



# Aviation Investigation Final Report

<b>Location:</b>	Harbin,	<b>Accident Number:</b>	DCA18CA219
<b>Date &amp; Time:</b>	June 11, 2018, Local	<b>Registration:</b>	N826AN
<b>Aircraft:</b>	Boeing 787-9	<b>Aircraft Damage:</b>	None
<b>Defining Event:</b>	Cabin safety event	<b>Injuries:</b>	1 Serious, 1 Minor, 290 None
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Scheduled		

## Analysis

On June 10, 2018, at about 1215 local time, American Airlines 181, N826AN, B787-9, was enroute to Beijing Capital International Airport (PEK) Beijing, China, when two flight attendants were burned as a result of a beverage cart tray being overturned with three pots of hot liquids on it. At the time of the event, the airplane was in smooth air with no turbulence. Of the 292 passengers and crew onboard, one flight attendant received minor injuries and one flight attendant received serious injuries. The flight was operating under 14 Code of Federal Regulation Part 121 as a regularly scheduled passenger flight from Los Angeles International Airport (LAX), Los Angeles, California to PEK.

The crew reported that the two injured flight attendants were in the aft galley setting up the beverage cart when the cart overturned. The injured flight attendants were treated by a passenger physician. Paramedics met the airplane at the gate and one flight attendant was transported to the hospital where she was diagnosed with 2nd degree burns and released.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the accidental tipping over of a beverage service cart, when there was no turbulence, which caused pots of hot water to burn two flight attendants.

## Findings

**Personnel issues**

(general) - Cabin crew

## Factual Information

### History of Flight

Enroute	Cabin safety event (Defining event)
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### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight engineer; Flight instructor	<b>Age:</b>	61,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	March 18, 2018
<b>Flight Time:</b>	7129 hours (Total, all aircraft), 708 hours (Total, this make and model), 2415 hours (Pilot In Command, all aircraft), 161.1 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 12.5 hours (Last 24 hours, all aircraft)		

### Co-pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight engineer	<b>Age:</b>	57,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	February 6, 2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 17, 2018
<b>Flight Time:</b>	717 hours (Total, all aircraft), 39 hours (Total, this make and model), 71.3 hours (Last 90 days, all aircraft), 71.3 hours (Last 30 days, all aircraft), 12.5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Boeing	<b>Registration:</b>	N826AN
<b>Model/Series:</b>	787-9 9	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2017	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	40649
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	301
<b>Date/Type of Last Inspection:</b>	June 10, 2018	<b>Certified Max Gross Wt.:</b>	553 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo fan
<b>Airframe Total Time:</b>	4519 Hrs at time of accident	<b>Engine Manufacturer:</b>	General Electric
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	GENX1B-75P2
<b>Registered Owner:</b>		<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	AALA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Unknown	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Los Angeles, CA (KLAX)	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	Beijing (ZBAA)	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	10:36 Local	<b>Type of Airspace:</b>	Unknown

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 1 Minor, 12 None	<b>Aircraft Damage:</b>	None
<b>Passenger Injuries:</b>	278 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor, 290 None	<b>Latitude, Longitude:</b>	45.375,126.151107(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Ward, Effie Lorenda
<b>Additional Participating Persons:</b>	
<b>Original Publish Date:</b>	July 8, 2020
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97504">https://data.nts.gov/Docket?ProjectID=97504</a>

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