



Internal Memorandum

Date: 4/23/2018

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

From: First Officer Iyob Makonnen, ATL A-330 AIRBUS

Subject: II18-066 Flight Safety/NTSB – Engine Fire Event: DAL30 18-APR-18 ATL-ATL
A-330-323 N806NW (3306)

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 Relief Pilot on DAL Flight 30 from Atlanta to London Heathrow on April 18, 2018. I performed the external visual inspection and did not note anything unusual or abnormal. Pushback and engine start were normal.

Shortly after liftoff, the Pilot Flying (PF) called for "gear up." Passing through approximately 500ft AGL, we received a master warning light and associated aural alert. I looked at the upper ECAM display and noticed the ENG 2 FIRE ECAM message and associated action items. Then the message disappeared, and the Master warning light and bell extinguished on its own accord. A few seconds later, the master warning light, bell and ECAM all reappeared again indicating a number 2 engine fire. The engine 2 fire push button was also illuminated.

The captain was the PF and transferred controls to the First Officer (F/O) so he could perform the ECAM action items. We were still communicating with Atlanta Tower at this point and I offered to assume communicating with Air Traffic Control (ATC). The PF and Pilot Monitoring continued to fly the aircraft and maintain a positive flight path. An emergency was declared with ATC and they were notified that we had a number 2 engine fire indication and would need vectors back to ATL. ATC began providing vector for the return, the F/O in the right seat was now the PF and the captain began running the ECAM action items with the Line Check Airman (LCA) assisting him. I continued communicating with ATC providing information (fuel, hazmat, etc.) and backed up the PF with instructions from ATC. I sent an ACARS message to dispatch notifying them of the emergency and our return to ATL.

Both fire bottles were discharged and after the completion of the ECAM action items, the captain ran the QRH for engine fire with the LCA backing him up. During that time, the LCA asked one of the flight attendants to examine the suspect engine to see if she could observe anything via a cabin window. She reported back that she was unable to see the engine.

ATC continued to vector us to Runway 27R as captain and PF continued setting up for a visual approach backed up by the ILS. They set up and did a quick brief for the approach. LPR numbers were received via ACARS and based on that they elected medium brakes for landing. The LCA contacted the purser and briefed a yellow emergency giving them TTSR and then made a PA to the passengers explaining that we had an engine malfunction, that we would be returning to ATL and they could expect to see emergency equipment on landing. I notified approach control that we were ready to join final and the captain assumed the radios and communication with ATC. A short time later, the captain assumed controls and became PF and the F/O became PM and assumed radios.

We were handed off to tower and as we got closer to the runway, tower stated they could see smoke coming from the vicinity of the number 2 engine. The captain made an overweight, uneventful auto landing and brought the A/C to a stop on the runway. As we were rolling to a stop, tower said they could see flames coming from the number 2 engine.

I queried them over the radio to confirm they saw actual flames and they replied in the affirmative and cleared ARFF on to extinguish the fire. The LCA made a PA to the passengers to remain in their seats with their seat belts fastened and then asked the purser to call the flight deck. He explained that ARFF was approaching the aircraft to extinguish a fire and that if an evacuation was necessary, it would be using the left exits, and to standby for the command.

We could see ARFF vehicles approaching from the front of the aircraft and begin applying foam and water to the engine. ATC gave us a discrete frequency to communicate with ARFF command and the captain established communications. They advised that they were applying foam to the engine and to stand by. A few minutes later they advised the fire was extinguished.

Several PAs were made to the passengers keeping them updated and again to remain seated with seat belts fastened. As we were discussing next steps to get to the gate, we observed hot brakes. The captain asked ARFF command to monitor the brakes and to hose as necessary. Later they stated the brakes were smoking and a brief flame appeared but was quickly hosed down.

A super tug was brought to the aircraft to tow us to the gate. The super tug hooked up and towed us to the gate. The captain and F/O performed the shutdown checklists and we deplaned normally through door 2L.

I acknowledge release of this statement to Delta Flight Safety and the National Transportation Safety Board (NTSB).

Regards,

First Officer Iyob Makonnen
Employee # [REDACTED]
(Signature on file)