

2/3/2026

FOR YOUR INFORMATION

2026-42/3-3

2305974

To: Boeing Commercial Airplane Company

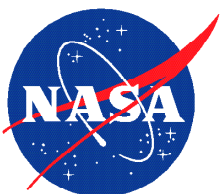
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: B747 False Fire Warning Concerns

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

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2305974

DATE / TIME

Date of Occurrence 202511
Local Time Of Day 1201 to 1800

PLACE

Locale ZZZZ.ARTCC
State FO
Altitude - MSL 35000

AIRCRAFT / EQUIPMENT X

Make Model Name B747-400
Operating Under FAR Part 121

COMPONENT 1

Aircraft Component Cargo Compartment Fire/Overheat Warning

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Check Pilot
ASRS Report Number 2305974

EVENTS

Anomaly Aircraft Equipment Problem - Less Severe
Anomaly Flight Deck / Cabin / Aircraft Event - Smoke / Fire /
Fumes / Odor
Detector - Person Flight Crew
Result - General None Reported / Taken

NARRATIVE 1

About 150 miles from ZZZZ we got a "Main deck aft" fire warning and bell. We knew we were loaded with flowers and we had talked about the possibility of this happening during the preflight briefing. We were a crew of 4, so one of the extra crew members went down and did a thorough check, seeing and smelling no smoke or evidence of any smoke or fire. We elected not to run the fire checklist and proceed to ZZZZ and not notify ATC.

As soon as the fire bell went off I immediately turned the temperature up on all zones in the lower and main decks to increase the temperature-dew point spread and dissipate the fog I assumed was causing the smoke detector to activate. Within 5 or six minutes the fire warning disappeared. As we were approaching the top of descent the ACM (Additional Crew Member) went down to do another inspection. Again, no smoke or fire. We landed without incident. We all, as a crew, agreed that this was the best and safest thing to do.

Cause: Flowers are a high moisture low temperature item to ship and subject to fogging the air once it is full cooled. Clearly our smoke detectors are not equipped to carry this type of cargo at these temperatures.

Suggestion: My suggestion is to take this issue seriously. Either fix the detectors so they are not susceptible to this, and/or not carry flowers until this issue is resolved. This event, given the right situation, could prove to be dangerous or deadly. In the event of this being in a lower lobe and not being able to verify the lack of a fire could end up with a forced off airport landing or ditching.

We all know how long the survival time is with a real cargo fire, we've seen it. If we can not verify the lack of a fire, we have to assume it is real. To think that this is becoming routine is terrifying. This is my second experience with this.

SYNOPSIS

B747 pilot reported a fire warning prior to the top of descent and after visually confirming no fire, landed normally. Reporter suggested the low temperature in cargo area produced fog which the smoke detectors falsely identified as fire.