ASRS Database Report Set

Cabin Smoke, Fire, Fumes, or Odor Incidents

Report Set Description.................................A sampling of air carrier reports concerning cabin smoke, fire, fumes or odor related events.

Update Number..............................................16

Date of Update..............................................August 3, 2023

Number of Records in Report Set..................50

Records within this Report Set have been screened to assure their relevance to the topic.
MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded when evaluating these data of the following points.

ASRS reports are submitted voluntarily. Such incidents are independently submitted and are not corroborated by NASA, the FAA or NTSB. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Information contained in reports submitted to ASRS may be clarified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the perspective of the specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified and the identity of the individual who submitted the report is permanently eliminated. All ASRS report processing systems are designed to protect identifying information submitted by reporters; including names, company affiliations, and specific times of incident occurrence. After a report has been de-identified, any verification of information submitted to ASRS would be limited.

The National Aeronautics and Space Administration and its ASRS current contractor, Booz Allen Hamilton, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Becky L. Hooey, Director
NASA Aviation Safety Reporting System
CAVEAT REGARDING USE OF ASRS DATA

Certain caveats apply to the use of ASRS data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, mechanics, flight attendants, dispatchers or other participants in the aviation system are equally aware of the ASRS or may be equally willing to report. Thus, the data can reflect reporting biases. These biases, which are not fully known or measurable, may influence ASRS information. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more aware of the ASRS program and more inclined to report should an NMAC occur. Any type of subjective, voluntary reporting will have these limitations related to quantitative statistical analysis.

One thing that can be known from ASRS data is that the number of reports received concerning specific event types represents the lower measure of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 2010 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 2010. With these statistical limitations in mind, we believe that the real power of ASRS data is the qualitative information contained in report narratives. The pilots, controllers, and others who report tell us about aviation safety incidents and situations in detail – explaining what happened, and more importantly, why it happened. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.
Report Synopses
ACN: 1965418 (1 of 50)

Synopsis
Air Carrier Captain reported a burning oil odor during takeoff and initial climb which prompted the flight crew to request an immediate return to departure airport. After a safe landing the flight continued to the gate where maintenance met the aircraft.

ACN: 1962808 (2 of 50)

Synopsis
Air Carrier Flight Crew reported exhaust fumes throughout the aircraft during cruise. Flight crew diverted to another airport for landing.

ACN: 1959243 (3 of 50)

Synopsis
MD-11 Captain reported a HAZMAT box in the cargo compartment had leaked liquid during cruise. The flight diverted to a suitable airport due to fumes emanating from the cargo compartment.

ACN: 1958283 (4 of 50)

Synopsis
Air carrier Flight Attendant reported a fume event during preflight. Captain had entire crew deplane followed by Maintenance cancelling flight.

ACN: 1958273 (5 of 50)

Synopsis
Air Carrier Flight Attendant reported a fume event during flight. After conferring with flight attendants the Captain elected to return to departure airport where a safe landing was completed and maintenance support was provided.

ACN: 1958190 (6 of 50)

Synopsis
Air Carrier Flight Crew reported a fume event during initial climb. The flight crew returned to the departure airport where a safe landing was completed.

**ACN: 1958159 (7 of 50)**

**Synopsis**
Air Carrier Flight Crew reported a "dirty socks" odor during final descent. Flight crew continued to a safe landing and submitted an electronic logbook entry.

**ACN: 1958082 (8 of 50)**

**Synopsis**
Air Carrier Flight Crew reported a Flight Attendant notification of a "strong burning" odor in the cabin during initial climb. Flight crew returned to the departure airport where a safe landing was completed.

**ACN: 1958067 (9 of 50)**

**Synopsis**
Air Carrier Flight crew reported a fume event upon reaching the aircraft for pre-flight. Flight crew vacated the aircraft and submitted a logbook entry.

**ACN: 1958063 (10 of 50)**

**Synopsis**
Air Carrier Flight Crew reported a strong electrical insulation odor during initial climb. The Flight Crew returned to the departure airport and landed.

**ACN: 1957998 (11 of 50)**

**Synopsis**
A321 First Officer reported a fume event during descent, which was also experienced by the flight attendants. Flight landed safely and a logbook entry was submitted.

**ACN: 1957995 (12 of 50)**
Synopsis
A320 Captain reported a very strong, foul odor filled the entire aircraft shortly after APU startup during preflight. Maintenance removed the aircraft from service.

ACN: 1957944 (13 of 50)

Synopsis
A319 Captain reported a fume event in the cabin during initial climb. After running the appropriate checklists, the flight crew elected to perform an air turnback.

ACN: 1957471 (14 of 50)

Synopsis
Air Carrier Flight Attendant reported a fume event during boarding. The rest of the flight crew also noticed the odor and fumes. After maintenance arrived, the passengers and flight crew deplaned and the aircraft was taken out of service.

ACN: 1957210 (15 of 50)

Synopsis
A321 Captain reported a fume event during preflight. After extensive maintenance action with no remedy, the flight was cancelled and ferried to a maintenance base the following day.

ACN: 1957204 (16 of 50)

Synopsis
A321 Captain reported a dirty socks odor and fumes that occurred in the flight deck during descent.

ACN: 1957203 (17 of 50)

Synopsis
A320 Captain reported a fume event that was identified by the flight attendants as a "dirty socks" odor during descent. After arriving at the gate, the flight crew contacted Maintenance to inspect the aircraft.
Synopsis
A321 Flight Attendants reported a "dirty socks" odor shortly after takeoff. After conferring with the Captain, the flight crew executed an air turn back.

Synopsis
A321 Captain reported a fume event during initial climb, that was also reported by the First Officer and the Flight Attendants in the cabin. The Flight Crew completed the QRH procedures and performed an air turn back.

Synopsis
A321 Captain reported a "dirty sock" odor in the flight deck and the Flight Attendants reported an "oil-electric" odor in the aft cabin. The Flight crew completed all appropriate procedures and submitted a logbook entry upon gate arrival.

Synopsis
A319 First Officer reported a "dirty sock" odor during the top of descent. The Flight Attendant also confirmed the smell was in the cabin. Maintenance met the aircraft at gate arrival.

Synopsis
A319 Captain reported a strong odor throughout the aircraft after starting the #1 engine. Aircraft returned to departure gate, where all passengers deplaned.

Synopsis
A321 Captain reported being notified by the Flight Attendants of a "dirty sock" odor during final descent. The Flight crew completed the odor isolation procedures and upon landing, submitted a logbook entry.

**ACN: 1955497 (24 of 50)**

**Synopsis**
A319 Captain reported a fume event of "strong intensity" during flight, that was also experienced by the First Officer and Flight Attendant.

**ACN: 1954893 (25 of 50)**

**Synopsis**
A321 Flight Attendant reported a "dirty socks" odor that emanated the strongest from the middle of the aircraft and extended to the rear during the flight. Flight Attendant reported experiencing physiological symptoms.

**ACN: 1954665 (26 of 50)**

**Synopsis**
B737 Captain reported a strong odor filled the cockpit during takeoff roll, but dissipated during climb-out. A maintenance discrepancy was submitted.

**ACN: 1954653 (27 of 50)**

**Synopsis**
A320 Captain reported the Flight Attendants experienced physiological symptoms from the de-icing procedure at departure airport. The affected Crew Members were treated by medical personnel.

**ACN: 1954651 (28 of 50)**

**Synopsis**
A320 Captain reported that the Flight Attendants notified the flight crew of a "dirty socks" odor upon landing. The Flight Crew complied with the odor elimination checklist.
### ACN: 1954581 (29 of 50)

**Synopsis**
A319 Flight Crew reported a fume event during cruise and that they safely diverted to an alternate airport.

### ACN: 1954478 (30 of 50)

**Synopsis**
A319 Captain reported a "dirty sock odor" event during pre-flight. Maintenance inspected the fumes, notified the Flight Crew to tell everyone to deplane, and took the aircraft out of service.

### ACN: 1953654 (31 of 50)

**Synopsis**
A320 Captain reported being notified by the Flight Attendants of an "intense fume event" in the cabin. The Flight Crew returned to the departure airport.

### ACN: 1953500 (32 of 50)

**Synopsis**
CRJ-700 Captain reported a Flight Attendant notified of smoke and odor in the cabin. The Flight Crew returned to the gate for maintenance.

### ACN: 1953058 (33 of 50)

**Synopsis**
B767 Flight Crew reported a "burnt odor" observed by passengers and flight attendants. The Captain requested priority handling to a suitable alternate airport where a safe landing was completed with no further issues.

### ACN: 1952917 (34 of 50)

**Synopsis**
A320 Captain reported receiving a call from the Flight Attendants who reported a "dirty socks" odor in the passenger cabin during the top of the descent. After arriving at the gate, Maintenance tested the APU and the odor was no longer there.

ACN: 1952640  (35 of 50)

Synopsis
A319 Flight Crew reported a fumes event during taxi that persisted during climb. After complying with the appropriate QRH procedure the fumes dissipated and the flight continued to destination.

ACN: 1952587  (36 of 50)

Synopsis
B737 Flight Crew reported a fume event of unknown source during initial climb. The Flight crew completed appropriate QRH procedures and performed an air turn back.

ACN: 1952304  (37 of 50)

Synopsis
A320 First Officer reported a fume event during preflight. Maintenance removed aircraft from service and a replacement aircraft was requested.

ACN: 1952300  (38 of 50)

Synopsis
A320 Captain reported receiving an "EGT OVERLIMIT ECAM" alert for the number 2 engine during initial climb. After contacting Maintenance, the flight crew performed an air turnback and submitted logbook entries for event.

ACN: 1952299  (39 of 50)

Synopsis
A321 Captain reported a faint odor in the cockpit that was also detected by the flight attendants and passengers, who reported a strong and consistent odor during final approach. The flight crew notified Maintenance and submitted a logbook entry after arriving at the gate.
ACN: 1952276 (40 of 50)

Synopsis
A321 Captain reported a "dirty socks" odor during descent. After arriving at the gate, the Captain performed a walkaround and discovered oil residue on the APU service doors and inlet flap area and notified Maintenance. Maintenance found no issues.

ACN: 1952274 (41 of 50)

Synopsis
First Officer reported an intermittent strange odor during approach. After arrival at the gate, the Flight Attendant mentioned an odor was detected in the cabin during the same time frame as when the flight crew first encountered the strange odor, which prompted the Captain to submit a logbook entry.

ACN: 1951978 (42 of 50)

Synopsis
A321 Flight Crew reported a fumes event described as a "dirty socks" odor during gate pre-flight. The Flight crew refused the aircraft which was taken out of service.

ACN: 1951684 (43 of 50)

Synopsis
Air Carrier Flight Attendant reported a passenger deactivated the forward lav smoke detector while she was apparently smoking or vaping. Airport security escorted passenger off the aircraft at the arrival gate.

ACN: 1951576 (44 of 50)

Synopsis
A321 First Officer reported a fumes event that was observed by a Flight Attendant during final approach. The fumes were reported to the Captain after gate arrival.

ACN: 1951415 (45 of 50)

Synopsis
A320 Captain reported a "dirty socks" odor during arrival taxi to gate. Maintenance MEL'ed the APU and returned the aircraft to service.

**ACN: 1951403 (46 of 50)**

**Synopsis**
A320 Captain reported a fumes event during initial climb. After conferring with Dispatch the flight diverted to a suitable alternate.

**ACN: 1951327 (47 of 50)**

**Synopsis**
A320 First Officer reported a dirty socks odor during descend. The Flight crew requested priority handling to destination where a safe landing was completed. Crew experienced physiological symptoms.

**ACN: 1950858 (48 of 50)**

**Synopsis**
A319 Captain reported a temporary fumes event during descent which lasted approximately 5 minutes. Two flight attendants were medically evaluated at arrival gate.

**ACN: 1950800 (49 of 50)**

**Synopsis**
Air Carrier Captain reported a burning odor throughout the entire aircraft. The Captain refused the aircraft due to current odor and prior two days logbook submissions.

**ACN: 1949660 (50 of 50)**

**Synopsis**
Air Carrier Flight Crew reported being notified by a Flight Attendant of a "smelly odor" in the cabin. The Flight Crew requested priority handling to a suitable alternate where a safe landing was executed and medical evaluation was provided to crew members.
Report Narratives
ACN: 1965418

**Time / Day**
Date: 202301
Local Time Of Day: 0601-1200

**Place**
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

**Aircraft**
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: B737-800
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Takeoff / Launch

**Component : 1**
Aircraft Component: Engine Oil Seals
Aircraft Reference: X
Problem: Malfunctioning

**Component : 2**
Aircraft Component: Engine Air Pneumatic Ducting
Aircraft Reference: X
Problem: Malfunctioning

**Component : 3**
Aircraft Component: Pneumatic Ducting
Aircraft Reference: X
Problem: Malfunctioning

**Person**
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
ASRS Report Number.Accession Number: 1965418
Human Factors: Workload
Human Factors: Troubleshooting
Human Factors: Time Pressure

**Events**
Anomaly. Aircraft Equipment Problem: Critical
Anomaly. Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly. Deviation / Discrepancy - Procedural: Published Material / Policy
Detector. Person: Flight Crew
When Detected: In-flight
Result. General: Flight Cancelled / Delayed
Result. General: Maintenance Action
Result. Flight Crew: Landed As Precaution
Result. Flight Crew: Overcame Equipment Problem
Result. Flight Crew: Returned To Departure Airport
Result. Flight Crew: Requested ATC Assistance / Clarification
Result. Air Traffic Control: Provided Assistance

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1

Overweight Landing. Normal taxi, We departed Runway XX ZZZ. As TO power applied we began to notice burning oil smell on flight deck. I thought about rejecting but it was not my leg and this is not an uncommon thing and dissipates once engines are at pores for a moment. Continued TO and after rotation fumes continued and seemed to increase. Out of 1500 I told ZZZ Tower Controller we were having a fume event and needed an immediate return. I did not declare emergency since there was no visible smoke. We were handed to ZZZ TRACON Departure, turned at 3000 ft. Downwind for Runway XY. I dinged Cabin and asked if they smelled anything, the response was no. I told them we would be returning to ZZZ and they had 10 minutes, let me know if they see anything. During this time odor continued. Didn't get any better. We accomplished after After TO ck, cruz, descent ck and a quick set up and brief of ILS Runway XY. weather was CAVOK. We were over landing weight and deployed Gear and flaps in downwind to burn fuel. I did a rough and dirty calc and figured we would be at landing weight at touchdown. I sent acars to Dispatch and called gate freq in ZZZ to tell them we would need a gate right away. FO (First Officer) landed perfectly smooth touch. I noted we had touched at 450# over MAX landing weight. We taxied to fast to gate. I started APU for electric and shut down the Left engine and the result was increase in fumes. We pulled into gate and shut down RH engine and went on APU air. The fumes subsided and I suspect it was the RH engine dumping oil into the bleed air to the pack. Maintenance arrived and Mechanic said he smelled the oil as he entered the plane. Post flight I spoke with ALL the flight attendants and the rear positions said they had strong fumes. The #1 on call said there were no fumes. Some people simply have bad smell? IDK. A cursery review of the aircraft past history indicated high oil consumption of the RH engine. I had noted this and it was included in my preflight threat assessment briefing to the FO. I did not declare an emergency as the traffic at the airport was not heavy and my priority was getting on the ground ASAP. It was extremely high workload and I commend the FO for the teamwork. I think we covered the bases and actually had to extend the downwind an extra minute to get finished. The Tower was aware of the situation and I assume an alert 1 was issued. I felt further distraction of declaration was not helpful. I fully blame Company maintenance procedures for not identifying and repairing the high oil consumption on the RH engine. They dispatched an aircraft with an ongoing defect. Jets are not Piston engines and high oil consumption should not be deferred and dispatched. Tricresyl phosphate when burned and introduced into cabin can kill. The Airline has a fume event reporting policy and has taken adequate steps to report the downline event reporting. I feel Maintenance diminishes the serious
nature of fumes in the cabin. This aircraft should have not been dispatched with high oil burn.

**Synopsis**

Air Carrier Captain reported a burning oil odor during takeoff and initial climb which prompted the flight crew to request an immediate return to departure airport. After a safe landing the flight continued to the gate where maintenance met the aircraft.
**ACN: 1962808 (2 of 50)**

**Time / Day**
- Date: 202301
- Local Time Of Day: 1201-1800

**Aircraft**
- Reference: X
- Aircraft Operator: Air Carrier
- Make Model Name: EMB ERJ 145 ER/LR
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Cruise

**Person: 1**
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function.Flight Crew: Pilot Flying
- Function.Flight Crew: Captain
- Qualification.Flight Crew: Multiengine
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- Qualification.Flight Crew: Instrument
- ASRS Report Number. Accession Number: 1962808
- Human Factors: Workload
- Human Factors: Troubleshooting
- Human Factors: Time Pressure

**Person: 2**
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function.Flight Crew: Pilot Not Flying
- Function.Flight Crew: First Officer
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Multiengine
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- ASRS Report Number. Accession Number: 1962810
- Human Factors: Training / Qualification
- Human Factors: Time Pressure
- Human Factors: Workload

**Events**
- Anomaly.Aircraft Equipment Problem: Critical
- Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
- Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
- Anomaly.Deviation / Discrepancy - Procedural: Clearance
- Anomaly.Deviation / Discrepancy - Procedural: FAR
- Detector.Person: Flight Crew
When Detected: In-flight
Result.General: Maintenance Action
Result.General: Flight Cancelled / Delayed
Result.Flight Crew: Diverted
Result.Flight Crew: Overcame Equipment Problem
Result.Flight Crew: Requested ATC Assistance / Clarification
Result.Flight Crew: Landed in Emergency Condition
Result.Air Traffic Control: Provided Assistance

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
In cruise at 17,000, sudden thick exhaust fumes became present in flight deck and cabin. [Requested priority handling] and a diversion to ZZZ was executed.

Narrative: 2
[Report narrative contained no additional information.]

Synopsis
Air Carrier Flight Crew reported exhaust fumes throughout the aircraft during cruise. Flight crew diverted to another airport for landing.
Time / Day
Date: 202212
Local Time Of Day: 0001-0600

Place
Locale Reference: ATC Facility: ZZZ.ARTCC
State Reference: US

Environment
Flight Conditions: VMC

Aircraft
Reference: X
ATC / Advisory.Center: ZZZ
Aircraft Operator: Air Carrier
Make Model Name: MD-11
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Cargo / Freight / Delivery
Flight Phase: Cruise
Airspace.Class A: ZZZ

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
ASRS Report Number.Accession Number: 1959243
Human Factors: Workload
Human Factors: Troubleshooting
Human Factors: Physiological - Other

Events
Anomaly.Flight Deck / Cabin / Aircraft Event: Illness / Injury
Anomaly.Deviation / Discrepancy - Procedural: FAR
Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
Detector.Person: Flight Crew
When Detected: In-flight
Result.General: Maintenance Action
Result.General: Flight Cancelled / Delayed
Result.Flight Crew: Diverted
Result.Flight Crew: Landed As Precaution
Result.Flight Crew: Overcame Equipment Problem
Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Enroute from ZZZ1 to ZZZ2, approximately 2 hours into flight, FO (First Officer) observed faint odor. Approaching abeam ZZZ, got slightly stronger. FO continued to fly. I went aft to courier compartment to investigate. Odor was stronger there. I reinforced seal of smoke curtain Velcro and returned to cockpit. FO smartly donned O2 while I was out of the seat. Odor was not overwhelming but out of an abundance of caution, diverted to ZZZ. Notified Dispatch and ZZZ Ramp. Got NOTAMs, ATIS, and built and briefed the approach while FO continued to fly. We decided not to declare an emergency and got vectors from ZZZ Approach for an uneventful approach and landing on Runway XXL. We taxied to parking on the ramp. Fire trucks met us at the gate and cleared the area after the source of the odor was determined and removed, and the associated attributes of the substance were reviewed. The box was labeled as Class 3 and had a shipping label for aromatic liquids/essential oils. The shipper was from ZZZZ. It was clearly wet at the bottom of the box. Dispatch had planned on us quick turning to ZZZ2, but FO had developed a headache and wanted to make sure it wasn't a result of the inhaled odors. Contacted Operations and eventually had trip revised for short layover in ZZZ. [The cause was] leaky HAZMAT. [I suggest] better packaging by shippers.

Synopsis

MD-11 Captain reported a HAZMAT box in the cargo compartment had leaked liquid during cruise. The flight diverted to a suitable airport due to fumes emanating from the cargo compartment.
ACN: 1958283 (4 of 50)

Time / Day
Date: 202212
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: B777-200
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Parked

Component
Aircraft Component: Pneumatic System Control
Aircraft Reference: X
Problem: Design

Person
Location Of Person.Aircraft: X
Location In Aircraft: Door Area
Cabin Activity: Safety Related Duties
Reporter Organization: Air Carrier
Qualification.Flight Attendant: Current
ASRS Report Number.Accession Number: 1958283
Human Factors: Workload
Human Factors: Troubleshooting

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Detector.Person: Flight Crew
Detector.Person: Flight Attendant
When Detected: Routine Inspection
When Detected: Aircraft In Service At Gate
Result.General: Flight Cancelled / Delayed
Result.General: Maintenance Action

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft
Narrative: 1
The First Officer (FO) exited the cockpit as Flight Attendants (FA) 01,02,04 entered the aircraft. He asked if we noticed any unusual odor in the cabin. We stopped to assess the environment and agreed that there was a definite odor in the cabin. He suggested we exit the plane as he suspected there was a fume event occurring. He opened the jetway door to allow fresh air to enter and dissipate the smell. At this time the Captain entered the jetway from the terminal. He immediately said he smelled an odor and told us all to go back up into the terminal. Maintenance was called to investigate. The flight canceled. Anything short of re-configuring the bleed air systems on all aircraft will not stop these occurrences from happening.

Synopsis
Air carrier Flight Attendant reported a fume event during preflight. Captain had entire crew deplane followed by Maintenance cancelling flight.
ACN: 1958273 (5 of 50)

Time / Day

Date : 202212
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : A319
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class E : ZZZ

Component : 1

Aircraft Component : Coalescer Bag
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Pneumatic Ducting
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Cabin Jumpseat
Cabin Activity : Safety Related Duties
Function.Flight Attendant : Flight Attendant In Charge
Qualification.Flight Attendant : Current
ASRS Report Number.Accession Number : 1958273
Human Factors : Time Pressure
Human Factors : Troubleshooting
Human Factors : Workload
Human Factors : Physiological - Other

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
I was sitting in my jumpseat on climb when I (Flight Attendant #4 (FA)) noticed a very strong rancid, sweat, locker room smell. I asked the #2 Flight Attendant if she smelt anything which she said she did. I immediately referred to my manual: odor and fumes section and began reviewing procedure and fume categories. Once determined to fall into a category (oil source), I called the #1 who also reported smelling the fume. The number one reported she would call the Captain. The Captain called back to myself and the #2 to gather more information, at which point I began to feel ill. The Captain reported he would go through his checklist, and I began to assess the cabin for potential smoke and sources. No smoke or sources were found. Flight Attendants continued to communicate I began to feel more ill, with weakness, headache, cough, throat pain, shaking, and slow cognitive processing. The Captain made a PA stating that we would be returning to ZZZ due to odor in the cabin. At that time the number 1 asked me to see if any passengers smelt the odor as someone in first class reported that smelt something, I asked the final rows in which XXD reported he smelt "burning grease". I wore a mask and breathed through my shirt but the fume/odor continued to be overwhelming. I got in my jump seat and preformed my 30 second review, following procedure, as we prepared for landing. Once landing we waited on the taxiway for several minutes before being brought to the gate. Upon the seatbelt sign going off I monitored and challenged to disarm the door and continued to smell the odor, the #1 and 2 completed all call and the passengers were informed of an aircraft change. I continued to feel ill. Once off the aircraft the pilots reported smelling burning, and maintenance also reported smelling an odor. I met with [a supervisor] who guided me in getting to a hospital to be checked due to presenting symptoms. I contacted [Company] and proceeded to the hospital and was assessed/treated.

Synopsis
Air Carrier Flight Attendant reported a fume event during flight. After conferring with flight attendants the Captain elected to return to departure airport where a safe landing was completed and maintenance support was provided.
Time / Day
Date: 202212
Local Time Of Day: 0001-0600

Place
Locale Reference. ATC Facility: ZZZ.TRACON
State Reference: US

Environment
Flight Conditions: VMC

Aircraft
Reference: X
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: Air Carrier
Make Model Name: B777 Undifferentiated or Other Model
Crew Size. Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Climb
Airspace. Class E: ZZZ

Component
Aircraft Component: Pneumatic Ducting
Aircraft Reference: X
Problem: Malfunctioning

Person: 1
Location Of Person. Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function. Flight Crew: Pilot Not Flying
Function. Flight Crew: First Officer
Qualification. Flight Crew: Multiengine
Qualification. Flight Crew: Air Transport Pilot (ATP)
Qualification. Flight Crew: Instrument
Experience. Flight Crew. Total: 5225
Experience. Flight Crew. Last 90 Days: 156
Experience. Flight Crew. Type: 652
ASRS Report Number. Accession Number: 1958190
Human Factors: Workload
Human Factors: Time Pressure
Human Factors: Troubleshooting

Person: 2
Location Of Person. Aircraft: X
Location In Aircraft: Flight Deck
Narrative: 1

So in the pre-flight, I came back from doing an extensive walk around and came back up to the cockpit and was taking off lots of layers of clothing when I noticed a light haze and it did haze up in the cabin and have a smell. The mechanic that was on the aircraft came up to the flight deck. He checked for faults but nothing. The aircraft to our right was getting de-iced and we figured with the wind it probably injected a little of the de-ice fluid and it was going away. The mechanic released the flight saying it was probably deciding fluid. After we took off on the climb we noticed it came back and the Flight Attendants (FA) said they smelt it too very strongly towards door XX there was a faint smoke as well. Flight crew [requested priority handling] to turn back to ZZZ for safety. We accomplished the Fume Event checklist and the Overweight Landing checklist as well. Dispatch send landing data. We came back to the departure runway for a landing. We pulled off the runway. Fire crew then conducted there safety checks on heat and smoke and felt it was safe to return to the gate. We returned to the gate.

Narrative: 2

[This flight] was planned and released in compliance with FAR 121, the [company] Flight Operations Manual (FOM), and Boeing 777 Flight Manual. During pre-flight, an odor of unknown origin was noted in the cockpit and Maintenance Control was consulted. The conclusion provided by Maintenance Control regarding the odor was a suspected deicing
fluid that had migrated into the pneumatic ducting. Considering the snow event at ZZZ the day prior, and that the aircraft had been on the ground in ZZZ overnight, the explanation seemed plausible. Maintenance Control provided a maintenance release document and the flight proceeded. After departure and upon climb out a strong odor and faint smoke was noted in the cockpit at the same time that a Flight Attendant in the AFT galley reported that there was smoke in the cabin. The Captain [requested priority handling to] return to ZZZ. The Fume Event checklist; and the Overweight Landing checklists were completed in addition to normal procedures. Runaway condition data was obtained and stopping distance was verified for ZZZ Runway XXC. The approach and landing was conducted and upon exiting the runway the aircraft was stopped to allow Airport Rescue and Firefighting to evaluate the aircraft with FLIR sensors. No fire or hotspots on the aircraft were reported by Crash Fire Rescue or observed by the crew. The aircraft was taxied to the gate. Customer service met the aircraft to accommodate the passengers and Maintenance Control was debriefed on the event. The flight deck crew was subsequently debriefed by the Chief Pilot and deemed capable of continuing the duty period. Threat and Error Management CRM skills were used effectively in all phases resulting in a successful outcome.

Synopsis

Air Carrier Flight Crew reported a fume event during initial climb. The flight crew returned to the departure airport where a safe landing was completed.
**Time / Day**
Date: 202212
Local Time Of Day: 1801-2400

**Place**
Locale Reference.ATC Facility: ZZZ.Tower
State Reference: US
Altitude.MSL.Single Value: 2000

**Environment**
Flight Conditions: VMC

**Aircraft**
Reference: X
ATC / Advisory.Tower: ZZZ
Aircraft Operator: Air Carrier
Make Model Name: B737 Undifferentiated or Other Model
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Final Approach

**Component**
Aircraft Component: Coalescer Bag
Aircraft Reference: X
Problem: Malfunctioning

**Person**
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
Experience.Flight Crew.Total: 81
Experience.Flight Crew.Last 90 Days: 81
Experience.Flight Crew.Type: 81
ASRS Report Number.Accession Number: 1958159
Human Factors: Workload
Human Factors: Time Pressure
Human Factors: Troubleshooting

**Events**
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Overcame Equipment Problem

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
With approximately 5 minutes of flight [remaining], while on approach, both pilots and forward cabin crew observed a smell similar to dirty socks. No system malfunctions were observed. Uneventful landing and taxi to the gate ensued. ELB entry made.

Synopsis
Air Carrier Flight Crew reported a "dirty socks" odor during final descent. Flight crew continued to a safe landing and submitted an electronic logbook entry.
**Time / Day**
- Date: 202212
- Local Time Of Day: 0601-1200

**Place**
- Locale Reference, ATC Facility: ZZZ.TRACON
- State Reference: US
- Altitude, MSL, Single Value: 7000

**Aircraft**
- Reference: X
- ATC / Advisory, TRACON: ZZZ
- Aircraft Operator: Air Carrier
- Make Model Name: B737-800
- Crew Size, Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Climb
- Flight Phase: Initial Climb
- Airspace, Class E: ZZZ

**Component**
- Aircraft Component: Pneumatic Ducting
- Aircraft Reference: X
- Problem: Malfunctioning

**Person: 1**
- Location Of Person, Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function, Flight Crew: Captain
- Function, Flight Crew: Pilot Not Flying
- Qualification, Flight Crew: Multiengine
- Qualification, Flight Crew: Instrument
- Qualification, Flight Crew: Air Transport Pilot (ATP)
- ASRS Report Number, Accession Number: 1958082
- Human Factors: Troubleshooting
- Human Factors: Workload
- Human Factors: Physiological - Other
- Human Factors: Time Pressure

**Person: 2**
- Location Of Person, Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function, Flight Crew: First Officer
- Function, Flight Crew: Pilot Flying
- Qualification, Flight Crew: Multiengine
During the climb out of ZZZ we were passing through about 7,000 ft. The bleed configuration was still the same from takeoff: engine bleeds on, APU bleed off, packs auto, isolation valve auto, recirc fans on, trim air on. Around this time we entered icing conditions and turned the engine anti-ice on. Moments later we received a call from the cabin. They reported a “strong burning” smell, no visible smoke, and it was not obvious where it was coming from. While the First Officer (FO) and I began to diagnose the situation we received another call from the cabin indicating that odor was getting worse. The FO and I put our oxygen masks on, [requested priority handling] to return to ZZZ. Throughout the event the Flight Attendants (FA) reported difficulty breathing, dizziness, and one of them developed a nose bleed. We ran the non-normal checklist. The Flight Attendants reported that odor/fumes had improved in the back of the aircraft and the forward Flight Attendant stated it was no longer getting worse. The approach and landing was normal. Airport Rescue and Firefighting (ARFF) did a thermal scan of the aircraft after we cleared the runway. Everything on the exterior of the aircraft appeared normal. We taxied to the terminal and deplaned normally. The Flight Attendants reported that none of the passengers had requested medical assistance. The number 4 Flight Attendant with the nose bleed reported they were in stable condition to complete the deplaning process and was treated for the condition afterwards. Communicating with the oxygen masks on is very loud and adds a distraction and barrier to communication. Task saturation was a challenge as well. Reinforcing the importance of following SOPs and using good threat and error management will help crews navigate events like these with a successful outcome.
During initial climb, Flight Attendants called to report an odor in the cabin. Captain and I donned our oxygen masks, [requested priority handling to departure airport], completed the appropriate checklists and returned to ZZZ without further incident. The only suggestion that I have is to train pilots exactly how to communicate with the oxygen mask on.

**Synopsis**

Air Carrier Flight Crew reported a Flight Attendant notification of a "strong burning" odor in the cabin during initial climb. Flight crew returned to the departure airport where a safe landing was completed.
Time / Day
Date: 202212
Local Time Of Day: 1801-2400

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A319
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Parked

Component: 1
Aircraft Component: APU
Aircraft Reference: X
Problem: Malfunctioning

Component: 2
Aircraft Component: APU Pneumatic System & Ducting
Aircraft Reference: X
Problem: Malfunctioning

Component: 3
Aircraft Component: Coalescer Bag
Aircraft Reference: X
Problem: Improperly Operated

Person: 1
Location Of Person.Aircraft: X
Location In Aircraft: Door Area
Reporter Organization: Air Carrier
Function.Flight Crew: Pilot Not Flying
Function.Flight Crew: Captain
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
ASRS Report Number.Accession Number: 1958067
Human Factors: Workload
Human Factors: Physiological - Other

Person: 2
Location Of Person.Aircraft : X
Location In Aircraft : Door Area
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1958069
Human Factors : Physiological - Other
Human Factors : Troubleshooting

Events
Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : Aircraft In Service At Gate
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
Upon walking down the jet bridge to board the plane, the First Officer (FO) and Flight Attendants (FA) starting vacating the aircraft, explaining they just experienced a fume event when they boarded. As the gate agent and I got closer to the aircraft door we also both confirmed this. We left the area immediately. None of the crew requested medical help, but the FO reported feeling mentally haze. The aircraft had just been brought over from the maintenance hanger, and the APU and packs were on.

Narrative: 2
Walked down the jet bridge. I could smell something. Once I got on the plane I noticed the dirty socks smell. I walked to the back of the plane and made sure no one was on that I could smell it back there too. Flight Attendant’s (FA) were just coming on I told them to get off the plane immediately. I called maintenance on the radio and grabbed the Aircraft Maintenance Logbook (AML) and left the plane. These re-happening way to often. I just went to the hospital two weeks ago for a fume event. Suggestions - I believe the FAA needs to seriously start investigating these. How many people are being exposed to these neurotoxins everyday? It is unacceptable!

Synopsis
Air Carrier Flight crew reported a fume event upon reaching the aircraft for pre-flight. Flight crew vacated the aircraft and submitted a logbook entry.
**ACN: 1958063 (10 of 50)**

**Time / Day**
- Date: 202212
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference: ATC Facility: ZZZ.TRACON
- State Reference: US

**Aircraft**
- Reference: X
- Aircraft Operator: Air Carrier
- Make Model Name: A319
- Crew Size: Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Initial Climb
- Flight Phase: Climb

**Component**
- Aircraft Component: Cooling Fan, any cooling fan
- Aircraft Reference: X
- Problem: Malfunctioning

**Person**
- Location Of Person: Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function: Flight Crew: Captain
- Function: Flight Crew: Pilot Not Flying
- Qualification: Flight Crew: Air Transport Pilot (ATP)
- Qualification: Flight Crew: Instrument
- Qualification: Flight Crew: Multiengine
- ASRS Report Number: Accession Number: 1958063
- Human Factors: Workload
- Human Factors: Troubleshooting
- Human Factors: Time Pressure

**Events**
- Anomaly: Aircraft Equipment Problem: Less Severe
- Anomaly: Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
- Detector: Person: Flight Crew
- When Detected: In-flight
- Result: Flight Crew: Overcame Equipment Problem
- Result: Flight Crew: Requested ATC Assistance / Clarification
- Result: Flight Crew: Landed in Emergency Condition
- Result: Flight Crew: Returned To Departure Airport
- Result: Air Traffic Control: Provided Assistance
Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
On departure a strong smell of electrical insulation could be detected coming out of the vents in the cockpit. It got stronger as we climbed. I called the Flight Attendant (FA) and asked to check the entire cabin to see if they could detect any smell. They reported no smell. After discussing the situation with the First Officer (FO), I transferred control over to him. The FO [requested priority handling] and I ran the QRH procedure for the Smoke and Fumes and also for the overweight landing. The smell went away once I had turned off the avionics cooling system. Fire trucks were awaiting for our arrival. FO performed the landing and I noted the VSI at touchdown was -200 fpm. Once we exited the runway, I made a PA to passengers to remain seated and that we would return to the gate. I spoke to ZZZ Chief Pilot and Dispatcher. Submitted via the iPad the report to maintenance. Aircraft Maintenance Logbook entry made. Cause - Electrical odor smell in cockpit.

Synopsis
Air Carrier Flight Crew reported a strong electrical insulation odor during initial climb. The Flight Crew returned to the departure airport and landed.
Time / Day
Date: 202212
Local Time Of Day: 1201-1800

Place
Locale Reference.ATC Facility: ZZZZ.ARTCC
State Reference: FO
Altitude.MSL.Single Value: 8000

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A321
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Descent

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Pilot Not Flying
Function.Flight Crew: First Officer
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
ASRS Report Number.Accession Number: 1957998
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Physiological - Other
Human Factors: Time Pressure

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Illness / Injury
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Detector.Person: Flight Crew
Detector.Person: Flight Attendant
When Detected: In-flight
Result.General: Maintenance Action
Result.Flight Crew: Overcame Equipment Problem

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
Upon arrival into ZZZZ, around 8,000 ft. I detected a subtle chemical odor which I could not immediately determine the cause. It was faint, and was not an odor I had experienced before, not like the old dirty sock smell. I didn't mention what I had noticed to the Captain since it was so subtle and I was still trying to personally classify the odor. Shortly later a call from the flight attendants came up and I knew immediately they were calling about that odor. They had mentioned a strong smell in the aft cabin, rows 27 forward to 12, which resembled a magic marker, vinegar, chemical smell. They said it was strong and that passengers could smell it as well. We were around 6,000 ft. when we were notified. We referenced the FCOM (Flight Crew Operations Manual) Odor Recognition and Isolation guide, but due to the short duration of the remainder of the flight we did not have the appropriate time to isolate systems and wait to see if the odor would dissipate or not. The Captain called back a short while later to see if there had been any improvements to the odor. The response was that it was still present but had dissipated and now had a sweet smell. The flight landed and arrived at the gate without incident. Upon landing we contacted the flight attendants to get a summary of what they experienced to make an accurate logbook entry. The FA (Flight Attendant) 3 had noticed the odor the most and was the first to make the call, so we queried him. His summary was as stated before, that he had noticed the strong magic marker, vinegar, chemical smell around the 10,000 ft. chime, and it continued upon descent. He called us shortly after experiencing the smell and had asked other customers and flight attendants if they smelled anything, which they agreed. It dissipated slightly, but remained for the rest of the flight. He stated that the strong chemical smell dissipated into a sweet smell, but he complained of a slight throat irritation. A logbook entry was made, an odor report filled out, and Maintenance was contacted.

Synopsis
A321 First Officer reported a fume event during descent, which was also experienced by the flight attendants. Flight landed safely and a logbook entry was submitted.
**Time / Day**
- Date: 202212
- Local Time Of Day: 1801-2400

**Place**
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US
- Altitude.AGL.Single Value: 0

**Environment**
- Weather Elements / Visibility: Rain

**Aircraft**
- Reference: X
- Aircraft Operator: Air Carrier
- Make Model Name: A320
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Parked

**Component : 1**
- Aircraft Component: APU
- Aircraft Reference: X
- Problem: Malfunctioning

**Component : 2**
- Aircraft Component: APU Pneumatic System & Ducting
- Aircraft Reference: X
- Problem: Malfunctioning

**Person**
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function.Flight Crew: Captain
- Function.Flight Crew: Pilot Flying
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Multiengine
- ASRS Report Number.Accession Number: 1957995
- Human Factors: Troubleshooting
- Human Factors: Workload

**Events**
- Anomaly.Aircraft Equipment Problem: Less Severe
- Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Assessments

Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1

We were at the gate waiting on a Maintenance Technician to sign off the logbook of a discrepancy. I started up the APU and when I turned on the APU Bleed, a very strong foul odor filled the flight deck and cabin. The Maintenance Technician concurred with the odor so we proceeded to the cabin to verify the odor. The odor was extremely strong throughout the cabin. The flight attendants were very nervous and concerned with the smell. I went back to the flight deck and turned off the APU Bleed and the odor started to slowly dissipate. The Maintenance Technician called Maintenance Control after I wrote up the odor. Maintenance Control decided to take the aircraft out of service based on what the Maintenance Technician told them and they quickly were able to get us a new aircraft. None of the crew were feeling any ill affects from the odor and were comfortable continuing in the new aircraft. No customers were onboard.

Synopsis

A320 Captain reported a very strong, foul odor filled the entire aircraft shortly after APU startup during preflight. Maintenance removed the aircraft from service.
**ACN: 1957944 (13 of 50)**

**Time / Day**
- Date: 202212
- Local Time Of Day: 1801-2400

**Place**
- Locale Reference: Airport: ZZZ.Airport
- State Reference: US

**Aircraft**
- Reference: X
- ATC / Advisory: TRACON: ZZZ
- Aircraft Operator: Air Carrier
- Make Model Name: A319
- Crew Size: Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Climb
- Flight Phase: Initial Climb
- Airspace: Class B: ZZZ

**Person**
- Location Of Person: Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function: Flight Crew: Captain
- Function: Flight Crew: Pilot Flying
- Qualification: Flight Crew: Air Transport Pilot (ATP)
- Qualification: Flight Crew: Instrument
- Qualification: Flight Crew: Multiengine
- ASRS Report Number: Accession Number: 1957944
- Human Factors: Workload
- Human Factors: Troubleshooting
- Human Factors: Time Pressure

**Events**
- Anomaly: Aircraft Equipment Problem: Less Severe
- Anomaly: Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
- Anomaly: Flight Deck / Cabin / Aircraft Event: Illness / Injury
- Detector: Person: Flight Crew
- When Detected: In-flight
- Result: General: Flight Cancelled / Delayed
- Result: General: Maintenance Action
- Result: Flight Crew: Overcame Equipment Problem
- Result: Flight Crew: Returned To Departure Airport
- Result: Flight Crew: Requested ATC Assistance / Clarification
- Result: Air Traffic Control: Provided Assistance

**Assessments**
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Encountered an odor event in the cabin after departure. We ran the appropriate checklist and returned to ZZZ. At least one crewmember required medical help after the flight. Maintenance issue.

Synopsis

A319 Captain reported a fume event in the cabin during initial climb. After running the appropriate checklists, the flight crew elected to perform an air turnback.
ACN: 1957471 (14 of 50)

Time / Day
Date: 202212
Local Time Of Day: 0001-0600

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A321
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Parked

Person
Location Of Person.Aircraft: X
Location In Aircraft: General Seating Area
Cabin Activity: Boarding
Cabin Activity: Safety Related Duties
Reporter Organization: Air Carrier
Function.Flight Attendant: Flight Attendant In Charge
Qualification.Flight Attendant: Current
ASRS Report Number.Accession Number: 1957471
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Physiological - Other

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event: Illness / Injury
Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural: FAR
Detector.Person: Flight Attendant
Detector.Person: Flight Crew
When Detected: Aircraft In Service At Gate
Result.General: Flight Cancelled / Delayed
Result.General: Maintenance Action

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft
**Narrative: 1**

I was FA (Flight Attendant) #4. Flight and cabin crew boarded the aircraft at approximately XA:45. The #2 and I went to the rear of the aircraft. Just prior to boarding the #2 commented that the cabin looked hazy and I concurred. It was the entire cabin but appeared more profound mid cabin. A slight smell of burning plastic and a musty odor combination followed. At that point, boarding had begun and the smell worsened but the haze seemed to clear. After boarding was in progress for about 10 minutes, the smell began to give me a headache as well as the #2. At that point we notified the #1 who then notified the cockpit. From what I was told, the FO (First Officer) also began to notice the smell. The Captain then walked through the cabin and noticed the smell as well. At that point the Captain stopped the boarding. Mechanics were called and showed in about 5 - 10 minutes. After the mechanics walked through the cabin the decision was made to have the boarded passengers and crew exit the aircraft. That was at approximately XB:45 - XC:00, from my recollection. At that time I was experiencing a full blown headache. The aircraft was taken out of service and the crew waited for another replacement aircraft. My headache lasted a good part of the day until early evening. [I suggest to] determine and address the cause and not the symptom. After years of reporting on symptoms, i.e. what it smells like, what it looks like, and when it happens, a cause needs to be determined. And whatever the cause is, what is contained in these fumes needs to be determined. Short term effects are headache etc., but what are the long term effects. A carbon dioxide test is useless if the culprit is not carbon dioxide.

**Synopsis**

Air Carrier Flight Attendant reported a fume event during boarding. The rest of the flight crew also noticed the odor and fumes. After maintenance arrived, the passengers and flight crew deplaned and the aircraft was taken out of service.
ACN: 1957210  (15 of 50)

Time / Day
Date: 202212
Local Time Of Day: 1801-2400

Place
Locale Reference.Airport: ZZZZ.Airport
State Reference: FO
Altitude.AGL.Single Value: 0

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A321
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Taxi
Flight Phase: Parked

Component
Aircraft Component: APU
Aircraft Reference: X
Problem: Failed

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
ASRS Report Number.Accession Number: 1957210
Human Factors: Workload
Human Factors: Troubleshooting
Human Factors: Time Pressure

Events
Anomaly.Aircraft Equipment Problem: Critical
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly.Deviation / Discrepancy - Procedural: Maintenance
Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural: MEL / CDL
Detector.Person: Flight Attendant
Detector.Person: Passenger
Detector.Person: Flight Crew
When Detected: Aircraft In Service At Gate
Assessments

Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1

Aircraft X experienced a reported fumes event after start of engine #2 at the gate in ZZZZ. Aircraft Y arrived from ZZZ - ZZZZ, having just experienced a fumes event in flight. The inbound Captain placed the write-up in the logbook, completed the Fumes Event worksheet, and debriefed Maintenance. In coordination with Maintenance Control, ZZZZ Maintenance personnel performed the required procedure to troubleshoot the source of the fumes. I coordinated with Company, and Maintenance personnel, and went up to the gate area to inform the customers of the situation. Over the next hour and a half the First Officer and myself assisted the ZZZZ Maintenance personnel to complete the lengthy procedures. The customers and personnel were given periodic updates by myself, while the flight attendants remained in the discussion throughout the process. Coordination and operational updates between myself and the Chief Pilot continued via cellphone throughout the night. It was determined that the likely source of the original fumes event was the APU. Subsequently the Bleed Air portion of the APU was MEL’ed and the aircraft was placed back in service. Customers and crew were briefed and boarding was initiated. At this point, due to CBP (Customs and Border Patrol) limitations, we needed to depart within an hour, which included a 20-minute coordinated extension. Engine #2 was started at the gate due to the APU Bleed Air not being available. After the engine was started, before pushback was commenced, I received an interphone call from the F2 stating the odor/fumes were once again prevalent in the area of Row 23 and that customers were also complaining about the fumes. The FO (First Officer) and myself did not smell any fumes out of the ordinary. The engine was shut down, the jetway was brought back to the aircraft, and the boarding door was opened. Since we were now going to be past our "latest departure time" due to CBP restrictions, it was decided to deplane the customers as we started working with Maintenance on the fumes event. No customer health related issues were noted due to the fumes, to my knowledge. The flight was subsequently cancelled by Operations. The flight attendants were released to a hotel as a new flight segment for the customers was built for the next day - a new plane would be flown in. The customers were briefed about the situation and remained in the boarding area for a time as accommodations were coordinated. The FO and myself remained with the aircraft to continue work with Maintenance. The plan, as coordinated through the Chief Pilot with Operations, was to eventually ferry the aircraft out of ZZZ to a maintenance base, if the aircraft could be placed back in service. After subsequent review, Maintenance Control, Operations, and both the FO and myself all agreed that MEL’ing Air Conditioning Pack #2, along with the already MEL’ed APU Bleed Air, would be sufficient - the aircraft would then be a ferry flight to ZZZ1, as it was the only maintenance base available due to CBP restrictions in the other bases. The length of the maintenance procedure for securing Air Conditioning #2 Pack per the MEL meant we would be close to the airport closing time, at which point we would not be allowed to depart. Coordination was initiated to request the airport closing time be extended for our situation. In the end, just as the maintenance procedure was completed along with the subsequent logbook paperwork, airport Tower reported the airport was closed. It turns out our request to extend the airport closing time was denied but never passed on to us. After further coordination with Operations, the ferry flight was cancelled and rescheduled for the next morning. The FO and I were released to
rest. The Company coordinated to have ZZZZ Immigration come back to the airport and clear the FO and myself back into the country. He also coordinated with our normal driver for airport pickup, as we awaited a hotel assignment. The next day morning, the FO and myself returned to the airport and completed a ferry flight of aircraft to ZZZ2. The flight was uneventful with no fumes/odors noted.

**Synopsis**

A321 Captain reported a fume event during preflight. After extensive maintenance action with no remedy, the flight was cancelled and ferried to a maintenance base the following day.
**Time / Day**
- Date: 202212
- Local Time Of Day: 0601-1200

**Place**
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US

**Aircraft**
- Reference: X
- ATC / Advisory.TRACON: ZZZ
- Aircraft Operator: Air Carrier
- Make Model Name: A321
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Initial Approach
- Flight Phase: Descent
- Airspace.Class C: ZZZ

**Component**
- Aircraft Component: Air Conditioning and Pressurization Probes & Sensors
- Aircraft Reference: X
- Problem: Malfunctioning

**Person**
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function.Flight Crew: Captain
- Function.Flight Crew: Pilot Flying
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Multiengine
- ASRS Report Number.Accession Number: 1957204
- Human Factors: Workload
- Human Factors: Troubleshooting
- Human Factors: Time Pressure

**Events**
- Anomaly.Aircraft Equipment Problem: Less Severe
- When Detected: In-flight
- Result.General: None Reported / Taken

**Assessments**
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

**Narrative: 1**

Descending through 3000 cleared for approach, dirty sock smell. Fumes even. Neurotoxin from engine/aluminum oil entered vaporized, and entered flight deck. Noticeable only in flight deck.

**Synopsis**

A321 Captain reported a dirty socks odor and fumes that occurred in the flight deck during descent.
ACN: 1957203 (17 of 50)

Time / Day
Date: 202212
Local Time Of Day: 0001-0600

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US

Environment
Weather Elements / Visibility: Turbulence

Aircraft
Reference: X
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: Air Carrier
Make Model Name: A320
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Descent
Flight Phase: Final Approach
Flight Phase: Initial Approach
Airspace.Class C: ZZZ

Component
Aircraft Component: Coalescer Bag
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
ASRS Report Number.Accession Number: 1957203
Human Factors: Workload
Human Factors: Troubleshooting
Human Factors: Time Pressure

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Overcame Equipment Problem
Result.Aircraft : Equipment Problem Dissipated

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
At approximately XA:41 and descending through 4,000 ft. on the ILS XXL approach into ZZZZ, the #1 FA (Flight Attendant) called the flight deck. We did not answer the call due to workload and weather during the approach. After landing and taxiing off the runway, I contacted the #1 FA to inquire about the call. She communicated that they had experienced an odor event during the approach that started in the aft cabin and quickly enveloped the entire cabin. She described the odor as a "dirty sock smell." She indicated that the odor seemed to dissipate upon landing. We continued the taxi and parked at the gate. After the checklists were complete, I exited the flight deck and communicated further with the inflight crew. The description of the intensity varied from strong to mild depending upon the inflight crewmembers' past experience. I made my way up the aisle during the deplaning process, but could not detect any lingering odor. The FO (First Officer) did the same after the post-flight walkaround and could not detect an odor in the cabin. I called Maintenance Control and told them that we had experienced a fume/odor event during the approach. I wrote up the event in the maintenance logbook and filled out the form. We secured the aircraft since it was not due to go back out for several hours. Contract Maintenance showed up before we left the aircraft and I briefed them on the event. The entire crew regrouped and discussed the event in the jet bridge. All crewmembers communicated that they were feeling fine and had zero lingering effects from the event.

Synopsis
A320 Captain reported a fume event that was identified by the flight attendants as a "dirty socks" odor during descent. After arriving at the gate, the flight crew contacted Maintenance to inspect the aircraft.
Time / Day
Date : 202212
Local Time Of Day : 0601-1200

Place
Locale Reference.Airport : ZZZ.Airport
State Reference : US

Aircraft
Reference : X
Aircraft Operator : Air Carrier
Make Model Name : A321
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Climb

Component
Aircraft Component : Coalescer Bag
Aircraft Reference : X
Problem : Malfunctioning

Person : 1
Location Of Person.Aircraft : X
Location In Aircraft : Cabin Jumpseat
Cabin Activity : Safety Related Duties
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant In Charge
Qualification.Flight Attendant : Current
ASRS Report Number.Accession Number : 1956616
Human Factors : Time Pressure
Human Factors : Troubleshooting
Human Factors : Workload
Human Factors : Physiological - Other

Person : 2
Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area
Cabin Activity : Safety Related Duties
Reporter Organization : Air Carrier
Qualification.Flight Attendant : Current
ASRS Report Number.Accession Number : 1956973
Human Factors : Time Pressure
Human Factors : Troubleshooting
Human Factors : Workload
Human Factors : Physiological - Other
**Events**

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Detector.Person : Flight Attendant  
When Detected : In-flight  
Result.General : Maintenance Action  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Landed As Precaution  
Result.Flight Crew : Overcame Equipment Problem  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Provided Assistance

**Assessments**

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

**Narrative: 1**

Shortly after takeoff, a smell took over. The cabin smelled of [a] dirty socks locker room smell. Captain called during sterile asking if we are getting the smell - told him yes. FA (Flight Attendant) 2/4 smelled it heavier back there. I went to check their area and it was worse then the front. The Captain told us we were going back to ZZZ. On final descent the smell overtook the front cabin really heavily. At this time I started getting itchy eyes, [was] coughing, and [had] a burning throat. I did breathe through my shirt since the wheels had just dropped. Passengers were coughing also at this time. Make our aircraft safer for us to fly without fume events. Hold aircraft manufacturers accountable!

**Narrative: 2**

Once above 10,000 ft., the CA (Captain) did an all call to check and see if we smelled an odor, which we all did. Everyone went to the front galley to discuss how we were feeling. FA 1 went to the aft galley to inspect as he had experienced a fume event before. He confirmed with rest of crew and the fight deck that it was a fume event and the fight deck smelled it as well. All 4 FAs begin to have burning eyes, headaches, and burning throats. The CA made [an] announcement that we would return to the ZZZ Airport due to maintenance. All passengers deplaned. Then, we had a debriefing. The FAs were given hotel rooms and flight service called to check on everyone. [The following] morning, we all called the triage nurse in ZZZ1 and then headed to the ER to get checked out. We also called Crew Scheduling regarding the remainder of our sequence, which we were removed from.

**Synopsis**

A321 Flight Attendants reported a "dirty socks" odor shortly after takeoff. After conferring with the Captain, the flight crew executed an air turn back.
**ACN: 1956554 (19 of 50)**

**Time / Day**

Date: 20221212  
Local Time Of Day: 1801-2400

**Place**

Locale Reference: Airport: ZZZ.Airport  
State Reference: US

**Aircraft**

Reference: X  
Aircraft Operator: Air Carrier  
Make Model Name: A321  
Crew Size: Number Of Crew: 2  
Operating Under FAR Part: Part 121  
Flight Plan: IFR  
Mission: Passenger  
Flight Phase: Climb  
Flight Phase: Initial Climb  
Airspace: Class B: ZZZ

**Person**

Location Of Person: Aircraft: X  
Location In Aircraft: Flight Deck  
Reporter Organization: Air Carrier  
Function: Flight Crew: Pilot Flying  
Function: Flight Crew: Captain  
Qualification: Flight Crew: Air Transport Pilot (ATP)  
Qualification: Flight Crew: Multiengine  
Qualification: Flight Crew: Instrument  
ASRS Report Number: Accession Number: 1956554  
Human Factors: Troubleshooting  
Human Factors: Workload  
Human Factors: Physiological - Other  
Human Factors: Time Pressure

**Events**

Anomaly: Aircraft Equipment Problem: Less Severe  
Anomaly: Flight Deck / Cabin / Aircraft Event: Illness / Injury  
Anomaly: Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor  
Detector: Person: Flight Crew  
Detector: Person: Passenger  
Detector: Person: Flight Attendant  
When Detected: In-flight  
Result: General: Maintenance Action  
Result: General: Flight Cancelled / Delayed  
Result: Flight Crew: Landed As Precaution  
Result: Flight Crew: Overcame Equipment Problem  
Result: Flight Crew: Requested ATC Assistance / Clarification
Result. Flight Crew: Returned To Departure Airport
Result. Air Traffic Control: Provided Assistance

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
Right after takeoff I began to notice an odor or fume, at which point I ask my FO (First Officer) if she smelled anything. She responded yes. I called the FAs (flight attendants) in back, and all 4 of them were also smelling it. FO and [I] donned oxygen masks [and] following our QRH procedure, returned to ZZZ. After landing the entire crew were experiencing symptoms, from headaches, itchy eyes, sore throat, and metallic taste in mouth. FAs also informed me that passengers noticed smell. [The cause was] poor aircraft design. Fix the source of our fume events.

Synopsis
A321 Captain reported a fume event during initial climb, that was also reported by the First Officer and the Flight Attendants in the cabin. The Flight Crew completed the QRH procedures and performed an air turn back.
ACN: 1956462 (20 of 50)

Time / Day
Date: 202212
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US

Aircraft
Reference: X
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: Air Carrier
Make Model Name: A321
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Descent

Component: 1
Aircraft Component: Coalescer Bag
Aircraft Reference: X
Problem: Malfunctioning

Component: 2
Aircraft Component: Pneumatic Ducting
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Air Transport Pilot (ATP)
ASRS Report Number.Accession Number: 1956462
Human Factors: Physiological - Other

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Detector.Person: Flight Crew
Detector.Person: Flight Attendant
When Detected: In-flight
Result.General: Maintenance Action
Assessments

Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1

Aircraft X ZZZ - ZZZ1 approach below 10,000 ft., both pilots reported dirty sock odor/fume smell in flight deck. Approach below 25,000 ft., aft cabin FAs (flight attendants) both reported oil-electric smell between Row 30 through 32. Followed FCOM (Flight Crew Operations Manual) odor isolation procedure - A320/A321 Odor Recognition and Isolation Guidance. Logbook write-up, cabin odor sheet, and referenced FOM. Both pilots and FAs reported no need for MedLink. The FCOM odor isolation procedure - A320/A321 does conflict with this aircraft’s MEL High Pressure Valves (HPV) O) Operations Procedure requirement.

Synopsis

A321 Captain reported a "dirty sock" odor in the flight deck and the Flight Attendants reported an "oil-electric" odor in the aft cabin. The Flight crew completed all appropriate procedures and submitted a logbook entry upon gate arrival.
Time / Day
Date: 202212
Local Time Of Day: 0001-0600

Place
Locale Reference: Airport: ZZZ.Airport
State Reference: US

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A319
Crew Size: Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Cruise

Component
Aircraft Component: Coalescer Bag
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person: Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function: Flight Crew: First Officer
Function: Flight Crew: Pilot Flying
Qualification: Flight Crew: Instrument
Qualification: Flight Crew: Air Transport Pilot (ATP)
Qualification: Flight Crew: Multiengine
ASRS Report Number: Accession Number: 1956058

Events
Anomaly: Aircraft Equipment Problem: Less Severe
Anomaly: Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Detector: Person: Flight Crew
Detector: Person: Flight Attendant
When Detected: In-flight
Result: Flight Crew: Overcame Equipment Problem

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
At the top of descent into ZZZ, the Captain and I began to smell a dirty sock oily smell. As we descended further on the arrival the smell became slightly more intense. We decided not to use the O2 masks as we deemed the intensity not sufficient to warrant. After a normal approach and landing the smell became more pronounced, at which point the Captain asked me to contact Maintenance to meet us at the aircraft. Upon gate arrival the Flight Attendant confirmed the smell was also present in the cabin. [I suggest to have] regular system inspections.

**Synopsis**

A319 First Officer reported a "dirty sock" odor during the top of descent. The Flight Attendant also confirmed the smell was in the cabin. Maintenance met the aircraft at gate arrival.
ACN: 1956041

Time / Day
Date: 202212
Local Time Of Day: 0601-1200

Place
Locale Reference: Airport: ZZZ
State Reference: US
Altitude.AGL.Single Value: 0

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A319
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Taxi

Component: 1
Aircraft Component: APU
Aircraft Reference: X
Problem: Malfunctioning

Component: 2
Aircraft Component: APU Pneumatic System & Ducting
Aircraft Reference: X
Problem: Malfunctioning

Component: 3
Aircraft Component: Air Conditioning and Pressurization Pack
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
ASRS Report Number.Accession Number: 1956041
Human Factors: Workload
Human Factors: Troubleshooting
Human Factors: Time Pressure

Events
Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
When Detected : Taxi
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Returned To Gate
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
After engine 1 start, a strong odor of jet fuel was present throughout the aircraft. Engine bleeds, APU bleed, and pack 1 and 2 were turned off. Aircraft returned to the gate. Everyone was deplaned. An entry was made in the AML (Aircraft Maintenance Logbook). Cause - appears to be a mechanical failure. Smoke odor fumes event training needs to be reinforced to BOTH pilots and cabin crew.

Synopsis
A319 Captain reported a strong odor throughout the aircraft after starting the #1 engine. Aircraft returned to departure gate, where all passengers deplaned.
**ACN: 1955618 (23 of 50)**

**Time / Day**
- Date: 202212
- Local Time Of Day: 1801-2400

**Place**
- Locale Reference: ATC Facility: ZZZZ.ARTCC
- State Reference: FO

**Aircraft**
- Reference: X
- ATC / Advisory.Center: ZZZZ
- Aircraft Operator: Air Carrier
- Make Model Name: A321
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Final Approach
- Flight Phase: Initial Approach

**Component**
- Aircraft Component: Coalescer Bag
- Aircraft Reference: X
- Problem: Malfunctioning

**Person**
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function.Flight Crew: Captain
- Function.Flight Crew: Pilot Flying
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Multiengine
- ASRS Report Number.Accession Number: 1955618
- Human Factors: Workload
- Human Factors: Troubleshooting
- Human Factors: Time Pressure

**Events**
- Anomaly.Aircraft Equipment Problem: Less Severe
- Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
- Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
- Anomaly.Deviation / Discrepancy - Procedural: FAR
- Detector.Person: Flight Attendant
- When Detected: In-flight
- Result.General: Maintenance Action
- Result.Flight Crew: Overcame Equipment Problem
Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

On final descent into ZZZZ, a flight attendant called the cockpit to report a strong dirty sock smell in the cabin, strongest in the aft galley. The FO (First Officer) and I did not notice any smell or physiological conditions in the cockpit. The FCOM (Flight Crew Operations Manual) odor isolation procedure, aft cabin, was complied with. Dispatch and Maintenance were notified after landing. Logbook entry and cabin odor reporting form completed. After deplaning, FAs (flight attendants) did not report any persistent current health concerns.

Synopsis

A321 Captain reported being notified by the Flight Attendants of a "dirty sock" odor during final descent. The Flight crew completed the odor isolation procedures and upon landing, submitted a logbook entry.
ACN: 1955497 (24 of 50)

Time / Day
Date: 202212
Local Time Of Day: 0601-1200

Place
Locale Reference.ATC Facility: ZZZ.ARTCC
State Reference: US

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A319
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Cruise

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Pilot Not Flying
Function.Flight Crew: Captain
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Type: 4000
ASRS Report Number.Accession Number: 1955497
Human Factors: Workload
Human Factors: Physiological - Other
Human Factors: Troubleshooting

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Detector.Person: Flight Crew
Detector.Person: Flight Attendant
When Detected: In-flight
Result.General: Maintenance Action
Result.Flight Crew: Overcame Equipment Problem

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
Perceived oil smell, change of taste and smell, furry tongue feel. Waited for FO (First Officer) to bring it up in order to get untainted opinion. Two minutes after I perceived it he brought it up. Hence, clear verification. Discussed mask usage. Decided not necessary at that time. Approximately 4000 hours on type total, with two operators. First time at that strong intensity. Flight Attendant midsection reported as well, perceived when asked after landing. Reported event after landing during taxi in to Maintenance.

Synopsis

A319 Captain reported a fume event of "strong intensity" during flight, that was also experienced by the First Officer and Flight Attendant.
Time / Day
Date: 202212
Local Time Of Day: 0601-1200

Aircraft
Reference: X
Operator: Air Carrier
Make Model Name: A321
Crew Size/Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Cruise

Component
Aircraft Component: Coalescer Bag
Reference: X
Problem: Malfunctioning

Person
Location Of Person/Aircraft: X
Location In Aircraft: General Seating Area
Cabin Activity: Safety Related Duties
Reporter Organization: Air Carrier
Function/Flight Attendant: Flight Attendant (On Duty)
Qualification/Flight Attendant: Current
ASRS Report Number/Accession Number: 1954893
Human Factors: Physiological - Other

Events
Anomaly/Aircraft Equipment Problem: Less Severe
Anomaly/Flight Deck/Cabin/Aircraft Event: Illness / Injury
Anomaly/Flight Deck/Cabin/Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly/Deviation/Discrepancy-Procedural: Published Material / Policy
Anomaly/Deviation/Discrepancy-Procedural: FAR
Detector/Person: Flight Attendant
When Detected: In-flight
Result/General: None Reported / Taken

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
There was an odor of dirty socks and a sick smell on Aircraft X from ZZZ to ZZZ1 and Aircraft Y from ZZZ1 to ZZZ. I experienced a light headache, and the back of my throat was itching. The smell of the odor was strongest near the lavatory in the middle of the aircraft and seemed to travel toward the rear of the aircraft.
Synopsis

A321 Flight Attendant reported a "dirty socks" odor that emanated the strongest from the middle of the aircraft and extended to the rear during the flight. Flight Attendant reported experiencing physiological symptoms.
Time / Day

Date: 202212
Local Time Of Day: 0601-1200

Place

Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

Environment

Flight Conditions: VMC

Aircraft

Reference: X
ATC / Advisory.Tower: ZZZ
Aircraft Operator: Air Carrier
Make Model Name: B737 Next Generation Undifferentiated
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Takeoff / Launch
Airspace.Class B: ZZZ

Person

Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Multiengine
Experience.Flight Crew.Total: 24000
Experience.Flight Crew.Last 90 Days: 157
Experience.Flight Crew.Type: 10000
ASRS Report Number.Accession Number: 1954665
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Time Pressure

Events

Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural: FAR
Detector.Person: Flight Crew
When Detected: In-flight
Result.Flight Crew: Overcame Equipment Problem
Result.Aircraft: Equipment Problem Dissipated
Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
Shortly after takeoff power was applied, a strong odor filled the cockpit. No smoke was
detected. The takeoff was continued. During climb-out from ZZZ the odor began to
dissipate. Pilots donned oxygen masks as a precaution. After 20 minutes, odor could no
longer be detected. A maintenance entry was made.

Synopsis
B737 Captain reported a strong odor filled the cockpit during takeoff roll, but dissipated
during climb-out. A maintenance discrepancy was submitted.
ACN: 1954653 (27 of 50)

Time / Day
Date: 202211
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A320
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger

Component
Aircraft Component: APU
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Air Transport Pilot (ATP)
ASRS Report Number.Accession Number: 1954653
Human Factors: Physiological - Other

Events
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event: Illness / Injury
Detector.Person: Flight Attendant
Result.Flight Crew: Overcame Equipment Problem

Assessments
Contributing Factors / Situations: Human Factors
Primary Problem: Human Factors

Narrative: 1
Odor/fume event due [to] de-icing procedure performed in ZZZ. Strong odor from de-icing fluid caused all 4 inflight crewmembers to be treated by medical personnel due to the
effects of the odors. EMS was called initially and then a follow-up call to Company was made by the inflight crewmembers.

Synopsis
A320 Captain reported the Flight Attendants experienced physiological symptoms from the de-icing procedure at departure airport. The affected Crew Members were treated by medical personnel.
ACN: 1954651 (28 of 50)

Time / Day
Date: 202211
Local Time Of Day: 1801-2400

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A320
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Taxi
Flight Phase: Landing

Component
Aircraft Component: Coalescer Bag
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
ASRS Report Number.Accession Number: 1954651
Human Factors: Workload
Human Factors: Troubleshooting
Human Factors: Time Pressure

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Detector.Person: Flight Attendant
When Detected: Taxi
Result.General: Maintenance Action
Result.Flight Crew: Overcame Equipment Problem

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

**Narrative: 1**
Immediately after landing, flight attendants called and reported a dirty sock odor in the cabin. We did not have it in the flight deck. Complied with the odor checklist.

**Synopsis**
A320 Captain reported that the Flight Attendants notified the flight crew of a "dirty socks" odor upon landing. The Flight Crew complied with the odor elimination checklist.
ACN: 1954581 (29 of 50)

Time / Day
Date: 202212
Local Time Of Day: 1201-1800

Place
Locale Reference.ATC Facility: ZZZZ.ARTCC
State Reference: FO

Aircraft
Reference: X
ATC / Advisory.Center: ZZZZ
Aircraft Operator: Air Carrier
Make Model Name: A319
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Cruise

Person: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Air Transport Pilot (ATP)
ASRS Report Number.Accession Number: 1954581
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Physiological - Other
Human Factors: Time Pressure

Person: 2
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: First Officer
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Air Transport Pilot (ATP)
ASRS Report Number.Accession Number: 1954602
Human Factors: Troubleshooting
Human Factors: Time Pressure
Human Factors: Physiological - Other
Human Factors: Workload
Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Maintenance Action
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Diverted
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Landed in Emergency Condition
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
Starting around XA:45, the number 4 Flight Attendant reported an odor emanating from the right-hand side of the aircraft near row 15. The odor was smoky/oily in nature and increased in intensity. FO (First Officer) was also getting irritation in his eyes and throat. The crew ran the aircraft odor, then fumes check, and diverted to ZZZZ. We landed without incident. We were checked out by the ZZZZ Fire Department, taxied to parking, and deplaned the passengers. Since the source of the odor was unknown [and] increased in intensity, we diverted to the nearest airfield, ZZZZ.

Narrative: 2
[Report narrative contained no additional information.]

Synopsis
A319 Flight Crew reported a fume event during cruise and that they safely diverted to an alternate airport.
**ACN: 1954478 (30 of 50)**

**Time / Day**
- **Date:** 202211
- **Local Time Of Day:** 0001-0600

**Place**
- **Locale Reference.Airport:** ZZZ.Airport
- **State Reference:** US
- **Altitude.AGL.Single Value:** 0

**Aircraft**
- **Reference:** X
- **Aircraft Operator:** Air Carrier
- **Make Model Name:** A319
- **Crew Size.Number Of Crew:** 2
- **Operating Under FAR Part:** Part 121
- **Flight Plan:** IFR
- **Mission:** Passenger
- **Flight Phase:** Parked

**Component**
- **Aircraft Component:** Coalescer Bag
- **Aircraft Reference:** X
- **Problem:** Malfunctioning

**Person**
- **Location Of Person.Aircraft:** X
- **Location In Aircraft:** Flight Deck
- **Reporter Organization:** Air Carrier
- **Function.Flight Crew:** Captain
- **Function.Flight Crew:** Pilot Flying
- **Qualification.Flight Crew:** Air Transport Pilot (ATP)
- **Qualification.Flight Crew:** Instrument
- **Qualification.Flight Crew:** Multiengine
- **ASRS Report Number.Accession Number:** 1954478
- **Human Factors:** Workload
- **Human Factors:** Troubleshooting

**Events**
- **Anomaly.Aircraft Equipment Problem:** Critical
- **Anomaly.Flight Deck / Cabin / Aircraft Event:** Other / Unknown
- **Anomaly.Deviation / Discrepancy - Procedural:** Maintenance
- **Anomaly.Deviation / Discrepancy - Procedural:** Published Material / Policy
- **Detector.Person:** Flight Crew
- **When Detected:** Aircraft In Service At Gate
- **Result.General:** Maintenance Action
- **Result.General:** Flight Cancelled / Delayed
- **Result.Flight Crew:** Overcame Equipment Problem

**Assessments**
Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

**Narrative: 1**

The 1st Officer and I noticed a dirty sock odor when we started the APU and turned the APU bleed on. We turned the bleed off and the smell went away. We called Operations and requested that a Maintenance Supervisor come out and check out the smell. Several maintenance personnel came out and verified the odor and told us to get everyone off the plane and took the aircraft to the hangar. We noticed the smell in the flight deck first and had the FAs (Flight Attendant) check the cabin. It was definitely a stronger smell in the flight deck than in the cabin. I made a PA to the passengers to deplane and had the crew leave the aircraft too.

**Synopsis**

A319 Captain reported a "dirty sock odor" event during pre-flight. Maintenance inspected the fumes, notified the Flight Crew to tell everyone to deplane, and took the aircraft out of service.
ACN: 1953654 (31 of 50)

Time / Day
Date: 202211
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US

Environment
Weather Elements / Visibility: Rain

Aircraft
Reference: X
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: Air Carrier
Make Model Name: A320
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Climb
Flight Phase: Initial Climb
Airspace.Class B: ZZZ

Component: 1
Aircraft Component: Pneumatic Ducting
Aircraft Reference: X
Problem: Malfunctioning

Component: 2
Aircraft Component: Air Conditioning and Pressurization Pack
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Pilot Flying
Function.Flight Crew: Captain
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
ASRS Report Number.Accession Number: 1953654
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Physiological - Other
Human Factors: Time Pressure
Events
Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Passenger
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Maintenance Action
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Landed in Emergency Condition
Result.Air Traffic Control : Provided Assistance

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
Shortly after takeoff, the inflight crew notified me of an "intense fume event" that was happening in the back half of the cabin. I was told that passengers were very much complaining and trying to move to the forward half of the plane during the climb-out, approximately 4,000 ft. The inflight crew had to relocate as well. We immediately ran all necessary procedures. I asked my FO (First Officer) to continue flying and to take the radios so that I could begin troubleshooting. The odor isolation procedure proved to be unsuccessful. After each step, I checked back with the inflight crew to see if conditions improved. They did not. The QRH procedures were also unsuccessful, up to the point where we were forced to turn BOTH packs off. At this point, it was obvious that we would not be able to climb above 10,000 ft. due to our unpressurized state. Continuing to ZZZZ was no longer viable. At this point, I assumed the radios and asked ATC for a return to ZZZ. Inflight crewmembers stated that the fumes had subsided at this point, but they were experiencing symptoms such as dizziness, burning eyes, chest pain, and labored breathing. Each inflight crewmember seemed to have different symptoms. I asked if they wanted medical attention, to which they declined. As we got closer to ZZZ, I told the First Officer that I would rather request help and not need it rather than the other way around. While the First Officer was managing the aircraft and radios, I notified Dispatch, ran the divert QRH, the Over-Weight Landing QRH, helped reprogram the FMS, etc. A normal approach and soft landing was made. All overweight considerations were made and the emergency vehicles followed us to the gate. No assistance was needed. Upon arrival, a normal deplaning was conducted. EMS checked out the entire crew.

Synopsis
A320 Captain reported being notified by the Flight Attendants of an "intense fume event" in the cabin. The Flight Crew returned to the departure airport.
Time / Day
Date: 202211
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: Regional Jet 700 ER/LR (CRJ700)
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Taxi

Component
Aircraft Component: Air Conditioning and Pressurization Pack
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Air Transport Pilot (ATP)
ASRS Report Number.Accession Number: 1953500
Human Factors: Workload
Human Factors: Troubleshooting
Human Factors: Time Pressure

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly.Deviation / Discrepancy - Procedural: Clearance
Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
Detector.Person: Flight Crew
Detector.Person: Flight Attendant
When Detected: Taxi
Result.General: Maintenance Action
Result.General: Flight Cancelled / Delayed
Result. Flight Crew: Overcame Equipment Problem
Result. Flight Crew: Requested ATC Assistance / Clarification
Result. Flight Crew: Returned To Gate
Result. Air Traffic Control: Provided Assistance

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
We were operating flight ZZZ to ZZZ1. It was a VFR night and I was conducting overnight instruction on a pilot that was getting requalified on the plane. Everything was normal up until the taxi out. After we pushed back and began taxiing, a burning smell made its way up to the cockpit. It smelled of what I thought was exhaust. My student in the left seat asked if I smelled it and I said yeah. At that same time, our Flight Attendant called up saying there's a smell as well as smoke in the cabin. She described it as a "fog"-like smoke along with the smell. The passengers could smell it too. So at that point, we informed ATC and made our way back to the gate. As we pulled into the gate, a Left Pack Auto Fail caution message came up. I looked at the ECS (Environmental Control System) synoptic page and the output temperature was 99 degrees. I ran the QRH, which says to put the temperature control to manual. In manual mode the temperature wasn't budging from 99 degrees, which caused a Left Pack Temp caution. I ran that QRH and turned off the pack. After the QRHs were done, the smell and smoke went away. We called Maintenance and they pinged the aircraft. They said a valve seems to have gotten stuck. We deplaned and had Contract Maintenance called. [The cause was] a valve got stuck and couldn't cool the air and the pack overheated. [I suggest], don't play with smoke.

Synopsis
CRJ-700 Captain reported a Flight Attendant notified of smoke and odor in the cabin. The Flight Crew returned to the gate for maintenance.
ACN: 1953058 (33 of 50)

Time / Day
Date: 202211
Local Time Of Day: 1801-2400

Place
Locale Reference.ATC Facility: ZZZZ.ARTCC
State Reference: FO
Altitude.MSL.Single Value: 36000

Environment
Flight Conditions: IMC

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: B767 Undifferentiated or Other Model
Crew Size.Number Of Crew: 3
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Cruise

Component: 1
Aircraft Component: Cabin Entertainment
Aircraft Reference: X
Problem: Malfunctioning

Component: 2
Aircraft Component: Cooling Fan, any cooling fan
Aircraft Reference: X
Problem: Failed

Person: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Pilot Not Flying
Function.Flight Crew: First Officer
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total: 1692
Experience.Flight Crew.Last 90 Days: 207
Experience.Flight Crew.Type: 467
ASRS Report Number.Accession Number: 1953058
Human Factors: Workload
Human Factors: Time Pressure
Human Factors: Troubleshooting
Person : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Relief Pilot
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Last 90 Days : 121
Experience.Flight Crew.Type : 521
ASRS Report Number.Accession Number : 1953071
Human Factors : Troubleshooting
Human Factors : Time Pressure
Human Factors : Workload

Person : 3
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Last 90 Days : 203
Experience.Flight Crew.Type : 742
ASRS Report Number.Accession Number : 1953391
Human Factors : Workload
Human Factors : Time Pressure
Human Factors : Troubleshooting

Events
Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Passenger
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Flight Crew : Diverted
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft
**Narrative: 1**

Just prior to reaching ZZZZZ intersection, a Flight Attendant brought me my meal and mentioned 2 aircraft anomalies. 1. The automatic seatbelt PA instructed our passengers to fasten seatbelts after turning on the seatbelt sign. 2. Passenger screens aft of "door 3" had all gone blank. (I believe they meant aft of the emergency doors). While in the process of being transferred from ZZZZZ Controllers to ZZZZ1, the Captain received the message that smoke or a burnt odor was smelled by passengers and Flight Attendants in the cabin near row 19. The Relief Pilot returned to the flight deck about this time. The Smoke, Fire, Fumes immediate action items and QRC were run and the Captain [requested priority handling]. We diverted for ZZZZ and I was assigned control of the airplane and radios with instructions to get us to the airport. I flew the aircraft while the Relief Pilot and Captain completed QRH procedures. We remained clear of all oceanic tracks and communicated with ZZZZ Center. We completed non normal QRH procedures and performed all tasks associated with the descent but I do not recall returning to a normal descent checklist. Prior to the approach, the Captain assumed Pilot Flying duties again and landed the aircraft in ZZZZ. At a gate, The odor was confirmed by others. One passenger identified himself as a former avionics technician and said he definitely smelled a burnt electrical odor upon boarding the flight hours earlier in ZZZ. I never noticed the reported odors.

**Narrative: 2**

Woke up at XA:50 due to Purser announcement about serious safety threat and Entertainment system being reset. Was approached by Purser, at the request of Captain, to walk down the length of fuselage to see if I would smell anything like smoke. While walking down the aisle to the back of the aircraft I did not smell anything. When I got to the end of the aircraft, I inquired Flight Attendants to see what had happened. Was told that several passengers had reported smelling smoke and when Flight Attendants went back to check these reports, they could only smell faint smell of burning hair around row 19 and aft. At this point I was advised to return to the cockpit as we were diverting to ZZZZ. Once in the cockpit, I was quickly briefed on the situation and saw that we were on our way to ZZZZ. Assisted CA (Captain) and FO (First Officer) in their duties to get the airplane ready for landing in ZZZZ. Landing was uneventful and after inspection by the local fire department we were able to taxi to the gate.

**Narrative: 3**

This is a narrative describing, to the best of my recollection, the relevant details of [the flight] that had a smoke, fire, fumes event during the cruise portion of flight. When I arrived at the aircraft and introduced myself to the crew one of the first conversations we had was about the IFE Cooling light illuminated on the FAs forward panel near door 1L. A maintenance write up was made in the aircraft log and addressed by Local Maintenance after which they issued a new MRD (maintenance release document) prior to our pushback. Preflight, taxi and departure were all otherwise normal and uneventful. I was the PF (Pilot Flying) and the FO (First Officer) was the PM (Pilot Monitoring) with the Relief Pilot providing monitoring as well. During cruise at FL360 west of the ZZZZZ intersection with the AP engaged and the Relief Pilot on break we were VHF and radar contact with ZZZZZ Controller. The FO received a call from the Flight Attendants to notify us that several rows of the passenger video monitors in the aft cabin had failed. ZZZZZ was our entry point and our ETA for ZZZZ was XA48Z so I estimate that this call from the FAs (Flight Attendants) occurred between XA40Z and XA45Z. Within minutes of that initial communication about the video monitors, the Purser called to advise that passengers were complaining of an acrid electrical smell in the vicinity of row 19, aircraft right. The Purser went to that location and confirmed that there was a strong odor that he described as "a
match that had just been blown out” and associated it with burning electrical. Within a few minutes of that interaction the Purser called to report an additional electrical smoke smell reported in the vicinity of row 35, aircraft left. Both times I took the phone call because the FO was in the process of checking in and getting a SELCAL check from ZZZ. I noticed a sense of urgency in the Purser’s voice. I advised the Purser to remove power from the inflight entertainment system and to wake the Relief Pilot and ask him to return to the cockpit. In addition to removing power from the IFE the Purser took the initiative to shutdown the cabin lighting systems and ask the Relief Pilot to walk through the cabin. I communicated to the FO that we had a reports of electrical smoke smell in the cabin. I had just recently received the ETOPS weather report for ZZZZ and knew it was suitable for landing. I had just loaded ZZZZ into the alternates page and knew it was the closest airport to our current position. Given the multiple reports of electrical smoke odor, from multiple sources, at multiple locations throughout the cabin, I knew that I didn't want to continue along our track further away from land and suitable airports. I made the decision to [request priority handling] and divert to ZZZZ. Given our current position at or just slightly beyond our oceanic entry point, I transferred flying duties to the FO, [requested priority handling] with ZZZZ ATC on VHF and told them to expect a left turn from us. They transferred us to the ZZZZ Controller who still had us in radar contact and confirmed we were [requesting priority handling] and would be diverting to ZZZZ. I instructed the FO to initiate a left turn back to ZZZZ and execute the diversion. I advised dispatch via ACARS we were diverting ZZZZ and initiated QRC procedures for SMOKE FIRE FUMES while maintaining intermittent communications with the Purser. At some point between initiating the QRC procedures from the cockpit card and finishing the checklist in the AFM on my iPad the Relief Pilot returned to the cockpit. He informed me that he did not smell a strong smoke odor. At this point the IFE system was shut down, the cabin lights were de-powered and both UTILITY BUS switches were off. I called the Purser and asked him if the smoke smell was “better, worse, or no change?” He replied "no change." I quickly briefed the Relief Pilot that we were diverting to ZZZZ and asked him to assume monitoring duties and follow me through the remaining checklist items. For reference there are several decision points in the SMOKE FIRE FUMES checklist that require an evaluation of the smoke event. At each decision point or system isolating event I contacted the Purser for a status report using the same verbiage as before, "better, worse, or no change?" At each point during the checklist procedures the answer was "no change." After following the QRC procedures it was reported to me that the electrical smoke odor was no longer increasing but was still present. In accordance with checklist procedures and as a matter of choosing the safest course of action, we continued to ZZZZ where we landed uneventfully. During the approximately 35 minute flight to ZZZZ, I communicated with Dispatch to confirm they were aware of our situation and intentions. I also spoke with the Purser probably close to a dozen times to get current status of the smoke smell and coordinate the diversion and arrival plan. During this time the smoke smell seemed to at least stabilize if not start to dissipate. Feeling like the situation was trending positively and after discussing with both FOs we settled on a plan to land and stop on the runway to have ARFF scan the aircraft with thermal imaging. If ARFF reported no active smoke or heat sources and not wanting or needing to evacuate the aircraft we decided we would taxi to a gate where we could deplane the passengers in a more orderly and safe manner. During our approach and arrival briefing I solicited input from both FOs and we identified several potential threats with respect to the approach and landing, runway and taxiway conditions, how we would execute the required 180 degree turn at the end of the runway and coordinated through Dispatch and ATC where to park the aircraft and how to communicate directly with ARFF. ARFF met the aircraft on the runway and used infrared cameras to scan the exterior of the aircraft. Finding no active sources of heat and confirming that the smoke odor in the cabin was stable and decreasing we taxied to a gate where ARFF personnel boarded the aircraft and scanned again for active heat sources. Finding no active threats and after a long
coordination with local officials and [airline] departments, the passengers were deplaned and we reported the details of the event to Maintenance. At this point I would like point out the exemplary conduct of both FOs and express my gratitude for their input and professionalism throughout the entire event. I’d also like to recognize the cabin crew for their professionalism, communication, and management skills in a highly dynamic situation. After arrival and speaking with several individuals I can add the following facts that weren’t known or weren’t clear during the event itself. The fire chief and the agents that met the aircraft on arrival both said they could smell smoke. I could smell a faint electrical smell smoke after stepping back onto the aircraft from the jet bridge. During the event itself I never detected a smoke smell from inside the cockpit. Nobody reported to have seen visible smoke but the cabin lights were off for most of the event hindering detection of visible smoke. Aviation Technician riding as a passenger told a crew member that he smelled electrical smoke and had smelled faint intermittent smoke when he first boarded the aircraft. (That might have been helpful information prior to departure.). We had an issue with the IFE system that was resolved by Local Maintenance prior to departure. After speaking with Mechanics that were dispatched to ZZZZ to troubleshoot the aircraft the following day, they could not get the IFE system to power up at all. The AFM contains very little information about the IFE system in general which seems like an oversight that could be easily fixed. For instance, I now know, thanks to the Purser, that in addition to an IFE box at each seat there are several area distribution boxes throughout the cabin. Additionally there is a series of cooling fans controlled by circuit boards in the E/E compartment. We had no EICAS messages leading up to the event or during the event that weren’t associated with our checklist procedures. There was a short time where ACARS messages went unanswered. This could have been due to our current position, SATCOM, dispatcher workload, or just coincidence but it added to the confusion when trying to determine the severity of the event. Unexplained lost systems could indicate a larger problem. [Our] training is very good and I feel it prepared us to deal with this as a crew. Particularly with respect to communication and other CRM skills. While not to be taken for granted every pilot should be able to push the right buttons at the right time and hand fly the aircraft to an ATP standard but it is the so called soft skills of CRM that increase the effectiveness of the crew and increase the margins of safety. We debriefed this event as a crew and identified items where we could have improved our performance and some lessons learned.

Synopsis

B767 Flight Crew reported a "burnt odor" observed by passengers and flight attendants. The Captain requested priority handling to a suitable alternate airport where a safe landing was completed with no further issues.
ACN: 1952917 (34 of 50)

**Time / Day**
- Date: 202211
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US

**Environment**
- Weather Elements / Visibility: Rain

**Aircraft**
- Reference: X
- Aircraft Operator: Air Carrier
- Make Model Name: A320
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Initial Approach
- Flight Phase: Final Approach

**Component**
- Aircraft Component: Coalescer Bag

**Person**
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function.Flight Crew: Captain
- Function.Flight Crew: Pilot Flying
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- Qualification.Flight Crew: Multiengine
- ASRS Report Number.Accession Number: 1952917

**Events**
- Anomaly.Aircraft Equipment Problem: Less Severe
- Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
- Detector.Person: Flight Crew
- Detector.Person: Flight Attendant
- When Detected: In-flight
- Result.General: Maintenance Action
- Result.Flight Crew: Overcame Equipment Problem

**Assessments**
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

**Narrative: 1**

While descending into ZZZ we got a call from the flight attendants. I was told the aft galley smelt like dirty sock smell. All 4 of the flight attendants agreed that it did. I inquired if anyone was experiencing any symptoms or irritants as a result and they all reported feeling normal and well. I wasn't told about the odor until below 10,000 ft. but I was later told it started at top of descent. The odor was persistent in nature during the entire descent. Then, it disappeared upon landing and shutdown. At the gate, Maintenance ran the APU bleed with the packs on at the gate with the engines shut down. Nobody on the plane noticed the dirty sock odor anymore. Because the airplane had no prior history and the odor had disappeared, Maintenance returned the aircraft to service with the APU still operable. We flew the plane to ZZZ1 and did not notice the odor on the subsequent flight.

**Synopsis**

A320 Captain reported receiving a call from the Flight Attendants who reported a "dirty socks" odor in the passenger cabin during the top of the descent. After arriving at the gate, Maintenance tested the APU and the odor was no longer there.
**ACN: 1952640 (35 of 50)**

**Time / Day**
- Date: 202211
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US
- Altitude.AGL.Single Value: 0

**Aircraft**
- Reference: X
- Aircraft Operator: Air Carrier
- Make Model Name: A319
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Taxi
- Flight Phase: Initial Climb

**Component: 1**
- Aircraft Component: APU
- Aircraft Reference: X
- Problem: Malfunctioning

**Component: 2**
- Aircraft Component: APU Pneumatic System & Ducting
- Aircraft Reference: X
- Problem: Malfunctioning

**Person: 1**
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function.Flight Crew: Captain
- Function.Flight Crew: Pilot Not Flying
- Qualification.Flight Crew: Multiengine
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- ASRS Report Number.Accession Number: 1952640
- Human Factors: Troubleshooting
- Human Factors: Workload
- Human Factors: Other / Unknown
- Human Factors: Time Pressure

**Person: 2**
- Location Of Person.Aircraft: X
- Location In Aircraft: General Seating Area
Narrative: 1

After the first engine start, we taxied out and got in line for deicing. The Lead FA (Flight Attendant) called to ask about fumes in the cabin. We noticed them as well, but both believed it was due to other aircraft we were following. I increased my taxi spacing to get some relief and we continued to the deicing pad. After takeoff, the flight attendants again called to express concern about the odor. I could still smell a slight odor, but it did not seem significant. I directed my FO (First Officer) to don the O2 mask, so that he could help decide if we still had an odor after our plan to then run the QRH checklist. We ran the QRH checklist and complied with the procedure to turn off the left pack. I noticed an improvement in the air quality and after 5 minutes on O2 the FO came off O2. He noticed no odor. We contacted the Dispatcher and Maintenance Control regarding the incident. Then, entered a logbook odor write-up and a report for a fume event. We often fly these older, more problematic airplanes that have their smells and quirks. We are so often used to experiencing fuel and exhaust fumes. The situation did not rise to a level of concern until the FA again raised the issue after getting airborne. Continued company and communications helped us become aware of the situation and the necessity of donning the O2 masks.

Narrative: 2

Exposed to CO2 fumes while taxiing for over 1.5 hours. The FA (Flight Attendant) 2 and FA 4 called FA 1 and said some passengers were concerned about the strong fume smell. FA 1 called the cockpit and they said we were behind a line of aircraft and the winds were blowing the fumes right straight in our direction - it would dissipate after we were spaced further away from the many aircraft ahead of us. We were then deiced, which made the fumes much stronger and lingered especially in the front galley area. After takeoff 1, FA 1,
could still smell and taste the fumes and had a dull headache, eyes stung, and chest felt tight. I went to check on FA 2 and FA 4 in the aft galley and they were both feeling similar effects to the fumes as well. FA 1 followed up again with cockpit. We spoke to see how to resolve the situation. Captain did something with the packs and said airflow would be better. It was a little better but I felt like I could taste the fumes, as it lingered especially forward galley. All flight attendants decided we wanted to seek medial attention once we arrived in ZZZ1. Followed all necessary steps calling Operations, Dispatch, and Manager on Duty. We went to a medical facility to be evaluated by a doctor. We have to be cleared by our local doctor before returning to work. All flight attendants deadheaded home the next morning. This aircraft was brought into service [over 20 years ago]. I'm concerned that the application of mandatory maintenance, quality assurance, safety systems, routine inspections, and cleaning programs of this and all Airbus 319s, aren't being maintained thoroughly.

**Synopsis**

A319 Flight Crew reported a fumes event during taxi that persisted during climb. After complying with the appropriate QRH procedure the fumes dissipated and the flight continued to destination.
ACN: 1952587 (36 of 50)

Time / Day
Date: 202211
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 1000

Environment
Flight Conditions: VMC

Aircraft
Reference: X
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: Air Carrier
Make Model Name: B737 Undifferentiated or Other Model
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Climb
Airspace.Class B: ZZZ

Person: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Pilot Not Flying
Function.Flight Crew: Captain
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Last 90 Days: 77
Experience.Flight Crew.Type: 309
ASRS Report Number.Accession Number: 1952587
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Time Pressure

Person: 2
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: First Officer
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
Experience. Flight Crew. Last 90 Days: 77
Experience. Flight Crew. Type: 229
ASRS Report Number. Accession Number: 1952573
Human Factors: Workload
Human Factors: Time Pressure
Human Factors: Troubleshooting

Events

Anomaly. Aircraft Equipment Problem: Critical
Anomaly. Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly. Deviation / Discrepancy - Procedural: FAR
Anomaly. Deviation / Discrepancy - Procedural: Clearance
Anomaly. Deviation / Discrepancy - Procedural: Published Material / Policy
Detector. Person: Flight Crew
Detector. Person: Flight Attendant
When Detected: In-flight
Result. General: Maintenance Action
Result. General: Flight Cancelled / Delayed
Result. Flight Crew: Requested ATC Assistance / Clarification
Result. Flight Crew: Overcame Equipment Problem
Result. Flight Crew: Landed in Emergency Condition
Result. Air Traffic Control: Provided Assistance

Assessments

Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1

We operated Aircraft X from ZZZ - ZZZ1 and had to return to field shortly after takeoff due to a fumes event. The flight started normally and we were not rushed for time as our previous flight from ZZZ2 arrived on time. After we had pushed and started a southeast taxi, we noticed that the autothrottles somehow became disconnected. We reengaged the AT (Autothrottles) only to have them come off once again after about 10 seconds. At this point we had left the ramp and were taxiing south on [Taxiway] XX. We started the number one engine and after the number one engine was started and stabilized, the AT stayed on and we had no further issues with it. We did have a contingency brief on what our plan was should it disconnect on our takeoff roll, but it stayed on for the remainder of our flight till my FO (First Officer) disconnected them for landing. My FO was the pilot flying and after a normal takeoff from Runway XX, I was finishing up our after takeoff checklist when I started to smell a burning smell of some sort in the flight deck while climbing through approximately 1,000 ft. AGL. I confirmed this with my First Officer, who said he smelt the same burning smell; during our debrief he would later tell me he also had slight irritation in his eyes around the time we noticed the fumes. We performed our memory items for smoke and fumes followed by running the QRC items for smoke and fumes. My First Officer was the flying pilot so I handed ATC comms to my FO while I checked in with our flight attendants. I advised them of the situation and asked if they had anything in the galley ovens that might be burning. We were told that there was no food cooking in the galley oven but they would check for any residual food. My FO and I had a brief short discussion about the AT disconnecting a few times while taxiing out southeast and wondered if it might be related to that. The AT continued to work fine so I then continued on with the checklist for smoke and fumes and directed our FAs (Flight Attendant) to turn on and off various cabin lights per the checklist. After confirming no
remaining food in the ovens that could be burning, our aft FAs did confirm a burning smell of some sort, while our forward galley FAs confirmed no strong smell but they did smell something on takeoff but thought it was fumes from prior departing aircraft. Since the burning smell was still present and we could not identify where the fumes were originating from, we decided to return to ZZZ. My FO continued to handle the PF (Pilot Flying) duties as well as ATC comms, while I sent a quick message to Dispatch and ran through the briefing with our Lead Flight Attendant. Afterwards, I continued further in the checklist as far as I could, both packs off below 10,000 ft. at this point in the smoke and fumes removal checklist, until I decided that time was of the essence and I could not continue any further as we were being vectored back for Runway XXC, the runway we requested as we had just landed on it a few hours prior. After loading the FMC for a return to field, responding to Dispatch via ACARS, and a quick brief for [Runway] XXC, I then made an announcement to our passengers about the issue and our return to ZZZ. We finished our descent checklist to make sure we didn’t miss any items and after discussing the overweight landing situation, I decided it was best to allow my FO to continue flying as he felt comfortable with the situation and we made an uneventful landing in ZZZ. We were overweight but I don’t exactly recall the number other than it was by about 4000 lb. We cleared [Runway] XXC and talked to Airport Rescue and Firefighting who verified there was no visible smoke and fumes before taxiing back to our gate uneventfully.

Narrative: 2

I was the PF (Pilot Flying) on this leg. We elected to taxi out single engine and the autothrottles disengaged several times with only one engine running. After the second engine start, there were no more issues with this system. We briefed a contingency plan for the takeoff roll that we would continue if they disengaged. After departure, while retracting flaps, we both noticed fumes/a burning odor in the flight deck. We performed the smoke/fire/fumes QRC procedure, and then I took over the radios while the Captain called the flight attendants. We elected to continue climbing and stay on course for the time being. The flight attendants confirmed the burning smell and stated there was no burning food in the ovens. They double-checked this prior to diverting. We were unable to identify the source of the fumes and the Captain continued running the QRH procedure while I [requested priority handling] with ZZZ Departure. We were cleared direct to the field. I set up for an overweight landing on Runway XXC. We notified the flight attendants, passengers, Dispatch and ATC. A normal overweight landing was completed. Upon exiting the runway we confirmed there was no sign of fire with Airport Rescue and Firefighting. We taxiied back to the gate under normal operations.

Synopsis

B737 Flight Crew reported a fume event of unknown source during initial climb. The Flight crew completed appropriate QRH procedures and performed an air turn back.
ACN: 1952304  (37 of 50)

Time / Day
Date: 202211

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 0

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A320
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Parked

Component: 1
Aircraft Component: Coalescer Bag
Aircraft Reference: X
Problem: Malfunctioning

Component: 2
Aircraft Component: APU Pneumatic System & Ducting
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Pilot Not Flying
Function.Flight Crew: First Officer
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
ASRS Report Number.Accession Number: 1952304
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Physiological - Other
Human Factors: Time Pressure

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event: Illness / Injury
Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
When Detected : Aircraft In Service At Gate
Result.General : Maintenance Action
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

On [Date] I was preparing to fly an Airbus A320 from ZZZ to ZZZ1. During preflight we potentially had a fume event. The estimated duration of the event was 15 minutes. During the event the air was being supplied by the APU Bleed. I have not experienced this in the same aircraft type before. There was no evidence of smoke or fire in either the flight deck or cabin. The fumes smelled musty like dirty socks and were mild in intensity. They were mostly experienced in the flight deck. During the time of the event, our air supply source was the APU. We opened the windows and shut off the APU Bleed Air because of the event. This event impacted our operation by causing [the company] to delay the flight to find a suitable aircraft. I went to the ER to have arterial blood gas (ABG) & cholinesterase tests performed after the exposure.

Synopsis

A320 First Officer reported a fume event during preflight. Maintenance removed aircraft from service and a replacement aircraft was requested.
ACN: 1952300 (38 of 50)

Time / Day
  Date : 202211
  Local Time Of Day : 0601-1200

Place
  Locale Reference.Airport : ZZZZ.Airport
  State Reference : FO

Environment
  Weather Elements / Visibility : Rain

Aircraft
  Reference : X
  ATC / Advisory.Tower : ZZZZ
  Aircraft Operator : Air Carrier
  Make Model Name : A320
  Crew Size.Number Of Crew : 2
  Operating Under FAR Part : Part 121
  Flight Plan : IFR
  Mission : Passenger
  Flight Phase : Initial Climb

Component
  Aircraft Component : Engine
  Aircraft Reference : X
  Problem : Malfunctioning

Person
  Location Of Person.Aircraft : X
  Location In Aircraft : Flight Deck
  Reporter Organization : Air Carrier
  Function.Flight Crew : Captain
  Function.Flight Crew : Pilot Flying
  Qualification.Flight Crew : Air Transport Pilot (ATP)
  Qualification.Flight Crew : Instrument
  Qualification.Flight Crew : Multiengine
  ASRS Report Number.Accession Number : 1952300
  Human Factors : Workload
  Human Factors : Troubleshooting
  Human Factors : Time Pressure

Events
  Anomaly.Aircraft Equipment Problem : Less Severe
  Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
  Anomaly.Deviation / Discrepancy - Procedural : Clearance
  Detector.Automation : Aircraft Other Automation
  Detector.Person : Flight Crew
  When Detected : In-flight
Result:
- General: Flight Cancelled / Delayed
- General: Maintenance Action
- Flight Crew: Landed As Precaution
- Flight Crew: Overcame Equipment Problem
- Flight Crew: Returned To Departure Airport
- Flight Crew: Requested ATC Assistance / Clarification
- Air Traffic Control: Provided Assistance

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1

During takeoff, right after rotation, #2 Eng EGT OVERLIMIT ECAM when I noted it, was approximately 627 degrees. After conversation with Maintenance personnel they recorded 635 degrees. At thrust reduction altitude, power was reduced from TO/GA to climb power and few moments later, EGT came back to approximately 575 degrees and stayed in this range throughout climb. After contacting Dispatch and Maintenance Control with my concerns - #2 Eng EGT running 60 - 80 degrees higher/fuel burn 400 lb. more than number one engine, and a slight smoke odor - they concurred it was prudent and out of interest of safety to return to ZZZZ. Appropriate logbook entries were annotated and verbally explained to Maintenance personnel upon arrival.

Synopsis
A320 Captain reported receiving an "EGT OVERLIMIT ECAM" alert for the number 2 engine during initial climb. After contacting Maintenance, the flight crew performed an air turnback and submitted logbook entries for event.
**ACN: 1952299** (39 of 50)

**Time / Day**
- Date: 202211
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference: ATC Facility: ZZZZ.ARTCC
- State Reference: FO
- Altitude: MSL. Single Value: 10000

**Aircraft**
- Reference: X
- ATC / Advisory.Center: ZZZZ
- Aircraft Operator: Air Carrier
- Make Model Name: A321
- Crew Size: Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Final Approach
- Flight Phase: Initial Approach

**Component**
- Aircraft Component: Coalescer Bag
- Aircraft Reference: X
- Problem: Malfunctioning

**Person**
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function: Flight Crew: Captain
- Function: Flight Crew: Pilot Flying
- Qualification: Flight Crew: Air Transport Pilot (ATP)
- Qualification: Flight Crew: Instrument
- Qualification: Flight Crew: Multiengine
- ASRS Report Number/Accession Number: 1952299
- Human Factors: Workload
- Human Factors: Troubleshooting
- Human Factors: Time Pressure

**Events**
- Anomaly.Aircraft Equipment Problem: Less Severe
- Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
- Anomaly.Flight Deck / Cabin / Aircraft Event: Illness / Injury
- Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
- Anomaly.Deviation / Discrepancy - Procedural: FAR
- Detector.Person: Flight Attendant
- Detector.Person: Flight Crew
- When Detected: In-flight
Assessments

Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1

While descending through 10,000 ft. going into ZZZ, we received a call from the flight attendants in the cabin. I was the flying pilot and I gave [the] FO (First Officer) control of the aircraft while I talked to the flight attendants. They reported that crewmembers and customers complained of a strong odor that smelled like "burning candles" from the middle of the cabin to the aft galley. They rated the odor as an eight out of ten in the cabin. The First Officer and I both agreed that we smelled a faint odor similar to dirty socks in the flight deck. We determined it was safe to continue our descent and approach into ZZZ. After arriving at the gate the FO and I reviewed the odor isolation event chart in [the] Flight Crew Operations Manual. I also contacted the flight attendants to gather more detailed information about the odor event. They said that the odor was strong and consistent from 10,000 ft. to landing. I asked the crew if anybody had any burning eye, nose, or throat symptoms to which they reported that nobody did. The FO and I determined that we had a odor event without burning eyes or nose symptoms. We notified Maintenance and I wrote the event in the aircraft logbook and I completed the odor event report in the logbook.

Synopsis

A321 Captain reported a faint odor in the cockpit that was also detected by the flight attendants and passengers, who reported a strong and consistent odor during final approach. The flight crew notified Maintenance and submitted a logbook entry after arriving at the gate.
ACN: 1952276 (40 of 50)

Time / Day
Date: 202211
Local Time Of Day: 1801-2400

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.MSL.Single Value: 14000

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A321
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Descent

Component
Aircraft Component: Coalescer Bag
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Air Transport Pilot (ATP)
ASRS Report Number.Accession Number: 1952276
Human Factors: Troubleshooting

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural: FAR
Detector.Person: Flight Crew
When Detected: In-flight
Result.General: Maintenance Action
Result.Flight Crew: Overcame Equipment Problem

Assessments
Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

Narrative: 1

This report is being submitted only because it is recommended to do so. There were no errors or violations committed by the crew. During descent at approximately 14,000, I began smelling a "dirty sock" odor coming from the cockpit vents. The FO (First Officer) was also aware of the odor. I checked with the inflight crew and they were not detecting an odor in the cabin. The odor would dissipate and then return multiple times during the arrival and was apparent to both of us in the flight deck. Upon arrival and a walkaround inspection, there appeared to be oil on the APU service doors and in the APU inlet flap area. The aircraft had a recent history of an APU oil leak and [a] previous odor event. Maintenance was notified. Maintenance inspected the APU and no current oil leak was detected. They conducted an engine run and then signed the aircraft off for continued service. We departed late for the return leg to ZZZ1.

Synopsis

A321 Captain reported a "dirty socks" odor during descent. After arriving at the gate, the Captain performed a walkaround and discovered oil residue on the APU service doors and inlet flap area and notified Maintenance. Maintenance found no issues.
ACN: 1952274 (41 of 50)

Time / Day
Date: 2022-11
Local Time Of Day: 1201-1800

Place
Locale Reference: ATC Facility: ZZZZ.ARTCC
State Reference: FO
Altitude: MSL. Single Value: 10000

Aircraft
Reference: X
ATC / Advisory.Center: ZZZZ
Aircraft Operator: Air Carrier
Make Model Name: Airbus Industrie Undifferentiated or Other Model
Crew Size. Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Final Approach

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function. Flight Crew: First Officer
Function. Flight Crew: Pilot Not Flying
Qualification. Flight Crew: Instrument
Qualification. Flight Crew: Air Transport Pilot (ATP)
Qualification. Flight Crew: Multiengine
ASRS Report Number. Accession Number: 1952274

Events
Anomaly. Aircraft Equipment Problem: Less Severe
Anomaly. Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly. Deviation / Discrepancy - Procedural: FAR
Anomaly. Deviation / Discrepancy - Procedural: Published Material / Policy
Detector. Person: Flight Crew
Detector. Person: Flight Attendant
When Detected: In-flight
Result. General: Maintenance Action
Result. Flight Crew: Overcame Equipment Problem

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
During approach phase, below 10000 ft., both pilots started to sense a strange odor in the cockpit. It was very light, but it was sufficient to be noticed. Since Aircraft X was on maintenance previous to our flight due to a fumes event and a cleaning process was performed as part of the process to get it back to the line, both pilots agreed that the probable cause of the light odor should have been related to the chemicals used in that process. We never felt any physical or mental limitation due to the odor and both pilots decided to continue the approach without declaring an emergency or requesting priority to land. No emergency call was received from the cabin reporting this event in flight. The flight was cleared to fly the RNP Runway XX into ZZZ and a normal approach to land was performed. However, right after parking at Gate XX and doors disarmed, we received a call from Flight Attendant A asking if we sensed a strange odor during approach below 10000 ft. We agreed that we sensed a very light odor and explained to her our point of view. Then she explained she sensed a strong odor mid cabin below 10000 ft. and she observed condensation during that event. She discussed the details with the Captain and stated that she was preparing a report for the event. In the light of safety, the Captain proceed immediately to record a logbook entry with details of the event. Local Maintenance and Operations were contacted and informed. No passenger or crew member injuries were reported.

**Synopsis**

First Officer reported an intermittent strange odor during approach. After arrival at the gate, the Flight Attendant mentioned an odor was detected in the cabin during the same time frame as when the flight crew first encountered the strange odor, which prompted the Captain to submit a logbook entry.
**ACN: 1951978 (42 of 50)**

**Time / Day**
- Date: 202211
- Local Time Of Day: 0001-0600

**Place**
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US
- Altitude.AGL.Single Value: 0

**Aircraft**
- Reference: X
- Aircraft Operator: Air Carrier
- Make Model Name: A321
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Parked

**Component**
- Aircraft Component: Coalescer Bag
- Aircraft Reference: X
- Problem: Malfunctioning

**Person: 1**
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function.Flight Crew: Pilot Flying
- Function.Flight Crew: Captain
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Multiengine
- ASRS Report Number.Accession Number: 1951978
- Human Factors: Other / Unknown

**Person: 2**
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function.Flight Crew: Pilot Not Flying
- Function.Flight Crew: First Officer
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Multiengine
- ASRS Report Number.Accession Number: 1951979
- Human Factors: Troubleshooting

**Events**
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural: FAR
Anomaly.Ground Event / Encounter: Other / Unknown
Detector.Person: Flight Crew
When Detected: Pre-flight
When Detected: Aircraft In Service At Gate
Result.General: Flight Cancelled / Delayed
Result.General: Work Refused

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
Strong dirty sock smell fume event after entering flight deck plane taken out of service. Apparently was noticed by prior cabin crew. Known fume events have occurred on these aircraft. Illness and injuries have occurred to crew members. Need a fix on the 321 fleet to prevent this from occurring.

Narrative: 2
During preflight CA (Captain) and FO (First Officer) noticed an abnormal musty type of odor. Flight attendants were asked to verify if the odor was also present in the cabin. We were informed that they could not detect a smell but that they had noticed it during the inbound flight. Passengers were deplaned and Maintenance was notified.

Synopsis
A321 Flight Crew reported a fumes event described as a "dirty socks" odor during gate pre-flight. The Flight crew refused the aircraft which was taken out of service.
**ACN: 1951684 (43 of 50)**

**Time / Day**

Date: 202211
Local Time Of Day: 1801-2400

**Place**

Locale Reference.Airport: ZZZ.Airport
State Reference: US

**Environment**

Light: Night

**Aircraft**

Reference: X
Aircraft Operator: Air Carrier
Make Model Name: EMB ERJ 170/175 ER/LR
Crew Size. Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Cruise
Cabin Lighting: Off

**Component**

Aircraft Component: Toilet Smoke, Overheat, Fire Detectors & Warning
Aircraft Reference: X
Problem: Improperly Operated

**Person**

Location Of Person.Aircraft: X
Reporter Organization: Air Carrier
Qualification. Flight Attendant: Current
ASRS Report Number. Accession Number: 1951684

**Events**

Anomaly. Flight Deck / Cabin / Aircraft Event: Passenger Misconduct
Anomaly. Flight Deck / Cabin / Aircraft Event: Illness / Injury
Anomaly. Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly. Deviation / Discrepancy - Procedural: FAR
Anomaly. Deviation / Discrepancy - Procedural: Published Material / Policy
Anomaly. Deviation / Discrepancy - Procedural: Security
Detector. Automation: Aircraft Other Automation
Detector. Person: Flight Attendant
When Detected: In-flight
Result. General: Police / Security Involved
Result. Flight Crew: Overcame Equipment Problem

**Assessments**
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

**Narrative: 1**

I was the B-FA (Flight Attendant) and while setting up my galley cart the FWD Lav smoke alarm went off. Captain called FAs to confirm FWD Lav smoke alarm indicators are going off. A few moments after Captain called I saw a passenger walk out of the Lav and I saw A FA confront the woman as she walked out of the Lav and the FWD smoke alarm deactivated. I went up to FWD lav when I saw the passenger sit down. It smelled like hard chemicals or like a burning rubber smell. The smell gave me a headache of smelling it as well my eyes started watering after staying there for longer than a few minutes. Captain called up to confirm since the alarm deactivated there was no need to divert and to continue to ZZZ1 where police would be meeting us at the gate. Once landed passenger was escorted by police off the airplane.

**Synopsis**

Air Carrier Flight Attendant reported a passenger deactivated the forward lav smoke detector while she was apparently smoking or vaping. Airport security escorted passenger off the aircraft at the arrival gate.
**ACN: 1951576**

**Time / Day**
- Date: 202211
- Local Time Of Day: 0601-1200

**Place**
- Locale Reference: ATC Facility: ZZZ.TRACON
- State Reference: US
- Altitude: MSL. Single Value: 10000

**Environment**
- Flight Conditions: VMC
- Light: Daylight

**Aircraft**
- Reference: X
- ATC / Advisory: TRACON: ZZZ
- Aircraft Operator: Air Carrier
- Make Model Name: A321
- Crew Size: Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Initial Approach
- Airspace: Class E: ZZZ

**Component**
- Aircraft Component: Coalescer Bag
- Aircraft Reference: X
- Problem: Malfunctioning

**Person**
- Location Of Person: Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function: Flight Crew: Pilot Not Flying
- Function: Flight Crew: First Officer
- Qualification: Flight Crew: Air Transport Pilot (ATP)
- Qualification: Flight Crew: Multiengine
- ASRS Report Number: Accession Number: 1951576
- Human Factors: Workload
- Human Factors: Troubleshooting
- Human Factors: Time Pressure

**Events**
- Anomaly: Aircraft Equipment Problem: Less Severe
- Anomaly: Deviation / Discrepancy - Procedural: Published Material / Policy
- Anomaly: Deviation / Discrepancy - Procedural: FAR
- Detector: Person: Flight Attendant
When Detected: In-flight
Result: Flight Crew: Overcame Equipment Problem

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
After descending through 10,000 ft. the Flight Attendant was walking through the aisle to prepare the cabin for landing and smelled a dirty sock/musty fume in the mid to forward cabin. The fume lasted for approximately 10 minutes. The smell was observed by both Flight Attendants up front. The fume was not smelled in the flight deck. The Captain was notified of the smell after landing due to the proximity to landing when the smell was observed. This was the second write-up for fumes in the cabin within approximately 1 week of our event. After a fume write-up, the maintenance procedure should include measuring the air quality in the flight deck and cabin with a device that can objectively determine if organophosphates and carbon monoxide is still present. Each person’s olfactory is different and subjective, and relying on one or two maintenance techs' sense of smell determine if the fume is still present is not an objective, safe, or accurate procedure to clear the airplane back to fly.

Synopsis
A321 First Officer reported a fumes event that was observed by a Flight Attendant during final approach. The fumes were reported to the Captain after gate arrival.
Time / Day
Date: 202211
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: ZZZZ.Airport
State Reference: FO
Altitude.AGL.Single Value: 0

Environment
Weather Elements / Visibility: Rain

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A320
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Taxi

Component
Aircraft Component: APU Pneumatic System & Ducting
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: First Officer
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
ASRS Report Number.Accession Number: 1951415
Human Factors: Workload
Human Factors: Troubleshooting
Human Factors: Time Pressure

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly.Deviation / Discrepancy - Procedural: Maintenance
Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
Detector.Person: Flight Crew
When Detected: Aircraft In Service At Gate
When Detected : Taxi
Result.General : Maintenance Action
Result.Flight Crew : Overcame Equipment Problem

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
I was flying an A320 from ZZZZ to ZZZ. I have not experienced something like this in this aircraft type. Power did not change throughout the event as the APU was the bleed source. It did rain for a few minutes while we taxied in to the gate. After deplaning an odor of dirty socks was noticed in Cabin. Crew dispersed throughout aircraft to determine source. No physical item was found so we thought it must be air supply. Captain and I performed fume event checklist. Once we turned off APU bleed the odor stopped. Cabin was also clear of smell. We tested the bleed again and odor immediately returned. We called Operations and requested local Maintenance to come to aircraft and delayed boarding. Local Maintenance agreed it smelled like an APU issue but said it was okay. We then wanted Maintenance Control involvement but had many dropped calls throughout process. Maintenance Control wanted us to start engines at the gate and test engine bleed through packs to see if the odor returned. We performed test with Chief Pilot approval. I was not and have never been trained on performing maintenance tests. I have not had training on certifying air cabin quality for human use yet I was asked to do so. The odor was minimal to none during the test. I asked the Flight Attendants to leave the aircraft. I asked that the Spanish fluent FA stay in case we needed translation operating 2 engines at gate. Maintenance Control and local Maintenance placed the APU under MEL. We then had the issue of the cabin overheating so we requested ground air. The crew agreed it was safe to continue and no one felt sick or disoriented. This took some time to arrive. We began to cool the cabin as quickly as possible. We then boarded and pushed back, there was a faint lingering odor that was intermittent. No one else smelt it so I did not think anything of it as we were operating the aircraft at an international airport. It stopped about 10 min into engines supplying bleed. Flight was completed after lengthy delay. We did not don the masks as we were on ground and had cabin door open. There was also concern if we went on mask then the limited communication capability we had would be lost.

Synopsis
A320 Captain reported a "dirty socks" odor during arrival taxi to gate. Maintenance MEL'ed the APU and returned the aircraft to service.
Time / Day
Date: 202211
Local Time Of Day: 1801-2400

Place
Locale Reference: Airport: ZZZ.Airport
State Reference: US
Altitude.MSL.Single Value: 10000

Environment
Weather Elements / Visibility: Rain

Aircraft
Reference: X
Make Model Name: A320
Crew Size: Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Descent

Component: 1
Aircraft Component: Coalescer Bag
Aircraft Reference: X
Problem: Malfunctioning

Component: 2
Aircraft Component: Pneumatic Ducting
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Multiengine
ASRS Report Number.Accession Number: 1951403
Human Factors: Workload
Human Factors: Troubleshooting
Human Factors: Time Pressure

Events
Anomaly.Aircraft Equipment Problem: Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

All aircraft systems were operating normally, APU used for engine start. No de-icing of aircraft, engine anti-ice selected on for takeoff and engine bleeds on. During climb to cruise at 10,000 ft., Inflight called and notified that the crew and passengers were smelling "dirty sock" odor in the cabin. We also began to smell the odor in the cockpit. Cockpit / Cabin Odor Recognition and Isolation, was referenced and flight deck oxygen masks were deployed. Inflight was called and advised to utilize oxygen as well if necessary. The odor was reported as increasing and intensifying in the cabin. Per the guidelines, the intensity was determined to be [low] initially but increased. A message was sent to Operations advising of the situation and requesting diversion options. Operations indicated ZZZ as the preferred divert destination and we concurred. ATC was notified and we received clearance to ZZZ. Dispatch sent planning information. A passenger PA was made explaining the cabin air issue and that we would be returning to land at ZZZ. ATC provided expedited handling of our arrival and thus no emergency was declared. Inflight was advised of information. An approach, landing and gate arrival were completed without incident. PACs 1 and 2 were deselected when on the ground. None of the passengers or crew requested or showed indication of needing immediate medical assistance. Maintenance met the aircraft, a logbook entry was made and a cabin odor report was completed.

Synopsis

A320 Captain reported a fumes event during initial climb. After conferring with Dispatch the flight diverted to a suitable alternate.
ACN: 1951327 (47 of 50)

Time / Day
Date: 202211
Local Time Of Day: 0001-0600

Place
Locale Reference: Airport: ZZZ.Airport
State Reference: US
Altitude: MSL. Single Value: 12000

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A320
Crew Size: Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Descent

Component
Aircraft Component: Coalescer Bag
Aircraft Reference: X
Problem: Malfunctioning

Person
Location Of Person: Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function: Flight Crew: Pilot Not Flying
Function: Flight Crew: First Officer
Qualification: Flight Crew: Air Transport Pilot (ATP)
Qualification: Flight Crew: Multiengine
Qualification: Flight Crew: Instrument
ASRS Report Number: Accession Number: 1951327
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Physiological - Other
Human Factors: Time Pressure

Events
Anomaly: Aircraft Equipment Problem: Less Severe
Anomaly: Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly: Flight Deck / Cabin / Aircraft Event: Illness / Injury
Detector: Person: Flight Crew
Detector: Person: Flight Attendant
When Detected: In-flight
Result: General: Flight Cancelled / Delayed
Result: General: Maintenance Action
Result: Flight Crew: Overcame Equipment Problem
Assessments

Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1

During descent at 12,000 ft., I smelled a bad smell and commented to the Captain about it. He also smelled it. We then noticed that it smelled like dirty socks. The Captain directed me to send a message to Dispatch so they could plan for Maintenance due to a fume event while he checked with the Flight Attendants. The A Flight Attendant also smelled the odor. We continued the descent and the smell grew stronger. I stated that my head was hurting and I felt nauseated. The Captain also was noticing weird symptoms so he called for us to don the oxygen masks and run the procedure for smoke/fire/fumes. While I was accomplishing the checklist, the Captain flew the airplane and handled radio communications and [requested priority handling to destination]. We flew the RNAV approach due to a NOTAM for the ILS and IMC. Upon landing, we taxied to the gate and shutdown the engines and opened the windows before removing the oxygen masks. We got the passengers off quickly. The A Flight Attendant admitted that she threw up and had a sore throat. I also felt unwell. While walking to the hotel van, all 3 Flight Attendants said they felt odd and dizzy with headaches. I also had the same symptoms. We all discussed going to the ER but the Pilots and Flight Attendants were scheduled for 2 different hotels. I exchanged numbers with them and told them to call if they continued to worsen or needed medical care. After getting to the hotel, I continued to feel dizzy, have a headache, and felt like my coordination and concentration was taking more energy than usual. I went to the nearest ER within 1 hour of the event. The Flight Attendant text me and said she vomited 2 times and felt very sick but that she and the other flight attendants were not going to the ER because they "can't afford the sick points, and our union said we'd get penalized and have to fight to remove the points." I received blood work, fluids, and O2 for 4.5 hours at the ER. I removed myself from the trip and still felt unwell for 48 hours. The A Flight Attendant worked the next day but sought medical attention after her trip ended due to lingering effects. Find and fix the issues causing fume events and don't allow employees to be penalized or fear reprisal for seeking medical assistance/being pressured to fly unwell.

Synopsis

A320 First Officer reported a dirty socks odor during descend. The Flight crew requested priority handling to destination where a safe landing was completed. Crew experienced physiological symptoms.
**ACN: 1950858** (48 of 50)

**Time / Day**
- Date: 202211
- Local Time Of Day: 0001-0600

**Place**
- Locale Reference
  - ATC Facility: ZZZ.TRACON
  - State Reference: US

**Aircraft**
- Reference: X
  - Aircraft Operator: Air Carrier
  - Make Model Name: A319
  - Crew Size: Number Of Crew: 2
  - Operating Under FAR Part: Part 121
  - Flight Plan: IFR
  - Mission: Passenger
  - Flight Phase: Descent

**Component**
- Aircraft Component: Air Conditioning and Pressurization Pack
- Aircraft Reference: X
- Problem: Malfunctioning

**Person**
- Location Of Person
  - Aircraft: X
  - Location In Aircraft: Flight Deck
  - Reporter Organization: Air Carrier
  - Function
    - Flight Crew: Captain
    - Flight Crew: Pilot Flying
  - Qualification
    - Flight Crew: Air Transport Pilot (ATP)
    - Flight Crew: Instrument
    - Flight Crew: Multiengine
- ASRS Report Number
  - Accession Number: 1950858
- Human Factors: Workload
- Human Factors: Troubleshooting
- Human Factors: Physiological - Other

**Events**
- Anomaly
  - Aircraft Equipment Problem: Less Severe
  - Deviation / Discrepancy - Procedural: Published Material / Policy
  - Deviation / Discrepancy - Procedural: FAR
- Detector
  - Person: Flight Attendant
  - When Detected: In-flight
- Result
  - Flight Crew: Overcame Equipment Problem
  - Aircraft: Equipment Problem Dissipated

**Assessments**
Narrative: 1

On Day 0 I was flying a 319 type aircraft tail Aircraft X from ZZZ to ZZZ1. During the descent phase at about 7000 and flying through moisture we had a fume event. The estimated duration of the event is about 5 minutes. The power levels during the event were consistent with descending and leveling during an approach phase of flight. I have experienced this in this same type of aircraft before. My lead FA (Flight Attendant) called telling me the aft cabin had a strong "oily" odor. The First Officer and I ran the appropriate procedures (PACK 2 is suspected) checklist in com 2. The odor reportedly dissipated quickly. Nobody felt the effects before landing and we continued to make a normal landing minutes later. Upon getting to the gate the two aft Flight Attendants were feeling the effects of the exposure. Calls were made for both as well as the inflight supervisor showed up and had EMS come to the gate to evaluate both of them.

Synopsis

A319 Captain reported a temporary fumes event during descent which lasted approximately 5 minutes. Two flight attendants were medically evaluated at arrival gate.
**ACN: 1950800 (49 of 50)**

**Time / Day**
- Date: 202211
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US
- Altitude.AGL.Single Value: 0

**Aircraft**
- Reference: X
- Aircraft Operator: Air Carrier
- Make Model Name: B737-800
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 121
- Flight Plan: IFR
- Mission: Passenger
- Flight Phase: Parked

**Person**
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Air Carrier
- Function.Flight Crew: Captain
- Function.Flight Crew: Pilot Flying
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Multiengine
- Qualification.Flight Crew: Air Transport Pilot (ATP)
- ASRS Report Number.Accession Number: 1950800
- Human Factors: Other / Unknown

**Events**
- Anomaly.Aircraft Equipment Problem: Less Severe
- Anomaly.Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
- Anomaly.Deviation / Discrepancy - Procedural: Published Material / Policy
- Detector.Person: Flight Crew
- Detector.Person: Flight Attendant
- When Detected: Aircraft In Service At Gate
- Result.General: Flight Cancelled / Delayed
- Result.General: Maintenance Action
- Result.General: Work Refused

**Assessments**
- Contributing Factors / Situations: Aircraft
- Primary Problem: Aircraft

**Narrative:** 1
Upon arrival at the aircraft, myself along with the entire crew smelled a burning smell/odor throughout the entire aircraft. The aircraft had also been written up two or three times previously in the last two days for a burning smell. I refused to take the aircraft as I felt this was unsafe to do so. I believed [the cause] is possibly something was smoldering or burning somewhere in the aircraft. Find the cause of the smell/odor and fix it.

Synopsis

Air Carrier Captain reported a burning odor throughout the entire aircraft. The Captain refused the aircraft due to current odor and prior two days logbook submissions.
ACN: 1949660 (50 of 50)

Time / Day
Date: 202211
Local Time Of Day: 1801-2400

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US

Aircraft
Reference: X
Aircraft Operator: Air Carrier
Make Model Name: B737 Next Generation Undifferentiated
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 121
Flight Plan: IFR
Mission: Passenger
Flight Phase: Cruise

Component
Aircraft Component: Unknown
Problem: Malfunctioning

Person: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: First Officer
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Air Transport Pilot (ATP)
ASRS Report Number.Accession Number: 1949660
Human Factors: Troubleshooting
Human Factors: Workload
Human Factors: Physiological - Other
Human Factors: Time Pressure

Person: 2
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Air Carrier
Function.Flight Crew: Captain
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Air Transport Pilot (ATP)
ASRS Report Number.Accession Number: 1949666
Human Factors: Workload
Human Factors: Time Pressure
Human Factors: Physiological - Other
Human Factors: Distraction
Human Factors: Troubleshooting

Events
Anomaly. Aircraft Equipment Problem: Less Severe
Anomaly. Flight Deck / Cabin / Aircraft Event: Smoke / Fire / Fumes / Odor
Anomaly. Flight Deck / Cabin / Aircraft Event: Illness / Injury
Anomaly. Deviation / Discrepancy - Procedural: Published Material / Policy
Detector. Person: Flight Crew
Detector. Person: Flight Attendant
When Detected: In-flight
Result. General: Maintenance Action
Result. General: Flight Cancelled / Delayed
Result. Flight Crew: Diverted
Result. Flight Crew: Overcame Equipment Problem
Result. Flight Crew: Requested ATC Assistance / Clarification
Result. Flight Crew: Landed in Emergency Condition
Result. Air Traffic Control: Provided Assistance

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1

Approximately 45 minutes after takeoff, the FA (Flight Attendant) called and informed us that she smelled a dirty sock smell and it was making her feel light headed and dizzy. She also informed us that another Flight Attendant was smelling and feeling the same thing. The Captain asked if they could swap places with the aft Flight Attendants to confirm what was happening. They did and confirmed what FA said. After a brief discussion it was best to divert back to ZZZ due to having better medical care, longer runways for an overweight landing, and better services for the passengers. We began the process of coordinating with ATC for a clearance and [requested priority handling] due to having incapacitated crew members. The QRC and QRH procedures were completed and we also descended to 10,000 ft. in case we would need to turn off both packs. Not long after we began the return, we were informed that the FA was being administered oxygen. Only the right pack was turned off. After a few minutes, the FA reported feeling better, but then later the symptoms returned and oxygen was administered again. We prepared for our arrival in to ZZZ. Things were uneventful other that a little more communication regarding the [event] and Operations. Once at the gate, emergency personnel boarded the aircraft and assessed the FA. They took her in to the terminal and then we began deplaning the passengers. Maintenance logs were filled out. Phone calls were made to the union, the Duty Officer, crew scheduling, and others. We decided to all be checked medically. All the Flight Attendants were transported by ambulance. The Captain drove me to the hospital where I was checked. Afterwards, I talked with scheduling about a hotel and what would happen next. I went to the hotel and got to my room around XA:00am. I did not recognize the event as one that required the use of a QRC or QRH procedure. It was only after we began to divert back to ZZZ that the Captain began to do the QRC. This delay possibly led to increased exposure to the fumes, but reduced the total time of the incident. In an incident like this, I think it would be most appropriate to isolate the crew from passengers. This would allow assessment to be completed more timely, and reduce the possibility of social media exposure. It would also allow crew members to make all the phone calls necessary
to report the incident. The number of phone calls required to be made by the Captain was enormous. Having one incident response phone call would considerably reduce the stress of the situation and allow a more timely medical assessment of crew members. There was only one person performing assessments, and when the passengers saw that crew members were being assessed and wheeled out on gurneys, they became more agitated about what they could have been exposed to and requested assessment. I did my best to alleviate the work load of the Captain, but there was only so much I could do. Also, it can be daunting for a person to be in an unfamiliar city while experiencing a situation like this. It would be best to keep crew members together as best as possible, at least in the same hospital. One of the biggest recommendations I can make is to get rid of an outside contractor in coordinating medical care in emergency cases. The process was difficult, unnecessary, and extremely frustrating. I had people calling me during required rest times. I found out after I got home that they had not considered me cleared to travel until the case was closed (after I had deadheaded to ZZZ1, stayed the night, deadheaded to ZZZ2, and commuted home). Outside contractors are not familiar with our operation and did not work in my best interest.

**Narrative: 2**

We received a call from forward Flight Attendants alerting us to a "smelly socks" odor in the forward portion of the passenger cabin and saying that both were light headed. I asked that the aft Flight Attendants give a report on their condition as well as other passengers in the forward cabin. Aft attendants confirmed the smell forward but were unaffected while aft. Passengers forward also noted the smell and lightheadedness. Neither Captain nor FO (First Officer) noted any fumes or symptoms. We shortly received word that the 'A' Flight Attendant had to sit and go on oxygen. At this point, I determined that due to crew incapacitation we would need to return to a suitable field without any undue delay. We received clearance to proceed direct ZZZ from ATC. We [were given priority handling] and squawked XXXX. I chose ZZZ for the longer runway because we were 8000 lbs. above MLW and the more robust medical facilities there. We received clearance to descend to 10,000 ft. I did this to burn fuel off but primarily to ensure that if the fumes condition worsened we could depressurize the aircraft immediately. radar contact with Center. Right pack off per QRH smoke and fumes procedure. FAs (Flight Attendants) reported smell had abated and air was fresher. Landed ZZZ I was distracted with safely diverting the aircraft in [the] airspace. It took about 20 minutes after the initial report and ten minutes after [we advised ATC] to start on the QRH procedure. The Aviate, Navigate, Communicate, Checklist guideline kept us from getting the right pack off in a timely manner. Immediate and timely execution of the smoke and fumes QRH procedure may have lessened to exposure to fumes experienced by those in the passenger cabin. Determining the severity of the situation was difficult. Ultimately, we made the decision to trust the concerns of our cabin crew despite not having any corroborating evidence. At the time of this writing, I still don't know whether Maintenance has determined a source of the fumes. The deciding factor was hearing that the 'A' had gone on O2 and had to sit. At that point, a crew member was incapacitated and we [had advised ATC]. The decision to turn and descend in ETOPS airspace had to be weighed against the advantage of an immediate return and descent vs. positive deconfliction with other ETOPS aircraft. We opted to wait for clearance because we felt the situation in the cabin didn't warrant immediate turn and descent without ATC clearance. Advocate for the crew once blocked in. It was difficult to keep up with the myriad of calls, reports etc. after we reached the gate while simultaneously ensuring the crew were properly cared for. Medical support was great but it would be nice to have one crew member make all the arrangements for everyone so we could concentrate on other tasks. Setting up my medical care distracted me from necessary interaction with first responders, Maintenance, Dispatch, Operations etc.
Synopsis

Air Carrier Flight Crew reported being notified by a Flight Attendant of a "smelly odor" in the cabin. The Flight Crew requested priority handling to a suitable alternate where a safe landing was executed and medical evaluation was provided to crew members.