



Internal Memorandum

Date: 4/23/2018

To: Captain Wayne Cochran, Regional Director & Chief Pilot – ATL

From: First Officer John M. Prendergast, ATL A-330 AIRBUS

Subject: CAP1: MILLER, J.A. (NYC); CAP2: HANCOCK, D.D. (/ATL); FO1: MAKONNEN, I. (ATL);
FO2: PRENDERGAST, J.M. (ATL)

This statement is provided at the request of the ATL Chief Pilot's Office.

I was the Pilot Monitoring (PM) on DAL Flight 30 during the takeoff from 26L. After rotation and positive climb was established, the Captain called for gear up. After the gear was selected up, Fire Warning indications annunciated. I canceled the warning and announced, "Fire Warning #2 Engine." I asked the Captain if he wanted me to fly while he ran the ECAM. He agreed, so I assumed the role of Pilot Flying (PF) and selected AP#2.

An emergency was declared with Atlanta Approach due to an engine fire. Meanwhile, the Captain began ECAM action items aided by the relief pilot and LCA in the secondary jumpseat. ATC switched me to another frequency and gave me vectors for the crosswind and a climb to 5000' with a later climb to 7000'.

Once the ECAM procedures and QRH procedures were complete, the crew discussed heavyweight landing considerations. We requested and received vectors to final for RWY 27R using medium autobrakes. We completed the descent and approach checklist and intercepted the final approach course at 5000'. The gear was lowered, and the landing checklist was completed for a flaps 3 landing. I had originally planned to do a manual landing but reconsidered and asked the Captain to do an autoland.

After touchdown, the Captain brought the remaining engine into full reverse and stopped on the runway. We coordinated with the emergency equipment and fire trucks on a discrete frequency while they approached the aircraft. They sprayed the engine with AFFF and we monitored their progress over the radio. We discussed evacuation but opted to let the fire department extinguish the fire on #2 engine. We noted hot brakes after the overweight landing.

We arranged to get a tow to the gate. At the fire department's request, maintenance opened the cowling so that the fire department could look inside. The tow vehicle towed us to the gate where the passengers deplaned normally.

I authorize release to Delta Flight Safety and the National Transportation Safety Board (NTSB).

Sincerely,

First Officer John Prendergast
Employee No. [REDACTED]
(Signature on file)