THE KEDIGH REPORTS - 2018.

Full Version of 28 pages with all supporting documents and source URLs. Last revised, 1/7/2020.

67 % Of FAA's Required Data Continues To Go Unreported.

SECTION 1 of 3. BACKGROUND: This review and survey of 2018 SDR data was an effort to gain some understanding of under-reporting in the FAA's Service Difficulty Reporting (SDR) system records by cross-checking media reports of "diversion/s, emergency landing/s, returns" to the FAA's Query website [(1)] and is easily performed by anyone with internet access. Aviation data websites such as 'avherald.com' or 'aeroinside.com' include the aircraft registration number, plus the incident date, create a easy two-step process. Similar studies exist back to 2000. The SDR reporting program is the only mandatory reporting program required under Federal Regulation FAR 121.703 [(2)]. In 2016, the FAA document "Information for Operators" [(3)] said; "The primary purpose of the SDR database is to help identify negative trends so that mitigating actions can be accomplished by air carriers as soon as possible…The FAA has learned that some data required by § (FAR) 121.703(e) is not being entered properly. Because of poor data integrity, the FAA, manufacturers, and air carriers are unable to accurately detect trends necessary to proactively mitigate risk." The data is also used in the FAA's mathematical risk model "Monte Carlo simulations" [(4)]. The NTSB also relies on the SDR database in accident investigations, Safety Studies, Safety Recommendation Letters and has a similar reporting program under NTSB's Rule 830.5, but with lesser filing requirements, (see Section 2, page 2 for more details). SDR data is used for; FAA personnel requests, safety inspections, accident investigations, prevention programs, requests by media, the NTSB, the legal community, and foreign and the U.S. military for research.

Be it intentional, or not, the systemic use of selected data submitted can be used to under-state and obscure safety issues and to minimize FAA mandated actions, including issuing Airworthiness Directives (ADs), and industry costs. As an example, in AD-2008-23-09 [(5)] to remove Boeing and Douglas fleet-wide flammable insulations, 8 years was given for compliance (until Dec 2016) when expected "fleet retirements" could lessen U.S. industry costs said the FAA in the commentary section The flammability issues were first identified 25 years earlier in 1991 FAA's Tech Center Report, DOT/FAA/CT-91/2. (URL Link > https://www.fire.tc.faa.gov/pdf/ct91-2.pdf)

ANALYSIS For 2018. Briefs to these 196 incidents begin on page 3.

- 196 Incidents were cross-checked to the FAA SDR Query website. 131 Incidents, (67 %), could not be found. 65 were found on file.
- The 67 % is the highest of prior surveys which were; 2017 @ 61 %, 2016 @ 45 %, 2015 @ 58 %, 2014 @ 57 %, and 2013 @ 59 % .
- Of 26 Smoke Incidents (including 'odor','fume'), 13 (50 %) were not found. Of 13 filings,4 (30 %) had no cause.
- If the additional FAA requirements for "apparent cause", part numbers and the manufacturers name were also counted, only 10 to 15 % of the submittals provided this data essential for FAA's trend and safety analysis.

SECTION 2 of 3, (beginning at page 2), provides a brief history of agency complaints with source URLs, of SDR data problems.
SECTION 3, (beginning at page 6), provides more complete texts to each incident, and source URLs.

FOOTNOTES.

1. FAA's Service Difficulty Query website Link > http://av-info.faa.gov/sdrx/Query.aspx
2. Federal Regulation FAR 121.703. Link > https://www.risingup.com/fars/info/part121-703-FAR.shtml
3. FAA document, "Information for Operators" 2016. Link > https://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/media/2016/InFO16009.pdf
4. FAA's mathematical risk models. Report # DOT/FAA/AR-09/17. "A Cost-Benefit Analysis for the Installation of Fire Suppression Systems in Cargo Compartments of Cargo Airplanes. "The model utilizes statistical distributions derived from data on in-service airplanes and accident information." - and - Report # DOT/FAA/AR-11/18. "Freighter Cargo Fire Risk Model." "The risk model is based on just five accidents"- and - Report # DOT/FAA/AR-97/58. "A Benefit Analysis of Enhanced Protection from Fires in Hidden Areas in Transport Aircraft", Sept 6, 2002, which noted that such -- "predictions is not to be considered of great accuracy because on the limited data of which it is based".
5. Link > http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/0/a25376cdf9be5b42862574fd0055eda4/$FILE/2008-23-09.pdf

SECTION 2 of 3. A brief history of complaints of under-reporting and incomplete reports. Severe limitations to SDR data submitted by the U.S. carriers has long been the subject of complaints by the NTSB, the Office of Inspector General (OIG), and the GAO for under reporting and incomplete reports thus making safety and trend analysis impossible. A FAA presentation (international safety conference), a Canadian Transportation Board (TSB) Final Report, media reports also revealed the same problems.

Frivolous Reports, which in other studies, were upwards to 70 % of all reports filed were not addressed here. Frivolous reports are those offering no value envisioned for SDR filings; i.e. burnt-out light bulbs, depleted emergency lighting batteries, which ranged ten-fold (from 6% to 65 %, depending on the carrier. Additionally, normal 'wear-and-tear' corrosion items already "acceptable to the administrator" in maintenance manuals created an unnecessary burden on FAA resources to review and file.

(1). 1993 – 2003. Three NTSB Safety Recommendation Letters included the following; (a) "the SDR system contains only a small percentage of the actual occurrences", (b) "The usefulness of the data, however, is often diminished by the lack of accurate and complete information", (c) " The Safety Board's ability to study important safety issues is often affected by poor data quality". An additional Safety Report added; "Exposure data are not adequately detailed to support the analysis of risk factors". Link > http://www.ntsb.gov/safety/safety-recs/recletters/A93_61_64.pdf - and - Link > http://www.ntsb.gov/safety/safety-recs/recletters/A97_123_125.pdf - and - Link > http://www.ntsb.gov/safety/safety-recs/recletters/I02_05.pdf

(2). 1995. GAO Report; "Data Problems Threaten FAA Strides on Safety Analysis ".
Link > http://www.gao.gov/archive/1995/ai9527.pdf

(3). 2000. House Hearing; Report #106-112, Assistant IG for auditing: "Third, of most concern to us is the health of this SDR system, itself….We found, however, that the SDR system is not robust, and over the years, it has suffered from budget cuts with staffing going from twelve full-time to three full-time people. Weakness in this system reduces the reliability and usefulness of the data, and can impact FAA's ability to do trend analysis."
Link > http://commdocs.house.gov/committees/Trans/hpw106-112.000/hpw106-112_1.HTM

(4). 2002. "Between June 1985 and June 2002, operators of Boeing aircraft made a total of 67 reports to Boeing of heater ribbon failures where thermal degradation was evident. The TSB found but 4 SDRs. Source; TSB Final Report # A02O0123. Ref Section 1.10.1.1 History. Link > http://tsb-bst.gc.ca/eng/rapports-reports/aviation/2002/A02O0123/A02O0123.html

(5). 2005. OIG Report; "Decisions on risks are still subjective in many cases and often based on inspector knowledge because of the lack of comprehensive, quality air carrier and inspection data." Link > https://www.oig.dot.gov/sites/default/files/av2005062.pdf

(6). 2006. FAA Int'l Conference; "FAA data analysis indicates numerous events not being reported - Secretary of Transportation interest and concern has prompted FAA to issue new policy". See Presentation by Jim Ballough.
Link > www.faa.gov/news/conferences/2006_us_europe_conference/

(7). 2010. GEO Report; "Improved Data Quality and Analysis Capabilities Are Needed as FAA Plans a Risk-Based Approach to Safety Oversight." Link > https://www.gao.gov/products/GAO-10-414

(8). 2010. Media Reports. "FAA said it was aware of 11 cases of fires in the planes over the past 20 years. However, Boeing has said it is aware of 29 incidents involving fire or smoke over the past eight years."
Link > http://www.news24.com/World/News/FAA-orders-Boeing-inspection-20100710 - bottom of article.

(9). March 2000 - July 2012; Special Survey By John King. Of 93 NTSB accident/incident reports meeting FAA requirements for filing SDRs, - 37 (40 %) were not filed in the FAA's SDR Data Base.

(10). The 2019 Survey is pending with 190 events to be cross-checked with the FAA's SDR Query Website (see footnote 1). As of January 31, 2020, only 14 filings may be found for all of Alaska, American, United, Delta, Southwest, and JetBlue Airlines.

Ed Notes; The Heinrich Pyramid says, that "for every major accident there will be 3 to 5 significant accidents, and 7 to 10 incidents, - but there will be at least several hundred (unreported) occurrences." Link > http://aviation-safety.net/pubs/asn/Access-ASI-paper.pdf

(Continue to Briefs; 196 Events)

BRIEFS. 196 EVENTS. (Section 3 provides more complete texts of 196 incidents in this survey with source URLs. See page 6.)

NOTE; SDR control number Suffixes; i.e. “C” shows that a cause was given; “NC” shows that No Cause was given.

1/1/18.	Southwest 737-800, Seattle, gear indication on departure.	No Part #	SDR # SWAA2018010518880 C
1/2/18.	Delta 767-300 near Goose Bay, generator failure.		(9 repts, No 767s) NO SDR
1/2/18.	Delta 767-400 near Atlanta , engine compressor stall.		(9 repts, No 767s) NO SDR
1/5/18.	American 737-800 at New York, engine fire.		SDR # AALA201801089059 NC
1/6/18.	Jetblue A-320 near Boston, fumes on board.		SDR # YENA201801060007 C
1/6/18.	American Airlines Emergency Landing in Peoria.		SDR # AALA201801089058 C
1/7/18.	American 737-800 at New York, flaps problem.		(38 repts) NO SDR
1/7/18.	Jetblue A-320 -200 at Bridgetown, fire on board.		SDR # YENA201801070006 NC
1/8/18.	United 767-300 at Berlin, flaps problem.		(16 repts, No 767s) NO SDR
1/8/18.	Delta A-320 at Minneapolis, engine shut down in flight.		(11 repts, No A320s) NO SDR
1/12/18.	Alaskan Airlines lands LAX, smoke reported in cockpit.	No Part #	SDR # ASAA2018011223145 C
1/14/18.	United 757-200 over toilets on strike.		(6 repts) NO SDR
1/16/18.	Delta 757-200 over Pacific, loss of cabin pressure.	No Part #	SDR # DALA2018011800311 C
1/18/18.	Delta 757-200 at Los Angeles, hydraulic fault.		(11 repts, three 757s) NO SDR
1/27/18.	American A-330-300 near Phoenix on, mechanical issue.		(20 repts, No A330s) NO SDR
1/28/18.	Delta Makes Emergency Landing due to Pressurization Issue.		(22 repts) NO SDR
1/29/18.	Delta A-330-300 near Boston on, engine vibrations.		(19 repts, No A-330s) NO SDR
1/31/18.	American A-330-200, Charlotte, electrical odour.	No Part #	SDR # AALA201802029030 C
1/31/18.	Jetblue Embraer ERJ-190 near Stewart, smoke in cockpit.		SDR # YENA201801310058 C
2/2/18.	Delta 757-200 at Phoenix,flaps problem on departure.		(18 repts, one 757) NO SDR
2/3/18.	American A-321 near Wichita, fumes on board.	No Part #	SDR # AALA201802059038 C
2/4/18.	American 777-200 near Bermuda, cargo smoke indication.		(23 repts, one 777) NO SDR
2/8/18.	Jetblue A-320 near Charleston, fumes on board.		SDR # YENA201802090090 NC
2/11/18.	American Returned, mechanical troubles.	No Part #	SDR # AALA20180211001 C
2/12/18.	JetBlue, at PBIA after smoke reported in cockpit.		(No repts) NO SDR
2/13/18.	Jetblue A-320 near Fort Lauderdale, engine problem.		(6 repts) NO SDR
2/13/18.	Delta A330-200 at Lagos, engine fire.		(21 repts, No A330s) NO SDR
2/13/18.	United 777-200 over Pacific, fan blade & cowl separated in flight.		(10 repts, No 777s) NO SDR
2/16/18.	American 767-300 over Atlantic, multiple system failures.		(22 repts, two 767s) NO SDR
2/18/18.	United 737-700 near Washington, dual autopilot failure.		(7 repts, two737-700s) NO SDR
2/18/18.	Southwest 737-700 near Houston, loss of cabin pressure.		4 SDRs Filed, All The Same.
2/21/18.	American 737-800 near Chicago, odour on board.		(28 repts, three737-800s} NO SDR
2/21/18.	Southwest 737-700 near Orlando, cracked windshield.	No Part #	SDR # SWAA2018022220012 C
2/23/18.	United 767-300 at Chicago, flaps issue.		SDR # CALA2018022400795 NC
2/25/18.	United 737-900 at Newark, burst tyre on departure.		(19 repts three 737-900s) NO SDR
2/26/18.	Southwest 737-700 at Salt Lake City, engine shut down in flight.		SDR # SWAA2018022820159 NC
2/27/18.	United 757-200 near Allentown, smell of smoke in cabin.		SDR # CALA2018022800829 NC
2/27/18.	Delta A-330-300 near Halifax, engine shut down in flight.		(27 repts, No A-330s) NO SDR
3/3/18.	Delta 767-400 near Nice, navigation system issue.		(16 repts, three 767s) NO SDR
3/3/18.	Delta 767-400 at Atlanta, fuel leak indication.	No Part #	SDR # DALA2018030601423 C
3/8/18.	American 777-200 near San Juan, cracked windshield.	No Part #	SDR # AALA201803099005 C
3/10/18.	Jetblue A-321 near Bermuda, cargo smoke indication.		SDR # YENA201803100130 C
3/11/18.	Southwest 737-800 near Albuquerque, smell smoke in cabin.		SDR # SWAA2018031420394 NC
3/25/18.	United 767-300 over Atlantic, fuel imbalance, fuel low indications.		(No repts) NO SDR
3/27/18.	United 787 return to Beijing. “Maintenance issue”.		(9 repts, No 787s) NO SDR
3/27/18.	Delta MD-88 at Atlanta, engine problem.		SDR # DALA2018032902003 C
3/27/18.	JetBlue emergency landing, mechanical issues.	No Part #	SDR # YENA201803270147 C
3/29/18.	Delta 757-200, hydraulic failure, wheel fire after landing.	No Part #	SDR # DALA2018040202126 C
3/30/18.	American 737-800 at Phoenix, odour in cabin.	No Part #	SDR # AALA201804019007 C
4/4/18.	Delta 757-200 near Ft. St. John, engine oil leak.		SDR # DALA2018040902300 C
4/4/18.	Delta 757-200 near Ft. St. John, engine oil leak.		(19 repts,three 757-200s) NO SDR
4/12/18.	Delta 757-200 near Fargo, smell of smoke in cockpit.		SDR # DALA2018041602507 NC

4/12/18. Delta 757-200 at Minneapolis, engine problem. SDR # DALA2018041602508 C
4/16/18. United 737-800 near Dover-Cheswold, elevator trouble. (10 repts, one 737) NO SDR
4/17/18. Southwest 737-700, uncontained engine failure. Fatality SDR # SWAA2018041821251 NC
4/17/18. Delta Airlines emergency Landing at Dulles Airport. (33 repts) NO SDR
4/18/18. Southwest 737-700 at Nashville, engine issue. (3 repts) NO SDR
4/18/18. Delta A-330-300 at Atlanta, engine fire. SDR # DALA2018042002653 NC
4/20/18. Alaska A-319 near Chicago, pressurization issue. No Part # SDR # ASAA2018042024363 C
4/22/18. United 787-9, Dreamliner near Tokyo, hydraulic failure. (No repts) NO SDR
4/27/18. Alaska 737-800 over Pacific, engine oil filter bypass. SDR # ASAA2018050124440 NC
5/1/18. United 737-900 near Denver, electrical situation. (3 repts) NO SDR
5/1/18. Delta A-330-300 near Norfolk, electrical problems. (21 repts, No Airbus) NO SDR
5/3/18. American MD-82 near Springfield, "a couple of things going on". (11 repts, all Airbus) NO SDR
5/4/18. Southwest. TWO emergency landings,Yeager Airport. (9 repts) NO SDR
5/6/18. JetBlue flight diverts after windshield shatters. (No repts) NO SDR
5/7/18. Southwest 737-700 at Dallas, flaps problem. SDR # SWAA2018051021856 C
5/8/18. American A-321-200 near Chicago, odour in cabin. (6 repts) NO SDR
5/9/18. United 767-300 at Geneva, gear problem after departure. (No repts, 8 days) NO SDR
5/10/18. American 737-800 at New York, engine failure. SDR # AALA2018051700001 NC
5/12/18. Southwest 737-700 near Dallas, loss of cabin pressure. No Part # SDR # SWAA2018052122118 C
5/13/18. Alaska 737-800 at Portland, possible fire on board. No Part # SDR # ASAA201805144600 C
5/13/18. Jetblue A-320 over Gulf of Mexico, failure, weather radar. (No repts) NO SDR
5/13/18. Southwest 737-700 near Los Angeles, smoke in cockpit. SDR # SWAA2018051521949 C
5/15/18. Alaska Airlines,Philadelphia, engine shut down in flight. No Part # SDR # ASAA2018051524650 C
5/16/18. United 737-900 at Chicago, flaps problem. (2 repts,No 757-900s) NO SDR
5/16/18. Delta A-320 at New York, engine failure, final approach. (24 repts,two A-320s) NO SDR
5/19/18. Southwest 737-700 near Indianapolis, cabin pressure problems. SDR # SWAA2018052122119 C
5/20/18. United 767-400 near Zurich, cracked windshield. (No. 2 MD88s) NO SDR
5/22/18. United 757-200 at Newark, smoking engine. (No repts 15 days) NO SDR
5/22/18. Delta MD-88 near Newark, engine problem. (25 repts two MD88s) NO SDR
5/23/18. United 767- 400 near Shannon, cabin pressure problems. (No repts 15 days) NO SDR
5/23/18. Delta 757-200 at Dallas, could not pressurize cabin. No Part # SDR # DALA2018052403566 C
5/24/18. United Airlines Makes Emergency Landing in Tulsa. (No repts 15 days) NO SDR
5/25/18. American A-319 near Kingston, smoke seen in cabin. (6 repts, one A-319) NO SDR
5/29/18. United 737-900 at Chicago, flaps/slats issue. (No repts 15 days) NO SDR
5/29/18. Delta A-330-300 over Atlantic, engine vibrations. Metal in pipe. (3 repts, No Airbus) NO SDR
5/30/18. United 767-300 at Munich, engine shut down in flight. (No repts 15 days) NO SDR
6/1/18. Delta 777-200 over Greenland, engine problem. SDR # DALA2018060503812 C
6/3/18. American 737-800 near Little Rock, fuel imbalance suspected fuel leak. (2 repts) NO SDR
6/7/18. Delta 767-300 at Amsterdam, left main gear disagreed. (17 repts, one 767) NO SDR
6/7/18. Delta A-320 near Tampa, nose gear steering indication. (17 repts, three A320s) NO SDR
6/7/18 Southwest 737-700 at San Antonio, flaps problem. SDR # SWAA2018061122645 C
6/8/18. American 737-800 at San Jose, could not fully retract landing gear. SDR # AALA2018061208008 C
6/14/18. Delta 757-200 near Little Rock, smell of smoke aft cabin. (4 repts, No 757s) NO SDR
6/14/18. Delta 767-400 near Atlanta, engine bleed issue, flap problem. (4 repts, No 767s) NO SDR
6/21/18. American 757-200 over Pacific, EGT problem. (16 repts, one 757) NO SDR
6/21/18. American MD-83 at Raleigh/Durham, unwilling nose gear. SDR # AALA201806229004 C
6/23/18. United 757-200 over Atlantic, electrical, engine shut down in flight. (5 repts, No 757s) NO SDR
6/23/18. United 767-300 at Chicago, gear problem. (5 repts, No 767s) NO SDR
6/24/18. Delta emergency landing in Montana. Cabin pressure. (4 repts) NO SDR
6/27/18. Delta 757-200 near Minneapolis, engine shut down in flight. SDR # DALA2018062904288 NC
6/29/18. Southwest 737-700 at near Tulsa, fuel problem (13 repts) NO SDR
7/1/18. United 757-300 near Chicago, engine bleed problem. (No repts, 12 days) NO SDR
7/3/18. Delta MD-88 at Atlanta, engine failure on departure. (9 repts, one MD88) NO SDR
7/7/18. United 757-200 near Chicago, crew oxygen supply problems. (No repts, 12 days) NO SDR
7/9/18. American 787-8 Dreamliner, Chicago, cracked windshield. No Part # SDR # AALA20180709008 C
7/10/18. United 757-200 near Las Vegas , engine shut down in flight. (No repts, 12 days) NO SDR
7/11/18. Southwest 737-700 at San Diego, smoke, main gear on landing (12 repts). NO SDR

7/12/18.	United 787-9 Dreamliner at San Francisco, engine surges.		(No repts, 12 days)	NO SDR
7/13/18.	United 737-700 at Santa Ana, engine oil indication.		(1 reprt, 767)	NO SDR
7/16/18.	Alaska A-320 near Kansas City, loss of cabin pressure.		(8 repts, No Airbus)	NO SDR
7/16/18.	Delta 717-200 at Kansas City, fuel leak on engine.		SDR # DALA2018071704513	C
7/18/18.	Delta 767-300 at Manila, hydraulic leak.		(4 repts, No 767s)	NO SDR
7/20/18.	United landing in Cleveland, smoke in cabin.		(8 repts)	NO SDR
7/20/18.	American 737-800 near Denver, loss of cabin pressure.	No Part #	SDR # AALA201807239020	C
7/20/18.	American A-321 at Charlotte, hydraulic leak.	No Part #	SDR # AALA201807249027	C
7/22/18.	American 777-300 at Buenos Aires, cabin pressure problems.		(5 repts, No 777s)	NO SDR
7/25/18.	American 777-200 near Santiago Compostela, lavatory issues.		(10 repts, No 777s)	NO SDR
7/25/18.	Delta MD-88 at Nashville, engine…debris over neighbourhood.		(13 repts, No MD88s)	NO SDR
7/26/18.	Jetblue Embraer ERJ-190 near Raleigh/Durham, hydraulic leak.		(No repts, 23 days)	NO SDR
7/26/18.	United 737-800 at Newark, flight control problem.		(No repts, 35 days)	NO SDR
7/29/18.	Jetblue A-321-200 near Nashville, cargo smoke indication.		(No repts, 23 days)	NO SDR
7/30/18.	American emergency landing, Buffalo, smoke in cockpit.	No Part #	SDR # AALA2018080219002	C
8/1/18.	American 777-200 near Rio de Janeiro, hydraulic failure.		(No repts)	NO SDR
8/1/18.	American 757-200 near Halifax, smell of smoke in cabin.		(No repts)	NO SDR
8/5/18.	Delta 757-200 near Denver, loss of cabin pressure.		(No repts, 26 days)	NO SDR
8/6/18.	Delta A-319 at Detroit, engine fire indication.		(No repts, 26 days)	NO SDR
8/8/18.	United diverted to JFK, smoke in cockpit.		(No repts, 35 days)	NO SDR
8/12/18.	Alaska A-320 near Los Angeles, odour in cabin.		(No repts, 28 days)	NO SDR
8/15/18.	American A-321 at Charlotte, engine stall.		(No repts, 15 days)	NO SDR
8/17/18.	Southwest to Nashville, return to Denver, warning light.		(1 rept)	NO SDR
8/20/18.	Delta MD-88 at Bradley Int'l Airport, landing gear.		(No repts, 26 days)	NO SDR
8/25/18.	Delta MD-88 at Pensacola,engine failure.		(No repts, 26 days)	NO SDR
8/26/18.	American 777-200 at Buenos Aires, hydraulic leak.		(2 repts, Airbus)	NO SDR
8/28/18.	American emergency landing in Chattanooga.		(1 rept, MD88)	NO SDR
8/28/18.	Southwest 737-700, Lubbock, engine vibrations, fire.		SDR # SWAA2018090424702	NC
8/29/18.	American 767-300 near Halifax , engine problem.		(1 rept. 757)	NO SDR
8/30/18.	United at Shreveport Regional Airport., smoke in cockpit.		(No repts)	NO SDR
8/30/18.	United returns to Houston, pressurization Problem.		(No repts)	NO SDR
8/30/18.	American 767-300, Boston, ND failure, possible fuel leak.	No Part #	SDR # AALA201808319033	C
9/2/18.	American 767-300 near Moncton, fuel quantity indication issue.		(2 repts)	NO SDR
9/2/18.	Jetblue A-320 at New York, nose wheel steering failure.		(No repts, 41 days)	NO SDR
9/5/18.	Delta 757-200 at Atlanta, uncontained engine failure.		(No repts)	NO SDR
9/14/18.	Southwest,for Baltimore, emergency landing in Charlotte .		(16 repts)	NO SDR
9/15/18.	Delta 767-300 near Tokyo, engine shut down in flight.		(No repts)	NO SDR
9/15/18.	Jetblue A-320 near San Juan, suspected fuel leak.		(No repts, 41 days)	NO SDR
9/16/18.	Delta 757-300 at San Francisco, rejected takeoff due to engine fire.		(1 rept, no 757s)	NO SDR
9/18/18.	Delta MD-88 at Richmond, engine failure.		(No repts, 9 days)	NO SDR
9/18/18.	United 757-200 near Denver, odour on board.		(No repts, 16 days	NO SDR
9/20/18.	Delta 767-300 at New York, hydraulic failure.		(No repts, 9 days)	NO SDR
9/21/18.	United 777-300 near Salt Lake City, fuel system problems.		(3 repts, no 777s)	NO SDR
9/23/18.	Delta 767-300 near Tokyo, fuel pump failure.		(No repts, 9 days)	NO SDR
9/24/18.	Southwest 737-700 at San Antonio, hydraulic failure.		SDR # SWAA2018092525530	C
9/24/18.	Delta 767-300 near Newark, hydraulic failure.		(No repts, 9 days)	NO SDR
9/26/18.	American 777-200, Shannon, engine fire indication.	No Part #	SDR # AALA201809299001	C
9/30/18.	Delta 767- 400 at Dublin, a little bit of vibration.		(7 repts, all Airbus)	NO SDR
10/1/18.	United diverted to Charleston Int'l, mechanical issue.		(No repts, 14 days	NO SDR
10/1/18.	Delta flight, Detroit to St. Louis diverted, odor in cockpit.		(2 repts)	NO SDR
10/7/18.	American 777-200 near New York, electrical problem.		(2 repts, Airbus)	NO SDR
10/7/18.	JetBlue bound for Boston, return to runway. Engine issues.		(No repts, 6 days	NO SDR
10/9/18.	United 737-900 near Denver, engine shut down in flight.		(8 repts)	NO SDR
10/10/18.	United A-320 at Fort Myers, engine shut down in flight.		(1 rept)	NO SDR
10/10/18.	American with gear issue, emergency landing at JFK.		(6 repts)	NO SDR
10/11/18 .	American 767-300 near Nantucket, hydraulic leak.		(7 repts)	NO SDR
10/11/18 .	American 787-8, flaps, slats and steering problems.		(7 repts, No 787s)	NO SDR

10/14/18 Southwest 737-700 at Houston, flaps failure. (10 repts) NO SDR
10/16/18 Delta MD-88 at Saint Louis, hydraulic failure. (5 repts, No MD88s) NO SDR
10/17/18 American 737-800 near Columbus, loss of cabin pressure. (7 repts) NO SDR
10/18/18. Jetblue A-321 at Fort Lauderdale, unsafe gear. (No repts) NO SDR
10/21/18. Southwest 737-800 at Los Angeles, hydraulic…or flaps malfunction. (4 repts) NO SDR
10/23/18. United 737-800 at New York, engine problem. (6 repts, No 737s) NO SDR
10/23/18. Delta 737-900 at Minneapolis, cockpit window open. (8 repts, No 737s) NO SDR
10/31/18. United 757-200 at Newark, slat let go. (6 repts) NO SDR
11/2/18. Delta 767-300 near Boston, engine shut down in flight. (6 repts, No 767s) NO SDR
11/2/18. American 767-300,Miami, pressurization,gear problem. No Part # SDR # AALA201811069011 C
11/10/18. American 767-300 near Orlando, loss of cabin pressure. (9 repts) NO SDR
11/12/18. Delta 767-300 makes unscheduled landing in Shannon. . (3 repts, all Airbus) NO SDR
11/13/18. American 767-300, loud thud,air rushing noise. No Part # SDR # AALA2018111549008 C
11/14/18. Jetblue A-320-200 near Buffalo, engine shut down in flight. (No repts, 14 days) NO SDR
11/26/18. United 737-900 near Cedar Rapids, engine problem. (11 repts) NO SDR
11/26/18. Delta A-319 at Mexico City, engine problem. (1 rept, No Airbus) NO SDR
11/29/18. American 777-200 over Atlantic, engine shut down. (No repts) NO SDR
11/28/18. Southwest 737-700 near Kansas City, cracked windshield. (4 repts) NO SDR
12/2/18. United 777-200 return to Honolulu. 'Mechanical issue'. (No repts, 32 days) NO SDR
12/4/18. United 787-8 near Ottawa, variable frequency starter generator failure. (No repts, 32 days) NO SDR
12/9/18. Southwest 737-700 near Albuquerque, lavatory smoke indication. (7 repts) NO SDR
12/13/18. Delta MD-88 at Hartford, engine shut down in flight. (8 repts, all Airbus) NO SDR
12/14/18. American.emergency landing,San Antonio Intl Airport. No Part # SDR # AALA201812179006 C
12/20/18. Southwest 737-700 at Reno, part of horizontal stabilizer missing (3 repts) NO SDR
12/21/18. American 737-800 near San Antonio, engine surge. (1 rept, Airbus) NO SDR
12/24/18. United, emergency landing at SFO. (No repts, 32 days) NO SDR
12/24/18. Delta 767-300R, emergency landing on remote Alaska island. (No repts) NO SDR
12/24/18. American 737-800 at Miami, door open indication. (No repts) NO SDR
12/24/18. Delta 767-300 near Shemya, engine problem. (No repts) NO SDR
12/26/18. American returns to Louisville after 'mechanical issue'. . (5 repts) NO SDR
12/28/18. American 767-300 over Gulf of Mexico, loss of cabin pressure. (1 rept) NO SDR
12/28/18. American 777-200 at Dallas, cargo door indication. (1 rept) NO SDR
END OF BRIEFS ----------

SECTION 3. Incident Narratives and URLs. 196 ITEMS 131 (67 %) WERE NOT FILED.

Notes; Search notations are seen in parenthesis. Suffixes following the SDR #; i.e. C = a cause was given. NC = No Cause given.

1/1/18. Southwest 737-800 at Seattle, gear indication on departure. SDR # SWAA2018010518880 C
Link > https://www.aeroinside.com/item/10809/southwest-b738-at-seattle-on-jan-1st-2018-gear-indication-on-departure?utm_source=newsletter&utm_campaign=20180103 A Southwest Airlines Boeing 737-800, registration N8644C performing flight WN-5489 from Seattle,WA to Baltimore,MD (USA) with 166 people on board, was in the initial climb out of Seattle's runway 34R when upon contacting departure the air traffic controller advised, it appeared the gear was still down. The crew confirmed they had a bad indication as well and needed to return to Seattle. The aircraft levelled off at 5000 feet, the crew decided to burn off fuel and subsequently landed the aircraft back on Seattle's runway 34R about 2 hours after departure….. (Reported on the 2ND ; Cause; valve. No Part #).

1/2/18. Delta 767-300 near Goose Bay, generator failure. NO SDR
Link > https://www.aeroinside.com/item/10813/delta-b763-near-goose-bay-on-jan-2nd-2018-generator-failure?utm_source=newsletter&utm_campaign=20180104 A Delta Boeing 767-300, registration N172DN performing flight DL-118 from Boston,MA (USA) to Paris Charles de Gaulle (France) with 197 people on board, was enroute at FL350 about 180nm south of Goose Bay,NL (Canada) when the crew decided to turn around and divert to New York JFK,NY (USA) due to a generator (engine PW4060) failure…… (9 repts on file, No 767s)

1/2/18. Delta 767-400 near Atlanta , engine compressor stall. NO SDR
Link > https://www.aeroinside.com/item/10811/delta-b764-near-atlanta-on-jan-2nd-2018-engine-compressor-stall?utm_source=newsletter&utm_campaign=20180104 A Delta Airlines Boeing 767-400, registration N830MH performing flight DL-284 from Atlanta,GA (USA) to London Heathrow,EN (UK) with 228 people on board, was climbing through FL280 out of Atlanta's runway 09L when the right hand engine (CF6) emitted a loud bang prompting the crew to stop the climb at FL290 and return to Atlanta advising ATC their right hand engine just had suffered a compressor stall. The aircraft landed …about 67 minutes after departure. (9 repts on file, No 767s)

1/5/18. American 737-800 at New York, engine fire. SDR # AALA201801089059 NC
Link > https://www.aeroinside.com/item/10823/american-b738-at-new-york-on-jan-5th-2018-engine-fire?utm_source=newsletter&utm_campaign=20180107
An American Airlines Boeing 737-800, registration N992AN performing flight AA-2681 from New York JFK,NY (USA) to Cancun (Mexico) with 167 people on board, was in the initial climb out of JFK's runway 31L when tower advised he observed flames from the right hand engine (CFM56). The crew subsequently reported a fire indication for the left hand engine, declared emergency, stopped the climb at 3000 feet, queried whether the ILS for runway 31L was up, requested the ILS approach runway 31L and returned to JFK for a safe landing on runway 31L about 16 minutes after departure. After landing the crew confirmed a right hand engine failure and requested emergency services to check the right hand engine. The FAA reported the aircraft returned to JFK due to an engine related issue. (Cause; " compressor stall")

1/6/18. Jetblue A-320 near Boston, fumes on board. SDR # YENA201801060007 C
Link > https://www.aeroinside.com/item/10827/jetblue-a320-near-boston-on-jan-6th-2018-fumes-on-board?utm_source=newsletter&utm_campaign=20180108 A Jetblue Airbus A320-200, registration N598JB performing flight B6-1095 from Boston,MA (USA) to Punta Cana (Dominican Republic), was enroute at FL340 about 160nm south of Boston when the crew decided to turn around and return to Boston due to a foul odour on board causing crew and passengers to feel unwell. The aircraft landed safely back about 55 minutes after departure……passengers were assessed at the airport by medical personnel, nobody needed to be taken to a hospital. (duct contaminated)

1/6/18. American makes Emergency Landing in Peoria. SDR # AALA201801089058 C
Link > http://airflightdisaster.com/index.php/american-airlines-flight-makes-emergency-landing-in-peoria/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+GeorgeHatchersAirFlightDisaster+%28George+Hatcher%27s+Air+Flight+Disaster%29 American Airlines flight AA-5710 had to return and make an emergency landing in Peoria, Illinois, on January 6th. The plane took off for Dallas/Fort Worth International Airport, Texas, but had to turn back due to an electronic problem. (MD-83, gear indication)

1/7/18. American 737-800 at New York, flaps problem. NO SDR
Link > https://www.aeroinside.com/item/10837/american-b738-at-new-york-on-jan-7th-2018-flaps-problem?utm_source=newsletter&utm_campaign=20180109 An American Airlines Boeing 737-800, registration N914NN performing flight AA-106 from Phoenix,AZ to New York JFK,NY (USA) with 166 people on board, was on approach to JFK when the crew stopped the descent at 2500 feet advising they had an issue and requested vectors while working the checklists…..The crew subsequently declared emergency reporting they had a flaps disagreement indication and needed a long runway, ….and advised they would land with split flaps, they weren't sure whether it was just an indication problem. The aircraft landed about 15 minutes after aborting the descent. (38 repts on file).

1/7/18. Jetblue A-320 -200 at Bridgetown, fire on board. SDR # YENA201801070006 NC
Link > https://www.aeroinside.com/item/10839/jetblue-a320-at-bridgetown-on-jan-7th-2018-fire-on-board?utm_source=newsletter&utm_campaign=20180110
A Jetblue Airbus A320-200, registration N633JB performing flight B6-25 from Boston,MA (USA) to Bridgetown (Barbados), was descending towards Bridgetown when the crew donned their oxygen masks and declared emergency reporting a fire on board advising they would stop on the runway on landing, the crew subsequently advised they had the situation under control and did not need further assistance, but would still stop on the runway. The aircraft landed safely on Bridgetown's runway 09 and stopped on the runway…..Emergency services checked the aircraft, gave their all clear and the aircraft taxied to the apron about 15 minutes after landing……. . (unknown)

1/8/18. United 767-300 at Berlin, flaps problem. NO SDR
Link > https://www.aeroinside.com/item/10834/united-b763-at-berlin-on-jan-8th-2018-flaps-problem?utm_source=newsletter&utm_campaign=20180109 A United Boeing 767-300, registration N653UA performing flight UA-962 (dep Jan 7th) from Newark,NJ (USA) to Berlin Tegel (Germany), was on approach to Tegel Airport when the crew stopped the descent at 2000 feet due to a problem with the flaps, climbed back to 3000 feet and entered a hold while working the checklists. The crew was able to resolve the problem,… positioned for another approach to Tegel's runway 08L about 20 minutes after stopping the descent. (16 repts on file, No 767s)

1/8/18. Delta A-320 at Minneapolis, engine shut down in flight. NO SDR
Link > https://www.aeroinside.com/item/10844/delta-a320-at-minneapolis-on-jan-8th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20180110 A Delta Airlines Airbus A320-200, registration N362NW performing flight DL-2894 from Minneapolis,MN to Sioux Falls,SD (USA) with 125 people on board, was in the initial climb out of Minneapolis' runway 30L when the crew stopped the climb at about 7000 feet declaring emergency and reporting they had just lost the right hand engine (CFM56). The aircraft returned to Minneapolis for a safe landing on runway 30L about 20 minutes after departure….. (11 repts on file, No A-320s)

1/12/18. Alaskan lands LAX after smoke reported in cockpit. Jan 12. SDR # ASAA20180112231145 C
Link > https://www.kesq.com/news/palm-springs-flight-lands-safely-in-lax-after-smoke-reported-in-cockpit/685244789 LOS ANGELES, Calif. - An Alaskan Airlines flight that took off at Palm Springs International Airport and was scheduled to land in San Francisco, was diverted to LAX after smoke was reported in the cockpit. Alaska Air flight 1599 took off from the Palm Springs at 7:30 pm. The plane landed safely on a runway at LAX at a little after 8:30 pm. (Cause; "burning odor fwd cabin", panel. No Part #)

1/14/18. United 757-200 over toilets on strike. NO SDR
Link > https://www.aeroinside.com/item/10879/united-b752-over-pacific-on-jan-14th-2018-toilets-on-strike?utm_source=newsletter&utm_campaign=20180117 A United Boeing 757-200, registration N34131 performing flight UA-1219 from Denver,CO to Lihue,HI (USA), was enroute at FL370 over the Pacific Ocean about 830nm westsouthwest of San Francisco,CA (USA) when all toilets failed indicating being full. The crew decided to turn around and divert to San Francisco, where the aircraft landed safely about 2 hours later…….. (6 repts on file)

1/16/18. Delta 757-200 over Pacific, loss of cabin pressure. SDR # DALA2018011800311 C
Link > https://www.aeroinside.com/item/10878/delta-b752-over-pacific-on-jan-16th-2018-loss-of-cabin-pressure?utm_source=newsletter&utm_campaign=20180117 A Delta Airlines Boeing 757-200, registration N820DX performing flight DL-298 from Tokyo Narita (Japan) to Saipan,MP (USA), was enroute at FL390 over the Pacific Ocean when the crew initiated an emergency descent to FL100 due to the loss of cabin pressure…..continued to Saipan for a safe landing. (Cause; autopilot)

1/18/18. Delta 757-200 at Los Angeles, hydraulic fault. NO SDR
Link > https://www.aeroinside.com/item/10899/delta-b752-at-los-angeles-on-jan-18th-2018-hydraulic-fault?utm_source=newsletter&utm_campaign=20180120 A Delta Airlines Boeing 757-200, registration N660DL performing flight DL-2594 from Los Angeles,CA to Detroit,MI (USA) with 125 passengers and 6 crew, was in the initial climb out of Los Angeles' runway 24L when the crew requested to level off at 5000 feet reporting a hydraulic malfunction. The aircraft returned to Los Angeles' runway 25R, tower reported they could see both main gear but weren't sure about the nose gear, the nose landing light was in place however, the landing gear doors appeared wide open……Emergency services reported a hydraulic leak was discovered on the left main gear…small amount of smoke… left landing gear, emergency services sprayed water as a precaution. (11 repts, 3 757s)

1/27/18. American A-330-300 near Phoenix on, mechanical issue. NO SDR
Link > https://www.aeroinside.com/item/10939/american-a333-near-phoenix-on-jan-27th-2018-mechanical-issue?utm_source=newsletter&utm_campaign=20180129 An American Airlines Airbus A330-300, registration N278AY performing flight AA-692 from Phoenix,AZ to Honolulu,HI (USA) with 270 passengers and 10 crew, was climbing out of Phoenix when the crew stopped the climb at FL280 but continued westbound for about 10 minutes until they decided to return to Phoenix and descended to FL270 for the return. On Phoenix Approach the crew declared emergency advising they were going to land overweight, they would use the full runway length in order to not heat the brakes too much and would probably be able to vacate the runway. …..Phoenix's Emergency services reported they were told about a mechanical issue……The airline reported a maintenance indicator light turned on……. (20 repts on file, No A-330s)

1/28/18. Delta makes emergency landing due to Pressurization Issue. NO SDR
Link > http://airflightdisaster.com/index.php/delta-airlines-flight-makes-emergency-landing-due-to-pressurization-issue/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+GeorgeHatchersAirFlightDisaster+%28George+Hatcher%27s+Air+Flight+Disaster%29 Delta Airlines flight DL-4281 had to divert and make an emergency landing at Buffalo Niagara International Airport, New York, on January 28th. The plane heading from Detroit, Michigan, to Stewart International Airport, New York, was diverted after the crew noticed a pressurization issue….. (22 rept on file s, No pressurization codes -2100s)

1/29/18. Delta A-330-300 near Boston on, engine vibrations. NO SDR
Link > https://www.aeroinside.com/item/10954/delta-a333-near-boston-on-jan-29th-2018-engine-vibrations?utm_source=newsletter&utm_campaign=20180131 A Delta Airlines Airbus A330-300, registration N807NW performing flight DL-72 from Atlanta,GA (USA) to Amsterdam (Netherlands), was enroute at FL350 about 150nm east of Boston,MA (USA) when the crew reported an engine (PW4168A) was vibrating and had been reduced to idle. The crew decided to divert to Boston, descended the aircraft to FL220, advised ATC that the engine was running and no assistance was needed, and landed safely on Boston's runway…. (19 repts on file, No A-330s, No engine codes - 7200s)

1/31/18. American A-330-200 near Charlotte, electrical odour on board. *SDR # AALA201802029030 C
Link > https://www.aeroinside.com/item/10956/american-a332-near-charlotte-on-jan-31st-2018-electrical-odour-on-board?utm_source=newsletter&utm_campaign=20180201 An American Airlines Airbus A330-200, registration N284AY performing flight AA-1965 from Charlotte,NC (USA) to Punta Cana (Dominican Republic) with 183 passengers and 10 crew, was enroute at FL340 about 220nm south of Charlotte when the crew decided to return to Charlotte due to an electrical odour on board. The aircraft landed …about 75 minutes after departure. Emergency services needed to take one member of the crew to a hospital..…. (36 repts, on file *Reg N290AY, (cause; start valve, replaced engine. No Part #).

1/31/18. Jetblue Embraer ERJ-190 near Stewart, smoke in cockpit. SDR # YENA201801310058 C
Link > https://www.aeroinside.com/item/10963/jetblue-e190-near-stewart-on-jan-31st-2018-smoke-in-cockpit?utm_source=newsletter&utm_campaign=20180202 A Jetblue Embraer ERJ-190, registration N265JB performing flight B6-2533 from Burlington,VT to New York JFK,NY (USA), was enroute at FL280 about 50nm north of Stewart,NY (USA) when the crew donned their oxygen masks due to smoke in the cockpit originating from the windshield and diverted the aircraft to Stewart….. (controller failed)

2/2/18. Delta 757-200 at Phoenix, flaps problem on departure. NO SDR
Link > https://www.aeroinside.com/item/10977/delta-b752-at-phoenix-on-feb-2nd-2018-flaps-problem-on-departure?utm_source=newsletter&utm_campaign=20180205 A Delta Airlines Boeing 757-200, registration N662DN performing flight DL-8943 from Phoenix,AZ to San Antonio,TX (USA) with the basketball team of the Utah Jazz on board, was climbing out of Phoenix when the crew stopped the climb at 11,000 feet reporting a flaps indication problem, the flaps didn't come up all the way. After working the checklists the crew decided to return to runway 25R advising they had an aircraft configuration problem, they did not declare emergency. The aircraft returned to Phoenix ……. (18 repts on file, one 757)

2/3/18. American A-321 near Wichita, fumes on board. SDR # AALA201802059038 C
Link > https://www.aeroinside.com/item/10974/american-a321-near-wichita-on-feb-3rd-2018-fumes-on-board?utm_source=newsletter&utm_campaign=20180205 An American Airlines Airbus A321-200, registration N169UW performing flight AA-2057 from Charlotte,NC to Los Angeles,CA (USA), was enroute at FL300 about 140nm west of Wichita,KS (USA) when the crew decided to turn around and divert to Wichita reporting a number of crew felt ill following an odour of burnt plastics on board. The aircraft landed safely at Wichita's Mid Continent Airport about 35 minutes after turning around. Six crew suffering from headaches were assessed at the airport. (Cause; fan. No Part #).

2/4/18. American 777-200 near Bermuda on, cargo smoke indication. NO SDR
Link > https://www.aeroinside.com/item/10975/american-b772-near-bermuda-on-feb-4th-2018-cargo-smoke-indication?utm_source=newsletter&utm_campaign=20180205 An American Airlines Boeing 777-200, registration N757AN performing flight AA-973 (dep Feb 3rd) from New York JFK,NY (USA) to Rio de Janeiro Galeao,RJ (Brazil) with 201 people on board, was enroute at FL350 about 210nm northnorthwest of Bermuda (Bermuda) when upon establishing VHF redio contact with Bermuda area control the crew declared Mayday advising "We have indication of a fire, a cargo fire" and requested to divert to Bermuda. ATC cleared the flight direct to Bermuda. The crew descended the aircraft to 10,000 feet, the crew further advised they had indication of a fire but the temperature was cool…..The aircraft landed safely on Bermuda's runway 12 about 38 minutes after leaving FL350. (23 repts on file, one 777)

2/8/18. Jetblue A-320 near Charleston, 7 fumes on board. SDR # YENA201802090090 NC
Link > https://www.aeroinside.com/item/11007/jetblue-a320-near-charleston-on-feb-8th-2018-fumes-on-board?utm_source=newsletter&utm_campaign=20180211 A Jetblue Airbus A320-200, registration N519JB performing flight Fort Lauderdale,FL to Boston,MA (USA), was enroute at FL360 about 120nm northeast of Charleston,SC (USA) when the crew reported fumes on board causing a flight attendant to become sick and decided to divert to Charleston, where the aircraft landed about 25 minutes later. The flight attendant was taken to a hospital. REPORTED ON THE 9TH. (Cause; Unknown.)

2/11/18. American returned, mechanical troubles. February 11. SDR # AALA20180211001 C
Link > https://www.local10.com/news/florida/miami-dade/passengers-angry-after-miami-flight-experiences-mechanical-trouble-delays MIAMI-DADE COUNTY, Fla. - An American Airlines flight to Santiago, Chile, returned to Miami International Airport early Sunday after experiencing mechanical trouble. Some frustrated passengers said the delay forced them to spend the night sleeping on the floor of the airport. Lakesha Brown, a spokeswoman for American Airlines, said flight No. 957 landed in Miami just after 12:30 a.m. after the pilot reported a mechanical issue. The flight was in the air for about an hour, the spokeswoman said…. the flight was rescheduled again for 3:45 p.m…… (22 repts on file, Cause; IDG. No Part #).

2/12/18. JetBlue lands safely at PBIA after smoke reported in cockpit. NO SDR
Link > https://www.wpbf.com/article/plane-lands-safely-at-pbia-after-smoke-reported-in-cockpit/17238942 … Fla. —A JetBlue Airplane landed safely at PBIA after reports of smoke in the cockpit Monday night. According to an official with PBIA, either the Pilot or first officer called in an alert 2 and reported smoke in the cockpit of their aircraft as they were approaching the airport. ….Crews are investigating the source of the smoke. No injuries have been reported. (No repts on Monday)

2/13/18. Jetblue A-320 near Fort Lauderdale, engine problem. NO SDR
Link > https://www.aeroinside.com/item/11029/jetblue-a320-near-fort-lauderdale-on-feb-13th-2018-engine-problem?utm_source=newsletter&utm_campaign=20180215 A Jetblue Airbus A320-200, registration N729JB performing flight B6-1675 from Fort Lauderdale,FL (USA) to Kingston (Jamaica), was climbing through FL290 out of Fort Lauderdale when the crew received abnormal EGT indications for one of the engines (V2527) and decided to return to Fort Lauderdale for a safe landing about 45 minutes after departure…….
(6 repts. . SDR # YENA201802130095, Reg # N296JB for cabin pressure…)

2/13/18. Delta A330-200 at Lagos, engine fire. NO SDR
Link > https://www.aeroinside.com/item/11026/delta-a332-at-lagos-on-feb-13th-2018-engine-fire?utm_source=newsletter&utm_campaign=20180215 A Delta Airlines Airbus A330-200, registration N858NW performing flight DL-55 from Lagos (Nigeria) to Atlanta,GA (USA) with 221 passengers and 13 crew, was in the initial climb out of Lagos' runway 18R when the crew received a fire indication for the left hand engine (PW4168), stopped the climb at 2000 feet, shut the engine down, activated the fire suppression and returned to Lagos …about 8 minutes after departure…. On Mar 1st 2018 Nigeria's Accident Investigation Board (NAIB) released their preliminary report stating, that the aircraft was climbing through 1700 feet MSL when the #1 engine fire warning activated. The crew declared emergency, shut the engine down, discharged both fire bottles and made an immediate air…Emergency services observed a fire in the #1 engine and extinguished the fire. One passenger received serious, 11 passengers minor injuries in the evacuation. A post event inspection revealed evidence of a fire, a number of charred wires were found. …A borescopic inspection of the engine revealed some corrosion in turbine and combustion chamber….. Charred wires (Photo: NAIB): (21 repts on file, No A-330s)

2/13/18. United 777-200 over Pacific, fan blade, engine cowl and inlet separated in flight. NO SDR
Link > https://www.aeroinside.com/item/11025/united-b772-over-pacific-on-feb-13th-2018-engine-cowl-separated-in-flight?utm_source=newsletter&utm_campaign=20180215 A United Boeing 777-200, registration N773UA performing flight UA-1175 from San Francisco,CA to Honolulu,HI (USA) with 363 passengers and 10 crew, was enroute at FL360 over the Pacific Ocean about 45 miutes prior to estimated landing in Honolulu when parts of the right hand engine's (PW4077) separated from the engine. ….The NTSB have dispatched investigators on site and opened an investigation into the occurrence described as "in-flight loss of an engine cowling". On Mar 6th 2018 the NTSB reported there had been an inflight separation of a fan blade and subsequent loss of the engine inlet and fan cowls of the right hand engine. Shortly after initiating the descent, at about FL327, the flight crew received a warning of an engine compressor stall, shut down the engine and proceeded to Honolulu without further incident. The aircraft received minor damage. The occurrence was rated an incident and is being investigated by the NTSB. (10 repts on file, No 777s)

2/16/18. American 767-300 over Atlantic, multiple system failures. NO SDR
Link > https://www.aeroinside.com/item/11039/american-b763-over-atlantic-on-feb-16th-2018-multiple-system-failures?utm_source=newsletter&utm_campaign=20180217 An American Airlines Boeing 767-300, registration N397AN performing flight AA-206 from Miami,FL (USA) to Milan Malpensa (Italy), was enroute at FL330 about 450nm northnorthwest of Lajes Azores Islands (Portugal) when the crew declared emergency reporting multiple system failures and decided to divert to Lajes. -The aircraft turned onto a southerly heading maintaining FL330, on approach to Lajes the crew advised they would need the full length of the runway for rollout and would stop on the runway. The aircraft landed on Lajes' runway 15 about 70 minutes after the decision to divert and stopped on the runway for an inspection by emergency services.… (22 repts on file, two 767s)

2/18/18. United 737-700 near Washington, dual autopilot failure. NO SDR
Link > https://www.aeroinside.com/item/11049/united-b737-near-washington-on-feb-18th-2018-dual-autopilot-failure?utm_source=newsletter&utm_campaign=20180220 A United Boeing 737-700, registration N29717 performing flight UA-1068 from Newark,NJ (USA) to Bogota (Colombia), was enroute at FL340 about 100nm eastsoutheast of Washington Dulles,DC (USA) when the crew descended the aircraft to FL280 out of RVSM airspace due to the failure of both autopilots. The aircraft initially continued towards Bogota, but about 30 minutes later turned around and diverted to Washington Dulles …about 2 hours after leaving FL340. (7 repts on file, two 737-700s)

2/18/18. Southwest 737-700 near Houston, loss of cabin pressure. 4 SDRs FILED, All THE SAME.
Link > https://www.aeroinside.com/item/11048/southwest-b737-near-houston-on-feb-18th-2018-loss-of-cabin-pressure?utm_source=newsletter&utm_campaign=20180220 A Southwest Airlines Boeing 737-700, registration N7724A performing flight WN-289 from Belize (Belize) to Denver,CO (USA), was enroute at FL380 over the Gulf of Mexico about 250nm southeast of Houston Intercontinental Airport,TX (USA) when the crew initiated an emergency descent to 10,000 feet due to the loss of cabin pressure. The aircraft diverted to Houston Hobby Airport for a safe landing about 50 minutes after leaving FL380. (SDRs # SWAA2018022019929, SWAA2018022019930, SWAA2018022019931 and SWAA2018022019932).

2/21/18. American 737-800 near Chicago, odour on board. NO SDR
Link > https://www.aeroinside.com/item/11062/american-b738-near-chicago-on-feb-21st-2018-odour-on-board?utm_source=newsletter&utm_campaign=20180222 An American Airlines Boeing 737-800, registration N856NN performing flight AA-1191 from Chicago O'Hare,IL to Newark,NJ (USA), was climbing through FL230 out of Chicago when the crew declared emergency due to an odour on board and decided to return to Chicago. The aircraft landed safely…runway 10L about 35 minutes after departure. …. (28 repts on file, three 737-800s}

2/21/18. Southwest 737-700 near Orlando, cracked windshield. SDR # SWAA2018022220012 C
Link > https://www.aeroinside.com/item/11075/southwest-b737-near-orlando-on-feb-21st-2018-cracked-windshield?utm_source=newsletter&utm_campaign=20180225 A Southwest Airlines Boeing 737-700, registration N470WN performing flight WN-6584 from Fort Lauderdale,FL to Nashville,TN (USA), was climbing through FL330 out of Fort Lauderdale when the windshield developed a crack prompting the crew to divert to Orlando,FL (USA), where the aircraft landed safely about 25 minutes later. (Cause; "L2 window arced". No Part #).

2/23/18. United 767-300 at Chicago, flaps issue. SDR # CALA2018022400795 NC
Link > https://www.aeroinside.com/item/11076/united-b763-at-chicago-on-feb-23rd-2018-flaps-issue?utm_source=newsletter&utm_campaign=20180225
A United Boeing 767-300, registration N642UA performing flight UA-2116 from Chicago O'Hare,IL to Houston Intercontinental,TX (USA), was climbing out of Chicago when the crew reported a flaps issue and decided to return to Chicago for a safe landing about 40 minutes after departure.
REPORTED ON THE 24TH. (Cause; "false activation").

2/25/18. United 737-900 at Newark, burst tyre on departure. NO SDR
Link > https://www.aeroinside.com/item/11084/united-b739-at-newark-and-portland-on-feb-25th-2018-burst-tyre-on-departure?utm_source=newsletter&utm_campaign=20180227 A United Boeing 737-900, registration N66828 performing flight UA-1551 from Newark,NJ to Portland,OR (USA), was departing Newark's runway 04L when a loud bang was heard. The crew continued the departure and radioed Newark tower, that during the departure they had a "very excessive nose wheel shimmey" and may have damaged their nose wheels, they requested a runway inspection. Tyre debris was found and recovery on the runway. The crew decided to continue their flight to Portland, …landed .. about 5:45 hours after departure from Newark. The aircraft was towed to the gate. (19 repts, on file three 737-900s)

2/26/18. Southwest 737-700 at Salt Lake City, engine shut down in flight. SDR # SWAA2018022820159 NC
Link > https://www.aeroinside.com/item/11081/southwest-b737-at-salt-lake-city-on-feb-26th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20180227 A Southwest Airlines Boeing 737-700, registration N431WN performing flight WN-604 from Salt Lake City,UT to Los Angeles,CA (USA) with 110 people on board, was climbing out Salt Lake City when the crew reported they had engine compressor stalls, there were streaks of flame but not engine fire indication. The crew levelled off at 10,000 feet, shut the engine down and returned to Salt Lake City for a safe landing about 25 minutes after departure. No cause.

2/27/18. United 757-200 near Allentown, smell of smoke in cabin. SDR # CALA2018022800829 NC
Link > https://www.aeroinside.com/item/11102/united-b752-near-allentown-on-feb-27th-2018-smell-of-smoke-in-cabin?utm_source=newsletter&utm_campaign=20180301 A United Boeing 757-200, registration N597UA performing flight UA-1165 from Newark,NJ to Los Angeles,CA (USA), was climbing out of Newark when a smell of smoke was detected in the cabin apparently originating from one of the lavatories. The aircraft diverted to Allentown,PA …The airline reported there was smell of smoke from a lavatory. (Cause; Unknown). REPORTED ON THE 28TH.

2/27/18. Delta A-330-300 near Halifax, engine shut down in flight. NO SDR
Link > https://www.aeroinside.com/item/11146/delta-a333-near-halifax-on-feb-27th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20180311 A Delta Airlines Airbus A330-300, registration N807NW performing flight DL-72 from Atlanta,GA (USA) to Amsterdam (Netherlands) with 293 people on board, was enroute at FL350 about 55nm northwest of Halifax,NS (Canada) when the crew perceived a left engine (PW4168) compressor stall and received an "ENGINE 1 STALL" ECAM message followed by an "ENG 1 FAIL" message. The crew noticed the engine was not turning and did not indicate an engine oil pressure. The crew performed the relevant checklist procedures, shut the engine down, declared emergency and diverted to Halifax for a safe landing. The Canadian TSB reported maintenance recovered metal debris from the #1, #1.5 and #2 bearing chip detectors. The engine was removed and shipped to the manufacturer for determination of the root cause. (27 repts on file, No A-330s)

3/3/18. Delta 767-400 near Nice, navigation system issue. NO SDR
Link > https://www.aeroinside.com/item/11127/delta-b764-near-nice-on-mar-3rd-2018-navigation-system-issue?utm_source=newsletter&utm_campaign=20180307 A Delta Airlines Boeing 767-400, registration N839MH performing flight DL-445 from Rome Fiumicino (Italy) to New York JFK,NY (USA), was enroute at FL300 about 20nm northeast of Nice (France) when the crew decided to divert to Paris Charles de Gaulle due to a problem with one of the navigation systems. The aircraft dumped fuel over the Mediterranean Sea and landed safely in Paris about 90 minutes later. (16 repts on file, three 767s)

3/3/18. Delta 767-400 at Atlanta, fuel leak indication. SDR # DALA2018030601423 C
Link > https://www.aeroinside.com/item/11129/delta-b764-at-atlanta-on-mar-3rd-2018-fuel-leak-indication?utm_source=newsletter&utm_campaign=20180307 A Delta Airlines Boeing 767-400, registration N831MH performing flight DL-130 from Atlanta,GA (USA) to Munich (Germany) with 253 people on board, was climbing out of Atlanta's runway 28 when the crew stopped the climb at 9000 feet reporting a fuel leak indication. The aircraft entered a hold while the crew was working the checklists without success, the aircraft subsequently returned to Atlanta ….about 70 minutes after departure. (Cause; valve tripped. No Part #). REPORTED ON THE 4TH.

3/8/18. American 777-200 near San Juan, cracked windshield. SDR # AALA201803099005 C
Link > https://www.aeroinside.com/item/11141/american-b772-near-san-juan-on-mar-8th-2018-cracked-windshield?utm_source=newsletter&utm_campaign=20180309 An American Airlines Boeing 777-200, registration N777AN performing flight AA-953 from New York JFK,NY (USA) to Buenos Aires Ezeiza,BA (Argentina), was enroute at FL350 about 60nm south of San Juan (Puerto Rico) when the crew decided to divert to Miami,FL (USA) due to a cracked left windshield. The aircraft climbed to FL360 for the diversion, however, about 20 minutes later the aircraft descended to FL200 and subsequently FL160. The aircraft landed …about 2:45 hours after leaving FL350 and turning around. (Cause; controller)

3/10/18. Jetblue A-321 near Bermuda, cargo smoke indication. SDR # YENA201803100130 C
Link > https://www.aeroinside.com/item/11151/jetblue-a321-near-bermuda-on-mar-10th-2018-cargo-smoke-indication?utm_source=newsletter&utm_campaign=20180312 A Jetblue Airbus A321-200, registration N905JB performing flight B6-1468 from Punta Cana (Dominican Republic) to New York JFK,NY (USA) with 207 people on board, was enroute at FL320 about 160nm southwest of Bermuda (Bermuda) when the crew declared emergency reporting a cargo smoke indication. The crew decided to divert to Bermuda. … then stop and request emergency services to check the aircraft from the outside with thermal imaging, and once the emergency services would give the thumbs up, they'd continued to taxi to the apron, have the passengers disembark, and once all passengers are off the cargo door should be opened for inspection. The aircraft landed …about 30 minutes after reporting the cargo smoke indication…. (Cause; false activation)

3/11/18. Southwest 737-800 near Albuquerque, smell smoke in cabin. SDR # SWAA2018031420394 NC
Link > https://www.aeroinside.com/item/11155/southwest-b738-near-albuquerque-on-mar-11th-2018-smell-smoke-in-cabin?utm_source=newsletter&utm_campaign=20180313 A Southwest Airlines Boeing 737-800, registration N8501V performing flight WN-3562 from Phoenix,AZ to Dallas Love,TX (USA) with 140 people on board, was enroute at FL370 about 70nm southwest of Albuquerque,NM (USA) when a strange odour developed in the cabin, passengers observed an unusual heat developing and hot air coming from the air vents associated with a smell of electrical smoke. The flight crew decided to divert to Albuquerque where the aircraft landed about 17 minutes later. The aircraft was evacuated including overwing exits. Two passengers received injuries in the evacuation and were taken to hospitals. (Cause; Unknown). REPORTED ON THE 12TH.

3/25/18. United 767-300 over Atlantic, fuel imbalance and fuel low indications. NO SDR
Link > https://www.aeroinside.com/item/11232/united-b763-over-atlantic-on-mar-25th-2018-fuel-imbalance-and-fuel-low-indications?utm_source=newsletter&utm_campaign=20180329 A United Boeing 767-300, registration N641UA performing flight UA-938 (dep Mar 24th) from Chicago O'Hare,IL (USA) to London Heathrow,EN (UK) with 178 passengers and 11 crew, was enroute at FL350 over the Atlantic Ocean about 890nm southwest of Keflavik (Iceland) when the crew received a "FUEL LOW" indication and noticed a fuel imbalance. The FUEL LOW indication cleared, the imbalance remained however. The crew consulted with maintenance and dispatch, then declared Mayday reporting a possible fuel issue, decided to divert to Keflavik, ….landed safely in Keflavik about 2 hours later. (No repts)

3/27/18. United 787 bound for Dulles to return to Beijing. Maintenance issue. NO SDR
Link > https://www.washingtonpost.com/news/dr-gridlock/wp/2018/03/27/maintenance-issue-causes-united-flight-bound-for-dulles-to-return-to-beijing/?noredirect=on&utm_term=.a199353cd464 A United Airlines Boeing 787 Dreamliner bound for Washington Dulles International from Beijing flew more than an hour and a half before abruptly turning around and returning to Beijing Tuesday. "United flight 808 from Beijing to Washington Dulles returned to the airport shortly after takeoff due to a maintenance issue in the cockpit," …We apologize to our passengers for any inconvenience caused by this delay in their travels." United declined to specify the maintenance issue experienced by the plane. There were 77 passengers and 14 crew members on board. (18 comments). (9 repts on file, No 787s)

3/27/18. Delta MD-88 at Atlanta, engine problem. SDR # DALA2018032902003 C
Link > https://www.aeroinside.com/item/11235/delta-md88-at-atlanta-on-mar-27th-2018-engine-problem?utm_source=newsletter&utm_campaign=20180329 A Delta Airlines McDonnell Douglas MD-88, registration N987DL performing flight DL-1986 from Atlanta,GA to Houston Intercontinental,TX (USA) with 146 people on board, was climbing out of Atlanta's runway 09L when the crew stopped the climb at 7000 feet indicating they would return to Atlanta due to a problem with the right hand engine (JT8D). The crew advised they would clear the runway after landing and requested the assistance by (emergency) crews. The aircraft landed safely on runway 09L about 20 minutes after departure. Passengers reported they were climbing out of Atlanta when a big bump occurred, the flight crew subsequently announced that an engine had blown out. (Cause; oil leak). REPORTED ON THE 28TH.

3/27/18. JetBlue flight makes emergency landing due to mechanical issues. SDR # YENA201803270147 C
Link > https://www.foxnews.com/travel/jetblue-flight-makes-emergency-landing-due-to-mechanical-issues A JetBlue plane on its way from Boston to Palm Beach, Fla. was forced to make an emergency landing in North Carolina Monday night due to mechanical issues. Flight 221 was forced to land shortly after 10 p.m. at Raleigh-Durham Airport. A JetBlue spokesman told Fox News the emergency landing was done in an "abundance of caution" due to the "potential mechanical issue." No specific details were reported. Fifty-eight people were on board and no one was injured. .. …. (Cause; fan. No Part #).

3/29/18. Delta 757-200 at Atlanta, hydraulic failure, wheel fire after landing. SDR # DALA2018040202126 C
Link > https://www.aeroinside.com/item/11249/delta-b752-at-atlanta-on-mar-29th-2018-hydraulic-failure-wheel-fire-after-landing?utm_source=newsletter&utm_campaign=20180331 A Delta Airlines Boeing 757-200, registration N690DL performing flight DL-673 from Atlanta,GA (USA) to Quito (Ecuador) with 199 passengers and 8 crew, was enroute at FL350 about 240nm southsoutheast of Atlanta, when the crew decided to return to Atlanta due to the loss of hydraulic pressure on the left hand side….About 8 minutes after the aircraft came to a stop a fire broke out at the right hand main gear, emergency services put the fire out. The aircraft was subsequently towed to the apron…… (Cause; actuator leaking. No Part #). REPORTED ON THE 31ST.

3/30/18. American 737-800 at Phoenix, odour in cabin. SDR # AALA201804019007 C
Link > https://www.aeroinside.com/item/11256/american-b738-at-phoenix-on-mar-30th-2018-odour-in-cabin?utm_source=newsletter&utm_campaign=20180402 An American Airlines Boeing 737-800, registration N947AN performing flight AA-1100 from Phoenix,AZ to Baltimore,MD (USA), was climbing out of Phoenix when the crew requested to level off at 13,000 feet reporting a maintenance issue subsequently elaborating something was amiss in the cabin. Passengers were complaining about an obnoxious odour on board. The odour began to subside, the crew decided to continue the climb but stopped the climb again at FL190 because two flight attendants as well as 6 passengers began to feel increasingly sick with nausea and dizziness. The crew decided to return to Phoenix reporting several people in the back were sick, subsequently detailing 8 people were feeling sick. The aircraft landed safely on Phoenix's runway 08 about 40 minutes after departure. Phoenix Fire Department reported eight people reported suffering from nausea and dizziness, only two needed to be evaluated….. (Cause; fan faulty. No Part #). REPORTED ON THE 31ST.

4/4/18. Delta 757-200 near Ft. St. John, engine oil leak. SDR # DALA2018040902300 C
Link > https://www.aeroinside.com/item/11308/delta-b752-near-ft-st-john-on-apr-4th-2018-engine-oil-leak?utm_source=newsletter&utm_campaign=20180415 A Delta Airlines Boeing 757-200, registration N692DL performing flight DL-1601 from Minneapolis,MN to Anchorage,AK (USA) with 180 passengers and 6 crew, was enroute at FL360 about 25nm east of Fort St. John,BC (Canada) when the crew noticed the oil quantity indication for the left hand engine (PW2037) had decreased to zero. A low engine oil pressure indication activated, pressure indicated was 70psi….. **The Canadian TSB reported** maintenance found fluid on the left engine cowl and identified a leak in an oil pressure line between the main gearbox and the angle gearbox. (Cause; line leaking). REPORTED ON THE 6TH.

4/12/18. Delta 757-200 near Fargo, smell of smoke in cockpit. SDR # DALA2018041602507 NC
Link > https://www.aeroinside.com/item/11309/delta-b752-near-fargo-on-apr-12th-2018-smell-of-smoke-in-cockpit?utm_source=newsletter&utm_campaign=20180415 A Delta Airlines Boeing 757-200, registration N6704Z performing flight DL-1601 from Minneapolis,MN to Anchorage,AK (USA) with 189 people on board, was enroute at FL340 about 100nm northwest of Fargo,ND (USA) when the crew reported the smell of smoke in the cockpit, turned around and diverted to Fargo..25 minutes later. (Cause; Unknown). REPORTED ON THE 13TH.

4/12/18. Delta 757-200 at Minneapolis, engine problem. SDR # DALA2018041602508 C
Link > https://www.aeroinside.com/item/11310/delta-b752-at-minneapolis-on-apr-12th-2018-engine-problem?utm_source=newsletter&utm_campaign=20180415 A Delta Airlines Boeing 757-200, registration N676DL performing flight DL-1748 from Minneapolis,MN to Denver,CO (USA), was in the initial climb out of Minneapolis' runway 17 when the aircraft suffered an engine (PW2037) compressor stall. The crew levelled off at 7000 feet and returned to Minneapolis for a safe landing on runway 12R about 20 minutes after departure. (Cause; bird strike). REPORTED ON THE 13TH.

4/16/18. United 737-800 near Dover-Cheswold, elevator trouble. NO SDR
Link > https://www.aeroinside.com/item/11322/united-b738-near-dover-cheswold-on-apr-16th-2018-elevator-trouble?utm_source=newsletter&utm_campaign=20180418 A United Boeing 737-800, registration N35236 performing flight UA-1559 from Newark,NJ to West Palm Beach,FL (USA) with 87 passengers and 6 crew, was climbing through about FL280 out of Newark when the crew reported problems with the elevators….divert to Dover-Cheswold Air Force Base… (10 repts on file, one 737)

4/17/18. Southwest 737-700 near Philadelphia , uncontained engine failure. Fatality SDR # SWAA2018041821251 NC
Link > https://www.aeroinside.com/item/11327/southwest-b737-near-philadelphia-on-apr-17th-2018-uncontained-engine-failure-takes-out-passenger-window?utm_source=newsletter&utm_campaign=20180418 A Southwest Boeing 737-700, registration N772SW performing flight WN-1380 from New York La Guardia,NY to Dallas Love,TX (USA) with 143 passengers and 5 crew, was climbing through FL320 out of New York when the left hand engine (CFM56) was damaged causing inlet and parts of the cowl to separate from the airframe, debris impacted the side of the fuselage shattering a passenger window causing the loss of cabin pressure. The crew donned their oxygen masks, reported they had an engine failure and engine fire and were to initiate an emergency descent, shut the engine down and diverted to Philadelphia,PA (USA)…… The NTSB reported they have dispatched a go team on site and opened an investigation…..In a second media briefing…… the NTSB reported one fan blade, #13 of 24, was broken right at the hub and had separated, the preliminary examination revealed there is evidence of metal fatigue right where the blade separated…The FAA had released an AD 2010-12-03 for CFM56-3 and CFM56-3B engines not applicable to this aircraft which features CFM56-7B engines. The FAA AD and EAD register shows no other airworthiness directives concerning fan blades of CFM56 engines. (SDR said "engine failed" – no cause)

4/17/18. Delta Airlines Flight, Emergency Landing at Dulles Airport. NO SDR
Link > http://airflightdisaster.com/index.php/delta-airlines-flight-makes-emergency-landing-at-washington-dulles-airport/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+GeorgeHatchersAirFlightDisaster+%28George+Hatcher%27s+Air+Flight+Disaster%29 Delta Airlines flight DL-5507 had to divert and make an emergency landing at Washington Dulles International Airport, Virginia, on April 17th. The plane heading from LaGuardia Airport, New York, to Richmond, Virginia, was diverted after it dropped a wheel during departure.
(33 repts on file. SDR DALA2018041802593, Reg # 912DL"returned", "strong smokey odor in the mid cabin")

4/18/18. Southwest 737-700 at Nashville, engine issue. NO SDR
Link > https://www.aeroinside.com/item/11331/southwest-b737-at-nashville-on-apr-18th-2018-engine-issue?utm_source=newsletter&utm_campaign=20180419 A Southwest Airlines Boeing 737-700, registration N460WN performing flight WN-577 from Nashville,TN to Phoenix,AZ (USA) with 70 people on board, was in the initial climb out of Nashville's runway 20L when the crew requested to level off at 5000 feet reporting they had an engine (CFM56) * issue later detailing they had high vibrations on the left hand engine. The aircraft levelled off at 5000 feet and returned to Nashville for a safe landing on runway 20L about 15 minutes after departure. (*fan blade crack indications,. 3 inspection reports ref JASC code 7200).

4/18/18. Delta A-330-300 at Atlanta, engine fire' SDR # DALA2018042002653 NC
Link > https://www.aeroinside.com/item/11334/delta-a333-at-atlanta-on-apr-18th-2018-engine-fire?utm_source=newsletter&utm_campaign=20180420 A Delta Airlines Airbus A330-300, registration N806NW performing flight DL-30 from Atlanta,GA (USA) to London Heathrow,EN (UK) with 288 people on board, was in the initial climb out of Atlanta's runway 26L when the crew, just when they were about to be handed off to departure, declared emergency reporting they had a fire on the #2 engine (PW4168), the fire bell sounding in the background. The crew stopped the climb at 7000 feet. …The crew shut the engine down and activated the fire suppression….Tower reported the right hand still appeared to be smoking. The aircraft about 25 minutes after departure. Tower reported there was an active engine fire on the right hand engine and cleared all fire vehicles onto the runway stating repeatedly there was an active fire. Flames were seen from the right hand engine after the aircraft came to a stop, emergency services foamed the engine and put the fire out. (No cause)

4/20/18. Alaska A-319 near Chicago, pressurization issue. SDR # ASAA2018042024363 C
Link > https://www.aeroinside.com/item/11359/alaska-a319-near-chicago-on-apr-20th-2018-pressurization-issue?utm_source=newsletter&utm_campaign=20180427 An Alaska Airlines Airbus A319-100, registration N525VA performing flight AS-1357 from Boston,MA to San Francisco,CA (USA), was enroute at FL360 about 120nm northeast of Chicago O'Hare,IL (USA) when the crew requested a descent to 10,000 feet reporting a pressurization issue, however, no emergency or urgency was declared….The crew announced both cabin pressurization computers had failed, they were diverting to Chicago O'Hare, where emergency services awaited the aircraft. (Cause; valve. No Part #).

4/22/18. United 787-9 Dreamliner near Tokyo, hydraulic failure. NO SDR
Link > https://www.aeroinside.com/item/11353/united-b789-near-tokyo-on-apr-22nd-2018-hydraulic-failure?utm_source=newsletter&utm_campaign=20180424 A United Boeing 787-900, registration N29971 performing flight UA-198 (dep Apr 21st) from Los Angeles,CA (USA) to Shanghai Pudong (China) with 259 people on board, was enroute at FL390 about 190nm northnortheast of Tokyo Narita (Japan) when the crew decided to divert to Tokyo's Narita Airport due to a fault of the left hydraulic system (engine GeNX). The aircraft landed safely on Narita's runway 16R about 40 minutes later. Japan's Ministry of Transport reported the aircraft diverted to Narita due to an anomaly in the left hand hydraulic system. (No repts)

4/27/18. Alaska 737-800 over Pacific, engine oil filter bypass. SDR # ASAA2018050124440 NC
Link > https://www.aeroinside.com/item/11373/alaska-b738-over-pacific-on-apr-27th-2018-engine-oil-filter-bypass?utm_source=newsletter&utm_campaign=20180429 An Alaska Airlines Boeing 737-800, registration N506AS performing flight AS-145 from Seattle,WA to Honolulu,HI (USA) with 165 people on board, was enroute at FL350 over the Pacific Ocean when the crew received an oil filter bypass indication for one of the engines (CFM56), reduced the engine to idle, drifted down to FL230 and continued to Honolulu for a safe landing about 2:45 hours after leaving FL350. ("engine making metal")

5/1/18. United 737-900 near Denver, electrical situation. NO SDR
Link > https://www.aeroinside.com/item/11395/united-b739-near-denver-on-may-1st-2018-electrical-situation?utm_source=newsletter&utm_campaign=20180506 A United Boeing 737-900, registration N53441 performing flight UA-859 from Orlando,FL to Denver,CO (USA) with 185 people on board, was descending towards Denver when the crew declared emergency reporting an "electrical situation" on board, they did not require emergency services. The aircraft continued the approach for a safe landing on runway 17L about 20 minutes later. (3 repts)

5/1/18. Delta A-330-300 near Norfolk, electrical problems. NO SDR
Link > https://www.aeroinside.com/item/11394/delta-a333-near-norfolk-on-may-1st-2018-electrical-problems?utm_source=newsletter&utm_campaign=20180506 A Delta Airlines Airbus A330-300, registration N826NW performing flight DL-64 from Atlanta,GA (USA) to Rome Fiumicino (Italy) with 306 people on board, was enroute at FL370 about 100nm east of Norfolk,VA (USA) when the crew decided to turn around and return to Atlanta reporting electrical issues….. (21 repts on file, No Airbus)

5/3/18. American MD-82 near Springfield, "a couple of things going on". NO SDR
Link > https://www.aeroinside.com/item/11398/american-md82-near-springfield-on-may-3rd-2018-ampquota-couple-of-things-going-onampquot?utm_source=newsletter&utm_campaign=20180506 An American Airlines McDonnell Douglas MD-82, registration N7541A performing flight AA-970 from Kansas City,MO to Dallas Ft. Worth,TX (USA), was enroute at FL330 about 50nm southwest of Springfield,MO (USA) when the crew decided to divert to Springfield. The crew advised they had "a couple of things going on", the autopilot and autothrust had disconnected, an interior fan had failed and smell of smoke and burning had occurred…….. (11 repts on file, all Airbus)

5/4/18. Southwest. Two planes make emergency landings at Yeager Airport Friday night. NO SDR
Link > http://wvmetronews.com/2018/05/05/two-planes-make-emergency-landings-at-yeager-airport-friday-night/ Charleston, W.Va. — Yeager Airport became the destination for a pair of distressed aircraft on Friday evening. Airport officials say Southwest Airlines Flight 5811 diverted to Charleston while travelling from Pittsburgh to Atlanta. The plane experienced unknown mechanical problems. The 127 passengers and five crew waited at the Charleston terminal as the company sent a backup plane from Baltimore. (9 repts for Reg # 245WN in 5300s JASC codes; all inspection items)

5/6/18. JetBlue flight diverts after windshield shatters. NO SDR
Link > https://www.whio.com/news/local/jetblu-flight-diverts-after-windshield-shatters/jKnl6GYdkSEkNqVbRnQtFI/ A JetBlue flight was diverted Sunday when the plane's windshield shattered…..Video captured a JetBlue flight attendant explaining the situation to passengers — he says they were never in any grave danger and the issue has occurred before. "JetBlue Flight 1052 from San Juan to Tampa diverted to Fort Lauderdale in an abundance of caution following a report of damage to one of the outer layers of the cockpit windscreen," JetBlue said in a statement. (NO repts)

5/7/18. Southwest 737-700 at Dallas, flaps problem. SDR # SWAA2018051021856 C
Link > https://www.aeroinside.com/item/11416/soutwest-b737-at-dallas-on-may-7th-2018-flaps-problem?utm_source=newsletter&utm_campaign=20180509 A Southwest Airlines Boeing 737-700, registration N216WR performing flight WN-1118 from Nashville,TN to Dallas Love,TX (USA) with 103 passengers, was on approach to Dallas Love Aerodrome when the crew received an abnormal flaps indication, climbed back to 4000 feet and decided to divert to Dallas Ft. Worth,TX (USA) because of the longer runways available. The aircraft landed safely on Forth Worth Airport at a higher than normal speed about 25 minutes after aborting the approach to Love Airport. (Cause; FSEU Faulty. No manuf. Part # 285A12002) REPORTED ON THE 8TH.

5/8/18. American A-321-200 near Chicago, odour in cabin. NO SDR
Link > https://www.aeroinside.com/item/11427/american-a321-near-chicago-on-may-8th-2018-odour-in-cabin?utm_source=newsletter&utm_campaign=20180511 An American Airlines Airbus A321-200, registration N157AA performing flight AA-2587 from Chicago O'Hare,IL to Dallas Ft. Worth,TX (USA) with 175 passengers and 6 crew, was climbing through FL290 out of Chicago when the crew decided to return to Chicago due to an odour in the cabin…… (6 repts on file, one Airbus)

5/9/18. United 767-300 at Geneva, gear problem after departure. NO SDR
Link > https://www.aeroinside.com/item/11428/united-b763-at-geneva-on-may-9th-2018-gear-problem-after-departure?utm_source=newsletter&utm_campaign=20180511 A United Boeing 767-300, registration N652UA performing flight UA_957 from Geneva (Switzerland) to Newark,NJ (USA), was climbing out of Geneva's runway 05 when the crew stopped the climb at FL240 due a problem with the landing gear. The aircraft returned to Geneva for a safe landing on runway 05 about 55 minutes after departure. The flight was cancelled due to aircraft maintenance.
(NO REPTS, 8 DAYS, 5/3 – 5/10)

5/10/18. American 737-800 at New York, engine failure. SDR # AALA2018051700001 NC
Link > https://www.aeroinside.com/item/11433/american-b738-at-new-york-on-may-10th-2018-engine-failure?utm_source=newsletter&utm_campaign=20180511 An American Airlines Boeing 737-800, registration N843NN performing flight AA-2229 from New York La Guardia,NY to Orlando,FL (USA) with 156 passengers and 6 crew, was climbing out of New York when the crew requested to maintain 12,000 feet while they were troubleshooting a problem. The crew subsequently advised they had an engine failure and wanted to divert to New York's JFK Airport. ….. the crew had received an engine fault indication which subsequently was identified to have been caused by the engine oil filter.
("engine malfunctioned" – no cause)

5/12/18. Southwest 737-700 near Dallas, loss of cabin pressure. SDR # SWAA2018052122118 C
Link > https://www.aeroinside.com/item/11453/southwest-b737-near-dallas-on-may-12th-2018-loss-of-cabin-pressure?utm_source=newsletter&utm_campaign=20180515 A Southwest Airlines Boeing 737-700, registration N732SW performing flight WN-861 from Denver,CO to Dallas Love,TX (USA), was enroute at FL390 about to reach the top of descent into Dallas when the passenger oxygen masks were released and the flight crew initiated an emergency descent due to the loss of cabin pressure. The aircraft landed about 35 minutes after leaving FL390. The airline reported a number of passengers complaining about ear pain were checked by paramedics. (Cause; Outflow valve and Controller Faulty. No Part #).
REPORTED ON THE 13TH.

5/13/18. Alaska 737-800 at Portland, possible fire on board. SDR # ASAA201805144600 C
Link > https://www.aeroinside.com/item/11450/alaska-b738-at-portland-on-may-13th-2018-possible-fire-on-board?utm_source=newsletter&utm_campaign=20180514 An Alaska Airlines Boeing 737-800, registration N525AS performing flight AS-959 from Phoenix,AZ to Portland,OR (USA), was on short final to Portland's runway 28R when the crew reported maybe they were an emergency aircraft, they possibly had a fire on board, tower in response called the emergency services out. The aircraft landed safely a minute later, vacated the runway, the crew reported smoke was coming from a light on the first officer's yoke briefly and dissipated again….. (Cause; light. No Part #).

5/13/18. Jetblue A-320 over Gulf of Mexico, failure of weather radar. NO SDR
Link > https://www.aeroinside.com/item/11448/jetblue-a320-over-gulf-of-mexico-on-may-13th-2018-failure-of-weather-radar?utm_source=newsletter&utm_campaign=20180514 A Jetblue Airbus A320-200, registration N775JB performing flight B6-517 from Fort Lauderdale,FL (USA) to Mexico City (Mexico), was enroute at FL360 over the Gulf of Mexico about 270nm west of Fort Lauderdale when the crew decided to return to Fort Lauderdale due to the failure of the weather radar. The aircraft landed safely back in Fort Lauderdale about 110 minutes after departure.
(NO repts)

5/13/18. Southwest 737-700 near Los Angeles, smoke in cockpit. SDR # SWAA2018051521949 C
Link > https://www.aeroinside.com/item/11455/southwest-b737-near-los-angeles-on-may-13th-2018-smoke-in-cockpit?utm_source=newsletter&utm_campaign=20180515 A Southwest Airlines Boeing 737-700, registration N565WN performing flight WN-2799 from San Diego,CA to Las Vegas,NV (USA) with 68 people on board, was enroute at FL290 about 30nm east of Los Angeles,CA (USA) when the crew decided to divert to Los Angeles reporting smoke in the cockpit. (Cause; Fan faulty. No manuf. Part # 6454052).. REPORTED ON THE 14TH.

5/15/18. Alaska Airlines near Philadelphia, engine shut down in flight. SDR # ASAA2018051524650 C
Link > https://www.aeroinside.com/item/11459/alaska-a21n-near-philadelphia-on-may-15th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20180517 An Alaska Airlines Airbus A321-200N, registration N922VA performing flight AS-1420 (dep May 14th) from Los Angeles,CA to New York JFK,NY (USA), was enroute at FL330 about 65nm south of Philadelphia,PA (USA) and about 130nm south of New York's JFK Airport when the crew reported an indication of a high oil temperature on the right hand engine (LEAP 1) and shut the engine down….. The FAA reported the aircraft diverted after the crew shut an engine down due to an oil pressure warning. (Cause; overtemped. Oil sensor changed. No Part #).

5/16/18. United 737-900 at Chicago, flaps problem. NO SDR
Link > https://www.aeroinside.com/item/11480/united-b739-at-chicago-on-may-16th-2018-flaps-problem?utm_source=newsletter&utm_campaign=20180520
A United Boeing 737-900, registration N66828 performing flight UA-774 from Orlando,FL to Chicago O'Hare,IL (USA), was on approach to Chicago when the crew stopped the descent at 4000 feet due to a problem with the flaps and followed delay vectors while working the related checklists. The crew prepared the aircraft for a landing at a higher than normal speed, then positioned for an approach to O'Hare's runway 10C and landed safely at a higher than normal speed (about 178 knots over ground). Emergency services checked the brakes before the aircraft taxied to the apron. (2 repts on file, No 757-900s.

5/16/18. Delta A-320 at New York, engine failure on final approach. NO SDR
Link > https://www.aeroinside.com/item/11486/delta-a320-at-new-york-on-may-16th-2018-engine-failure-on-final-approach?utm_source=newsletter&utm_campaign=20180521 A Delta Airlines Airbus A320-200, registration N312US performing flight DL-1888 from Orlando,FL to New York JFK,NY (USA), was on final approach to JFK's runway 04L when tower cleared another aircraft to cross runway 04L and instructed to expedite, but needed to instruct DL-1888 to go around. The aircraft went around, positioned for another approach to runway 04R and was on final approach to runway 04R when the crew reported the left hand engine (CFM56) had failed, they had veered off the localizer and were too high to make a landing, the crew initiated a go around….The aircraft vacated the runway and stopped clear of the runway for an inspection by emergency services.
(24 repts on file, two A-320s, No engine codes- 7200s)

5/19/18. Southwest 737-700 near Indianapolis, cabin pressure problems. SDR # SWAA2018052122119 C
Link > https://www.aeroinside.com/item/11482/southwest-b737-near-indianapolis-on-may-19th-2018-cabin-pressure-problems?utm_source=newsletter&utm_campaign=20180521 A Southwest Airlines Boeing 737-700, registration N732SW performing flight WN-5913 from Las Vegas,NV to Philadelphia,PA (USA), was enroute at FL390 about 50nm northeast of Indianapolis,IN (USA) when the crew decided to divert to Indianapolis due to problems with the cabin pressure. The aircraft…landed …about 30 minutes after leaving FL390. (Cause; Line leaking)

5/20/18. United 767-400 near Zurich, cracked windshield. NO SDR
Link > https://www.aeroinside.com/item/11485/united-b764-near-zurich-on-may-20th-2018-cracked-windshield?utm_source=newsletter&utm_campaign=20180521 A United Boeing 767-400, registration N78060 performing flight UA-135 from Zurich (Switzerland) to Newark,NJ (USA), was enroute at FL300 about 290nm west of Zurich in French Airspace when the crew decided to return to Zurich due to a cracked windshield. The aircraft…. landed safely on Zurich's runway 16 about 100 minutes after departure. (NO REPTS 15 DAYS, 5/19 - 6/3)

5/22/18. Delta MD-88 near Newark, engine problem. NO SDR
Link > https://www.aeroinside.com/item/11502/delta-md88-near-newark-on-may-22nd-2018-engine-problem?utm_source=newsletter&utm_campaign=20180523 A Delta Airlines McDonnell Douglas MD-88, registration N948DL performing flight DL-575 from Newark,NJ to Atlanta,GA (USA), was climbing out of Newark when the crew stopped the climb at about FL280 due to an engine (JT8D) compressor stall. The aircraft returned to Newark for a safe landing on runway 04R about 40 minutes after departure…… The occurrence aircraft is still on the ground in Newark about 11 hours after landing back. (25 rept on file s. Two MD88s)

5/22/18. United 757-200 at Newark , smoking engine. NO SDR
Link > https://www.aeroinside.com/item/11501/united-b752-at-newark-on-may-22nd-2018-smoking-engine?utm_source=newsletter&utm_campaign=20180523 A United Boeing 757-200, registration N12125 performing flight UA-2160 (dep May 21st) from San Francisco,CA to Newark,NJ (USA), landed on Newark's runway 22L when tower observed smoke emanating from the #2 engine (RB211). The aircraft vacated the runway and stopped on the adjacent taxiway, emergency services responded and disembarked the passengers via mobile stairs onto the taxiway. The Port Authority reported a fuel leak was suspected as cause of the smoke, a hydraulic leak was found to be the cause of the smoke. The occurrence aircraft is still on the ground …14 hours after landing. (NO REPTS 15 DAYS -5/19 to 6/3)

5/23/18. United 767- 400 near Shannon, cabin pressure problems. NO SDR
Link > https://www.aeroinside.com/item/11506/united-b764-near-shannon-on-may-23rd-2018-cabin-pressure-problems?utm_source=newsletter&utm_campaign=20180524 A United Boeing 767-400, registration N69059 performing flight UA-17 from London Heathrow,EN (UK) to Newark,NJ (USA) with 216 people on board, was enroute at FL340 about 110nm east of Shannon (Ireland) when the crew reported problems with the cabin pressure, requested to descend and divert to Shannon. …..The crew decided to dump fuel on the way to Shannon and landed safely on runway 24 about 50 minutes after leaving FL340. (NO REPTS 15 DAYS - 5/19 - 6/3)

5/23/18. Delta 757-200 at Dallas, could not pressurize cabin. SDR # DALA2018052403566 C
Link > https://www.aeroinside.com/item/11518/delta-b752-at-dallas-on-may-23rd-2018-could-not-pressurize-cabin?utm_source=newsletter&utm_campaign=20180526 A Delta Airlines Boeing 757-200, registration N664DN performing flight DL-8889 from Dallas Ft. Worth,TX to Newark,NJ (USA), was climbing out of Dallas when the crew stopped the climb at 5000 feet reporting they had a maintenance issue, they could not pressurize the cabin… returned ..about 20 minutes after departure. (Cause; Panel faulty. No manuf. No Part #). REPORTED ON THE 24TH.

5/24/18. United Airlines Flight Makes Emergency Landing in Tulsa. NO SDR
Link > http://airflightdisaster.com/index.php/united-airlines-flight-makes-emergency-landing-in-tulsa/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+GeorgeHatchersAirFlightDisaster+%28George+Hatcher%27s+Air+Flight+Disaster%29 United Airlines flight UA-3733 made an emergency landing in Tulsa, Oklahoma, on May 24th. The plane heading from Omaha, Nebraska, to Houston, Texas, was diverted due to a pressurization problem. (NO REPTS 15 DAYS - 5/19 - 6/3)

5/25/18. American A-319 near Kingston, smoke seen in cabin. NO SDR
Link > https://www.aeroinside.com/item/11519/american-a319-near-kingston-on-may-25th-2018-smoke-seen-in-cabin?utm_source=newsletter&utm_campaign=20180528 An American Airlines Airbus A319-100, registration N9026C performing flight AA-1127 from Miami,FL (USA) to Medellin (Colombia), was enroute at FL350 about 200nm south of Kingston (Jamaica) when passengers saw smoke in the cabin prompting the crew to turn around and divert to Kingston, ….. still on the ground in Kingston about 29 hours after landing. (6 repts on file, one A-319)

5/29/18. United 737-900 at Chicago, flaps/slats issue. NO SDR
Link > https://www.aeroinside.com/item/11533/united-b739-at-chicago-on-may-29th-2018-flaps-slats-issue?utm_source=newsletter&utm_campaign=20180531 A United Boeing 737-900, registration N37470 performing flight UA-2192 from Tampa,FL to Chicago O'Hare,IL (USA) with 191 people on board, was on final approach to O'Hare's runway 10R descending through 1500 feet MSL when the crew initiated a go around reporting a flaps issue. The crew subsequently…, after working the checklists needed to declare emergency reporting the slats would not extend…... The aircraft landed safely on runway 10C at a higher than normal speed (about 178 knots over ground). (NO REPTS 15 DAYS - 5/19 - 6/3)

5/29/18. Delta A-330-300 over Atlantic, engine vibrations. Metal in tail pipe. NO SDR
Link > https://www.aeroinside.com/item/11560/delta-a333-over-atlantic-on-may-29th-2018-engine-vibrations?utm_source=newsletter&utm_campaign=20180605 A Delta Airlines Airbus A330-300, registration N804NW performing flight DL-75 from Amsterdam (Netherlands) to Atlanta,GA (USA) with 293 passengers and 13 crew, was enroute at FL330 over the Atlantic Ocean about 400nm northeast of Goose Bay,NL (Canada) when the left hand engine (PW4168A) began to vibrate exceeding 10 units. The crew reduced the engine to idle thrust, the vibrations ceased. The crew drifted down to FL240 and diverted to Goose Bay for a safe landing with the #1 engine at idle. The **Canadian TSB reported maintenance found metal debris** in the tail pipe and replaced the engine. The engine was sent for examination and failure analysis. (3 repts on file, No Airbus)

5/30/18. United 767-300 at Munich, engine shut down in flight. NO SDR
Link > https://www.aeroinside.com/item/11535/united-b763-at-munich-on-may-30th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20180531 A United Boeing 767-300, registration N670UA performing flight UA-31 from Munich (Germany) to Newark,NJ (USA), was climbing through FL135 when the crew stopped the climb due to the failure of the right hand engine (PW4052). The crew shut the engine down and returned to Munich for a safe landing on runway 26R about 22 minutes after departure. A passengers reported the engine went "boom", another passenger the engine emitted a loud bang and all lights went out. (NO REPTS 15 DAYS, 5/19 - 6/3)

6/1/18. Delta 777-200 over Greenland, engine problem. SDR # DALA2018060503812 C
Link > https://www.aeroinside.com/item/11557/delta-b772-over-greenland-on-jun-1st-2018-engine-problem?utm_source=newsletter&utm_campaign=20180604 A Delta Airlines Boeing 777-200, registration N867DA performing flight DL-35 from Paris Charles de Gaulle (France) to Seattle,WA (USA), was enroute at FL360 over Greenland about 500nm west of Keflavik (Iceland), when the crew decided to turn around and divert to Keflavik due to an engine (Trent895) losing oil. ….. . (Cause; Packing damaged). REPORTED ON THE 2ND.

6/3/18. American 737-800 near Little Rock, fuel imbalance suspected, fuel leak. NO SDR
Link > https://www.aeroinside.com/item/11566/american-b738-near-little-rock-on-jun-3r-2018-fuel-imbalance-suspected-due-to-fuel-leak?utm_source=newsletter&utm_campaign=20180606 An American Airlines Boeing 737-800, registration N955NN performing flight AA-2273 from Atlanta,GA to Dallas Ft. Worth,TX (USA), was enroute at FL360 about 180nm east of Little Rock,AR (USA) when the crew reported a fuel imbalance on board, suspected a fuel leak as cause and decided to divert to Little Rock…..landed ..about 40 minutes later. (2 repts on file)

6/7/18. Delta 767-300 at Amsterdam, left main gear disagreed. NO SDR
Link > https://www.aeroinside.com/item/11579/delta-b763-at-amsterdam-on-jun-7th-2018-left-main-gear-disagreed?utm_source=newsletter&utm_campaign=20180610 A Delta Airlines Boeing 767-300, registration N192DN performing flight DL-257 from Amsterdam (Netherlands) to Boston,MA (USA) with 185 people on board, was climbing through FL090 out of Amsterdam when the crew advised they were troubleshooting a left main gear disagree and requested to level off at FL120…. The crew… landed ….about 30 minutes after departure. (17 repts, one 767)

6/7/18. Delta A-320 near Tampa, nose gear steering indication. NO SDR
Link > https://www.aeroinside.com/item/11577/delta-a320-near-tampa-on-jun-7th-2018-nose-gear-steering-indication?utm_source=newsletter&utm_campaign=20180610 A Delta Airlines Airbus A320-200, registration N337NW performing flight DL-369 from Atlanta,GA (USA) to Managua (Nicaragua), was enroute at FL370 about 15nm north of Tampa,FL (USA) about one hour into the flight when the crew decided to return to Atlanta due to a nose wheel steering indication. The aircraft climbed to FL380 for the way back and landed safely in Atlanta about 1:45 hours after departure. (17 repts on file, three A320s)

6/7/18 Southwest 737-700 at San Antonio, flaps problem. SDR # SWAA2018061122645 C
Link > https://www.aeroinside.com/item/11575/southwest-b737-at-san-antonio-on-jun-7th-2018-flaps-problem?utm_source=newsletter&utm_campaign=20180610 A Southwest Airlines Boeing 737-700, registration N443WN performing flight WN-1479 from San Antonio,TX to Chicago Midway,IL (USA) with 143 people on board, was climbing out of San Antonio when the crew stopped the climb at FL210 due to a flaps problem that could not be resolved and decided to divert to Austin,TX where the aircraft landed safely about 90 minutes after departure. (Cause; wiring).

6/8/18. American 737-800 at San Jose, could not fully retract landing gear. SDR # AALA2018061208008 C
Link > https://www.aeroinside.com/item/11581/american-b738-at-san-jose-on-jun-8th-2018-could-not-fully-retract-landing-gear?utm_source=newsletter&utm_campaign=20180610 An American Airlines Boeing 737-800, registration N942AN performing flight AA-1019 from San Jose,CA to Dallas Ft. Worth,TX (USA), was climbing out of San Jose's runway 30R when the crew advised they were climbing very slowly working checklists, they had problems retracting the landing gear, several aural alerts could be heard in the background of crew transmissions…. (Cable unsecure).

6/14/18. Delta 757-200 near Little Rock, smell of smoke in aft cabin. NO SDR
Link > https://www.aeroinside.com/item/11607/delta-b752-near-little-rock-on-jun-14th-2018-smell-of-smoke-in-aft-cabin?utm_source=newsletter&utm_campaign=20180615 A Delta Airlines Boeing 757-200, registration N6714Q performing flight DL-1941 from Atlanta,GA to Santa Ana,CA (USA) with 198 passengers and 6 crew, was enroute at FL360 about 30nm northeast of Little Rock,AR (USA) when the crew decided to divert to Little Rock due to smell of smoke in the aft cabin..… (4 repts on file, No 757s)

6/14/18. Delta 767-400 near Atlanta, engine bleed issue, flap problem. NO SDR
Link > https://www.aeroinside.com/item/11614/delta-b764-near-atlanta-on-jun-14th-2018-engine-bleed-issue-flap-problem?utm_source=newsletter&utm_campaign=20180618 A Delta Airlines Boeing 767-400, registration N829MH performing flight DL-151 from Atlanta,GA (USA) to Lima (Peru), was enroute at FL310 about 200nm south of Atlanta when the crew decided to return to Atlanta due to a right engine (CF6) bleed problem. The aircraft was on final approach to Atlanta's runway 27R about 45 minutes after the decision to return when the crew initiated a go around from about 1500 feet due to a flap problem. The aircraft entered a hold .., then landed ….. about one hour after the go around… (4 repts, on file No 767s)

6/21/18. American 757-200 over Pacific, EGT problem. NO SDR
Link > https://www.aeroinside.com/item/11644/american-b752-over-pacific-on-jun-21st-2018-egt-problem?utm_source=newsletter&utm_campaign=20180623 An American Airlines Boeing 757-200, registration N201UU performing flight AA-692 from Phoenix,AZ to Honolulu,HI (USA) with 185 passengers and 6 crew, was enroute at FL350 over the Pacific Ocean about 140nm west of San Diego,CA (USA) about to enter the Pacific Crossing when the crew decided to turn around and return to Phoenix reporting an EGT (engine ..RB211) issue. (16 repts, one 757)

6/21/18. American MD-83 at Raleigh/Durham, unwilling nose gear. SDR # AALA201806229004 C
Link > https://www.aeroinside.com/item/11639/american-md83-at-raleigh-durham-on-jun-21st-2018-unwilling-nose-gear?utm_source=newsletter&utm_campaign=20180623 An American Airlines McDonnell Douglas MD-83, registration N963TW performing flight AA-2472 from Raleigh/Durham,NC to Dallas Ft. Worth,TX (USA) with 141 passengers and 5 crew, was climbing out of Raleigh's runway 23R when the crew stopped the climb at 3000 feet when the nose gear didn't want to retract. The aircraft entered a hold to burn off fuel and landed safely back on runway 23R about 2:05 hours after departure. (Cause; PSEU faulty. Manuf; Eldec. Part # 833605.

6/23/18. United 757-200 over Atlantic, electrical problems, engine shut down in flight. NO SDR
Link > https://www.aeroinside.com/item/11649/united-b752-over-atlantic-on-jun-23rd-2018-electrical-problems-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20180624 A United Boeing 757-200, registration N14102 performing flight UA-24 from Shannon (Ireland) to Newark,NJ (USA), was enroute at FL350 over the Atlantic Ocean about 500nm westnorthwest of Shannon when the crew decided to return to Shannon reporting electrical problems. While the aircraft was on approach to Shannon about 80 minutes later, tower advised emergency services the right hand engine (RB211) had been shut down, too. The aircraft landed… 24 about 90 minutes after the decision to turn around and return to Shannon. (5 repts filed, No 757s)

6/23/18. United 767-300 at Chicago, gear problem. NO SDR
Link > https://www.aeroinside.com/item/11655/united-b763-at-chicago-on-jun-23rd-2018-gear-problem?utm_source=newsletter&utm_campaign=20180626
A United Boeing 767-300, registration N641UA performing flight UA-959 from London Heathrow,EN (UK) to Chicago O'Hare,IL (USA), was on final approach to Chicago's runway 28C already cleared to land when the crew advised they did have a gear problem and initiated a go around. The aircraft entered a hold at 5000 feet while working the related checklists…and landed safely ….about 30 minutes after the go-around. (5 repts on file, No 767s)

6/24/18. Delta Emergency Landing in Montana. Cabin pressure. Wednesday. NO SDR
Link > http://airflightdisaster.com/index.php/delta-airlines-flight-makes-emergency-landing-in-montana/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+GeorgeHatchersAirFlightDisaster+%28George+Hatcher%27s+Air+Flight+Disaster%29 Delta Airlines flight DL-4521 made an emergency landing in Helena, Montana, on June 24th. The plane heading from Pasco, Washington, to Minneapolis, Minnesota, was diverted due to issues with the cabin pressure. (4 repts. SDR # DALA2018062604228, MD-90, Reg # 947DN, engine compressor stall, diverted)

6/27/18. Delta 757-200 near Minneapolis, engine shut down in flight. SDR # DALA2018062904288 NC
Link > https://www.aeroinside.com/item/11682/delta-b752-near-minneapolis-on-jun-27th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20180630 A Delta Airlines Boeing 757-200, registration N704X performing flight DL-1137 from San Francisco,CA to New York JFK,NY (USA), was enroute at FL370 about 150nm southsouthwest of Minneapolis,MN (USA) when the right hand engine (PW2037) failed. The crew shut the engine down and diverted to Minneapolis…on runway 30L about 45 minutes later.
(Cause; "Engine malfunction" – no cause). REPORTED ON THE 28TH.

6/29/18. Southwest 737-700 at near Tulsa, fuel problem NO SDR
Link > https://www.aeroinside.com/item/11685/southwest-b737-at-near-tulsa-on-jun-29th-2018-fuel-problem?utm_source=newsletter&utm_campaign=20180630 A Southwest Airlines Boeing 737-700, registration N708SW performing flight WN-471 from Dallas Love,TX to Kansas City,MO (USA) with 142 people on board, was enroute at FL390 about 30nm southwest of Tulsa,OK (USA) when the crew observed abnormal indications for the fuel system. The aircraft diverted to Tulsa for a safe landing about 30 minutes later. The airline reported the crew received indications on one fuel gauge that didn't match the others and declared emergency. (13 repts on file)

7/1/18. United 757-300 near Chicago, engine bleed problem. NO SDR
Link > https://www.aeroinside.com/item/11696/united-b753-near-chicago-on-jul-1st-2018-engine-bleed-problem?utm_source=newsletter&utm_campaign=20180703 A United Boeing 757-300, registration N75858 performing flight UA-1825 from Chicago O'Hare,IL to San Francisco,CA (USA), was climbing through FL270 out of Chicago when the crew received indication of an engine (RB211) overheat and decided to divert to Madison,WI . (NO REPTS, 12 DAYS, 7/1 - 7/12)

7/3/18. Delta MD-88 at Atlanta, engine failure on departure. NO SDR
Link > https://www.aeroinside.com/item/11714/delta-md88-at-atlanta-on-jul-3rd-2018-engine-failure-on-departure?utm_source=newsletter&utm_campaign=20180706 A Delta Airlines McDonnell Douglas MD-88, registration N941DL performing flight DL-2091 from Atlanta,GA to Tampa,FL (USA), was in the initial climb out of Atlanta's runway 09L when the crew declared emergency reporting the left hand engine (JT8D) failure. The crew stopped the climb at about 2000 feet,….The aircraft landed safely about 15 minutes after departure. (9 repts on file, one MD88)

7/7/18. United 757-200 near Chicago , crew oxygen supply problems. NO SDR
Link > https://www.aeroinside.com/item/11724/united-b752-near-chicago-on-jul-7th-2018-crew-oxygen-supply-problems?utm_source=newsletter&utm_campaign=20180709 A United Boeing 757-200, registration N587UA performing flight UA-351 from Boston,MA to San Francisco,CA (USA), was enroute at FL360 about 40nm southeast of Toronto,ON (Canada) when the crew reported they had a problem with the crew oxygen supply and needed to descend to 10,000 feet immediately. ATC cleared the flight to 10,000 feet, queried whether there was an emergency situation, after the crew affirmed ATC asked to squawk emergency. The crew subsequently advised they were able to maintain 14,000 feet, the cabin was fully pressurized, just the crew oxygen supply wasn't working….and landed safely at O'Hare …90 minutes after leaving FL360. (NO REPTS, 12 DAYS, 7/1 - 7/12)

7/9/18. American 787-8 Dreamliner near Chicago, cracked windshield. SDR # AALA20180709008 C
Link > https://www.aeroinside.com/item/11738/american-b788-near-chicago-on-jul-9th-2018-cracked-windshield?utm_source=newsletter&utm_campaign=20180711 An American Airlines Boeing 787-800, registration N803AL performing flight AA-153 from Chicago O'Hare,IL (USA) to Tokyo Narita (Japan) with 164 passengers and 13 crew, was enroute at FL340 about 270nm northnorthwest of Chicago when the crew decided to return to Chicago due to a cracked windshield……. (Cause; "windshield cracked". No Part #).

7/10/18. United 757-200 near Las Vegas , engine shut down in flight. NO SDR
Link > https://www.aeroinside.com/item/11743/united-b752-near-las-vegas-on-jul-10th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20180712 A United Boeing 757-200, registration N33132 performing flight UA-642 from Los Angeles,CA to Newark,NJ (USA), was enroute at FL290 about 70nm southwest of Las Vegas,NV (USA) when the crew decided to divert to Las Vegas due to an engine (RB211) shut down. The aircraft landed safely…… about 25 minutes later. (NO REPTS, 12 DAYS, 7/1 - 7/12)

7/11/18. Southwest 737-700 at San Diego, smoke from left main gear on landing NO SDR
Link > https://www.aeroinside.com/item/11744/southwest-b737-at-san-diego-on-jul-11th-2018-smoke-from-left-main-gear-on-landing?utm_source=newsletter&utm_campaign=20180713 A Southwest Airlines Boeing 737-700, registration N7867A performing flight WN-1701 from San Francisco,CA to San Diego,CA (USA), landed on San Diego's runway 27 and was vacating the runway when smoke was observed from the left main gear….. The FAA reported the occurrence was rated an incident with unknown injuries and unknown damage when smoke was observed from the left main gear during the landing (12 repts on file).

7/12/18. United 787-9 Dreamliner at San Francisco, engine surges. NO SDR
Link > https://www.aeroinside.com/item/11756/united-b789-at-san-francisco-on-jul-12th-2018-engine-surges?utm_source=newsletter&utm_campaign=20180715 A United Boeing 787-900, registration N29961 performing flight UA-863 from San Francisco,CA (USA) to Sydney,NS (Australia) with 259 people on board, was in the initial climb out of San Francisco's runway 28R when the left hand engine (GEnx) emitted two bangs and streaks of flame. The crew advised ATC that they had engine surges but still had power on the engine and were to continue the departure while consulting with maintenance and dispatch. …The aircraft …land ..eabout 75 minutes after departure. (NO REPTS, 12 DAYS, 7/1 - 7/12)

7/13/18. United 737-700 at Santa Ana, engine oil indication. NO SDR
Link > https://www.aeroinside.com/item/11821/united-b737-at-santa-ana-on-jul-13th-2018-engine-oil-indication?utm_source=newsletter&utm_campaign=20180726 A United Boeing 737-700, registration N27733 performing flight UA-786 from Santa Ana,CA to Newark,NJ (USA), was in the initial climb out of Santa Ana's runway 20R when the crew reported they had a low engine (CFM56) oil indication, would continue the climb but wanted to divert to Los Angeles,CA (USA). The aircraft stopped the climb …and diverted to Los Angeles. (1 reprt, 767)

7/16/18. Alaska A-320 near Kansas City, loss of cabin pressure. NO SDR
Link > https://www.aeroinside.com/item/11771/alaska-a320-near-kansas-city-on-jul-16th-2018-loss-of-cabin-pressure?utm_source=newsletter&utm_campaign=20180718 An Alaska Airlines Airbus A320-200, registration N642VA performing flight AS-1097 from Washington Dulles,DC to Los Angeles,CA (USA) with 150 people on board, was enroute at FL340 about 40nm east of Kansas City,MO (USA) when the crew initiated an emergency descent due to the loss of cabin pressure., …. (8 repts on file, No Airbus)

7/16/18. Delta 717-200 at Kansas City, fuel leak on engine. SDR # DALA2018071704513 C
Link > https://www.aeroinside.com/item/11770/delta-b712-at-kansas-city-on-jul-16th-2018-fuel-leak-on-engine?utm_source=newsletter&utm_campaign=20180718 A Delta Airlines Boeing 717-200, registration N986AT performing flight DL-923 from Detroit,MI to Kansas City,MO (USA) with 117 people on board, was descending through about 10,000 feet towards Kansas City when the crew reported they had an engine (BR715) problem, they wanted emergency services to have a good look at them, they would shut an engine down on the runway as they had a reasonable potential for fire, ……. (Cause; Filter leaking). REPORTED ON THE 17th.

7/18/18. Delta 767-300 at Manila, hydraulic leak. NO SDR
Link > https://www.aeroinside.com/item/11785/delta-b763-at-manila-on-jul-18th-2018-hydraulic-leak?utm_source=newsletter&utm_campaign=20180720 A Delta Airlines Boeing 767-300, registration N189DN performing flight DL-181 from Tokyo Narita (Japan) to Manila (Philippines) with 120 passengers and 9 crew, was descending towards Manila when the crew reported a hydraulic leak….a safe landing on Manila's runway 24. The aircraft was towed to the apron. (4 repts on file, No 767s)

7/20/18. United flight, landing in Cleveland, smoke in cabin. July 20, 2018. NO SDR
Link > https://fox8.com/2018/07/20/smoke-causes-united-flight-to-make-emergency-landing-in-cleveland/ Cleveland– A United Airlines flight made an emergency landing in Cleveland Friday night. There were reports of smoke in the cabin of Flight 1611 from Newark to Chicago, according to a United spokesman. The plane landed safely at Cleveland Hopkins International Airport Passengers exited the plane…(8 repts on file, all insp items)

7/20/18. American 737-800 near Denver, loss of cabin pressure. SDR # AALA201807239020 C
Link > https://www.aeroinside.com/item/11804/american-b738-near-denver-on-jul-20th-2018-loss-of-cabin-pressure?utm_source=newsletter&utm_campaign=20180724 An American Airlines Boeing 737-800, registration N306NY performing flight AA-2615 from Dallas Ft. Worth,TX to Belgrade,MT (USA), was enroute at FL360 about 150nm southeast of Denver,CO (USA) when the crew initiated an emergency descent to FL190 due to the loss of cabin pressure. The aircraft diverted to Denver for a safe landing about 30 minutes later…. (Cause; IDG. No Part #).

7/20/18. American A-321 at Charlotte, hydraulic leak. SDR # AALA201807249027 C
Link > https://www.aeroinside.com/item/11819/american-a321-at-charlotte-on-jul-20th-2018-hydraulic-leak?utm_source=newsletter&utm_campaign=20180726 An American Airlines Airbus A321-200, registration N585UW performing flight AA-600 from Charlotte,NC to Seattle,WA (USA) with 186 people on board, was climbing out of Charlotte when the crew stopped the climb at FL200 due to a hydraulic leak and decided to return to Charlotte….The aircraft landed …about one hour after departure….. The aircraft was subsequently towed to the apron. (Cause; faulty line. No Part #). REPORTED ON THE 23RD. SUBMITTED ON THE 25TH.

7/22/18. American 777-300 at Buenos Aires, cabin pressure problems. NO SDR
Link > https://www.aeroinside.com/item/11801/american-b773-at-buenos-aires-on-jul-22nd-2018-cabin-pressure-problems?utm_source=newsletter&utm_campaign=20180724 An American Airlines Boeing 777-300, registration N736AT performing flight AA-900 from Buenos Aires Ezeiza,BA (Argentina) to Miami,FL (USA), was climbing through about FL110 out of Buenos Aires when the crew received indication of a problem by the cabin pressurization controllers and descended the aircraft back to FL100. …the crew decided to return to Buenos Aires,…, dumped fuel and landed safely back on Buenos Aires' runway 11 about 80 minutes after departure. (5 repts on file., No 777s)

7/25/18. American 777-200 near Santiago Compostela, lavatory issues. SDR # AALA2018072769003 C
Link > https://www.aeroinside.com/item/11826/american-b772-near-santiago-compostela-on-jul-25th-2018-lavatory-issues?utm_source=newsletter&utm_campaign=20180727 An American Airlines Boeing 777-200, registration N756AM performing flight AA-67 from Barcelona,SP (Spain) to New York JFK,NY (USA), was enroute at FL330 about 50nm west of Santiago de Compostela,SP (Spain) when the crew decided to divert to London's Heathrow Airport due to technical issues with the lavatories….aircraft landed …about 90 minutes later. (Cause; blanking plate missing).

7/25/18. Delta MD-88 at Nashville, engine…debris over neighbourhood. NO SDR
Link > https://www.aeroinside.com/item/11824/delta-md88-at-nashville-on-jul-25th-2018-engine-distributes-debris-over-neighbourhood?utm_source=newsletter&utm_campaign=20180727 A Delta Airlines McDonnell Douglas MD-88, registration N957DL performing flight DL-2599 from Nashville,TN to Atlanta,GA (USA) with 156 people on board, was in the initial climb out of Nashville's runway 31 when the crew reported they had just lost the #2 engine (JT8D) and declared emergency advising they were able to fly a pattern to runway 31….The FAA reported: "DAL2599 departed KBNA rwy31 for ATL and reported loss off right engine shortly after takeoff. aircraft returned to KBNA, landed rwy 31. Engine parts were found in nearby neighborhood." (13 rept on files, No MD88s)

7/26/18. Jetblue Embraer ERJ-190 near Raleigh/Durham, hydraulic leak. NO SDR
Link > https://www.aeroinside.com/item/11839/jetblue-e190-near-raleigh-durham-on-jul-26th-2018-hydraulic-leak?utm_source=newsletter&utm_campaign=20180728 A Jetblue Embraer ERJ-190, registration N206JB performing flight B6-218 from Charlotte,NC to New York JFK,NY (USA) with 98 people on board, was climbing out of Charlotte when the crew stopped the climb at FL270 reporting a leak on their #1 hydraulic system and decided to divert to Raleigh/Durham,NC (USA)….they were losing hydraulic fluid from the #1 (NO REPTS, 23 DAYS, 7/20 – 8/11)

7/26/18. United 737-800 at Newark, flight control problem. NO SDR
Link > https://www.aeroinside.com/item/11836/united-b738-at-newark-on-jul-26th-2018-flight-control-problem?utm_source=newsletter&utm_campaign=20180728 A United Boeing 737-800, registration N24202 performing flight UA-1990 from Newark,NJ to Minneapolis,MN (USA) with 154 passengers and 6 crew, was in the initial climb out of Newark's runway 22R when the crew requested and was approved to stop climb at 3000 feet. The crew subsequently declared emergency reporting flight control problems and requested a 10nm final…..The aircraft returned to Newark ….and taxied to the apron. (NO REPTS, 35 DAYS, 7/24 – 8/27)

7/29/18. Jetblue A-321-200 near Nashville, cargo smoke indication. NO SDR
Link > https://www.aeroinside.com/item/11854/jetblue-a321-near-nashville-on-jul-29th-2018-cargo-hold-smoke-indication?utm_source=newsletter&utm_campaign=20180731 A Jetblue Airbus A321-200, registration N982JB performing flight B6-23 from New York JFK,NY to Los Angeles,CA (USA), was enroute at FL340 about 190nm west of Nashville,TN when the crew received a forward cargo smoke indication and decided to divert to Nashville. The smoke indication ceased while descending towards Nashville…… safe landing on Nashville's runway 31 about 35 minutes after leaving FL340. (NO REPTS, 23 days, 7/20 – 8/11)

7/30/18. American emergency landing, Buffalo Niagara Airport. Smoke in cockpit. Jul 30. SDR # AALA20180802190002 C
Link > https://www.wkbw.com/news/american-airlines-flight-makes-emergency-landing-at-buffalo-niagara-airport An American Airlines flight to Buffalo made an emergency landing Monday afternoon after numerous people on-board smelled smoke. According to an NFTA spokesperson, the initial report for flight 9879 was smoke in the cockpit, …… (Cause; Fan) No manuf. No Part #).

8/1/18. American 777-200 near Rio de Janeiro, hydraulic failure. NO SDR
Link > https://www.aeroinside.com/item/11861/american-b772-near-rio-de-janeiro-on-aug-1st-2018-hydraulic-failue?utm_source=newsletter&utm_campaign=20180802 An American Airlines Boeing 777-200, registration N770AN performing flight AA-905 (dep Jul 31st) from Miami,FL (USA) to Rio de Janeiro,RJ (Brazil), was descending towards Rio de Janeiro when the crew advised of a hydraulic failure. The aircraft continued for a safe landing on Galeao Airport's runway 28. (NO repts)

8/1/18. American 757-200 near Halifax, smell of smoke in cabin. SDR # AALA201808032002 C
Link > https://www.aeroinside.com/item/11893/american-b752-near-halifax-on-aug-1st-2018-smell-of-smoke-in-cabin?utm_source=newsletter&utm_campaign=20180809 An American Airlines Boeing 757-200, registration N198AA performing flight AA-89 from Shannon (Ireland) to Philadelphia,PA (USA) with 166 passengers and 9 crew, was enroute at FL380 about 20nm northwest of Halifax,NS (Canada) when the crew reported the smell of smoke in the cabin and decided to divert to Halifax where the aircraft landed safely about 22 minutes later. The **Canadian TSB reported maintenance** found the forward equipment supply fan inoperative. (Cause; Fan. Part # 731376A. Manuf;; Hamilton Standard.).

8/5/18. Delta 757-200 near Denver, loss of cabin pressure. NO SDR
Link > https://www.aeroinside.com/item/11899/delta-b752-near-denver-on-aug-5th-2018-loss-of-cabin-pressure?utm_source=newsletter&utm_campaign=20180810 A Delta Airlines Boeing 757-200, registration N6715C performing flight DL-1261 from Seattle,WA to Atlanta,GA (USA), was enroute at FL370 about 120nm southsouthwest of Denver,CO (USA) when the crew announced an "immediate descent" and initiated a rapid descent to 10,000 feet. The aircraft diverted to Denver …about 55 minutes after leaving FL370. A passenger reported the aircraft initiated a rapid descent near Denver. While descending through about 22,000 feet the passenger oxygen masks were released. After levelling off a 10,000 feet the captain announced they just had a partial loss of cabin pressure, the aircraft was fully controllable and operational, they were diverting to Denver for a normal landing. (NO REPTS, 26 DAYS, 8/3-8/28)

8/6/18. Delta A-319 at Detroit, engine fire indication. NO SDR
Link > https://www.aeroinside.com/item/11891/delta-a319-at-detroit-on-aug-6th-2018-engine-fire-indication?utm_source=newsletter&utm_campaign=20180809 A Delta Airlines Airbus A319-100, registration N358NB performing flight DL-950 from Detroit,MI to New York La Guardia,NY (USA) with 132 people on board, was maintaining 10,000 feet on departure out of Detroit, when the crew read the clearance to climb to 13,000 feet back but added "standby". The crew subsequently reported they had a left hand engine (CFM56) fire indication. The crew stopped the climb at 12,000 feet, shut the engine down, advised there was no fire and returned to Detroit for a safe landing on runway 22L about 17 minutes after departure……. (NO REPTS, 26 DAYS, 8/3-8/28)

8/8/18. United diverted to JFK, smoke in cockpit. August 7, 2018. NO SDR
Link > https://pix11.com/2018/08/07/plane-diverted-to-jfk-evacuated-due-to-reports-of-smoke-in-cockpit-officials/ NEW YORK — A plane was diverted to Kennedy Airport and evacuated Tuesday because of reports of smoke in the cockpit, Port Authority officials said. First aid was given to up to three people with minor ailments, officials said. United flight 4697 was flying from Washington to Providence, Rhode Island when it was diverted after reports of smoke in the cockpit, according to officials. Emergency officials evacuated the plane when it landed, and passengers were bused to a terminal. (NO REPTS, 35 DAYS, 7/24 – 8/27)

8/12/18. Alaska A-320 near Los Angeles, odour in cabin. NO SDR
Link > https://www.aeroinside.com/item/11928/alaska-a320-near-los-angeles-on-aug-12th-2018-odour-in-cabin?utm_source=newsletter&utm_campaign=20180815 An Alaska Airlines Airbus A320-200, registration N638VA performing flight AS-1390 from San Francisco,CA to New Orleans,LA (USA) with 136 people on board, was enroute at FL350 about 180nm east of Los Angeles,CA (USA) when the crew decided to turn around and divert to Los Angeles reporting a strong odour in the aft cabin. The aircraft landed safely on Los Angeles' runway 25L about 40 minutes later. The airline reported a strong odour in the aft cabin prompted the diversion…..The aircraft is being examined. The occurrence aircraft is still on the ground …. about 51 hours after landing. (NO REPTS, 28 DAYS, 7/27 – 8/23)

8/15/18. American A-321 at Charlotte, engine stall. NO SDR
Link > https://www.aeroinside.com/item/11931/american-a321-at-charlotte-on-aug-15th-2018-engine-stall?utm_source=newsletter&utm_campaign=20180816
An American Airline Airbus A321-200, registration N544UW performing flight AA-1668 from Charlotte,NC to Chicago O'Hare,IL (USA), was in the initial climb out of Charlotte's runway 36C when the crew declared emergency reporting the right hand engine (V2533) had stalled on takeoff, they had no fire indication, ground observers observed repeated compressor stalls (bangs and streaks of flame). …..The aircraft climbed to 4000 feet, positioned for a long (20nm) approach to runway 36C and landed safely about 30 minutes after departure. (NO REPTS, 15 DAYS, 8/3/-8/17)

8/17/18. Southwest flight to Nashville to return to Denver. Warning light. Aug 17, 2018. NO SDR
Link > https://www.wsmv.com/news/warning-light-forces-southwest-flight-to-nashville-to-return-to/article_d2abe828-a284-11e8-ae42-dfd5ecccbce2.html
A Southwest Airlines flight from Denver to Nashville has returned to the Denver airport after a cockpit indication light was activated, according to the airlines. …."The Pilot received a cockpit indication light. Out of an abundance of caution, the decision was made to turn back to Denver for maintenance review. Currently no emergency declared and the Flight should be on the ground in the next 15 minutes," the airlines said in a statement…. (One other report).

8/20/18. Delta MD-88 at Bradley Int'l Airport, landing gear. Aug 20, 2018. NO SDR
Link > https://www.wtnh.com/news/connecticut/hartford/delta-jet-safely-makes-emergency-landing-at-bradley-international-airport/1383110914
WINDSOR LOCKS, Conn. (WTNH) - No one was hurt and a Delta airlines plane has safely returned to Bradley International Airport following a mechanical problem Monday morning. Just after 11:00 a.m., Delta flight 2457 left Bradley bound for Atlanta. According to officials at the … (FAA), the flight crew declared an emergency due to a gear door issue, and returned to the airport…. "Delta flight 2457 returned to Bradley International Airport shortly after takeoff following an indication of a possible issue with the MD-88's landing gear… maintenance technicians are evaluating the aircraft…." **The FAA will conduct an investigation** into the mechanical error. (NO REPTS, 26 DAYS, 8/3-8/28)

8/25/18. Delta MD-88 at Pensacola . NO SDR
Link > https://www.aeroinside.com/item/11988/delta-md88-at-pensacola-on-aug-25th-2018-engine-failure?utm_source=newsletter&utm_campaign=20180828
A Delta Airlines McDonnell Douglas MD-88, registration N911DL performing flight DL-2179 from Pensacola,FL to Atlanta,GA (USA), was in the initial climb out of Pensacola's runway 08 when the crew stopped the climb at 2000 feet due to an engine (JT8D) failure….. **The FAA reported a runway sweep after landing produced engine parts.** (NO REPTS, 26 DAYS, 8/3-8/28)

8/26/18. American 777-200 at Buenos Aires, hydraulic leak. SDR # AALA2018083089022 C
Link > https://www.aeroinside.com/item/11987/american-b772-at-buenos-aires-on-aug-26th-2018-hydraulic-leak?utm_source=newsletter&utm_campaign=20180828 An American Airlines Boeing 777-200, registration N799AN performing flight AA-996 from Buenos Aires,BA (Argentina) to Dallas Ft. Worth,TX (USA), was in the initial climb out of Ezeiza's runway 29 when the crew stopped the climb at FL070 due to the loss of all fluid and pressure from the center hydraulic system. The aircraft entered a hold at FL060 for about one hour and returned to Buenos Aires for a safe landing on runway 35 about 80 minutes after departure. (Cause; fuse).

8/28/18. Southwest 737-700 near Lubbock, engine vibrations, fire. SDR # SWAA2018090424702 NC
Link > https://www.aeroinside.com/item/12006/southwest-b737-near-lubbock-on-aug-28th-2018-engine-vibrations?utm_source=newsletter&utm_campaign=20180831 A Southwest Airlines Boeing 737-700, registration N228WN performing flight WN-55 from Phoenix,AZ to Oklahoma City,OK (USA) with 104 people on board, was enroute at FL390 about 80nm northnorthwest of Lubbock,TX (USA) when the crew reported the right hand engine (CFM56) was vibrating, they wanted to divert to Lubbock….. Emergency services however…further reported seeing flames from the right hand engine….The airport reported smoke was seen from the engine as the aircraft was taxiing towards the gate, the fire was quickly extinguished. (SDR only said "Experienced possible compressor stall"- no cause).

8/29/18. American 767-300 near Halifax on Aug 29th 2018, engine problem. NO SDR
Link > https://www.aeroinside.com/item/12010/american-b763-near-halifax-on-aug-29th-2018-engine-problem?utm_source=newsletter&utm_campaign=20180831 An American Airlines Boeing 767-300, registration N384AA performing flight AA-94 from New York JFK,NY (USA) to Madrid,SP (Spain), was enroute at FL350 about 140nm southwest of Halifax,NS (Canada) when the crew decided to turn around and return to New York due to right hand engine (CF6) EGT fluctuations, no assistance was needed….. (1 rept.on file, a 757)

8/30/18. United Airlines, at Shreveport Regional Airport. Smoke in cockpit. NO SDR
Link > http://www.ksla.com/2018/08/30/smoke-cockpit-forces-plane-land-shreveport-regional-airport/ Shreveport, LA (KSLA) - A United Airlines plane, with smoke in the cockpit, made an emergency landing Thursday morning at Shreveport Regional Airport. It happened shortly before 11: 30 a.m. in the 5100 block of Hollywood Avenue, near Monkhouse Drive. Officials say Flight 4309 was heading to Louisville, Kentucky from Houston, Texas. No injuries were reported….There is no further information at this time……. (NO repts)

8/30/18. United Airlines Flight Returns to Houston, Pressurization Problem. NO SDR
Link > http://airflightdisaster.com/index.php/united-airlines-flight-returns-to-houston-due-to-cabin-pressurization-problem/?utm_source=feedburner&utm_medium=email&utm_campaign=Feed%3A+GeorgeHatchersAirFlightDisaster+%28George+Hatcher%27s+Air+Flight+Disaster%29 United Airlines flight UA-6180 had to return and make an emergency landing in Houston, Texas, on August 30th. The plane took off for Norfolk, Virginia, but had to turn back due to a cabin pressurization problem. …. (NO repts)

8/30/18. American 767-300 near Boston, ND failure, possible fuel leak. SDR # AALA201808319033 C
Link > https://www.aeroinside.com/item/12011/american-b763-near-boston-on-aug-30th-2018-nd-failure-hydraulic-leak?utm_source=newsletter&utm_campaign=20180831 An American Airlines Boeing 767-300, registration N379AA performing flight AA-94 from New York JFK,NY (USA) to Madrid,SP (Spain), had replaced N384AA, which had returned earlier, see Incident: American B763 near Halifax on Aug 29th 2018, engine problem. The …crew decided to return to New York reporting they had a problem with the navigation display at the captain's side. About 5 minutes later the crew declared emergency indicating they had received indications of a possible fuel leak on the right hand side. The aircraft landed safely….vacated the runway and requested emergency services to check the tyres and brakes. Emergency services reported…. residual fluid. (Cause; faulty panel. No Part #).

9/2/18. American 767-300 near Moncton, fuel quantity indication issue. NO SDR
Link > https://www.aeroinside.com/item/12030/american-b763-near-moncton-on-sep-2nd-2018-fuel-quantity-indication-issue?utm_source=newsletter&utm_campaign=20180904 An American Airlines Boeing 767-300, registration N343AN performing flight AA-734 from

Philadelphia,PA (USA) to Manchester,EN (UK), was enroute at FL350 about 100nm northeast of Moncton,NB (Canada) when the crew requested to expeditiously return to Philadelphia advising they had a fuel quantity indication issue,... The aircraft descended to FL320, then … subsequently diverted to..JFK Airport …about 2 hours after leaving FL350…. still on the ground about 17 hours after landing. (2 repts on file)

9/2/18. Jetblue A-320 at New York, nose wheel steering failure. NO SDR

Link > https://www.aeroinside.com/item/12028/jetblue-a320-at-new-york-on-sep-2nd-2018-nose-wheel-steering-failure?utm_source=newsletter&utm_campaign=20180904 A Jetblue Airbus A320-200, registration N580JB performing flight B6-1274 from Charleston,SC to New York JFK,NY (USA) with 149 people, was descending towards New York when the crew advised they had a minor situation on board, subsequently explaining they had no nose wheel steering. They would be able to vacate the runway but would then needed to be towed to the apron, they did not declare emergency and needed no assistance, …The aircraft landed safely on JFK's runway 22L, vacated the runway and stopped…..The aircraft was towed to the apron. (NO REPTS, 41 DAYS, 8/13 -9/22)

9/5/18. Delta 757-200 at Atlanta, uncontained engine failure. NO SDR

Link > https://www.aeroinside.com/item/12042/delta-b752-at-atlanta-on-sep-5th-2018-uncontained-engine-failure?utm_source=newsletter&utm_campaign=20180907 A Delta Airlines Boeing 757-200, registration N668DN performing flight DL-1418 from Atlanta,GA to Orlando,FL (USA) with 127 people on board, was climbing out of Atlanta's runway 08R when the crew stopped the climb at FL180 due to the failure of the right hand engine (PW2037). The crew shut the engine down and returned to Atlanta for a safe landing on runway 09R…… The **NTSB reported they are investigating** a reported uncontained engine failure on flight DL-1418…. (NO repts)

9/14/18. Southwest, headed for Baltimore, emergency landing in Charlotte . Sep 14. NO SDR

https://www.foxcarolina.com/news/southwest-flight-headed-for-baltimore-makes-emergency-landing-in-charlotte/article_df4b0fd6-b888-11e8-8952-eb395707b3e6.html CHARLOTTE, N.C. (FOX Carolina) - 94 passengers and five crew members are okay Friday evening after their plane made an emergency landing at Charlotte Douglas International Airport. Around 9:00 p.m., Southwest flight 4436 landed at the airport after an issue with a control panel in the cockpit was reported. …. Meanwhile, mechanics will investigate the issue with the control panel. (34 repts on file - all insp items)

9/15/18. Delta 767-300 near Tokyo, engine shut down in flight. NO SDR

Link > https://www.aeroinside.com/item/12087/delta-b763-near-tokyo-on-sep-15th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20180916 A Delta Airlines Boeing 767-300, registration N1611B performing flight DL-166 from Tokyo Narita (Japan) to Seattle,WA (USA) with 213 people on board, was enroute at FL290 about 170nm east of Tokyo when the crew needed to shut the left hand engine (CF6) down. The aircraft…returned to Tokyo … about one hour after leaving FL290. **Japan's Ministry of Transport reported** there was an overheat indication for the left hand engine prompting the return to Tokyo. (NO repts)

9/15/18. Jetblue A-320 near San Juan, suspected fuel leak. NO SDR

Link > https://www.aeroinside.com/item/12086/jetblue-a320-near-san-juan-on-sep-15th-2018-suspected-fuel-leak?utm_source=newsletter&utm_campaign=20180916 A Jetblue Airbus A320-200, registration N652JB performing flight B6-949 from New York JFK,NY (USA) to St. George's (Grenada) with 148 people on board, was enroute at FL350 about 120nm northnortheast of San Juan (Puerto Rico) when the crew requested to divert to San Juan as a precaution stating this was not an emergency. The crew advised they may be losing fuel from the #1 engine (V2527). The aircraft landed safely on San Juan's runway 08 about 30 minutes after leaving FL350 and taxied to the apron. (NO REPTS, 41 DAYS, 8/13 -9/22)

9/16/18. Delta 757-300 San Francisco, rejected takeoff due to engine fire. NO SDR

Link > https://www.aeroinside.com/item/12092/delta-b753-at-san-francisco-on-sep-16th-2018-rejected-takeoff-due-to-engine-fire?utm_source=newsletter&utm_campaign=20180918 A Delta Airlines Boeing 757-300, registration N581NW performing flight DL-1658 from San Francisco,CA to Detroit,MI (USA), was accelerating for takeoff from San Francisco's runway 01R when the crew rejected takeoff at high speed (about 123 knots over ground) due to a right hand engine (PW2043) engine fire indication. The crew requested fire trucks to be rolled while the aircraft was still slowing down. Tower reported: "it does appear your left engine is on fire." ….Emergency services put the fire out and reported seeing no fire on the left hand side. The aircraft taxied to the apron about 20 minutes after the rejected takeoff. **The FAA reported**: "Delta airlines flight 1658 Boeing 737 aborted takeoff due to right engine fire, taxied to gate without further incident." (1 rept, No 757s)

9/18/18. Delta MD-88 at Richmond, engine failure. NO SDR

Link > https://www.aeroinside.com/item/12120/delta-md88-at-richmond-on-sep-18th-2018-engine-failure?utm_source=newsletter&utm_campaign=20180923 A Delta Airlines McDonnell Douglas MD-88, registration N996DL performing flight DL-1198 from Richmond,VA to Atlanta,GA (USA) with 60 people on board, was in the initial climb out of Richmond's runway 02 when the crew reported they had lost the #1 engine (JT8D). The aircraft climbed to 8000 feet, the crew decided to divert to Washington Dulles,DC (USA) where the aircraft landed safely on runway 01R about 30 minutes after departure. Residents at Sandston,VA, underneath the departure path of runway 02, reported there was metallic debris raining down while an aircraft passed over their houses. **The FAA reported** they are checking whether the debris in Sandston originated from the suspected Delta MD-88…… . (NO REPTS, 9 DAYS, 9/18 – 9/26)

9/18/18. United 757-200 near Denver, odour on board. NO SDR

Link > https://www.aeroinside.com/item/12096/united-b752-near-denver-on-sep-18th-2018-odour-on-board?utm_source=newsletter&utm_campaign=20180919 A United Boeing 757-200, registration N12125 performing flight UA-1640 from Los Angeles,CA to Newark,NJ (USA), was enroute at FL370 about 80nm south of Denver,CO (USA) when the crew reported an odour on board and decided to divert to Denver….and landed safely on Denver's runway 26 about 20 minutes after leaving FL370. **The FAA reported** there was a pecular odour or fumes on board prompting the diversion. (NO REPTS, 16 DAYS, 9/18 – 9/20).

9/20/18. Delta 767-300 at New York, hydraulic failure. NO SDR
Link > https://www.aeroinside.com/item/12113/delta-b763-at-new-york-on-sep-20th-2018-hydraulic-failure?utm_source=newsletter&utm_campaign=20180921 A Delta Airlines Boeing 767-300, registration N182DN performing flight DL-472 (dep Sep 19th) from Sao Paulo Guarulhos,SP (Brazil) to New York JFK,NY (USA), was descending towards New York when the crew reported a hydraulic failure and requested emergency services on stand by. The aircraft continued for a safe landing on runway 31L, …. The crew indicated the brakes temperatures were increasing, …. the brakes temperatures on the left hand brakes were still increasing beyond 700 degrees, the right hand side was "nicely" catching up, smoke began to rise from the brakes prompting emergency services to cool down the brakes. (NO REPTS, 9 DAYS, 9/18 – 9/26)

9/21/18. United 777-300 near Salt Lake City, fuel system problems. NO SDR
Link > https://www.aeroinside.com/item/12130/united-b773-near-salt-lake-city-on-sep-21st-2018-fuel-system-problems?utm_source=newsletter&utm_campaign=20180925 A United Boeing 777-300, registration N2639U performing flight UA-58 from San Francisco,CA (USA) to Frankfurt/Main (Germany), was enroute at FL330 about 130nm northnorthwest of Salt Lake City,UT (USA) when the crew decided to return to San Francisco due to a problem with the fuel system. Emergency services took their stand by positions for the arrival in San Francisco. The aircraft landed safely on San Francisco's runway 28R, vacated the runway and stopped …..for an inspection by emergency services. (3 repts on file, No 777s)

9/23/18. Delta 767-300 near Tokyo, fuel pump failure. NO SDR
Link > https://www.aeroinside.com/item/12122/delta-b763-near-tokyo-on-sep-23rd-2018-fuel-pump-failure?utm_source=newsletter&utm_campaign=20180924 A Delta Airlines Boeing 767-300, registration N1608 performing flight DL-588 from Shanghai Pudong (China) to Seattle,WA (USA) with about 220 people on board, was enroute at FL330 about 110nm southwest of Tokyo's Narita Airport (Japan) when the crew decided to divert to Tokyo reporting a failed fuel pump. The aircraft landed safely on Narita's runway 16R about 30 minutes later…..**Japan's Ministry of Transport reported** the aircraft diverted due to a defective fuel pump….. (NO REPTS, 9 DAYS, 9/18 – 9/26)

9/24/18. Southwest 737-700 at San Antonio, hydraulic failure. SDR # SWAA2018092525530 C
https://www.aeroinside.com/item/12132/southwest-b737-at-san-antonio-on-sep-24th-2018-hydraulic-failure?utm_source=newsletter&utm_campaign=20180926 A Southwest Airlines Boeing 737-700, registration N462WN performing flight WN-1005 from San Antonio,TX to Baltimore,MD (USA), was climbing out of San Antonio's runway 04 when the crew requested to level off at 5000 feet subsequently advising they had lost their A hydraulic system. …The aircraft subsequently landed safely…. 25 minutes after departure. (Cause; loose 'B' nut)

9/24/18. Delta 767-300 near Newark, hydraulic failure. NO SDR
Link > https://www.aeroinside.com/item/12133/delta-b763-near-newark-on-sep-24th-2018-hydraulic-failure?utm_source=newsletter&utm_campaign=20180927 A Delta Airlines Boeing 767-300, registration N177DZ performing flight DL-20 from Newark,NJ (USA) to Paris Charles de Gaulle (France) with 205 people on board, was climbing out of Newark when the crew stopped the climb at FL250 reporting a hydraulic failure……the crew decided to divert to New York JFK,NY (USA). The crew prepared the aircraft for a high speed landing, the aircraft subsequently positioned for an approach to runway… and landed safely at a higher than normal speed (about 191 knots over ground). The aircraft stopped, the brakes overheated and a total of four main tyres deflated. (NO REPTS, 9 DAYS, 9/18 – 9/26)

9/26/18. American 777-200 near Shannon, engine fire indication. SDR # AALA201809299001 C
Link > https://www.aeroinside.com/item/12139/american-b772-near-shannon-on-sep-26th-2018-engine-fire-indication?utm_source=newsletter&utm_campaign=20180927 An American Airlines Boeing 777-200, registration N777AN performing flight AA-101 from London Heathrow,EN (UK) to New York JFK,NY (USA) with 206 passengers and 13 crew, was enroute at FL320 about 20nm southeast of Shannon (Ireland) when the crew reported they needed to divert to their Alternate, they had a left engine (Trent 892) fire. The crew,… shut the engine down and discharged the fire bottle. The aircraft ….diverted to Dublin (Ireland)…. The airline reported the aircraft diverted due to an indication of a possible mechanical issue. (Cause; shorted detector. No Part #).

9/30/18. Delta 767- 400 at Dublin, a little bit of vibration. NO SDR
Link > https://www.aeroinside.com/item/12152/delta-b764-at-dublin-on-sep-30th-2018-a-little-bit-of-vibration?utm_source=newsletter&utm_campaign=20181001 A Delta Airlines Boeing 767-400, registration N826MH performing flight DL-45 from Dublin (Ireland) to New York JFK,NY (USA), was climbing out of Dublin's runway 28 when the crew advised they needed to take care of an issue, they had "a little bit of vibration". The crew requested to remain close to the airfield …Following landing the crew advised they were vacating the runway, they were monitoring the brakes temperatures, and subsequently taxied to the apron. The aircraft is still on the ground about 8 hours after landing back….. The airline reported a mechanical issue. (7 repts on file, all Airbus)

10/1/18. United diverted to Charleston Int'l, mechanical issue, October 1st 2018. NO SDR
Link > https://abcnews4.com/news/local/flight-diverted-to-charleston-international-after-mechanical-issue North Charleston, S.C. (WCIV) — A United Airlines flight was diverted to Charleston International Airport Sunday afternoon after a mechanical issue. United Airlines Flight 1890 left Newark International Airport in New Jersey Sunday afternoon. The plane was on its way to Tampa, Florida when a mechanical issue occurred…..
(NO REPTS, 14 DAYS, 9/25 – 10/8)

10/1/18. Delta flight, Detroit to St. Louis diverted, odor in cockpit. Oct 1. NO SDR
Link > https://www.kmov.com/news/delta-flight-from-detroit-bound-for-stl-diverted-due-to/article_1569fd1a-c5c3-11e8-ba34-9f82c095a429.html
KMOV.com) - A Delta flight from Detroit to St. Louis has been diverted to Indianapolis because of an odor in the cockpit, the airline said. The flight was diverted as a precaution and the plane has been evacuated. 116 people are on board….Delta sent the following statement about the flight: " Delta flight 2848 from Detroit to St. Louis diverted to Indianapolis….. Maintenance personnel are evaluating the aircraft…. (2 repts on file, all inspection items)

10/7/18. American 777-200 near New York, electrical problem. NO SDR
Link > https://www.aeroinside.com/item/12183/american-b772-near-new-york-on-oct-7th-2018-electrical-problem?utm_source=newsletter&utm_campaign=20181009 An American Airlines Boeing 777-200, registration N791AN performing flight AA-174 from Raleigh/Durham,NC (USA) to London Heathrow,EN (UK), was enroute at FL390 about 80nm southeast of Boston,MA (USA) when the crew requested to divert to New York's JFK Airport reporting an electrical backup system had failed disallowing them to continue into Oceanic Airspace,…. (2 repts, Airbus)

10/7/18. JetBlue bound for Boston to return to runway. Engine issues. Oct 8, 2018. NO SDR
Link > https://www.boston25news.com/news/engine-issues-force-jetblue-flight-bound-for-boston-to-return-to-runway/848819153 A JetBlue flight from Las Vegas to Boston returned to the runway just after takeoff Sunday as black smoke billowed from the wing. Passengers told Boston 25 News that the pilot mentioned a blown tire and engine, describing the scene after they landed at Boston's Logan Airport around 3 a.m. Monday on a different aircraft. "We just barely got off and all of a sudden I hear this bang, pop. …. JetBlue said in a statement Monday that the smoke was coming from the right engine during takeoff. "The smoke was quickly suppressed…the aircraft was taken out of service for inspection," the statement said. (NO REPTS, 6 DAYs, 10/7 – 10/12)

10/9/18. United 737-900 near Denver, engine shut down in flight. SDR # CALA2018101302094 C
Link > https://www.aeroinside.com/item/12192/united-b739-near-denver-on-oct-9th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20181011 A United Boeing 737-900, registration N36444 performing flight UA-1192 from Denver,CO to Houston Intercontinental,TX (USA), was climbing out of Denver's runway 08 when the crew stopped the climb at FL190 reporting the failure of the left hand engine (CFM56)….. (Cause; chip detector. No Part #).

10/10/18. United A-320 at Fort Myers, engine shut down in flight. NO SDR
Link > https://www.aeroinside.com/item/12199/united-a320-at-fort-myers-on-oct-10th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20181012 A United Airbus A320-200, registration N443UA performing flight UA-2397 from Fort Myers,FL to Newark,NJ (USA), was climbing out of Ft. Myers' runway 24 when the left hand engine (V2527) emitted a loud bang and streaks of flame prompting the crew to stop the climb at about 13500 feet, shut the engine down and return to Fort Myers…about 25 minutes after departure. (1 rept)

10/10/18. American Airlines with gear issue, emergency landing at JFK. October 10, 2018. NO SDR
Link > https://pix11.com/2018/10/10/plane-with-landing-gear-problem-to-make-emergency-landing-at-jfk/ New York — A plane with a gear issue made an emergency landing at John F. Kennedy International Airport Wednesday afternoon, officials said. American Airlines Flight 3940 from JFK to Montreal reported the problem, officials said. There were 47 passengers, including crew, on board….. landed without incident and will likely be towed to a gate. (6 repts. Also SDR AALA20181010004, diverted, engine overheat).

10/11/18. American 767-300 near Nantucket, hydraulic leak. SDR # AALA2018101629019 C
Link > https://www.aeroinside.com/item/12212/american-b763-near-nantucket-on-oct-11th-2018-hydraulic-leak?utm_source=newsletter&utm_campaign=20181015 An American Airlines Boeing 767-300, registration N391AA performing flight AA-52 from Philadelphia,PA (USA) to Prague (Czech Republic), was enroute at FL350 about 20nm northeast of Nantucket,MA (USA) when the crew decided to return to Philadelphia due to indications of a hydraulic leak as well as loss of hydraulic pressure on the center hydraulic system. …(Cause; actuator cracked). No manuf. Part # 154260017.

10/11/18. American 787-8 near Edmonton and Calgary, flaps, slats and steering problems. NO SDR
Link > https://www.aeroinside.com/item/12243/american-b788-near-edmonton-and-calgary-on-oct-11th-2018-flaps-slats-and-steering-problems?utm_source=newsletter&utm_campaign=20181020 An American Airlines Boeing 787-800, registration N814AA performing flight AA-263 from Dallas Ft. Worth,TX (USA) to Beijing (China), was enroute at FL360 about 200nm east of Fond-du-Lac,SK (Canada) when the crew decided to divert to Edmonton,AB (Canada) due to a medical emergency with a passenger. On approach to Edmonton the aircraft suffered flaps and slats problems prompting the crew to declare emergency and enter a hold to burn off fuel (being overweight)…..Upon landing ….crew reported a nose gear steering issue, …The aircraft was…towed to the apron. (SDR # AALA201810169006 on the 12TH, landing gear fault).

10/14/18. Southwest 737-700 at Houston, flaps failure. SDR # SWAA2018101525926 C
Link > https://www.aeroinside.com/item/12240/southwest-b737-at-houston-on-oct-14th-2018-flaps-failure?utm_source=newsletter&utm_campaign=20181019
A Southwest Airlines Boeing 737-700, registration N7717D performing flight WN-5421 from Omaha,NE to Houston Hobby,TX (USA), was on approach to Houston's runway 13R cleared to descend to 2000 feet and for a visual approach, when the crew reported a flaps failure and aborted the approach stopping the descent at 3000 feet. ……(Cause; transmission faulty. No manuf. Part # 256A34107.

10/16/18. Delta MD-88 at Saint Louis, hydraulic failure. NO SDR
Link > https://www.aeroinside.com/item/12249/delta-md88-at-saint-louis-on-oct-16th-2018-hydraulic-failure?utm_source=newsletter&utm_campaign=20181021 A Delta Airlines McDonnell Douglas MD-88, registration N910DE performing flight DL-2309 from Atlanta,GA to Saint Louis,MO (USA) with 127 passengers and 5 crew, was on approach to Saint Louis about to maintain 5000 feet MSL when the crew reported a left hydraulic system failure….. e subsequently declared emergency and advised they would be able to vacate the runway via left turns then stop and be towed to the apron but were not able to do any right turns. …. (5 repts on file, No MD88s)

10/17/18. American 737-800 near Columbus, loss of cabin pressure. NO SDR
Link > https://www.aeroinside.com/item/12250/american-b738-near-columbus-on-oct-17th-2018-loss-of-cabin-pressure?utm_source=newsletter&utm_campaign=20181021 An American Airlines Boeing 737-800, registration N989NN performing flight AA-1322 from Dallas Ft. Worth,TX to Philadelphia,PA (USA), was enroute at FL370 about 180nm southwest of Columbus,OH (USA) when the cew initiated an emergency descent due to the loss of cabin pressure, the passenger oxygen masks were released. The aircraft levelled off at 10,000 feet and diverted to Columbus,OH.

…..The aircraft landed safely about 40 minutes after leaving FL370. A passenger reported a number of fellow passengers as well as the passenger suffered from nose bleeds as well as ear bleeds, the passenger was diagnosed with hemorrhage of both ears. (7 repts on file)

10/18/18. Jetblue A-321 at Fort Lauderdale , unsafe gear. NO SDR

Link > https://www.aeroinside.com/item/12245/jetblue-a321-at-fort-lauderdale-on-oct-18th-2018-unsafe-gear?utm_source=newsletter&utm_campaign=20181020 A Jetblue Airbus A321-200, registration N997JL performing flight B6-1701 from New York JFK,NY to Fort Lauderdale,FL (USA) with 186 passengers and 6 crew, was on final approach to Fort Lauderdale's runway 10L when the crew initiated a go around and requested to enter a hold to work on an issue. While in the hold the crew declared emergency reporting they had no indication the left main gear was down and locked and couldn't work out whether this was an indication problem or the gear really wasn't down, they were still troubleshooting. …The aircraft landed on runway 10L about 45 minutes after the go around, smoke was reported from the left landing gear….. (NO repts)

10/21/18. Southwest 737-800 at Los Angeles, hydraulic problem or flaps malfunction. SDR # SWAA2018102226158 C

https://www.aeroinside.com/item/12254/southwest-b738-at-los-angeles-on-oct-21st-2018-hydraulic-problem-or-flaps-malfunction?utm_source=newsletter&utm_campaign=20181023 A Southwest Airlines Boeing 737-800, registration N8619F performing flight WN-4921 from Tampa,FL to Los Angeles,CA (USA) with 179 people on board, was on final approach to Los Angeles' runway 25L when the crew initiated a go around from about 1000 feet subsequently advising ATC they had a "hydraulic problem or flap malfunction", they needed 10 minutes to run the related checklists.,,,then …landed safely at a normal speed about 35 minutes after the go around. (Cause; FSEU faulty. Part # 285A12002. No Manuf.).

10/23/18. United 737-800 at New York, engine problem. NO SDR

Link > https://www.aeroinside.com/item/12263/united-b738-at-new-york-on-oct-23rd-2018-engine-problem?utm_source=newsletter&utm_campaign=20181027 A United Boeing 737-800, registration N33266 performing flight UA-657 from New York La Guardia,NY to Houston Intercontinental,TX (USA), was in the initial climb out of La Guardia's runway 13 when the crew reported an issue with one of the engines (CFM56) and requested to divert to Newark,NJ (USA). The crew stopped the climb at 5000 feet and detailed they had a number of compressor stalls on the right hand engine, they were declaring emergency. The aircraft landed on Newark's…about 20 minutes after departure. (6 repts on file, No 737s)

10/23/18. Delta 737-900 at Minneapolis, cockpit window open. NO SDR

Link > https://www.aeroinside.com/item/12261/delta-b739-at-minneapolis-on-oct-23rd-2018-cockpit-window-open?utm_source=newsletter&utm_campaign=20181026 A Delta Airlines Boeing 737-900, registration N809DN performing flight DL-589 from Minneapolis,MN to Seattle,WA (USA) with 169 people on board, was climbing out of Minneapolis' runway 30R when departure attempted to contact the aircraft multiple times but didn't receive a response…. they had their window open, a lot of background noise could be heard, the crew stated they couldn't hear a word. DL-589 stopped the climb at about 7000 feet and returned to Minneapolis….on runway 30L about 20 minutes after departure. The crew advised the sliding window had come off the rails. The airline reported there had been a problem with the seals of the first officer's windshield. (8 repts, on file No 737s)

10/31/18. United 757-200 at Newark, slat let go. NO SDR

Link > https://www.aeroinside.com/item/12288/united-b752-at-newark-on-oct-31st-2018-slat-let-go?utm_source=newsletter&utm_campaign=20181102 A United Boeing 757-200, registration N14120 performing flight UA-80 from Manchester,EN (UK) to Newark,NJ (USA), completed what appeared to be an uneventful flight with a safe landing on Newark's runway 22L. The FAA reported a post flight inspection revealed one of the leading edge slats was missing. The occurrence was rated an incident (editorial note: which seems to suggest the slat was still attached until after touchdown, otherwise this should be rated an accident due to affecting flight control). (6 repts on file)

11/2/18. American 767-300 at Miami, pressurization problem, then gear problem. SDR # AALA201811069011 C

Link > https://www.aeroinside.com/item/12296/american-b763-at-miami-on-nov-2nd-2018-pressurization-problem-then-gear-problem?utm_source=newsletter&utm_campaign=20181104 An American Airlines Boeing 767-300, registration N348AN performing flight AA-1570 from Miami,FL (USA) to San Juan (Puerto Rico) with 215….stopped the climb at about 10,000 feet…and requested to descend to 8000 feet. The crew subsequently advised they had a pressurization problem……. The aircraft returned to Miami …..when the crew initiated a go around reporting the landing gear came down but the gear doors remained open… (Cause; valve faulty. No Part #).

11/2/18. Delta 767-300 near Boston, engine shut down in flight. NO SDR

Link > https://www.aeroinside.com/item/12308/delta-b763-near-boston-on-nov-2nd-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20181107 A Delta Airlines Boeing 767-300, registration N187DN performing flight DL-106 from New York JFK,NY (USA) to Frankfurt/Main (Germany), was enroute at FL350 about 150nm east of Boston,MA (USA) when the crew needed to shut the right hand engine (CF6) down. The aircraft turned around and diverted to Boston for a safe landing ..on Boston's.. about 40 minutes later. (6 repts on file, No 767s)

11/10/18. American 767-300 near Orlando, loss of cabin pressure. SDR # AALA201811139027 C

Link > https://www.aeroinside.com/item/12329/american-b763-near-orlando-on-nov-10th-2018-loss-of-cabin-pressure?utm_source=newsletter&utm_campaign=20181114 An American Airlines Boeing 767-300, registration N379AA performing flight AA-376 from Miami,FL to Philadelphia,PA (USA), was enroute at FL390 about 15nm north of Orlando,FL (USA) when the crew received indications the cabin altitude was climbing shortly followed by indicating the right hand pack had tripped offline…..While descending towards FL240 the cabin altitude warning triggered and the passenger oxygen masks were released, the crew initiated an emergency descent to 10,000 feet and diverted to Charlotte,NC (USA) for a safe landing. (9 repts. AALA201811149023, Reg # N393AN, Enroute Tulsa, divert, cause -bleed valve) …. (Cause; duct loose). REPORTED ON THE 11TH.

11/12/18. Delta 767-300 makes unscheduled landing in Shannon. Nov 12. NO SDR

Link > http://clareherald.com/2018/11/us-bound-flight-makes-unscheduled-landing-in-shannon-35353/ The airline confirmed that the flight diverted because of an issue with the aircrafts water system. An airline spokeswoman said: "Delta apologies to the customers of flight 35 for the delay incurred after the flight

diverted to Shannon, Ireland due to an issue with the aircrafts water system. ….The Boeing 767-300 jet was routing overhead the Irish Sea when the crew advised air traffic controllers that they required to divert reporting a "technical issue." The crew dumped fuel to ensure they touched down within landing weight limits. (3 repts on file, All Airbus)

11/13/18. American 767-300 at Philadelphia, loud thud and air rushing noise. SDR # AALA2018111549008 C

Link > https://www.aeroinside.com/item/12347/american-b763-at-philadelphia-on-nov-13th-2018-loud-thud-and-air-rushing-noise?utm_source=newsletter&utm_campaign=20181117 An American Airlines Boeing 767-300, registration N388AA performing flight AA-2665 from Philadelphia,PA to Miami,FL (USA), was climbing through about 9000 feet out of Philadelphia when the crew heard a loud thud followed by sounds of an air rush. The crew continued the climb, at about 13,000 feet the crew noticed the cabin altitude was increasing, an cabin altitude warning occurred. The crew stopped the climb at 15,000 feet and performed a rapid descent to 10,000 feet…..According to information The Aviation Herald received the aircraft had been dispatched under Minimum Equipment List requirements with the forward equipment overboard exhaust valve inoperative. The valve was supposed to be forced closed for dispatch. Maintenance had attempted to repair the valve without success, and worked the related procedure to disable the valve and pulled the related circuit breaker, however, did not position the valve into the closed position. (Cause; outflow valve. No Manuf. No Part #).

11/14/18. Jetblue A-320-200 near Buffalo , engine shut down in flight. NO SDR

Link > https://www.aeroinside.com/item/12343/jetblue-a320-near-buffalo-on-nov-14th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20181116 A Jetblue Airbus A320-200, registration N659JB performing flight B6-1735 from Boston,MA to Minneapolis,MN (USA) with 61 people on board, was enroute at FL340 about 160nm east of Buffalo,NY (USA) when the crew descended the aircraft to FL240 after shutting an engine (V2527) down. The aircraft diverted to Buffalo, advised tower they were expecting a normal landing and taxi to the apron, landed …about 40 minutes later and taxied to the apron. (NO REPTS, 14 DAYS, 11/9 - 11/22)

11/26/18. United 737-900 near Cedar Rapids, engine problem. NO SDR

Link > https://www.aeroinside.com/item/12387/united-b739-near-cedar-rapids-on-nov-26th-2018-engine-problem?utm_source=newsletter&utm_campaign=20181128 A United Boeing 737-900, registration N37437 performing flight UA-483 from Chicago O'Hare,IL to Phoenix,AZ (USA), was climbing out of Chicago when the crew stopped the climb at FL280 and decided to divert to Cedar Rapids,IA (USA) due to problems with one of the engines (CFM56). While the aircraft was on approach to Cedar Rapids emergency crews were told all the engines had been restarted. The aircraft landed …about 33 minutes after stopping the climb at FL280, vacated the runway and stopped on the adjacent taxiway for an inspection of engines and brakes. (11 repts on file)

11/26/18. Delta A-319 at Mexico City, engine problem. NO SDR

Link > https://www.aeroinside.com/item/12402/delta-a319-at-mexico-city-on-nov-26th-2018-engine-problem?utm_source=newsletter&utm_campaign=20181202 A Delta Airlines Airbus A319-100, registration N301NB performing flight DL-603 from Mexico City (Mexico) to Salt Lake City,UT (USA), was climbing out of Mexico City's runway 23R when the crew reported a problem with one of the engines (CFM56) and requested to enter a hold to work the checklists. The aircraft levelled off at 12,000 feet and entered a hold. The crew subsequently decided to return to Mexico City for a safe landing on runway 23L about 30 minutes after departure. (1 rept on file, No Airbus)

11/28/18. Southwest 737-700 near Kansas City, cracked windshield. NO SDR

Link > https://www.aeroinside.com/item/12399/southwest-b737-near-kansas-city-on-nov-28th-2018-cracked-windshield?utm_source=newsletter&utm_campaign=20181130 A Southwest Airlines Boeing 737-700, registration N457WN performing flight WN-718 from Washington Ronald Reagan,DC (USA) to Kansas City,MO (USA), was descending towards Kansas City when the captain's windshield's outer pane cracked. The aircraft continued for a safe landing in Kansas City….. (4 repts on file).

11/29/18. American 777-200 over Atlantic, engine shut down in flight. SDR # AALA20181130002 NC

Link > https://www.aeroinside.com/item/12398/american-b772-over-atlantic-on-nov-29th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20181130 An American Airlines Boeing 777-200, registration N751AN performing flight AA-63 from Paris Charles de Gaulle (France) to Miami,FL (USA) with 206 passengers and 13 crew, was enroute at FL350 over the Atlantic Ocean about 650nm westnorthwest of Shannon (Ireland) when the crew declared emergency reporting they had shut down the right hand engine (Trent 892). The aircraft …. landed safely on runway 24 about 100 minutes later……. (Cause; engine stalled – no cause).

12/2/18. United 777-200 return toHonolulu. 'Mechanical issue'. Dec 3, 2018. NO SDR

https://www.staradvertiser.com/2018/12/03/breaking-news/mechanical-issue-forces-united-airlines-flight-to-return-to-honolulu/ A United Airlines flight from Hawaii to Denver returned to the Daniel K. Inouye International Airport in Honolulu due to a mechanical issue. United Airlines spokeswoman Maddie King said Flight 383 carrying 261 passengers departed the Daniel K. Inouye International Airport at 9:20 p.m. Sunday. The Boeing 777-200 aircraft …at 11:03 p.m. after a mechanical issue was detected. King declined to comment further on the mechanical issue, noting a crew will be looking into the aircraft……. (NO REPTS, 32 DAYS, 12/2 – 1/2019).

12/4/18. United 787-8 near Ottawa, variable frequency starter generator failure. NO SDR

Link > https://www.aeroinside.com/item/12434/united-b788-near-ottawa-on-dec-4th-2018-variable-frequency-starter-generator-failure?utm_source=newsletter&utm_campaign=20181208 A United Boeing 787-8, registration N28912 performing flight UA-807 from Washington Dulles,DC (USA) to Beijing (China), was enroute at FL370 about 70nm north of Ottawa,ON (Canada)….The Canadian TSB reported shortly after departure the L1 variable frequency starter generator (VFSG) failed. The applicable procedure required the continuous use of the APU for the remainder of the flight. However, the continuous use of the APU for the 12 hours of the flight together with the normal fuel burn of both engines required more fuel to reach the destination than was on board. The crew ..decided to divert to San Francisco, where the L1 VFSG was deactivated according to the minimum equipment list requirements. (NO REPTS, 32 DAYS, 12/2 – 1/1/2019) ---

12/9/18. Southwest 737-700 near Albuquerque, lavatory smoke indication. NO SDR
https://www.aeroinside.com/item/12447/southwest-b737-near-albuquerque-on-dec-9th-2018-lavatory-smoke-indication?utm_source=newsletter&utm_campaign=20181211 A Southwest Airlines Boeing 737-700, registration N7827A performing flight WN-4454 from Lubbock,TX to Las Vegas,NV (USA), was enroute at FL380 about 200nm westnorthwest of Lubbock,TX (USA) and about 55nm southeast of Albuquerque,NM (USA) when the crew received a lavatory smoke indication and decided to divert to Albuquerque. Flight attendants noticed an unusual odour in the lavatory. The aircraft landed safely in Albuquerque about 18 minutes later, emergency services did not find any trace of fire, heat or smoke. (7 repts).

12/13/18. Delta MD-88 at Hartford, engine shut down in flight. NO SDR Link > https://www.aeroinside.com/item/12472/delta-md88-at-hartford-on-dec-13th-2018-engine-shut-down-in-flight?utm_source=newsletter&utm_campaign=20181217 A Delta Airlines McDonnell Douglas MD-88, registration N903DE performing flight DL-1383 from Hartford,CT to Atlanta,GA (USA) with 83 people on board, was climbing out Hartford's runway 06 when the crew stopped the climb at about 7000 feet reporting they had just lost an engine (JT8D). Departure issued vectors for an immediate return, the crew advised they were reading checklists and not yet ready for a return. The aircraft climbed to 8000 feet to be above cloud and returned to Hartford ….about 35 minutes after departure. Passengers reported there was a loud bang, the crew subsequently announced an engine had failed and they were returning to Hartford. (8 repts, on file all Airbus)

12/14/18. American.emergency landing at San Antonio Intl Airport. Dec 14th 2018. SDR # AALA201812179006 C
Link > https://foxsanantonio.com/news/local/american-airline-plane-makes-emergency-landing-at-san-antonio-international-airport SAN ANTONIO - An American Airlines plane forced to make an emergency landing at San Antonio International Airport. The incident happened around just after 9:30 p.m. Thursday. With emergency crews on standby, the plane was able to land safely. Airport officials say they had a flap issue but were able to land and none of the 26 on board were injured. (Cause; press switch. No Part #).

12/20/18. Southwest 737-700 at Reno , part of horizontal stabilizer missing NO SDR
https://www.aeroinside.com/item/12498/southwest-b737-at-reno-on-dec-20th-2018-part-of-horizontal-stabilizer-missing A Southwest Airlines Boeing 737-700, registration N254WN performing flight WN-5623 from Los Angeles,CA to Reno,NV (USA), concluded a seemingly uneventful flight with a safe landing on Reno's runway 16L. The FAA reported however, a post flight/pre flight inspection revealed a chunk of the left horizontal stabilizer was missing. It is unclear when the damage happened. The occurrence was rated an accident. (3 repts on file).

12/21/18. American 737-800 near San Antonio, engine surge. NO SDR
Link > https://www.aeroinside.com/item/12510/american-b738-near-san-antonio-on-dec-21st-2018-engine-surge?utm_source=newsletter&utm_campaign=20181226 An American Airlines Boeing 737-800, registration N846NN performing flight AA-64 from Miami,FL to Phoenix,AZ (USA), was enroute at FL280 about 130nm northnorthwest of San Antonio,TX (USA) when the left hand engine (CFM56) surged and began to vibrate. The crew reduced the engine to idle, which stopped the vibrations and diverted to San Antonio for a safe landing about 25 minutes later. (1 rept on file, Airbus).

12/24/18. United Airlines makes emergency landing at SFO. Dec 24, 2018 . NO SDR
Link > https://www.kron4.com/news/bay-area/united-airlines-plane-makes-emergency-landing-at-sfo/1673785926 San Francisco (KRON) - A United Airlines plane made an emergency landing at San Francisco International Airport Monday morning. Officials said Flight 516, which was en route to Washington Dulles International Airport in Virginia, experienced a "mechanical issue" and landed at SFO. No further details about the "mechanical issue" were provided. The flight is expected to depart for Virginia just after noon……. (NO REPTS, 32 DAYS, 12/2 – 1/2019)

12/24/18. Delta 767-300R makes emergency landing on remote Alaska island. Dec 24th 2018. NO SDR
Link > https://komonews.com/news/local/seattle-bound-delta-flight-makes-emergency-landing-on-alaska-island Shemya Island, Alaska - A Seattle-bound Delta Air Lines flight had to make an emergency landing on a remote Alaskan island. The Boeing 767-300ER aircraft was enroute to Seattle from Beijing with 194 passengers when it experienced a potential engine issue, according to reports from Alaska Public Media. The plane landed on Shemya island,at the far western end of the Aleutian Islands chain, as a precaution. The flight finally arrived at Sea-Tac Airport around 10:15 p.m. Family and friends of the passengers said they are just glad the Christmas Eve drama is finally over…… (NO repts)

12/24/18. American 737-800 at Miami, door open indication. NO SDR
Link > https://www.aeroinside.com/item/12521/american-b738-at-miami-on-dec-24th-2018-door-open-indication?utm_source=newsletter&utm_campaign=20181227 An American Airlines Boeing 737-800, registration N956AN performing flight AA-1429 from Miami,FL (USA) to Managua (Nicaragua) with 168 people on board, was climbing out of Miami when the crew requested to level off at 16,000 feet to work some checklists indicating they might need to return to Miami. The crew subsequently declared emergency reporting they had an aft door open indication and needed to return for an overweight landing. The aircraft landed safely back on Miami's runway 09 about 45 minutes after departure. The crew requested an outside inspection, mainly wheels, flaps and wings due to the overweight landing. The door was found secured however the latch was open. (NO repts)

12/24/18. Delta 767-300 near Shemya, engine problem. NO SDR
Link > https://www.aeroinside.com/item/12515/delta-b763-near-shemya-on-dec-24th-2018-engine-problem?utm_source=newsletter&utm_campaign=20181227 A Delta Airlines Boeing 767-300, registration N1612T performing flight DL-128 from Beijing (China) to Seattle,WA (USA) with 194 people on board, was enroute at FL350 over Kamchatka (Russia) when the crew reported problems with one of the engines (CF6). The aircraft drifted down and diverted to Shemya,AK (USA) about 630nm east of their present position. The aircraft landed safely in Shemya about 2 hours later. (NO repts)

12/26/18. American flight returns to Louisville after 'mechanical issue'. Dec. 26, 2018. NO SDR
Link > https://www.courier-journal.com/story/news/2018/12/26/louisville-chicago-flight-returns-mechanical-issue/2413424002/ An airplane traveling to Chicago was forced to return to Louisville on Wednesday morning due to a mechanical issue. The American Airline flight left from Louisville International Airport about 9 a.m. and was on its way to Chicago's O'Hare Airport, according to Fly Louisville spokeswoman Sara Brown. She did not have the flight number. Not long after taking off, the airplane — which was carrying about 70 passengers and crew members — had to turn back to Louisville, Brown said. She declined to say what the mechanical issue was… American Airlines spokesman Ross Feinstein confirmed the mechanical issue and said the flight landed safely. "The flight returned due to a mechanical issue," Feinstein said in an email. "Our maintenance team is addressing the issue – which appears to be a faulty sensor." (5 repts on file, Airbus Reg # N122US insp items)

12/28/18. American 767-300 over Gulf of Mexico, loss of cabin pressure. NO SDR
Link > https://www.aeroinside.com/item/12539/american-b763-over-gulf-of-mexico-on-dec-28th-2018-loss-of-cabin-pressure?utm_source=newsletter&utm_campaign=20181231 An American Airlines Boeing 767-300, registration N379AA performing flight AA-1157 from Cancun (Mexico) to Miami,FL (USA), was enroute at FL390 about 180nm northeast of Cancun and 280nm southwest of Miami, when the right hand pack developed an overtemperature and failed. While the crew was still working the checklists to reset the pack, a cabin altitude alert activated despite the left pack still operating, the passenger oxygen masks deployed. The crew initiated an emergency descent to 10,000 feet and continued to Miami…. (1 rept, Airbus declared emergency)

12/28/18. American 777-200 at Dallas, cargo door indication. NO SDR
Link > https://www.aeroinside.com/item/12537/american-b772-at-dallas-on-dec-28th-2018-cargo-door-indication?utm_source=newsletter&utm_campaign=20181231 An American Airlines Boeing 777-200, registration N789AN performing flight AA-229 from Dallas Ft. Worth,TX (USA) to Kona,HI (USA) with 222 people on board, was in the initial climb out of Dallas Ft. Worth's runway 36R when the crew requested to stop the climb at 3000 feet reporting a forward cargo door indication, they wanted to work the related checklists. The crew subsequently declared emergency and decided to return to Dallas for a safe landing on runway 36R about 25 minutes after departure. (1 rept, on file Airbus declared emergency)
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By john.king19@comcast.net FAA License 1552888.Last Revised 1/7/2020.

In memory of Mickey Kedigh. Former FAA Inspector and Truthteller.