

5/31/2006

FOR YOUR INFORMATION

2006-46/3-11

692813

To: Boeing Commercial Airplane Company, Long Beach Division

Info: FAA (AFS-230, AFS-200, AFS-300, AFS-900, LGB-AEG, ANM-100), AASC, AIA, ALPA, AMFA, APA, ASAP, ATA, CAPA, IFALPA, IAM, ICASS, IPA, NATA, NTSB, PAMA, TEAMSTERS, TWU

From: Linda J. Connell, Director
NASA Aviation Safety Reporting System

Re: MD80 CARGO DOOR HANDLE CLOSED BUT NOT LOCKED WITH NO WARNING LIGHT

We recently received an ASRS report describing a safety concern which may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our FYI service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Harvey Hartmann or Don Purdy at (408) 541-2800 or email at hhartmann@mail.arc.nasa.gov, dpurdy@mail.arc.nasa.gov.



Aviation Safety Reporting System
385 Moffet Park Dr · Suite 200 · Sunnyvale · CA · 94089



ACN: 692813

Time

Date : 200604

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Aircraft / 1

Make Model : MD-80 Series (DC-9-80) Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 692813

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 692814

Person / 3

Function.Other Personnel : Dispatcher

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolutive Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Consequence.Other : Maintenance Action

Narrative

AFTER WHAT SEEMED LIKE A NORMAL PUSHBACK AND DEP, WHILE WE WERE CLING ABOVE 25000 FT AND LEVEL OFF AT 34000 FT, THE ACFT WAS HAVING A HARD TIME HOLDING A STEADY AIRSPD. IT WAS LIKE WE WERE IN A MOUNTAIN WAVE. THE FO SAID THE NOSE WAS HVY DURING LIFTOFF. I REQUESTED THAT DISPATCH CHK THE ACTUAL LOAD VERSUS THE PLANNED LOAD. THEY SAID THE ACFT WAS LOADED AS PLANNED, EXCEPT FOR 26 LBS OF LIVE ANIMALS IN THE FORWARD CARGO COMPARTMENT (WHICH WAS NOT ON THE CLOSEOUT). DISPATCH ALSO SUGGESTED, AND I AGREED, TO DO AN OFF-LOAD AUDIT IN DFW. AFTER ABOUT 30 MINUTES THE PLANE STARTED FLYING NORMALLY. AFTER FINISHING THE PARKING CHKLIST, I WENT DOWN ON THE RAMP BECAUSE I WANTED TO SEE IF THERE WAS MORE THAN JUST ANIMALS IN THE FORWARD CARGO COMPARTMENT. WHEN I GOT DOWN THERE, ONE OF THE RAMP WORKERS TOLD ME THAT THE ACFT TAXIED IN WITH THE FORWARD BAGGAGE DOOR HANDLE UNLATCHED (STICKING OUT). HE JUST PUSHED ON THE DOOR AND IT OPENED IN. I PULLED THE DOOR CLOSED WITH THE HANDLE UNLATCHED AND WENT UP INTO THE COCKPIT TO SEE WHAT THE DOOR WARNING LIGHT SAID. THE LIGHT WAS OUT, INDICATING THAT THE DOOR WAS CLOSED. I THEN CALLED MAINT ABOUT A FAULTY LIGHT INDICATION. HE CHKD THE DOOR AND SAID EVERYTHING WAS NORMAL, AND THAT THE LIGHT IS ONLY CTLED BY A MICRO SWITCH ON THE SIDE OF THE DOOR, THE HANDLE CAN BE IN ANY POSITION! I CHKD THIS OUT ON THE NEXT ACFT I FLEW AND GOT THE SAME INDICATION. DOOR CLOSED, HANDLE UNLATCHED, AND WARNING LIGHT OUT. SOMEBODY NEEDS TO LOOK INTO THIS. THE PEOPLE THAT DID THE AUDIT SAID EVERYTHING WAS LOADED AS PLANNED. THE ACFT ALSO PRESSURIZED NORMALLY.

CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT TWO FACTS WERE EVIDENT, THERE WAS NO FORWARD CARGO DOOR WARNING AND THERE WAS NO PRESSURIZATION MALFUNCTION OR INDICATION OF A PRESSURE LEAK. THE DOOR WAS FOUND ON ARR IN THE CLOSED POSITION RESTING ON THE DOOR SEAL WITH THE DOOR LOCKING HANDLE EXTENDED. RPTR INDICATED THE DOOR WAS TESTED AND FOUND THE DOOR SENSOR MONITORS ONLY THE DOOR CLOSED POSITION BUT NOT LOCKED. THE RPTR TESTED A SECOND AIRPLANE AND THIS WAS THE SAME SITUATION, OPEN THE DOOR GET THE WARNING LIGHT. CLOSE THE DOOR, BUT UNLOCKED, THE LIGHT IS OUT. THE RPTR INDICATED THIS AIRPLANE WAS FLOWN WITH THE DOORS CLOSED AND LOCKED WITH THE HANDLES STOWED AND HAD NO REPEAT OF THE AIRSPD PROBLEM.

Synopsis

AN MD80 IN CLB FROM FL250 TO LEVEL OFF AT FL340 FOUND DIFFICULT TO HOLD A STEADY SPD AND FO SAID AIRPLANE APPEARED NOSE HVY. LOAD AUDIT REVEALED WT AND BAL WITHIN LIMITS. RAMP CREW RPTED ACFT HAD FWD CARGO DOOR HANDLE CLOSED BUT NOT LOCKED UPON ARR. FLT CREW RPTED DOOR WARNING LIGHT WAS OUT AND DOES NOT CHK HANDLE HANDLE POSITION.