi clearance was accepted and responded too by the First Officer. The Captain repeated and verbalized the clearance to the First Officer with emphasis to hold short of C11. Flight Control checks were re-initiated by the Captain. At full aft elevator the First Officer verbalized the elevator position simultaneously as Ground Control re-issued a clearance to continue to [Runway] 18L. The First Officer read back the clearance. The Captain repeated the clearance to the First Officer. The Captain maintained full aft elevator during the communication with Ground Control and the First Officer. d. Flight control checks re-initiated from the beginning of the Before Take Off Flow and the remaining flow items were completed. The taxi/landing lights from the aft aircraft at [Spot] XYE were obscuring the view on Taxiway C. The Captain stopped the aircraft in a position on Taxiway C that used the forward aircraft's wing at Spot XYE to block the glare from the aft aircraft at Spot XYE. The Captain gave a courtesy flash of the taxi light to alert the crew of the aircraft on XYE of their landing/taxi light illumination. The First Officer verbalized and switched Radio One to the Tower Control frequency. The parking brake was set. The Captain called for the Before Take Off checklist. Task Loading increased due to a reduced time factor in the task/time equation. Flight crew members were in the green area of the [threat mode], however external factors were compressing the time component and additional time elements would be required to remain out of the yellow and in the green area of the threat mode paradigm. e. As the Before Take Off checklist was being accomplished the aircraft on [Taxiway] C12 was cleared on to [Runway] 18L, however no clearance was heard on the radio. At this time both the Captain and the First Officer deduced that an incorrect frequency was selected on Radio One. The error was trapped and corrected. The flight

crew was now in the yellow area of the threat mode paradigm due to a high task load environment. f. Upon tuning of the Tower frequency, the crew re-initiated the Before Take Off Checklist. Simultaneously the Tower Controller issued a clearance to proceed onto the runway. The Tower Controller's voice conveyed a tone of agitation, immediacy, anger and frustration. Additionally, the Tower Controller's diction was rapid, difficult to hear and understand. For reasons of safety, the crew declined the clearance. The flight crew again attempted to complete the Before Take Off Checklist. The Tower Controller responded with agitation and another clearance that was rapid and difficult to understand with a demand to expedite taxi onto the runway and in some manner exit the runway. We advised the Tower we would need 30 seconds and we would be ready for departure. The Tower Controller responded again with agitation and anger and demanded we taxi onto the active runway in an expedited manner, with a rapid diction pattern and clearance that we were unable to understand while an aircraft was approaching the runway for landing as we were being lambasted by the Tower Controller regarding other traffic waiting to depart. g. At this point the demands from the Tower Controller had compromised the safe operation of the aircraft as the issued clearances appeared too no longer be operationally motivated. The Captain momentarily took over radio communication and advised the tower that we were unable to accept the clearance. Our decision to not move the aircraft was driven by safety concerns and based on the threat mode model. The true safest course of action was to keep the aircraft stationary until the task loading paradigm could be shifted to normal operational expectations. h. The Tower Controller remained agitated and instructed the crew to copy a telephone number and demanded a call to the number. The Tower Controller read the number, we advised that we received the number and the Tower Controller re-read the number a second time and got a digit incorrect in the second reading and self-corrected their error of the telephone number. We confirmed receipt. The Before Take Off Checklist was completed, and we advised the Tower Controller we were ready for departure. The CLT airport during this bank of flights and the previous bank of flights was a chaotic mess, as is the case with CLT with all banks of flights. Aircraft crew transiting into an out of the 1 and 2 concourse are subject to extraordinary delays and the resultant increase in stress as are the Ramp Controllers and local ATC controllers. This high level of stress with too many aircraft movements in too small of space is a significant negative factor in the safety equation. The attempts by airlines to operate in this manner is a contributing factor to the degradation of safety and the stress applied to all personnel is a concrete byproduct of this poor planning and management. Further, the manifest stress is evident in the voice, demeanor and diction of ATC and other personnel which results in a degrade performance profile. Reduce access and aircraft movements in the 1 and 2 concourses to better manage traffic flow. Properly staff and monitor ATC positions and personnel for signs of stress. Review and stream line CLT Ramp operations and coordination with ATC Ground Control.

Narrative: 2

1. During passenger boarding. Lead F/A (Flight Attendant) was given a safety brief. Included with the brief was a request to maintain good communication with the flight crew on any matters. Further, instruction was given to the Lead F/A to step back from any passenger problems while at the gate and engage the Gate Agent to handle the passenger problem. Near the completion of boarding the Lead F/A came to the flight deck to inform the crew that two passengers boarded the aircraft with alcohol. Passengers were engaged by another flight attendant, not the Lead, and denied that they had alcohol. Lead F/A advised that the alcohol beverages had spilled. Flight crew and Lead F/A agreed to a plan to resolve the matter. Passengers complied with instructions and remained onboard. 2. During Push Back from Gate X Flight crew worked through preflight preparations, including a review of performance data for [Runways] 18C and 18L. During FMC programming flight crew determined that a new [set of performance data] had been generated removing data

for 18L, the most probable runway for departure. New performance data was updated via ACARS for 18L and was reviewed by the flight crew and programmed into the FMC. MEL was reviewed. All other preflight preparations were completed per company policies, procedures and flows. Load close-out was received at the gate. Flight crew called Ramp [name] for a clearance from Gate X and received clearance to push back. Ground crew declined to push the aircraft from Gate X due to conflict with aircraft in the ramp alley. First Officer discussed the push clearance with Ramp [name] and was assured the clearance to push was valid and that aircraft were not in conflict as the other aircraft were from the adjacent concourse. Ground crew was advised and still refused to push the aircraft. Another inquiry was made to Ramp [name] and push clearance was rescinded. Conflict aircraft from adjacent concourse departed the ramp. Ramp [name] re-cleared the aircraft to push from [Gate] X. Ground crew complied with the push back clearance. Two engines were started in the ramp alley. Ground crew received a wave off/salute. After start flows and checklist were accomplished. Out time XB:31 local/XA:31 UTC. Captain and First Officer used headsets and discussed abnormally high side tone volume on the INT function with MIC selected. Various adjustments were made to set appropriate communication volume. 3. Taxi from Gate X to Runway 18L First Officer issued a request to taxi. Ramp [name] issued a multiple part clearance. (Taxi south line, Spot XXS, caution for pushback on neighboring gate, contact Ramp [name 2] 129.225 at Spot XXS). The clearance from Ramp [name] clearance was given rapidly and muffled. A second request was made for a taxi clearance/confirmation. Clearance was heard and understood by both crew members. Aircraft proceeded to XXS. Approaching XXS, First Officer contacted Ramp [name2]. Ramp [name 2] responded with a clearance to taxi to [Spot] YYS and contact Ground at YYS. Captain verbally reviewed triggers with First Officer for Before Take Off Flow and advised that a flight control check would commence on Taxiway C. Approaching YYS Ground Control issued a clearance to taxi [Taxiways] Mike, Charlie, hold short C10 for [Runway] 18L. First Officer replied to Ground Control and Captain responded to the First Officer repeating the clearance with emphasis to Hold Short of C10. The taxi route was continuous without stops or delays. Numerous aircraft were on Taxiway C and positioned at various ramp location spots adjacent and parallel too Taxiway C. Two aircraft were positioned facing south at Spot XYE. The aft positioned aircraft at XYE had its landing/taxi lights illuminated while stationary. Flight control checks were initiated on Taxiway C prior to C10. During the initiation of the elevator check as the First Officer was verbalizing elevator position, Ground Control re-issued the taxi clearance to hold short of [Taxiway] C11. Flight control checks were discontinued, the taxi clearance was accepted and responded too by the First Officer. The Captain repeated and verbalized the clearance to the First Officer with emphasis to hold short of C11. Flight control checks were re-initiated by the Captain. At full aft elevator the First Officer verbalized the elevator position simultaneously as Ground Control re-issued a clearance to continue to 18L. The First Officer read back the clearance. The Captain repeated the clearance to the First Officer. The Captain maintained full aft elevator during the communication with Ground Control and the First Officer. Flight Control checks re-initiated from the beginning of the Before Take Off Flow and the remaining flow items were completed. The taxi/landing lights from the aft aircraft at XYE were obscuring the view on Taxiway C. The Captain stopped the aircraft in a position on taxiway C that used the forward aircraft's wing at Spot XYE to block the glare from the aft aircraft at Spot XYE. The Captain gave a courtesy flash of the taxi light to alert the crew of the aircraft on XYE of their landing/taxi light illumination. The First Officer verbalized and switched Radio One to the Tower Control frequency. The Parking Brake was set. The Captain called for the Before Take Off checklist. Task Loading increased due to a reduced time factor in the task/time equation. Flight Crew members were in the green area of the threat mode model, however external factors were compressing the time component and additional time elements would be required to remain out of the yellow and in the green area of the threat mode paradigm. As the Before Take Off checklist was

being accomplished the aircraft on [Taxiway] C12 was cleared on to 18L, however no clearance was heard on the radio. At this time both the Captain and the First Officer deduced that an incorrect frequency was selected on Radio One. The error was trapped and corrected. The flight crew was now in the yellow area of the threat mode paradigm due to a high task load environment. Upon tuning of the Tower frequency, the crew re-initiated the Before Take Off Checklist. Simultaneously the Tower Controller issued a clearance to proceed onto the runway. The Tower Controller's voice conveyed a tone of agitation, immediacy, anger and frustration. Additionally, the Tower Controller's diction was rapid, difficult to hear and understand. For reasons of safety, the crew declined the clearance. The Flight crew again attempted to complete the Before Take Off Checklist. The Tower Controller responded with agitation and another clearance that was rapid and difficult to understand with a demand to expedite taxi onto the runway and in some manner exit the runway. We advised the Tower we would need 30 seconds and we would be ready for departure. The Tower Controller responded again with agitation and anger and demanded we taxi onto the active runway in an expedited manner, with a rapid diction pattern and clearance that we were unable to understand while an aircraft was approaching the runway for landing as we were being lambasted by the Tower Controller regarding other traffic waiting to depart. At this point the demands from the Tower Controller had compromised the safe operation of the aircraft as the issued clearances appeared too no longer be operationally motivated. The Captain momentarily took over radio communication and advised the tower that we were unable to accept the clearance. Our decision to not move the aircraft was driven by safety concerns and based on the threat mode model. The true safest course of action was to keep the aircraft stationary until the task loading paradigm could be shifted to normal operational expectations. The Tower Controller remained agitated and instructed the crew to copy a telephone number and demanded a call to the number. The Tower Controller read the number, we advised that we received the number and the Tower Controller re-read the number a second time and got a digit incorrect in the second reading and self-corrected their error of the telephone number. We confirmed receipt. The Before Take Off Checklist was completed, and we advised the Tower Controller we were ready for departure. The sequential style ([Spots] S, YYS, hold short [Taxiways] C10, hold short C11, continue full length, etc) of the taxi instructions from the gate to Runway 18L required several communications from ATC/Ramp Control to our aircraft. This led to interruptions in our checklists, flows, and SOPs. Perhaps we should complete the "before takeoff flow" and before takeoff checklist in the ramp area when using 18L. Although CLT Ramp is not going to like that. Also the ATC Tower Controller should sit jumpseat when we are using 18L to observe the task saturation. I personally need to ensure correct frequencies into #1 Comm during preflight, I mixed up ZZZ Tower with CLT Tower (118.1).

Synopsis

Flight crew reported passengers boarded the aircraft with alcohol. The crew reported confusion with ramp control during push back about potential conflicting push back traffic. The crew reported difficulty completing pre takeoff checklists due to several Ramp Control and ATC taxi instructions during a busy departure period at the airport. The crew reported another taxiing aircraft had its landing lights on making it difficult to see the taxiway markings. The crew utilized the wrong Tower frequency causing them to miss their clearance to taxi onto the runway.

Time / Day

Date : 202104

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Last 90 Days : 96

Experience.Flight Crew.Type : 4900

ASRS Report Number.Accession Number : 1802425

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : Taxi

Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Environment - Non Weather Related

Narrative: 1

Pushed back from Gate X, 10 minutes late, after a Supervisor was called to the aircraft, after boarding was complete, to assist with passengers traveling with a four-year-old child. The child would not keep his/her seat belt fastened and kept removing his/her face covering. The parents had become belligerent with the flight attendants. We received a runway change just prior to pushback that would have us departing on Runway XXR verses YYL. The takeoff data for XXR included the requirement to burn off additional fuel prior to takeoff. We loaded the new takeoff data and reran the Before Push Checklist. Then we began our pushback from the gate. Knowing it would be a very short taxi to the runway, we started both engines. During the First Officer's After Start flow, I believe I interrupted his thought process by starting to voice my idea that we could taxi a short distance via [intersection] to Taxiway 1 and wait the little bit of time to burn off the additional taxi fuel. After completing the After Start flow, the First Officer did not make the "Standing by Flaps" call. Instead, we talked for a few more seconds about moving the aircraft to a spot away from the ramp so that we could burn off the additional taxi fuel. The First Officer requested taxi clearance to Taxiway [Alphabet] and notified Ground Control that we would need to hold there, to burn off fuel prior to departing. We taxied forward onto [intersection] and made the left turn onto Taxiway 1 and brought the aircraft to a stop. Once the parking brake was set, we both realized that we had not performed the Before Taxi Checklist and subsequently had not set the flaps to the Takeoff setting prior to moving the aircraft. We then set the flaps to the Takeoff setting and ran the Before Taxi Checklist. After a couple of minutes, we had burned the proper amount of fuel for the taxi and we made an uneventful departure. It was immediately clear to me that I gave too much thought to the things that had happened prior to pushback and in doing that, caused me not to focus on the required duties after pushback. I also should have allowed the First Officer to focus entirely on the after-start process before diverting his thoughts to something else.

Synopsis

Air carrier Captain reported not performing the Before Taxi Checklist and subsequently had not set the flaps to the takeoff setting prior to moving the aircraft. Reporter cited distraction from dealing with face mask issues in the cabin area may have contributed to the event.

Time / Day

Date : 202104
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Taxi
Route In Use : Direct

Person : 1

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1801802
Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Attendant

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area
Cabin Activity : Safety Related Duties
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant (On Duty)
Qualification.Flight Attendant : Current
ASRS Report Number.Accession Number : 1802959
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Attendant
Communication Breakdown.Party2 : Other

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Weight And Balance
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : Taxi
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

After block out and starting our pushback from the gate, a Flight Attendant called up to address a concern about the passenger count. It was a busy time in the flight deck where I was trying to manage the safety of the push. The FO answered the call to the flight deck from the cabin while I was talking to the ground crew and ramp was talking to our flight and the flight next to us pushing off the gate. The ramp personnel had left several pieces of ground equipment in the way of our push from X1 and we were trying to find out about getting it moved. As all of that is going on the narrative that myself and the FO got from the FA seemed to be one of more a compliance with the mask policy than one of weight and balance. She told us there was a large child sitting in a seat for which they were ticketed next to their mother and the child was having a hard time wearing the mask. The FA told us that the mother was now saying the child was less than 2. The FA believed that the mother was saying the child was less than 2 to skirt our mask policy and we needed to change the count for weight and balance because the child was an infant. I tried to clarify with the FA about the child because it was not clear to me because she was telling me the child was not listed as an infant, had their own seat, and by the FAs thought it was more about the mask. My thinking was that for the child to have that seat a birth date would have to be listed when that seat was purchased. Previously the FAs and the gate agent had reconciled the count, and the FA thought the child was older than 2, so I elected to leave the weight and balance as it stood. We continued to our destination without further incident. It was a busy time in the flight deck when this issue was brought to my attention. After things had calmed down with push I should have checked back with the FA to make sure I was hearing everything she was trying to tell me. Factors for me with my decision making were the high workload at the time, alertness because of the late time of day of the departure and having been scheduled with early AM shows for the three days prior to this event.

Narrative: 2

I walked through to do my cabin count and confirmed that I had a child in row XX just as it showed on the sheet. I had already asked the mom to get a mask on the child before we closed the weight/balance. She said the child did not have a mask so I brought her one. After the safety demo I walked through the cabin again for final compliance and saw the child was not wearing a mask. Mom said he had ripped it so I offered to get a new one. She then said that the other FA told her he didn't need one if he was under the age of 2. I was surprised to hear the child was an infant as he was quite large and had walked on board the aircraft by himself. I asked if he was still only 1 and she said he was not yet 2. I alerted the CA that I had possibly made a mistake in the count. I mistakenly counted an

infant as a child. I didn't ask how old the child was, it only came up because of non-compliance with mask policy. I honestly think she claimed the child was an infant in order to avoid dealing with the face mask. In the future I will make sure to ask passengers with small children if they are in fact under the age of 2.

Synopsis

Air carrier Captain and a Flight Attendant reported a passenger's child was resisting wearing a face mask. After this problem started the parent then stated the child was under 2 and did not need to wear the face mask.

Time / Day

Date : 202104

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Nav In Use : GPS
Nav In Use : FMS Or FMC
Flight Phase : Cruise
Route In Use : Direct

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1798864
Human Factors : Workload
Human Factors : Troubleshooting
Human Factors : Communication Breakdown
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y
When Detected : Pre-flight
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Preparing for departure, the Agent informed the A-Flight Attendant (FA) there would probably be an issue with a male passenger traveling with two children over the age of two with onboard mask compliance. I contacted Dispatch who patched in the Supervisor for clarification on how to handle the situation. The passenger knew the rules well enough to know his compliance was required to get the aircraft in the air, but once we were airborne, he and his children removed their masks. The A-FA called the cockpit shortly after reaching our cruise altitude to inform me that this individual and children were not complying with the onboard mask mandate issued by the Federal Government, and that this individual had become rude and hostile when reminded that he was required to comply with the federal mandate. The A-FA also reported that children were not well behaved and were disrupting the nearby passengers. The A-FA reported that while asking this individual to wear a mask and control his children, one of the children was banging his head into the tray table of the seat back in front of the child. The FA said he touched the child's arm and said, 'You can't do that'. I notified Dispatch through ACARS of the events and set up the appropriate response team to meet the aircraft. I was kept informed of the actions of the individual for the remainder of the flight. As far as I know, the individual and children were not compliant with the mask requirement for the majority of the flight. I did talk to one of the passengers who witnessed the events. The passenger said the FA acted professionally and that the individual with his children was out of control. This situation put a significant amount of the crew's attention on this passenger and his children. I believe the event could have been prevented with better policies evolved to handle our current social environment. Prior to departure the person was identified as a problem, but the Agent was obviously reluctant to remove him from the flight. We clearly have a mandate from the Federal Government to wear masks at the airports and on flights. This person was NOT compliant at the airport waiting for the inbound aircraft. He was then boarded onto the aircraft to be handled by the flight crew.

Synopsis

Air carrier Captain reported a father with two children were non-compliant with face mask policy during the flight.

Time / Day

Date : 202103

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person

Location Of Person.Aircraft : X

Location In Aircraft : Door Area

Cabin Activity : Deplaning

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1797439

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Time Pressure

Human Factors : Other / Unknown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Attendant

Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Attendant

Were Passengers Involved In Event : Y

When Detected : Aircraft In Service At Gate

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I was thanking passengers as they disembarked onto the jet-bridge in ZZZ, and I was trying to call rows to deplane on the PA. The cleaning crew were at the front door (1Left) trying to get on the plane while the passengers were leaving, and the pilots were also trying to gather their bags and leave. This made the situation very chaotic. I was not aware of it being a "quick-turn", as I am always happy to try and help out with the quick-turn cleaning. The cleaners slipped on a few at a time, in between passengers leaving. I saw the two aft crewmembers with their luggage, and moving forward through the cabin, towards me. The cleaners were already onboard, cleaning throughout the plane. I said, "last but not least!" to the final passenger, thanked her and gathered my belongings. I looked back and only saw the cleaners, and my crew who were almost to me. I didn't see any more passengers and thought we were done. I double-checked my doors and the forward lavatory and stepped off the plane. When the aft crew stepped off, there was a male passenger with them who had been mixed in with the cleaners. He did not have his boarding pass with him. He said he wouldn't leave without it, and that his seat was XX6. He wanted to go look for it himself, but crew went to look. His boarding card was found under his seat. A contributing factor is having so many people onboard/in jetbridge and the cleaning crew coming onboard (sometimes in just sweatshirts, hoodies, jackets, hats, masks, etc.) and mixing in with disembarking passengers, and vice versa. Flights are more full now, and anyone can be mistaken for a cleaner. Other factors: double-checking the passengers haven't lowered or removed their masks, as they often do now, as they are coming down the aisle towards me and the boarding door. The passengers are trying to look down the aisle and gauge how far we've gotten with the row announcements to deplane. Also, 2-3 pilots using the lavatory, gathering bags and leaving, while passengers are disembarking causes more confusion. All of this, and the extra amount of ground-staff/cleaners onboard and in the jet-bridge in civilian clothing, causes more confusion, multitasking/load at the boarding/deplaning door. I assumed the last passenger I saw, and said goodbye to, was our final passenger onboard. I would not have stepped off the plane had I known there was still one passenger onboard. I will also alert corporate security to this incident, and the added potential for this confusion during disembarkation.

Synopsis

Flight Attendant reported the aircraft cleaners were slipping onboard to clean the aircraft before the passengers were completely off. One last passenger, resembling a cleaner, remained intermixed with crew and cleaners during the crew's exit.

Time / Day

Date : 202103

Place

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Other

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person

Location Of Person.Aircraft : X

Location In Aircraft : Door Area

Cabin Activity : Boarding

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1796297

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Electronic Device

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : Pre-flight

When Detected : Aircraft In Service At Gate

When Detected : Routine Inspection

Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

During boarding a young man stopped right in front of myself and the Purser and had a motorized board he was carrying. The Purser started asking him questions about it like; What it was, how it works, how do you operate it and does it have a battery in it? The Purser wasn't comfortable with it so she messaged the agent about it and requested a CSR come down and ask him further questions. The Purser then informed the Captain about the board and he too was very concerned about it and he went to get a CSR. The CSR came and the customer came up to the boarding door with the board and they began talking about how he was able to get this far with it on an aircraft. He came from ZZZ to ZZZ1 then onto ZZZ2. The customer said he made several phone calls to TSA and [Air Carrier] about bringing the board and was told he could bring it on the aircraft with a lithium battery. The Captain then informed him that it was a prohibited item onboard the aircraft unless he had proper documentation stating that it was OK, to which he did not. The Captain told him he could not go on this flight with the board and had him retrieve his belongings and his traveling partner and exit the aircraft. The customer was very upset and began cussing and raising his voice so much so that everyone on the aircraft heard him about having to get off the aircraft. I only know the customers were in [seat]; I do not have names.

Synopsis

Air carrier Flight Attendant reported refusing to allow a Lithium Ion powered Hover Board in passenger cabin per company Hazmat policy.

Time / Day

Date : 202103

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Last 90 Days : 56

Experience.Flight Crew.Type : 5614

ASRS Report Number.Accession Number : 1795884

Human Factors : Communication Breakdown

Human Factors : Other / Unknown

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Distraction

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 210
Experience.Flight Crew.Type : 10000
ASRS Report Number.Accession Number : 1795887
Human Factors : Time Pressure
Human Factors : Situational Awareness
Human Factors : Other / Unknown
Human Factors : Communication Breakdown
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

During single-engine taxi out, the A FA called the cockpit, informing us of passengers' non-compliance with the facemask policy. The decision was made to return to the gate. As we taxied back toward the Ramp, I coordinated with the Captain, advising that I felt it was appropriate to perform an After Landing flow prior to returning to the gate. Captain agreed, and I accomplished the flow. While holding for a gate, and on the apron with the parking brake set, the A FA called back to the cockpit, advising that the passengers were now willing to comply and that the three FAs were comfortable with continuing the flight. At this point we re-accomplished a Before Taxi flow (as appropriate for our single engine taxi configuration), then ran a Before Taxi Checklist. We then coordinated with ATC to proceed with a taxi clearance for departure. The Number 1 engine was started and the rest of the taxi and takeoff proceeded uneventfully. Once airborne, I noticed that we had departed with the autobrake selector in the OFF position. As I thought about the sequence of events leading to that I thought of two things: placing that switch to RTO takes place in the Captain's Before Start flow. I also recalled that when I performed the After Start flow (following the Passenger incident), I placed the Window Heat switches to ON, another item that is normally accomplished in the Captain's Before Start flow. Clearly, in our unique situation, a Before Taxi flow, followed by a Before Taxi Checklist was insufficient to reposition all switches to their appropriate positions prior to taxi and takeoff. Of note, neither of us felt rushed, and we both felt that we used good CRM to methodically think through our situation before continuing, yet in the end, something was missing. I've referenced the manuals, looking for a procedure that would have trapped our errors, but am still left wondering. Since we started the original taxi single engine and never shutdown that engine, the procedure in Flight Ops Manual never entered our minds, yet

that guidance probably would've caught the error. Non-standard Ops lead to inadvertent takeoff with auto brakes selected off.

Narrative: 2

On taxi out, the A FA called to tell me that there was a family being non-compliant regarding the face mask policy. I made the decision to taxi back to the gate. I asked the FO to complete the After Landing Checklist. While we were waiting for a gate, the FA called to tell us, "Never mind, the issue is resolved." At that point, we completed the Before Taxi Checklist and taxied to the runway. After takeoff, the FO pointed out that RTO switch was not re-selected to "armed." Our unique situation made it impossible for autobrake re-selection to occur. In this situation, our normal checklist does not catch the error. I should have triple checked everything because our routine taxi out was interrupted. RTO reengage missed during a taxi back to the gate and subsequent cancellation of that.

Synopsis

Air carrier flight crew reported missing re-setting the auto-brake system before takeoff and cited dealing with a passenger not complying with face mask policy as a contributing factor.

Time / Day

Date : 202103

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Dusk

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Component : 1

Aircraft Component : Turbine Engine Thrust Reverser

Aircraft Reference : X

Problem : Malfunctioning

Component : 2

Aircraft Component : Circuit Breaker / Fuse / Thermocouple

Aircraft Reference : X

Problem : Improperly Operated

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 82

ASRS Report Number.Accession Number : 1795292

Human Factors : Distraction

Human Factors : Other / Unknown

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Maintenance

Person : 2

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 225
Experience.Flight Crew.Type : 15000
ASRS Report Number.Accession Number : 1795305
Human Factors : Workload
Human Factors : Troubleshooting
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Maintenance

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Maintenance
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : MEL / CDL
Detector.Person : Maintenance
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y
When Detected : Aircraft In Service At Gate
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Sat in ZZZ for hours for a delayed flight coming from ZZZ1. During the swap, the outgoing Captain informed me that the Crew that brought the aircraft into ZZZ1 said that upon landing the right thrust reverser malfunctioned. The delay was due to Contract Maintenance MEL'ing the right thrust reverser. During pre-flight I checked the logbook, Release, and stickers as well as looked up the MEL on my EFB. During this time the "A" Flight Attendant informed me that a passenger was refusing to wear their mask and creating a scene and that the CSR had been called. Eventually the passenger was removed and an updated report was sent to the aircraft. During the distraction I neglected to click on the hyperlink in the MEL in the Maintenance portion labeled MEL SP#XX Thrust Reverser System. If I had I would have noticed on that a Circuit Breaker for the #2 Engine

should have been pulled and collared. Upon landing in ZZZ2 I informed the outgoing Captain of the MEL. During my commute home I received a text from said Captain that he found the wrong CB had been collared and that he had written it up and ZZZ2 Maintenance was fixing the issue. Upon reviewing the SP#XX I can only assume that the CB for the #1 Engine had been pulled instead.

Narrative: 2

Inbound Captain advised that they had received the aircraft late in ZZZ due to Thrust Reverser MEL applied in ZZZ1 on previous flight and then further delayed on their flight due to a Passenger refusing to comply with mask requirements. In reviewing the logbook I found that the MEL sticker in the front of the logbook was not completed. The MEL number was not entered, the Special procedures performed were not entered and the circuit breakers pulled and collared were not entered. When I reviewed the logbook entry, the special procedures were references SP-XX. I also observed C/B's #2 Engine TR Sync Lock and #2 Engine TR INTLK pulled and collared. I then reviewed the MEL and SP-XX and discovered the following errors. 1. SP XX calls for the #2 Engine TR Sync Lock c/b and the #2 Engine TR Control c/b to be pulled and collared. the Control C/B was NOT collared as prescribed in SP XXnd the INTLK c/b WAS collared contrary to SP XX 2. There was no MEL sticker placed on the Inoperative TR lever. 3. There was no MEL sticker placed above the respected N1 gauge. I contacted Maintenance Control to confirm my understanding of the MEL regarding the incorrect Circuit Breakers and they confirmed the wrong circuit breaker had been pulled. Notified ZZZ2 Maintenance and entered the discrepancy in the logbook. ZZZ2 Maintenance arrived and corrected the circuit breaker configuration and signed off the discrepancy I had entered. Missing information on the logbook sticker was also corrected. I have long felt that our MEL is VERY inadequate when it comes to circuit breaker identification. In this particular instance the nomenclature is correct and was just applied incorrectly by the Mechanic, but if the C/B locations were included it would have been much more apparent to the Mechanic as well as flight crew that the two C/B would not be immediately adjacent to each other. I have brought this to the attention of Flight Ops previously with regards to other MEL's and have been advised that changes are slated for a future revision that has been delayed due to aircraft out of service returns, COVID and other issues. I also feel it should be reinforced to flight crews that MEL compliance is not solely the responsibility of the Maintenance department and that we should always verify (to the limits of our abilities) those aspects of MEL compliance which we have ready access to on each airplane we accept regardless of previous crews acceptance of the aircraft.

Synopsis

Two air carrier captains reported delays due to incorrect MEL procedures performed by maintenance and a passenger not complying with face mask policy.

Time / Day

Date : 202103

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ
Cabin Lighting : High

Person

Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area
Cabin Activity : Service
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant (On Duty)
Qualification.Flight Attendant : Current
ASRS Report Number.Accession Number : 1794252
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Physiological - Other
Communication Breakdown.Party1 : Flight Attendant
Communication Breakdown.Party2 : Other

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Company Policy

Narrative: 1

I wouldn't mind to serve the passengers with our normal service any other time however with the national crisis still going on and only about 20% vaccination rates. With the new menu option, I feel that it is still too early to provide these options. At first, I noticed even with the menu placard, several people lower down their masks to order their drinks despite the numerous PA about the mask compliance. It is quite distracting and uncomfortable environment to other passengers who are sitting next to them and myself. Few people were chewing their food and talking to me without the mask. The second thing is that more people are traveling which I am happy for however the social distance is impossible already. After serving snacks they immediately remove their masks. By the time I bring my drinks to serve, I am exposed to all these passengers and passengers themselves while they are chewing and talking themselves. The third problem is that more drinks, more contacts. Almost everyone touched my hands when I served the drinks. And immediate contacts with them handing over the drinks, it makes some passengers quite uncomfortable and distracted events for the crews. The fourth problem is that WiFi is inadequate and lots of people ask how or where to find the menu, it may sound simple to do it but it's not something that generally people are familiar with our website and not many frequent fly members on board. It takes lots of crew time and distraction in fact. Lots of crew members are still not having the access of the vaccine yet. I feel that our company put our crews in great danger in our work environment. If we follow the federal guideline, I strongly believe that we are not ready for this, yet. Thank you for your consideration and help in advance. We must vaccinate the crews 100%. I believe it is the upmost important event the company needs to focus on and resume the service we normally do after. This extra menu service, is simple I understand, however it still too early to say we are safe.

Synopsis

Flight Attendant reported it is too early to expand the inflight service. There are too many passengers with face masks down, talking with masks down, and social distancing issues during the inflight service.

Time / Day

Date : 202103
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.AGL.Single Value : 0

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1793950
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : Police / Security Involved

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Approximately 20 minutes after departure I received a call from the Flight Attendant that we had a couple passengers that weren't complying with the mask mandate and asked me to make our announcement reminding passengers of the Federal mask mandate. I made our announcement. Just prior to going through sterile flight deck period the Flight Attendant called again with passenger seat numbers X3 and YX4 and asked me to relay non mask compliance to the station. We made several attempts to contact Operations. After being unable to do so I sent an ACARS to Dispatch notifying them of mask non-compliance and asked them to have a CSR meet the aircraft. Being so close to the destination we elected to continue to the destination. After landing we tried several more times to contact Operations on taxi in and were unable to do so. Upon arriving at the gate the CSR came on board and informed me they had LEOs waiting at the counter and the TSA had been notified but she wasn't sure if they were sending a representative to speak with the passengers. She requested keeping the passengers on board for several minutes, so they could make sure everyone was prepared to receive the passengers. Given the all clear, the passengers disembarked without incident. The Flight Attendant mentioned she made multiple announcements and handed the passengers the information describing the penalties for non-compliance that are included in the packs of masks/alcohol wipes. It sounds like she made every available effort per SOP to have the passengers comply with the mask mandate. As states continue to withdraw mask mandates I foresee this becoming an increasingly widespread issue. I thought the idea of handing the passengers the information card was a very smart idea as seeing this in writing may carry more weight. Perhaps aircraft can be stocked with additional copies of these cards to hand out. Also our current guidance on the mask mandates in the flight crew memo make this policy sound like it is just per company policy. Updated guidance stating that this is a Federal mandate may make it more clear to the passengers that this is a serious federal violation. Every day we see passengers wearing masks that are not allowed on our flights and have to be given masks that meet standards, gate agents policing masks that required standard would also be helpful.

Synopsis

Air carrier Captain reported passengers not conforming with face mask policy during flight and had personnel meet the aircraft on arrival.

Time / Day

Date : 202103

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Night

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 210

Experience.Flight Crew.Type : 2000

ASRS Report Number.Accession Number : 1792371

Human Factors : Distraction

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Dispatch

Person : 2

Location Of Person.Aircraft : X

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Last 90 Days : 99

Experience.Flight Crew.Type : 16000
ASRS Report Number.Accession Number : 1792381

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct
Anomaly.Deviation / Discrepancy - Procedural : Hazardous Material Violation
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Detector.Person : Dispatch
When Detected : Taxi
When Detected : Routine Inspection
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

After pushback in ZZZ, Dispatch notified us via ACARS that ZZZ Operations had contacted her and that "you did not sign her [Dangerous Goods Form]". However, only the Pilot's copy of the [Dangerous Goods Form] was provided to us by the A Flight Attendant. Prior to pushback, and at the same time the [Dangerous Goods Form] was delivered, we had an intoxicated Passenger removed from the aircraft. Once we reached our cruise altitude, we took pictures of the signed Pilot's copy of the [Dangerous Goods Form] and amended Release and emailed them to the Operations Center and the Dispatcher via the Company provided EFB. First of all, any time HAZMAT/COMAT is transported onboard, a face to face briefing with the Captain should be required. This will build a shared mental model and will allow the Captain the opportunity to efficiently and effectively bring Dispatch into the loop in accordance with the FOM. Personally, any time we carry HAZMAT/COMAT, I will review the FOM as this is not something I do every day, so I can back up the Captain more effectively. Finally, discussing actions to take if unruly Passengers pop up among the whole Crew can help prevent distractions when they do pop up.

Narrative: 2

After pushback, ACARS notification from our Dispatcher stated QUOTE "You did not sign her NOTAC" ie, describing the Ops Agents copy of the NOTAC. Apparently the Ops Agent only handed the "Pilots Copy" of the NOTAC to the A Flight Attendant, and not directly handing it to the Captain. No "Ops Copy" was ever provided. Just when this occurred, a Passenger was being removed for behavior of what an intoxicated passenger would exhibit. Once at cruise, photographs were taken of the "Pilots Copy" of the NOTAC, and of an amended Release stating in the remarks section. Note: "Raft on flight, refer to NOTAC" -- with our Dispatchers initials and the time of the amendment, and this was emailed to our Dispatcher and Chief Pilot in the Operations Center. Confirmation was received on ACARS that Dispatch was in receipt of our email, sent via Company email on the Captains EFB.

Synopsis

B737-700 First Officer reported a communication breakdown between flight crew and Dispatch regarding missing signed NOTOC document.