

## Mandatory Occurrence Reports from CAA documents

The Following MORs (Mandatory Occurrence Reports) are taken from official Civil Aviation Authority (CAA) documents for the months of January 2011 – July 2011, although it should be noted that some more historic events are recorded within these reports. In addition, this list is not exhaustive and as the Aerotoxic Association screens more future documents, more incidents for this date range will be uncovered.

The original documents were screened by the Aerotoxic Association for keywords such as 'fumes', 'oil' 'smoke' 'illness' 'bleed air' 'contaminated air' 'incapacitation' etc; the result of which you see here. The incidents below follow a typical format:



Date of Incident,  
Aircraft type,  
Flight Phase,  
Location,  
Type of Event,  
Incident Report.

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1.

12-Jul-10

A320

Parked

Zurich

A/c Maintenance

Smoke

Crew Illness / Incapacitation

Diversion /Return

Smoke/fumes in the cabin. Cabin crew members unwell. A/c diverted.

Smoke and burning smell noted in the cabin just prior to boarding. Cabin crew became unwell during take-off, feeling dizzy, uncomfortable, short of breath and with tingling and numbness in fingers and legs. Cabin crew suspected a slow decompression, but when attempting to contact the flight deck, allegedly found it difficult to reach the interphone. Due to further symptoms, a/c diverted, where the affected crew members were taken to a medical centre for tests and examinations.

CAA Closure: Investigation found the APU oil level 1 quart overfull. Engineers suspect oil had migrated into the APU load compressor causing the smell. An engineering network instruction has been issued to all line stations as a result.

2.

06-Aug-10

A319

Approach

London-Heathrow - LHR

Fumes

Emergency Call

Crew Illness / Incapacitation

PAN declared due to strong smell of oil on flight deck and in cabin on final approach. Flight crew donned masks. QRH actioned. Two members of cabin crew affected by fumes.

Recurring fault.

Reporter confirms that a/c has a history of oil smells on flight deck during descent. Due to event on previous sector engineering personnel had attempted to rectify problem by rendering APU unserviceable and carrying out extended engine ground runs. Following ground runs no smells were evident so a/c despatched iaw MEL with APU unserviceable. A slight transitory oil smell was noticed above 100kts during take-off but quickly cleared after rotation. No further problems until below approx FL120 on descent when oil smell recurred on flight deck. Strong oil smell on flight deck continued until after engines shut down. CAA Closure: APU and one engine removed from airframe for investigation. The engine was run on the test bed where an odour was detected from the engine air off-take. The nr3 bearing carbon seal was found to be worn and out of limits. Engine concluded as source of smell in the cabin.

3.

12-Sep-10

A330

Descent

Vancouver

A/c Maintenance

APU Fire / Failure

Fumes

Crew Illness / Incapacitation

Strong unpleasant smell noted in the flight deck after power reduction from the top of descent. The smell was also evident, but to a lesser degree, in the cabin. The First Officer reported a sore throat after landing and the Captain felt a little light headed. Having contacted their Maintrol, the crew were advised that there had recently been an oil contamination issue with the air conditioning system.

CAA Closure: Investigation found a significant oil leak which contaminated the APU air supply to the a/c. The oil seal had become trapped following a previous defect rectification

4.  
12-Sep-10  
A340  
Flight  
En Route  
Crew Illness / Incapacitation  
Captain suffered illness during flight.

5.  
17-Sep-10  
B767  
Cruise  
En Route  
Smoke  
Diversion /Return  
Diversion initiated due to electrical fumes in flight deck

6.  
18-Sep-10  
B777  
Cruise  
En Route  
Fumes  
Crew Illness / Incapacitation  
P2 post flight illness due to suspected carcinogenic fumes smelt on flight deck.  
During cruise P2 noticed an unusual smell on flight deck. Flight progressed as normal with no other reported event. However, three days later P2 developed symptoms identical to 'Aerotoxic Syndrome' and medical tests have been carried out in liaison with company medical section.  
CAA Closure: No fume event reports have been made in the Tech Log or other ASR's filed. No technical explanation or issues with this a/c, and no other reports available.

7.  
23-Sep-10  
B767  
Cruise  
LIPGO  
Smoke  
Emergency Call  
Diversion /Return  
Emergency call and diversion initiated due to smoke in cockpit.

8.  
25-Sep-10  
A321  
Cruise  
En Route  
A/c Maintenance  
A/c Equipment / System Malfunction  
Fumes  
Emergency Call  
Diversion /Return  
Strong electrical smell/fumes on flight deck and in forward galley and cabin at top of climb.  
Flight crew  
donned oxygen masks. PAN declared. Diversion. Overweight landing. Initial troubleshooting indicated an electrical supply fault to forward ovens - ovens switched off and brewers and IFE isolated. Fumes initially abated then returned after 15mins much stronger and more acrid. Extensive troubleshooting after landing failed to identify source of smell. Overweight landing check carried out with no fault found. CAA Closure: Following extensive fault finding tasks on

the ground the reported defect could not be reproduced or any confirmed evidence of system/equipment failures. However it was noted that the oven stowage areas were contaminated with food deposits, and the galley ventilation filters found blocked. Both items cleaned. This report has been included in Engineering Safety Newsletter to highlight the event and re enforce the importance of the existing galley cleaning tasks. Maintenance Information Leaflet has also been issued to highlight the importance of evidence collection by engineering staff following a safety event. The operator's contracted oven overhaul agency suggested a potential problem with the oven liners that can cause overheating due to a mismatch between ventilation holes in the liners and the oven circulation fan. This problem could not be confirmed as oven overheat indication was not reported by the crew during this event. The operator's catering department confirmed that approved oven inserts are being introduced into the system although it is not possible to control which inserts are placed onboard by the catering companies.

9.

28-Sep-10

B737

Take Off

London-Gatwick - LGW

A/c Equipment / System Malfunction

Fumes

Crew Illness / Incapacitation

Emergency Call

Diversion /Return

Strong burning smell on flight deck and in cabin on take-off and climb out. Flight crew donned oxygen masks passing approx 1500ft. PAN declared. A/c returned. Flight crew affected by fumes.

No abnormal indications on flight deck instruments or on circuit breaker panels. Smell started to dissipate by approx 6000ft but due to APU generator/electrical indication problems prior to departure, decision made to return. A/c inspected after landing by fire services using thermal imaging camera and no abnormal indications found. Deferred defect previously raised for a Zone Temperature problem. CAA Closure: Smell was caused by oil contamination within the ACM due to a defective seal. The defective ACM contaminated the LH pack which in turn, contaminated the air supplied to the flight deck. This can be considered a one-off component issue as the unit has no reliability concerns and no history of similar failures.

10.

02-Oct-10

B757

Climb

En Route

Fumes

Diversion /Return

Burning smell noticed in the cabin during cruise. QRH actioned. A/c returned.

During descent a circuit breaker was found popped out. No visible signs of burning found.

11.

07-Oct-10

A321

Cruise

En Route

Fumes

Crew Illness / Incapacitation

Cabin crew illness due to fumes in cabin. Source could not be established. Smell dissipated prior to descent.

12.

08-Oct-10

B747

Cruise

Los Angeles  
Fumes

Strong smell detected on flight deck and in cabin during cruise. Contaminated air suspected. A 'medicinal/carbolic' smell was detected early in cruise, which was noticed in the cabin and on flight deck. The cause was not immediately evident. Although air contaminated by smell, QRH drill for fumes not considered necessary. Diagnosis of source by selections to ACS panel removed smell. The upper and lower recirculation fans were selected off. Information from OPS control advised of previous instances of contaminated air from departure location which were traced to dry cleaning fluid residue in sealed blankets. Lower recirculation fans remained off.

13.  
10-Oct-10  
A320  
Approach  
Edinburgh (EDI)  
Bird Strike  
Fumes

Faint burning smell noticed in cabin and cockpit during approach.  
No ECAM message or abnormal system indications. A/c landed normally. Smell dissipated after engines shut down. Investigations found a bird had been ingested through nr2 engine core which caused the smell. Engineers carried out applicable checks on engine.

14.  
11-Oct-10  
B747  
Cruise  
En Route  
Fumes

Fuel smell noticed in cabin during cruise.  
During cruise a strong smell of kerosene was noted initially at door 4L and then 4R. Flight crew notified and one flight crew member went to location for first hand observation to diagnose possible cause. Pack 1 selected off and odour disappeared. Pack 1 later reselected on without any fuel smell returning.

15.  
13-Oct-10  
B767  
Taxi  
Baltimore  
Fumes

Smell of fumes in cabin during pushback.  
Fumes had been reported on previous flights on start up. Fumes rapidly dissipated.

16.  
16-Oct-10  
B777  
Descent  
Mumbai  
Fumes

Brief oil smell evident on flight deck passing FL220 at 300kts in descent.  
Event record button pressed and smell dissipated before oxygen masks were donned. Nil smell evident on arrival - both LH and RH air conditioning packs operated during transit with nil abnormalities noted.

17.  
21-Oct-10  
B737  
Parked  
Luxembourg

A/c Equipment / System Malfunction  
Fumes

Burning smell noticed in rear galley.

Before departure cabin crew reported a burning smell in the rear galley area. Caution annotated for the rear galley C/B's for all beverage makers and ovens. During climb, smell returned but only intermittently and for short periods. Galley lights extinguished and no hot spots found. Water heater and flush motor C/B's pulled, but smell returned in the descent. Flight continued to a normal landing. Engineering contacted to investigate.

18.

26-Oct-10

B777

Cruise

En Route

Fumes

Crew Illness / Incapacitation

Fumes noticed in cabin during cruise.

Cabin Crew reported slight haze in cabin in doors 3L and 3R area and experienced a 'chemical-like' smell causing irritation at the back of the throat. Separately, a jet fuel smell was detected by crew at the back of the rear galley. Senior First Officer dispatched to affected area to assess and monitor air quality. No haze or unusual smells were detected. Re-circ fans turned off for 20mins as a precautionary measure. No further reports of fumes during the flight.

19.

27-Oct-10

A319

Descent

London-Heathrow - LHR

A/c Equipment / System Malfunction

Fumes

Emergency Call

Electrical fumes on flight deck and in forward galley during intermediate descent. Smoke drill initial actions carried out and crew donned oxygen masks. MAYDAY declared and squawk 7700 selected.

Normal landing carried out with fire services in attendance. A/c inspected by fire services but no evidence of fire found.

20.

29-Oct-10

Initial Climb

Orlando

A/c Equipment / System Malfunction

Fumes

Diversion /Return

Fumes and vibration noticed during initial climb.

Vibration and smoke like smell noticed by flight and cabin crew. Flight crew donned oxygen masks. QRH actioned. A/c returned. Overweight landing carried out. Overweight landing inspection completed. During other checks ACM found seized and flu tube overheated at top of upper deck stairwell sidewall. Nr3 pack deactivated along with upper deck light. All plugs secured and electrically isolated.

21.

03-Nov-10

B737

Descent

London-Gatwick – LGW

Crew Illness / Incapacitation

Pilot illness/incapacitation. Both pilots physically ill within minutes of each other during descent. Reason unknown. Member of cabin crew called to sit on flight deck as a precaution.

CAA Closure: Cause unknown. No further action possible.

22.

07-Nov-10

A319

Flight

En Route

Fumes

Acrid burning smell apparent in cabin during flight.

23.

09-Nov-10

A321

Descent

En Route

Fumes

Crew Illness / Incapacitation

During descent, crew reported feeling ill due to oil fumes.

On previous sector suspected mild fumes noticed on flight deck, which seemed minor, so flight continued. All crew not feeling well. Decision made to operate subsequent sector.

During descent, fumes noticed again. At the same time crew reported feeling sick, dizzy and having headaches. Oxygen used by flight crew as a precaution and to see if smell still evident after use. Crew seemed generally unwell on disembarkation. Captain and F/O symptoms improved after a/c shutdown. A/c removed from service.

CAA Closure: APU removed for investigation and an oily substance was found on the intake and cooling air duct. The contamination would be sufficient to affect the APU air. Investigation processes now include swab samples and where practical, a black light inspection.

24.

09-Nov-10

B757

Cruise

En Route

A/c Equipment / System Malfunction

Fumes

Crew Illness / Incapacitation

Strong oily fumes in forward galley. Captain and cabin crew reported feelings of nausea.

Cabin crew requested to clean galley area. RH recirculation fan switched off and crew reportedly felt better.

25.

11-Nov-10

A320

Parked

Munich

A/c Equipment / System Failure

Fumes

Electrical burning smell on flight deck following FAC 2 fault ECAM message after a/c power was switched from ground supply to APU generator. FAC2 switched off and smell dissipated.

Engineers attended and confirmed FAC2 failure but could find no obvious source of fumes.

As fumes and smell had disappeared a/c was despatched iaw MEL with FAC isolated (using switch and circuit breaker). No recurrence of problem during flight.

26.

13-Nov-10

A319

Taxi

Almeria

A/c Equipment / System Malfunction

Smoke

Emergency Call

PAN declared due to smoke on flight deck following normal approach and landing. Crew put on oxygen masks. Smoke cleared.

27.

16-Nov-10

B747

Hold

Lambourne (LAM)

Fumes

Smoke DR 5 Rest' EICAS message displayed during hold. QRH actioned.

No smoke or fire found. One passenger and two cabin crew reported a toxic smell which caused their eyes to water. A/c was carrying 20ltrs of toxic cargo.

28.

17-Nov-10

B747

Descent

En Route

A/c Equipment / System Malfunction

Fumes

Emergency Call

PAN declared due to smell of burning in flight deck, upper deck and lavatory area. Crew on oxygen, smoke LAV check carried out. Fire service attended a/c on arrival.

29.

19-Nov-10

A320

Flight

En Route

APU Fire / Failure

A/c Equipment / System Malfunction

Fumes

APU bleed caused smell of engine oil on flight deck.

30.

20-Nov-10

A319

Descent

Dublin

Crew Illness / Incapacitation

On descent, pilot flying experienced sinus pain, pilot not flying took over. Slowed descent.

Recovered sufficiently to assist with landing.

31.

27-Nov-10

B737

Taxi

Tenerife

APU Fire / Failure

Fumes

During pushback, while starting engines, APU electrics dropped off. APU power restored but on second attempt same thing happened.

Cabin crew noticed electrical burning smell. A/c has previous history regarding APU annotated within Tech Log.

32.

29-Nov-10

A319

Take Off

Bucharest

Fumes

During take-off and initial climb cabin crew noticed a chemical/de-icing smell which was initially strong but subsided and disappeared within minutes. A similar but much milder smell was also noticed within the flight deck which disappeared after take-off.

33.

29-Nov-10

B777

Climb

London-Heathrow - LHR

Fumes

Oily smell on flight deck when APU started at approx FL100 during climb and again at approx FL100 during descent. Smell dissipated after a few seconds on both occasions.

During subsequent investigation normal engine oil consumption confirmed with nil evidence of leaks.

34.

02-Dec-10

B777

Cruise

En Route

A/c Equipment / System Malfunction

Fumes

Burning smell noticed within the galley area during cruise which only lasted a short period of time.

Crew monitored area during flight with no further occurrence. Crew suspected that the beverage maker may have contributed to the problem. Visual inspection and operational test of equipment carried out with no evidence of smoke or burning smell.

35.

02-Dec-10

A320

Parked

Bucharest

APU Fire / Failure

Smoke

Emergency / Precautionary Evacuation

Precautionary rapid disembarkation due to smoke in cabin and APU failure.

36.

04-Dec-10

B747

Descent

En Route

Fumes

Emergency Call

QRH actioned and PAN declared due to an unusual electrical smell around seat 5K.

Utility busses turned off and after 5mins smell no longer present. On inspection no heat evidence or smell of smoke noticed.

37.

04-Dec-10

B757

Take Off

London-Gatwick - LGW

A/c Equipment / System Malfunction

Fumes

Fumes on flight deck throughout flight. Flight crew donned oxygen masks.

During taxi out acrid oil smell noted on flight deck. LH air conditioning pack selected off and

smell decreased. During take-off (with LH pack off) smell increased so LH pack reselected on at gear up which made no difference to smell. Smell unchanged during climb and with Captain's eyes stinging/watering and First Officer exhibiting a headache, oxygen masks were donned. Crew continued to use masks until descent and after checking air quality. Uneventful landing but on increasing power for taxi smell evident again with same intensity. Reporter comments that a/c had not been de-iced and that on shut down RH engine oil showed 20 units. Investigation under 201100957 (similar incident, same a/c).

38.

04-Dec-10

B777

Cruise

En Route

Fumes

Smell of burning noticed from lavatory during cruise.

Area inspected for heat source but none found. Lavatory monitored and the smell remained for the rest of the flight.

39.

05-Dec-10

B777

Cruise

En Route

Fumes

During cruise, flight deck received a crew alert call advising of a smell of burning/smoke and that the alarm had activated.

No indications on flight deck. Smoke/fumes drill completed and recirculation fans switched off. Referring to SEP Manual it appeared that the alarm was activated due to low airflow indication.

40.

05-Dec-10

A319

Descent

En Route

Fumes

During descent, report of burning smell in rear galley. Event lasted 2-3mins, with no cause found. A/c continued. Engineering contacted on arrival.

41.

05-Dec-10

A319

Taxi

London-Heathrow - LHR

Fumes

Crew Illness / Incapacitation

Strong exhaust fumes within cabin during taxi originating from a/c in front. Cabin crew reported feeling unwell. Flight crew increased the air conditioning in the cabin in an attempt to clear the smell.

42.

06-Dec-10

B747

Cruise

En Route

Fumes

Smell of burning paper emitting from galley under stairs for approx 30secs during cruise

43.

07-Dec-10

A319

Approach

Milan Malpensa

Fumes

Crew Illness / Incapacitation

During approach cabin crew member noticed a chemical smell from the rear lavatory.

After a few minutes all crew including flight crew noticed the smell. After landing, two cabin crew members felt unwell. On return sector the smell was not apparent.

44.

07-Dec-10

A319

Approach

En Route

Fumes

Crew Illness / Incapacitation

Unknown chemical smell in rear cabin and galley.

45.

08-Dec-10

A319

Taxi

Brussels

Fumes

Crew Illness / Incapacitation

During taxi a strong smell of fumes was noticed in the rear galley. After flight, cabin crew member felt unwell.

46.

08-Dec-10

B737

Descent

Geneva

Fumes

Crew Illness / Incapacitation

Strong smell of electrical fumes during descent. Noticed by flight crew after switching engine anti-ice on. After landing, engineering informed. Both flight crew members felt light-headed.

Paramedics called. Two hours after the event, Captain advised company that he was unfit to continue his duties.

CAA Closure: The organisation was unable to determine a root cause for the event as it could not be reproduced and all tests confirmed nil defects. The powerplant department have amended the engine change procedures to include enhanced engine runs as a preventative measure to purge any remaining odours

47.

10-Dec-10

A319

Take Off

London-Heathrow - LHR

Fumes

Oil smell on the flight deck during take-off and initial climb. QRH actioned and Pack 1 turned off. Smell dissipated.

48.

12-Dec-10

B747

Flight

En Route

Crew Illness / Incapacitation

Cabin crew taken ill following take-off. Stood down from further safety related duties.

49.  
12-Dec-10  
A319  
Take Off  
London-Heathrow - LHR  
Fumes  
Crew Illness / Incapacitation  
Cabin crew illness due to fumes in the cabin just after take-off.

50.  
15-Dec-10  
A340  
Flight  
En Route  
Crew Illness / Incapacitation  
Emergency Call  
PAN declared due to cabin crew medical emergency. Stood down from safety related duties

51.  
16-Dec-10  
B767  
Landing  
Oslo Gardermoen  
Fumes  
On landing, cabin crew advised of fumes (condensation) in cabin. Lavatory smoke detector momentarily activated due to de-ice fluid being ingested by engines and entering the air conditioning system.

52.  
16-Dec-10  
B757  
Taxi  
Leeds Bradford (LBA)  
Design  
A/c Maintenance  
Fumes  
Aircraft Occupant Injury / Death - Crew  
Fumes in flight deck during engine runs.  
Engines started and nr2 accompanied by excessive noise. Engine shut down and restarted  
On selection of anti-icing and packs, the pilots smelt noxious fumes. Engine noise was getting progressively worse. At the point of discomfort, the RH engine was stopped and a/c taxied back to stand, where passengers were disembarked. Further ground runs carried out. Nr2 engine started with same noise, and on selection of packs, the noxious smell returned. Both engines shut down, and both pilots suffered sore throats and headaches, whilst the cabin crew felt queasy. All crew reported to hospital.  
CAA Closure: Investigation into the excessive noise revealed that engines with phase 5 combustors are known to create a low frequency noise (rumble) at low power settings. OEM investigation has revealed that this is caused by pressure oscillations within the phase 5 combustor. Investigation of the fume event stated that this is another phenomenon which occurs due to phase 5 combustors. Residual fuel from the previous engine shutdown evaporates and gets trapped in the HP6 bleed off-take duct. The vapour then enters the cabin and flight deck when the bleed valves are opened. The design of the phase 5 combustor makes it less restricted for residual fuel vapour to reach the bleed off-takes. The Flight Ops department has been reminded on the phase 5 combustor engine issues. The engine OEM were informed of this occurrence, and the completed investigation report. Additionally, Engineers are reminded to be aware of Advisory Bulletin B757/72/06 and 79-00-03 pertaining to these engines via scheduled Company Engineering Bulletin.

53.

16-Dec-10  
A320  
Climb  
London-Heathrow - LHR  
Smoke  
Emergency Call  
Diversion /Return  
MAYDAY declared during the climb due to smoke in the flight deck and fumes in the cabin.  
Flight crew donned oxygen masks. A/c returned.

54.  
17-Dec-10  
B777  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew taken ill during flight. Stood down from safety related duties

55.  
17-Dec-10  
A340  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew member taken ill during flight. Stood down from further safety related duties.

56.  
18-Dec-10  
A340  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew taken ill during flight. Stood down from all further safety related duties.

57.  
21-Dec-10  
A320  
Cruise  
En Route  
Fumes  
Strong 'chemical/nail varnish' smell in area of rear galley/toilets.  
Area checked and smell suspected to originate from occupied toilet. Toilet door eventually opened after 10mins and passenger interviewed. Odour or cause not confirmed and no further reports since event.

58.  
22-Dec-10  
B757  
Climb  
Engine Malfunction  
Fumes  
Crew Illness / Incapacitation  
Oil smell in flight deck event with RH air conditioning pack inoperative. Strong oil smell evident on flight deck during departure. Flight crew affected by fumes - oxygen used and flight continued.  
Decision made not to return due to FMC/overweight landing issues. A/c depressurised at 8000ft on approach, air conditioning pack turned off iaw QRH and uneventful landing carried out. Both crew members suffered headaches during flight but felt fine after landing.  
CAA Closure: The root cause had been contamination from nr2 engine. Engine removed.

59.  
22-Dec-10  
A320  
Take Off  
Milan Malpensa  
Confidential Occurrences  
Fumes  
Acrid smell in cabin after take-off. Cleared after a minute.

60.  
22-Dec-10  
B737  
Taxi  
Nottingham East Midlands  
A/c Equipment / System Malfunction  
Fumes  
Burning smell on flight deck with associated warning during pushback. Master caution illuminated for an 'Overhead' indication, main Smoke/No Fire light was on and a smell of burning noticed by flight crew. Pushback terminated and a/c taxied back onto stand once tug had been disconnected. ATC informed and fire services requested. A/c then shutdown and vacated.  
'SMOKE DET EXH FAN PWR' circuit breaker found tripped.

61.  
22-Dec-10  
A319  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew became ill during flight. Stood down from further safety related duties.

62.  
24-Dec-10  
A319  
Descent  
Rome Fiumicino  
Fumes  
Acrid smell in the flight deck and cabin just after engines retarded to idle at TOD. The smell cleared after a few moments. A slight smell of fumes was also noted after take-off and during descent on the subsequent sector

63.  
25-Dec-10  
B747  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew became ill during flight. Stood down from further safety related duties.

64.  
26-Dec-10  
B737  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew illness. Stood down and took no further part in safety related duties.

65.  
27-Dec-10  
B757

Flight  
En Route  
A/c Equipment / System Malfunction  
Fumes  
Oil based fumes on flight deck.  
LH pack switched off repeatedly, smell dissipated until pack switched on again.

66.  
28-Dec-10  
A320  
Cruise  
En Route  
Crew Illness / Incapacitation  
Pilot incapacitation. Able to perform PNF and radio communication tasks only.

67.  
28-Dec-10  
A319  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew illness. Stood down from further safety related duties.

68.  
29-Dec-10  
B777  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew member became unwell during flight.

69.  
30-Dec-10  
EMB 190 Series  
Cruise  
En Route  
A/c Equipment / System Malfunction  
Fumes  
Pressurisation problems during cruise along with a loud noise and strong smell of fumes after shutdown. During climb and descent, pressurisation hunting occurred +/- 500 FPM. Cabin crew contacted flight deck informing that they had heard a loud noise. It was noted that previous two flights after start up a strong 'fish' smell in cockpit occurred. On the last sector during shutdown a strong 'sulphur' like smell in cabin was noticed.

70.  
31-Dec-10  
B747  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew became ill during flight. Stood down from further safety related duties.

71.  
31-Dec-10  
A320  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew became ill during flight. Stood down from further safety related duties.

72.

01-Jan-11

A319

Landing

Budapest

A/c Equipment / System Malfunction

Smoke

After vacating runway reports of smoke in cabin. Air source changed to APU and smoke dissipated.

Suspect runway de-ice fluid ingestion caused smoke.

73.

01-Jan-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew became ill during flight. Stood down from all further safety related duties.

74.

01-Jan-11

A340

Flight

En Route

Crew Illness / Incapacitation

Cabin crew became ill during flight. Stood down from further safety related duties.

75.

01-Jan-11

B747

Flight

En Route

Crew Illness / Incapacitation

Cabin crew became ill during flight. Onboard medicines administered.

76.

02-Jan-11

B747

Flight

En Route

Crew Illness / Incapacitation

Cabin crew taken ill during flight. Stood down from further safety related duties.

77.

02-Jan-11

A320

Flight

En Route

Crew Illness / Incapacitation

Cabin crew became ill during flight.

78.

04-Jan-11

B757

Descent

Paris CDG

A/c Equipment / System Malfunction

Fumes

Crew Illness / Incapacitation

Strong oil smell in cockpit evident during descent.

A/c has undergone maintenance work for two consecutive oil smell in cockpit events with work carried out before a/c returned to service. At top of descent, as throttles closed an immediate strong oil smell was noticed which was getting stronger. Flight crew used oxygen masks. QRH actioned and RH pack turned off, as this seemed to be the engine that has caused previous problems. After 5mins it was noticed that the smell had disappeared so oxygen masks removed. On descending the oil smell became apparent again, so crew used oxygen masks for remainder of flight. Both flight crew members suffered headaches and other symptoms in relation to the oil smell. Investigation being progressed under

79.

05-Jan-11

B747

Flight

En Route

Crew Illness / Incapacitation

Cabin crew became ill during flight. Stood down from further safety related duties.

80.

06-Jan-11

B747

Flight

En Route

Crew Illness / Incapacitation

Cabin crew became ill during flight. Stood down from all further safety related duties.

81.

06-Jan-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew became incapacitated during flight. Stood down from all further safety related duties.

82.

06-Jan-11

A319

Landing

Belfast (BEL)

Serious Incidents

Smoke

Emergency / Precautionary Evacuation

UK Serious Incident: Smoke reported in cabin after landing. A/c stopped on runway.

Emergency escape chutes deployed. 46 POB. No a/c damage. Subject to AAIB Field

investigation.

83.

06-Jan-11

B777

Approach

Nairobi

Fumes

Strong oil smell noticed in flight deck and cabin during approach. No drills actioned as a/c

established

in the approach.

Investigations carried out with no fault found.

84.

06-Jan-11

EMB 190 Series

Taxi  
Belfast City  
A/c Equipment / System Malfunction  
Smoke  
Smoke and acrid burning smell noticed in flight deck after engine start.  
Request made for fire crews to attend. After 2mins the smoke had disappeared.  
All was found to be in order and fire crews stood down. Engineers attended the a/c and first indications suggest an air conditioning problem.

85.  
08-Jan-11  
B767  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew taken ill during flight. Stood down from all further safety related duties.

86.  
10-Jan-11  
A340  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew became ill during flight. Stood down from all further safety related duties.

87.  
10-Jan-11  
A320  
Taxi  
Milan Malpensa  
Fumes  
Crew Illness / Incapacitation  
Crew illness caused by smell of burning fuel and or oil after pushback.

88.  
11-Jan-11  
B757  
Initial Climb  
Leipzig  
Fumes  
Crew Illness / Incapacitation  
Strong oil smell in flight deck evident during initial climb.  
On selection of climb thrust, a strong smell of oil fumes was noted in the flight deck. QRH actioned. Troubleshooting led to try single pack operation on the left and right side in turn. Oil fumes continued to flow into the flight deck with either pack off. Passing through FL100, crew donned oxygen masks and continued the flight with the left pack on and the a/c pressurised. Oil fumes smell was worse from the right pack. Crew were asked to carry out engine runs on the same a/c 12hrs later, due to lack of engineering support, and were exposed to oil fumes a second time. Crew reported stinging eyes

89.  
11-Jan-11  
B747  
Cruise  
En Route  
Fumes  
Burning smell noted briefly at seat rows 39-40 during flight and recurred later in the flight. IFE screens turned off as a precaution.

90.  
12-Jan-11  
B747  
Parked  
New York JFK  
Crew Illness / Incapacitation  
Cabin crew taken ill before boarding. Stood down from all safety related duties.

91.  
12-Jan-11  
A319  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew became ill during flight. Stood down from all safety related duties.

92.  
13-Jan-11  
B777  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew became ill during flight. Stood down from all further safety related duties.

93.  
13-Jan-11  
B747  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew became ill during flight. Stood down from all further safety related duties.

94.  
14-Jan-11  
B747  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew became ill during flight. Stood down from all further safety related duties.

95.  
14-Jan-11  
A340  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew became ill during flight. Stood down from all further safety related duties

96.  
16-Jan-11  
B757  
Initial Climb  
London-Gatwick - LGW  
Fumes  
Diversion /Return  
Unusual smell noticed in cockpit during initial climb. At FL350 smoke became apparent. QRH actioned. A/c returned.  
Cabin crew also reported smell and smoke. Normal landing with RFFS in attendance.

97.

16-Jan-11

A320

Flight

En Route

Fumes

Crew Illness / Incapacitation

Fumes in forward galley. Odour not identified.

Cabin crew in the immediate vicinity affected and suffered dizziness and headaches.

98.

17-Jan-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew unwell. Stood down from all further safety related duties

99.

17-Jan-11

A319

Descent

En Route

A/c Equipment / System Malfunction

Fumes

Acrid smell flight deck and forward galley at 18000ft in descent. Smell cleared without further action.

100.

18-Jan-11

B777

Descent

En Route

Engine Malfunction

A/c Equipment / System Malfunction

Fumes

Oily fumes on flight deck for 5mins during descent.

Unable to replicate fault. Engines and pack compartments inspected and found to be satisfactory.

101.

19-Jan-11

B757

Descent

Paris CDG

A/c Equipment / System Malfunction

Fumes

Strong oil smell in flight deck evident during descent.

During descent mild oil smell in flight deck which increased in strength. With left pack switched off, oil smell started to diminish. Oxygen used. A/c landed safely. Investigation being progressed under

102.

21-Jan-11

A319

Parked

Barcelona

A/c Equipment / System Malfunction

Fumes

ECAM 'SEC 3 Fault' (Spoiler Elevator Computer) following engine start. ECL actioned. SEC 3

reset

unsuccessful. Electrical burning smell then noted in the flight deck.

Investigation found evidence of a short circuit on the base of the SEC 3 computer. SEC 3 deactivated

and the a/c departed iaw MEL.

103.

21-Jan-11

B777

Flight

En Route

Crew Illness / Incapacitation

Emergency Call

PAN declared due to cabin crew medical emergency. Stood down from all further safety related

duties and descent requested to alleviate symptoms. PAN downgraded and flight continued

104.

21-Jan-11

A320

Flight

En Route

Crew Illness / Incapacitation

Cabin crew became ill during flight. Stood down from all further safety related duties.

105.

22-Jan-11

A320

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member became ill during flight. Stood down from all further safety related duties.

106.

24-Jan-11

B777

Flight

En Route

Crew Illness / Incapacitation

Cabin crew became ill during flight. Stood down from all further safety related duties.

107.

27-Jan-11

A320

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member became ill during flight. Stood down from all further safety related duties.

108.

27-Jan-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew became ill during flight. Stood down from all further safety related duties.

109.

29-Jan-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member became ill during flight. Stood down from all further safety related duties.

110.

29-Jan-11

B777

Climb

London-Heathrow – LHR

A/c Equipment / System Malfunction

Fumes

Hot oil fumes on flight deck and in cabin passing 5000ft during climb out. Checklists actioned and fume intensity diminished after recirculation fans switched off.

Flight continued and smell eventually cleared. Recirculation fans left off for remainder of flight.

Similar smell evident on ground attributed to exhaust fumes from APU following APU start.

Extensive post flight ground testing carried out and all systems functioned satisfactorily with no source of oil found.

111.

29-Jan-11

B777

Climb

London-Heathrow - LHR

APU Fire / Failure

Fumes

Hot oil fumes on flight deck and in cabin passing 5000ft during climb out. Checklists actioned and fume intensity diminished after recirculation fans switched off.

Flight continued and smell eventually cleared. Recirculation fans left off for remainder of flight.

Similar smell evident on ground attributed to exhaust fumes from APU following APU start.

Extensive post flight ground testing carried out and all systems functioned satisfactorily with no source of oil found.

CAA Closure: Investigation revealed that the APU had suffered some oil leaks across the load compressor seal and the engine compressor seals. The power section impellor had been damaged by FOD which had also caused damage to the load compressor. APU replaced.

112.

30-Jan-11

B757

Take Off

Sharm El Sheik

Strong fumes/smell on flight deck and in cabin. Flight crew affected by fumes after landing.

Smell initially noted on landing but source not traced although crew suspected that it might be attributed to APU. Smell was still very strong on flight deck during next departure but

dissipated a little during initial climb. 'Burning' smell then reported from cabin especially

around doors 2 and 3. Flight continued and smell dissipated during cruise but returned when

gear was lowered during approach. APU left running after landing and engineers agreed that

smell was unusual (possibly oil). On standing up to leave flight deck both pilots felt slightly

light headed with initial signs of sore throat and headache.

CAA Closure: The fault was traced to a dead bird resting on the APU plenum which is considered to be an isolated event.

113.

30-Jan-11

B777

Flight

En Route

Crew Illness / Incapacitation

Emergency Call

PAN declared due to operating flight crew member becoming ill and unable to operate. Heavy

crew member onboard able to operate.

114.

30-Jan-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member became ill during flight. Stood down from all further safety related duties.

115.

30-Jan-11

A321

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member became ill during flight. Stood down from all further safety related duties.

116.

30-Jan-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member became ill during flight. Stood down from all further safety related duties

117.

30-Jan-11

B777

Taxi

Washington Dulles

A/c Equipment / System Malfunction

Fumes

Diversion /Return

Fumes on flight deck and in cabin during taxi out and all stages of flight. A/c diverted.

Recirculation fans and LH bleed switched off. Fume intensity increased during

descent/approach to diversion airfield. Investigation progressed under 201100900 (similar incident, same a/c previous day).

118.

30-Jan-11

B757

Take Off

Sharm El Sheik

A/c Equipment / System Malfunction

Fumes

Crew Illness / Incapacitation

Strong fumes/smell on flight deck and in cabin. Flight crew affected by fumes after landing.

Smell initially noted on landing but source not traced although crew suspected that it might be

attributed to APU. Smell was still very strong on flight deck during next departure but

dissipated a little during initial climb. 'Burning' smell then reported from cabin especially

around doors 2 and 3. Flight continued and smell dissipated during cruise but returned when

gear was lowered during approach. APU left running after landing and engineers agreed that

smell was unusual (possibly oil). On standing up to leave flight deck both pilots felt slightly

light headed with initial signs of sore throat and headache

119.

31-Jan-11

B777

Cruise

Boston, US  
A/c Equipment / System Malfunction  
Smoke  
Emergency Call  
Diversion /Return

Smoke/acrid oily fumes on flight deck and in forward galley during climb and in cruise.  
MAYDAY declared. A/c returned. Oxygen masks donned by flight crew. Smoke/fumes EICAS drill completed.

Following consultation with Maintrol oil contamination attributed to APU and due to suspected contamination of ECS system LH and RH dual heat exchangers to be replaced. Investigation progressed under 201100900 (similar incident, same a/c).

120.

31-Jan-11

B777

Taxi

London-Heathrow - LHR

Fumes

Fumes in the flight deck.

An odour became evident in the flight deck during taxi out before gradually dissipating. Odour became stronger during the climb, which dissipated within 5mins when LH pack turned off. Smell not evident within the cabin.

121.

02-Feb-11

B747

Cruise

En Route

Fumes

Crew Illness / Incapacitation

Crew illness due to fumes within flight deck and cabin during cruise.

Suspected leakage from cargo. An unknown stain was noticed underneath position 31P to 41P.

Engineer requested to conduct an inspection of the area. Suspected pallets appeared to be clean and clear.

122.

02-Feb-11

B737

Parked

Luton (LUT)

A/c Equipment / System Malfunction

Ambiguity with procedures in QRH 'Fire, smoke or fumes' checklist concerning light switch positions on forward flight attendant's panel.

123.

02-Feb-11

B757

Flight

En Route

A/c Equipment / System Malfunction

Smoke

Odour on engine start. During descent odour returned with smoke in flight deck and cargo area.

Crew on oxygen, smoke dissipated during QRH drill. Fault traced to left pack.

124.

03-Feb-11

B777

Flight

En Route  
Crew Illness / Incapacitation  
Two cabin crew members became ill during flight. Both stood down from all further safety related duties.

125.  
04-Feb-11  
A319  
Cruise  
En Route  
Crew Illness / Incapacitation  
Cabin crew member became ill during flight. Stood down from all further safety related duties.

126.  
04-Feb-11  
B777  
Approach  
London-Heathrow - LHR  
A/c Equipment / System Malfunction  
Fumes  
Fumes on flight deck during approach. Recurring problem.  
Investigation progressed under 201100900 (similar incident, same a/c).

127.  
04-Feb-11  
B747  
Cruise  
En Route  
A/c Equipment / System Failure  
Fumes  
First Officers NAV display failed accompanied by electrical burning smell.  
Packs set to high flow and fumes cleared. Cause of fumes had been identified so a/c continued to destination.

128.  
05-Feb-11  
B777  
Flight  
En Route  
Crew Illness / Incapacitation  
Three cabin crew members became ill during flight. One member stood down from all further safety related duties.

129.  
06-Feb-11  
B777  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew member became ill during flight. Stood down from all further safety related duties.

130.  
07-Feb-11  
B747  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew became ill during flight. Stood down from all further safety related duties.

131.

07-Feb-11  
B777  
Parked  
London-Heathrow - LHR  
A/c Equipment / System Malfunction  
Fumes  
Crew Illness / Incapacitation  
APU started prior to departure to provide cabin heating. Oily smell noticed on flight deck which dissipated after several minutes.

132.  
09-Feb-11  
A320  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew member became ill during flight. Stood down from all further safety related duties. Medical emergency declared as condition deteriorated. Paramedics called to meet a/c.

133.  
10-Feb-11  
A340  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew member became ill during flight. Temporarily stood down from safety related duties until condition improved.

134.  
10-Feb-11  
B777  
Cruise  
En Route  
Crew Illness / Incapacitation  
Cabin crew member taken ill during flight. Paramedics met a/c on arrival.

135.  
11-Feb-11  
A340  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew member became ill during flight. Stood down from all further safety related duties.

136.  
12-Feb-11  
B747  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew member became ill during flight. Paramedics requested to meet a/c on arrival

137.  
12-Feb-11  
B747  
Approach  
London-Heathrow - LHR  
Flight Crew Occurrence  
Incorrect ILS intercepted.

All flight crew missed the error. Correction made to flight profile. Flight crew could only attribute the event to expecting to land on a different runway and general fatigue after a long flight.

138.

13-Feb-11

B747

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member felt unwell during flight. Completed service and rested. Returned to service to complete flight

139.

14-Feb-11

B747

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member became ill during flight. Stood down from all further safety related duties.

140.

15-Feb-11

B757

Flight

En Route

A/c Equipment / System Malfunction

APU Fire / Failure

Engine Malfunction

Fumes

Crew Illness / Incapacitation

Strong fumes from both LH and RH packs. First noted on ground with APU then increased in flight. Crew used oxygen masks which were used up to final descent into destination.

141.

17-Feb-11

B777

Take Off

Washington Dulles

Fumes

Crew Illness / Incapacitation

Fumes in flight deck.

EICAS 'Pack Mode L' warning and status message 'Cond Temp Sensor L' activated after engine start. A/c returned to the stand for engineering investigation. Strong fumes in flight deck immediately after take-off. Smell cleared near to the TOC but returned after levelling out at FL350. No fumes reported from the cabin. As a precaution, both pilots alternately used oxygen during the flight. Fumes returned at 6000ft on approach and a/c landed with both pilots using oxygen. Both suffered headaches during the last stages of the flight.

142.

17-Feb-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member became ill during flight. Stood down from all further safety related duties.

143.

18-Feb-11

B747

Flight

En Route  
Crew Illness / Incapacitation  
Cabin crew member became ill during flight. Stood down from all further safety related duties.

144.  
19-Feb-11  
A321  
Approach  
London-Heathrow - LHR  
Engine Fire / Overheat / Smoke  
A/c Equipment / System Malfunction  
Fumes  
Crew Illness / Incapacitation  
Fumes detected in cabin and flight deck during approach. IFE disconnected in cabin.

145.  
20-Feb-11  
B777  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew member became ill during flight. Stood down from all further safety related duties.

146.  
20-Feb-11  
A340  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew member became ill during flight. Stood down from all further safety related duties.

147.  
21-Feb-11  
B747  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew member unwell during flight. Took rest and able to continue with duties.

148.  
22-Feb-11  
B767  
Flight  
En Route  
A/c Equipment / System Malfunction  
Fumes  
Crew Illness / Incapacitation  
Strong electrical burning smell mid galley. Source of fumes could not be detected. All non essential electrical equipment isolated. Fumes dissipated after 20mins.  
One cabin crew member feeling light headed/dizzy for up to an hour later.

149.  
22-Feb-11  
A340  
Flight  
Unknown  
Crew Illness / Incapacitation  
Cabin crew member ill during flight. Stood down from all further safety related duties.

150.

23-Feb-11

B767

Flight

En Route

Fumes

Crew Illness / Incapacitation

Cabin crew detected fumes/electrical burning smell in galley, suspected from brewers. Units isolated and fumes dissipated. On landing cabin crew member reported feeling dizzy and light-headed.

.

151.

23-Feb-11

B777

Descent

Abu Dhabi

A/c Equipment / System Malfunction

Fumes

Emergency Call

Smoke and fumes in flight deck and cabin during descent. Flight deck crew on oxygen. A/c declared

full emergency. A/c landed safely and passengers disembarked normally. Smoke/fumes cleared slightly when recirculation fans switched on. Engineering inspection traced fault to air cycle machine.

152.

24-Feb-11

A320

Descent

En Route

Crew Illness / Incapacitation

Cabin crew became ill before landing. Paramedics attended a/c on arrival.

153.

25-Feb-11

A321

Take Off

London-Heathrow - LHR

Fumes

Crew Illness / Incapacitation

Slight fumes noticed within flight deck and cabin during take-off, descent and landing.

First officer had slight headache in decent and landing which cleared after engines shutdown.

Operational check carried out which could not reproduce the problem. On subsequent sector fumes

again noticed within flight deck.

154.

26-Feb-11

A321

Take Off

En Route

Fumes

Crew Illness / Incapacitation

Strong acrid smell/fumes in rear galley on take-off and initial climb. Odour dissipated within minutes.

No source of smoke was evident. Flight crew reduced climb rate while assessing the situation until considered safe to continue. Flight crew reported headaches for a couple of minutes and crew at door 4 felt light headed with mild nausea for a few minutes.

155.

27-Feb-11  
B777  
Descent  
En Route  
Occurrences  
Engine Malfunction  
A/c Equipment / System Malfunction  
Fumes  
Oily fumes on flight deck during descent.

156.  
28-Feb-11  
B777  
Flight  
En Route  
Crew Illness / Incapacitation  
Cabin crew member taken ill during flight. Stood down from all further safety related duties

157.  
02-Mar-11  
Other  
Climb  
Guernsey  
Smoke  
Diversion /Return  
A/c climbing out after take-off when requested to return as smoke in cockpit. Full emergency declared. A/c landed safely

158.  
03-Mar-11  
A319  
Flight  
En Route  
A/c Equipment / System Malfunction  
Fumes  
Smell of electrical burning in forward galley. No tripped CBs or other indications.

159.  
04-Mar-11  
B777  
Cruise  
En Route  
A/c Equipment / System Malfunction  
Fumes  
Smoke rest upper door 3' EICAS caution during cruise. 'Hot rubber' smell in crew rest area and passenger cabin. Caution self-cancelled after approx 3mins and investigation confirmed that there was no smoke in cabin rest area although there was a brief smell of hot rubber which dissipated after a few minutes. Smell was also evident in stairwell and a couple of rows forward and aft of doors 3L and 3R. Rest area evacuation alarm sounded but self-cancelled after several minutes. Checklist actioned.

160.  
05-Mar-11  
A320  
Cruise  
En Route  
A/c Equipment / System Malfunction  
A/c had nr1 engine bleed as an open MEL. During cruise nr2 engine bleed overheated. Requested descent, crew donned oxygen masks. A/c continued to destination. Foreign Authority investigation.

161.  
07-Mar-11  
A320  
Take Off  
En Route  
Fumes  
Crew Illness / Incapacitation  
Shortly after take-off cabin crew reported unusual odour. Dissipated within 15mins.  
Odour/fumes caused irritation to throats of crew.

162.  
11-Mar-11  
B747  
Take Off  
Fumes  
Crew Illness / Incapacitation  
Cabin crew member became ill, feeling dizzy, nauseous and with headache caused by strong smell/fumes in the vicinity of door 2L. Temporarily removed from service.

163.  
Mar-11  
A319  
Ground Handling  
Dangerous Goods  
Security Event  
Fumes  
Cabin crew noted strong fumes in rear of cabin following arrival onto stand. Fumes also reported in the rear hold by the ground crew. Believed to be attributable to passenger hold baggage.  
Ground crew observed fumes when removing two baggage ULDs from the rear hold and later on in the baggage hall. RFFS attended the a/c and checked the air quality for noxious substances. Nothing found, therefore, a/c declared fit for service.

164.  
12-Mar-11  
A330  
Descent  
Manchester (MCT)  
Fumes  
Crew Illness / Incapacitation  
Noxious odour noted in the flight deck during descent. Flight crew unwell.  
The reporter notes that earlier the same week, smoke warnings had activated with Pack 1 overheat. Investigation had found an oil leak in the APU. Investigation being progressed under 201103274.

165.  
16-Mar-11  
A319  
Take Off  
London-Heathrow - LHR  
Fumes  
Strong smoke smell in flight deck and cabin immediately after rotation. Odour dissipated after approx 5mins.

166.  
20-Mar-11  
B747  
Flight  
London-Heathrow - LHR

A/c Equipment / System Malfunction  
Fumes

Diversion /Return

During flight, acrid burning smell reported. IFE switched off and smell subsided. Smell returned half hour later and a/c returned.

Burning electrical smell initially reported near doors 2L and 2R. IFE, ovens and recirculation fans switched off. Packs set to high flow. Smell dissipated. Decision made to return when smell returned around door 3L. Fuel jettisoned and a/c landed with no further incident.

167.

21-Mar-11

B777

Cruise

En Route

A/c Equipment / System Malfunction

Fumes

Crew Illness / Incapacitation

Fumes noticed in galley during cruise.

Cabin crew in galley heard a loud bang which was followed by a stream of white gaseous fumes. This was inhaled causing cabin crew members to feel light headed, dizzy with an acrid taste in mouth and vision becoming blurred. Investigations found that chiller showed evidence of a refrigerant leakage.

168.

23-Mar-11

B777

Parked

London-Heathrow - LHR

Fumes

Crew Illness / Incapacitation

Loud explosive sound noticed in mid galley which was followed by a cloud of thick noxious gas jetting through the overhead vents.

Event occurred shortly after passengers had disembarked. Cabin crew member experienced pain and ringing in ear for a period of time after the event.

CAA Closure: No cause for this event has been identified. The operator continues to monitor all fume and noise events through the reliability meetings.

169.

23-Mar-11

B777

Parked

London-Heathrow - LHR

Fumes

Crew Illness / Incapacitation

Loud explosive sound noticed in mid galley which was followed by a cloud of thick noxious gas jetting through the overhead vents. Event occurred shortly after passengers has disembarked. Cabin crew member experienced pain

and ringing in ear for a period of time after the event.

170.

25-Mar-11

A321

Take Off

Copenhagen

Fumes

During take-off slight oily smell noticed within flight deck. During later stage of descent and approach the smell became noticeable within the flight deck and cabin. With pack 1 on and pack 2 off during flight fumes were worse. On ground with engine bleeds supplying packs a slight smell noticed. Air cleared with APU bleed supplying both packs.

171.

25-Mar-11

B747

Flight

En Route

A/c Equipment / System Malfunction

Fumes

Chemical/electrical burning smell on flight deck and front of passenger cabin during take-off.

Smell dissipated on flight deck but remained at front of cabin for duration of flight.

in cruise once packs auto reverted. High flow manually selected appeared to keep smell away for remainder of flight.

172.

26-Mar-11

B737

Flight

Stansted

Fumes

Diversion /Return

A/c returned due to an intense smell (resembling burning oil and plastic) on flight deck and in cabin. A/c landed safely. Operator unable to reproduce fault during subsequent investigation.

A/c released to service and will be monitored by Irish AAIU.

173.

28-Mar-11

B747

Flight

En Route

Fumes

Three cabin crew members detected fumes in vicinity of row 46. Fumes dissipated and then returned approx one hour later. Cause of fumes could not be determined.

Situation reported to a/c captain.

174.

29-Mar-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member suffering from sinus problems. Flight operated with reduced crew

175.

29-Mar-11

A321

Descent

Rome Fiumicino

A/c Equipment / System Malfunction

Fumes

Crew Illness / Incapacitation

Strong oily smell on flight deck during descent. Flight crew donned oxygen masks at approx 5000ft.

No smell in passenger cabin and no PAN declared due to late stage of approach. A/c configured early and crew transferred off oxygen for landing. Both crew commented on feeling slightly light-headed post flight.

176.

30-Mar-11

A321

Parked

Paris CDG

Fumes

Crew Illness / Incapacitation

"Strange smell", described as similar to strong ammonia, noted when crew boarded the a/c. All crew released from duties following return sector due to feeling unwell. A/c grounded. The reporter notes that door 1L and door 1R appeared soiled with a blue fluid. When a crew member attempted to clean the door, it affected the door colour.

177.

30-Mar-11

A330

Descent

Puerto Plata

Fumes

Unidentified smell of "hot oil" in flight deck and cabin during descent. No ECAM or other cautions activated.

Engine bleed air suspected.

178.

31-Mar-11

B757

Descent

Paris CDG

Fumes

Strong oil smell in the flight deck from LH pack during descent. Flight crew donned oxygen masks. At level off, smell decreased but returned during further descent.

The reporter notes that the RH pack was inoperative due to oil smells.

179.

31-Mar-11

EMB 190 Series

Flight

En Route

A/c Equipment / System Malfunction

Fumes

Crew Illness / Incapacitation

Intermittent reports of fumes in flight deck. Flight deck crew member suffering from slight headache.

180.

31-Mar-11

A319

Taxi

Munich

A/c Equipment / System Malfunction

Fuel

Fumes

Kerosene fumes present in a/c cabin during pushback. Dispersed following take-off.

181.

06-Apr-11

A319

Flight

En Route

A/c Equipment / System Malfunction

Fumes

Crew Illness / Incapacitation

Unusual smell detected in the vicinity of row 13. Cabin crew report symptoms of headache and burning sensation in throat and back of nose.

182.

09-Apr-11

A320

Cruise

Zagreb

Turbulence Problems

A/c Equipment / System Malfunction

Fumes

Crew Illness / Incapacitation

Following encounter with turbulence in cruise unusual smell evident in cabin, cabin crew members became ill. A/c thoroughly checked for source of smell/fumes. A/c diverted.

Cabin crew searched toilets and overhead lockers for source of smell. Smell similar to menthol or eucalyptus. Passengers were also affected.

183.

13-Apr-11

A321

Initial Climb

Rome Fiumicino

A/c Equipment / System Malfunction

Fumes

Crew Illness / Incapacitation

Engine oil smell on flight deck and in cabin during climb out. Smell disappeared after a few minutes but returned on selection of engine anti-ice on approach. Crew affected by fumes. Econ flow' de-selected which helped with dissipation of smell. Same oily smell detected after take-off and on subsequent approach on previous sector, both times after selection of engine anti-ice. However, engine anti-ice was selected off for next departure and fumes were still present - fumes dissipated after a few minutes on both occasions. All members of cabin crew experienced headache and nausea with difficulty breathing due to fumes during take-off and landings.

184.

20-Apr-11

B747

Flight

En Route

Fumes

Strong burning smell in the vicinity of door L1 and galley.

185.

22-Apr-11

B747

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member taken ill with breathing problems. Stood down from all further safety related duties.

186.

22-Apr-11

B777

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member feverish during flight. Stood down from all further safety related duties.

187.

25-Apr-11

A319

Descent

En Route

Crew Illness / Incapacitation

Cabin crew member taken ill during flight. Stood down from all further safety related duties.

188.

26-Apr-11

B767

Taxi

Rome Fiumicino

Fuel

Fumes

Strong smell of kerosene fumes in cabin after pushback in the vicinity of door 3.

189.

28-Apr-11

B777

Flight

En Route

A/c Equipment / System Malfunction

Fumes

Smell of electrical smoke detected in the vicinity of door 4L seats 36ABC. This type of incident has been reported before on this a/c.

190.

29-Apr-11

B747

Flight

En Route

Occurrences

Crew Illness / Incapacitation

Cabin crew member unable to operate flight due illness. Stood down from all safety related duties.

191.

29-Apr-11

B747

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member taken ill during flight. Suffering nausea, fever and other symptoms.

192.

30-Apr-11

B777

Parked

Male, Maldive

Occurrences

APU Fire / Failure

A/c Equipment / System Malfunction

Fumes

Fumes and acrid smell throughout whole cabin, particularly strong at front of a/c.

This a/c has history of oil leaks in APU. APU shut down and ground air attached to a/c.

Fumes began to dissipate.

193.

30-Apr-11

A320

Climb

London-Heathrow - LHR

Fumes

Engine/Malfunction Power Loss - First Engine

Diversion /Return

During climb nr1 engine EPR mode fault, N1 degraded mode. ECAM actioned. Fault had occurred on previous sector. Returned to departure airport at request of engineering.

194.

01-May-11

B777

Flight

En Route

Occurrences

Crew Illness / Incapacitation

Cabin crew member suffering from nausea after take-off. Stood down from safety related duties.

195.

04-May-11

A319

Flight

Rome Fiumicino

Crew Illness / Incapacitation

Cabin crew member unwell on previous sector sought medical attention for severe headache.

Unable to operate return sector, a/c operated with minimum cabin crew iaw company procedures.

196.

06-May-11

B767

Cruise

LIMRI

Fumes

Crew Illness / Incapacitation

Diversion /Return

During cruise, flight crew both smelt fumes and a light haze was noticed within flight deck.

Flight crew felt light headed. Oxygen masks donned. A/c returned for an overweight landing.

197.

07-May-11

B767

Flight

En Route

A/c Equipment / System Failure

Fumes

EICAS message "R recirc fan" accompanied by light smell of hot electrics. Passenger reported a brief electrical smell but this had disappeared. No further action.

Conclusion made that this was a benign recirculation fan overheat and failure.

198.

10-May-11

B767

Flight

En Route

A/c Equipment / System Malfunction

Fumes

Crew Illness / Incapacitation

Fumes detected in rear galley of a/c. Cabin crew working in rear of a/c feeling light headed and nauseous. Paramedics called and transferred affected cabin staff to hospital for assessment.

Recirc fans switched off which improved air flow and reduced fumes, however, at top of descent fumes increased again. Engineering on ground found a defect relating to an overheated fan which is suspected to be cause of the fumes.

199.

10-May-11

B757

Cruise

ALESO

Serious Incidents

A/c Equipment / System Malfunction

Smoke

Pressurisation Failure

Emergency Call

Emergency Descent

UK Serious Incident: Smoke/fumes on flight deck during the cruise whenever temperature increased. Rapid decompression. Emergency descent. MAYDAY declared. AAIB AARF investigation.

200.

11-May-11

A320

Taxi

London-Heathrow - LHR

Fuel

A/c Equipment / System Malfunction

Fumes

A/c at holding point for departure when passenger sitting in overwing area reported strong burning smell. Investigation made by flight deck crew and decision made to return to stand. During taxi back to stand, passengers at rear of a/c report very strong fuel fumes, strong enough to cause breathing problems. Fire service and engineering boarded a/c but nothing found. A/c removed from service.

201.

11-May-11

B757

Flight

En Route

A/c Equipment / System Malfunction

Fumes

During take-off and climb out faint oily smell detected. Both packs found to be affected and smell disappeared in straight and level flight. During descent smell returned. Crew on oxygen. Right pack was selected off as it seemed to be the one most affected. During descent higher concentrations of oil smell noted from the LH pack during power changes.

202.

11-May-11

B777

Parked

Kuwait

Fumes

After engine shutdown, a strong oily smell was noticed throughout the a/c.

APU bleed air selected off and oily smell cleared. When APU bleed selected on, smell returned.

203.

11-May-11

A319

Climb

En Route

Pressurisation Failure

Crew Illness / Incapacitation

Flight crew experienced hypoxic symptoms during climb. In climb very loud clicking sounds

evident from cabin. On investigation red cabin pressure warnings seen to be flashing on forward doors. On leaving the flight deck, Captain started feeling 'unusual sensations'. On returning to the flight deck, both pilots feeling unusual with symptoms that included light headedness, tingling, headache and euphoria. Oxygen used and rapid descent initiated. Both pilots felt better after oxygen use. No abnormal ECAM warnings or indications received.

204.  
11-May-11  
B777  
Parked  
Kuwait  
Occurrences  
Fumes

After engine shutdown, a strong oily smell was noticed throughout the a/c. APU bleed air selected off and oily smell cleared. When APU bleed selected on, smell returned.

205.  
12-May-11  
B747  
Parked  
New York JFK  
A/c Equipment / System Malfunction  
Fumes

Compressor overheating to hazardous level, chilled stowage also overheating. Burning smell evident in vicinity. Both units isolated. A/c has history of this type of defect.

206.  
14-May-11  
B757  
Initial Climb  
Leipzig  
Fumes

Crew Illness / Incapacitation

Strong smell of oil in flight deck. Oxygen used.

Smell of oil on flight deck was originally noticed on the ground with the engines shut down, APU running and left pack selected on. Left pack turned off until before take-off, however, smell returned on climb out. Left pack selected off and remained off for remainder of flight. Oxygen used throughout flight to clear headache and reduce metallic taste. Reporter highlights that this event is a recurring problem on this a/c.

207.  
14-May-11  
B757  
200  
RR RB 211  
Initial Climb  
Leipzig  
Fumes

Crew Illness / Incapacitation

Strong smell of oil in flight deck. Oxygen used.

Smell of oil on flight deck was originally noticed on the ground with the engines shut down, APU running and left pack selected on. Left pack turned off until before take-off, however, smell returned on climb out. Left pack selected off and remained off for remainder of flight. Oxygen used throughout flight to clear headache and reduce metallic taste. Reporter highlights that this event is a recurring problem on this a/c.

208.  
15-May-11  
A319

100

CFM 56

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member taken ill during flight. Suffering from nausea and vertigo. Stood down from all further safety related duties.

209.

17-May-11

B777

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member taken ill during flight. Suffering from nausea and feeling generally unwell. Stood down from all further safety related duties.

210.

17-May-11

A319

Climb

Milan Malpensa

A/c Equipment / System Malfunction

Smoke

Diversion /Return

When switching packs on after take-off, burning plastic smell detected followed by small amount of smoke. No ECAM warnings received. Cabin crew reported same situation. A/c returned.

211.

18-May-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member taken ill during flight. Symptoms, nausea, light headed and abdominal cramps. Stood down from all safety related duties.

212.

18-May-11

B757

Descent

Edinburgh (EDI)

A/c Equipment / System Malfunction

Engine Fire / Overheat / Smoke

Fumes

Oil smell in cockpit. Fumes event from both packs passing 5500ft during descent (with manual thrust selected iaw MEL). Both flight crew and jump seat occupant donned oxygen masks.

Packs selected off/on during troubleshooting and strong fumes still evident during single pack operation on both sides. Both packs selected off at approx 2500ft to stop further absorption through eyes and skin. Uneventful landing and flight deck windows opened for ventilation. Smell still evident on flight deck following engine shutdown. Investigation progressed under 2011003240.

213.

20-May-11

B747

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member taken ill during flight. Displayed an unresponsive and confused state.

Paramedics met a/c on arrival.

214.

23-May-11

B777

Climb

Shannon

A/c Maintenance

A/c Equipment / System Malfunction

Smoke

Crew Illness / Incapacitation

Diversion /Return

In climb at FL360 cabin crew reported fumes/smoke in First Class cabin. Smell similar to nail varnish, thin haze also in other cabins. QRH actions completed and diversion initiated. Passengers disembarked normally. Cleaning agents had been used in LH and RH heat exchangers and mixer ducts. Residual agents burned off and haze disappeared.

215.

25-May-11

B747

Cruise

Hudson Bay

Adverse Weather

Fumes

VATDA - ATC advised B747 that a/c 200nm ahead reported sulphur smell in a/c. B747 encountered smell in same location for approximately 3mins. No unusual engine indication and nothing seen visually. Flight plan took B747 very close to the modelled ash prediction area. B747 deviated approximately 100nm South of track to avoid encounter with volcanic ash. Cabin crew were notified prior to event of possible smells. Appropriate inspections carried out on arrival.

216.

26-May-11

B747

Cruise

Greenland

Adverse Weather

Fumes

VATDA - A slight sulphurous smell on flight deck of B747 cruising at FL340 was apparent for approximately 20mins. All engine and system indications normal. Appropriate checks carried out on arrival. B747 cruising at FL340 was VMC during the approximate 20mins when a slight sulphurous smell was apparent on flight deck. Cabin crew also reported a similar smell. Smell was not sufficiently intense to warrant any further actions. Appropriate checks carried out at destination.

217.

26-May-11

B767

Cruise

Gander ATCC

Occurrences

Adverse Weather

Fumes

VATDA - B767 established contact with Gander and was advised of Sigmet R16 concerning a large ash cloud along B767's routeing, density unknown. This info was not contained in ash briefing or nubrief. There was a smell of sulphur in flight deck and cabin. Previous a/c indicated sulphurous fumes were encountered, but nothing more.

218.

01-Jun-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member taken ill during flight. Unable to breathe normally and subsequently fainted.

Stood down from safety related duties. Operated with minimum crew.

219.

01-Jun-11

A320

Cruise

Unknown

Crew Illness / Incapacitation

Cabin crew member relieved from duties due to sickness.

220.

01-Jun-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member taken ill during flight. Suffering from headache, nausea and other abdominal complaints.

Stood down from all further safety related duties.

221.

02-Jun-11

B777

Cruise

En Route

Crew Illness / Incapacitation

Captain unwell during flight. Control handed to heavy Captain for approach and landing.

Several crew members developed stomach sickness during the flight.

All those affected had eaten at the same restaurant two days earlier.

222.

02-Jun-11

B777

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member taken ill during flight, feeling generally unwell, dizzy, headache.

Stood down from all further safety related duties.

223.

05-Jun-11

A319

Flight

En Route

Crew Illness / Incapacitation

Supernumery cabin crew member taken ill during flight. Suffering from sickness and general weakness.

Stood down from all further safety related duties.

224.

07-Jun-11

B777

Flight  
Crew Illness / Incapacitation  
Heavy First Officer unwell and remained in the crew rest area for the entire flight.  
Paramedics met the a/c on arrival.

225.  
07-Jun-11  
A340  
Cruise  
En Route  
Crew Illness / Incapacitation  
Cabin crew incapacitation due to sickness. Oxygen administered.

226.  
08-Jun-11  
B777  
Flight  
Fumes  
Burning/distinct electrical smell in the aft galley and forward and aft of door 3 in the cabin.  
Smell noted on three separate occasions.

227.  
10-Jun-11  
B767  
Cruise  
En Route  
A/c Structure Failure / Malfunction  
Crew Illness / Incapacitation  
Emergency entry to flight deck required using emergency code. On entry First Officer initially appeared unconscious. Following a break, the Captain was unable to gain re-entry to flight deck using normal code and required assistance of Cabin Services Director (CSD) and use of emergency entry code. This sounded for the full 30secs before door automatically allowed entry. On entry to flight deck, First Officer appeared unconscious but came round on shaking. First Officer believes he had just fallen asleep briefly, although he had shown no signs of tiredness previously during flight. After checking First Officer was fit to continue, CSD was allowed to leave flight deck. First Officer's fitness monitored for remainder of flight.

228.  
11-Jun-11  
A319  
Descent  
En Route  
A/c Equipment / System Malfunction  
Fumes  
Possible oil contamination in air conditioning.  
Unusual smell likened to oil detected throughout the a/c. Noted that smell only present at low power setting with engine bleed.

229.  
11-Jun-11  
B767  
Cruise  
En Route  
A/c Equipment / System Malfunction  
Bleed air problems during cruise. QRH actioned  
During taxi out, LH bleed off. QRH actioned. In cruise RH 'Pack OVHT' inoperative.  
Descent initiated and QRH actioned. Engineer onboard noticed the LH engine bleed control C/B popped. C/B reset and LH system restored to normal.

230.

11-Jun-11  
A319  
Descent  
En Route  
A/c Equipment / System Malfunction  
Fumes  
Possible oil contamination in air conditioning. Unusual smell likened to oil detected throughout the a/c.  
Noted that smell only present at low power setting with engine bleed.

231.  
11-Jun-11  
A319  
Cruise  
En Route  
Crew Illness / Incapacitation  
Cabin crew member declared themselves unwell and unfit to continue duties.

232.  
11-Jun-11  
A319  
Descent  
En Route  
A/c Equipment / System Malfunction  
Fumes  
Possible oil contamination in air conditioning.  
Unusual smell likened to oil detected throughout the a/c.  
Noted that smell only present at low power setting with engine bleed.

233.  
12-Jun-11  
B747  
Maintenance  
Maintenance  
A/c Equipment / System Failure  
Engine Malfunction  
Extensive damage found to nr1 engine.  
A/c arrived with nr1 engine LH A-frame cuff panels missing. On replacing the panels it was discovered that they would not fit because the engine compressor panels were sitting about 2 inches proud. The panels had a lot of play and so were removed for defect investigation. The compressor Panels showed signs of chatter damage, de-lamination and one panel was completely stripped down. The root cause is from the bleed valve shroud, which has completely disintegrated allowing engine bleed air in to the core area instead of overboard in the cold stream duct and blowing the panels apart

234. .  
13-Jun-11  
A319  
Initial Climb  
London-Gatwick - LGW  
Fumes  
Electrical smell noticed throughout the cabin.  
A/c checked for hot spots and source. Flight indications normal. Smell dissipated.

235.  
15-Jun-11  
A321  
Cruise  
VEULE  
Fumes  
Very faint acrid smell reported in cabin, door 2L.

No evidence of smoke. Door monitored by cabin crew. Smell reduced. Engineering inspection found no defects.

236.

16-Jun-11

A320

Cruise

En Route

Crew Illness / Incapacitation

A member of the cabin crew became ill during flight. Stood down from duties.

237.

16-Jun-11

A319

Descent

En Route

Crew Illness / Incapacitation

Cabin crew experienced ear pain during descent. Stood down from safety related duties.

238.

24-Jun-11

A320

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member suffering from pain in ears. Stood down from safety related duties.

239.

26-Jun-11

A319

Cruise

En Route

Crew Illness / Incapacitation

Cabin crew member taken ill during flight. Stood down from all further safety related duties.

240.

26-Jun-11

A319

Flight

En Route

Crew Illness / Incapacitation

Cabin crew member ill during flight. Stood down from all further safety related duties.

241.

27-Jun-11

EMB 190 Series

Initial Climb

London-Gatwick - LGW

Fumes

Emergency Call

Diversion /Return.

Flight crew noted a strange smell in the flight deck shortly after rotation.

After decreasing, the smell again intensified, resulting in the flight crew using oxygen.

PAN declared and the a/c returned to the departure airport.

242.

19-Jun-11

EMB 190 Series

Climb

En Route

Diversion due to fume event.

A/c had pack 2 ADD, therefore was operating with only nr1 pack operating iaw with MEL due to previous fume events. During climb, a definite fume event occurred with no visible signs of smoke/vapour but a very noticeable odour matching the description given by previous crew both verbally and in the a/c Tech Log. This event was sustained for approx 10 to 15sec.

Given the undefined nature of the problem, the status of available air conditioning systems (i.e. only one pack), the history on type of similar problems and the navigation of the onward route over high MSA regions, flight crew elected to divert. As a precaution against situation escalating, crew donned oxygen masks for rest of flight.

243.

25-Jun-11

B767

Cruise

LIZARD

Fumes

PAN declared, fuel dumped and diversion initiated due to fumes within cabin.

Subsequently pilot expressed concern over the lack of glideslope for runway and was expecting a different runway for landing until being issued with a closing heading.

244.

27-Jun-11

EMB 190 Series

Climb

Southampton (SAM)

Serious Incidents

AAIB Serious Incident: Strong sulphur smell on flight deck and in cabin during climb. Smoke also evident in cabin. Flight crew donned oxygen masks. PAN declared. A/c returned. AAIB AARF investigation.

Attributed to nr2 air conditioning pack failure.

245.

01-Jul-11

A320

Cruise

Rome Fiumicino

Three cabin crew members became unwell during flight. Symptoms included dizziness, nausea and feeling faint. Unknown cause. A/c diverted. No visible haze or fumes seen, flight crew unaffected. Oxygen used by one CCM. All cabin crew assessed by paramedics before released to position home.

246.

01-Jul-11

A320

Cruise

Rome Fiumicino

Three cabin crew members became unwell during flight. Symptoms included dizziness, nausea and feeling faint. Unknown cause. A/c diverted.

247.

03-Jul-11

B777

Cruise

En Route

Brief burning smell in cabin during cruise.

During cruise, the cabin crew reported a smell of burning from the ceiling. The smell was very short lived and disappeared completely. The lights in the cabin were turned on to look for any visible traces of smoke (none present), overhead bins and the ceiling were checked for signs of heat and overhead lockers were checked but nothing found. By the time a flight crew member reached the area there was nothing abnormal in the cabin. The decision was made

to continue, with regular and thorough checks of the area. There was no recurrence.

248.

06-Jul-11

A319

Approach

En Route

Cabin crew member suffered from sickness after cabin secure for landing.

249.

07-Jul-11

B777

Cruise

En Route

Oil smell detected from aircon on flight deck. Co-pilot donned Eros O2 mask for 2mins. Smell cleared but faint recurrent smells. No smell in cabin. Engineering inspection carried out, nothing found.

250.

09-Jul-11

A320

Flight

En Route

Cabin crew member unwell during flight and suffering from sickness. Stood down from further safety related duties and sought medical attention at destination.

251.

12-Jul-11

B747

Cruise

En Route

Cabin crew member suffering from sickness during flight. Stood down from all further safety related duties.

252.

12-Jul-11

A320

Cruise

En Route

Cabin crew member became ill during flight. Nausea and generally feeling unwell. Stood down from safety related duties.

253.

12-Jul-11

B757

Cruise

Toulouse

PAN declared due to Cabin Crew report of burning smell at rear of cabin. A/c diverted and sustained a birdstrike to LH side of a/c.

254.

22-Jul-11

A340

Flight

En Route

Cabin crew member stood down from safety related duties during flight due to illness. Suffering from nausea and other symptoms.

255.

23-Jul-11

EMB 190 Series

Climb

En Route

AAIB Serious Incident: Diversion due to electrical type burning smell on flight deck. Both flight crew donned oxygen masks. A/c landed safely, taxied to stand and passengers disembarked normally.

During the latter stages of climb, Captain remarked about an odd smell. Cabin crew advised no sign of same in cabin. First Officer then became aware of smell and described it as an 'electrical' smell which then gave cause for concern. Over the following 10mins both pilots aware of smell increasing/decreasing which then could best be described as similar to that of an acrid 'new car exhaust/electric fire' smell. Both pilots agreed to employ the emergency checklist for 'Fumes'. Oxygen masks used. PAN declared and diversion initiated. A/c stopped on runway, and Captain requested fire service to check a/c before vacating runway. All reported as satisfactory. No medical attention requested or required by anyone, however, due to emergency and possible subsequent high workload all crew felt not fit for further flying duties that day.

No visible haze or fumes seen, flight crew unaffected. Oxygen used by one CCM. All cabin crew assessed by paramedics before released to position home.



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