
http://avherald.com/h?article=4857e7ff

20150429220319:20150427000000

Incident: Inuit DH8A near Umiujaq on Apr 27th 2015, smoke in cabin

An Air Inuit de Havilland Dash 8-100, registration C-FAIV performing flight

3H-860 from La Grande,QC to Port Hope Simpson,NL (Canada) with no passengers,

3 crew and cargo, was enroute at FL250 about one third into the flight when

the flight attendant noticed a burning smell in the cabin between seat row

2 and 3. The crew donned their oxygen masks, advised ATC, initiated a diversion

to Kuujjuarapik,QC (Canada) and worked the "Emergency Fuselage Fire and

Smoke of unknown origin". After completing the checklist the flight attendant

observed smoke in the cabin. The crew declared emergency and decided to

divert to Umiujaq,QC (Canada) which was closer. While descending towards

Umiujaq the flight attendant discovered that the smoke originated from the

cabin lighting system above the overhead lockers. The cabin lights were

turned off, the flight attendant discharged a Halon fire extinguisher into

the affected area. The aircraft landed safely in Umiujaq soon after.

The Canadian TSB reported that the plastics connector of neon light tubes

was identified as source of smell and smoke. The TSB annotated that the

use of the oxygen masks made communication between crew as well as communication

to ATC difficult, the use smoke goggles was also "obstructive".

http://avherald.com/h?article=484d2055

20150415221602.2015041200000

20150415221602:20150413000000

Incident: American B738 at New York on Apr 13th 2015, bird strike

An American Airlines Boeing 737-800, registration N955AN performing flight

AA-1696 from New York La Guardia, NY to Miami, FL (USA) with 152 people on

board, departed La Guardia's runway 13 when shortly after contacting

departure

the crew reported they had a burning smell, later smoke in the

declared emergency and wanted to divert to JFK Airport. The crew

the climb at 5000 feet, advised they were too busy to provide number

people on board and fuel on board and received vectors to JFK's runway 22R,

prompting a staccato of ATC instructions on JFK final approach to squeeze

the emergency aircraft into the already dense landing sequence with

aircraft climbing and turning out of the way. The aircraft landed safely

on JFK's runway 22R about 10 minutes after departure and vacated the runway.

A replacement Boeing 737-800 registration N805NN reached Miami with a delav of 3.5 hours.

The airline reported the left hand engine ingested a bird on departure from La Guardia causing the burning smell.

http://avherald.com/h?article=485651ee

20150427210608:20150407000000

Incident: Rouge B763 enroute on Apr 7th 2015, food got flambeed

An Air Canada Rouge Boeing 767-300, registration C-FMWU performing flight

RV-1809/AC-1809 from Sint Maarten (Dutch Antilles) to Toronto, ON (Canada)

with 241 people on board, was enroute when cabin crew noticed a burning

smell in the aft galley. Upon examination the flight attendant discovered

that a number of food items had caught fire inside the oven, the fire was

extinguished. After assessing the situation and completing the related checklists

the flight crew decided to continue the flight to Toronto, where the aircraft

landed safely.

The Canadian TSB reported that the food items had been placed into

the oven without the use of oven racks.

http://avherald.com/h?article=48417da7

20150401231834:20150401000000

Incident: Lingus A320 near Dublin on Apr 1st 2015, fumes on board

An Aer Lingus Airbus A320-200, registration EI-EDS performing flight EI-660

from Dublin (Ireland) to Vienna (Austria) with 120 passengers, was climbing

out of Dublin when the crew stopped the climb at FL270 reporting a

acrid smell in the cockpit and cabin and decided to return to Dublin requesting

emergency services on stand by. While descending towards Dublin the

advised the fumes had dissipated somewhat after working the

The aircraft landed safely about 35 minutes after departure.

The airline reported a technical issue prompted the captain to return to Dublin.

A replacement Airbus A320-200 registration EI-DEJ reached Vienna with a delay of 4.5 hours.

http://avherald.com/h?article=483dd805

20150328190159:20150328000000

Incident: British Airways B772 over Atlantic on Mar 28th 2015, electrical odour on board

A British Airways Boeing 777-200, registration G-VIIU performing flight

BA-2156 (dep Mar 27th) from Antigua (Antigua) to London Gatwick, EN

with 239 people on board, was enroute at FL390 over the Atlantic Ocean when

the crew reported an electrical smell and decided to divert to Shannon (Ireland),

where the aircraft landed safely on runway 24.

The airline confirmed a minor technical fault.

A replacement Boeing 787-800 registration G-ZBJG was dispatched to Shannon

and is estimated to reach London with a delay of 10.5 hours.

http://avherald.com/h?article=483d2857

20150327232730:20150327000000

Incident: Virgin America A320 near Milwaukee on Mar 27th 2015,

unusual odour on board

A Virgin America Airbus A320-200, registration N854VA performing flight

VX-351 from Boston,MA to San Francisco,CA (USA), was enroute at FL360 about

130nm northeast of Milwaukee,WI (USA) when the crew reported an unusual

odour on board and diverted to Milwaukee for a safe landing on runway ${\tt O1L}$

about 25 minutes later.

The aircraft remained on the ground for 2.5 hours, then departed again and $% \left(1\right) =\left(1\right) +\left(1\right)$

reached San Francisco with a delay of 2.5 hours.

http://avherald.com/h?article=483c5227

20150327001143:20150326000000

Incident: Vueling A320 at Barcelona on Mar 26th 2015, burning smell

A Vueling Airlines Airbus A320-200, registration EC-KDT performing flight

VY-1812 from Barcelona, SP (Spain) to Munich (Germany), was climbing out

of Barcelona's runway 25L when the crew stopped the climb at 4000 feet reporting

a burning smell on board. The aircraft returned to Barcelona for a safe

landing on runway 25R about 8 minutes after departure. Emergency services

did not need to intervene.

A replacement A320-200 registration EC-LLJ reached Munich with a delay of 2.5 hours.

A passenger reported there was noise of grinding followed by a burning odour.

The occurrence aircraft departed for a test flight about 9 hours after landing but has not yet resumed service about 17 hours after landing.

http://avherald.com/h?article=48476624

20150408222645:20150323000000

Incident: Air Canada B773 near Toronto on Mar 23rd 2015, oven fumes over controller

An Air Canada Boeing 777-300, registration C-FIUW performing flight AC-872

from Toronto,ON (Canada) to Frankfurt/Main (Germany) with 264 people on

board, was climbing through FL260 out of Toronto when the crew stopped the

climb reporting an acrid smell from a galley oven that persisted even after

power had been removed. The crew returned to Toronto for a safe landing

about 45 minutes after departure.

The Canadian TSB reported maintenance replace the oven controller and returned

the aircraft to service.

http://avherald.com/h?article=483783be

20150320220409:20150319000000

Incident: United B752 near Boston on Mar 19th 2015, smell of smoke
in cabin

A United Airlines Boeing 757-200, registration N33103 performing flight

UA-23 from Newark,NJ (USA) to Dublin (Ireland) with 169 passengers and 8

crew, was enroute at FL350 about 15nm south of Boston, MA (USA) when the $\,$

crew reported smoke in the cabin and diverted to Boston for a safe landing

on runway 27 about 20 minutes later and taxied to the apron with emergency

services following the aircraft to the gate, the crew advised that flight

attendants reported it wasn't smoke but smell of smoke.

A replacement Boeing 757-200 registration N58101 reached Dublin with a delay of 3 hours.

http://avherald.com/h?article=48347c8a

20150316232150:20150315000000

Incident: Tiger A320 near Adelaide on Mar 15th 2015, electrical

odour in cabin

A Tiger Airways Airbus A320-200, registration VH-VNG performing flight TT-413

from Melbourne, VI to Perth, WA (Australia) with 171 people on board, was

enroute at FL340 about 80nm southeast of Adelaide, SA (Australia) when the

crew decided to divert to Adelaide due to an electrical odour in the cabin.

The aircraft landed safely in Adelaide about 25 minutes later.

The occurrence aircraft was able to position back to Melbourne as flight

TT-9020 about 4 hours after landing.

A replacement Airbus A320-200 registration VH-VNC positioned to Adelaide

and continued the flight the following evening as flight TT-9413, departing

Adelaide about 27 hours after landing, and reached Perth with a delay of

28:45 hours.

The airline reported the aircraft diverted as a precaution due to a strange

smell on board, the passengers were taken to hotels and taken to Perth the

following day.

http://avherald.com/h?article=4826daba

20150227210757:20150226000000

Incident: Southwest B733 near Baltimore on Feb 26th 2015, electrical

smell on board

A Southwest Airlines Boeing 737-300, registration N652SW performing flight

WN-319 from Atlanta, GA to Boston, MA (USA) with 113 passengers and 5 crew,

was enroute at FL350 about 120nm southsouthwest of Baltimore,MD when an

electrical smell was detected in the cabin prompting the crew to divert

to Baltimore where the aircraft landed safely about 25 minutes later.

A replacement Boeing 737-300 reached Boston with a delay of 2.5 hours.

The airline confirmed an electrical smell, the aircraft was taken out of service for examination.

http://avherald.com/h?article=4822d1f7

20150222173735:20150221000000

Incident: Thomas Cook B753 near Budapest on Feb 21st 2015, smoke in the flightdeck

A Thomas Cook Boeing 757–300, registration G-JMAA performing flight MT-1125

from Sofia (Bulgaria) to London Gatwick, EN (UK) with 280 people on board,

was enroute at FL340 about 100nm south of Budapest when the crew declared

PAN reporting "smoke in the flight deck" and decided to divert to Budapest.

While descending towards Budapest the crew performed the smoke drills and

subsequently reported that the smoke and fumes in the flight deck had dissipated

but there was still a strong smell of burning in the cabin and some smoke.

The aircraft landed safely on Budapest's runway 31R about 20 minutes after

leaving FL340. Emergency services checked the aircraft, which afterwards taxied to the apron.

The passengers were taken to hotels.

The occurrence aircraft remained on the ground for about 17 hours,

continued the flight and is estimated to reach Gatwick with a delay of 21 hours.

http://avherald.com/h?article=48211b71

20150220145618:20150220000000

Incident: Loganair SF34 near Aberdeen on Feb 20th 2015, fumes in cockpit

A Loganair Saab 340B on behalf of Flybe, registration G-LGNF performing

flight BE-6891 from Edinburgh, SC to Kirkwall, SC (UK) with 21 passengers

and 3 crew, was enroute at FL190 about 10nm northwest of Aberdeen,SC (UK)

when the crew decided to divert to Aberdeen reporting fumes in the cockpit.

While descending towards Aberdeen the crew reported that the fumes

intensifying. The aircraft landed safely in Aberdeen about 15 minutes later.

Following examination by emergency services the aircraft taxied to the apron

where passengers disembarked normally.

The airline confirmed the aircraft diverted to Aberdeen due to an unusual smell in the cockpit.

A replacement Saab 340B registration G-LGNM reached Kirkwall with a delay of 2 hours.

http://avherald.com/h?article=481f160d

20150217235305:20150217000000

Incident: Delta B763 near London on Feb 17th 2015, burning smell on

board

A Delta Airlines Boeing 767-300, registration N177DN performing flight DL-33

from Paris Charles de Gaulle (France) to Seattle, WA (USA), was enroute at

FL320 about 50nm north of London Heathrow, EN (UK) when the crew decided

to divert to Heathrow Airport reporting a burning smell of plastics on board.

The aircraft landed safely on Heathrow's runway 27L about 25 minutes later.

A replacement Boeing 767-300 registration N176DZ is estimated to reach Seattle with a delay of 4 hours.

http://avherald.com/h?article=481f1108

20150217231746:20150217000000

Incident: Easyjet A319 near Manchester on Feb 17th 2015, smell of fumes

An Easyjet Airbus A319-100, registration G-EZFB performing flight U2-1877

from Manchester, EN (UK) to Bilbao, SP (Spain), was climbing out of Manchester

when the crew donned their oxygen masks and stopped the climb at about FL165

reporting a smell of fumes and returned to Manchester for a safe landing

on runway 23R about 20 minutes after departure.

A replacement Airbus A320-200 registration G-EZUG reached Bilbao with a delay of 3 hours.

The airline confirmed smell of fumes on board of the aircraft prompted the return to Manchester.

Observer video (Video: World Aviation HD):

http://avherald.com/h?article=481e3e3b

20150216222417:20150213000000

Incident: Egypt B738 at Cairo on Feb 13th 2015, rejected takeoff due to smoke

An Egypt Air Boeing 737-800, registration SU-GCM performing flight MS-757

from Cairo (Egypt) to Amsterdam (Netherlands) with 59 passengers, was accelerating

for takeoff from Cairo when a burning smell developed in the cabin followed

by light smoke. The crew rejected takeoff, slowed safely and returned the

aircraft to the apron. There were no injuries, emergency services did not

find any trace of fire or heat.

A replacement Boeing Boeing 737-800 registration SU-GEC reached Amsterdam with a delay of 4 hours.

A passenger reported that during acceleration for takeoff "the cabin filled

with light smoke and a burning smell", the takeoff was rejected and the

aircraft returned to the apron, where fire services checked the aircraft $% \left(1\right) =\left(1\right) \left(1\right) +\left(1\right) \left(1\right) \left(1\right) +\left(1\right) \left(1\right)$

and ambulances were ready.

http://avherald.com/h?article=4813f797

20150205134336:20150202000000

Incident: Germanwings A320 near Lyon on Feb 2nd 2015, unusual odour
on board

A Germanwings Airbus A320-200, registration D-AIPU performing flight 4U-2520

from Stuttgart (Germany) to Barcelona, SP (Spain) with 74 passengers and

6 crew, was enroute at FL390 about 40nm southeast of Lyon (France) when

the crew reported an unusual odour on board and decided to divert to

for a safe landing on runway 36L about 17 minutes later. Emergency services

did not need to intervene.

The airline confirmed an unusual odour on board of the aircraft the source of which is being investigated.

A replacement Airbus A319-100 registration D-AGWK delivered the passengers

to Barcelona as flight 4U-2521 with a delay of 6 hours, then performed the

return flight 4U-2521 reaching Stuttgart with a delay of 5:40 hours.

The occurrence aircraft positioned to Stuttgart departing Lyon as flight

4U-6905 about 23 hours after landing, but has not yet resumed service 27

hours after landing in Lyon.

On Feb 5th 2015 the airline reported that the cause of the unsual odour,

described as an electrical smell, has been determined, the Avionic Ventilation

Extract Fan in the avionics compartment below the cockpit had failed. The

aircraft resumed service on Feb 3rd after the fan had been replaced and

all needed tests had succeeded.

http://avherald.com/h?article=4811b8d0

20150131222216:20150130000000

Incident: Azul E195 at Sao Luis on Jan 30th 2015, bird strike

An Azul Linhas Aereas Embraer ERJ-195, flight AD-4235 from Sao Luis, MA to

Teresina, PI (Brazil), was struck by a Urubu on departure from Sao

the bird caused a large dent at the right hand engine inlet and subsequently

went through the engine causing the engine to fail as well as a burning

smell on board. The aircraft returned to Sao Luis for a safe landing.

The flight was cancelled.

http://avherald.com/h?article=4810cd92

20150130175441:20150129000000

Incident: United B753 near Ontario on Jan 29th 2015, burning smell

A United Boeing 757-300, registration N75851 performing flight

UA-1181 from

Los Angeles,CA to Washington Dulles,DC (USA) with 199 passengers and 7 crew,

was climbing through FL280 out of Los Angeles when the crew aborted the

climb due to a burning odour on board, turned around and diverted to Ontario,CA

(USA) for a safe landing about 16 minutes later.

A replacement Boeing 737–900 registration N37464 reached Washington with

a delay of 6 hours.

http://avherald.com/h?article=480b36ae

20150123184620:20150123000000

Incident: Eastern SB20 near Aberdeen on Jan 23rd 2015, odour in cockpit

An Eastern Airways Saab 2000, registration G-CDKB performing positioning

flight T3-502 from Scatsta,SC to Aberdeen,SC (UK) with 3 crew, was descending

towards Aberdeen when the crew reported an unusual odour in the cockpit.

The aircraft continued for a safe landing in Aberdeen.

The airline confirmed the crew reported an unusual odour during the repositioning

flight, the aircraft is being examined.

http://avherald.com/h?article=4802d596

20150112233706:20150112000000

Incident: REX SF34 near Orange on Jan 12th 2015, suspected fuel

leak, smell of fuel on board

A REX Regional Express Saab 340B, registration VH-ZRJ performing flight

ZL-936 from Sydney, NS to Mildura, VI (Australia) with 28 people on board,

was enroute at FL180 about 25nm south of Orange,NS (Australia) when the

crew suspected a fuel leak and smell of fuel developed on board

prompting

the crew to divert to Orange for a safe landing.

A replacement Saab 340B registration VH-ZRM reached Mildura with a delay of 4 hours.

http://avherald.com/h?article=4813d384

20150203160301:20150109000000

Incident: Germanwings A320 at Cologne on Jan 9th 2015, oil smell in cockpit

A Germanwings Airbus A320-200, registration D-AIQE performing flight 4U-603

from Lisbon (Portugal) to Cologne (Germany) with 129 people on board, was

on approach to Cologne when the crew donned their oxygen masks, declared

emergency reporting smell of oil in the cockpit, and continued for a safe

landing on Cologne's runway 32R. Flight and cabin crew went to see a doctor

following the flight.

The French BEA reported in their weekly bulletin that Germany's BFU rated

the occurrence a serious incident and opened an investigation.

http://avherald.com/h?article=48006785

20150109215826:20150108000000

Incident: Delta B752 near Detroit on Jan 8th 2015, smell of smoke in cabin

A Delta Airlines Boeing 757–200, registration N713TW performing flight DL-2275

from New York JFK,NY to Salt Lake City,UT (USA), was enroute at FL380 about

100nm northeast of Detroit, MI (USA) when the crew decided to divert to Detroit $\$

reporting smell of smoke in the cabin. The aircraft landed safely on Detroit's

runway 21L about 22 minutes later.

http://avherald.com/h?article=480066dd

20150109215410:20150108000000

Incident: West Air A320 near Guangzhou on Jan 8th 2015, suspected

bird strike

A West Air Airbus A320-200, registration B-1897 performing flight PN-6206

from Guangzhou to Chongqing (China) with 168 people on board, was climbing

out of Guangzhou when abnormal sounds and a burning smell were noticed in

the cabin prompting the crew to stop the climb at about 7200 meters (FL236)

and divert to Guilin about 200nm northnortheast of Guangzhou, where the

aircraft landed safely.

Passengers reported the aircraft was about 10 minutes into the flight when

abnormal sounds and a burning smell appeared in the cabin. The crew suspected

a bird strike on departure from Guangzhou.

The airline reported about 10 minutes into the flight the crew identified

a mechanical failure and diverted to Guilin. The passengers were taken to

hotels for the night and continued the journey the following morning reaching

Chongqing with a delay of 5:11 hours.

http://avherald.com/h?article=47feda76

20150108071251:20150107000000

Incident: Fiji B738 at Nadi on Jan 7th 2015, fumes on board

A Fiji Airlines Boeing 737–800, registration DQ-FJG performing flight FJ-415

(sched dep Jan 6th, actual dep Jan 7th) from Nadi (Fiji) to Auckland (New

Zealand), was climbing out of Nadi's runway 20 when the crew stopped the

climb at 4000 feet due to fumes on board. The aircraft returned to Nadi

for a safe landing about 20 minutes after departure.

The rotation FJ-415/FJ-414 was cancelled.

The airline confirmed there were fumes and smell of oil in the cabin prompting

the air return. The flight was cancelled, the passengers were rebooked onto the next flight.

On Jan 8th 2015 the airline reported a failed check valve permitted hydraulic

oil to enter the air conditioning system. The minor fault is being repaired.

http://avherald.com/h?article=47fd6040

20150105232403:20150105000000

Incident: Aeromexico B738 near Los Angeles on Jan 5th 2015, smell of smoke in cabin

An Aeromexico Boeing 737-800, registration N342AM performing flight AM-645

from Los Angeles, CA (USA) to Mexico City (Mexico) with 169 people on board,

had just reached cruise level 300 when the crew reported smoke in the cabin

and decided to return to Los Angeles for a safe landing about 45 minutes

after departure. The aircraft taxied to the apron where passengers disembarked normally.

http://avherald.com/h?article=47f66774

20141227230406:20141226000000

flight

Incident: American B738 at Boston on Dec 26th 2014, smell of smoke in cabin

An American Airlines Boeing 737-800, registration N955NN performing

AA-165 from Boston, MA to Los Angeles, CA (USA) with 155 people on board,

was climbing out of Boston's runway 33L when the crew levelled off at 4000

feet declaring emergency reporting smell of smoke in the cabin,

nothing

was visible though. The aircraft landed safely back on runway 33L

11 minutes after departure. Attending emergency services found no

of fire, heat or smoke.

A replacement Boeing 737-800 registration N848NN reached Los Angeles with

a delay of 3:45 hours.

http://avherald.com/h?article=47f282b5

20141222235514:20141222000000

Incident: Air France A319 near Amsterdam on Dec 22nd 2014, unusual

odour in cockpit

An Air France Airbus A319-100, registration F-GRHV performing flight AF-1820

from Marseille (France) to Amsterdam (Netherlands) with 121 people on board,

was descending towards Amsterdam when the crew reported an unsual odour

in the cockpit. The aircraft continued for a safe landing on Amsterdam's

runway 27, emergency services did not find any trace of fire, smoke or heat.

The aircraft was able to depart again for the return flight AF-1821 about

90 minutes later.

The airline confirmed the crew noticed the smell of smoke in the cockpit.

http://avherald.com/h?article=47f881cd

20150312162602:20141218000000

Incident: British Airways A320 near London on Dec 18th 2014, fumes

in cockpit and cabin

A British Airways Airbus A320-200, registration G-TTOB performing flight

BA-326 from London Heathrow, EN (UK) to Paris Charles de Gaulle (France),

was climbing out of Heathrow's runway 27R when fumes were detected in cockpit

and cabin prompting both crew to don their oxygen masks, stop the climb

at FL170 and return to Heathrow Airport for a safe landing on runway 27L

about 30 minutes after departure.

The flight was cancelled.

The French BEA reported in their weekly bulletin that the occurrence was

rated a serious incident and is being investigated by the AAIB. No injuries $% \left(1\right) =\left(1\right) +\left(1\right)$

are being reported.

On Mar 12th 2015 the British AAIB released their bulletin reporting that

hydraulic fluid leaking from a hydraulic actuator had been ingested by the

air conditioning system.

The aircraft was climbing through 5000 feet when the flight crew noticed

a "musty" smell in the cockpit, donned their oxygen masks and worked the

related checklists. In the meantime cabin crew reported that the odour was

noticed in the cabin as well and a couple of passengers reported being light

headed and feeling nausea. As the check lists did not permit to identify

the origin and the smell did not dissipate the crew decided to return to

London, where the aircraft landed without further incident. After vacating

the runway the smell had reduced sufficiently for the flight crew to remove

their oxygen masks while taxiing to the apron.

Maintenance identified that a yaw damper actuator had been leaking hydraulic

fluid which was ingested into the inlet of the auxiliary power unit (APU)

from where the hydraulic fluid "found its way into the air conditioning

system". The actuator was replaced and the decontamination conducted before

the aircraft returned to service without further occurrences.

http://avherald.com/h?article=47f0c67e

20141220195130:20141218000000

Incident: WDL B462 at Cologne on Dec 18th 2014, autopilot failure

and smoke in cockpit

A WDL Flugdienst British Aerospace BAe 146-200 on behalf of HOP!, registration

D-AWUE performing positioning flight A5-8212 from Cologne/Bonn (Germany)

to an unknown destination with 4 crew, was climbing through FL230 when smell

of smoke was noticed on the flight deck shortly followed by the autopilot

disconnecting by itself. Both flight crew donned their oxygen masks, the

aircraft stopped the climb and returned to Cologne for a safe landing about

45 minutes after departure. There were no injuries, the two flight attendants

were taken to a hospital however.

Germany's BFU dispatched an investigator on site.

Preliminary examination suggests the computer of the autopilot, located

in the electronic compartment of the aircraft, suffered a technical fault.

http://avherald.com/h?article=47e9c968

20141211232515:20141209000000

Incident: American A319 near Panama City on Dec 9th 2014, electrical smell in cabin

An American Airlines Airbus A319-100, registration N93003 performing flight

AA-1122 from Bogota (Colombia) to Dallas Ft. Worth, TX (USA), was enroute

at FL380 about 240nm southsoutheast of Panama City when the crew reported $\,$

an electrical smell in the cabin and decided to divert to Panama City. When

the aircraft was handed off to Panama Radar cleared to descend to FL200,

Panama Radar cleared flight AA-1123 to descend to 15,000 feet, which was

read back by AA-1122, then Panama Radar inquired 1122 or 1123, upon

understanding

it was 1122 Radar re—issued the clearance to descend to FL200. Radar subsequently

issued a waypoint off the straight track to Panama City, the crew declined

stating they would not accept any clearance except straight to Panama City.

A few minutes later Panama Radar cleared the aircraft to descend to 11,000

feet on pilot's discretion, after correct readback Panama Radar changed

mind and cleared the aircraft to descend to 11,000 on pilot's discretion

in 20 miles, which prompted the sigh of the crew "so what else are we supposed

to maintain now for American one one two two", Radar stated FL200, the aircraft

climbed back to FL200 before descending to 11,000 feet on pilot's discretion

20nm further. After being handed off to Panama Approach the crew requested

and was cleared high speed, subsequently communication remained routine.

On final approach to crew provided weather information to flight UA-1006 $\,$

also diverting to Panama City, see Incident: United B752 near Panama City

on Dec 9th 2014, engine vibrations, and the aircraft landed safely on Panama's

runway 03R about 38 minutes after leaving FL380.

The aircraft was able to depart again after about 2:20 hours on the ground

and continued to Houston Intercontinental,TX (USA) where the aircraft landed

safely about 4:15 hours later. The aircraft continued to Dallas after another

4.5 hours on the ground in Houston and reached Dallas with a total delay $\,$

of 8 hours.

http://avherald.com/h?article=47e41c51

20141204213545:20141203000000

Incident: American B763 over Atlantic on Dec 3rd 2014, wheel well fire indication

An American Airlines Boeing 767-300, registration N346AN performing flight

AA-974 (dep Dec 2nd) from Rio de Janeiro, RJ (Brazil) to New York

JFK,NY

(USA) with 121 people on board, was enroute at FL380 over the Atlantic Ocean

about 300nm west of Bermuda (Bermuda) when the crew received a main wheel

well fire indication. The aircraft descended to FL200 and diverted to Bermuda.

While the aircraft was diverting, the tower controller in Bermuda was called

in and opened the tower for the emergency arrival. The crew advised that

there was no smoke or smell of smoke at all. The aicraft landed safely on

runway 12 one hour after the indication. The aircraft stopped at the end

of the runway for an inspection of the main wheel wells by emergency services,

emergency services did not detect any indication of fire, smoke or heat.

The aircraft subsequently taxied to the apron.

The aircraft was able to continue the flight after 9 hours on the ground

in Bermuda and reached New York with a delay of 11 hours.

http://avherald.com/h?article=47e34faa

20141203215320:20141130000000

Incident: SriLankan A343 over Arabian Sea on Nov 30th 2014, smoking IFE

A SriLankan Airbus A340-300, registration 4R-ADC performing flight UL-230

(dep Nov 29th) from Kuwait (Kuwait) to Colombo (Sri Lanka), was enroute

over the Arabian Sea when a burning electrical smell developed shortly followed

by smoke rising from a seat in the forward passenger cabin. Cabin crew relocated

the passengers in the area to the aft cabin, disconnected power from the

inflight entertainment system, discharged a number of fire extinguishers

and stopped the smoke. The aircraft continued to Colombo for a safe landing

on schedule.

A passenger reported that a burning smell developed in the forward

cabin,

a short time later smoke was noticed rising from a seat in row 10.

were moved from the forward to the aft cabin, 2 or 3 fire extinguishers

were discharged, the inflight entertainment was switched off. Passengers

were later told that an inflight entertainment box had been identified as

source of the smoke.

The occurrence aircraft did not continue its schedule but remained on the

ground in Colombo for about 13 hours before resuming service.

http://avherald.com/h?article=47e0fdb0

20141130231524:20141129000000

Incident: Delta B752 near Pittsburgh on Nov 29th 2014, smell of smoke in cabin

A Delta Airlines Boeing 757-200, registration N717TW performing flight DL-434

from New York JFK,NY to San Francisco,CA (USA) with 169 people on

was enroute at FL360 about 75nm eastsoutheast of Pittsburgh when the

decided to divert to Pittsburgh due to smell of smoke near the aft

The aircraft landed safely in Pittsburgh about 15 minutes later.

Following an examination the aircraft was able to continue the flight and

reached San Francisco with a delay of 2.5 hours.

The airline reported that the maintenance inspection in Pittsburgh did not

find any problem, the aircraft was able to continue the flight.

http://avherald.com/h?article=47e1d232

20141202003757:20141122000000

Incident: Omni B772 over Atlantic on Nov 22nd 2014, burning smell and smoke in cockpit

An Omni Air Boeing 777-200 on behalf of Air Mobility Command, registration

N918AX performing flight MC-422 from Baltimore, MD (USA) to Ramstein (Germany),

was enroute at FL410 about 300nm east of St. John's,NL (Canada) when the

crew detected a burning electrical smell followed by light smoke on the

flight deck. The crew declared emergency, worked the related checklists

removing galley power, turned around and diverted to St. John's for a safe

landing about 45 minutes later.

The Canadian TSB reported maintenance identified the cooling fan was identified $% \left(1\right) =\left(1\right) +\left(1\right) +\left($

as source of the smell and smoke. The fan was replaced.

http://avherald.com/h?article=47d99946

20141121175840:20141121000000

Incident: ANA B763 at Manila on Nov 21st 2014, smoke in cockpit

An ANA All Nippon Airways Boeing 767-300, registration JA614A performing

flight NH-950 from Manila (Philippines) to Tokyo Narita (Japan) with

passengers and 10 crew, was climbing out of Manila when the crew reported

smoke in the cockpit and returned to Manila for a safe landing about 30

minutes after departure. Emergency services did not find any smoke but detected

smell of smoke in the cockpit area.

The flight is currently estimated to depart with a delay of 23 hours, the

passengers were rebooked onto other flights however.

The Civil Aviation Authority of the Philippines dispatched two investigators on site.

http://avherald.com/h?article=47d83878

20141119231648:20141116000000

Incident: Delta MD88 at Raleigh/Durham on Nov 16th 2014, bird strike

A Delta Airlines McDonnell Douglas MD-88, registration N967DL performing

flight DL-1774 from Raleigh/Durham,NC to Atlanta,GA (USA), was in the initial

climb out of Raleigh/Durham's runway 23R when the aircraft flew through

a flock of geese and ingested a number of birds into an engine (JT8D). The

crew stopped the climb at 3000 feet and returned to Raleigh/Durham for a

safe landing on runway 23R about 9 minutes after departure.

Raleigh/Durham stopped all departures and approaches while the aircraft

was airborne, then reassigned all arrivals and departures to runway

due to the right hand side being blocked by the emergency.

A passenger reported that shortly after becoming airborne a loud bang was

heard and the smell of burnt hair developed in the cabin. The captain announced

an air conditioning unit had failed which was met with disbelief by the

passengers. After landing the captain announced the aircraft had flown through

a flock of geese and lost an engine.

A replacement MD-88 reached Atlanta with a delay of 5 hours.

http://avherald.com/h?article=47d2e8f1

20141118175058:20141110000000

Incident: China Southern A332 at Zhuhai on Nov 10th 2014, bird strike

A China Southern Airbus A330-200, registration B-6059 performing flight

CZ-3739 from Zhuhai to Beijing (China), departed Zhuhai's runway 05 without

apparent problem and climbed to cruise level FL370, when the left hand engine

(Trent 772) emitted a loud bang and streaks of flames followed by a burning

smell developing in the cabin. The crew turned the aircraft around

and diverted

to Ghuangzhou, about 60nm north of Zhuhai, for a safe landing about 45 minutes after departure.

A replacement Airbus A330-200 registration B-6058 reached Beijing with a delay of 4.5 hours.

The airline subsequently reported the engine surge was the result of a bird strike on departure from Zhuhai.

On Nov 18th 2014 the French BEA reported in their weekly bulletin that the

aircraft was levelling at 11300 meters (approx. FL370) when a bang was heard

followed by vibrations. The crew subsequently also noticed scorching and

smoke. According to ECAM indications the left hand engine was shut down

and the aircraft diverted to Guangzhou for a safe landing about 31 minutes

later. The occurrence was rated a serious incident and is being investigated

by China's Accident Investigation Board.

http://avherald.com/h?article=47c8c0f9

20141030205941:20141022000000

Accident: American MD83 at Dallas on Oct 22nd 2014, engine problems after tyre damage on takeoff

An American Airlines McDonnell Douglas MD-83, registration N438AA performing

flight AA-1605 from Dallas Ft. Worth, TX to Ontario, CA (USA), suffered a

right hand engine (JT8D) compressor stall on departure. In the absence of

further abnormal engine indications the crew continued the flight until

cabin crew reported a smell of burning rubber and strange vibrations in

the cabin. The flight crew stopped the climb at about 16,000 feet and returned

to Dallas Ft. Worth for a safe landing.

A replacement MD-82 registration N7547A reached Ontario with a delay of 3 hours.

A post flight inspection revealed that the tyre cap of the outboard right

hand tyre had separated during takeoff with tyre debris going through the

right hand engine and causing additional substantial damage to the flaps

and right main gear door. The #2 engine needed to be replaced, the aircraft

is still on the ground for repairs of the damage on the underside of the $% \left(1\right) =\left(1\right) \left(1\right)$

aircraft.

http://avherald.com/h?article=47c664bd

20141027212230:20141021000000

Incident: Westjet B738 near Thunder Bay on Oct 21st 2014, soap ain't
insulating

A Westjet Boeing 737-800, registration C-FRWA performing flight WS-428 from

Edmonton, AB to Toronto, ON (Canada) with 96 people on board, was enroute

at FL390 about 90nm eastsoutheast of Thunder Bay, ON (Canada) when the crew

decided to turn around and divert to Thunder Bay due to a burning smell

and smoke from the aft lavatory. On approach the crew advised the smoke

appeared to be coming from a light in the aft lavatory and did not get any

worse, they would be able to taxi in. The aircraft landed safely in Thunder

Bay about 23 minutes later, attending emergency services did not need to

intervene, the passengers disembarked normally.

The Canadian TSB reported maintenance identified the source of the smoke

behind the aft lavatory mirror where a spare plastics soap container had

been placed but had fallen over leaking soap onto the electrical connectors

of the lavatory lights. The TSB said: "The operator actioned a fleet wide

campaign by disallowing cleaning services to locate the spare soap bottles

behind the mirror shelf until a solution could be developed to prevent this

type of event."

http://avherald.com/h?article=47c26c9d

20141022210307:20141020000000

Incident: Rouge A319 near Philadelphia on Oct 20th 2014, loud noise

and acrid smell in cockpit

An Air Canada Rouge Airbus A319-100, registration C-GSJB performing flight

RV-1786 from Toronto,ON (Canada) to St. George's (Grenada) with 135 people

on board, was enroute at FL330 about 20nm south of Philadelphia,PA (USA)

when the crew heard a loud noise followed by an acrid smell on the flight

deck. The flight crew decided to turn around and return to Toronto, on the

way back two more encounters of that loud noise occurred. The aircraft landed $% \left(1\right) =\left(1\right) +\left(1$

safely back in Toronto about one hour after turning around.

The Canadian TSB reported that maintenance found an Avionics Equipment Vent

Control (AEVC) exhaust fan bearing was worn and grinding during operation.

The fan was replaced.

http://avherald.com/h?article=47bc2bfd

20141014175309:20141012000000

Incident: Qatar A320 at Doha on Oct 12th 2014, burning smell in cabin

A Qatar Airways Airbus A320-200, registration A7-AHY performing flight QR-1132

from Doha (Qatar) to Muscat (Oman), was climbing out of Doha when a burning

smell developed throughout the cabin prompting the crew to stop the climb

at 8000 feet and return to Doha for a safe landing about 12 minutes after departure.

A replacement Airbus A320-200 registration A7-AHR reached Muscat with a delay of 3 hours.

A passenger reported that during takeoff the inflight entertainment

went blank, then a burning smell developed throughout the cabin. The captain

announced they were returning to Doha due to some cockpit indication. The

aircraft stopped on the runway, emergency services approached the aircraft

for checks, after about 10 minutes the aircraft taxied to the apron,

captain indicated everything was under control. The passengers disembarked normally.

http://avherald.com/h?article=47b476da

20141004155111:20141001000000

Incident: Hawkair DH8C near Vancouver on Oct 1st 2014, electrical fire

A Hawkair de Havilland Dash 8-300, registration C-FIDL performing fliaht

BH-102 from Vancouver, BC to Terrace, BC (Canada) with 29 people on

was climbing out of Vancouver about 40nm northwest of the aerodrome when

the crew declared emergency reporting an electrical fire on board. The aircraft

returned to Vancouver, was offered and accepted runway 13 for landing. On

approach to Vancouver the crew advised that there was an electrical

remaining on the flight deck but no smoke. The aircraft landed safely on

runway 13 about 15 minutes after declaring emergency and taxied to the apron.

http://avherald.com/h?article=47b17e51

20140930182818:20140929000000

Incident: American MD82 at Dallas on Sep 29th 2014, blew tyre on takeoff

An American Airlines McDonnell Douglas MD-82, registration N474 performing

flight AA-1654 from Dallas Ft. Worth, TX to Baltimore, MD (USA) with 140 passengers

and 5 crew, departed Dallas Ft. Worth's runway 17R. After checking in with

departure the crew reported they had a smell of rubber and wondered whether

they possibly blew a nose tyre. The crew advised, they would lower the gear

and requested a runway inspection on 17R and a low approach to Dallas to

have tower have a look whether they could see any damage. The crew stopped

the climb at 3000 feet and positioned for a low approach to Ft. Worth's

runway 17R. Following the overflight the crew climbed the aircraft to 6000

feet and entered a hold to burn off fuel. The aircraft landed safely back

about two hours after departure.

The FAA reported the aircraft involved was a MD-88 registration N973TW,

which blew a tyre on departure from Dallas Ft. Worth, that aircraft is actually

a MD-83, has been put into storage in March 2014 and has not flown since.

N474 showed in the radar data.

A replacement MD-82 registration N455AA reached Baltimore with a delay of 4:15 hours.

http://avherald.com/h?article=47b250f2

20141001201242:20140921000000

Incident: British Airways A319 at Zurich on Sep 21st 2014, strong burning smell twice

A British Airways Airbus A319-100, registration G-EUPW performing flight

BA-716 from London Heathrow, EN (UK) to Zurich (Switzerland), was on final

approach to runway 14 when the crew requested emergency services to attend

the aircraft after landing, they would be able to vacate the runway, cabin

crew had just reported a strong burning smell in the aft of the cabin. The

aircraft landed safely on runway and vacated the runway, then stopped on

the adjacent taxiway advising the situation in the cabin appeared under

control while emergency services were on their way to the aircraft. After

arrival emergency services checked the aircraft but found no trace of fire.

heat or smoke, the aircraft subsequently taxied to the apron.

The aircraft departed for the return flight BA-717 on schedule about 2 hours

later, was cleared to climb to FL120 upon contacting departure but requested

FL100 due to a technical problem, then requested to join a holding advising

they were planning to return to Zurich. The crew subsequently requested

emergency services as before, they would vacate the runway and stop at the

holding point H1 for checks by emergency services as before, they had again

electrical fumes in the rear of the cabin as on the previous flight. Established

on ILS 14 the crew declared PAN. The aircraft landed safely on runway 14

about 30 minutes after departure.

The aircraft remained on the ground in Zurich for about 22 hours until a $\,$

defective toilet motor had been identified and replaced.

http://avherald.com/h?article=47a9124a

20140919220853:20140919000000

Incident: Virgin America A320 near Las Vegas on Sep 19th 2014, smoke in cockpit

A Virgin America Airbus A320-200, registration N639VA performing flight

VX-174 from San Francisco, CA to Newark, NJ (USA) with 134 people on board,

was enroute at FL350 about 170nm north of Las Vegas, NV (USA) when the crew

reported smoke in the cockpit and diverted to Las Vegas for a safe landing

about 30 minutes later. Attending emergency services found no trace of fire, heat or smoke.

The airline reported the crew detected smell of smoke and diverted to Las Vegas.

A replacement Airbus A320-200 registration N623VA reached Newark delay of 4:40 hours.

http://avherald.com/h?article=47a8ee92

20140919180649:20140915000000

Accident: Sichuan A320 near Kunming on Sep 15th 2014, fuel leak

A Sichuan Airlines Airbus A320-200, registration B-1887 performing flight

3U-8853 from Kunming to Xuzhou (China) with 123 people on board, was climbing

through about FL230 when the aircraft experienced a jolt. A pilot left the

cockpit and looked at both wings from the cabin. Some time later the smell

of fuel became evident in the cabin increasing rapidly. The crew stopped

the climb and returned to Kunming for a safe landing. A passenger was taken

to hospital with heart problems.

The left hand engine's (V2527) cowl showed a large gap after landing, which

appears similiar to the thrust reverser being open.

Passengers reported that the aircraft was climbing out of Kunming. After

climbing through a cloud layer the aircraft experienced a jolt, a

time later a pilot came back to the cabin and looked through the windows

onto both wings. A smell of fuel, perceived by the passengers as smell of

Diesel, developed on board. The pilot returned to the cockpit, an announcement

indicated they were returning to Kunming followed by a safe landing about

20 minutes later.

The airline reported the crew received a number of fault indications prompting

them to return to Kunming as a precaution. A number of passengers, who did

not feel well, were treated at the airport, one passenger was taken to a

hospital with heart problems.

A replacement Airbus A320-200 registration B-6347 reached Xuzhou with a delay of 4.5 hours.

B-1887 after landing, observe the left hand engine (Photo: High Fai Nest):

http://avherald.com/h?article=47a50230

20140914195847:20140914000000

Incident: Swiss A319 at Amsterdam on Sep 14th 2014, burning smell in galley

A Swiss Airbus A319-100, registration HB-IPY performing flight LX-728 from

Zurich (Switzerland) to Amsterdam (Netherlands), was on approach to Amsterdam's

runway 36R about 10 minutes prior to estimated landing when the crew reported

a burning smell in a galley. The aircraft continued for a safe landing on

runway 36R about 10 minutes later.

Amsterdam's emergency services reported the problem was quickly solved.

The occurrence aircraft was able to depart for the return flight LX-729 $\,$

and reached Zurich with a delay of 95 minutes.

http://avherald.com/h?article=47a423c6

20140913161354:20140912000000

Incident: Air France A343 near Shannon on Sep 12th 2014, overheat

indication in IFE

An Air France Airbus A340-300, registration F-GLZM performing flight AF-344

from Paris Charles de Gaulle (France) to Montreal,QC (Canada) with 265 passengers

and 12 crew, was enroute at FL360 about 160nm west of Shannon (Ireland)

about to enter Oceanic Airspace when the crew decided to turn back due to

problems with the inflight entertainment system. The aircraft descended

to FL250 for the way back and landed safely back in Paris about 190 minutes

after departure.

The airline reported the crew received an overheat indication for the inflight

entertainment system, however no smell, no haze or smoke was observed.

A replacement Airbus A340-300 registration F-GLZK reached Montreal with

a delay of 8:45 hours.

http://avherald.com/h?article=479df923

20140905213740:20140905000000

Incident: Thomas Cook A320 near Brussels on Sep 5th 2014, strange
smell in cockpit and cabin

A Thomas Cook Belgium Airbus A320-200, registration 00-TCI performing flight

HQ-5508 from Brussels (Belgium) to Tenerife Sur Sofia Reina,CI (Spain) with

180 passengers and 6 crew, was climbing out of Brussels when the crew donned

their oxygen masks, declared PAN, stopped the climb at FL080 requesting

to enter a hold and reported they had a strange smell in cockpit and cabin,

they were investigating. The aircraft returned to Brussels for a safe landing

on runway 25R about 50 minutes after departure.

A replacement Airbus A320-200 registration CS-TKP is estimated to reach

Tenerife with a delay of 4.5 hours.

http://avherald.com/h?article=479ce9f1

20140904165759:20140903000000

Incident: Jet2 B733 at East Midlands on Sep 3rd 2014, electrical

problems resulting in smoke in cabin

A Jet2.com Boeing 737-300, registration G-GDFT performing flight LS-644

from Ibiza, SP (Spain) to East Midlands, EN (UK) with 147 people on board,

was on final approach to East Midlands' runway 09 when the crew initiated

a go-around from below 700 feet MSL due to electrical problems, positioned

the aircraft for another approach to runway 09 and landed safely about 15

minutes later. While the aircraft taxied to the apron, a burning smell developed

on board followed by smoke. After the aircraft had arrived at the stand,

the crew initiated an evacuation of the aircraft. No injuries are being $\dot{}$

reported.

Passengers reported the aircraft went around just prior to touch down and

landed on its second round, it appeared however the (public) audio system

had failed during the second approach. While taxiing towards the terminal

a burning smell became obvious and smoke appeared in the cabin.

The airline reported electrical problems resulted in smoke in the cabin

and a precautionary evacuation.

The United Kingdom's Air Accident Investigation Branch (AAIB) reported a

serious incident at East Midlands by an airliner in the evening of Sep 3rd

2014 and dispatched an investigation team on site.

In the evening of Sep 4th 2014 The Aviation Herald received information

indicating first preliminary examination of the aircraft suggests the electrical

problem was related to relay R1. That relay R1, connecting the Battery Busbar,

had already caused two incidents on Boeing 737-300 G-EZYN on Mar 22nd 2005,

AAIB investigation report and on Boeing 737-300 G-THOJ on Aug 13th 2006,

AAIB investigation report. In both occurrences the crew had noticed

progressive

abnormal announciator indications, one crew up to and including the

of the DC Battery Bus and loss of standby ADI. As result of the investigation

into G-EZYN a safety recommendation 2005-65 had been issued which was also

directly relevant to G-THOJ according to AAIB findings and may, according

to current information, also be relevant to G-GDFT. Safety recommendation

2005-65 reads: "It is recommended that the Federal Aviation Administration

require that the Boeing Airplane Company examine the various electrical

configurations of in-service Boeing 737 aircraft with the intention of providing

operators with an Operations Manual Procedure that deals with loss of power

from the Battery Busbar." The AAIB had analysed for G-EZYN: "The loss of

the Battery Bus on Boeing 737-300/400/500 aircraft results in the loss of

a number of significant systems which, on some aircraft, can include

Standby Attitude Indicator. The integrity of the main attitude displays

on EFIS equipped aircraft can also be compromised due to the loss of coolina."

and stated: "Checklist procedures for electrical system malfunctions cannot

reasonably be expected to cater for failures of individual components down

to relay level, so the crew were left to conduct their own diagnosis. This

they did successfully, to the extent that they identified zero volts

the Battery Bus and the static inverter. However, there were no drills for

this condition so they took no additional action, although normal operation,

at least on this aircraft, could have been restored by moving the Standby

Power switch to the ëBATí position."

http://avherald.com/h?article=4797580b

20141211153416:20140828000000

Incident: Easyjet A320 near London on Aug 28th 2014, smoke in cockpit

An Easyjet Airbus A320-200, registration G-EZWM performing flight U2-7215

from Liverpool, EN (UK) to Naples (Italy) with 157 passengers and 6 crew,

was climbing through FL340 about 50nm northwest of London's Gatwick Airport, EN

(UK) when the crew reported smoke in the cockpit and decided to divert to

Gatwick Airport for a safe landing on runway 26L about 17 minutes later.

Responding emergency services found no trace of fire, heat or smoke.

The airline reported the crew received a smoke indication which was identified false.

A replacement Airbus A320-200 registration G-EZUC reached Naples with a delay of 3 hours.

The occurrence aircraft resumed service about 6.5 hours after landing.

On Sep 10th 2014 the French BEA reported in their monthly bulletin quoting

preliminary information provided by the AAIB, that an Airbus A320 with 326

people on board (!!) diverted to London Gatwick because of smoke in the

cockpit, identifying the occurrence location and time at London Gatwick

at 06:45L (05:45Z) but stating a Portuguese aircraft, without providing

a tail number (all details matching G-EZWM except for the Portuguese aircraft).

There were no injuries. The British AAIB rated the occurrence an accident

(!) and opened an investigation.

Editorial note to BEA report (Sep 10th 2014): Given the reported 326 people

on board and the reported Portuguese A320 aircraft (no tail number provided),

though all other data match G-EZWM, The Aviation Herald discards the classification

as accident as well assuming there has been a mixup of occurrences (there

was no second inflight diversion to Gatwick in progress at that time). At

this time there is no detail reported that would suggest a classification

as accident. At the same time, the fact that the AAIB informed the BEA about

this occurrence and the occurrence is being investigated by the AAIB suggests,

that the airline's statement was "premature", and the AAIB considers the

occurrence at least as incident, possibly serious incident. The AAIB has

not yet released any information on the occurrence to the public.

On Dec 11th 2014 the British AAIB released their bulletin rating the occurrence

a serious incident, reporting 157 passengers and 6 crew and reporting the

crew received a "AVIONICS SMOKE" warning and could see smoke emanating from

the right side of the center console inside the first officer's footwell.

The smoke ceased during the descent back to London's Gatwick Airport. A

component in a static inverter powering electrical outlet sockets in the

cockpit was found overheated.

The AAIB reported that the aircraft was climbing through FL320 when the

first officer noticed an odd odour, the captain could not smell anything

and used the surveillance camera to check the galley whether cabin crew

was cooking anything. When he pressed the interphone call button to talk

to the lead flight attendant, he noticed smoke coming from the right of

the center console near the first officer's knee. The captain told the lead

flight attendant he would call back, both pilots donned their oxygen masks.

An "AVIONICS SMOKE" indication on the ECAM together with an amber "SMOKE"

light on the "GEN 1 LINE" pushbutton and "FAULT" captions on the "BLOWER"

and "EXTRACT" buttons appeared. The captions and lights extinguished after

about a minute, the smoke however continued. The crew declared PAN, commenced

a descent and worked the "AVIONICS SMOKE" checklist. The commander handed

control of the aircraft as well as communication duties over to the first

officer while he worked the related checklists, informed cabin crew and

passengers and reprogrammed the FMGS for the return to Gatwick.

During the descent the smoke stopped, the aircraft landed without further

event on Gatwick's runway 26L. Emergency services attended to the aircraft

and escorted the aircraft to a remote stand, where passengers disembarked

normally. After engine shut down the crew removed their oxygen masks. Emergency

services did not find any hot spots.

Engineers subsequently found a static inverter showed significant burn marks

and replaced the inverter. The inverter was sent to the manufacturer

further examinations, the manufacturer identified a capacitor had been destroyed

by overheating, the destruction preventing to determine the exact reason

for its failure. The AAIB stated summarizing the statement of the manufacturer:

"They consider this failure was an isolated incident but advise that thev

will monitor the reliability of the static invertors."

The static inverter causing the "false" smoke indication (Photo: AAIB):

http://avherald.com/h?article=479b5f82

20140908130153:20140827000000

Incident: White AT72 at Lisbon on Aug 27th 2014, smoke in cabin

A White Avions de Transport Regional ATR-72-212A on behalf of TAP Air Portugal,

registration OY-EBW performing flight TP-1078 from Lisbon (Portugal)

Malaga, SP (Spain) with 38 passengers and 4 crew, was in the initial

out of Lisbon's runway 03 when the crew declared "Mayday, Mayday, Mayday,

smoke in the cockpit", the departure controller replied "blocked, I'll call

you shortly" and continued to issue instructions to other aircraft until

TP-1078 repeated their Mayday Call about 30 seconds later again blocking

another radio transmission, departure then called TP-1078 who now could

transmit their call clearly declaring emergency due to smoke on the fliaht

deck. The crew requested an immediate return to Lisbon but advised

they

would be able to vacate the runway. The aircraft positioned for an ILS approach

to runway 03 and landed safely about 12 minutes after departure.

The French BEA reported in their weekly bulletin that smoke with a strong

burning smell was detected in the aircraft cabin, the crew declared emergency

and performed a normal landing. The runway returned to service about 10

minutes after landing.

On Sep 8th 2014 Portugal's GPIAA reported the crew decided to declare Mayday

due to the presence of a burning smell and smoke in the cockpit, the origin

of which was unknown. Following landing emergency services and crew assessed

that there was no risk to the safety of the aircraft, the aircraft taxied

to a stand with emergency services in trail, the passengers disembarked

normally at the stand. The occurrence was rated a serious incident and an

investigation has been opened.

http://avherald.com/h?article=4792e70e

20140822154742:20140821000000

Incident: Trans States E145 near Indianapolis on Aug 21st 2014, smoke in cabin

A Trans States Airlines Embraer ERJ-145 on behalf of United, registration

N855HK performing flight AX-3398/UA-3398 from Columbus, OH to Chicago O'Hare, IL

(USA) with 48 people on board, was climbing out of Columbus when the crew

stopped the climb at FL240 reporting smoke in the cabin and diverted to

Indianapolis, IN (USA) for a safe landing about 18 minutes later. The passengers

disembarked rapidly onto the runway.

Passengers reported a smell of smoke occurred in the cabin about 15 minutes

after departure, shortly after the crew announced the aircraft would divert

to Indianapolis because of smoke in the cabin.

The remainder of the flight was cancelled, the passengers were rebooked onto other flights.

http://avherald.com/h?article=479602e0

20140826175539:20140820000000

Incident: Air Canada B763 over Pacific on Aug 20th 2014, hot pot

An Air Canada Boeing 767-300, registration C-GHLT performing flight AC-47

from Vancouver, BC (Canada) to Honolulu, HI (USA), was enroute at FL340 over

the Pacific Ocean about 500nm southwest of Vancouver when the crew decided

to return to Vancouver due to a burning smell and smoke in the cabin. The

aircraft landed safely on Vancouver's runway 26L about 90 minutes later.

The Canadian TSB reported the runway was closed for 9 minutes while emergency

services checked the aircraft. The source of smell and smoke was identified

to be a coffee pot.

http://avherald.com/h?article=4791856a

20140820201650:20140819000000

Incident: Novair A321 near Belgrade on Aug 19th 2014, burning smell
in cockpit

A Novair Airbus A321-200, registration SE-RDP performing flight 1I-352 from

Zakinthos (Greece) to Stockholm (Sweden) with 210 people on board, was enroute

at FL340 about 150nm south of Belgrade (Serbia) still in Albanian Airspace

when the crew initiated a rapid descent reporting a burning smell in the

cockpit. The aircraft levelled off at FL120 and diverted to Belgrade

where

the aircraft landed safely about 25 minutes later.

Passengers reported that the burning smell also developed into the cabin.

The airline reported that the crew felt some vibration, then the circuit

breaker for a fan popped and a burning smell developed in the cockpit convincing

the crew to not continue the flight. The aircraft was examined and found

fit to continue the flight, a replacement crew flew was flown to Belgrade.

The occurrence aircraft departed Belgrade about 13 hours after landing and

reached Stockholm with a delay of 13 hours.

http://avherald.com/h?article=47917846

20141111205611:20140818000000

Incident: CSA AT72 at Frankfurt on Aug 18th 2014, smoke in cargo
hold and cabin

A CSA Czech Airlines Avions de Transport Regional ATR-72-212A, registration

OK-GFS performing flight OK-534 from Prague (Czech Republic) to Frankfurt/Main

(Germany) with 59 passengers and 4 crew, was on approach to Frankfurt when

the crew declared emergency reporting a smoke indication in the cargo hold

and smoke in the cabin. The aircraft continued for a safe landing at Frankfurt.

Emergency services identified a piece of luggage in the hold as source of

the smoke, that contained a bottle of Acetone and a hair dryer packed too close together.

The return flight was cancelled.

The aircraft was able to position out of Frankfurt about 7.5 hours after landing.

On Aug 26th 2014 the French BEA reported in their weekly bulletin that a small fire and smoke developed in one piece of luggage in the

forward luggage compartment. The occurrence was rated a serious incident by Germany's BFU and is being investigated.

On Nov 11th 2014 Germany's BFU reported in their monthly bulletin, that

the aircraft was descending towards Frankfurt when the flight crew observed

smell of smoke and asked cabin crew to investigate. A short time later the

crew received an ELEC SMOKE and FWD SMOKE indication on their CCAS, both

flight crew donned their oxygen masks and declared Mayday, Mayday, Mayday.

In the meantime cabin crew opened the door to the forward cargo compartment

and with the help of passengers brought pieces of luggage into the aisle

of the cabin and identified a particular piece of luggage as source of smoke.

The suitcase was taken to the galley, cut open with scissors and a halogen

fire extinguisher was discharged into the suitcase. The suitcase remained

under permanent supervision by one cabin crew while the other cabin crew

member returned to prepare the cabin for landing. Shortly after the cabin

crew had discharged the fire extinguisher, the aircraft received clearance

for the ILS approach runway 25L, the crew cancelled Mayday at that point.

The aircraft landed safely about 12 minutes later, the suitcase was taken

off the aircraft through door L2, subsequently the passengers disembarked normally.

Police examined the suitcase and determined that there had been smouldering

within the suitcase without open flames, substantial heat developed. Two

more pieces of luggage showed traces of heat. Two one-way glass bottles

with screw cap holding one liter of fluid additionally secured with adhesive

tapes were found inside the suitcase, one bottle however had broken up and

the content had spilled into the suitcase. The female owner of the suitcase

reported it was a fluid to make the hair lighter. The suitcase had been

checked in.

The suitcase (Photo: BFU/Frankfurt Airport Fire Brigades):

http://avherald.com/h?article=4790c9e7

20140819210130:20140817000000

Incident: Southwest B737 near Milwaukee on Aug 17th 2014, electrical

odour in cabin

A Southwest Airlines Boeing 737-700, flight WN-663 from Orlando,FL to Milwaukee,WI

(USA) with 127 passengers and 5 crew, was descending towards Milwaukee when

the crew declared emergency reporting an electrical odour in the cabin.

The aircraft continued for a safe landing in Milwaukee. Attending emergency

services found no trace of fire, heat or smoke.

A replacement Boeing 737-700 performed the onward legs to Los Angeles,CA and Oakland,CA.

http://avherald.com/h?article=4789f125

20140811142615:20140810000000

Incident: Emirates B773 at Boston on Aug 10th 2014, engine fire after landing

An Emirates Boeing 777–300, registration A6-ECW performing flight ${\sf EK-237}$

from Dubai (United Arab Emirates) to Boston, MA (USA) with 374 people, had

safely and normally landed on runway 04R and was taxiing across runway 04L,

15L holding short of runway 15R when the crew reported a fire indication

for the left hand engine. Tower advised there were no visible flames and

queried whether the crew wanted to hold right there or continue taxi, the

crew indicated they wanted to cross the runway, tower instructed to turn $% \left(1\right) =\left(1\right) +\left(1\right) +\left$

left onto runway 33L and advised emergency services were on their way. While

taxiing along runway 33L tower advised there were flames visible from the

left hand engine. When the emergency services arrived they couldn't see

any fire, tower advised flames were no longer visible, they had been visible

from the back of the engine. The crew advised they never had a fire indication,

but could see some flames on the camera, which stopped after the engine

was shut down. Emergency service subsequently reported they were seeing

an active fuel leak, the crew shut down the aircraft and reported they had

a strong smell of fuel on board. The passengers were kept on board until

the aircraft could be towed to the apron.

The engine observed during taxi (Photo: Gene Delaney):

http://avherald.com/h?article=47879e9f

20140807203804:20140806000000

Incident: American MD82 at Dallas and Sacramento on Aug 6th 2014, burst tyre on departure

An American Airlines McDonnell Douglas MD-82, registration N480AA performing

flight AA-2275 from Dallas Ft. Worth,TX to Sacramento,CA (USA), departed

DFW's runway 18L. While enroute the crew was informed that tyre debris had

been found on the departure runway that was identified to belong to their

aircraft. A return to Dallas was considered, in the end the crew decided

to continue to Sacramento. The aircraft performed two low approaches to

Sacramento's runway 18L to have the gear inspected from the ground, then

landed safely on runway 18L about 4 hours after departure from Dallas.

Passengers reported a burning smell of rubber was noticed right after takeoff,

the reasons remained unclear. Enroute the captain announced that fragments

of a tyre belonging to their aircraft had been found in Dallas. Cabin crew

began to prepare the passengers for an emergency landing. Just prior to

landing cabin crew instructed the passengers to brace. The aircraft experienced

strong vibrations and shook a number of times during roll out but came to

a safe stop. The aircraft was subsequently towed to the apron where the

passengers disembarked.

http://avherald.com/h?article=478864ac

20140808204222:20140731000000

Incident: Air Canada A321 near Des Moines on Jul 31st 2014, hot

brakes in cruise flight

An Air Canada Airbus A321-200, registration C-GITY performing flight AC-793

from Toronto, ON (Canada) to Los Angeles, CA (USA) with 180 people on board,

was enroute at FL320 about 95nm east of Des Moines,IA (USA) about 90 minutes

into the flight when the crew received a "BRAKES HOT" ECAM message. The

crew declared emergency, descended the aircraft to 8000 feet and worked

the related checklists. The aircraft subsequently diverted to Des Moines

for a safe landing about 50 minutes later.

The Canadian TSB reported that an acrid smell was observed in the cabin.

The airline's maintenance is investigating.

http://avherald.com/h?article=478247f4

20140805210717:20140731000000

Accident: Lufthansa A320 near Budapest on Jul 31st 2014, acrid smell

on board

A Lufthansa Airbus A320-200, registration D-AIPK performing flight LH-1788

from Munich (Germany) to Bodrum (Turkey), was enroute at FL350 about 130nm

south of Budapest (Hungary) in Serbian Airspace when the crew reported an

unusual odour and decided to divert to Budapest. On approach to Budapest

the crew advised they expected a normal landing but declined the offer to

land on runway 13L into the wind indicating they could accept 7 knots of

tailwind on ILS approach to runway 31R (opposite to the active runway).

The aircraft landed safely on runway 31R about 17 (!) minutes after turning

towards Budapest and leaving FL350. Two cabin crew became incapacitated

as result of the occurrence. All crew went to see the doctor after landing.

The airline confirmed an unusual odour on board caused the precautionary diversion to Budapest.

Passengers reported an acrid smell on board of the aircraft causing all

sort of irritations despite attempts to filter the air with cloth before

mouth and nose. Cabin crew were wearing protective masks.

A replacement A320-200 registration D-AIPA, that had arrived in Budapest

as regular flight LH-1678 from Munich to Budapest, resumed the flight LH-1788 $\,$

and reached Bodrum with a delay of 5:45 hours.

On Aug 5th 2014 the French BEA reported in their weekly bulletin that after

takeoff cabin crew observed smell in the aft galley, both galley ovens were

switched off, but the smell continued and filled half of the cabin in the

back of the aircraft. The crew decided to divert to Budapest, two cabin

crew became incapacitated as result of the smell. All crew members were

taken to hospitals. Hungary's KBSZ opened an investigation.

The airline reported to a German mass media (who as the only newspaper across

Germany took over that statement), that a passenger had dropped a phial

with nail cleaning fluid causing the acid smell, but did not

mention, that

the very same aircraft had suffered two more similiar fume events on flights

LH-2502 from Munich (Germany) to Manchester, EN (UK) on Jul 14th 2013 and

LH-2229 from Paris Charles de Gaulle (France) to Munich on Jul 23rd 2014

(the details of these two occurrences still under investigation by The Aviation

Herald, but the actual occurrences are already fully confirmed by evidence on hand).

Scenes on board (Photo: whatiplay):

http://avherald.com/h?article=47816e7b

20140730190151:20140730000000

Incident: China Southern A319 at Guangzhou on Jul 30th 2014, smoke

in cockpit

A China Southern Airlines Airbus A319-100, flight CZ-6059 from Guangzhou

(China) to Phnom Penh (Cambodia), was climbing through 5000 feet out of

Guangzhou when the crew donned their oxygen masks, declared emergency reporting

smoke in the cockpit and returned to Guangzhou for a safe landing about

19 minutes after departure.

Passengers reported there was a burning electrical smell.

The airline confirmed a mechanical problem.

A replacement aircraft reached Phnom Penh with a delay of 4 hours.

http://avherald.com/h?article=47817558

20140730195515:20140729000000

Incident: Skywest CRJ9 at Phoenix on Jul 29th 2014, pack overheated

A Skywest Canadair CRJ-900 on behalf of US-Airways, registration N897SK

performing flight 00-2948/US-2948 from Albuquerque, NM to Phoenix, AZ

(USA)

with 64 passengers, was on final approach to Phoenix when one of the air

conditioning systems overheated. The crew continued for a safe landing.

While the aircraft was taxiing towards the apron, passengers began to smell

smoke, apparently from a lavatory, the smoke detector of the lavatory triggered

prompting the crew to stop on the taxiway and have the passengers disembark

via the aircraft's airstairs.

The aircraft was subsequently towed to the apron.

Passengers reported they smelled burning rubber.

http://avherald.com/h?article=4782b5f1

20141010144436:20140728000000

Accident: Lufthansa A321 at Barcelona on Jul 28th 2014, fumes in cockpit

A Lufthansa Airbus A321-200, registration D-AIRE performing flight LH-1132

from Frankfurt/Main (Germany) to Barcelona, SP (Spain), was descending towards

Barcelona when a smell of old socks was detected in cabin and cockpit prompting

the crew to don their oxygen masks at about FL180. Without declaring emergency

or requesting priority in a seriously congested airspace around Barcelona,

approach control issuing instructions almost without catching breath in

between, the crew continued for a safe landing on Barcelona's runway 07L

about 30 minutes later, still using oxygen masks until after landing. There were no injuries.

The return flight LH-1133 was postponed to the next day to facilitate examination

and repairs over night, the return flight experienced another fumes event

however.

The Spanish CIAIAC did not respond to inquiries by The Aviation

Herald submitted since Jul 29th.

Germany's BFU reported they are aware of the two occurrences on

of Jul 28th 2014 and LH-1133 departing Barcelona on Jul 29th 2014. The report

concerning LH-1132 was forwarded to Spain's CIAIAC.

According to information The Aviation Herald received, the crew went

a hotel following the flight and performed the return flight the following

day. The information further suggests that Germany's Pilot Association "Vereinigung

Cockpit" may have a particular interest to identify the circumstances of

the occurrences because of the captain of both occurrence flights.

On Oct 10th 2014 the German BFU reported in their (delayed) July Bulletin,

that there was highly intense fumes in the cockpit and forward cabin durina

the approach to Barcelona affecting all crew members including the pilots.

Both pilots donned their oxygen masks. The return flight was postponed to

perform a "Pack Burn" over night. During the return flight the next dav

there was again highly noticeable fumes throughout the entire aircraft though

weaker than the day before. Again all crew members showed symptoms

head ache, nausea and dizziness. The BFU reported, that the

at Barcelona and on the return flight are both being investigated by

BFU rated a serious incident.

http://avherald.com/h?article=477f087f

20140727172645:20140726000000

Incident: Delta MD88 near Milwaukee on Jul 26th 2014, smell of smoke on board

A Delta Airlines McDonnell Douglas MD-88, registration N922DL performing

flight DL-1496 from Minneapolis, MN to New York La Guardia, NY (USA) with

145 people on board, was enroute at FL330 about 50nm northwest of

Milwaukee,WI

when the crew reported a smokey odour on board and decided to divert to

Milwaukee. On approach the crew reported that whatever caused the odour

appears to have gone out by itself and continued for a safe landing on Milwaukee's

runway 25L about 20 minutes later.

A replacement MD-88 reached New York with a delay of 5 hours.

http://avherald.com/h?article=477e478e

20140726191315:20140726000000

Incident: Tiger A320 near Sydney on Jul 26th 2014, oil fumes in

cabin

A Tiger Airways Airbus A320-200, registration VH-VNG performing flight TT-517

from Brisbane,QL to Melbourne,VI (Australia), was enroute at FL360 about

150nm northwest of Sydney,NS (Australia) when both crew donned their oxygen

masks reporting they had constant suspected oil smell in the cabin, they

were both on oxygen, and decided to divert to Sydney. The crew continued

to use their oxygen masks until after vacating runway 34L about 30 minutes

after reporting the fumes.

The airline confirmed an engineering issue. The passengers were rebooked onto other flights.

http://avherald.com/h?article=4778101f

20140806194140:20140714000000

Accident: US Airways A332 near Philadelphia and Gander on Jul 14th 2014, fumes on board

A US Airways Airbus A330-200, registration N287AY performing flight US-796 $\,$

from Philadelphia, PA (USA) to Tel Aviv (Israel), was climbing out of

Philadelphia

when the flight crew reported an odour of burning plastic but decided to

continue the flight. The aircraft was enroute at FL370 about 90nm northwest

of Gander, NL (Canada) when the crew declared emergency reporting several

flight attendants were reporting sick. The aircraft diverted to Gander for

a safe overweight landing about 30 minutes later.

The FAA reported that during departure from Philadelphia the flight crew

reported a smell of burning plastic but decided to continue the flight.

About 1.5 hours into the flight numerous flight attendants reported feeling

dizzy due to fumes. The aircraft diverted to Gander where medical services

met the aircraft.

NAV Canada reported the crew declared emergency reporting fumes in the back

of the aircraft and flight attendants were ill due to the fumes. The aircraft

diverted to Gander but could not dump fuel and had to land overweight.

On Aug 6th 2014 the Canadian TSB reported that cabin crew reported fumes

in the aft cabin while enroute about 100nm northwest of Gander, the flight

crew declared emergency and diverted to Gander for a safe overweight landing.

One flight attendant was transported to a medical facility and released

soon after. The other flight attendants and one passenger were examined

by medical staff at the airport and released. Maintenance inspected the

aircraft and was unable to reproduce the fumes. The aircraft was ferried

back to Philadelphia without incident, was released to service and has not

encountered another fumes event so far.

http://avherald.com/h?article=4776f91e

20140717124611:20140711000000

Incident: Condor B753 at Antalya and Munich on Jul 11th 2014, odour on board

A Condor Boeing 757-300, registration D-ABOK performing flight DE-5747 from

Antalya (Turkey) to Munich (Germany), completed the flight with a safe landing

on Munich's runway 26L. As there had been a number of fume events during

the flight the entire crew decided to go to a hospital for a medical checkup.

Germany's BFU reported that they received notification on Jul 14th (after

the weekend) about the occurrence of Jul 11th, the BFU is currently collecting

evidence and has not yet made an assessment whether to rate the occurrence

an accident, serious incident or incident.

The airline reported that cabin crew noticed an odour similiar to chlorine/cleaning

agents prior to departure. The odour re-occurred shortly before and during

landing causing minor eye irritation to cabin crew. The flight crew did

not notice any odour. There were no reactions from the passengers. Procedures

established by the airline require all crew to undergo a medical checkup

in such cases of odour. The occurrence was reported to the BFU, the aircraft

underwent tests in Munich that did not identify any anomaly and returned

to service the following day. The cause of the odour was subsequently identified

in the fact, that a number of toilets had been removed from the aircraft,

received deep cleaning and were re—assembled prior to departure for the

previous flight from Stuttgart to Antalya. The cleaning agent used contains

chlorine and develops an acid smell.

http://avherald.com/h?article=47735887

204 4074 204 2022 204 4074 40200

20140712210822:20140711000000

Incident: Jetblue A321 over Atlantic on Jul 11th 2014, cargo smoke indication

A Jetblue Airbus A321-200, registration N907JB performing flight B6-409

from New York JFK,NY (USA) to Santo Domingo (Dominican Republic) with 173

passengers and 6 crew, was enroute at FL330 about 240nm west of Bermuda

(Bermuda) when the crew received a smoke indication in the aft luggage compartment,

no smell or haze was observed on board, and decided to divert to Bermuda.

Upon checking in with Bermuda Approach the crew reported no change, the

indication was still active. Upon contacting the tower the crew advised

the situation was still unchanged. The aircraft continued for a safe landing

on Bermuda's runway 12. The aircraft vacated the runway and stopped on an

adjacent taxiway for an inspection by emergency services advising emergency

services they had no APU and could not shut down both engines, the right

hand engine was shut down for the inspection. Emergency services reported

no traces of fire, heat or smoke, thereafter the aircraft taxied to the

apron with emergency services in trail.

A replacement Airbus A320-200 registration N625JB reached Santo Domingo with a delay of 10 hours.

http://avherald.com/h?article=47729f02

20140715180506:20140711000000

Incident: United B772 over Pacific on Jul 11th 2014, haze on board

A United Boeing 777-200, registration N210UA performing flight UA-201 (dep

Jul 10th) from Honolulu, HI (USA) to Guam, GU (USA) with 335 passengers and

13 crew, was enroute at FL350 over the Pacific Ocean about 300nm southsouthwest

of Midway Islands,UM (USA) and about 850nm west of Honolulu when the crew

decided to return to Honolulu due to smell of smoke on board. The aircraft

descended to FL300 for the way back. About 10 minutes later haze was observed

in the cabin prompting the crew to turn north and divert to Midway Islands.

The aircraft dumped fuel and landed safely in Midway about one hour after

turning around.

A passenger reported there was a "problem with one of the wings" and the

cabin became smokey. Multiple passengers reported the aircraft had suffered

technical problems involving a burning smell in the cockpit prior to departure

and departed Honolulu with a delay of about 4 hours as result. Passengers

tweeted that the aircraft dumped fuel on the way to Midway.

There is a report on the Internet telling that the aircraft lost transponder,

radios and other systems one by one, however, radar data indicate the transponder

worked until touchdown.

Another passenger reported that there had been a burning smell prior to

departure. In flight the smell returned becoming stronger and stronger,

the smoke detectors in the aft cabin triggered. The captain announced there

were electrical problems and the (weather) radar had ceased functioning.

The replacement aircraft returned them to Honolulu, however, without the

luggage that could not be unloaded from the occurrence aircraft at Midway.

A replacement Boeing 777-200 registration N779UA positioned to Midway as $\ensuremath{\mathsf{N}}$

flight UA-2068 and returned the passengers to Honolulu as flight UA-2104 $\,$

delivering the passengers back to Honolulu about 14 hours after their departure from Honolulu.

The FAA reported there was an electrical smell in the cockpit.

The airline reported: "United flight 201 from Honolulu to Guam diverted

to Midway Island Thursday because of a mechanical issue. We sent another

aircraft to Midway Island to fly our customers back to Honolulu, where we

are accommodating them to their final destinations."

On Jul 14th 2014 the airline reported that a defective equipment cooling

fan was identified as source of the problem. The fan was replaced and the $\,$

aircraft returned to service.

http://avherald.com/h?article=476c3752

20140703152059:20140703000000

Incident: British Airways B763 near London on Jul 3rd 2014, burning smell in cockpit

A British Airways Boeing 767-300, registration G-BNWX performing flight

BA-676 from London Heathrow, EN (UK) to Istanbul (Turkey) with 185 passengers,

was climbing out of London when the crew stopped the climb at FL230 reporting

a burning smell in the cockpit and returned to Heathrow Airport for a safe

landing on runway 27R about 35 minutes after departure (20 minutes after

stopping the climb). The aircraft taxied to the apron after inspection by emergency services.

The airline reported the aircraft encountered a minor technical problem,

the problem is being resolved and the aircraft is about to resume the flight.

Emergency services reported they were alerted due to smoke in the cockpit.

http://avherald.com/h?article=4761a430

20140620171215:20140618000000

Incident: Jetblue A320 near Minot on Jun 18th 2014, electrical odour
in cockpit

A Jetblue Airbus A320-200, registration N564JB performing flight B6-597

from Boston, MA to Seattle, WA (USA) with 132 people on board, was

enroute

at FL340 about 90nm northeast of Minot,ND (USA) when the crew noticed an

electrical odour on the flight deck and decided to divert to Minot for a

safe landing about 23 minutes later. The crew cancelled the emergency after

landing advising the smell had dissipated.

The incident aircraft was able to continue the flight after 4:15 hours on

the ground and reached Seattle with a delay of 4.5 hours.

On Jun 20th 2014 the Canadian TSB reported that the aircraft was approximately

75nm southwest of Winnipeg, MB (Canada) when the crew detected heavy electrical

odour in the cockpit and spotted the cabin air recirculation fan circuit

breaker had tripped. The crew worked the related checklists turning off

the inflight entertainment system, declared emergency and diverted to Minot.

Maintenance identified the left cabin air recirculation fan was faulty,

disconnected the fan and the inflight entertainment system and released

the aircraft to continue the flight under minimum equipment list requirements.

http://www.anald.com/h2-utfale 4751507-

http://avherald.com/h?article=4751587d

20140529180156:20140529000000

Incident: ANA B788 near Tokyo on May 29th 2014, burning odour in galley

An ANA All Nippon Airways Boeing 787-800, registration JA820A performing

flight NH-905 from Tokyo Narita (Japan) to Beijing (China) with 105 people

on board, had just reached cruise level FL340 about 20 minutes into the

flight when the crew decided to return to Tokyo's Narita Airport due to

a burning odour in the aft galley of the aircraft, the galley was powered

down and the smell dissipated. The aircraft landed safely back on Narita's

runway 16R about one hour after departure.

The airline reported a faulty galley oven was identified as source of the burning odour.

The flight was cancelled, the passengers were rebooked onto another flight.

http://avherald.com/h?article=4749c91b

20140519222720:20140518000000

Incident: American B738 at Boston on May 18th 2014, smoked bread

crumbs

An American Airlines Boeing 737-800, registration N840NN performing flight

AA-1532 from Boston,MA to Miami,FL (USA) with 160 people on board, was climbing

out of Boston when passengers noticed a smell of smoke prompting the crew

to return to Boston for a safe landing about 25 minutes after departure.

The aircraft was able to depart again about 80 minutes after landing and

reached Miami with a delay of 75 minutes.

The airline reported the source of the smell was identified to be bread

crumbs in a galley oven. The oven was cleaned and the aircraft departed again.

http://avherald.com/h?article=4737f000

20140426185442:20140424000000

Incident: Envoy E145 near Tampa on Apr 24th 2014, smoke on board

An Envoy Air (former American Eagle) Embraer ERJ-145, registration N935AE

performing flight MQ-3454 from Tallahassee,FL to Miami,FL (USA) with 47

passengers and 3 crew, was climbing out of Tallahassee when the crew

stopped

the climb at FL250, donned their oxygen masks and decided to divert to Tampa,FL

(USA) reporting smoke on board. The aircraft landed safely on Tampa's runway

01L about 11 minutes later. After landing the crew advised that the smoke

on board had gone, the aircraft vacated the runway and taxied to the apron.

A passenger reported there had been a loud boom in the back of the aircraft

immediately followed by smell of smoke.

The airline confirmed there was smell of smoke on board, however, the airline

was not aware of any explosion.

N935AE is powered by AE3007 engines.

http://avherald.com/h?article=4734cf9f

20140422161706:20140421000000

Incident: Thomson B738 at Cardiff on Apr 21st 2014, bird strike

A Thomson Airways Boeing 737–800, registration G-TAWG performing flight

BY-532 from Cardiff,WL (UK) to Sharm el Sheikh (Egypt), departed Cardiff's

runway 12 when an engine ingested a number of sea gulls. In the absence

of abnormal engine indications the crew continued the climb. The aircraft

was enroute at FL370 near the French-German border about one hour into the

flight when the crew decided to turn around and divert to London Gatwick, EN

(UK) due to an abnormal smell of "roast chicken" developing in the cabin.

The aircraft landed safely on Gatwick's runway 08R about 2 hours after departure.

A replacement Boeing 737-800 registration G-FDZT reached Sharm el Sheikh

with a delay of 4.5 hours.

A passenger reported that the captain announced that passengers perhaps

noticed there was a smell of roast chicken in the cabin, this was because

of sea gulls, that had been ingested into one of the engines during the

departure out of Cardiff. They were diverting to Gatwick.

http://avherald.com/h?article=4734da77

20140422173811:20140420000000

Incident: Qatar A333 at Doha on Apr 20th 2014, smoke in cabin

A Qatar Airbus A330-300, registration A7-AEA performing flight QR-1

Doha (Qatar) to London Heathrow, EN (UK), was in the initial climb out of

Doha's runway 33 when the crew stopped the climb at 2500 feet due to

in the cabin and returned to Doha for a safe landing on runway 33 about

13 minutes after departure.

A replacement Airbus A330-200 registration A7-ACB reached London with a delay of 4:15 hours.

Passengers reported that there was a strong burning smell, then visible

haze and smoke about mid cabin. Cabin crew fetched portable fire extinguishers

and checked the cabin including walls and overhead bins for possible

of heat or fire but without finding any. The cabin was prepared for an evacuation.

however, the smoke began to dissipate and was gone by the time of touch

down. Emergency services met the aircraft upon landing. The passengers disembarked normally.

http://avherald.com/h?article=473141ab

20140417233026:20140415000000

Incident: American B752 near Dallas on Apr 15th 2014, electrical smell on board

An American Airlines Boeing 757-200, registration N622AA performing

flight

AA-205 from Orlando, FL to Los Angeles, CA (USA), was enroute at FL380

150nm southeast of Dallas Ft. Worth, TX (USA) when the crew decided to divert

to Dallas for a safe landing on Dallas' runway 35R about 30 minutes later.

A passenger reported the flight diverted to Dallas due to an electrical

fire. There was an electrical smell in the cabin, the flight attendants

were walking around the cabin with handheld fire extinguishers.

The FAA initially reported, they had no records of such an occurrence, on

a follow up by The Aviation Herald the FAA then stated: "We are investigating,

but we don't have a report ready that would get into the detail that you're

looking for."

A replacement Boeing 757-200 registration N628AA reached Los Angeles

a delay of 2.5 hours.

http://avherald.com/h?article=4731d084

20140418172015:20140414000000

Incident: Allegiant MD82 at Las Vegas on Apr 14th 2014, bee strike

An Allegiant Airlines McDonnell Douglas MD-82, registration N407NV performing

flight G4-448 from Las Vegas, NV to Duluth, MN (USA) with 160 people on board,

was climbing out of Las Vegas' runway 07L when upon contacting departure

the crew reported hitting a bird and requested vectors, they needed to monitor

and check their gauges. The aircraft stopped the climb at 10,000 feet. After

about 7 minutes, after consulting with dispatch, the crew decided to return

to Las Vegas and advised they were doing an overweight landing and needed

the longest runway available, runway 07L was assigned for the landing (runways

01 were active for landings). The crew advised they were on normal

operations,

had the airfield in sight and were cleared for a visual approach to runway

07L. The aircraft landed safely on runway 07L about 25 minutes after departure,

vacated the runway and stopped on the adjacent taxiway for an inspection

by emergency services.

A post flight inspection revealed that the aircraft had flown through a

swarm of bees with a large quantity of bees impacting and obscuring the

windshield and parts of the swarm being ingested into the engines.

Passengers reported a burning smell developed in the cabin when the aircraft climbed out.

A replacement MD-82 reached Duluth with a delay of 2:15 hours.

The airline confirmed bees clouded the windshield and were ingested into the engines.

http://avherald.com/h?article=47313257

20140417213128:20140413000000

Incident: El Al B738 at Zurich on Apr 13th 2014, burning rubber smell in cabin

An El Al Boeing 737-800, registration 4X-EKJ performing flight LY-347 from

Tel Aviv (Israel) to Zurich (Switzerland), had been sent into a holding

pattern at FL150 while on approach to Zurich, when inbound to the hold the

crew declared PAN reporting a smell of burning rubber in the cabin. The

aircraft was cleared for an immediate approach to runway 14, the crew reported

the smell was decreasing. The crew advised they would vacate the first taxiway

to the left and then stop for emergency services to check the aircraft.

The aircraft landed safely on runway 14 about 12 minutes after declaring

PAN, vacated the runway to the right and stopped on taxiway H1.

Emergency

checked the aircraft, the crew reported that the odour had subsided and

everything was normal in the cabin, they would now continue taxi to the

gate but requested emergency services to follow the aircraft to the stand.

The incident aircraft was able to depart for the return flight and reached

Tel Aviv with a delay of 75 minutes.

http://avherald.com/h?article=477635ad

20150316172453:20140411000000

Incident: China Airlines B738 near Bangkok on Apr 11th 2014, burning smell, smoke and arcing in cabin

A China Airlines Boeing 737–800, registration B-18601 performing flight

CI-7916 from Yangon (Myanmar) to Taipei (Taiwan) with 155 passengers and

8 crew, was enroute at FL370 about 250nm northwest of Bangkok when the crew

noticed a burning odour near the main cabin door 1L, then observed smoke

and arcing. While cabin crew discharged fire extinguishers the flight crew

diverted the aircraft to Bangkok. The aircraft entered a hold at 6000 feet,

climbed to FL100, descended to 7000 feet again to enter another hold and

landed safely at Bangkok about 2 hours after leaving FL370.

Taiwan's Aviation Safety Council (ASC) reported the occurrence on Jul 16th

2014 stating that an investigation into the Fire/Smoke occurrence has been opened.

On Mar 16th 2015 Taiwan's ASC released their final report in Chinese concluding

the probable causes of the occurrence were:

- There were existing compression situation of forward galley 2 electric

wire and the ceiling panel, the normal operation vibration caused the wire

rubbing against the ceiling panel. The exposed conducting wire inside the

electric wire and graphite fibers inside the ceiling panel rubbing against

each other caused short circuit happened between the left side panel and

the metal beam. The electric circuit from conducting wire to the right hand

side then to the left hand side metal beam panel, the electric circuit formed

a short circuit to ground and caused the cabin electric arcing.

There are 2 probable causes regarding to the situation of the compression

between the forward galley 2 electric wire and the ceiling panel.

+ When the aircraft was shop out 16 years ago, the forward galley 2 wire

had compressed to the ceiling panel, however, the occurrence did not

due to the wire wrap was the close type; 8 years ago, the wire wrap was

changed to open type when the mechanic re-installed the clamp and wire in

accordance with Engineering Order (EO) instruction, at the time the wire

had compressed to the ceiling panel directly. The vibration of normal operation

caused the electric wire to rubbing against the ceiling panel. The conducting

wire inside the electric wire and graphite fibers inside the ceiling panel

was exposed and compressed each other.

+ China Airlines did not train the mechanic regarding the positioning marking

before remove and reinstall the components when the aircraft was shop out;

consequently, the mechanic did not perform positioning marking when

EO was performed 8 years ago. The EO content also did not include the positioning

marking step which caused the clamp was installed onto the fore side of

the fastener mistakenly lead the wire compressed to the ceiling panel.

The ASC reported that the aircraft was enroute when the cabin crew at position

1R heard a "bang" sound and noticed a burning smell, a passenger pointed

to smoke coming from the cabin ceiling. Cabin crew 1R found a dark spot

near the door 1L and dripping material. The purser was informed, checked

the spot, felt an electrical shock when touching the panel and

suspected

a hidden fire. While the flight crew initiated a diversion to Bangkok, cabin

crew disconnected all power to forward galley #2. Being unable to get behind

the panel for identifying the source of the fire, the purser requested the

axe from the captain, that is kept in the cockpit, the captain handed the

axe to the purser, the purser used the axe to create a hole in the panel,

during that process an electrical arc shot about 30cm in length came off

the ceiling. The arc ceased after a fire extinguisher was discharged into

the hole.

The dark spot at the cabin ceiling (Photo: ASC):

The chafed wires (Photo: ASC):

http://avherald.com/h?article=472ee7d0

20140414210436:20140411000000

Incident: Canadian North B732 near Yellowknife on Apr 11th 2014,

smell of smoke and haze in cabin

A Canadian North Boeing 737-200, registration C-GNDU performing flight 5T-447

from Cambridge Bay, NU to Yellowknife, NT (Canada) with 36 people on board,

was enroute at FL330 about 160nm north of Yellowknife when the crew reported $\,$

the smell of smoke as well as haze on board. The flight crew received a

#2 air conditioning system trip off indication, shut the system down, the

haze and smell dissipated thereafter. The aircraft landed safely in Yellowknife.

http://avherald.com/h?article=472d3aeb

20140412174556:20140411000000

Incident: Caribbean B738 over Atlantic on Apr 11th 2014, smell of smoke

A Caribbean Airlines Boeing 737-800, registration 9Y-JMA performing flight

BW-425 from New York JFK,NY (USA) to Port of Spain (Trinidad and Tobago)

with 106 people on board, was enroute at FL350 about 120nm southwest of

Bermuda (Bermuda) when the crew reported the smell of smoke on board and

decided to divert to Bermuda, however without declaring emergency. The aircraft

landed safely on Bermuda's runway 12 about 30 minutes later.

The incident aircraft was able to continue the flight as flight BW-3425

the following day and reached Port of Spain with a delay of 26.5 hours.

Police reported the aircraft diverted after an electrical burning smell was observed in the cabin.

http://avherald.com/h?article=4729f1e9

20140408123903:20140407000000

Incident: Lufthansa A343 at Frankfurt on Apr 7th 2014, rejected takeoff

A Lufthansa Airbus A340-300, registration D-AIGU performing flight LH-630 $\,$

from Frankfurt/Main (Germany) to Dubai (United Arab Emirates), was
accelerating

for takeoff from Frankfurt's runway 18 when the crew rejected takeoff at

high speed due to a #4 engine (CFM56, outboard right hand) fire indication.

The aircraft slowed safely and stopped on the runway, emergency services

responded, checked the engine and cooled the brakes. The aircraft subsequently

returned to the gate.

A replacement Airbus A340-300 registration D-AIFA reached Dubai with a delay of 3:40 hours.

A passenger reported the aircraft was accelerating for takeoff normally,

when the brakes came on at high speed. After the aircraft had come to a

full stop the captain announced an engine #4 fire indication, a smell of

overheated brakes became apparent in the cabin, emergency services arrived

and checked the engine and brakes. There had been no unusual noises, vibrations

or smells prior to the brakes coming on, there was no visible smoke or fire.

The incident aircraft is still on the ground in Frankfurt 24 hours later.

Engine #4 being checked by emergency services:

Emergency service line up:

http://avherald.com/h?article=47287cb2

20140406171230:20140406000000

Incident: Jetstar A320 near Rockhampton on Apr 6th 2014, fumes in

forward cabin

A Jetstar Airbus A320-200, registration VH-VQW performing flight $\rm JQ-959$

from Cairns,QL to Sydney,NS (Australia) with 132 passengers, was enroute

at FL370 about 130nm southwest of Rockhampton,QL (Australia) when the crew

reported smoke in the cockpit and decided to divert to Rockhampton where

the aircraft landed safely on runway 33 about 22 minutes later.

The airline reported passengers in the forward cabin noticed a strong smell

prompting the diversion. The passengers were taken to hotels overnight while

the aircraft is being examined for the cause of the fumes.

20140404171723:20140404000000

Incident: Austrian F100 near Linz on Apr 4th 2014, smelly galley

An Austrian Fokker 100, registration OE-LVI performing flight OS-183 from

Vienna (Austria) to Stuttgart (Germany) with 98 passengers and 4 crew, was

climbing through FL240 out of Vienna when the crew decided to divert

Linz (Austria) due to an unusual odour in the galley. The aircraft landed

safely on Linz' runway 08 about 10 minutes later. The passengers disembarked normally.

The airline reported an unusual smell in the galley prompted the

divert to Linz, there was no danger to the occupants of the aircraft. The

smell is probably the result of a technical defect.

The remainder of the flight was cancelled, the passengers were rebooked

onto other flights or bus services to Stuttgart or are being offered

return to Vienna by air, train or road.

http://avherald.com/h?article=4726ab38

20140404104729:20140404000000

Incident: Qantas A332 near Adelaide on Apr 4th 2014, cargo fire indication

A Qantas Airbus A330-200, registration VH-EBQ performing flight QF-581 from

Sydney, NS to Perth, WA (Australia) with 266 people on board, was enroute

at FL380 about 150nm westsouthwest of Adelaide, SA (Australia) when

received an aft cargo fire indication and activated the fire suppression

system which stopped the fire indication. The aircraft turned around

diverted to Adelaide for a safe landing on Adelaide's runway 05 about 23

minutes later. Attending emergency services found no trace of fire, heat

or smoke.

Qantas said the crew received a warning indication indicating a possible

technical problem, the crew diverted to Adelaide as a safety precaution.

The passengers disembarked normally via the aerobridge.

Passengers reported that apart from the aircraft turning back to Adelaide

and the crew announcements they did not notice anything abnormal, in particular

there were no unusual smells. Other passengers tweeted however there was

smoke in the cabin.

http://avherald.com/h?article=4724695a

20140401214130:20140331000000

Accident: Jetblue E190 at Kingston on Mar 31st 2014, smoke in

cockpit

A Jetblue Embraer ERJ-190, registration N267JB performing flight B6-876

from Kingston (Jamaica) to Fort Lauderdale, FL (USA) with 98 passengers,

was climbing out of KIngston when smoke in the cockpit prompted the

to return to Kingston, where the aircraft landed safely about 15 minutes

after departure. 6 passengers received injuries.

The airline confirmed smell of smoke on board of the aircraft, 6 passengers

received medical assistance after landing.

The FAA reported 6 passengers received injuries following smoke in the cockpit.

The source of the smoke is under investigation.

Jamaica's Airport Authority reported they are investigating whether the

smoke came from one of the engines or air conditioning systems. One of the $\,$

passengers received a leg fracture while exiting the aircraft.

20140331142004:20140330000000

Incident: United B753 at Honolulu on Mar 30th 2014, smell on board

A United Boeing 757–300, registration N75854 performing flight UA-1221 from

Honolulu, HI to Los Angeles, CA (USA), was climbing out of Honolulu's runway

08L when the crew stopped the climb at 11,000 feet reporting an unidentified

smell on board and requesting emergency services on standby for an overweight

landing. The aircraft returned to Honolulu for a safe overweight landing

on runway 08L about 20 minutes after departure, indicated normal operation

and released emergency vehicles after rollout.

A replacement Boeing 757-300 registration N57855 reached Los Angeles with a delay of 5 hours.

http://avherald.com/h?article=471beded

20140321210227:20140315000000

Incident: Air Canada B763 over Japan on Mar 15th 2014, acrid smell in aft lavatory

An Air Canada Boeing 767–300, registration C-FCAE performing flight AC-64 $\,$

from Seoul (South Korea) to Vancouver, BC (Canada) with 169 people on board,

was enroute at FL310 about 110nm north of Osaka (Japan) when the crew descended

the aircraft to FL300, turned around and returned to Seoul due to an acrid

smell in an aft lavatory. The aircraft landed safely in Seoul about 90 minutes later.

The aircraft was able to depart Seoul again after about 90 minutes on the

ground and reached Vancouver with a delay of 4 hours.

The Canadian TSB reported the L2 lavatory light socket was replaced.

http://avherald.com/h?article=4713a733

20140311155143:20140306000000

Incident: Jazz DH8C at Vancouver on Mar 6th 2014, heated cabin

A Jazz de Havilland Dash 8-300, registration C-GMTA performing flight QK-8416

from Vancouver, BC to Kelowna, BC (Canada) with 52 people on board, was climbing

out of Vancouver when the crew stopped the climb reporting an unusual cabin

heat and requesting emergency services on stand by for the arrival. The

aircraft returned to Vancouver for a safe landing about 20 minutes after departure.

The Canadian TSB reported the crew received a cabin duct temperature warning

with temperatures above 100 degrees C. The cabin temperature could not be

controlled, a blue hue and oil smell was observed in the cabin. The crew

donned their oxygen masks and returned to Vancouver.

http://avherald.com/h?article=470be1bb

20140301220041:20140227000000

Incident: Delta B763 at New York on Feb 27th 2014, flaps did not retract

A Delta Airlines Boeing 767-300, registration N188DN performing flight DL-408

from New York JFK,NY (USA) to Brussels (Belgium) with 186 people on board.

was climbing out of New York's runway 31L when the crew reported they had

flaps disagree message and wanted to maintain present speed and level off

at 9000 feet. While working the relevant checklists the crew advised there

was a distinct possibility they might have blown a tyre on departure and

requested a runway inspection, they did have a smell of burned rubber and

now were having a problem with the trailing edge flaps. While being vectored

within the departure controller's airspace at 9000 feet the crew

indicated

that the smell in the back of the cabin was increasing. ATC subsequently

advised nothing had been found on the runway. The crew advised they needed

to burn off some fuel and would probably land overweight, no fuel dump possible.

The crew subsequently returned to JFK Airport for a safe landing on runway 31L.

The rotation DL-408/DL-409 was cancelled.

http://avherald.com/h?article=4704c8e5

20140220202509:20140220000000

Incident: ANA B763 near Akita on Feb 20th 2014, smoke in cabin

An ANA All Nippon Airways Boeing 767-300, registration JA8569 performing

flight NH-874 from Akita to Tokyo Haneda (Japan) with 155 passengers and

8 crew, was climbing out of Akita about 5 minutes into the flight when a

burning smell and white smoke appeared in the cabin. A short time later

the fire detectors in the lavatories raised alert prompting the crew to

stop the climb and return to Akita for a safe landing. Emergency services

checked the right hand engine (CF6) after landing.

Japan's Ministry of Transport reported that there was no fire. A minor oil

leak from the right hand engine was identified as source of the smell and

smoke, the oil vaporized, got into the air conditioning system and thus

was transported into the cabin.

http://avherald.com/h?article=46fec5c7

20140219160459:20140211000000

Incident: Kuwait A306 near London on Feb 11th 2014, hydraulic

failure

A Kuwait Airways Airbus A300-600, registration 9K-AMA performing flight

KU-104 from London Heathrow, EN (UK) to Kuwait (Kuwait), was climbing through

FL160 out of London when the crew decided to return to London due to a hydraulic

failure. The aircraft landed safely at Heathrow Airport about 20 minutes later.

The aircraft was able to depart again 5 hours after landing and reached

Kuwait with a delay of 5:45 hours.

On Feb 19th 2014 the airline told The Aviation Herald: "The Event occurred

due to Cabin smoke smell/fumes due to which diversion was considered. On

the ground, inspection was carried out on all the related systems including

engine, air conditioning, hydraulics etc and all found satisfactory. Few

feathers were found on Engine 1 and BirdStrike Inspection was also carried

out. Note that the same aircraft departed and landed without incident few

hours later. Still we cannot confirm the exact source of Smoke/Smell and

Investigation is still under progress."

http://avherald.com/h?article=46fbc42f

20140208234527:20140207000000

Incident: United B744 over Pacific on Feb 7th 2014, fumes on board

A United Boeing 747-400, registration N179UA performing flight UA-840 from

Sydney,NS (Australia) to Los Angeles,CA (USA), was enroute at FL350 about

one hour southwest of Honolulu, HI (USA), when the crew reported an electrical

smell on board and decided to divert to Honolulu. On initial approach to

Honolulu the crew mistakenly made their lengthy announcement to passengers

on the radio reporting the aircraft was fine, they had some sort of an electrical

smell about half an hour ago, and they were not going to Los Angeles

but

diverting to Honolulu as a precaution. Queried by ATC the crew confirmed

they did have an electrical smell on board of the aircraft and apologized

for the mistransmission. On tower frequency the crew told tower to treat

the landing a precautionary rather than an emergency landing advising the

odour had not gone any stronger. The aircraft landed safely on Honolulu's

runway 08L about one hour after first reporting an electrical smell on board

and taxied to the gate without stop. The crew terminated emergency status

after vacating the runway.

The remainder of the flight was cancelled, the passengers were rebooked onto other flights.

The incident aircraft resumed service after 12 hours on the ground.

http://avherald.com/h?article=46f7ef8a

20140204001045:20140131000000

Incident: United B772 near Newark on Jan 31st 2014, smell of smoke

A United Boeing 777-200, registration N791UA performing flight UA-932 from

Washington Dulles,DC (USA) to Frankfurt/Main (Germany), was enroute at FL350

about 23nm east of Newark,NJ (USA) when the crew reported the smell of smoke

on board of the aircraft and decided to divert to Newark. The aircraft landed

safely on runway 22L about 32 minutes later. Three passengers were taken

to a hospital for checks after possible smoke inhalation.

A replacement Boeing 777–200 registration N783UA departed the following $% \left(1\right) =\left(1\right) \left(1\right) \left($

day as flight UA-1755 and reached Frankfurt with a delay of 23:15 hours.

The airport reported three passengers were taken to a hospital as a precaution due to smoke inhalation.

The airline confirmed the smell of smoke on board.

http://avherald.com/h?article=46f4c8ba

20140130225441:20140129000000

Incident: Air France A388 over Canada on Jan 29th 2014, special

inflight "entertainment"

An Air France Airbus A380-800, registration F-HPJD performing flight AF-6

from Paris Charles de Gaulle (France) to New York JFK,NY (USA), was enroute

at FL400 over north east Canada when a strong burning smell developed around

the aft of the upper deck cabin. Cabin crew rushed to locate the source

of the smell, moved passengers out of the seats and removed the seat cushions

and finally identified a short circuit in one of the seats' inflight entertainment

system. The smell dissipated afterwards, the crew continued the flight to

New York - ATC remained unaware - for a safe landing.

Several passengers reported a strong smell of electrical smoke developed

near the rear of the upper deck cabin, cabin crew reacted rapidly, moved

passengers out of their seats and removed seat cushions. The flight crew

indicated they were considering a diversion to Gander, NL (Canada). Cabin

crew obviously identified the source of the smell and did something to a

seat about mid premium economy class, possibly disconnecting electrical

supply, after which the smell dissipated. The flight was continued to New

York without diversion. It later emerged an inflight entertainment system

had developed a short circuit.

A passenger commented: "Very impressed with the reaction time and teamwork of the cabin crew."

Seats without cushion (Photo: passenger):

http://avherald.com/h?article=46f4c0d2

20140130215613:20140128000000

Incident: Southwest B737 near South Bend on Jan 28th 2014, loss of

cabin pressure

A Southwest Airlines Boeing 737-700, flight WN-4202 from Milwaukee,WI to

Baltimore,MD (USA) with 65 passengers and 5 crew, was enroute at FL410 about

30nm east of South Bend, IN (USA) when the crew initiated an emergency descent

due to the loss of cabin pressure, the passenger oxygen masks were released.

The aircraft diverted to South Bend for a safe landing about 25 minutes later.

Passengers reported smell of smoke on board.

The airline reported the aircraft had pressurization problems, the passenger

oxygen masks were released and the oxygen generators activated.

The oxygen generators are known to get quite hot due to the chemical reaction

to generate oxygen, it is not unusual to get a smell of smoke as well as

light haze from the oxygen generators.

http://avherald.com/h?article=46ed05e5

20140120234100:20140120000000

Incident: Condor B763 at Mombasa on Jan 20th 2014, rejected takeoff

A Condor Boeing 767–300, registration D-ABUB performing flight DE-7264 from

Mombasa (Kenya) to Zanzibar (Tanzania), rejected takeoff from Mombasa at

high speed (approx 90 knots) after a heron was ingested into the

left hand

engine (PW4060). The aircraft slowed safely and returned to the apron.

A subsequent engine inspection determined that the engine was not $\mbox{\tt damaged}$

and the heron had not entered the engine core. Following engine run ups

the aircraft was released to continue the flight about 2.5 hours after rejecting takeoff.

The aircraft completed the leg to Tanzania, an occupant commented "inclusive

smell of a chicken coop", and returned to Frankfurt as flight DE-7265 arriving

in Frankfurt with a delay of 2 hours.

http://avherald.com/h?article=46e840e6

20140114221759:20140114000000

Incident: SAS CRJ9 at Copenhagen on Jan 14th 2014, rejected takeoff

A SAS Scandinavian Airlines Canadair CRJ-900, registration LN-RNL performing

flight SK-436 from Copenhagen (Denmark) to Gothenburg (Sweden) with 24 passengers

and 4 crew, was accelerating for takeoff from Copenhagen's Kastrup Airport

when the crew rejected takeoff at low speed, about 10 seconds after applying

takeoff thrust, after the captain smelled smoke in the cockpit. The aircraft

stopped on the runway, flight and cabin crew established there was smoke

in cockpit and cabin, the occupants rapidly deplaned onto the runway while

emergency services responded.

Passengers reported that the engines had spooled up and the aircraft was

accelerating on the runway for about 10 seconds when the brakes came on

and the aircraft stopped, the flight crew had donned their oxygen masks.

About a minute after coming to a stop cabion crew initiated the evacuation

of the aircraft.

The cause of the smoke is being investigated.

http://avherald.com/h?article=46e5e24c

20140111212137:20140108000000

Incident: Southwest B733 at Detroit on Jan 8th 2014, fire indication

in cabin

A Southwest Airlines Boeing 737–300, flight WN-685 from Detroit,MI to Baltimore,MD $\,$

(USA), was climbing out of Detroit's runway 22L when the crew stopped the

climb at 6000 feet reporting smoke on board. The aircraft positioned for

a return to runway 22L and landed safely about 11 minutes after departure.

Emergency services found no trace of fire, heat or smoke, the aircraft taxied

to the gate with emergency services following the aircraft.

A passenger reported a strange smell developed on board shortly followed

by a fire alarm sounding from the back of the aircraft. The crew subsequently

announced there was smoke on the aircraft. Fire fighters entered the aircraft

after reaching the gate.

http://avherald.com/h?article=46e5242d

20140110221705:20140107000000

Incident: Delta MD88 near Charlotte on Jan 7th 2014, engine surges

A Delta Airlines McDonnell Douglas MD-88, registration N927DA performing

flight DL-781 from New York La Guardia,NY to Atlanta,GA (USA), was enroute

at FL300 about 60nm north of Charlotte,NC (USA) when an engine emitted a

bang for the second time prompting the crew to divert to Charlotte for a

safe landing about 20 minutes later. The crew shut the left hand engine

down after landing, emergency services checked the engine before the aircraft

proceeded to the apron.

A passenger reported that the aircraft was enroute at FL340 about 170nm

north of Charlotte when an engine emitted a bang, a smell of smoke developed

shortly after. The crew descended the aircraft to FL300 and announced there

had been an aircraft fault, the smell of smoke dissipated again. About 25

minutes later a second bang occurred after which the crew decided to divert

to Charlotte. The crew announced that there were problems with the pressure

on the left hand engine.

A replacement MD-88 reached Atlanta with a delay of 9 hours.

http://avherald.com/h?article=46d72bd2

20131223223939:20131211000000

Incident: Delta A333 near Val d'Or on Dec 11th 2013, smoke
indication

A Delta Airlines Airbus A330-300, registration N820NW performing flight

DL-258 from Minneapolis,MN (USA) to Amsterdam (Netherlands) with 278 passengers

and 13 crew, was enroute at FL350 about 75nm southwest of Vald'Or,QC (Canada)

and 350nm northeast of Detroit,MI (USA) when the crew received a smoke indication

for the crew rest area. The crew worked the relevant checklist, the

rest was checked with no smoke or haze found however an electric smell detected.

The crew decided to divert to Detroit where the aircraft landed safely about

65 minutes later.

The Canadian TSB reported that checks after landing did not detect any trace of smoke or fumes.

A replacement Airbus A330-300 registration N812NW reached Amsterdam with a delay of 4:45 hours.

http://avherald.com/h?article=46c135d1

20131126224238:20131125000000

Incident: Delta A320 at San Diego on Nov 25th 2013, bird strike

A Delta Airlines Airbus A320-200, registration N364NW performing flight

DL-2078 from San Diego, CA to Salt Lake City, UT (USA), was in the initial

climb out of San Diego's runway 27 when the crew reported a bird strike

into one of the engines (CFM56), levelled off at 4000 feet and returned

to San Diego for a safe landing on runway 27 about 20 minutes after departure.

Passengers reported a loud bang and the aircraft jolted when the bird was

ingested into the engine. Subsequently a smell of burning rubber developed in the cabin.

http://avherald.com/h?article=46c05c11

20131125221948:20131125000000

Incident: THY B773 at Istanbul on Nov 25th 2013, bird strike

A THY Turkish Airlines Boeing 777-300, registration VT-JEM performing flight

TK-1979 from Istanbul (Turkey) to London Heathrow, EN (UK), was climbing

out of Istanbul's runway 17R when the crew radioed ATC they would stop the

climb at FL110 due to a technical problem. The aircraft entered a hold for

about 5 minutes, then the crew advised they had problems with one of the

engines (GE90) and a strong burning smell on board and would need to return

to Istanbul. The aircraft landed safely on runway 17L about 30 minutes after departure.

The passengers reported they smelled strong odour of burning meat immediately

after departure, they were told after landing that the smell originated

from one of the engines, that developed problems and vibrations.

The airline reported the engine trouble was the result of a bird strike.

The aircraft has been wet leased from Indish Operator Jet Airways.

http://avherald.com/h?article=46c02bfa

20131125171109:20131124000000

Incident: Virgin America A320 at New York on Nov 24th 2013, bird strike

A Virgin America Airbus A320-200, registration N640VA performing flight

VX-22 from San Francisco, CA to New York JFK, NY (USA) with 153 people on

board, was on approach to JFK Airport approximate on the base leg at about

2000 feet when the crew declared emergency reporting they hit a bird, the

airplane was flying fine but they had some smoking smell on board. The aircraft

continued for a safe landing on runway 31L, vacated the runway onto the

parallel taxiway and stopped requesting emergency services to take a look

at them, they still had a "pretty good smoking smell" on board, subsequently

advising emergency services they still had a "nice smoking smell" entering

the cockpit. Emergency services reported damage to the right hand engine's

(CFM56) cowling and requested the engine to be shut down for further examination.

The aircraft subsequently was cleared to continue taxi to the apron.

The FAA reported the aircraft received damage to the engine cowl and gear

door as result of a bird strike.

http://avherald.com/h?article=46b85227

20131115153633:20131114000000

Incident: British Airways B772 over Atlantic on Nov 14th 2013,

burning smell in cabin

A British Airways Boeing 777-200, registration G-VIIS performing flight

BA-173 from London Heathrow, EN (UK) to New York JFK, NY (USA), was enroute

at FL380 over the Atlantic about one hour into the crossing when the crew

declared PAN reporting a burning smell in the cabin and requested to turn

around and divert to Shannon (Ireland). The aircraft initially maintained

FL380 and set course towards Shannon later descending to FL360. Already

on VHF about 120nm from Shannon the crew indicated they didn't need assistance

by emergency services at Shannon, they expected a normal landing below max

landing weight and expected to directly taxi to the apron. The aircraft

landed safely on Shannon's runway 24 about 90 minutes after declaring PAN.

A replacement Boeing 777-200 registration G-YMMG reached New York with a delay of 7:40 hours.

G-VIIS at the gate in Shannon:

http://avherald.com/h?article=46b6f7ce

20131113221855:20131113000000

Incident: Endeavor CRJ9 at New York on Nov 13th 2013, burning odour in cabin

An Endeavor Air Canadair CRJ-900 on behalf of Delta Airlines, registration

N917XJ performing flight 9E-2921/DL-2921 from New York JFK,NY to Minneapolis,MN

(USA) with 69 people on board, was on a Canarsie climb through 10,000 feet

out of JFK when the crew reported a burning odour on board, donned their

oxygen masks and advised they needed to return. The aircraft descended to

4000 feet and positioned for an approach to runway 31R. The aircraft landed

safely on runway 31R, vacated the runway and stopped. Passengers disembarked

normally and were bussed to the terminal.

http://avherald.com/h?article=46b46c33

20131110183625:20131109000000

Incident: SAS B738 near Brussels on Nov 9th 2013, electrical smell

from aft galley

A SAS Scandinavian Airlines Boeing 737-800, registration LN-RRF performing

flight SK-7320 from Las Palmas,CI (Spain) to Trondheim (Norway) with 164

passengers, was enroute at FL380 about 50nm west of Brussels (Belgium) when

the crew reported an electrical odour from the aft galley and decided to

divert to Brussels. The aircraft landed safely on runway 25R about 21 minutes

after leaving FL380.

A replacement Boeing 737-800 registration LN-RPM departed Brussels the following morning and reached Trondheim with a delay of 14 hours.

http://avherald.com/h?article=46b05d37

20131112165257:20131103000000

Incident: Easyjet A319 at Milan on Nov 3rd 2013, smoke in cabin

An Easyjet Airbus A319-100, registration G-EJAR performing positioning flight

U2-9002 from Milan Malpensa (Italy) to Lyon (France) with 6 crew, was climbing

out of Milan's Malpensa Airport when the crew donned their oxygen masks,

stopped the climb at FL260 and returned to Malpensa for a safe landing on

runway 35R about 25 minutes after departure.

Italy's ANSV rated the occurrence a serious incident and opened an investigation

reporting that the aircraft was performing a positioning flight without

passengers when smoke in the cabin forced the crew to use their oxygen masks.

On Nov 12th 2013 the French BEA reported in their weekly bulletin that during

initial climb just after thrust reduction the crew activated the air conditioning

systems (packs). The first officer immediately noticed bad fumes and smell

prompting the crew to don their oxygen masks and execute the initial smoke

drill. The captain requested a priority landing at Malpensa where the aircraft

landed without further event. After landing all 6 crew members went to hospital

for blood testing. Italy's ANSV is investigating the serious incident.

The aircraft had landed at Milan Malpensa's Airport as flight U2-2788 on

Nov 2nd 2013 arriving from Paris Charles de Gaulle (France).

http://avherald.com/h?article=46adc879

20131102160114:20131101000000

Incident: Air France B773 near Saint Denis on Nov 1st 2013, smell of smoke in cabin

An Air France Boeing 777–300, registration F-GSQR performing flight AF-645

from Saint Denis (Reunion) to Paris Orly (France), was climbing out of Saint

Denis when the crew stopped the climb at FL180 reporting a strong smell

of smoke in the cabin. The aircraft subsequently entered a hold to dump

fuel before returning to Saint Denis for a safe landing about 95 minutes

after departure.

A replacement Boeing 777-300 registration F-GSQO reached Paris with a delay of 4:45 hours.

The incident aircraft was able to depart for flight AF-643 about 10

hours after landing back.

http://avherald.com/h?article=46afb75d

20131104230405:20131029000000

Incident: Lufthansa A343 at Newark on Oct 29th 2013, unidentifyable

burning smell

A Lufthansa Airbus A340-300, registration D-AIGV performing flight LH-408

from Dusseldorf (Germany) to Newark, NJ (USA) with 192 people on board, was

on approach frequency to Newark descending through about 6000 feet when

the crew requested priority due to an unidentifyable smell in the cockpit,

possibly burning rubber or burning plastics. The captain donned his oxygen

mask for the remainder of the approach and landing, the crew requested high

speed up to 280 knots. There was no smoke or haze visible, they lost the

flight management system #1 about 5 minutes prior to the fumes and did not

know whether there was a link between that failure and the smell. The aircraft

landed safely on runway 04R about 18 minutes later.

The aircraft was on the ground in Newark for about 3 hours then departed $% \left(1\right) =\left(1\right) +\left(1\right) +\left$

for the return flight LH-409 about 40 minutes behind schedule and reached $\,$

Dusseldorf on schedule.

http://avherald.com/h?article=46a76096

20131025210045:20131024000000

Incident: Spirit A319 at New Orleans on Oct 24th 2013, smell of smoke in cabin

A Spirit Airlines Airbus A319-100, registration N512NK performing flight

NK-365 from New Orleans, LA to Dallas Ft. Worth, TX (USA) with 129

people

on board, was climbing out of New Orleans when the crew stopped the climb

at 14,000 feet and returned to New Orleans reporting a smokey odour on board.

The aircraft landed safely on New Orleans' runway 20 about 18 minutes after departure.

The incident aircraft was able to depart again after about 3:15 hours on

the ground and reached Dallas with a delay of 3 hours.

http://avherald.com/h?article=46a689fa

20131024213538:20131023000000

Incident: American B738 at Miami on Oct 23rd 2013, bird strikes

An American Airlines Boeing 737-800, registration N901NN performing flight

AA-1303 from Mexico City (Mexico) to Miami, FL (USA), was on final approach

to Miami's runway 09. While being handed off to tower the aircraft encountered

a number of bird strikes while flying through a flock of birds, the crew

reported both engines were operating stable though they believed the right

hand engine took a bird and they were smelling it. The aircraft continued

for a safe landing on runway 09 about 2 minutes later.

A borescopic examination revealed no damage to the core of the right hand

engine, the aircraft received dents to the right hand engine inlet requiring

replacement of the inlet and dents at the right hand slats and flaps requiring

replacement of those slats and flaps. The aircraft is estimated to return

to service on Oct 26th.

http://avherald.com/h?article=46a69edb

20131024233941:20131022000000

Incident: American B752 near El Paso on Oct 22nd 2013, electrical

odour on board

An American Airlines Boeing 757-200, registration N688AA performing flight

AA-2420 from Los Angeles, CA to Dallas Ft. Worth, TX (USA) with 162 passengers

and 6 crew, was enroute at FL370 about 50nm northwest of El Paso,TX when

the crew declared emergency reporting an electrical smell on board and diverted

to El Paso for a safe landing on runway 22 about 18 minutes later. Emergency

services found no trace of fire, heat or smoke.

The remainder of the flight was cancelled, the passengers were rebooked onto other flights.

The incident aircraft resumed service about 27 hours later.

http://avherald.com/h?article=46a5b367

20140814152258:20131022000000

Incident: American B752 near Providenciales on Oct 22nd 2013, engine oil leak

An American Airlines Boeing 757–200, registration N605AA performing flight

AA-2282 from Port of Spain (Trinidad and Tobago) to Miami,FL (USA) with

169 passengers and 6 crew, was enroute at FL360 about $110 \, \mathrm{nm}$ southeast of

Providenciales (Turks and Caicos) when the crew noticed smell of smoke in

the cockpit and declared emergency reporting smoke in the cockpit. Shortly

afterwards the left hand engine's (RB211) oil temperature rose to above

170 degrees C into the red zone, the engine was reduced to idle, the oil

pressure dropped and the temperature returned to within operational values.

The aircraft diverted to Providenciales for a safe landing about 17 minutes

after leaving FL360.

Maintenance found engine oil in the fan duct, the quantity in the oil reservoir had reduced by about 1/3.

A replacement Boeing 737-800 registration N838NN was dispatched to Providenciales,

continued the flight and reached Miami with a delay of 7 hours.

The airline reported there was no fire, the aircraft diverted due to a mechanical

problem with an engine causing a low oil indication.

Turks and Caicos Emergency Department reported the crew indicated a fire

on board, the left engine was smoking and dripping fuel.

On Aug 14th 2014 the British AAIB released their bulletin reporting a seal

in the low pressure fuel pump had failed permitting fuel to enter the oil

system and the bleed air system. The aircraft was about 100nm southeast

of Providenciales when smoke began to fill the cockpit, the crew donned

their oxygen masks and diverted to Providenciales, cabin crew informed the

cockpit of smoke from the left hand engine but no signs of fire. The crew

completed the smoke, fumes and fire as well as the smoke removal checklists,

at FL100 the smoke had dissipated sufficiently that the crew was able to

remove the oxygen masks and smoke goggles.

Following landing the left engine was removed from the airframe, its oil

level was found low, there was a strong smell of fuel in the oil system,

and a large amount of debris was on the magnetic chip detectors, in particular

on the detector at the high speed gearbox. A seal in the low pressure fuel

pump was found heavily damaged, the fuel pump had a maintenance interval

of 12,000 hours and had accumulated 11,600 hours.

The AAIB discussed: "This is believed to be the fifth occasion on this engine

type of a fuel pump fault that has resulted in smoke entering the bleed

air system. The engine manufacturer is conducting a detailed inspection

of the fuel pump to determine the cause of failure, in accordance with its established continued airworthiness procedures."

http://avherald.com/h?article=46cb128d

20140410161948:20131014000000

Incident: British Airways B744 over Atlantic on Oct 14th 2013,

electrical fire on board

A British Airways Boeing 747-400, registration G-BNLW performing flight

BA-192 (Dep Oct 13th) from Dallas Ft. Worth, TX (USA) to London Heathrow, EN

(UK) with 275 passengers, was enroute over the Atlantic Ocean, breakfast

was about to be served, when an burning electrical smell was noticed and

fire detectors went off. An actual fire was detected in the cabinet containing

the control center of the inflight entertaiment center, cabin crew managed

to extinguish the fire. The aircraft continued to London for a safe landing.

The airline confirmed the incident reporting it took about 5 minutes from

detecting the first fumes to the ultimately small fire being extinguished

using several, possibly 5, fire extinguishers.

The occurrence has been rated as serious incident, an investigation has

been opened into the occurrence.

Passengers reported that they noticed the inflight entertainment system

went offline and there was some accumulation of flight attendants. It was

only later that some of the passengers were quietly told about a fire, that

had taken out part of the inflight entertainment system.

On Apr 10th 2014 the British AAIB released a preliminary report within their

monthly bulletin reporting that the aircraft was enroute about 2 hours before

landing when both pilots noticed a smell reminding them of

desinfectant,

they checked the cockpit door surveillance system to find out whether the

forward lavatory was being cleaned. The upper deck forward flight attendant

called the flight deck reporting a "funny smell", during the call the pilots

noticed the smell turned into a strong, acrid electrical burning smell.

The call was termined when a lavatory smoke EICAS message was received indicating

the smoke was either in a lavatory or the cooling duct of the inflight entertainment

system. The captain handed control to the first officer and worked the related

checklist which did not require any action from the flight deck, the

decided not to don their oxygen masks and did not transmit a distress call.

In the meantime two flight attendants had located an open fire in galley

4 between doors 2L and 2R and began to fight the fire with BCF extinguishers

reporting to the flight deck open flames in galley 4 emanating from the

Video Demodulator (VMOD) of the inflight entertainment system, which was

located in the service director's office in Galley 4. The communication

channels were kept open. The fire appeared to keep relighting several times,

a total of five fire extinguishers were discharged until the fire could

be reported out. The VMOD was removed and secured.

The AAIB analysed: "The VMOD unit was sent to its manufacturer for investigation

but, at the time of preparation of this account, their report has not been

received. However it was noted that the unit is certified to self-extinguish

when electrically isolated. An internal investigation by the operator concluded

that it was likely the VMOD had remained powered during the incident

this was the reason it continued to re-ignite. One of the cabin crew described

how he believed he had isolated the IFE, but his description of events suggested

that he had only actioned the ëseat/pc electrics isolationí part of the

ëSafety Equipment and Procedures Manualí and that this had been done from

memory."

The Video Demodulator and related switches (Photo: AAIB):

http://avherald.com/h?article=46972b4f

20131004213636:20131004000000

Incident: Germania B737 near Varna on Oct 4th 2013, electrical smell

A Germania Boeing 737-700, registration D-AGEL performing flight ST-8167

from Adana (Turkey) to Berlin Tegel (Germany) with 152 passengers, was enroute

at FL380 about 60nm northeast of Varna (Bulgaria) in Romanian Airspace when

the crew reported an electrical odour like burnt wires and decided to divert

to Varna, where the aircraft landed safely about 20 minutes later.

After an examination the aircraft was released to flight, departed Varna

after 90 minutes on the ground. According to flight plan the aircraft reached

Berlin with a delay of 12 hours after a departure from Adana about 11 hours

behind schedule.

http://avherald.com/h?article=46966402

20131003212853:20131003000000

Incident: Eagle B190 near Nelson on Oct 3rd 2013, electrical smell
in cockpit

An Eagle Airways Beech 1900D on behalf of Air New Zealand, registration

ZK-EAP performing flight NZ-2195 from Wellington to Nelson (New Zealand)

with 17 passengers and 2 crew, was descending towards Nelson when the crew

declared emergency reporting an electrical smell in the cockpit. The aircraft

continued for a safe landing on Nelson's runway 02 and stopped after vacating

the runway at the last exit.

Emergency services reported that after landing there was light haze visible

in the cockpit. The crew shut down both engines and rapidly disembarked

the passengers. The source of the smoke is under investigation.

http://avherald.com/h?article=46958d5c

20131002194504:20131002000000

Incident: CSA AT72 at Budapest on Oct 2nd 2013, engine fire

A CSA Czech Airlines Avions de Transport Regional ATR-72-200, registration

OK-YFT performing flight OK-787 from Budapest (Hungary) to Prague (Czech

Republic) with 33 passengers and 4 crew, was climbing through about 3000

feet out of Budapest's runway 31R when the crew, audibly on oxygen masks,

declared Mayday reporting smoke in the aircraft and requested an immediate

return to runway 31R for a landing as soon as possible. Another aircraft

was immediately pulled off the approach and sent into a hold, several more

aircraft also were sent to holds. About a minute after the initial emergency

call the crew reported they had an engine fire on the left hand engine,

the engine had been shut down and the fire suppression systems had been

discharged, the fire appeared to have been extinguished, in the stress of

the situation the crew reported 330 passengers and 4 crew on board. The $\,$

aircraft landed safely on runway 31R about 10 minutes after departure and

stopped on the runway where emergency services checked the aircraft before

it continued to the apron.

Budapest Airport was closed for about 30 minutes as result of the emergency

due to one runway out of service for maintenance and the other kept sterile

for the emergency and subsequent checks. Two aircraft diverted to Bratislava

as result of the delay.

The airline confirmed the crew received an engine fire indication,

shut

the engine down and returned to Budapest.

The flight was cancelled, the passengers were rebooked onto the next flight.

On Oct 8th 2013 the French BEA reported in their weekly bulletin that after

departure the crew noticed smell of smoke and smoke coming from the left

hand engine, the left hand engine's fire indication activated, the engine's

low oil pressure activated and the engine stalled. The crew shut the engine

down and returned to Budapest. After landing investigators found a number

of fractured turbine vanes. Hungary's Transportation Safety Board is investigating

the occurrence rated a serious incident.

http://avherald.com/h?article=4696e630

20131004132100:20130927000000

Incident: Firefly AT72 near Kuala Lumpur on Sep 27th 2013, engine shut down in flight

A FireFly Avions de Transport Regional ATR-72-500, registration 9M-FYJ performing

flight FY-2168 from Kuala Lumpur Subang to Alor Setar (Malaysia), was about

15 minutes into the flight when the crew needed to shut the left hand engine

down and returned to Kuala Lumpur's Subang Airport for a safe landing.

A passenger reported that about 15 minutes after becoming airborne there

was a pronounced deceleration of the aircraft, the aircraft began to descend

and rolled right for a longer than usual turn obviously to turn back to

Kuala Lumpur, there were no unusual noises or other unusual sensual perceptions

at the time. A few minutes later the flight crew announced that they had

some technical problem and were returning to Subang. The aircraft landed

safely about 10 minutes after the announcement and taxied to the apron.

Maintenance began to work on the left hand engine even before

passengers

had started disembarking. Upon exiting the aircraft the passenger noticed

a smell of hot/burning oil and overheard discussions between the engineers

talking about engine oil. They were taken to another aircraft and reached

Alor Setar with delay.

Engineers already working on the left engine while the passenger disembarked:

http://avherald.com/h?article=468ff6aa

20130926124129:20130924000000

Incident: Lufthansa A319 at Munich on Sep 24th 2013, smoke in

cockpit

A Lufthansa Airbus A319-100, registration D-AKNJ performing flight LH-1818

from Munich (Germany) to Barcelona, SP (Spain), was climbing out of Munich

when the crew donned their oxygen masks, stopped the climb at FL160 reporting

smoke in the cockpit and returned to Munich. The crew subsequently advised

they had light smoke in the cockpit, they would stop on the runway and requested

emergency services to check the aircraft out "in aller Ruhe" (in all calmness).

The aircraft performed an ILS approach to runway 26L and landed safely on

runway 26L about 17 minutes after departure.

The flight was cancelled.

The incident aircraft resumed service after about 13 hours on the ground.

The airline reported the following day the crew detected the smell of smoke,

however, there was no smoke in the cockpit.

http://avherald.com/h?article=468f1c6c

20130924200953:20130923000000

Incident: Delta B752 near Wichita on Sep 23rd 2013, burning smell on board

A Delta Boeing 757-200, registration N6705Y performing flight DL-1480 from

San Francisco, CA to Atlanta, GA (USA) with 175 people on board, was

at FL370 about 60nm westsouthwest of Wichita's Mid-Continent Airport, KS

(USA) when the crew reported a burning smell on board and decided to divert

to Wichita. Later on approach the crew reported an unknown smoke in

cabin. The aircraft landed safely on Wichita's runway 19R about 17 minutes

after leaving FL370. Attending emergency services found no trace of fire,

heat or smoke.

Passengers reported a smell like burning plastics.

http://avherald.com/h?article=468f198f

20130924195544:20130923000000

Incident: Air France B772 over Atlantic on Sep 23rd 2013, burning smell on board

An Air France Boeing 777-200, registration F-GSPA performing flight AF-12

from Paris Charles de Gaulle (France) to New York JFK,NY (USA) with

people on board, was enroute at FL360 over the Atlantic Ocean about 300nm

northeast of St. John's, NL (Canada) when the crew reported a burning smell

on board and decided to divert to St. John's, the crew did not request assistance

and did not request priority. The aircraft dumped fuel and landed safely

on St. John's runway 29 about 65 minutes later, emergency services

in their stand by positions and performed a runway inspection.

The incident aircraft departed St. John's about 29 hours after landing and

is estimated to reach New York with a delay of 29 hours.

http://avherald.com/h?article=468ca8d9

20130921204308:20130920000000

Incident: Spirit A319 at Fort Lauderdale on Sep 20th 2013, smoke in

cockpit

landing.

A Spirit Airlines Airbus A319-100, registration N525NK performing flight

NK-305 from Fort Lauderdale, FL to Las Vegas, NV (USA) with 150 people on

board, was in the initial climb out of Fort Lauderdale's runway 10L when

the crew stopped the climb at 4000 feet reporting smoke in the cockpit,

donned their oxygen masks and returned the aircraft to Fort Lauderdale for

a safe landing on runway 10L about 9 minutes after departure. The aircraft

was able to taxi to the gate after a check by emergency services.

A replacement A319-100 registration N531NK reached Las Vegas with a delay of 3 hours.

The incident aircraft was able to resume service 5 hours after

Passengers reported that during takeoff rotation a smell like burning batteries

appeared in the cabin, shortly after becoming airborne smoke entered the

cabin from the cockpit. The aircraft returned to Fort Lauderdale, emergency

services entered the aircraft with fire extinguishers. They were later told

that a faulty air conditioning system was identified as cause of the smoke.

http://avherald.com/h?article=468bb3ae

20130920163138:20130920000000

Incident: Delta MD88 at Manchester on Sep 20th 2013, irritating

smell on board

A Delta Airlines McDonnell Douglas MD-88, registration N910DE performing

flight DL-1941 from Manchester,NH to Atlanta,GA (USA) with 144 passengers

and 5 crew, was climbing out of Manchester when the crew stopped the climb

at 10,000 feet reporting fumes in the cabin were getting the flight attendants

irritated, the crew declared emergency and decided to divert to Boston,MA,

where the aircraft landed safely on runway 04R about 25 minutes after departure,

vacated the runway and stopped for a check by emergency services, shut both

engines down and requested emergency services to walk around advising they

were still smelling the fumes. Emergency services did not find any trace

of fire, heat or smoke. Passengers disembarked onto the taxiway and were

bussed to the terminal, the aircraft was subsequently towed to the apron.

There were no injuries.

The airline confirmed fumes on board prompted the diversion. The passengers

were rebooked onto other flights.

http://avherald.com/h?article=468b0c3a

20130919210604:20130918000000

Incident: TAM A320 near Curitiba on Sep 18th 2013, smell of smoke in cockpit

A TAM Linhas Aereas Airbus A320-200, registration PR-MYI performing flight

JJ-3045 from Sao Paulo Congonhas, SP to Porto Alegre, RS (Brazil), was enroute

at FL380 about 35nm east of Curitiba, PR (Brazil) when the crew reported

smell of smoke in the cockpit and diverted to Curitiba for a safe landing

on runway 15 about 12 (!) minutes later. Responding emergency services found

no trace of fire, heat or smoke.

Following examination the aircraft departed Curitiba as flight JJ-9396 to

Porto Alegre 4 hours after landing and reached Porto Alegre with a delay

of 4 hours. The aircraft subsequently performed return flight ${\sf JJ-3046}$ with

a delay of 45 minutes.

http://avherald.com/h?article=471532fe

20140313145332:20130914000000

Report: Thomas Cook B763 near Manchester on Sep 14th 2013, acrid smell in galley

A Thomas Cook Boeing 767-300, registration G-TCCB performing flight MT-2538

from Manchester, EN (UK) to Antalya (Turkey) with 320 passengers and 11 crew.

was climbing out of Manchester, when cabin crew switched on the ovens in

the rear galley. Three minutes later an acrid smell was noticed emanating

from the #3 oven, the oven was turned off and the circuit breakers reset.

Although the oven had been disconnected the smell intensified and cabin

crew noticed "wispy white smoke" from the sides and top of the oven. Fire

Extinguishers were discharged two times, the flight crew declared PAN and

diverted to East Midlands, EN (UK) for a safe landing. The aircraft vacated

the runway and stopped, fire services entered the cabin and removed the

oven. The aircraft was subsequently towed to the apron, where passengers disembarked.

The AAIB reported in their bulletin that there was no evidence of fire in, on or around the oven.

The trays to be inserted into the oven are being prepared by an independent

ground service company and come preloaded with the passengers' meals.

A safety pin in the #3 oven, which should prevent the trays from contacting exposed elements at the back of the oven, was found bent.

Examination revealed that two different types of ovens were installed on

the operator's Boeing 767s, one being 11mm narrower than the other. It was

found, that the meal trays could be easily inserted into the larger oven

but needed some force to be inserted into the narrower oven.

The occurrence tray inserted into the #3 oven was found damaged and too

big for the oven.

As safety action as result of the occurrence the operator identified a new

insert compatible with both types of ovens.

http://avherald.com/h?article=4684624b

20130911200324:20130910000000

Accident: Air Berlin A321 near Nuremberg on Sep 10th 2013, unusual odour near lavatory, 2 cabin crew treated for smoke inhalation

An Air Berlin Airbus A321-200, registration D-ABCF performing flight AB-9152

from Berlin Tegel (Germany) to Palma Mallorca, SP (Spain) with 140 passengers,

was enroute at FL350 about 50nm north of Nuremberg (Germany) when the crew

decided to divert to Nuremberg due to an unusual, unidentifyable smell near

the lavatory. The aircraft landed safely, however two cabin crew members

were taken to a hospital, where they were diagnosed with smoke inhalation.

A replacement Boeing 737-800 registration D-ABMG reached Palma Mallorca

with a delay of 4 hours.

The airline reported that the aircraft diverted to Nuremberg due to a smell

near a lavatory that could not be identified. A male and a female cabin

crew member were taken to a hospital.

The hospital reported the two cabin crew were diagnosed with smoke inhalation

and remained in intense hospital care for 24 hours.

The accident aircraft resumed service the following day.

http://avherald.com/h?article=4680579a

20130907172403:20130905000000

Incident: Sun Country B737 near Spokane on Sep 5th 2013, smell of

smoke as result of passenger laser burning holes

A Sun Country Airlines Boeing 737-700, registration N716SY performing flight

SY-283 from Minneapolis,MN to Seattle,WA (USA) with 105 passengers and 5

crew, was enroute at FL400 about 60nm east of Spokane, WA (USA) when the

crew reported the smell of smoke on board and diverted to Spokane for a

safe landing on runway 03 about 15 minutes later. Attending emergency services

found no trace of fire, heat or smoke.

On Sep 7th Authorities reported the FBI arrested a passenger who had brought

along home built laser devices and had operated those devices in flight

burning a number of holes into aircraft seats around his seat resulting

in the odour that prompted the diversion to Spokane.

http://avherald.com/h?article=467ee655

20130904214557:20130903000000

Incident: Delta MD90 near Birmingham on Sep 3rd 2013, smell of smoke

A Delta Airlines McDonnell Douglas MD-90, registration N935DN performing

flight DL-2243 from New Orleans, LA to Atlanta, GA (USA) with 132 people on

board, was enroute at FL310 about 120nm southsouthwest of Birmingham, AL

(USA) when the crew reported smell of smoke on board and decided to divert

to Birmingham for a safe landing on runway 06 about 30 minutes later. Attending

emergency services found no trace of fire, heat or smoke.

The incident aircraft reached Atlanta with a delay of 11:15 hours.

http://avherald.com/h?article=467ab70a

20130830213825:20130830000000

Incident: Lufthansa A320 near Copenhagen on Aug 30th 2013, smelly

carpet

A Lufthansa Airbus A320-200, registration D-AIZE performing flight LH-809

from Stockholm (Sweden) to Frankfurt/Main (Germany) with 129 passengers,

was enroute at FL360 about 85nm northeast of Copenhagen (Denmark) when the

crew decided to divert to Copenhagen due to a strong odour on board. The

aircraft landed safely on runway 22L about 15 minutes later.

The passengers were rebooked onto other flights.

Maintenance determined that the odour originated from a newly installed carpet.

The incident aircraft departed Copenhagen after about $2.5\ \text{hours}$ on the ground

just with the flight crew on board and positioned to Frankfurt reaching

Frankfurt with a delay of 2:45 hours.

http://avherald.com/h?article=4677662d

20130826205641:20130826000000

Incident: Condor B753 near Dubrovnik on Aug 26th 2013, smell of smoke in cabin

A Condor Boeing 757–300, registration D-ABOJ performing flight DE-1015 from

Hurghada (Egypt) to Frankfurt/Main (Germany) with 204 passengers and 9 crew.

was enroute at FL340 about 70nm north of Dubrovnik (Croatia) when the crew

reported smell of smoke in the cabin, turned around and diverted to Dubrovnik

for a safe landing on runway 12 about 20 minutes later. Responding

emergency

services found no trace of fire, heat or smoke.

The aircraft is still on the ground in Dubrovnik about 7 hours after landing.

The flight is estimated to reach Frankfurt with a delay of 12 hours.

http://avherald.com/h?article=4671a339

20130819155337:20130818000000

Incident: Jetblue E190 near Philadelphia on Aug 18th 2013, smell of

smoke

A Jetblue Embraer ERJ-190, registration N249JB performing flight B6-827

from Boston,MA to Baltimore,MD (USA) with 95 passengers and 4 crew, was

enroute at FL320 about 95nm northnortheast of Philadelphia, PA (USA) when

cabin crew noticed the smell of smoke in the cabin prompting the flight

crew to divert the aircraft to Philadelphia. The aircraft landed safely

on Philadelphia's runway 27L (active runways 09) about 25 minutes later,

vacated the runway and stopped for inspection by emergency vehicles. Emergency

services advised no traces of fire, heat or smoke were detected from the

outside of the aircraft, vehicles would follow the aircraft to the stand.

While communicating with dispatch to assign a gate emergency services alerted

the cockpit, that a heat signature had been found at the aft cargo area,

the crew responded with the evacuation of the aircraft. No injuries occurred

during the emergency evacuation.

The airline reported the crew diverted as abundance of caution after a smell

of smoke was detected in the cabin.

A replacement Embraer ERJ-190 reached Baltimore with a delay of 7:45 hours.

http://avherald.com/h?article=46700b2f

20130819163155:20130816000000

Incident: Ryanair B738 at Bremen on Aug 16th 2013, rejected takeoff

A Ryanair Boeing 737-800, registration EI-EGD performing flight FR-7602

from Bremen (Germany) to Vilnius (Lithuania) with 164 passengers, rejected

takeoff from Bremen's runway 09 at low speed after the crew noticed a strong

odour in the cockpit. The aircraft slowed safely and returned to the apron.

Germany's BFU confirmed the aircraft returned to the gate due to fumes in

the cockpit, however no investigation has been initiated.

A replacement Boeing 737-800 registration EI-DWJ reached Vilnius with a delay of 3.5 hours.

The incident aircraft resumed service after about 5.5 hours on the ground.

On Aug 19th 2013 Ryanair told The Aviation Herald: "A Ryanair flight

Bremen to Vilnius (16 Aug) returned to stand prior to take-off as a precaution

after the crew reported the smell of fumes in the cabin. Passengers

disembarked and switched to a replacement aircraft, which was sent

Stansted and which departed for Vilnius with an approximate 3 hour delay.

Ryanair apologised sincerely to all 164 passengers affected by this delay.

The aircraft was inspected by Ryanair engineers and cleared to return to service."

http://avherald.com/h?article=466f6064

20130816184852:20130814000000

Incident: American B752 near Ft. Myers on Aug 14th 2013, strong electrical smell in aft cabin

An American Airlines Boeing 757-200, registration N622AA performing flight

AA-2090 from Fort Myers,FL to Orlando,FL (USA), was climbing out of Fort

Myers when the crew reported a strong eletrical smell in the aft cabin followed

by a center IRS failure indication. On approach the crew advised the smell

had dissipated. The aircraft landed safely back in Fort Myers about 15 minutes after departure.

Maintenance determined a pneumatic duct below the aft cabin floor had ruptured,

the duct is being replaced.

The aircraft had originated in Miami, FL and had diverted to Fort Myers due to weather conditions in Orlando.

http://avherald.com/h?article=4667a3d9/0000

20140407135710:20130806000000

Incident: Lion B738 at Gorontalo on Aug 6th 2013, hit cows and runway excursion on landing

Indonesia's National Transportation Safety Committee (NTSC, also known as

KNKT) have released their final report concluding the contributing factor

to the serious incident were:

Some fences at the north and south of the runway along about 500 meters

were broken and some parts were not installed with the fences.

- The Djalaluddin Airport has been audited by The Directorate of Airport

dated 11 July 2013 number: 016/DBU-IK/VII/2013, as the findings it found

that: some Airport perimeter fences broken and the corrective action program

did not perform. As such, This condition could be clasified as extreemly

high since the findings issued till this serious incident occurred.

The NTSC reported the aircraft landed on Gorontalo's runway 27.

The captain (44, ATPL, about 10,000 hours total, 3,858 hours on type) was

pilot flying, the first officer (32, CPL, about 1,700 hours total, 1,393

hours on type) was pilot monitoring.

After normal approach and touch down in clear weather and night conditions

during roll out the crew saw a number of animals ahead, the aircraft impacted

such animals at about 120 knots about 550 meters/1800 feet past the runway

threshold. The crew subsequently felt the brakes were ineffective, the aircraft

veered to the left and came to a stop on the left runway shoulder about

2,100 meters/6900 feet past the runway threshold.

The smell of burning meat entered the cabin during roll out and dissipated

after the engines were shut down.

The NTSC reported that Gorontalo tower issued taxi clearances but received

no reply. About a minute later the crew called tower reporting they had

hit animals during roll out, stopped on the runway shoulder and needed assistance,

the crew inquired whether any fire was visible. Tower advised they could

not see any fire.

The captain subsequently made an announcements requesting passengers to

remain seated and wait for further instruction, a number of passengers however

got up, opened the overwing emergency exits and exited the aircraft without

instruction from flight crew. Two of those passengers received sprained

ankles as result of them exiting through the overwing exits.

Arriving emergency services confirmed there was no fire, the passengers

then disembarked through the right forward and both aft service doors via mobile stairs.

Two dead cows were found entangled with the aircraft's main landing gear

struts. The hydraulic lines operating the brakes as well as the main landing

gear weight on wheel sensors were damaged.

The NTSC analysed that the airport had been audited by the directorate of

airports on July 11th 2013. The audit noted that parts of the airport perimeter

fences had been broken resulting in an increased risk of wildlife hazard.

The investigation could not find any evidence of corrective action taken

by the airport following the audit until the time of the incident.

Given the landing weight, landing configuration (flaps 40) and runway conditions

a landing distance of 5770 feet/1760 meters was required well within the

landing distance of 7380 feet/2250 meters available. After touchdown spoilers

and reversers deployed, automatic brakes activated according to BRAKE 3

settings, an initial deceleration of -0.316G was recorded, that decreased

to -0.2G following the impact with the cows.

The safety actions taken by the Airport Authority (Photo: NTSC):

The aircraft sitting on the runway shoulder (Photo: NTSC):

http://avherald.com/h?article=478cc4e0

20140814151520:20130802000000

Report: Jet2 B733 at Leeds on Aug 2nd 2013, electrical failure and burning smell

A Jet2.Com Boeing 737-300, registration G-CELF performing flight LS-201

from Leeds, EN (UK) to Amsterdam (Netherlands) with 119 passengers and $5\,$

crew, was climbing out of Leeds' runway 14 with the first officer flying

the aircraft and the captain (56, ATPL, 8,130 hours total, 3,300 hours on

type) being pilot monitoring, when the captain heard a click sound and noticed

the autothrottle had disconnected. Subsequently the Master Caution and ${\sf FLT}$

CONT indication activated indicating the Mach trim had failed. At the same

time the commanders electronic ADI, HSI, Altimeter, VSI, Mach and radio

altimeter failed, the #1 rectifier transformer unit circuit breaker tripped,

the flight management computer locked up with both CDUs becoming unresponsive.

The right hand instruments remained all functional except for the flight

track (from the FMS) no longer being displayed on the navigation display

and crosschecked with the stand by instruments. The crew continued to retract

gear and flaps and at safe height levelled off at 4000 feet. The captain

checked the condition of the electrical systems, detected that yaw damper,

left forward window overheat, a fuel pump and normal exhaust fan were also

inoperative. The circuit breakers for battery charger, electric hydraulic

pump B and normal exhaust fan had tripped in addition. The commander started

the APU, called the purser to the flight deck for a briefing. When the purser

returned to the cabin she noticed a distinct smell of burning but no visible

smoke or haze, her collegues at the aft galley confirmed they were smelling

the odour as well. Cabin crew alerted the commander to the smell and shut

down the galleys. The commander declared PAN, the aircraft returned to Leeds.

While on final approach to runway 14 the left hand generator tripped offline,

the captain selected the APU as source for generator bus 1, and all instruments

including the FMS were reinstated. The aircraft landed safely on runway

14 and vacated the runway, then stopped. The passengers disembarked onto

the taxiway, the aircraft was towed to the apron.

The AAIB released their bulletin stating that maintenance found the "the

red phase ëAí ground cable from the No 1 generator had separated from the

T191 stud on the side of the No 1 engine. This cable had separated due to

a failure of its terminal lug. Further examination of the generator harness

revealed a cracked terminal lug on the blue phase ëCí ground cable at the

T191 stud and a further cracked terminal lug at the firewall end of the

grey ground cable. The crack on the blue phase ëCí lug was only visible

after the heatshrink insulation was removed."

The left hand generator harness had not undergone maintenace since last

overhaul in 2008. During that overhaul the harness, taken from another engine,

had been moved onto G-CELF.

The lug of the fractured cable had suffered from fatigue causing cracks to develop.

The AAIB analysed: "The initial loss of the AT was recognised by the commander

who was aware that it was not a ëno goí item in the Minimum Equipment List

(MEL) and expected to continue the flight. As his instruments and other

services failed, he realised that there had been a significant electrical

failure although he did not recognise the situation as one which was covered

in the abnormal checklist. The PF continued to fly the aircraft, using his

instruments, and ATC were notified of the situation. The crew agreed that

there was no abnormal procedure for their circumstances and that they should

return to Leeds Bradford Airport. At that stage, there was no urgency to

return and the Standard Operating Procedures (SOPs) regarding briefing the

cabin crew were carried out as normal. When the SSC made the commander aware

of the burning smell, the flight crew decided to expedite their return and

transmitted a PAN call. From his training background, the commander knew

that 140 kt was a safe approach speed and would not be runway limiting.

When the No 1 generator tripped offline, the commander carried out the abnormal

procedure and the FMC became available, enabling the appropriate approach

speed to be obtained."

With respect to the failure of the lugs the AAIB analysed: "The red phase

ëAí ground cable terminal lug failed due to corrosion fatigue under

influence of loads consistent with high frequency vibrations. The blue phase

ëCí terminal lug and the grey ground terminal lug had started to crack in

the same manner and would probably have failed eventually as well. This

engine had been subject to higher than normal vibration in the month preceding

the failures, which was probably a contributory factor."

The damaged cables (Photo: AAIB):

http://avherald.com/h?article=46656559

20130803200316:20130801000000

Incident: Caraibes A333 at Paris on Aug 1st 2013, engine problems

An Air Caraibes Airbus A330-300, registration F-GOTO performing flight TX-570

from Paris Orly (France) to Cayenne (French Guiana), was climbing out of

Orly's runway 08 when the crew reported engine trouble, stopped the climb

at 3000 feet and returned to Orly for a safe landing on runway 06 about

17 minutes after departure.

A replacement Airbus A330-300 registration F-HPTP reached Cayenne as flight

TX-5670 with a delay of 4 hours.

The incident aircraft is still on the ground at Orly 57 hours after landing.

The airline said the aircraft returned to Orly as a precaution, there was no engine or fire involved.

The airport confirmed the crew reported engine trouble.

Passengers reported seeing streaks of flames from the engine and white smoke,

but did not report a bang. A burning smell subsequently developed on board

of the aircraft.

http://avherald.com/h?article=46631d63

20130731221255:20130730000000

Incident: American Eagle E135 near Albany on Jul 30th 2013, smell of smoke

An American Eagle Embraer ERJ-135, registration N738NR performing

flight

MQ-3364 from New York La Guardia,NY (USA) to Montreal,QC (Canada) with 36

passengers and 3 crew, was enroute at FL250 about 20nm east of Albany, NY $\,$

when the crew reported smell of smoke in cockpit and cabin and decided to

divert to Albany for a safe landing on runway 01 about 10 minutes later,

vacated the runway and stopped on the adjacent taxiway. Attending emergency

services found no trace of fire, heat or smoke, the aircraft taxied to the

apron afterwards.

A replacement Embraer ERJ-135 registration N711PH reached Montreal with a delay of 3:15 hours.

http://avherald.com/h?article=466eaa53

20130815204407:20130723000000

Incident: SAS B734 at Copenhagen on Jul 23rd 2013, bird strike

A SAS Scandinavian Airlines Boeing 737-400, registration LN-BRE performing

flight SK-1462 from Copenhagen (Denmark) to Oslo (Norway), was climbing

out of Copenhagen's runway 04R when the crew saw a flock of large birds,

possibly sea gulls, in front of the aircraft. At about 800 feet AGL a loud

bang was heard followed by a significant increase in vibrations to about

4-5 units from the left hand engine (CFM56). The crew stopped the climb

and returned to Copenhagen, however, as all engine indications except for

vibrations were normal, kept the engine running at normal power settings.

The aircraft landed safely back on runway 04R, the left hand engine was

reduced to idle thrust after landing, vacated the runway and stopped for

an inspection by emergency services who noticed a leak from the left hand

engine associated with the smell of fuel. The aircraft taxied to the de-ice

platform near the runway, the engine was shut down there. After the fuel

valve was closed the leak ceased. The passengers disembarked via mobile

stairs and were bussed to the terminal.

Denmarks Havarikommissionen (HCL) rated the occurrence a serious incident

and reported on Aug 15th that an investigation has been opened.

Damage to the engine fan (Photo: HCL):

http://avherald.com/h?article=465d4b99

20130724144857:20130723000000

Incident: Delta B764 near Caracas on Jul 23rd 2013, smell of smoke

A Delta Airlines Boeing 767-400, registration N828MH performing flight DL-120

(dep Jul 22nd) from Sao Paulo Guarulhos, SP (Brazil) to New York JFK, NY (USA),

was enroute at FL340 about 125nm northeast of Caracas (Venezuela) when the

crew reported smoke in cockpit and cabin, turned the aircraft around

diverted to Caracas for a safe landing about 30 minutes later.

The airline confirmed the aircraft diverted to Caracas due to smell of smoke

in cockpit and cabin. A replacement Boeing 767-300 has been dispatched to Caracas.

Passengers reported the aircraft departed Sao Paulo with a delay of 4 hours

due to problems with a window that didn't want to close. While enroute over

the Caribbean Sea lots of very cold smoke appeared from the cabin ceiling,

flight attendants started to open the ceiling and others brought along fire extinguishers.

http://avherald.com/h?article=465f2b68

20130726225732:20130716000000

Incident: Westjet B738 near Las Vegas on Jul 16th 2013, smell of burning plastics in cockpit and cabin

A Westjet Boeing 737-800, registration C-GKWA performing flight WS-1403

from Phoenix,AZ (USA) to Calgary,AB (Canada) with 147 people on board, was

enroute at FL380 about 180nm east of Las Vegas, NV (USA) when the flight

crew noticed a smell of burning plastics in the cockpit, checked with cabin

crew who confirmed the smell was also present in the cabin. The crew declared

PAN and diverted to Las Vegas. During the descent towards Las Vegas the

crew actioned the relevant check lists for smoke removal, the smell dissipated.

The aircraft landed safely on runway 25R about 30 minutes later.

The Canadian TSB reported emergency services did not detect any hot spots,

the aircraft taxied to the gate where the passengers disembarked normally.

The cause of the fumes could not be identified despite extensive post incident

maintenance inspection and engine run ups.

http://avherald.com/h?article=464a142e

20130630200617:20130626000000

Accident: Lufthansa A320 at Zurich on Jun 26th 2013, strong smell in cabin

A Lufthansa Airbus A320-200, registration D-AIQS performing flight LH-3134

from Dusseldorf (Germany) to Zurich (Switzerland), had landed on Zurich's

runway 14 and was about to vacate the runway when the crew advised they

had a strong smell in the cabin and requested to cross runway 28 as quickly

as possible, but declined assistance by emergency services. The aircraft

taxied to the gate, where passengers and crew disembarked normally, the

crew underwent medical checks reporting dizziness, breathing
difficulties,

nausea and lack of concentration.

The return flight LH-3135 was cancelled.

The aircraft positioned to Frankfurt/Main (Germany) as LH-9923 departing

Zurich about 6 hours after landing and remained on the ground in Frankfurt

for the rest of the day and Jun 27th before resuming service in the morning of Jun 28th.

http://avherald.com/h?article=464775c1

20130701184503:20130626000000

Incident: Condor B763 over Atlantic on Jun 26th 2013, electrical

smell on board

A Condor Boeing 767-300, registration D-ABUB performing flight DE-2078 from

Lajes/Azores Islands (Portugal) to Fort Lauderdale, FL (USA) with 222 passengers

and 9 crew, was enroute at FL370 about 90nm westsouthwest of Bermuda (Bermuda)

when the crew reported a light electrical smell on board, no visible haze,

and requested to divert to Bermuda as a precaution, no assistance was needed.

The aircraft landed safely on Bermuda's runway 30 about 45 minutes later,

no emergency services on stand by, and taxied to the apron.

The aircraft was able to continue the journey after about 5 hours on the

ground, changed final destination to Miami, FL (USA) and reached Miami with

a total delay of 32 hours.

On Jul 1st the airline told The Aviation Herald, that an electrical/electronical

smell was observed on board which prompted the crew to divert to Bermuda.

Maintenance determined that a filter, replaced in May 2013, had accumulated

dust (the same issue as on D-ABUZ). The aircraft subsequently diverted to

Miami due to the non-availability of customs at Fort Lauderdale at the time

of arrival. The airline provided taxis to take the passengers to their destinations

in the Miami/Fort Lauderdale area.

The flight originated in Frankfurt/Main (Germany) on Boeing 767-300 D-ABUZ

and needed to divert to Lajes due to electrical problems. The flight was

continued by replacement aircraft D-ABUB, see Incident: Condor B763 over

Atlantic on Jun 25th 2013, electrical problems.

http://avherald.com/h?article=464773ee

20130701184452:20130625000000

Incident: Condor B763 over Atlantic on Jun 25th 2013, electrical

problems

A Condor Boeing 767-300, registration D-ABUZ performing flight DE-2078 from

Frankfurt/Main (Germany) to Fort Lauderdale, FL (USA) with 222 passengers

and 9 crew, was enroute at FL340 over the Atlantic Ocean about 450nm northwest

of Lajes, Azores Islands (Portugal) when the crew reported electrical problems,

declared emergency and diverted to Lajes for a safe landing on runway 15

about 70 minutes later.

A replacement Boeing 767-300 registration D-ABUB was dispatched to Lajes,

departed Lajes to continue to Fort Lauderdale about 25 hours after landing

of D-ABUZ, but needed to divert to Bermuda, see Incident: Condor B763 over

Atlantic on Jun 26th 2013, electrical smell on board.

The incident aircraft departed Lajes on Jun 27th about 43 hours after landing

for a positioning flight back to Germany.

The airline reported that an electrical smell was noticed on board, the

crew declared emergency and diverted to Lajes. The passengers were taken

to hotels. Maintenance determined as cause of the smell that a filter, which

had been replaced in May 2013, had accumulated dust. The occurrence

was

not related to the gear indication problem on the previous flight.

http://avherald.com/h?article=46463070

20130625220856:20130625000000

Incident: Lufthansa A333 near Amsterdam on Jun 25th 2013, electrical
odour on board

A Lufthansa Airbus A330-300, registration D-AIKO performing flight LH-442

from Frankfurt/Main (Germany) to Detroit,MI (USA) with 207 people on board.

was enroute at FL350 over the North Sea about 30nm northwest of Amsterdam

when the crew reported an electrical odour on board and decided to divert

to Amsterdam. The aircraft landed safely on Amsterdam's runway 27 about

30 minutes later.

The aircraft was able to continue the flight after 2:45 hours on the ground

and is currently estimated to reach Detroit with a delay of 4 hours after

a coffee maker, identified as source of the smell, was removed from service.

http://avherald.com/h?article=4642f6ea

20130621204019:20130621000000

Incident: American B752 near Denver on Jun 21st 2013, smell of smoke in cockpit

An American Airlines Boeing 757-200, registration N606AA performing flight

AA-1070 (scheduled dep Jun 20th, actual dep Jun 21st) from Seattle,WA to

Miami,FL (USA) with 183 passengers and 6 crew, was enroute at FL350 about

160nm eastnortheast of Denver,CO (USA) when the crew reported the smell

of smoke in the cockpit and decided to divert to Denver. The crew advised

on approach that the smoke was dissipating. The aircraft landed safely on $% \left(1\right) =\left(1\right) \left(1\right) +\left(1\right) \left(1\right)$

runway 35R about 30 minutes later. Attending emergency services found no

trace of fire, heat or smoke.

The airline reported maintenance did not find anything out of the ordinary, the aircraft was returned to service.

The incident aircraft continued the flight and reached Miami with a delay of 6.5 hours.

http://avherald.com/h?article=4642c54d

20130621150111:20130621000000

Accident: Germanwings A319 near Cologne on Jun 21st 2013, smell of chlorine on board

A Germanwings Airbus A319-100, registration D-AKNG performing flight 4U-396

from Cologne (Germany) to Dublin (Ireland) with 127 passengers, had just

reached cruise level 360 about 210nm northwest of Cologne over the North

Sea when passengers complained about feeling unwell due to smell of chlorine

on board of the aircraft. The crew decided to return to Cologne, where the

aircraft landed safely on runway 14L about 40 minutes later. One passenger

was taken to a hospital, a number of passengers were treated at the airport

for nausea, three crew members were taken to a hospital for checks.

A replacement Airbus A319-100 registration D-AGWK is estimated to reach

Dublin with a delay of 6 hours.

The airline reported the aircraft is being examined, so far no cause has

been found for the smell.

Passengers reported emergency services requested them to leave their hand

luggage on the aircraft for examination.

http://avherald.com/h?article=463e1a47

20130615221329:20130615000000

Incident: Air Contractors B733 near Dublin on Jun 15th 2013, burning

smell in cabin

An Air Contractors Boeing 737-300, registration EI-STA performing flight

AG-427J from Dublin (Ireland) to Dubrovnik (Croatia), was climbing out of

Dublin when the crew stopped the climb at FL280 declaring emergency and

reporting that cabin crew reported a burning smell in the back of the cabin.

The aircraft returned to Dublin for a safe landing on runway 28 about 20

minutes after stopping the climb.

The aircraft was able to depart again after about 2 hours on the ground

and reached Dubrovnik with a delay of 2 hours.

http://avherald.com/h?article=463c40d7

20130613173459:20130612000000

Incident: LAN A319 near Cuzco on Jun 12th 2013, loss of cabin pressure

A LAN Airlines Airbus A319-100 on behalf of LAN Peru, registration CC-COZ

performing flight LP-2060 from Cuzco to Lima (Peru) with 115 passengers,

was climbing through about FL220 out of Cuzco when the crew initiated an

emergency descent due to the loss of cabin pressure, the passenger oxygen

masks were released. The aircraft returned to Cuzco for a safe landing about

20 minutes later.

Passengers reported the captain suddenly opened the cockpit door about 10

minutes into the flight and announced an emergency descent, the oxygen masks

came down and a smell similiar to burning tyres developed on board (editorial

note: the chemical oxygen generators supplying the passenger oxygen masks

produce heat and a burning smell).

The airline confirmed the aircraft performed an emergency descent as result

of the loss of cabin pressure, the passenger oxygen masks were automatically released.

The flight was cancelled, the passengers were rebooked on one of the subsequent 7 flights of the day.

http://avherald.com/h?article=463c2667

20130613144203:20130612000000

Incident: United B752 near Phoenix on Jun 12th 2013, smell of smoke on board

A United Boeing 757-200, registration N544UA performing flight UA-468 from

Houston, TX to Los Angeles, CA (USA), was enroute at FL380 about 150nm eastsoutheast

of Phoenix, AZ (USA) when the crew reported smell of smoke in the cockpit

and decided to divert to Phoenix for a safe landing on runway 26 about 25

minutes later. Attending emergency services found no trace of fire or heat.

A replacement Boeing 757-200 registration N556UA positioned from Los Angeles

to Phoenix, resumed the flight and delivered the passengers to Los Angeles

with a delay of 7.5 hours.

http://avherald.com/h?article=46e67627

20140112152741:20130609000000

Report: British Airways B744 near London on Jun 9th 2013, trash compacted into smoke

A British Airways Boeing 747-400, registration G-CIVA performing fliaht BA-214 from Boston, MA (USA) to London Heathrow, EN (UK) with 312

passengers

and 16 crew, was descending towards London and about to enter the Ockham

hold when cabin crew observed an acrid smoke from the trash compactor at

galley #4 (near door 2L). The flight attendant was unable to isolate the

electric supply of the trash compactor, but unpowered the entire galley

using the galley power emergency switch. Despite the power being removed

the situation worsened, the flight crew declared emergency and performed

an expeditious safe landing at Heathrow, the flight crew vacated the runway

and stopped. In consultation with emergency service the flight crew decided

to continue taxi to the stand, where emergency services removed the trash

compactor from the aircraft, subsequently the passengers disembarked normally.

The United Kingdom's Air Accident Investigation Branch released their bulletin

stating that the trash compactor was sent to the manufacturer for further

analysis, however no conclusive evidence for the cause of the acrid smell

was found.

The AAIB concluded: "The operator has included the findings from this event

in its review of cabin crew training and fire safety drills."

http://avherald.com/h?article=4639d589

20130610204506:20130607000000

Accident: Lufthansa A321 enroute on Jun 7th 2013, smell sickens three cabin crew

A Lufthansa Airbus A321-200, registration D-AISB performing flight LH-182

from Frankfurt/Main to Berlin Tegel (Germany), was enroute at FL280, cabin

crew had just started service, when cabin crew noticed a very strong

smell on board. Three flight attendants quickly developed symptoms like

concentration problems described as "brain fog", tickling and irritation

in the throat combined with a metallic taste, headache, dizziness and weakness

of legs. The aircraft continued to Berlin for a safe landing about 45 minutes

after departure from Frankfurt. The three flight attendants were taken to

a hospital, one flight attendant remained without symptoms.

The flight crew positioned the aircraft back to Frankfurt as (scheduled)

flight LH-189, however without cabin crew and without passengers. The aircraft

remained on the ground in Frankfurt for about 14 hours resuming service

the following morning.

The hospital took blood and urin samples of the affected flight attendants

and performed tests for blood oxygen levels, calcium, haemoglobin and other

substances as well as tests for organophospates, however, no markers were

identified. The flight attendants were discharged 24 hours later.

http://avherald.com/h?article=462c0ec6/0000

20141126173054:20130524000000

Accident: VIA A320 at Varna on May 24th 2013, runway excursion

Bulgaria's Air Accident Investigation Unit (BAAIU) released their final

report in Bulgarian concluding the probable causes of the accident were:

- Inadequate in depth analysis of the meteorologic conditions in the forecast

as well as underestimation of weather observations with respect to the descent $% \left(1\right) =\left(1\right) \left(1\right) +\left(1\right) \left(1\right) \left(1\right) +\left(1\right) \left(1\right)$

of the aircraft by meteorological offices at Varna Airport, Air Traffic

Control and the crew of the aircraft

 $\boldsymbol{\mathsf{-}}$ dynamic sharp changes of wind speed and direction just prior to touch

down

Non compliance with tail wind limits by the crew and incorrect decision

by the aircraft commander to continue the landing although current weather

conditions required to go around and either enter a hold to wait for better

conditions or divert to an alternate aerodrome

- the aircraft touched down at about the mid point of the runway at

a speed

above Vapp. Automatic brakes were deactivated when the pilot flying applied

brakes, who however was late in applying maximum brakes pressure – Increased workload by the commander due to

- ~ lack of experience of the first officer
- ~ time pressure due to next scheduled leg of the aircraft

Contributing factors

- ATIS information between 06:30Z and 07:30Z provided the term $"NOSIG"\ \ which$

reinforced the incorrect assessment of the actual weather conditions by

air traffic control and crew

Change of the active runway by air traffic control without consultation

with weather offices and without consideration to the fact that the glideslope

transmitter of the ILS was operating in "bypass" mode

The BAAIU reported that upon nearing Varna the crew listened to ATIS information

"U" at about 06:50Z, which indicated that runway 27 was active and arriving

aircraft should expect a VOR approach to runway 27, visibility was at 4500

meters, winds from 230 degrees at 8 knots, rain, cumulo nimbus cloud at

2200 feet, temperature at +19 degrees C, dew point at -16 degrees C, ONH

1002, NOSIG (no significant changes in the next 2 hours).

The captain (54, ATPL, 16,300 hours total, 9,457 hours on type) was pilot

flying, the first officer (46, ATPL, 4,980 hours total, 18 hours on type)

pilot monitoring.

Upon contacting approach control of Varna the aircraft was cleared to descent

to 9000 feet on QNH 1001, the crew read back they were cleared to 9000 feet

at 1009 hectoPascals and inquired whether they could perform an ILS approach

to runway 09, the controller corrected the wrong readback repeating $\ensuremath{\mathsf{QNH}}$

1001 which was read back correctly on the second readbach, the crew again

requesting an ILS approach to runway 09. After coordination with tower the

approach controller advised the crew to expect an ILS approach to runway

09 and provided a vector to a point 10nm ahead of runway 09 and

cleared

a descent to 5000 feet.

While the aircraft was descending ATIS switched to information "W", which

was announced by the approach controller. Information "W" reported active

runway 27, arrivals to expect VOR approaches to runway 27, the runway was

wet, winds from 240 degrees at 8 knots, visibility 6000 meters, temperature

+19 degrees C, dew point -17 degrees C, rain, CB at 2200 feet, NOSIG. Approach

reconfirmed the crew could expect the ILS approach to runway 09. The aircraft

gets cleared to descend to 2500 feet and subsequently for the ILS approach

runway 09 before being handed off to tower.

On a final approach to runway 09, about 5nm before touchdown, the crew contacted

tower and received information "variable winds at 19 knots gusting up to

31 knots" and clearance to land on runway 09, the crew acknowledged.

The aircraft was configured for landing with gear down, full flaps, spoilers

armed, autobrakes set to medium.

Just as the aircraft crossed the runway threshold at 45 feet AGL at 152

KIAS/187 knots over ground a frontal system arrived over the aerodrome from $\,$

the southwest associated with significant increase in wind changing from

southwest to west and increased rain. The aircraft floats at a height of

8 feet for about 7 seconds and about 1300 meters (runway length 2517 meters),

touches down at about 1220 meters of runway left at a speed of 168 knots

over ground producing a vertical acceleration of +1.35G. The captain subsequently

opened reversers, the spoilers extended into their ground positions, the

aircraft however was unable to stop within the remaining runway. The captain

steered the aircraft slightly left to avoid a collision with the localizer

antenna, the aircraft collided with the airport perimeter fence and came

to a stop 224 meters past the end of the runway and 37 meters to the left

of the extended runway center line. A burning smell develops in the

cabin

prompting the commander to perform the fire drills for both engines and

order an emergency evacuation via slides. During the evacuation through

all exits two passengers received broken ankles and were taken to hospitals.

The BAAIU reported that the crew did not receive a specific TAF indicating

variable gusting winds of up to 15 meters/second (30 knots) at about their

time of arrival, not before departure from Leipzig nor during flight. Information

off the weather radar of Varna Airport show, that a series of strong convective

cells were located west of the aerodrome at about 06:50Z, which combined

into one large powerful cell moving northeast and reaching the aerodrome

with its "wall" just as the aircraft crossed the runway threshold, also

reflected in special weather reports issued at 07:13Z, 07:16Z and 07:21Z

(also seen in the METARs).

The BAAIU reported that the lawn of the airport was being mowed at the time

of the landing to the left of the runway. For this purpose the glideslope

transmitted had been put into bypass, the aerodrome engineer monitoring

possible deviations of the glideslope as result of the works via a laptop.

No deviation was recorded at the time of approach and landing. The lawn

mower reached a point sensitive to the glideslope about one minute after

the overrun and stopped. The BAAIU conducted tests of whether the lawn mower

could have caused unrecorded glideslope deviations during their investigation,

setting the glideslope transmitter into bypass and having the lawn mower

drive along its path during the accident day, the tests showed no deviation

of the glideslope. The BAAIU reported that the "bypass mode" disables the

automatic monitoring system of the ILS to switch from the main to the stand

by transmitter in case of a disturbance being recorded.

The BAAIU computed the actual landing distance required in the existing

wind conditions (more than 30 knots of tail wind amounting to 1080 meters

of increased landing distance) at the time of landing was 2606 meters, more

than the landing distance available.

The BAAIU analysed that the Vapp of the aircraft was 134 KIAS, it remains

unclear why the aircraft was crossing the runway threshold at 158 KIAS.

24 knots above reference speed, therefore. According to tests with the lawn

mower a theory of disturbances on the glideslope signal were "untrustworthy",

a second theory of malfunctioning aircraft systems found no support in flight

data recorder and examination of the aircraft. The third theory suggests

that the crew did not react timely to environmental changes.

The BAAIU analysed that the approach to runway 27 would have required 5

additional minutes of flying, at which time the combined large cell would

already have been over the aerodrome. The approach to runway 09 however

was in line with an aircraft approaching from the west and was equipped

with a superior navigation aid, the ILS, apart from saving those 5 minutes

additional flying time, which became a factor into the crew decision due

to time constraints imposed by the schedule of the aircraft. At the time

of the crew deciding for an ILS approach to runway 09 ATIS as well as ATC

information both suggested a tail wind component albeit within the operational

limits of the aircraft. Additional information like the TAF indicating strong

varyiing winds at about their time of arrival as well as amended information

about the wind situation from ATC was not available to the crew. Only when

the crew checked in with tower, the crew received surprising information

about the wind gusting up to 31 knots, even though ATIS and ATC information

had suggested "NOSIG" over the next two hours.

The BAAIU continued analysis that at this time the aircraft was about 5nm

from touchdown, sufficient time to decide for a go around and assess the

options like entering a hold to wait for weather improvement or divert to

the alternate aerodrome at Bourgas. The BAAIU analysed that the little experience

of just 18 hours on type of the first officer may have put the commander

into a difficult position with respect to decide for a go-around. However,

computation of the landing distance required in the existing circumstances

exceeding the landing distance available required the approach to be aborted.

the decision to continue the landing is thus not acceptable.

The BAAIU analysed that the work load of the captain increased substantially

on short final forcing him to concentrate on piloting the aircraft rather

than assessing the weather scenario and landing distances. The passitivity

of the first officer, becoming obvious with the "before landing checklist",

contributed to the increase of work load and also led to the first officer

not calling deviations from the standard operating procedures, e.g. deviations

from the glideslope and particular reference speeds, that would have prompted

the decision to go around by the commander. The BAAIU specifically mentions

that an additional safety pilot to compensate for the lack of experience

by the first officer could have prevented the accident.

The BAAIU analysed that tower changed the runway from 27 to 09 without consulting

with weather office and without consideration to the fact, that the ILS'

glideslope transmitted was in bypass mode. The BAAIU stated that tower was

not required to consult with met offices according to standard operating

procedures at the time. This lack of requirement resulted in tower permitting

the use of runway purely on ATIS information. There is no provision in the

ATC manual about the ILS transmitters being in stand by mode, too. With

the transmitter in bypass however it was possible that disturbances of the

transmitters/beams would not be corrected.

The BAAIU analysed that tower missed a chance to prevent the accident when

an aircraft holding short of runway 09 waiting for departure queried the

current winds about 2 minutes prior to the accident resulting in tower reading

the winds from 180 degrees at 21 knots showing a large wind change —

wind change was not relayed to the arriving VIA flight however due to time

constraints. The omission of this information was in violation of the requirements

of ATC manual however.

The investigation analysed that the term NOSIG was not justified especially

with the prospect of a TAF released at approx. 04:20Z indicating strong

varyiing winds at around 07:00Z to 07:30Z gusting up to 30 knots. This ${\tt NOSIG}$

however contributed to both tower and crew misjudging the existing weather

scenario and not expecting the significant weather change that occurred

on very short final to just prior to touchdown.

The BAAIU analysed that the captain declared Mayday and requested assistance

by emergency services believing to transmit on tower frequency however talking

on Intercom due to stress. Cabin crew acting professionally however did

not initiate the emergency evacuation until explicit command to initiate

emergency evacuation was given by the captain.

The BAAIU analysed that the captain timely and correctly decided to inititate

the emergency evacuation agreeing with the considerations that the damage

to the aircraft was unknown, there was smoke in the cabin probably due to

the rupture of the oil seal in the right hand engine and dust from the fractured

airport perimeter fence. However, the instruction to cabin crew was provided

before the actual checklists being read invoking the danger that passengers

evacuate with the engines still running and being sucked into the engines.

Cabin crew, after receiving the instruction to evacuate, verified that the

engines had been shut down before the first passengers left the aircraft.

The BAAIU analysed that the evacuation took about six minutes way

above

the target of 90 seconds. It took about two minutes from the decision to

evacuate until all passengers were off the aircraft due to advanced age

of the majority of passengers and decreased mobility of some passengers

and an accumulation of passengers near the over wing exits as well as bad

weather conditions with reduced visibility, strong winds and rain. It took

another 4 minutes for the crew to leave the aircraft after collecting laptops

and other personal belongings.

The investigation released a number of safety recommendations to Bulgaria's

Civil Aviation Authority to review and improve weather analysis and information

flow to ATC and operators to ensure all pertinent data are and become available

to flight crew, ensure flight crew know limitations of their aircraft, review

procedures to verify operability of navigation aids in particular ILS, improve

ATC manuals and improve Crew Resource Management Training during simulator sessions.

The right hand engine (Photo: BAAIU):

Nose section (Photo: BAAIU):

Perimeter fence (Photo: BAAIU):

Final position (Photo: BAAIU):

LZ-MZR seen from runway end (Photo: BAAIU):

http://avherald.com/h?article=4630cc74

TILLP://aviieratu.com/ii:article=4030cc/4

20130530140112:20130522000000

Incident: Greenland DH8B at Narssarssuaq on May 22nd 2013,

electrical problem and smoke in cockpit

An Air Greenland de Havilland Dash 8-200, registration OY-GRJ performing

flight GL-421 from Paamiut to Narssarssuaq (Greenland), was descending towards

Narssarsuaq when the crew decided to enter a hold due to weather conditions

with winds from 090 degrees at 39 knots, 25 knots minimum, gusting 62 knots.

While in the holding pattern over NDB NA the crew received a primary inverter

malfunction indication and smoke appeared in the cockpit. The crew donned

their oxygen masks, worked the relevant checklists and noticed after about

1-2 minutes that the smoke was subsiding and the smell of smoke disappeared.

The crew decided to return to Paamiut due to the weather conditions and

landed in Paamiut about 25 minutes after deciding to return.

Denmarks Havarikommission reported a postflight examination confirmed the

primary inverter was faulty and was the source of the smoke. An investigation has been opened.

http://avherald.com/h?article=462b4221

20130523151731:20130522000000

Incident: Jetblue A320 near Minneapolis on May 22nd 2013, fumes in cockpit

A Jetblue Airbus A320-200, registration N630JB performing flight B6-485

from Boston,MA to Los Angeles,CA (USA) with 150 people on board, was enroute

at FL340 about 140nm southeast of Minneapolis, MN (USA) when the crew reported $\,$

fumes in the cockpit and decided to divert to Minneapolis. On final approach

to Minneapolis the crew advised they still had a smell "back there" but

no smoke, they did not expect an evacuation but wanted to turn off runway

30L to the right onto what appeared to be a de-icing pad for checks by emergency

services, which was approved. The aircraft landed safely on runway 30L.

vacated the runway and later taxied to the apron with emergency services

in trail.

http://avherald.com/h?article=4626772b

20130517131328:20130517000000

Incident: KLM Cityhopper E190 near Amsterdam on May 17th 2013,

burning smell on board

A KLM Cityhopper Embraer ERJ-190, registration PH-EZG performing flight

WA-1445/KL-1445 from Amsterdam (Netherlands) to Aberdeen, SC (UK) with 85

people on board, was climbing through about FL100 out of Amsterdam's runway

36L when the crew declared Mayday reporting a burning smell on board and

requested to return to Amsterdam. The aircraft stopped the climb at FL110

and returned to Amsterdam, advising the smell was persistent and did not

dissipate. The aircraft landed safely on runway 27 about 12 minutes after

departure. Responding emergency services found no trace of fire, heat or

smoke and escorted the aircraft to the apron, where passengers disembarked

normally and were bussed to the terminal.

The flight was cancelled, the passengers were rebooked onto other flights.

The airline confimed a minor technical problem prompted the return.

http://avherald.com/h?article=46250220

20130515163954:20130514000000

Incident: American MD82 near Amarillo on May 14th 2013, smell of

smoke in cockpit

An American Airlines McDonnell Douglas MD-82, registration N7542A performing

flight AA-1099 from Dallas Ft. Worth,TX to Albuquerque,NM (USA) with 117

passengers, was enroute at FL320 about 45nm south of Amarillo,TX when the

crew reported smell of smoke in the cockpit together with a number

of other

indications and decided to divert to Amarillo for a safe landing about 10

(!) minutes later. Attending emergency services found no trace of fire,

heat or smoke.

The aircraft was examined and was able to continue the flight reaching Albuquerque with a delay of 3 hours.

http://avherald.com/h?article=4622b248

20130513163247:20130512000000

Incident: Dolomiti E190 at Verona on May 12th 2013, rejected takeoff due to double bird strike

An Air Dolomiti Embraer ERJ-195 on behalf of Lufthansa, registration I-ADJP

performing flight EN-8223/LH-9477 from Verona (Italy) to Frankfurt/Main

(Germany), was accelerating for takeoff from Verona's runway 22 (length

3070 meters/10,060 feet) when the crew rejected takeoff at high speed detecting

both engines (CF34) ingested birds. The aircraft slowed safely and came

to a stop within the touch down zone of runway 04. Emergency services responded

and checked the aircraft, that subsequently taxied to the apron, where passengers disembarked normally.

The flight was cancelled, the passengers were rebooked onto other flights.

A passenger reported, that following the slow down of the aircraft a burning

smell developed on board. The captain announced both engines had suffered

bird strikes. Emergency services responded and concentrated only on the

left hand engine, afterwards the aircraft taxied to an apron stand, where

the passengers disembarked.

Examination of the aircraft revealed the left hand engine had indeed ingested

a number of seagulls, sea gulls had also impacted the radome, the right

hand engine however was unaffected.

http://avherald.com/h?article=46205c17

20130509193350:20130508000000

Incident: American MD83 near Denver on May 8th 2013, burning odour

on board

An American Airlines McDonnell Douglas MD-83, registration N980TW performing

flight AA-880 from Denver, CO to Dallas Ft. Worth, TX (USA) with 107 people

on board, was climbing out of Denver when the crew stopped the climb

FL280 reporting a burning electrical odour on board and decided to divert

to Pueblo, CO (USA) for a safe landing 15 minutes later. Emergency services

did not find any trace of fire, heat or smoke.

The passengers were bussed to Colorado Springs, CO, boarded another aircraft

and reached Dallas with a delay of 8 hours.

The incident aircraft was able to position to Dallas the following day (AA-9606)

and resumed service.

http://avherald.com/h?article=461f631b

20130508134532:20130507000000

Incident: American Eagle E145 near Jacksonville on May 7th 2013, odour of nail polish remover

An American Eagle Embraer ERJ-145, registration N902BC performing flight

MQ-3505 from Miami, FL to Cincinnati, KY (USA), was enroute at FL370

35nm northwest of Jacksonville, FL (USA) when the crew reported an

in the cockpit and decided to divert to Jacksonville for a safe landing

about 20 minutes later.

The airline reported passengers had smelled an odour similiar to a nail

polish remover prompting the crew to divert to Jacksonville as a precaution.

The aircraft was able to continue the flight after about 3.5 hours on the

ground and reached Cincinnati with a delay of 3:45 hours.

http://avherald.com/h?article=461ee35d

20130719143140:20130507000000

Incident: British Airways B763 near Amsterdam on May 7th 2013,

burning odour and smoke in cockpit

A British Airways Boeing 767-300, registration G-BNWI performing flight

BA-234 from Moscow Domodedovo (Russia) to London Heathrow, EN (UK) with 63

passengers and 9 crew, was enroute at FL400 about 115nm east of Amsterdam

(Netherlands) when the crew reported a burning odour in the cockpit

decided to divert to Amsterdam subsequently advising there was visible smoke.

Further into the approach the crew reported that the smoke was no longer

visible, they suspected an electrical problem. The aircraft continued for

a safe landing on Amsterdam's runway 36R about 32 minutes after leaving

FL400. The aircraft taxied to the gate after a quick check by emergency

services, that did not find any trace of fire or heat.

All 63 passengers were rebooked onto flight BA-433 flown by an Airbus A319-100

and reached London with a delay of 1.5 hours.

A maintenance team is being flown in from London to further examine the aircraft.

The Dutch Onderzoeksraad (DSB) opened an investigation reporting there was

odour and smoke in the cockpit, the aircraft also encountered

problems with autothrottle.

The DSB reported in their quarterly bulletin of July 2013 that the aircraft

was enroute from Moscow to London when the autothrottle disconnected unexpectedly.

The crew worked the relevant checklists and consulted with dispatch,

reengaged autothrottle. Seconds later a burning smell developed in the cockpit,

dissipated and reappeared. Suspecting a causal link between the autothrottle

disconnect and the burning smell the crew disengaged autothrottle, the burning

smell dissipated again. Some time later the burning smell appeared

however, one of the cabin crew was called to the cockpit and reported feeling

unwell prompting the flight crew to don their oxygen masks and divert to

Amsterdam. The cockpit smoke and fire checklists were executed, the aircraft

landed in Amsterdam without further incident, the cabin crew member

not require medical treatment. A preliminary investigation did not identify

any problem with autothrottle, however, a recirculation fan of the air conditioning

system was found seized due to a defective bearing causing the burning smell.

The occurrence was rated a serious incident, the investigation continues.

http://avherald.com/h?article=461784d5

20130428171140:20130428000000

Incident: Wizz A320 near Warsaw on Apr 28th 2013, technical problem

A Wizz Air Airbus A320-200, registration HA-LPZ performing flight W6 - 1301

from Warsaw (Poland) to London Luton, EN (UK) with 161 people on board, was

climbing out of Warsaw's runway 11 when the crew stopped the climb at FL110

reporting a minor technical problem, no assistance was needed but they needed

to return. The aircraft landed safely back on Warsaw's runway 11 about 25

minutes after departure.

A replacement Airbus A320-200 registration HA-LPJ reached London with a delay of 5.5 hours.

Passengers reported a burning smell on board of the aircraft, the crew announced

some time later a failure, they would return to Warsaw.

The airport reported a minor technical problem prompted the return, emergency

services were not put on stand by.

http://avherald.com/h?article=46179054

20130501195459:20130425000000

Incident: Lufthansa A346 near Black Tickle on Apr 25th 2013,

electrical smell in galley

A Lufthansa Airbus A340-600, registration D-AIHC performing flight LH-423

from Boston,MA (USA) to Frankfurt/Main (Germany), was enroute at FL370 about

20nm southwest of Black Tickle, NL (Canada) when the crew reported an electrical

smell in the lower galley and requested to return to Boston. The aircraft

descended to FL320. While descending towards Boston the crew reported that $% \left(1\right) =\left(1\right) \left(1\right) +\left(1\right) \left(1\right) \left(1\right) +\left(1\right) \left(1$

the electrical smell still persisted but hadn't gotten any worse, maybe

a bit better, and advised they did not need emergency services on stand

by. The aircraft landed safely on Boston's runway 04R about 2.5 hours after turning around.

The aircraft was able to resume the flight after about 20 hours on the ground

and reached Frankfurt with a delay of 26:15 hours.

On May 1st 2013 the Canadian TSB reported that the odour was traced to the $\,$

inflight entertainment system, the system was shut down and the odour dissipated.

The entertainment unit was removed from the aircraft after landing in Boston

and the aircraft was released to service.

http://avherald.com/h?article=4613943a

20140701152828:20130422000000

Accident: Singapore A333 near Bangkok on Apr 22nd 2013, cargo fire

9V-STO after opening of cargo doorA Singapore Airlines Airbus A330-300,

registration 9V-STO performing flight SQ-446 from Singapore (Singapore)

to Dhaka (Bangladesh) with 105 passengers and 12 crew, was enroute at FL350

about 120nm southwest of Bangkok (Thailand) when the crew received a cargo

fire indication, activated the cargo fire suppression system and decided

to divert to Bangkok. During the descent towards Bangkok a burning smell

developed on board of the aircraft. The aircraft landed safely on Bangkok's

runway 19R about 20 minutes later. Emergency services responded, the passengers

disembarked via stairs, after opening of the aft cargo door a plume of smoke

became visible, fire services sprayed the cargo bay and needed more than

2 hours to control the situation. There were no injuries, the cargo was

damaged, the damage to the aircraft is being assessed.

The airline confirmed a rear cargo smoke indication prompted the diversion

to Bangkok, the aircraft landed safely, no injuries occurred. The passengers

were provided with hotel accomodation, were rebooked onto other flights

and continued their journey the following day. Thailand's Authorities are

investigating, the airline is fully cooperating with the investigation.

It is planned to ferry the aircraft to Singapore for further assessment

after initial checks are completed.

Passengers reported the crew announced there was a minor problem, however,

they needed to divert to Bangkok. The aircraft landed safely with emergency

services on stand by and proceeded to the apron, where the passengers disembarked.

Only after a large plume of smoke became visible after opening of

the cargo

bay everyone realised how critical the situation had been.

Thailand's accident investigation board has opened an investigation.

On Jul 1st 2014 Singapore's AAIB released an interim report indicating that

the investigation has been delegated to the Singapore AAIB. The AAIB reported

that the crew received an aft and bulk cargo smoke indication in flight

at FL360 over the Gulf of Thailand about 8nm from Thailand's coast. The

crew activated the cargo fire extinguishing agent and diverted to the nearest

airport Bangkok. The smoke indication remained active even after the agent

had been discharged. The aircraft landed safely on Bangkok's runway 19R,

vacated the runway and taxied to a parking bay where emergency services

performed an exterior inspection. No smoke or fire was visible from the

aft and bulk cargo doors, the passengers disembarked via stairs. The AAIB

then continued: "The Bangkok ARFF service tended to the aft cargo compartment

where smoke was billowing from the aft cargo door. While unloading cargo

container 42L, the contents burst into flames. The ARFF used a combination

of water and carbon dioxide to extinguish the fire."

Cargo being unloaded from the aircraft:

http://avherald.com/h?article=461292cd

20130422145930:20130420000000

Incident: Aeroflot A321 near Budapest on Apr 20th 2013, smoke and burning smell on board

An Aeroflot Airbus A321-200, registration VQ-BEG performing flight SU-2031

from Budapest (Hungary) to Moscow Sheremetyevo (Russia), was climbing through

FL140 out of Budapest when the crew observed smoke developing in the cockpit

associated with the smell of burning wires. The crew stopped the climb at

FL150, entered a hold at FL100 and landed safely back on Budapest's runway

31R about 40 minutes after departure.

Rosaviatsia reported the smoke originated in the avionics bay.

The aircraft was able to depart again after 4 hours on the ground and reached

Moscow with a delay of 4.5 hours.

http://avherald.com/h?article=460f4153

20130418154109:20130418000000

Incident: United B772 near Tokyo on Apr 18th 2013, burning smell in gallev

A United Boeing 777-200, registration N27015 performing flight UA-6

Singapore (Singapore) to Tokyo Narita (Japan) with 279 people on

was descending through 10,000 feet towards Tokyo when cabin crew in

forward business galley noticed a burning smell prompting the flight

to declare emergency. The aircraft landed safely on Narita Airport's

16R about 6 minutes later. Emergency services found no trace of fire, heat or smoke.

Japan's Ministry of Transport reported the aircraft was on approach about

24km/13nm southeast of the airport descending through 2700 meters/ 8900 feet

when the crew declared emergency reporting a burning smell in the forward

business class galley. An inspection found no anomaly.

The incident aircraft was able to depart Tokyo three hours later for its next flight.

http://avherald.com/h?article=460cbbd3

20130415153103:20130414000000

Incident: KLM B738 near Amsterdam on Apr 14th 2013, unidentified

smokey smell

A KLM Boeing 737-800, registration PH-BXN performing flight KL-1619 from

Amsterdam (Netherlands) to Milan Linate (Italy) with 112 passengers, was

climbing through FL130 out of Amsterdam's Schiphol Airport when the

declared PAN reporting an unidentified smokey smell throughout the entire

aircraft and requested to return to Schiphol. The aircraft landed safely

on runway 22 about 13 minutes later and stopped on the runway, where emergency

services inspected the aircraft. Passengers disembarked normally onto the

runway and were bussed to the terminal, the aircraft taxied to the apron

about one hour after landing.

A replacement Boeing 737-800 registration PH-BXA reached Milan with a delay of 3 hours.

The airline said the cause of the smell is still under investigation.

http://avherald.com/h?article=4608ce3d

20130410184748:20130410000000

Incident: China Eastern A320 near Hangzhou on Apr 10th 2013, smoke in cabin

A China Eastern Airbus A320-200, flight MU-5211 from Hangzhou to Guangzhou

(China) with 146 passengers and 8 crew, was climbing out of Hangzhou about

10 minutes into the flight when a strong burning smell became noticeable

in the aft cabin shortly followed by visible smoke. The crew stopped the

climb and returned to Hangzhou for a safe landing about 25 minutes after

departure. Emergency services found no trace of fire or heat.

A replacement Airbus A320-200 reached Guangzhou with a delay of 5.5 hours.

Passengers reported on Weibo the tail of the aircraft was on fire.

The airline said, there was no fire. A malfunction of the air conditioning

system is suspected as cause of the odour and smoke, the examination of

the aircraft is ongoing.

http://avherald.com/h?article=4607e619

20130409162735:20130408000000

Incident: Flybe DH8D near Isle of Man on Apr 8th 2013, smell of

smoke

A Flybe de Havilland Dash 8-400, flight BE-811 from Manchester, EN to Isle

of Man (UK) with 46 passengers and 4 crew, was on approach to Isle of Man

when the crew reported smell of smoke on board. The aircraft continued for

a safe landing at Isle of Man's Ronaldsway Airport about 5 minutes later.

Emergency services found no trace of fire, heat or smoke, the aircraft taxied to the apron.

The airline confirmed a minor technical problem.

http://avherald.com/h?article=46057711

20130406160907:20130405000000

Incident: Copa E190 over Caribbean Sea on Apr 5th 2013, odour on board

A Copa Airlines Embraer ERJ-190, flight CM-103 from Port-au-Prince (Haiti)

to Panama City (Panama) with 93 passengers and 5 crew, was enroute over

the Caribbean Sea when an odour of ammonium developed in the cabin causing

breathing problems, suffocation and eye irritation to passengers. The crew

diverted the aircraft to the nearest airport in Barranquilla (Colombia)

for a safe landing, 7 passengers needed medical treatment.

Authorities quickly identified a passenger, described as a shaman and voodoo

healer, had carried various bottles with liquids claimed to be medicine,

one of those bottles was leaking releasing the smell of ammonium. None of

the substances was prohibited however.

All passengers including the shaman continued the journey on the aircraft,

that departed Barranquilla about 75 minutes after landing and reached Panama

City with a delay of 3 hours.

Media in Panama and Colombia widely report the flight was CM-102 from Panama

City to Port au Prince landing in Barranquilla at 19:35L (00:35Z Apr 6th),

that flight however departed Panama City at 11:51L (16:51Z) and landed in

Port au Prince at 15:23L (19:23Z). CM-103 left Port au Prince at 18:56L

(22:56Z) and was estimated to reach Panama City at 20:20L (01:20Z) (the

airline's website actually states in flight status provided by an external

service that the aircraft landed in Panama City at that time).

http://avherald.com/h?article=4603223f

20130403185913:20130331000000

Incident: Jazz CRJ2 at Montreal on Mar 31st 2013, lavatory smoke
detector indication

A Jazz Canadair CRJ-200, registration C-GZJA performing flight QK-8673 from

Montreal,QC (Canada) to Chicago O'Hare,IL (USA) with 36 people on board,

was in the initial climb out of Montreal's runway 24L when the crew received

a lavatory smoke detector indication and declared emergency reporting smoke

in the cockpit. The aircraft stopped the climb at 5000 feet, returned to

Montreal for a safe landing on runway 24L about 12 minutes after departure

and stopped on the runway for an inspection by emergency services. The aircraft

subsequently taxied to the apron.

The Canadian TSB reported that maintenance ran both engines with bleed air

on and detected a smell of compressor wash soap. Both engines were run at

full power for 20 minutes, the aircraft then returned to service. The aircraft

had undergone a compressor wash the previous day, it was the first flight since.

http://avherald.com/h?article=46013886

20130401102643:20130331000000

Incident: Nextjet ATP near Norrkoping on Mar 31st 2013, smell of smoke

A Nextjet British Aerospace ATP on behalf of Braathens Regional, registration

SE-LLO performing flight DC-307 from Stockholm Bromma to Vaxjo (Sweden)

with 43 people on board, was enroute at FL160 about 40nm south of Norrkoping

(Sweden) when the crew decided to divert to Norrkoping due to a smell of

smoke on board. The aircraft landed safely, emergency services responded

but found no trace of fire or smoke despite removing a couple of sidewall

panels from the aircraft.

Initially flight attendants suspected a fire of napkins on board, the maritime

and aeronautical rescue center reported, flight attendants had discharged

fire extinguishers into the area where they suspected the smell came from.

Following first examination after landing police reported there never had been any fire.

Sweden's Havarikommission is investigating. A search for the source/cause of the smell so far remained without success.

http://avherald.com/h?article=4600b3b4

20130331185737:20130330000000

Accident: Aer Lingus A320 enroute on Mar 30th 2013, smell sickens 4 passengers

An Aer Lingus Airbus A320-200, registration EI-DEC performing flight EI-765

from Tenerife Sur Reina Sofia, CI (Spain) to Dublin (Ireland) with 179 passengers

and 6 crew, was in flight when an odour developed in the cabin causing four

passengers to feel unwell. The aircraft continued to Dublin for a safe landing,

four passengers reported ill with one requiring medical attention.

The airline confirmed 4 passengers reported feeling ill as result of some

smell, one of them needed medical attention. The causes of the illnesses are unknown.

A listener on frequency reported the crew requested medical services

meet the aircraft upon arrival and requested ground staff be available to

carry out a deep cleaning of the aft toilets before dispatching the aircraft again.

http://avherald.com/h?article=45fa1f5b

20140318140718:20130322000000

Accident: Condor B753 near Las Palmas on Mar 22nd 2013, odour on board causes 2 flight attendants to pass out

A Condor Boeing 757-300, registration D-ABOC performing flight DE-5944 from

Hamburg (Germany) to Las Palmas, CI (Spain) with 242 passengers and 8 crew,

was descending towards Las Palmas when an odour on board caused three flights

attendants to feel unwell, the first officer donned his oxygen masks. The $\,$

aircraft continued for a safe landing.

The airline confirmed the odour on board and reported that three flight

attendants felt unwell, the first officer donned his oxygen masks on approach

to Las Palmas' Gran Canaria Airport. The other crew members and passengers

did not report feeling unwell. After landing the crew activated the APU

to determine the cause of the odour, following the activation the odour

re—intensified causing two flight attendants to become temporarily unconscious.

The flight attendants and first officer were taken to a hospital in Las

Palmas, released, and are on the way home. The aircraft had undergone a

C-Check in March 2013. Spanish and German Authorities are investigating.

The German BFU confirmed they were informed about the event as described,

Spain's CIAIAC is investigating the occurrence with the assistance of the $\ensuremath{\mathsf{BFU}}$

Passengers described a strong odour of oil fumes throughout the flight,

they felt unwell with head aches and dizziness.

The return flight DE-5945 was postponed to the next day, a replacement Boeing

767-300 registration D-ABUC was dispatched to Las Palmas and reached Hamburg

with a delay of 19 hours.

The occurrence aircraft resumed service on Mar 26th 2013.

On Apr 17th 2013 the Spanish CIAIAC reported that the aircraft had undergone

de-icing before departure from Hamburg. Departure and cruise had been uneventful,

during the approach at about 6000 feet the flight crew noticed a strong

smell in the cockpit that seemed to originate from the air conditioning

outlets. Immediately after the purser called the cockpit reporting that

the strong smell was perceived in the cabin, too. About 2 minutes later

the first officer indicated he felt unwell with dizziness, the captain recommended

to use the oxygen mask, the first officer donned his oxygen mask and felt

immediate improvement. The landing was continued without further incident,

the first officer removed the oxygen mask during taxi. After the passengers

had disembarked, preparations for the return flight began, company

dispatch

instructed to have the engines checked for bird ingestion and verify hydraulic

and oil quantity levels, check the waste water lines and the air conditioning

particle filters, no anomalies were identified in these tests. An engine

run near the threshold of runway 03L was coordinates with tower, the aircraft

was towed to the runway, only the APU was running at that time, on board

was flight and cabin crew as well as a maintenance technician and a company

operator. Near the threshold the crew connected the APU bleed with the left

hand air conditioning system, which right away resulted in a strong smell,

two cabin crew suffered from physical problems. The air conditioning system

and APU bleed air was disconnected, all aircraft doors opened to ventilate

the aircraft, oxygen was provided to the two flight attendants and paramedics

called in who took the flight attendants to the hospital, where they stayed

over night. 2 CIAIAC inspectors were dispatched to Las Palmas who together

with company technicians examined the aircraft however without finding any

anomaly. An aerotracer device found traces of glycol and Pattex (adhesive)

in the cabin air. Another repeat of the tests performed by the crew near

the runway threshold did not produce any smells, all tests remained negative.

The only finding remained about 5 liters of glycol spilled in the APU compartment,

remnants of the de-icing in Hamburg, which were removed before the aircraft

returned to service.

On Mar 18th 2014 the CIAIAC released an interim statement stating: "In April

2013 the health of one of the flight attendants who had been onboard during

the flight of 22 March 2013 worsened, requiring hospitalization. The symptoms $\,$

presented were overall muscle fatigue, in particular proximal of the lower

limbs, difficulty walking, sensory disorder, trouble concentrating and general

fatigue. She was released from the hospital and continued treatment on an

out-patient basis. The symptoms persisted and her health did not

show improvement,

even worsening at times to the point where she had to be hospitalized. As

of the date of this interim report, she still has not been able to return

to work. Although the tests performed on her have not been able to identify

the cause of the symptoms afflicting her, the medical report from the hospital

indicated poisoning caused by some type of neurotoxin."

The CIAIAC reported that airline technicians in the presence of two ${\tt CIAIAC}$

inspectors exhaustively examined the aircraft at Las Palmas but did not

find any anomaly. The tests were repeated with crew on board again with

no findings, the crew did not smell anything and suffered no physical alteration,

the aerotracers used during that test did not register anything abnormal.

Another test with all combinations of possible configurations of air conditioning

systems also did not detect any anomaly. The engines, air conditioning ducts,

hydraulic lines, APU etc. were checked, the only noticeable finding was

about 5 liters of glycol spilled into the APU compartment. The glycol was removed.

On Mar 26th 2013 the aircraft was ferried to Frankfurt, all test equipment

and the technicians were on board that flight, the aerotracer was operational throughout the flight.

About 100 minutes into the flight the aircraft encountered light turbulence

during which intense smell filled the cabin prompting the flight

don their oxygen masks. Nonetheless, the first officer as well as the purser

felt their tongues going numb and their throat being irritated. The turbulence

stopped after about 10 minutes and the smell dissipated. The crew removed

the oxygen masks, the irritations and numbness ceased.

While descending towards Frankfurt the odour returned, the pilots again

donned their oxygen masks. The purser felt her fingers going numb. The smell

and symptoms ceased when the aircraft descended through 6000 feet.

The operator requested assistance by the aircraft manufacturer who deployed

a specialist team to Frankfurt. Samples were taken during flights and analysed

in laboratory without finding any anomaly.

The CIAIAC concluded the interim factual report: "A blood sample taken from

the flight attendant was sent to a laboratory in the United States

specializes in neurotoxin poisoning, specifically in devising methods to

identify the presence of damage to the nervous system that is usually caused

by these substances. The analysis of the sample concluded that it exhibited

characteristics consistent with damage to the nervous system."

The CIAIAC stated the next steps of the investigation will be:

 Continue monitoring the physical condition of the two FAs who have not

been able to return to work so as to determine the cause of their ailments.

- Investigation into the analytical methods used to identify toxins.
- Investigation to determine the source of the odor.
- Joint identification and review of similar cases with the German accident investigation authority (BFU).

http://avherald.com/h?article=45f950b2

20130322164602:20130320000000

Incident: Indigo A320 at Agartala on Mar 20th 2013, bird strike

An Indigo Airbus A320-200, registration VT-INQ performing flight 6E-236

from Agartala to Kolkata (India) with 177 passengers and 6 crew, was in

the initial climb out of Agartala when an engine (V2527) ingested a bird

prompting the crew to return to Agartala for a safe landing.

The flight was cancelled, the passengers were rebooked onto the next flights.

Passengers reported they heard a loud bang, then a burning smell developed

in the cabin while the aircraft returned to Agartala.

The incident aircraft positioned out of Agartala on Mar 22nd.

http://avherald.com/h?article=45f93a4e

20130322141917:20130320000000

Incident: British Airways B763 near London on Mar 20th 2013, smell

of smoke on board

A British Airways Boeing 767-300, registration G-BZHB performing flight

BA-902 from London Heathrow, EN (UK) to Frankfurt/Main (Germany), was climbing

out of Heathrow when the crew stopped the climb at FL170. The aircraft continued

in the general direction of Frankfurt for another 10 minutes before the

crew decided to return to Heathrow reporting a smell of smoke on board.

The aircraft landed safely back in Heathrow about one hour after departure.

The flight was cancelled.

The incident aircraft remained on the ground until next day, when it resumed

service 28 hours after landing.

http://avherald.com/h?article=45f53b04

20130317152752:20130317000000

Incident: Malmo RJ1H at Malmo on Mar 17th 2013, smoke in cabin

A Malmo Aviation Avro RJ-100, registration SE-DSX performing flight TF-102

from Malmo to Stockholm Bromma (Sweden) with 49 people on board, was climbing

through FL200 out of Malmo when the crew reported smoke in the cabin and

returned to Malmo for a safe landing on Malmo's runway 17 about 22 minutes

after departure, the aircraft taxied to the gate where passengers disembarked

normally.

Emergency services reported there had been a burning smell and thick smoke,

the smoke had subsided by the time of the landing.

The airline reported one of the cabin fluorescent lights was identified

as source of the smell and smoke. The flight was cancelled, the passengers

were rebooked onto the next flight.

http://avherald.com/h?article=45f399a9

20130315141805:20130314000000

Incident: Lufthansa A321 near Prague on Mar 14th 2013, odour in

cabin

A Lufthansa Airbus A321-100, registration D-AIRH performing flight LH-2466

from Munich (Germany) to Helsinki (Finland) with 160 passengers and 6 crew.

was enroute at FL350 about 20nm northeast of Prague (Czech Republic) when

the crew decided to return to Munich due to a strange odour in the

The aircraft landed safely back on Munich's runway 26R about 35 minutes

later.

A replacement Airbus A321-200 registration D-AIDU reached Helsinki with a delay of 4 hours.

The airline confirmed a strange smell on board prompted the return to Munich,

the cause of the smell has not yet been determined.

A number of passengers described the smell as electric/electronic, others

characterised the smell similiar to oil fumes. The smell was light but clearly detectable.

http://avherald.com/h?article=45ea7b22

20130304143234:20130303000000

Incident: United B752 near Cleveland on Mar 3rd 2013, burning smell
in cabin

A United Boeing 757-200, registration N57111 performing flight UA-132 from

New York JFK,NY to Los Angeles,CA (USA), was enroute at FL360 about 80nm

south of Cleveland, OH (USA) when the crew reported, that someone had reported

a burning smell in the cabin, and diverted the aircraft to Cleveland for

a safe landing about 25 minutes later. Attending emergency services found

no trace of fire, heat or smoke.

The airport reported maintenance was unable to find anything abnormal.

The remainder of the flight was cancelled, the passengers rebooked onto other flights.

http://avherald.com/h?article=45f6ce1e

20130330162559:20130302000000

Incident: Lufthansa B735 at Frankfurt and Graz on Mar 2nd 2013, odour in cockpit

A Lufthansa Boeing 737-500, registration D-ABIL performing flight LH-1260

from Frankfurt/Main (Germany) to Graz (Austria) with 58 passengers and 5

crew, was climbing out of Frankfurt's runway 18 when the crew observed a

strong smell of "old socks" in the cockpit, which dissipated a short time

later. The flight was continued to Graz. On approach to Graz the smell re-appeared

prompting the crew to don their oxygen masks. The aircraft landed safely

on runway 35C and taxied to the gate.

Medical services reported that the captain suspecting intoxication wanted

blood and urine sampling of all crew members while on the ground in Graz,

however, this would have required the crew to go to the university

clinics

downtown. The captain thus decided to perform the return flight on schedule without sampling.

The aircraft departed for flight LH-1261 on schedule and reached Frankfurt on time.

The aircraft remained on the ground in Frankfurt for 6 hours before resuming service.

Austria's VERSA (Civil Aviation Safety Investigation Authority) have opened an investigation into the incident.

On Mar 25th 2013 Lufthansa confirmed to Austrianwings, that the left hand

engine (CFM56) was replaced after landing in Frankfurt. It was determined

that anti-ice fluid had caused the odour.

On Mar 30th 2013 the NTSB reported that the odour of old socks was present

immediately after takeoff for about 3 minutes and again about 5 minutes

prior to landing again for 3 minutes. Both flight crew donned their oxygen

masks while the smell was present in the cockpit and front galley. Austria's

VERSA is investigating the occurrence, the NTSB have appointed an accredited

representative to the investigation.

http://avherald.com/h?article=45e78468

20130228233452:20130226000000

Incident: American Eagle E135 at Miami on Feb 26th 2013, smell in cabin

An American Eagle Embraer ERJ-140, registration N829AE performing flight

MQ-3512 from Miami,FL to Atlanta,GA (USA) with 42 people on board, was in

the initial climb out of runway 08L when the crew reported a smell/smoke

in the cabin and requested an immediate return to Miami. The crew stopped

the climb at 1400 feet, joined a left downwind for runway 08L and

landed

safely back about 5 minutes after departure.

A replacement ERJ-140 registration N826AE reached Atlanta with a delay of 2.5 hours.

http://avherald.com/h?article=45e71874

20130228122055:20130226000000

Incident: Virgin Australia B738 at Melbourne on Feb 26th 2013, odour in cabin

A Virgin Australia Boeing 737-800, registration VH-VUZ performing flight

DJ-823 from Melbourne, VI to Sydney, NS (Australia) with 129 passengers, was

climbing out of Melbourne's runway 34 when the crew stopped the climb at

5000 feet reporting an unusual odour in the cabin and decided to return

to Melbourne for a safe landing on runway 34 about 10 minutes after departure.

The flight was cancelled, the passengers were rebooked onto other flights.

http://avherald.com/h?article=45e84591

20130301212712:20130222000000

Incident: Westjet B737 near Toronto on Feb 22nd 2013, electrical odour in cockpit

A Westjet Boeing 737-700, registration C-GWJE performing flight WS-2600

from Toronto, ON (Canada) to Kingston (Jamaica) with 131 people on board,

was climbing out of Toronto when the crew stopped the climb at 16,000 feet

reporting an electrical burning smell in the cockpit that became noticeable

in the cabin as well. The aircraft returned to Toronto for a safe landing

on Toronto's runway 06L about 25 minutes after departure. Attending

emergency

services found no trace of fire or heat.

The Canadian TSB reported that maintenance replaced the coalescer bags on

both air conditioning systems, ground run the engines with no smell detectable

after 10 minutes and returned the aircraft to service. The airline filed

a service difficulty report and is monitoring the aircraft on further flights.

http://avherald.com/h?article=45e176da

20130221172303:20130220000000

Incident: UTAir B735 near Moscow on Feb 20th 2013, smell of smoke in cockpit

A UTAir Boeing 737-500, registration VP-BYM performing flight UT-257 from

Moscow Domodedovo to Surgut (Russia) with 88 passengers, was climbing through

FL290 out of Moscow when the autopilot disconnected shortly followed by

the smell of smoke in the cockpit. The crew aborted the climb and returned

to Moscow Domodedovo for a safe landing 32R about 25 minutes later.

http://avherald.com/h?article=45d715e7

20130208182405:20130208000000

Incident: El Al B738 near Tel Aviv on Feb 8th 2013, smell of smoke

An El Al Boeing 737-800, registration 4X-EKJ performing flight LY-213 from

Tel Aviv (Israel) to London Luton, EN (UK), was climbing out of Tel Aviv

when the crew stopped the climb at FL260 due to smell of smoke on board

and decided to return to Tel Aviv for a safe landing on runway 08 about

30 minutes after departure.

The flight was cancelled, the passengers were rebooked onto other

flights.

http://avherald.com/h?article=45cec736

20130129171948:20130128000000

Incident: American B763 near San Juan on Jan 28th 2013, overheating

battery charger

An American Airlines Boeing 767-300, registration N358AA performing

AA-233 from Miami, FL (USA) to Sao Paulo Guarulhos, SP (Brazil) with 198 passengers

and 13 crew, was enroute at FL330 about 60nm south of San Juan (Puerto Rico)

when the crew decided to divert to San Juan due to an overheating battery

charger and smell of smoke on board. The aircraft landed safely about 18

minutes later.

A replacement Boeing 767-300 registration N349AN, originally scheduled to

fly from San Juan to New York, resumed the flight to Sao Paulo and is estimated

to reach Guarulhos Airport with a delay of 19 hours.

The incident aircraft was able to return to service the following day and

resumed the flight N349AN was originally scheduled to fly.

A passenger reported that the flight had been delayed repeatedly at the

gate in Miami already due to an overheating battery charger. Later,

2.5 hours into the flight, the captain announced the problem had returned

and there was smoke on board prompting them to divert to San Juan.

http://avherald.com/h?article=45cc536c

20130128175136:20130126000000

Incident: Lufthansa B744 near Munich on Jan 26th 2013, wild west

oven

A Lufthansa Boeing 747-400, registration D-ABVS performing flight LH-756

from Frankfurt/Main (Germany) to Mumbai (India), was enroute at FL350 about

35nm southeast of Linz (Austria) when the crew decided to divert to Munich

(Germany) due to a galley oven emitting smoke. The aircraft descended towards

Munich when the crew stopped the descent at FL140 and climbed again to return

to Frankfurt, climbing through FL210 the crew declared emergency reporting

smell of smoke in the cockpit and diverted to Munich for a safe landing

on runway 08R about 10 minutes after stopping the climb at FL220 and about

45 minutes after the first decision to divert. Emergency services needed

to cool the left main gear brakes.

The smoke signalling oven was replaced and the aircraft departed again after

about 130 minutes on the ground. The aircraft is currently estimated to

reach Mumbai with a delay of 4 hours.

The airline reported a blocked fan in the convection oven was identified as source of an electrical odour.

http://avherald.com/h?article=45c8f195

20130122171028:20130121000000

Incident: Southwest B735 near Tulsa on Jan 21st 2013, smell of smoke

A Southwest Airlines Boeing 737-500, flight WN-254 from Kansas City,MO to

Houston Hobby,TX (USA) with 76 passengers and 5 crew, was enroute at FL360

about 15nm south of Tulsa,OK (USA) when smell of smoke was detected in the

cabin prompting the crew to turn around and divert to Tulsa for a safe landing

on runway 08 about 20 minutes later.

http://avherald.com/h?article=45c7d877

20130121112721:20130121000000

Incident: Skywest Airlines F50 near Ravensthorpe on Jan 21st 2013,

burning electrical smell

A Skywest Airlines Fokker 50, registration VH-FNB performing flight XR-141

from Esperance,WA to Ravensthorpe,WA (Australia) with 46 passengers, was

on approach to Ravensthorpe when a smell of burning electrics was detected

on board. The aircraft contined for a safe landing at Ravensthorpe, the

aircraft was evacuated. No injuries occurred.

The airline reported, there was a burning electrical smell on board. 23

of the 46 passengers were destined for Ravensthorpe anway, all passengers

disembarked at Ravensthorpe, the 23 destined for the onward destination

Perth,WA (Australia) were bussed back to Esperance and rebooked onto other

flights.

http://avherald.com/h?article=45c405a0

20130116205911:20130116000000

Incident: Aer Lingus A320 at Dublin on Jan 16th 2013, smell of smoke

An Aer Lingus Airbus A320-200, registration EI-EDS performing flight ${\sf EI-484}$

from Dublin (Ireland) to Lisbon (Portugal) with 87 passengers and 6 crew.

was climbing out of Dublin's runway 10 when the crew stopped the climb at

8000 feet reporting smell of smoke in cockpit and cabin. The aircraft returned

to Dublin for a safe landing on runway 10 about 13 minutes after departure.

Attending emergency services found no trace of fire, heat or smoke.

A replacement Airbus A320-200 registration EI-CVC reached Lisbon with a delay of 2.5 hours.

http://avherald.com/h?article=45c377c5/0023

20141201213918:20130116000000

Accident: ANA B788 near Takamatsu on Jan 16th 2013, battery problem and burning smell on board (including JAL Boston, Ethiopian London and JAL Tokyo events)

On Sep 24th 2014 the JTSB released their final report concluding the probable

causes of the serious incident of JA804A were:

The emergency evacuation was executed on Takamatsu Airport taxiway in the

serious incident, which was a consequence of emergency landing deriving

from the main battery thermal runaway during the airplaneis takeoff climb.

Internal heat generation in cell 6 very likely developed into venting, making

it the initiating cell, resulting in cell-to-cell propagation and subsequent

failure of the main battery. It is very likely that cell 6 internal heat

generation and increased internal pressure caused it to swell, melt the

surrounding insulation material and contact the brace bar creating a grounding

path that allowed high currents to flow through the battery box. The currents

generated arcing internal to the battery that contributed to cell-to-cell

propagation consequently destroying the battery.

Cell 6 heat generation was probably caused by internal short circuit; however,

the conclusive mechanism thereof was not identified.

In the serious incident, the internal short circuit of a cell developed

into cell heat generation, thermal propagation to other cells, and consequently

damaged the whole battery. The possible contributing factors to the thermal

propagation are that the test conducted during the developmental phase did

not appropriately simulate the on-board configuration, and the effects of

internal short circuit were underestimated.

The JTSB stated in the findings: "We cannot disregard the fact that all

battery incidents (the serious incident inclusive) occurred in winter. Therefore,

at present low temperature environment was the possible contributing factor

to the battery failure.

The JTSB annotated in the findings that the ground wire "fused" when 1,010

Amperes were running across the wire while cell 7 was venting.

The JTSB listed a number of possible scenarios leading to the thermal runaway

stating that observations on the flight data recorder permits to identify

the cause of the thermal runaway was an internal short circuit. The JTSB

stated: "From the analyses of internal short circuit, three possible candidates

for interior short circuit remain: lithium metal deposition in the cell,

metal piece contamination, and damaged separator. Given the fact that all

similar battery incidents occurred in the cold season, lithium metal deposition

deriving from charging under cold conditions could have existed. However,

it is unlikely that lithium metal deposition was the sole causal factor

of the internal short circuit leading to venting. It is possible that electric

transient or other factors combined may have affected the lithium metal

deposition leading to an internal short circuit. As no mechanism of internal

short circuit was conclusively identified, we are unable to exclude the

possible involvement of other factors associated with design and manufacturing."

The JTSB found that tests performed replicated thermal runaways with

actual on-board configuration however did not include internal short circuit

simulation. During development of the batteries simulations of internal

short circuits had been performed, however did not simulate the on-board

configuration. These tests did not develop into thermal runaways. The JTSB

therefore stated: "RTCA/DO-311, which is referred to by the latest version

of LIB airworthiness standard TSO-179a, does not stipulate test procedures

to properly simulate internal short circuit. It should be amended to

mandate

internal short circuit tests simulating proper on-board
environment."

On Dec 1st 2014 the NTSB released their final report concluding the probable

causes of the occurrence of JA829J in Boston were:

The National Transportation Safety Board determines that the probable cause

of this incident was an internal short circuit within a cell of the auxiliary

power unit (APU) lithium—ion battery, which led to thermal runaway that

cascaded to adjacent cells, resulting in the release of smoke and fire.

The incident resulted from Boeingís failure to incorporate design requirements

to mitigate the most severe effects of an internal short circuit within

an APU battery cell and the Federal Aviation Administrationís failure to

identify this design deficiency during the type design certification process.

The NTSB reported that one of the eight battery cells suffered an internal

short circuit as result of design deficiencies, which led to a thermal runway

propagating to other cells (which Boeing had considered but ruled out as

a possibility) resulting in the fire, that fortunately occurred on the ground.

The NTSB stated: "Because the APU and main lithium—ion batteries installed

on the 787 represented new technology not adequately addressed by existing

regulations, the Federal Aviation Administration required that Boeing demonstrate

compliance with special conditions to ensure that the battery was safe for

use on a transport category aircraft. Boeing's safety assessment of the

battery, which was part of the data used to demonstrate compliance with

these special conditions, was insufficient because Boeing had considered,

but ruled out, cell-to-cell propagation of thermal runaway (which occurred

in this incident) but did not provide the corresponding analysis and justification

in the safety assessment. As a result, the potential for cell-to-

cell propagation of thermal runaway was not thoroughly scrutinized by Boeing and FAA engineers, ultimately allowing this safety hazard to go undetected by the certification process."

In addition the NTSB identified a number of design and manufacturing concerns:

- GS Yuasaís cell manufacturing process allowed defects that could lead

to internal short circuiting, including wrinkles and foreign object debris,

to be introduced into the Boeing 787 main and auxiliary power unit battery.

The thermal protections incorporated in large-format lithium-ion battery

designs need to account for all sources of heating in the battery during

the most extreme charge and discharge current conditions and protect cells

from damage that could lead to thermal runaway.

 More accurate cell temperature measurements and enhanced temperature and

voltage monitoring and recording could help ensure that excessive cell temperatures

resulting from localized or other sources of heating could be detected and

addressed in a timely manner to minimize cell damage.

 $\boldsymbol{\mathsf{-}}$ Determining the initial point of self-heating in a lithium-ion cell is

important in establishing thermal safety limits.

- Boeingís electrical power system safety assessment did not consider the

most severe effects of a cell internal short circuit and include requirements

to mitigate related risks, and the review of the assessment by Boeing authorized

representatives and Federal Aviation Administration certification engineers

did not reveal this deficiency.

- Boeing failed to incorporate design requirements in the 787 main and auxiliary

power unit battery specification control drawing to mitigate the most severe

effects of a cell internal short circuit, and the Federal Aviation Administration

failed to uncover this design vulnerability as part of its review and approval

of Boeingís electrical power system certification plan and proposed methods

of compliance.

 Unclear traceability among the individual special conditions, safety assessment

assumptions and rationale, requirements, and proposed methods of compliance

for the 787 main and auxiliary power unit battery likely contributed to

the Federal Aviation Administrationis failure to identify the need for a

thermal runaway certification test.

Stale enhanced airborne flight recorder data could impede future accident

and incident investigations by delaying the full understanding of the recorded

data; stale data could also impact aircraft safety if an operatorís maintenance

activities were based on these data.

 The poor audio recording quality of the enhanced airborne flight recorder

could impede future aircraft investigations because the recorded conversations

and other cockpit sounds might be obscured.

The NTSB released 15 safety recommendations to the FAA, 2 safety recommendations

to Boeing and 1 safety recommendation to the manufacturer of the battery $\ensuremath{\mathsf{S}}$

in addition to the safety recommendations released so far.

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http://avherald.com/h?article=45c377c5

20140925220555:20130116000000

Accident: ANA B788 near Takamatsu on Jan 16th 2013, battery problem and burning smell on board (including JAL Boston, Ethiopian London and JAL Tokyo events)

An ANA All Nippon Airways Boeing 787-800, registration JA804A performing

flight NH-692 from Ube to Tokyo Haneda (Japan) with 129 passengers and 8

crew, was climbing through FL330 out of Ube about 35nm west of Takamatsu

(Japan) when the crew received indications of battery problems, at the same

time a burning smell developed on board. The crew decided to divert

to Takamatsu

where the aircraft landed about 14 minutes later. The aircraft vacated the

runway, stopped past the hold short line and was evacuated via slides. One

passenger received a serious, two passengers minor injuries during the evacuation.

All Nippon Airways and Japan Airlines have grounded their Dreamliners as

result of the recent inflight incidents, see Incident: United B788 near

New Orleans on Dec 4th 2012, electrical problems causing concerns of electrical

heat on board, Incident: Qatar B788 near Doha on Dec 8th 2012, generator

failure as well as an APU battery fire that occurred on board of Boeing

787-800 at Boston, MA (USA) on Jan 7th 2013.

The airline reported the crew received a fault indication within the battery

system followed by a smoke detector indication inside one of the electrical

compartments, there was no smoke visible in cockpit or cabin. The battery,

same type as the one involved in the ground incident in Boston on Jan 7th

2013, was found discoloured and leaking, the battery obviously had developed

high temperatures.

Japan's Tranportation Safety Board JTSB opened an investigation and dispatched

three investigators on site. The NTSB dispatched an accredited representative

to Japan to join the investigation.

The JTSB reported on Jan 17th 2013, that the crew received indication of

a battery malfunction while climbing through FL300, in addition an odour

occurred on board. The crew diverted to Takamatsu as a result, the aircraft

was evacuated via slides after landing. The occurrence was rated a serious

incident.

On Jan 23rd 2013 the JTSB released a preliminary report in Japanese reporting

that a passenger received a sprained wrist and two other passengers minor

injuries in the evacuation. The aircraft had been climbing through FL320

out of Ube when the crew received indication of failure of the battery and

an odour appeared in the cockpit. Due to the odour the crew decided to divert

to Takamatsu, where the crew landed on runway 26, vacated the runway onto

taxiway T4 and initiated an emergency evacuation. Attending emergency services

found no trace of fire, however traces of smoke released from the electric

compartment were found on the outside of the fuselage. Investigators found

the main battery, a lithium ion battery same type as the APU battery, had

buckled at the upper cover and was leaking, the inside showed hydrocarbons.

The main battery was removed from the aircraft on Jan 17th, the undamaged

APU battery was removed from the aircraft on Jan 18th, following a first

examination of the main battery on Jan 20th the battery has been dispatched

for detailed examination on Jan 22nd.

On Feb 5th 2013 the JTSB released a second progress report in Japanese reporting

that all 8 cells of the damaged battery, nominal voltage 29.6V, 75 Ah capacity

at 28.5kg/63 lbs, showed thermal damage before the thermal runaway, particularly

cells 3 and 6 are damaged. The positive electrode of cell 3 shows substantial

damage and a hole, the internal wiring has melted down.

On Feb 20th 2013 the JTSB released another progress report in Japanese reporting,

that the aircraft had no history of being hit by lightning. The positive

electrode of cell number 3 had become so hot, that the material melted,

the positive terminal of cells 1, 2, 6, 7 and 8 were damaged supposedly

because of reaching the melting point of the terminal's material aluminium.

The grounding wire of the battery container was broken most likely because

of currents flowing through the container. The flight data recorder revealed

that the battery voltage reduced from 31V to 11V within 10 seconds followed

by voltage drops of about 1V every two seconds, prior to that a measured

voltage of 32V indicated the battery was at nearly full charge. The investigation

of why the voltage drops occurred is still underway, specific attention

is given to the strobe navigation lights however, that were turned on during

the encounter. The investigation is ongoing.

On Mar 27th 2013 the JTSB released another interim report in Japanese summarizing,

that a "smoking gun" has still not been identified, the investigation so

far has not yet led to "elucidation of the underlying cause". The JTSB reported

that the puzzle about the navigation strobe lights has been solved however

(see sketch below), with both APU and main batteries showing balanced voltages

neither relay would be powered with the related switches off, however, with

the main battery's voltage dropping to 1V a current flow from the APU battery

via both relays to ground became possible, both relays activated and the

wing tip and strobe lights activated despite being switched off. The wire

connecting the battery case to ground was broken and showed evidence of

having been blown (editorial note: implicitely suggesting prior to the battery

event), however, the aircraft had no history of a lightning strike. There

is no evidence, that battery charger, bus power control unit, generator

control unit or battery diode module did not perform to specifications.

Battery cells 1-8, especially 3 and 6, showed extensive internal damage,

there is no evidence that a large current flow occurred on the output of

the battery towards the hot battery bus.

The NTSB is currently investigating the APU battery fire that occurred on

board of JAL Japan Airlines' Boeing 787-800 registration JA829J in Boston

on Jan 7th 2013 after the passengers and crew had disembarked at the gate.

The NTSB reported on Jan 20th 2013 that a first examination of the flight

data recorder of JA829J showed the nominal battery voltage of 32V has never

been exceeded. The battery, powering the APU for APU startup, has been disassembled

into its 8 cells for detailed examination and documentation, 3 of the cells

were selected for further disassembly and examination of cell internal components.

On Jan 24th 2013 the NTSB reported that examinations including CT scans

identified traces of electric short circuiting on an electrode (see photo

below) as well as signs of thermal runaway on JA829J's APU battery. There

was fire present.

On Feb 7th 2013 the NTSB reported: "After an exhaustive examination of the

JAL lithium—ion battery, which was comprised of eight individual cells,

investigators determined that the majority of evidence from the flight data

recorder and both thermal and mechanical damage pointed to an initiating

event in a single cell. That cell showed multiple signs of short circuiting,

leading to a thermal runaway condition, which then cascaded to other cells.

Charred battery components indicated that the temperature inside the battery

case exceeded 500 degrees Fahrenheit." Mechanical impact damage as well

as external short circuiting have been ruled out as causes, deformations

and arcing were the result of a battery malfunction. The NTSB continued

that Boeing conducted a risk assessment during the certification process $% \left(1\right) =\left(1\right) +\left(1\right) +\left$

which did not identify any possibility of a cell to cell propagation or

of fire, both of which however occurred in the battery fire events at Boston.

Boeing further assessed that a smoke release event would occur one time

in 10 million flight hours, however, the two events at Boston and Takamatsu

bring the balance to two events in 100,000 flight hours well above the failure

rate predicted in the certification process. The NTSB concluded: "the possibility

that a short circuit in a single cell could propagate to adjacent cells

and result in smoke and fire must be reconsidered."

On Mar 7th 2013 the NTSB released an interim report reporting the APU of

JA829J (169 flight hours/22 flight cycles since new) had been started at

15:04Z while the aircraft was taxiing to the gate. The aircraft reached

the gate at 15:06Z, the passengers disembarked by 15:15Z and the crew left

at 15:20Z. Cleaning personal entered the cabin. According to the flight

data recorder the voltage of the APU battery, a Lithium Cobalt based battery

rated at 75Ah/29.6V capable of delivering up to 1000A and typically 450A

over 45 seconds for up to three APU start attempts, began to fluctuate at

15:21:01Z, failed at 15:21:15Z with the voltage dropping and reached 28V

at 15:21:30Z. At 15:21:37Z the APU automatically shut down, the battery

voltage reached OV. A mechanic in the aft cabin noticed the power had been

lost and went to the cockpit, recognized the APU had automatically shut

down and went back to the aft cabin but smelled and saw smoke and notified

the maintenance manger, who in turn asked the mechanic to check the aft

electronic bay. The mechanic found heavy smoke and observed two distinct

flames of about 3 inches at the APU battery. The mechanic attempted to extinguish

the fire using a dry chemical fire extinguisher but flames and smoke did

not stop. At 15:37Z emergency services were alerted, the first vehicle arrived

less than a minute later. Multiple attempts by emergency services to extinguish

the fire were unsuccessful, the battery appeared to rekindle. A pop sound

was heard followed by hissing sounds, a firefighter received a minor burn

at the neck when the battery popped. It was decided to remove the battery,

about 80 minutes after the begin of the event the battery was moved out

of the aircraft, 100 minutes after the begin of the event the situation

was pronounced under control. The battery had weighed 61.8lbs/28kg when

it was installed and weighed 56 lbs/25kg when it was removed from the aircraft

mainly due to the loss of electrolyte. Examination of the cells and battery

revealed a number of protusions on cell 5, which were determined to the

result of arcing between between the cell 5 case and battery case, the protusions

were outward and the cell case had expanded outward, the arcing was the

result of the cell expansion leading to the breach of the battery case.

Tests of the battery monitoring unit were not possible due to the damage

received during the fire, the battery control unit passed all tests (except

that it inhibited charging already above the permitted minimum temperature

of 5 degrees F). Boeing had assessed the risk of a battery cell venting

at one in 10 million flight hours and the risk of the battery spilling flammable

fluid at one in 1 billion flight hours, however, only 52,000 flight hours

had been accumulated in operation of the B787 so far and two batteries had

vented/spilled. The only scenario, that Boeing had identified, that could

lead to the battery venting with fire was overcharge, the design requirements

made it highly improbable that an overcharge could occur. The investigation is continuing.

The incidents prompted the FAA to conduct a review of the Boeing 787 design,

manufacturing and quality assurance processes, the US Department of Transport

and the FAA are convinced, that the aircraft is safe reporting they spent

more than 200,000 man hours during certification of the aircraft.

In the evening of Jan 16th 2013 the FAA released an emergency airworthiness

directive requiring all operators of Boeing 787-800 with immediate effect

to modify the battery system or take another FAA approved action before

further flights, which effectively grounds the aircraft. The FAA argued:

"This emergency AD was prompted by recent incidents involving lithium ion

battery failures that resulted in release of flammable electrolytes, heat

damage, and smoke on two Model 787-8 airplanes. The cause of these failures

is currently under investigation. These conditions, if not corrected, could

result in damage to critical systems and structures, and the potential for

fire in the electrical compartment."

On Mar 12th 2013 the FAA announced they approved a plan to certificate an

improved battery system provided by Boeing. An improved containment of the

battery, and improved venting system, a redesign of battery components to

reduce the risk of short circuits inside the battery and better insulation

of cells are parts of that plan, the FAA has also approved limited test

flights to two Boeing 787-800s, the FAA said: "The purpose of the flight

tests will be to validate the aircraft instrumentation for the battery and

battery enclosure testing in addition to product improvements for other

systems." The AD remains in effect until the tests conclude successfully,

the FAA did not provide any estimates on the time line.

On Apr 26th 2013 the FAA released a new airworthiness directive 2013-08-12

superseding the emergency airworthiness directive of Jan 16th 2013 permitting

the Boeing 787-800 to resume service after following steps have been taken:

"Install main battery and auxiliary power unit (APU) battery enclosures

and environmental control system (ECS) ducts; and replace the main battery,

APU battery, and their respective battery chargers; in accordance with the

Accomplishment Instructions of Boeing Alert Service Bulletin B787-81205-SB500003-00,

Issue 001, dated April 19, 2013." As result of this new airworthiness directive

a first Boeing 787-800 registration ET-AOP of Ethiopian Airlines took the

skies on Apr 27th 2013 flying passengers from Addis Ababa (Ethiopia) to

Nairobi (Kenya) as flight ET-801.

On Jul 12th 2013 an Ethiopian Airlines Boeing 787-800 registration ET-AOP

was parked at London Heathrow Airport with no occupants, when smoke began

to billow from the rear of the aircraft prompting emergency services

respond and both runways to be closed. The aircraft was foamed and the fire

extinguished. The cause of the fire is unknown at this time. The aircraft

had arrived in Heathrow as flight ET-700 at 06:30L (05:30Z) and was scheduled

to depart for the return flight ET-701 at 21:00L (20:00Z). On Jul 13th 2013

the AAIB reported that there had been smoke throughout the fuselage causing

extensive heat damage in the upper portion of the rear of the fuselage and

stated: "However, it is clear that this heat damage is remote from the area

in which the aircraft main and APU (Auxiliary Power Unit) batteries

located, and, at this stage, there is no evidence of a direct causal relationship."

On Jul 18th 2013 the AAIB reported in their special bulletin with respect

to ET-AOP, that fire fighters encountered a fire above the ceiling panels

close to the rear of the cabin, a halon extinguisher was not effective,

only after a panel was moved and the fire was doused with water and foam

the fire was extinguished. The origin of the fire coincided with the emergency

locator transmitter (ELT), with no other systems in the vicinity storing

sufficient energy to initiate a fire. The ELT is powered by a set of Lithium

Manganese Dioxide Batteries, which showed disruptions of cells. It is unclear

however whether the combustion started as result of energy release within

the battery cells or by an outside event like a short circuit. Some 6000

units of this transmitter have been produced, ET-AOP is the only such incident

so far. The AAIB recommended to the FAA to "inert" (deactivate) the ELTs

in Boeing 787s until appropriate airworthiness actions can be taken and

to conduct a safety review of all Lithium battery powered ELTs on all aircraft types.

On Jan 14th 2014 a JAL Japan Airlines Boeing 787-800, registration JA834J.

was parked at the apron of Tokyo's Narita airport and was being prepared

for departure for flight JL-707 to Bangkok (Thailand) scheduled about two

hours later, when white smoke was observed from the aircraft's main battery,

the battery was found overheated, its safety valve opened and electrolyte

fluid leaking from the battery. No further damage is being reported,

aircraft was removed from service. A replacement Boeing 787-800

registration

JA829J operated the flight departing with a delay of 7 minutes and arriving

on schedule. Boeing tweeted that the aircraft was in maintenance, a single

cell vented resulting in a smoke event, the new safe guards worked as planned.

The battery suffered a fault in the charger and battery. The airline stated:

"A maintenance personnel in the cockpit found that the white smoke was wafting

outside of the window and that the message which indicated the possibility

of main battery system failure was displayed on the cockpit display during

departure preparation. The inspection of the battery case inside the battery

enclosure revealed that the safety pressure relief valve (which opens in

case that the cell inside pressure rises) of one cell of the eight cells

opened. JAL707 departed by another Boeing 787 almost on time." This new

ground incident comes a few days after both NTSB and JTSB announced the

investigations into the thermal runaways of the APU and main battery in

Takamatsu and Boston have been finished and the final reports are being

prepared for release later in 2014.

On Jun 18th 2014 the British AAIB provided a special bulletin reporting

the investigation into the Ethiopian ET-AOP event in London so far determined.

that the ELT battery had suffered a thermal runaway with all of its 5 cells

showing severe damage consistent with the thermal runaway. The ELT battery's

internal wires were found improperly installed, "in that they had been crossed

and pinched together between the battery cover-plate and the ELT case, adjacent

to one of the cover-plate fasteners." It was likely that the wires were

improperly installed during production assembly of the ELT.

The AAIB reported: "The nature of the battery failure was such that much

of the battery material was consumed, and that which remained was extremely

fragile. Therefore, despite extensive forensic examination and CT scanning

of the battery and the individual cells, it has not been possible to

determine

with certainty the sequence of cell failures within the battery or the pre-failure

state of the safety features in the circuit."

The AAIB released five safety recommendations to the FAA as result investigation into ET-AOP so far.

The faulty wiring of ET-AOP (Photo: AAIB):

Schematics of battery and damage of ANA main battery (Graphics: AVH/ JTSB):

The grounding wire of battery case (Graphics: JTSB):

The electrical path activating wing tip lights despite switched off (Graphics: JTSB):

Battery diagram (Graphics: NTSB):

The damaged electrode of cell 3 (Photo: JTSB):

Traces of smoke exiting the fuselage (Photo/Graphics: JTSB):

Main battery left, undamaged APU battery right (Photos: JTSB):

Hole in an electrode of JA829J indicative of short circuit (Photo: NTSB):

The burned battery of JA829J, Boston Jan 7th 2013 (Photo: NTSB):

http://avherald.com/h?article=45c317be

20130115173431:20130115000000

Incident: Cathay A333 at Tokyo on Jan 15th 2013, smoke in cabin

A Cathay Pacific Airbus A330-300, flight CX-501 from Tokyo Narita (Japan)

to Hong Kong (China) with 127 people on board, was climbing out of Tokyo's

Narita Airport when a smoke detector in a lavatory activated prompting the

crew to return to Narita Airport for a safe landing on runway 34L. Attending

emergency services reported seeing no fire or smoke, the aircraft taxied

to the gate on its own power.

Japan's Ministry of Transport reported that a burning odour was observed

near the lavatory immediately after takeoff, later the smoke detector activated.

An inflight entertainment system's display set in front of a passenger seat

near the toilet is suspected as cause of the smell.

http://avherald.com/h?article=45c24847

20130115134238:20130114000000

Incident: British Airways B763 near Entebbe on Jan 14th 2013, engine shut down in flight

A British Airways Boeing 767-300, registration G-BNWO performing flight

BA-254 from Lusaka (Zambia) to London Heathrow, EN (UK), was enroute near

Entebbe (Uganda) when the crew needed to shut the right hand engine (RB211)

down and divert to Entebbe for a safe landing.

The remaining flight was cancelled. The passengers were taken to hotels,

a few were rebooked onto other flights to London via Nairobi (Kenya)

same day. The following day flight BA-46 from Dar es Salaam (Tanzania) to

London Heathrow, EN (UK) flown by Boeing 767-300 registration G-BNWC was

diverted to Entebbe to pick up a good number of passengers of flight BA-254.

The remaining passengers were rebooked onto other flights to London via

Nairobi, too.

Passengers reported hearing a thud type sound, soon after a smell of burning

cables developed, the aircraft began to descend. The purser made an announcement

that one of the engines had failed, a couple of minutes later the captain

announced their right hand engine had failed and they were dumping fuel.

The aircraft landed safely in Entebbe but became disabled while taxiing

to the apron, the captain indicated high brakes temperatures burst a number of tyres.

http://avherald.com/h?article=45bb75fa

20130106154327:20130105000000

Incident: Compass E175 near Pittsburgh on Jan 5th 2013, smell of smoke

A Compass Airlines Embraer ERJ-175 on behalf of Delta Airlines, registration

N634CZ performing flight CP-5772/DL-5772 from Atlanta,GA to Rochester,NY

(USA), was enroute at FL370 about 110nm south of Pittsburgh, PA when the

crew reported smell of smoke on board and diverted to Pittsburgh for a safe

landing on runway 28R about 20 minutes later. Responding emergency services

found no trace of fire, heat or smoke.

A replacement Embraer ERJ-175 registration N622CZ reached Rochester with $\underline{\ }$

a delay of 2.5 hours.

http://avherald.com/h?article=45b7ed84

20130102135405:20130101000000

Incident: Finnair A319 at Helsinki on Jan 1st 2013, smell of smoke
in cabin

A Finnair Airbus A319-100, registration OH-LVG performing flight AY-863

from Helsinki (Finland) to Zurich (Switzerland), was climbing out of Helsinki's

runway 22R when the crew stopped the climb at 6000 feet reported smell of

smoke in the cabin and returned to Helsinki for a safe landing on runway

22L about 12 minutes after departure. Emergency services found no trace

of fire, heat or smoke.

A replacement Airbus A320-200 registration OH-LXH reached Zurich with a delay of 3.5 hours.

The airline confirmed smell of smoke in the cabin prompted the

Helsinki. The aircraft was examined.

The incident aircraft resumed service the following day.

http://avherald.com/h?article=45becc6c

20130110153153:20121230000000

Incident: Aeroflot A320 at Krasnodar on Dec 30th 2012, bird strike

An Aeroflot Airbus A320-200, registration VQ-BHN performing flight SU-1273

from Krasnodar to Moscow Sheremetyevo (Russia) with 134 passengers

crew, was accelerating for takeoff from Krasnodar's runway 05R when

V1 the crew observed birds. The takeoff was continued, however when

aircraft climbed through about 500 feet a burning smell developed

the cockpit and cabin and engine (CFM56) vibration indications rose

units. The crew stopped the climb at 1300 meters/4300 feet and returned

to Krasnodar, without shutting an engine down, for a safe landing on runway

23L about 12 minutes after departure.

Rosaviatsia reported a postflight inspection found 3 damaged blades in the

left hand engine.

http://avherald.com/h?article=45b65fb9

20121231170204:20121230000000

Incident: American B763 near Kahului on Dec 30th 2012, electrical

An American Airlines Boeing 767-300, registration N348AN performing fliaht

AA-6 from Kahului, HI to Dallas Ft. Worth, TX (USA), was climbing through

13,000 feet out of Kahului's runway 02 when the crew reported an electrical

smell on board and due to overweight decided to divert to Honolulu, HI for

a safe landing on runway 08L about 35 minutes after departure. The crew

terminated the emergency upon vacating the runway and taxied to the

requesting emergency vehicles to follow them to the gate to check the brakes.

The aircraft was able to depart Honolulu after about 5 hours on the ground

and reached Dallas with a delay of 5.5 hours.

http://avherald.com/h?article=45b8e286

20130103163658:20121214000000

Incident: TAP A319 at Copenhagen on Dec 14th 2012, smoke in cockpit

A TAP Air Portugal Airbus A319-100, registration CS-TTK performing fliaht

TP-754 from Lisbon (Portugal) to Copenhagen (Denmark), was on approach to

Copenhagen's runway 04R when the crew detected a burning smell in the cockpit

and spotted light haze. The crew requested priority and continued

safe landing on runway 04R about 5 minutes later.

Denmark's HCL reported the crew did not don their oxygen masks. After rollout,

while taxiing the crew discovered the source of the odour was a cockpit

display. After the aircraft had reached the gate an ECAM message indicated

a fan in the rear cargo bay. Emergency services therefore inspected

rear cargo bay but did not find any trace of fire, heat, smoke or smell.

Maintenance removed the cockpit display in question but found no

fault,

only some dust. The HCL believes that an electrical source covered

dust at the cockpit display in question may have been the cause of the odour/haze.

http://avherald.com/h?article=45b22b73

20130315193504:20121214000000

Incident: Lufthansa A321 near Frankfurt on Dec 14th 2012, smoke in cabin and cockpit

A Lufthansa Airbus A321-100, registration D-AIRR performing flight LH-1246

from Frankfurt/Main (Germany) to Vienna (Austria) with 157 people on

was climbing out of Frankfurt's runway 18 when the crew reported

then smoke in both cockpit and cabin, stopped the climb at FL110 and

to Frankfurt for a safe landing on runway 25C about 18 minutes after departure.

The French BEA reported there were no injuries, the German BFU is investigating the serious incident.

On Mar 15th 2013 the German BFU reported in their monthly bulletin

both pilots noticed a "rotten" smell in the cockpit, a few seconds later

the first officer showed first symptoms prompting both pilots to don

oxygen masks and return to Frankfurt. The odour was also noticed in

cabin. The aircraft returned to Frankfurt for a safe landing about 20 minutes

after departure, all members of the crew were taken to a hospital for checks.

http://avherald.com/h?article=45a8df74

20121215121113:20121214000000

Incident: Jetblue E190 at Baltimore on Dec 14th 2012, electrical

smell in cockpit

A Jetblue Embraer ERJ-190, registration N281JB performing flight B6-1327

from Boston, MA to Baltimore, MD (USA) with 91 passengers and 4 crew,

descending through about 7000 feet towards Baltimore when the crew declared

emergency reporting an electrical smell in the cockpit. Upon contacting

tower the crew advised they were intending to vacate the runway. The aircraft

continued for a safe landing on runway 33L about 8 minutes later, vacated

the runway via taxiway F and stopped, the occupants were evacuated via slides.

No injuries occurred.

The airline reported the crew declared emergency as a precaution due

some mechanical problem, the 90 passengers and 4 crew were evacuated and

taken to the terminal.

http://avherald.com/h?article=45a5cafa

20121211143824:20121210000000

Incident: Alaska B738 near Sacramento on Dec 10th 2012, electrical smell in cabin

An Alaska Airlines Boeing 737-800, registration N525AS performing AS-606

from Seattle, WA to Las Vegas, NV (USA) with 152 passengers and 6 crew, was

enroute at FL370 about 125nm northeast of Sacramento, CA (USA) when the crew

reported an electrical smell in the cabin and decided to divert to Sacramento,

where the aircraft landed safely about 22 minutes later.

A replacement Boeing 737-800 registration N516AS reached Las Vegas with

a delay of 6:15 hours.

The airline confirmed some slight electrical odour on board of the aircraft,

the source of the odour is under investigation, there was no fire or smoke.

http://avherald.com/h?article=45a43649/0000

20130315160351:20121209000000

Incident: Condor A320 near Stuttgart on Dec 9th 2012, smoke on board

The German BFU reported in their monthly bulletin that the aircraft

enroute at FL350 when an eletrical odour was observed that changed

smell of plastics. Shortly afterwards white smoke appeared in the cockpit,

the crew donned their oxygen masks and decided to divert to Stuttgart for

an overweight landing (68 tons) on runway 25. Although the smoke in the

cockpit had dissipated, the crew worked the checklists for an emergency

evacuation including crew on stations and "ENG MASTER SW", emergency

reported seeing no smoke or fire, so that the crew decided to not evacuate

and have passengers disembark via stairs and were bussed to the terminal.

No injuries occurred.

Post flight examination revealed the radar tranceiver located in the front

area of the avionics compartment had been cause of the smells and

It was removed from the aircraft and taken a special laboratory for further

examination.

The radar tranceiver with minor traces of soot (Photo: BFU):

http://avherald.com/h?article=45a43649

20130315160423:20121209000000

Incident: Condor A320 near Stuttgart on Dec 9th 2012, smoke on board

A Condor Airbus A320-200, registration D-AICI performing flight DE-7546

from Berlin Schoenefeld (Germany) to Las Palmas, CI (Spain) with 134

and 6 crew, was enroute at FL350 about 75nm northeast of Stuttgart (Germany)

when the crew declared emergency reporting smoke in cockpit and cabin. The

aircraft diverted to Stuttgart for a safe landing on runway 25 about

minutes later and stopped on the runway. The passenger disembarked via stairs.

The airport was closed for about 45 minutes as a result.

The airline reported the cause of the smoke is still unclear and under investigation.

A replacement aircraft is going to continue the flight.

The airport reported there was smell of burning plastics and smell of smoke

in cockpit and cabin, the flight crew donned their oxygen masks. Two

the four flight attendants were taken to a hospital with breathing problems.

A replacement Airbus A320-200 registration D-AICC reached Las Palmas a delay of 7 hours.

http://avherald.com/h?article=45a3b15a

20121208215044:20121209000000

Incident: Cathay B773 near Wuhan on Dec 9th 2012, smell in cockpit

A Cathay Airlines Boeing 777-300, registration B-KPP performing fliaht CX-251

(dep Dec 8th) from Hong Kong (China) to London Heathrow, EN (UK) with

passengers and 18 crew, was enroute near Wuhan (China) when the crew decided

to divert to Wuhan due to some odour in the cockpit. The aircraft

safely in Wuhan (500nm north of Hong Kong) about 105 minutes after departure

from Hongkong.

The flight is currently estimated to reach London with a delay of 16 hours.

http://avherald.com/h?article=45a2f6a7

20121207233307:20121206000000

Incident: Jetblue E190 at New York on Dec 6th 2012, smell of smoke in cabin

A Jetblue Embraer ERJ-190, registration N178JB performing flight B6-1111

from New York JFK,NY to Raleigh/Durham,NC (USA) with 95 people on board.

was on a Breezy Point climb out of New York's runway 31L when the crew requested

to level off at 6000 feet reporting cabin crew had just reported a smokey

odour in the back of the cabin. The crew requested to return to New York

to check the smell out, on approach the crew reported the smell had subsided

and the aircraft landed safely on runway 31L about 15 minutes after departure.

http://avherald.com/h?article=45a2e6b5

20121207213913:20121204000000

Incident: Westjet B737 near Regina on Dec 4th 2012, generator

failure and odour on board

A Westjet Airlines Boeing 737-700, registration C-GWAZ performing flight

WS-475 from Winnipeg, MB to Calgary, AB (Canada) with 127 people on board,

was enroute at FL400 about 135nm east of Regina, SK when the right hand generator

(engine CFM56) failed. A short time later, after the crew had completed

the relevant checklist, a strong burning electrical smell was noticed throughout

the aircraft. The crew declared emergency and diverted to Regina for a safe

landing about 30 minutes later.

The Canadian TSB reported there was no visible smoke. Maintenance found

the generator control unit had burned out. The unit was replaced.

http://avherald.com/h?article=45a133eb

20121205173845:20121203000000

Incident: Ryanair B738 near London on Dec 3rd 2012, odour in cabin

A Ryanair Boeing 737-800, registration EI-DHY performing flight FR-2404

from London Stansted, EN (UK) to Memmingen (Germany), stopped the climb out

of London at FL150 and returned to Stansted Airport for a safe landing on

runway 22 about 35 minutes after departure.

A passenger reported a distinct smell of exhaust fumes in the cabin. The

crew announced technical problems and returned to Stansted Airport.

A replacement Boeing 737-800 registration ${\sf EI-EPG}$ reached Memmingen with

a delay of 2 hours.

The incident aircraft was able to resume service about 10 hours after landing.

http://avherald.com/h?article=45b23cec

20121226173747:20121127000000

Incident: Ukraine B733 at Liege on Nov 27th 2012, cargo fire

indications

A Ukraine International Airlines Boeing 737-300, registration UR-FAA performing

flight PS-31R from Liege (Belgium) to Vienna (Austria), was climbing through

FL277 to FL350 out of Liege when the crew received multiple main deck cargo

fire indications. The crew donned their oxygen masks, worked the cargo fire

checklist and descended the aircraft to FL100. After levelling off at FL100

the fire indication disappeared, the crew could not notice any smoke/haze

or smell any unusual odour. The crew nonetheless decided to return to Liege

for a safe landing.

Ukraine's Ministry of Transport reported in their monthly bulletin that

a faulty smoke detector was identified and replaced, in addition

traces

of frost were detected on a panel of the main cargo deck that could have

triggered a false smoke indication. The investigation determined the fire

indications were false after dry ice transported by the aircraft evaporated

and triggered the smoke detectors, one of the smoke detectors was faulty.

http://avherald.com/h?article=459bc6c1

20121128171827:20121126000000

Incident: Ryanair B738 near Birmingham on Nov 26th 2012, technical
problem

A Ryanair Boeing 737–800, registration EI-DAI performing flight FR-3901

from Birmingham, EN (UK) to Malta (Malta), was climbing out of Birmingham

when the crew stopped the climb at FL130 and entered a hold to burn off

fuel. The aircraft subsequently diverted to London Stansted, EN (UK) for

a safe landing on runway 23 about one hour after departure.

A replacement Boeing 737-800 registration EI-ENR reached Malta with a delay of 2:40 hours.

A passenger reported the captain announced the aircraft suffered a technical

problem and they would divert to Stansted Airport. The landing gear was

lowered for burning off fuel, which lasted about 30 minutes, the gear was

retracted again while positioning for the approach to Stansted and a normal

landing occurred. The passenger did not notice anything out of the normal,

gear and flaps were operated as expected, no unusual movements, vibrations,

smells or the like. Gossip running around the aircraft suggested that some

anti ice system had failed.

http://avherald.com/h?article=45c8fbff

20130122181600:20121108000000

Incident: Lufthansa B733 near Frankfurt on Nov 8th 2012, blue haze and chemical smell

A Lufthansa Boeing 737-300, registration D-ABEW performing flight LH-1186

from Frankfurt/Main (Germany) to Zurich (Switzerland), was enroute at FL230

about 77nm south of Frankfurt, 25nm west of Stuttgart (Germany) and 78nm

north of Zurich (Switzerland) when the crew decided to don their oxygen

masks and to turn around and return to Frankfurt after a flight attendant

in the forward galley observed blue haze and a pungent chemical odour near

the ceiling of the galley, confirmed by other flight attendants. The flight

attendant working in the forward galley felt unwell. At the time of the

haze and odour the ovens were not in use and the galley lighting had been

dimmed down to about 50%. The aircraft landed safely back on Frankfurt's

runway 25C about 25 minutes later.

The German BFU reported in their monthly bulletin that emergency services

checked the aircraft after landing, measurements did not identify any anomaly.

A technical check of the aircraft did not identify the source or cause of

the haze and smell. All crew members went to a hospital for a medical assessment.

http://avherald.com/h?article=458d0777

20121112134020:20121108000000

Incident: Iberia Express A320 near Madrid on Nov 8th 2012,

pressurization problem

An Iberia Express Airbus A320-200, registration EC-JFG performing flight

I2-3924/IB-3924 from Madrid, SP to Las Palmas, CI (Spain), was climbing out

of Madrid when the crew stopped the climb at FL250 and returned to Madrid

for a safe landing on runway 32L about 15 minutes later.

A replacement Airbus A320-200 registration EC-HUJ reached Las Palmas with

a delay of 3.5 hours.

A passenger reported the captain announced they had a serious failure and

returned to Madrid for safety reasons but did not provide any further information.

The passenger did not notice anything out of the usual like sounds, smells

or vibrations.

The airline reported a minor pressurization malfunction. The aircraft was

able to resume service later the day after necessary maintenance had been

performed.

http://avherald.com/h?article=4589199b

20121105231149:20121105000000

Incident: El Al B744 near Shannon on Nov 5th 2012, smell of smoke on board

An El Al Boeing 747-400, registration 4X-ELD performing flight LY-7 from

Tel Aviv (Israel) to New York JFK,NY (USA) with 338 people on board, was

enroute at FL340 about 140nm northwest of Shannon (Ireland) about to enter

Oceanic Airspace, when the crew decided to turn around without requesting

priority and set course in direction of London, EN (UK). About 20 minutes

later while descending through FL210 about 50nm east of Shannon the crew

declared PAN reporting an unidentified smell of smoke in the main cabin

and requested to now divert to Shannon (Ireland). The aircraft landed safely

on Shannon's runway 24 about 25 minutes after declaring PAN, backtracked

the runway and taxied to the apron with emergency services following the

aircraft.

The passengers were taken to hotels.

A replacement Boeing 747-400 registration 4X-ELB has been dispatched from

Tel Aviv to Shannon as flight LY-21 and is expected to continue the flight $% \left(1\right) =\left(1\right) +\left(1\right)$

to New York.

The airport currently estimates the flight to continue on Nov 6th at 02:00L (02:00Z).

4X-ELD after landing in Shannon:

http://avherald.com/h?article=4584a147

20121031152357:20121031000000

Incident: Qantas A388 near Sydney on Oct 31st 2012, strong smell

A Qantas Airbus A380-800, registration VH-0QF performing flight QF-1 from

Sydney, NS (Australia) to Singapore (Singapore) with 271 people on board.

was enroute at FL300 about 400nm northwest of Sydney about 70 minutes into

the flight when the crew decided to return to Sydney due to a strong smell

on board. The aircraft descended to FL280 for the return and landed safely

on Sydney's runway 34L about 60 minutes later.

The airline confirmed the return as a precaution due to a "very strong smell"

on board. The cause of the smell is under investigation.

http://avherald.com/h?article=45840189

20121030220804:20121029000000

Incident: Aeroflot A320 near Krasnodar on Oct 29th 2012, burning
smell in cabin

An Aeroflot Airbus A320-200, registration VP-BKY performing flight SU-1102

from Moscow Sheremetyevo to Krasnodar (Russia) with 110 passengers and 7

crew, was descending towards Krasnodar when the cabin crew detected a burning

smell in the cabin prompting the flight crew to declare emergency. The aircraft continued for a safe landing on Krasnodar's runway 23L.

Rosaviatsia reported the cause of the burning smell is under investigation.

The aircraft was able to resume service after 26 hours on the ground Krasnodar.

http://avherald.com/h?article=45831cdf

20121029225005:20121029000000

Incident: Ryanair B738 near Paris on Oct 29th 2012, smell of fuel aboard

A Ryanair Boeing 737-800, registration EI-DHG performing flight FR-7823

from Glasgow Prestwick, SC (UK) to Barcelona, SP (Spain), was enroute at FL390

about 90nm southwest of Paris Beauvais (France) when the crew decided to

divert to Beauvais Airport. The aircraft landed safely on Beauvais Airport's

runway 12 about 20 minutes later.

Passengers reported that a strong smell of fuel developed on board

to the captain announcing they were diverting to Paris Beauvais.

A replacement Boeing 737-800 registration EI-DHZ reached Barcelona

a delay of 5 hours.

http://avherald.com/h?article=458146e5

20121116221813:20121026000000

Incident: Lufthansa B744 near Goose Bay on Oct 26th 2012, smoke in cabin

A Lufthansa Boeing 747-400, registration D-ABTL performing flight LH-431

from Chicago O'Hare, IL (USA) to Frankfurt/Main (Germany) with 293 passengers

and 16 crew, was enroute at FL330 about 520nm northwest of Goose

Bay, NL

(Canada) when the crew reported smoke in the cabin as result of an electrical

problem in one of the galleys and diverted to Goose Bay. The aircraft landed

safely on Goose Bay's runway 08 about 70 minutes later.

Lufthansa's Boeing 747-400 registration D-ABVD performing flight LH-430

departing Frankfurt on Oct 27th 2012 for Chicago O'Hare diverted to Goose

Bay to drop two mechanics off and is estimated to reach Chicago with a delay of 3 hours.

The mechanics determined a coffee maker had malfunctioned.

The aircraft reached Frankfurt on Oct 28th at 06:00L with a delay of 24

hours, flight number still LH-431 (callsign DLH4T5).

The airline confirmed the aircraft diverted to Goose Bay due to smoke as

result of a defective coffee maker. After a circuit breaker was replaced

certified maintenance engineers flown into Goose Bay released the aircraft to service.

On Nov 16th 2012 the Canadian TSB reported that smoke and an electrical

smell were noticed in the business class right hand galley near the coffee

makers. All circuit breakers of the galley were pulled, power to the inflight

entertainment system and portable electronic devices disconnected, right

and left utility busses switched off. The coffee maker was removed, it was

noticed that its circuit breaker had popped. The crew did not declare emergency

but diverted to Goose Bay. Maintenance determined no other anomaly than

the coffee maker and released the aircraft to service, the aircraft completed

the journey without further incident.

20121026140536:20121026000000

Incident: Jetstar A320 near Christchurch on Oct 26th 2012, smokey odour in cockpit

A Jetstar Airbus A320-200, registration VH-VFD performing flight J0-288

from Christchurch to Wellington (New Zealand), was climbing out of Christchurch

about 13 minutes into the flight when the crew stopped the climb at FL230

and returned to Christchurch due to a smokey odour in the cockpit. The aircraft

landed safely on Christchurch's runway 02 about 30 minutes after departure.

The flight was subsequently cancelled, the passenger were rebooked onto other flights.

The airline confirmed the aircraft returned due to engineering difficulties.

Passengers said a flight attendant noticed a strange odour in the cabin

which prompted the crew to return to Christchurch. The odour was very faint $% \left(1\right) =\left(1\right) +\left(1\right)$

like burning fabric.

Emergency services said they were told there was smoke in the cockpit.

http://avherald.com/h?article=4591d2d8

20121116121131:20121024000000

Incident: Jazz DH8C near Vancouver on Oct 24th 2012, windshield fire

A Jazz de Havilland Dash 8-300, registration C-FTAK performing flight QK-8126

from Portland, OR to Vancouver, BC (Canada) with 46 people on board, was descending

through 10,000 feet on approach to Vancouver when the crew heard a popping

sound, saw a small flame from on the captain's windshield heater wires and

noticed an electrical smell. The windshield heating was selected off and

the fire immediately extinguished, the crew donned their oxygen masks and

continued for a safe landing at Vancouver 08L about 8 minutes later.

The Canadian TSB reported the left windshield was replaced. The removed

windshield will undergo further testing.

http://avherald.com/h?article=45c2e2e2

20130115115030:20121021000000

Incident: Lufthansa A321 near London on Oct 21st 2012, strong odour
in cockpit and cabin

A Lufthansa Airbus A321-200, registration D-AISL performing flight LH-902

from Frankfurt/Main (Germany) to London Heathrow, EN (UK), was descending

through FL120 towards London when the first officer noticed a strong worrying

smell in the cockpit combined with irritation of eyes and throat as well

as nausea prompting both flight crew to don their oxygen masks, declare

PAN and perform a safe priority landing on Heathrow's runway 09L about 20

minutes later.

Germany's BFU reported in their monthly bulletin that the odour was noticed

also in the cabin, a number of passengers also complained about irritations

of eyes and throats and nausea. After vacating the runway the aircraft stopped

on the adjacent taxiway, the air conditioning systems and engines were shut

down, the air on board rapidly improved. Both pilots and all 4 cabin crew

went to medical checks to a hospital in London, returned to Frankfurt as

passengers and underwent a medical examination at a hospital in Frankfurt.

The medical examination found no anomaly. The aircraft departed London after

about 90 minutes on the ground, positioned back to Frankfurt with airline

technicians on board taking measurements, amongst them electronic air quality

measurement and video borescopic examination of the engines but also did

not detect any anomaly.

Following arrival in Frankfurt the aircraft resumed service one hour after

landing in Frankfurt and about 4 hours after landing in London.

http://avherald.com/h?article=457d4685/0000

20130509152651:20121021000000

Incident: Lufthansa A321 at London on Oct 21st 2012, fumes in cabin

The United Kingdom's AAIB released their bulletin into the serious incident

releasing following summary:

The investigation was inconclusive in that a source of the apparent contamination

of the cabin and flight deck air was not found, despite the detailed analysis

of residues and the medical examinations of the affected members of the

crew. This event thus joins a growing number of cases in which there has

been a similar lack of conclusive evidence as to the cause(s) of aircraft

cabin air quality issues.

The AAIB reported the first officer noticed a strong odour in the cockpit

accompanied by eye and throat irritation when the aircraft descended through

FL120 on approach to Heathrow Airport. The commander checked with cabin

crew who also confirmed an odour in the cabin. The first officer started

to feel dizzy and nauseous prompting both flight crew to don their oxygen

masks and request a priority landing into Heathrow. The aircraft touched

down within 10-15 minutes after the onset of smell, vacated the runway and

stopped on the adjacent parallel taxiway, where engines and air conditioning

systems were shut down. After engine shut down the situation in the cabin

improved, a few passengers reported minor throat irritation. The first officer

was still dizzy and nauseous, all crew members complained about eye and

throat irritation, all were taken to a hospital and released a couple of

hours later after blood tests revealed no medical findings. The crew returned

to Frankfurt and again went to a hospital, where further tests also revealed no findings.

The aircraft underwent extensive tests for traces of oil, salts, sulphur

with just minor findings which compared to findings on another aircraft

of similiar operating hours with no odour, flight deck and cabin lights

were checked for function and odour with no findings, the circulation fans,

recirculation and avionices filters were checked again without any finding

out of the ordinary. Equipment in galleys and lavatories was checked

without identifying anything out of the ordinary.

During the subsequent ferry flight to Frankfurt cabin air was measured by

an analyser with no findings, after landing in Frankfurt the engines

checked with borescopes which revealed an old bird strike debris in

compressor stages 3 and 4 of the right hand engine unrelated to the

event however and no other findings.

The AAIB concluded their bulletin: "In the United Kingdom, a Civil Aviation

Authority analysis of Mandatory Occurrence Reports (MORs) indicated

ëfume eventsí occur on approximately 0.05% of all commercial passenger and

cargo flights. In most cases the effects on aircrew take the form of ëacuteí

symptoms, such as eye and throat irritation, as experienced by the

of D-AIRX, although long term health issues have been recorded. However,

inconsistent reporting is thought to have affected the quality of the evidence.

It is also worth noting that in tests where measurements of contaminants

have been taken, the concentration is invariably well below internationally

agreed levels for occupational exposure."

http://avherald.com/h?article=457b95e0

20121020141719:20121020000000

Incident: Transavia B738 near Zagreb on Oct 20th 2012, odour in cabin

A Transavia Boeing 737-800, registration PH-HSB performing flight HV-578

(dep Oct 19th) from Sharm el Sheikh (Egypt) to Amsterdam (Netherlands) with

189 passengers and 6 crew, was enroute at FL360 about 130nm south of Zagreb

(Croatia) when the crew decided to divert to Zagreb due to a pungent odour

of melting plastics on board. The aircraft landed safely on Zagreb's runway

05 about 30 minutes later. Emergency services found no trace of fire. Two

passengers required medical attention, were treated by a doctor at the airport

and recovered quickly.

The passengers were taken to hotels.

The airline confirmed the diversion due to a pungent smell on board, all occupants are well.

A replacement Boeing 737-800 registration PH-HZE has been dispatched to Zagreb.

http://avherald.com/h?article=457aa836/0000

20131010163636:20121019000000

Accident: jet2 B738 at Glasgow on Oct 19th 2012, rejected takeoff

The AAIB released their bulletin stating that one passenger received a serious

and 15 passengers minor injuries during the evacuation.

The aircraft was accelerating for takeoff when the flight crew became of

a strange smell in the cockpit, passengers and cabin crew noticed strange

smell followed by what appeared to be smoke from the overhead bins. The

chief flight attendant repeatedly pressed the flight deck call button to

alert the flight crew of a developing emergency situation in the cabin.

When the aircraft accelerated through 80 knots both pilots noticed

"misting"

in the cockpit and the smell intensified. The captain called to reject takeoff,

closed the thrust levers, disconnected autothrottles, applied maximum braking,

selected the spoilers fully up and opened the thrust reversers. The first

officer confirmed the rejected takeoff and spoilers were fully open and

thrust reversers had opened. When the aircraft declerated through 60 knots

the first officer selected the flaps to 40 degrees to facilitate a possible

evacuation and radioed ATC they were stopping. The chief flight attendant

was called to the flight deck to brief on the status in the cabin, smoke

in the cabin was clearly visible through the flight deck door, the captain

therefore ordered the evacuation of the aircraft.

A number of passengers exited through the overwing exits, and given the

darkness did not recognize they could slide down the flaps and instead jumped

down. A number returned into the cabin and exited through the main doors.

Passengers evacuating through the doors slid down rapidly due to the wet

surface and had difficulty to clear the slide before the next passenger

arrived down. This caused collisions and injuries. The serious injury occurred

to female passenger (77) after sliding down the door slide, when she badly

landed on the runway and fractured bones in her neck. The 15 other minor

injuries occurred on the door slides as well as result of collisions or

being knocked over on slide off the end of the slide.

An initial examination of the aircraft's engines did not reveal any anomaly.

The packs were examined and the right hand air recycle machine replaced

when it hesitated to operate during the examination. Laboratory analysis

revealed no anomaly however, analysis of the filters did not find any contamination.

The aircraft was testflown without recurrence before being returned to service.

The AAIB analysed: "No defects were identified on the aircraft that could

have led to the smoke or fumes that were seen and smelt.

Laboratory analysis of the cabin temperature sensor air filters, exposed

to cabin air, showed that there were no unusual substances or residues of

oil or hydraulic fluid present.

At the beginning of the flight, the air conditioning packs were selected

ON after engine start, in accordance with the standard operating procedures,

but later than on the other flights sampled. This, combined with the short

taxi time, may have meant that the cabin was slightly warmer than usual

by the time the takeoff commenced.

The ambient conditions on the day meant the air was humid, with the temperature

and dew point only one degree apart. As engine power was increased for takeoff,

more air was available for air conditioning and the air conditioning system

was able to supply colder air to the cabin to achieve the selected temperature.

As the cabin was warm and humid, this sudden influx of cold air, potentially

down to 1.7∞C, could have caused the formation of mist or fog in the cabin

which, in the low lighting conditions, could have given the appearance of smoke or fumes."

http://avherald.com/h?article=4595ffe9

20121121160500:20121018000000

Incident: Enter B734 at Kiev on Oct 18th 2012, rejected takeoff

An Enter Air Boeing 737-400, registration SP-ENA performing flight OF-946P

from Kiev (Ukraine) to Katowice (Poland), rejected takeoff at high speed

(about 110 knots) when the crew smelled strong odour of oil in the cockpit.

The aircraft slowed safely and returned to the apron.

Ukraine's Ministry of Transport reported in their monthly bulletin that

the cause of the smell was identified to be oil entering the right hand engine's bleed air system.

http://avherald.com/h?article=457d75d7

20121022210308:20121018000000

Incident: Westjet B737 near Calgary on Oct 18th 2012, burning odour

in cabin

A Westjet Boeing 737-700, registration C-FWBX performing flight WS-167 from

Calgary, AB to Edmonton, AB (Canada) with 116 people on board, was climbing

out of Calgary#s runway 16 when the purser detected a burning smell and

haze in the mid cabin. The flight crew levelled off at about 8000 feet,

declared emergency reporting smoke in the cockpit and returned to Calgary

for a safe landing on runway 28 about 10 minutes later.

The Canadian TSB reported that maintenance identified a problem with the

Live TV system, further troubleshooting is underway.

http://avherald.com/h?article=4577639b

20121015130751:20121013000000

Incident: AirTran B712 near Louisville on Oct 13th 2012, smell of smoke

An AirTran Boeing 717-200, flight FL-186 from Atlanta, GA to Indianapolis, IN

(USA) with 109 passengers and 5 crew, was enroute at FL320 about 20nm southeast

of Louisville,KY (USA) when the crew reported smell of smoke on board and

diverted to Louisville for a safe landing about 15 minutes later.

http://avherald.com/h?article=45f2aee9

20130314115620:20121011000000

Report: Thomas Cook B752 at Glasgow and near Manchester on Oct 11th 2012 and Oct 12th 2012, smoke/fumes on board

A Thomas Cook Boeing 757-200, registration G-FCLA performing flight MT-3549

from Dalaman (Turkey) to Glasgow, SC (UK) with 231 passengers and 8 crew,

had safely landed and had reached the gate, passengers were disembarking

via the jetway attached to the L2 door. While approaching the gate the crew

had activated the APU, the APU started normally without any anomaly and

without smells, the crew subsequently focussed on post flight activities

when some time during disembarkation the captain became aware of a strong

smell and some blue haze in the cockpit. The captain (57, ATPL, 16,000 hours

total, 12,000 hours on type) left the cockpit, discovered thick smoke in

the cabin, the front section of the cabin was already empty however there

were still passengers in the rear section of the cabin, the commander therefore

went to the next intercom and ordered the immediate evacuation of the aircraft.

The doors L4 and R4 were re—armed then opened, the slides deployed and passengers

evacuated onto the apron, the door R3 was also re-armed and opened with

passengers using that exit, the door L3 remained closed due to obstacles

outside, doors L1/R1 were not used because the front section of the cabin

was already empty. One of about 60 passengers using the slides received

a very minor injury in the evacuation.

Maintenance identified the APU as source of the smoke and scheduled the

APU to be replaced three days later, in the meantime the APU was deactivated

under minimum equipment list requirements and the aircraft returned to service.

The following day the aircraft departed Glasgow for flight MT-3212 to Tenerife

Sur Sofia Reina, CI (Spain) with 241 passengers and 8 crew. Following

engine

start the aircraft taxied out to the runway without any obvious smells,

however, when engine thrust was increased for takeoff a strong fuel/oil

smell became obvious. The crew, aware of the previous day's events,

not concerned and continued the takeoff, the smell seemed to subside during

the climb. The aircraft had reached FL350 about 50nm northwest of Manchester, EN

(UK) when both pilots started to feel unwell with light headedness and dizziness.

Both pilots donned their oxygen masks, declared PAN and initiated a diversion

to Manchester and began to action the fumes and smoke checklists. The pilots

improved, there seemed to be no fumes or smell in the cabin, the pilots

thus stopped at the first completion point of the checklist. Some time later,

while on approach to land, a lavatory smoke detector activated. The crew

continued for a safe landing on Manchester's runway 23L about 30 minutes

after leaving FL350.

The British Air Accident Investigation Board (AAIB) released their bulletin

into both events reporting that following the first event maintenance decided

to replace the APU, however deferred the replacement until three days later,

deactivated the APU and released the aircraft to service under minimum equipment

list requirements. There was one very minor injury as result of the evacuation

of about 60 passengers.

The following day after landing both flight crew were taken to a hospital

for checks, both were released the same day. The aircraft underwent engineering

checks and engine ground runs were conducted with no anomaly identified.

It was suspected that residual oil may have remained in the air conditioning

or equipment cooling systems as result of the previous day's events and

engineering activities. The aircraft departed for its next flight about

9 hours after landing and resumed service the following day.

http://avherald.com/h?article=45733760

20121010133403:20121010000000

Incident: United B752 at Oslo on Oct 10th 2012, engine shut down in

flight

A United Boeing 757-200, registration N17104 performing flight UA-39 from

Oslo (Norway) to Newark,NJ (USA), was in the initial climb out of Gardermoen

Airport's runway 01L when a loud bang and streaks of flames were observed

out of the right hand engine (RB211). The crew levelled off at about 3000

feet, shut the engine down and returned to Gardermoen Airport for a safe

landing on runway 01R about 15 minutes after departure.

Passengers reported there was a huge bang, streaks of flames were visible

from the right hand engine (usually indicative of engine surge or compressor

stall but not an engine fire) and a burning smell developed in the cabin.

The captain subsequently announced an engine had failed.

The flight was cancelled.

http://avherald.com/h?article=456e6d4b

20121004151446:20121004000000

Incident: Qantas B744 near Darwin on Oct 4th 2012, burning smell in cabin

A Qantas Boeing 747-400, registration VH-OJC performing flight QF-5 from

Sydney,NS (Australia) to Singapore (Singapore) with 305 passengers, was

enroute at FL360 about 120nm southwest of Darwin,NT (Australia) when

crew decided to divert to Darwin due to a burning smell in the cabin. The

aircraft landed safely on Darwin's runway 29 about 25 minutes later.

The flight was postponed to the next day, the passengers were taken to hotels.

The airline reported a burning plastics or electrical smell was detected

in the cabin. The smell dissipated about 10 minutes after it was detected.

Passengers reported the captain announced he was getting concerned about

a possible electrical fault and diverted to Darwin.

http://avherald.com/h?article=456cb0a5

20121002180753:20121002000000

Incident: American B772 over Atlantic on Oct 2nd 2012, smoke in cockpit

An American Airlines Boeing 777-200, registration N762AN performing flight

AA-98 from Stephenville, NL (Canada) to London Heathrow, EN (UK), was enroute

at FL380 over the Atlantic Ocean when the crew reported smoke in the cockpit

and diverted to Shannon (Ireland). While descending towards Shannon the

crew advised they intended to taxi straight to the gate after landing. The

aircraft landed safely on runway 24 and taxied to the gate with emergency

services following the aircraft to the gate.

The aircraft had already diverted to Stephenville on its way from Chicago

O'Hare, IL (USA) to London due to a medical emergency after a passenger suffered

symptoms of a heart attack. The aircraft was on the ground in Stephenville

for about 2.5 hours.

The airline reported smell of smoke was detected in the cabin believed to

originate from an overheated fan, there was no visible smoke. The problem

is being isolated, the aircraft is estimated to continue shortly.

Due to crew duty time limitations the remainder of the flight was postponed

to the next day, the passengers were taken to hotels.

N762AN at Shannon:

http://avherald.com/h?article=456c17a9

20121001205943:20120926000000

Incident: Air Canada A333 at Frankfurt on Sep 26th 2012, acrid

smell, thin smoke and temperature rise in cockpit

An Air Canada Airbus A330-300, registration C-GFUR performing flight AC-845

from Frankfurt/Main (Germany) to Calgary, AB (Canada) with 235 people on

board, was climbing out of Frankfurt's runway 25C when the crew reported

a strong acrid smell, thin visible smoke and a temperature rise in the cockpit

and requested an immediate return to Frankfurt. The aircraft levelled off

at FL070 and landed safely but overweight on runway 25C about 12 minutes

after departure.

The Canadian TSB reported the crew noticed an acrid smell in cockpit and

cabin, thin visible smoke and a temperature rise was observed in the cockpit.

The aircraft landed 40 tons overweight. Maintenance determined the #1 air

conditioning system as source of the smoke.

An observer on the ground reported a high number of emergency vehicles including

fire engines and ambulances deployed to runway 25C a few minutes prior to

the A330 landing at what appeared a higher than normal speed. The aircraft

vacated the runway and taxied to a remote apron at the western end of the

aerodrome soon being surrounded by all emergency vehicles, fire brigades

checking out the landing gear.

http://avherald.com/h?article=45694106

20120928124946:20120925000000

Incident: LIAT DH8C near St. Maarten on Sep 25th 2012, burning smell
in cockpit

A LIAT de Havilland Dash 8-300, flight LI-368 from Antigua (Antigua)

Anguilla (Anguilla), was enroute near Saint Maarten when the crew detected

a burning odour in the cockpit and decided to divert to St. Maarten

a safe landing.

The airline reported maintenance identified an electronic component had

failed resulting in the odour. The component was replaced.

http://avherald.com/h?article=45671425

20120925202417:20120925000000

Incident: Sky Work D328 near Southend on Sep 25th 2012, electrical

smell and smoke

A Sky Work Airlines Dornier Do-328, registration HB-AEV performing flight

SX-503 from London City, EN (UK) to Berne (Switzerland) with 26 people on

board, was enroute near Southend, EN (UK) when the crew reported an electrical

smell and smoke on board and diverted to Southend. During the approach the

crew reported the smoke had cleared, the smell persisted and continued for

a safe landing in Southend. Following inspection by emergency services the

aircraft taxied to the apron.

The flight was cancelled.

http://avherald.com/h?article=456c1b42

20121001212509:20120923000000

Incident: Expressjet E145 at Montreal on Sep 23rd 2012, burning smell

An Expressjet Embraer ERJ-145 on behalf of United, registration N14105 performing

flight EV-4575/UA-4575 from Montreal,QC (Canada) to Newark,NJ (USA) with

35 people on board, was in the initial climb out of Montreal's

runway 24L

when a strong burning smell developed on board. The crew declared emergency

and returned to Montreal for a safe landing on runway 24L about 9 minutes

after departure.

The Canadian TSB reported the crew did not observe any visible smoke. The passengers deplaned normally at the gate.

http://avherald.com/h?article=45660353

20120924140321:20120923000000

Incident: Pinnacle CRJ9 near Austin on Sep 23rd 2012, burning

electrical smell on board

A Pinnacle Airlines Canadair CRJ-900 on behalf of Delta Airlines, flight

9E-3299/DL-3299 from Austin, TX to Salt Lake City, UT (USA), was climbing

through FL180 out of Austin when the crew requested to return to Austin

reporting they had no emergency situation but a burning electrical smell

they wanted to have checked out. No assistance and no emergency services

were requested. The aircraft landed safely on Austin's runway 17R about

25 mintues after departure.

http://avherald.com/h?article=455abefa

20120910180833:20120909000000

Incident: Commutair DH8B near Johnstown on Sep 9th 2012, smoke in

cabin

A Commutair de Havilland Dash 8-200 on behalf of United, registration N362PH

performing flight C5-785/UA-4785 from Washington Dulles,DC to Cleveland,OH

(USA) with 37 passengers, was climbing out of Washington when

passengers

and cabin crew smelled smoke in the cabin prompting the flight crew to stop

the climb at 10,000 feet and divert to Johnstown, PA for a safe landing about

20 minutes later. Emergency services found no trace of fire or heat.

A replacement Dash 8-200 registration N379PH reached Cleveland with a delay of 4 hours.

http://avherald.com/h?article=4554f709

20121203170131:20120903000000

Accident: XL Airways B738 at Cologne on Sep 3rd 2012, injuries after malfunction of air conditioning system

An XL Airways Germany Boeing 737–800, registration D-AXLF performing flight

G1-110 from Hanover to Cologne/Bonn (Germany) with 186 passengers, 10 infants

and 6 crew, had safely landed on Cologne's runway 24 and was taxiing towards

the terminal, when smoke appeared in the cabin seemingly originating from

the air conditioning vents. The occupants rapidly deplaned via stairs. 11

passengers needed treatment by medical services at the airport.

Passengers reported the smell of kerosene on board, then smoke appeared

in the cabin.

Airport Authorities reported the aircraft was evacuated (editorial note:

photos of the scene show no evacuation slides deployed, but stairs at the

aircraft), 7 passengers were treated for minor smoke inhalation, 4 passengers

were taken to a hospital. The cause of the smoke was unknown, Airport police

confirmed however that passengers reported the smell of kerosene.

The airline reported that upon touch down smoke exited the air conditioning

vents for a couple of seconds, the cause being unclear. The following day

(Sep 4th) the airline added that a defective hydraulic check valve

near

the wheel well was found. There was no smoke but vapour of hydraulic fluid

that produced a pungent odour.

Cologne Fire services reported 11 people were taken to local hospitals with

irritations of respiratory tract. 5 passengers received serious, 6 minor

injuries.

The BFU responded to the occurrence and sent investigators on site, cockpit

voice and flight data recorders were downloaded. First investigation results

suggest a malfunction of the air conditioning system emitted steam, there

was no evidence of smoke.

The aircraft bound for Gaziantep (Turkey) had earlier returned to Hanover

already, after the crew had levelled off at FL110 due to an odour on board.

The aircraft landed back in Hanover about 45 minutes after departure. Following

maintenance the aircraft departed Hanover for Cologne about 5:40 hours after landing back.

A replacement Atlas Air Airbus A321-200 registration TC-ETF reached Gaziantep with a total delay of 24 hours.

In their September Bulletin released on Dec 3rd 2012 Germany's BFU reported

that cabin crew believed to have observed some unusual smell during climb

and informed the commander. The flight was continued. During touchdown on

runway 24 a flight attendant observed smoke and odour coming from one of

the over wing emergency exits, she could not determine whether it was smoke,

steam or mist, the odour was "horrible and caustic, which hit her lungs".

9 seconds after "slightly positive touchdown", vertical acceleration 1.4G,

while airspeed decayed through 100 knots, the captain, pilot flying, noticed

black smoke invading the cockpit through the air conditioning vents and

turned off both air conditioning systems and observed the smoke decreased.

The first officer noticed gray smoke from the air conditioning vents

which

decreased after the captain had turned off both packs. After the aircraft

vacated the runway he opened his side window to release the rest of the

smoke. In the meantime the passengers became agitated, some passengers boxed

the overhead panels opening the oxygen mask containers, multiple annoncements

by flight attendants weren't able to calm the passengers. The captain continued

taxi to the park position, both packs were activated again during taxi about

3 minutes prior to reaching the parking position, the doors were opened

at the assigned parking position. The disembarkment of passengers however

was disorderly, cabin crew perceived the passengers as highly emotional

and aggressive. 11 passengers were taken to hospital but were able to continue

to Gaziantep the following day. Maintenance found hydraulic fluid along

the full length of the tubing to the pneumatic manifold, the contamination

began at the connector to the hydraulic reservoir pressurization system,

in the tube and filter to the hydraulic A-system considerable amounts of

hydraulic fluid were found. The needle showing the filling level was near

the full state, however could not be exactly determined due to the glass

being steamed up, the indicator of the B system was beyond full. Boeing

customer support had warned in 2004, that filling the hydraulic reservoirs

beyond full would result in hydraulic fluid entering the pneumatic system

and air conditioning systems.

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Incident: Southwest B737 near Oakland on Aug 28th 2012, smoke in cabin

A Southwest Airlines Boeing 737-700, registration N472WN performing flight

WN-2899 from Oakland, CA to Reno, NV (USA) with 119 people on board,

was climbing out of Oakland's runway 29 when the crew reported smoke in the cabin, stopped the climb at about 11,000 feet and returned to Oakland for a safe landing on runway 29 about 13 minutes after departure and taxied to the apron indicating they were okay.

The airline reported a flight attendant smelled smoke.