

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.....	13.0
Date of Update	June 29, 2018
Number of Records in Report Set.....	50
Number of New Records in Report Set	50
Type of Records in Report Set.....	For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000



TH: 262-7

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. 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 amplified 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.

Linda J. Connell

Linda J. Connell, 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: 1533426 *(1 of 50)*

Synopsis

Flight instructor and pilot taking instruction reported a ground strike due to gear collapse or gear-up landing.

ACN: 1533347 *(2 of 50)*

Synopsis

Flight crew reported an in-flight battery smoke and fumes in the main cabin from a passenger iPad's; they contained the device, and continued to the destination.

ACN: 1533209 *(3 of 50)*

Synopsis

Cessna Pilot reported smoke and sparks coming from the landing light switch.

ACN: 1532537 *(4 of 50)*

Synopsis

B737NG flight crew reported shutting down the APU at the gate during preflight when they received an APU fire warning.

ACN: 1532527 *(5 of 50)*

Synopsis

B737-700 Captain reported a laptop in the cabin that was sparking and smoldering was placed in a containment bag by a Flight Attendant.

ACN: 1532267 *(6 of 50)*

Synopsis

A320 flight crew reported experiencing a musty "dirty sock" odor that necessitated the pilots to don their oxygen masks for the remainder of the flight, and subsequently seek medical attention.

ACN: 1531672 *(7 of 50)*

Synopsis

B737 First Officer reported that there was a smell of burning rubber in the cabin prompting a return to the departure airport.

ACN: 1531381 *(8 of 50)*

Synopsis

A319 First Officer reported a muffled bang sound, followed by smoke in the cabin and difficulty communicating through the crew oxygen masks.

ACN: 1530899 *(9 of 50)*

Synopsis

Air carrier Flight Attendant reported fumes in the cabin during taxi out for takeoff. Aircraft returned to the gate for maintenance checks and was taken out of service.

ACN: 1527928 *(10 of 50)*

Synopsis

A300 Captain reported fuel fumes in the aircraft after engine start.

ACN: 1527548 *(11 of 50)*

Synopsis

B777 flight crew reported being advised by the Tower of excessive smoke coming from an engine during takeoff and returned to land overweight.

ACN: 1527421 *(12 of 50)*

Synopsis

PA-28 student reported an electrical failure and fire during flight. A landing at the destination field was normal.

ACN: 1527275 *(13 of 50)*

Synopsis

A320 flight crew reported they were charged with a "crew cancellation" because they refused to assist maintenance with an engine run test for smoke in the cabin.

ACN: 1526315 *(14 of 50)*

Synopsis

A319 Captain reported that during the climbout it was discovered that a circuit breaker had opened in the aft galley, accompanied by strong fumes a few minutes later. After accomplishing the Smoke/Fumes Checklist, the Captain successfully diverted to the nearest suitable airport.

ACN: 1525769 *(15 of 50)*

Synopsis

B737-800 Captain reported that the cabin crew notified them of smoke and fumes in the aft galley, which led to a decision to divert and evacuate on the taxiway.

ACN: 1525696 *(16 of 50)*

Synopsis

C172 pilot reported smoke and sparks in the cabin following the repeated resetting of the Alternator Field circuit breaker.

ACN: 1525424 *(17 of 50)*

Synopsis

B737NG First Officer reported diverting after Flight Attendants advised of fumes and smoke in the cabin.

ACN: 1524893 *(18 of 50)*

Synopsis

EMB-175 flight crew reported returning to departure airport after ingesting birds into the Number 1 engine. Ground inspection revealed damage to several fan stage blades.

ACN: 1524833 *(19 of 50)*

Synopsis

B737-700 Captain reported a strong odor of "pyrolized oil" was present in the aircraft on takeoff and descent, and expressed concern about the potential negative health effects.

ACN: 1524186 *(20 of 50)*

Synopsis

B757 Flight Attendant reported difficulty in fighting an in-flight electrical fire with an expired fire extinguisher.

ACN: 1524063 *(21 of 50)*

Synopsis

A321 Captain reported diverting due to in-flight smoke and fumes from an apparent electrical problem followed by difficulties communicating through the oxygen masks.

ACN: 1523450 *(22 of 50)*

Synopsis

Two A321 Flight Attendants reported suffering physical effects from noxious fumes in the cabin.

ACN: 1523016 *(23 of 50)*

Synopsis

B737-700 Captain reported returning to departure airport after experiencing multiple compressor stalls on Number 2 engine shortly after takeoff.

ACN: 1522763 *(24 of 50)*

Synopsis

CRJ-900 First Officer reported evacuating the aircraft on the taxiway after smoke filled the cabin.

ACN: 1522760 *(25 of 50)*

Synopsis

MD-11 flight crew reported smoke odor during cruise resulting in a diversion.

ACN: 1522485 *(26 of 50)*

Synopsis

B757 Captain reported diverting to an alternate airport after a Flight Attendant noticed an electrical smell in the cabin that was probably due to a recirculation fan anomaly.

ACN: 1522239 *(27 of 50)*

Synopsis

A320 First Officer reported that after shutdown there is excessive smoke and fumes from the NEO (New Engine Option) engines.

ACN: 1522201 *(28 of 50)*

Synopsis

EMB-140 Captain reported responding per checklist to a baggage compartment smoke alert. The alert was later determined to be false.

ACN: 1521940 *(29 of 50)*

Synopsis

MD-83 Captain reported noting an unreliable Captain's airspeed indicator in cruise flight that corrected itself in the descent.

ACN: 1521916 *(30 of 50)*

Synopsis

Falcon 2000 flight crew reported evacuating their passengers after observing smoke and flames coming from a glare shield vent.

ACN: 1521502 *(31 of 50)*

Synopsis

Dash 8-300 flight crew reported returning to departure airport after Flight Attendant detected a burning smell in the cabin.

ACN: 1521375 *(32 of 50)*

Synopsis

CL-300 FO reported continuing to a safe landing after noticing smoke and electrical smell from the FO's MFD.

ACN: 1521070 *(33 of 50)*

Synopsis

A321 Flight Attendant reported that a strong odor filled the cabin after pushback.

ACN: 1521068 *(34 of 50)*

Synopsis

A320 Flight Attendant reported that due to a "dirty sock smell" on the flight, many people became very ill.

ACN: 1520990 *(35 of 50)*

Synopsis

Flight Attendant reported extinguishing an in-flight lithium battery fire.

ACN: 1520823 *(36 of 50)*

Synopsis

B767-300 flight crew reported a bird strike on takeoff roll, resulting in aircraft damage.

ACN: 1520689 *(37 of 50)*

Synopsis

Hawker 4000 flight crew reported diverting to an alternate airport after noticing an electrical burning odor.

ACN: 1519544 *(38 of 50)*

Synopsis

A319 pilot reported a "dirty sock" smell prior to departure. On arrival, the Flight Attendants reported headaches, nausea and eye irritations due to the smell.

ACN: 1519373 *(39 of 50)*

Synopsis

B737 flight crew reported experiencing fumes in both the cockpit and cabin, which were nearly incapacitating; the flight safely returned to the departure airport.

ACN: 1518673 *(40 of 50)*

Synopsis

Boeing 737-700 flight crew reported experiencing an APU fire just as the pushback from the gate started. Captain elected to evacuate the passengers and crew.

ACN: 1518302 *(41 of 50)*

Synopsis

BE50 pilot reported landing gear up at night after experiencing smoke in the cockpit.

ACN: 1518022 *(42 of 50)*

Synopsis

B737 Flight Attendant reported an odor in cabin after takeoff causing headache and sleepiness. Two of the four Flight Attendants were unable to perform their assigned duties during this flight.

ACN: 1517985 *(43 of 50)*

Synopsis

C172 student pilot and instructor reported an exhaust stack fire occurred on engine start. Engine was shut down and referred to Maintenance.

ACN: 1517833 *(44 of 50)*

Synopsis

A321 Captain reported a cargo smoke warning light while in flight.

ACN: 1517822 *(45 of 50)*

Synopsis

A321 flight crew reported returning to departure airport after Flight Attendants reported smoke in the cabin. Crew felt rushed, and an unstabilized approach resulted in a go-around.

ACN: 1517160 *(46 of 50)*

Synopsis

Flight Attendant reported another Flight Attendant became ill after noticing a strong toxic smell during descent.

ACN: 1516949 *(47 of 50)*

Synopsis

B737 First Officer reported poor communication with operations led to an extended hold time on the ramp.

ACN: 1516813 *(48 of 50)*

Synopsis

A300 flight crew and Dispatcher reported an engine fire that resulted in fire bottles discharged, inflight shutdown and return to the departure airport.

ACN: 1516706 *(49 of 50)*

Synopsis

B737 Captain reported leaving the flight deck to evaluate smoke in the aft lav caused by a passenger's electronic cigarette.

ACN: 1516554 *(50 of 50)*

Synopsis

A321 pilot reported several crew members detected an odor and a metallic taste during descent.

Report Narratives

Time / Day

Date : 201804
Local Time Of Day : 1201-1800

Place

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

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 10000

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : FBO
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Route In Use : None
Airspace.Class C : ZZZ

Component : 1

Aircraft Component : Indicating and Warning - Landing Gear
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Landing Gear
Aircraft Reference : X

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 200

Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 15
ASRS Report Number.Accession Number : 1533426
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Distraction

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 7012
Experience.Flight Crew.Last 90 Days : 122
Experience.Flight Crew.Type : 473
ASRS Report Number.Accession Number : 1533850
Human Factors : Situational Awareness
Human Factors : Fatigue
Human Factors : Distraction

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Anomaly.Ground Event / Encounter : Gear Up Landing
Detector.Person : Flight Crew
When Detected : In-flight
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

We were practicing Commercial power-off 180 degree landings for my upcoming Commercial check ride. We had taken off on Runway 13, and proceeded to make right closed traffic on Runway 17 Right, cleared for short approach. [Flight instructor] demonstrated one power off 180 to me, and then I made 5 myself, for a total of 6 approaches.

On the 4th or 5th approach, the landing gear did not indicate a green light to signal the gear down and locked after lowering the handle. This issue has happened to me twice before in this aircraft over the past 2 weeks- once on my first flight in the aircraft while approaching to land at ZZZ and once on approach to land in ZZZ1. All three times this

issue has occurred, I was able to cycle the gear back up, and back down, with positive green light indication that the landing gear was then down and locked.

Several days before this flight, the aircraft while being flown by another pilot had a similar issue which was not resolved by cycling the landing gear, and the aircraft was grounded until maintenance inspected it.

On the 6th approach to landing of this flight, I was setting up for another power off 180 approach. Abeam the intended touchdown point (the 1000 foot markers) on Runway 17 Right, I went through the setup for the power off 180- as I performed each step, I verbalized what I was doing out loud. I reduced the throttle to idle. I applied carburetor heat, and lowered the landing gear handle to the down position. I then lowered 10 degrees of wing flaps.

I looked at the mirror on the right wing to see that the gear was physically down, and the green "gear down" light illuminated on the instrument panel. I turned right base, angled toward the end of the runway and put in 20 degrees of wing flaps.

As I lined up on the centerline of the runway I added full wing flaps as I crossed the threshold of Runway 17 Right. At no time did the landing gear warning horn ever sound, nor did I ever raise or physically touch the landing gear operating lever after putting it down on the downwind leg of my approach.

The aircraft settled and impacted the runway with a loud grinding sound. Smoke began to fill the cockpit as I held the yoke full to the rear to keep pressure off the nose and induce aerodynamic braking, while maintaining directional control with the rudder pedals. I also saw [the flight instructor] holding the yoke back as well during the incident.

When the aircraft came to a stop on the runway, there was still smoke in the cockpit, and [the flight instructor] ordered me to evacuate the aircraft. I exited through the left door, and moved aft of the tail of the aircraft. By the time I had reached the tail of the aircraft I noticed [the flight instructor] had not yet exited, and called out to her. I approached the right side door just behind the right wing as she came out of the aircraft safely. [The flight instructor] and I then walked to the grass on the west edge of Runway 17 Right. Crash Fire Rescue and Airport Operations personnel arrived shortly thereafter.

Narrative: 2

The [student] took off from Runway 13 and entered right downwind for Runway 17R as directed by ATC. I took the controls on downwind to demonstrate and simultaneously explain the Power Off 180 degree Accuracy Landing. I did pause when I pulled the throttle to idle as I was unable to hear a gear warning horn. (The gear warning horn has been known to be weak in this plane and my technique and flow is: power idle, carb heat on, gear down, flaps 10, cowl flaps as required, check position, and turn for the runway). So I expect to hear the gear warning horn until the gear locks into position. The landing met all ACS Commercial Pilot standards. All patterns were right traffic for Runway 17R.

The following two landings were unremarkable as the [student] was learning the sight picture and energy management. One was long (beyond 200 feet of the point of intended touchdown) and the next one short (touching down before the point of intended landing). The next landing resulted in a go-around as it would not have made the runway do to changing winds and [student] technique.

The next (5th pattern 4th touchdown) was long. While on departure roll ATC instructed us

to turn left base, follow the Baron, and change to Runway 17R. I replied (as the [student] had just rotated for liftoff) and informed the tower that we were upwind on 17R, to which ATC reissued the instructions to [another aircraft].

During the 6th pattern the [student] brought down the gear lever, the wheels appeared to be down and felt like they locked into place, but no green light illuminated. I checked the light's push-to-test feature and the light bulb was working, so I commanded the pilot to bring the gear up, wait for it to cycle, I noted the up light, and instructed the pilot to bring the gear level back down. This time the gear came down and the green light illuminated, and a normal landing was made--of course it was long as we were preparing for a go around. The 7th landing was long, and on upwind I heard [another aircraft] report a severe vibration and head for Runway 13. We were then instructed to extend downwind.

I changed the scenario and asked the [student] to make this a touchdown within the 1,000 foot aim point marking and that power would be available and variable--so not to be long again. I pointed out the traffic and thought the gear had come down as our airspeed was slowing. Flaps 10 were deployed. Flaps 20 were delayed until final. Flaps 30 were put down early and as we came over the threshold our approach speed was 60 KIAS (5 knots too slow to round out at our altitude). I called for power and to pitch down, which the [student] did and then I instructed him to then proceed with the round out and flare. The touchdown was on centerline, with no gear warning horn. The first I realized the gear was not down was when I heard the propeller strike the runway. It is obvious to me now that I never completed the pre-landing checklist as I was focused on instructing & distractions in the pattern.

Other contributing factors:

A relatively long time passed between the time I arrived to fly this day and when I stepped to the plane. This [student] had begun his Commercial Pilot ASEL training at another school. I was not the instructor assigned to this [student] and that instructor was not available. I am not aware of a training record on this pilot as I understand he was at our school to build time until returning to his primary training location. I have an app that indicates the night before I slept for 7 hours 11 minutes of which 3 hours and 48 minutes were deep sleep. My weekly average is 8:13 of which 5:10 minutes are deep.

Things I will incorporate to eliminate distractions:

When I have a schedule change or [student] change re-evaluate via the PAVE checklist and re-evaluate myself via IMSAFE as a minimum. When changing the scenario in-flight, do the minimum checklist, such as GUMPS. When there are distractions in the pattern, make a go around no later than 100 feet AGL.

I periodically give instruction to pilots which I am not familiar. Here are some elements I will consider when working with a pilot not assigned to me:

Review in detail the expected call-outs and procedures in the preflight briefing

Consult the written checklist when non-normal operations or distractions occur, such as distressed aircraft or unusual traffic patterns. Do a go around.

Synopsis

Flight instructor and pilot taking instruction reported a ground strike due to gear collapse or gear-up landing.

Time / Day

Date : 201804

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZZ.ARTCC

State Reference : FO

Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Center : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : Widebody, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Cruise

Person : 1

Reference : 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 : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 16150

Experience.Flight Crew.Last 90 Days : 140

ASRS Report Number.Accession Number : 1533347

Human Factors : Time Pressure

Human Factors : Troubleshooting

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

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
Experience.Flight Crew.Total : 12300
Experience.Flight Crew.Type : 3029
ASRS Report Number.Accession Number : 1533357

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Electronic Device
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : Physical Injury / Incapacitation
Result.Flight Crew : Overcame Equipment Problem
Result.Aircraft : Equipment Problem Dissipated

Assessments

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

Narrative: 1

I received a cabin call from a Flight Attendant on the flight deck, whose urgency in her voice stressed that there is a lot of smoke in the cabin. I handed the phone to the Captain, and told him what was just said. Since I was already leaving the flight deck to go on my scheduled break, the Captain asked me to go and investigate what was going on and report to him. Once I entered the cabin, I could smell a strong smell of something burning and could see the smoke throughout the plane. I immediately called the Captain and told him we have smoke, so he could prepare for this emergency.

As I got closer to seat people were standing and the smoke was at its worse. The Flight Attendant who was working the emergency and a passenger said that they believed an iPad might be on fire under the reclined flatbed seat. I asked the Flight Attendants to turn on the cabin lights and for the Flight Attendant working the emergency to get me a flashlight. I started to pull the seat cushions off and was looking for a way to access below the reclined flatbed seat. No visible flames but a sizzling sound could be heard. I wasn't sure if it was the chair components or the claimed iPad. I couldn't see anything because it's extremely difficult to get under the flat seat. I was debating asking for the crash axe, but first decided to move the seat up. That's when I saw the top part of a crushed iPad smoking on the backside of the seat against the inner wall and track. I asked the Flight Attendant to get me the Portable Electronic Devices (PED) Fire Bag. She returned quickly with the bag and fire gloves. A passenger held the flashlight for me as I retrieved the iPad. With the assistance of the Flight Attendant, we put it into the fire bag and secured it. We went back and examined the chair to see if anything else was burning. We saw no evidence and put the seat back together for the passenger. I called the Captain and told him what happened, and that the situation was stable and that I will come up to the deck soon. The Flight Attendant used the Fire Bag from the flight deck, so she gave me the main cabin Fire Bag to use as a replacement. I informed the Captain that there is still smoke in the cabin, and people are concerned about breathing. He said he will run the smoke removal procedures. With the situation stabilized, the Captain told me to go on my break. When I returned from my rest, I found out that the Captain went back to seat to

examine the situation and to verify all was well.

I am very concerned about these lie flat seats and the ability to get beneath them for this kind of emergency. This happened because the passenger fell asleep and her iPad fell between the wall and her now bed. Not knowing this, she wakes up, started to incline her seat, and ran over the iPad battery. I am unaware of any method to get below those seats nor did the Flight Attendant. I was barely able to get my arm down and below the chair. I received minor cuts and scratches on my arm, and was able to pull it out with three fingers while wearing the fire glove. I actually didn't think I could fit my hand with the glove on, so I initially tried it without them. The iPad was extremely hot and I couldn't do it. I believe not knowing or having access below the lie flat seat could be a serious problem. This needs to be reviewed and information provided to the crews. We were very lucky this didn't turn into a major cabin fire. After seeing how dangerous a burning iPad can be and the amount of smoke it creates, I would like to recommend more PED Fire Bags in the cabin and crew rest areas. With all the devices on board, I see this being the next major incident in aviation history.

After reviewing the event with the Captain, he brought up a very good question. Did anyone have an extinguisher on the ready? To my knowledge, no one did, and I didn't even think of it. Luckily, it wasn't needed.

Narrative: 2

I received a cabin call from a Flight Attendant on the flight deck, whose urgency in her voice stressed that there is a lot of smoke in the cabin. I handed the phone to the Captain, and told him what was just said. Since I was already leaving the flight deck to go on my scheduled break, the Captain asked me to go and investigate what was going on and report to him. Once I entered the cabin, I could smell a strong smell of something burning and could see the smoke throughout the plane. I immediately called the Captain and told him we have smoke, so he could prepare for this emergency.

As I got closer to seat people were standing and the smoke was at its worse. The Flight Attendant who was working the emergency and a passenger said that they believed an iPad might be on fire under the reclined flatbed seat. I asked the Flight Attendants to turn on the cabin lights and for the Flight Attendant working the emergency to get me a flashlight. I started to pull the seat cushions off and was looking for a way to access below the reclined flatbed seat. No visible flames but a sizzling sound could be heard. I wasn't sure if it was the chair components or the claimed iPad. I couldn't see anything because it's extremely difficult to get under the flat seat. I was debating asking for the crash axe, but first decided to move the seat up. That's when I saw the top part of a crushed iPad smoking on the backside of the seat against the inner wall and track. I asked the Flight Attendant to get me the Portable Electronic Devices (PED) Fire Bag. She returned quickly with the bag and fire gloves. A passenger held the flashlight for me as I retrieved the iPad. With the assistance of the Flight Attendant, we put it into the fire bag and secured it. We went back and examined the chair to see if anything else was burning. We saw no evidence and put the seat back together for the passenger. I called the Captain and told him what happened, and that the situation was stable and that I will come up to the deck soon. The Flight Attendant used the Fire Bag from the flight deck, so she gave me the main cabin Fire Bag to use as a replacement. I informed the Captain that there is still smoke in the cabin, and people are concerned about breathing. He said he will run the smoke removal procedures. With the situation stabilized, the Captain told me to go on my break. When I returned from my rest, I found out that the Captain went back to seat to examine the situation and to verify all was well.

I am very concerned about these lie flat seats and the ability to get beneath them for this kind of emergency. This happened because the passenger fell asleep and her iPad fell between the wall and her now bed. Not knowing this, she wakes up, started to incline her seat, and ran over the iPad battery. I am unaware of any method to get below those seats nor did the Flight Attendant. I was barely able to get my arm down and below the chair. I received minor cuts and scratches on my arm, and was able to pull it out with three fingers while wearing the fire glove. I actually didn't think I could fit my hand with the glove on, so I initially tried it without them. The iPad was extremely hot and I couldn't do it. I believe not knowing or having access below the lie flat seat could be a serious problem. This needs to be reviewed and information provided to the crews. We were very lucky this didn't turn into a major cabin fire. After seeing how dangerous a burning iPad can be and the amount of smoke it creates, I would like to recommend more PED Fire Bags in the cabin and crew rest areas. With all the devices on board, I see this being the next major incident in aviation history.

After reviewing the event with the Captain, he brought up a very good question. Did anyone have an extinguisher on the ready? To my knowledge, no one did, and I didn't even think of it. Luckily, it wasn't needed.

Synopsis

Flight crew reported an in-flight battery smoke and fumes in the main cabin from a passenger iPad's; they contained the device, and continued to the destination.

Time / Day

Date : 201804
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class B : ZZZ

Component

Aircraft Component : Switch
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 810
Experience.Flight Crew.Last 90 Days : 200
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 1533209
Human Factors : Troubleshooting
Human Factors : Situational Awareness

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.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During cruise flight I encountered a short electrical fire that lasted approximately a minute. I noticed smoke coming from the landing light switch, then seconds later noticed sparks. I had a passenger turn off the switch while I was flying the plane. Turning the switch off solved the problem and extinguished the fire. No emergency was declared at the time. The rest of the flight was uneventful and we landed at the planned airport.

Synopsis

Cessna Pilot reported smoke and sparks coming from the landing light switch.

Time / Day

Date : 201804
Local Time Of Day : 0001-0600

Place

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

Environment

Flight Conditions : VMC
Light : Dawn

Aircraft

Reference : X
ATC / Advisory.Ramp : 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
Mission : Passenger
Flight Phase.Other

Component

Aircraft Component : APU
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 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)
Experience.Flight Crew.Total : 4372
Experience.Flight Crew.Type : 2703
ASRS Report Number.Accession Number : 1532537

Person : 2

Reference : 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)

Experience.Flight Crew.Last 90 Days : 145
Experience.Flight Crew.Type : 3165
ASRS Report Number.Accession Number : 1532563

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
When Detected : Pre-flight
Result.General : Evacuated
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : FLC complied w / Automation / Advisory

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During preflight, after approximately 5 minutes of run time, the APU shut down. Ground power was put back on the aircraft. Then the fire bell came on with a lighted APU fire handle. Performed the APU fire actions, the light went out. I started an evacuation with the passengers exiting door 1L. The FO called Operations to get the fire trucks rolling. All passengers and crew exited the aircraft without any issues.

Narrative: 2

We got to the airplane and started our preflight duties. I completed the first flight items required per the FM (Flight Manual) and then did the walk around. The Captain did his briefing for the Flight Attendants and then started working on loading the FMS. The ground supply air was overly warm and we turned off the ground air and started the APU. Boarding had already commenced when I returned from the walk around. We then connected the APU busses to the airplane and turned on the air conditioning packs to help cool the airplane.

I was working on checking and completing loading the FMS when the FAs asked for one of the seat cushions to be replaced due to gum stains. I called Maintenance and was in the process of writing it up in the ELB (Electronic Logbook) when the airplane shuttered and next thing the power dropped off. At this point, we didn't know what happened but we connected ground power back to the aircraft busses.

This is when we saw the Fault light on the APU overhead panel and saw that the EGT was pegged at over 1,000 degrees. It had auto shutdown. I called Maintenance to advise of the APU issue when the Fire Bell for the APU lit up, the master warning illuminated and the fire bell started ringing. The Captain immediately went through the memory items for an APU fire, pulled the fire handle and turned it to fire one of the Fire Bottle squibs, which put the fire out. We shut down the APU switch. At this point I pulled out the evacuation checklist and we ran that. The Captain got up and made an announcement to immediately evacuate the airplane via the front cabin door and proceed up the jetway. I called Ramp Control and advised we were evacuating and to call the Fire Department.

The passengers went out the front door and everyone got off. The Captain and I stayed behind when the Fire Captain came aboard and asked what happened. They had looked at the APU and found all OK along with a mechanic and no more fire, smoke or fumes were

present. Once they were satisfied that all was OK, they allowed us to bring the passengers back and collect their belongings. We then exited the airplane.

The Captain called and spoke with both Dispatch and the [Chief Pilot] as well as Flight Ops.

Both of us went through the [Company abnormal scenario] checklist with the [Chief Pilot] to assess our fatigue and stress levels for continuing our duty period, both of us were ok to continue and I appreciated that this check was done.

Synopsis

B737NG flight crew reported shutting down the APU at the gate during preflight when they received an APU fire warning.

Time / Day

Date : 201804

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Altitude.MSL.Single Value : 33000

Environment

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Cruise

Airspace.Class A : ZZZ

Person

Reference : 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

Experience.Flight Crew.Type : 2000

ASRS Report Number.Accession Number : 1532527

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Electronic Device

Detector.Person : Flight Attendant

Were Passengers Involved In Event : Y

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Equipment / Tooling
Primary Problem : Equipment / Tooling

Narrative: 1

Passenger laptop battery sparked and was smoldering. Flight Attendants put it in container bag and cooled it. We notified Dispatch and [destination company contact]. We landed [and] Station Manager took the bag with the computer and gave us a new bag. We called Dispatch and Chief Pilot. Complied with instruction. Great job by all involved. As long as lithium batteries are onboard, this may continue [to] happen.

Synopsis

B737-700 Captain reported a laptop in the cabin that was sparking and smoldering was placed in a containment bag by a Flight Attendant.

Time / Day

Date : 201804
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC
Light : Night

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
Nav In Use : FMS Or FMC
Flight Phase : Descent
Airspace.Class C : ZZZ

Component

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

Person : 1

Reference : 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 : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1532267
Human Factors : Physiological - Other
Human Factors : Distraction

Person : 2

Reference : 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 : 1532268
Human Factors : Physiological - Other
Human Factors : Distraction

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness
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

On the descent into ZZZ at approximately 6000 feet, we both noticed a musty dirty sock, oily, overpowering smell. We both donned our oxygen masks with 100% oxygen. There was multiple power changes with the auto throttles during the descent. We landed and taxied to the gate and shut down the engines and opened both flight deck windows. We removed our oxygen masks and the smell was still overwhelming. We vacated the flight deck until the smell was gone. Both pilots experienced light-headedness, dizziness, irritated throats, headaches, and some nausea. Both pilots went to an emergency room for treatment.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

A320 flight crew reported experiencing a musty "dirty sock" odor that necessitated the pilots to don their oxygen masks for the remainder of the flight, and subsequently seek medical attention.

Time / Day

Date : 201803
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC
Light : Daylight

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
Airspace.Class B : ZZZ

Component

Aircraft Component : Recirculation Fan
Aircraft Reference : X
Problem : Failed

Person

Reference : 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 : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 6000
ASRS Report Number.Accession Number : 1531672
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness
Anomaly.Deviation - Procedural : Weight And Balance
Detector.Person : Flight Attendant

When Detected : In-flight

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Flight Crew : Landed in Emergency Condition

Result.Flight Crew : Diverted

Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

During climbout passing approximately 8,000 feet, in VMC conditions, cabin crew called flight deck and notified me that there was a strong acrid smell of burning rubber in the cabin approximately in rows 12-15 and several passengers had pushed their call buttons due to the smell as well. The flight attendants told me that the smell got worse towards the aft galley. They had initial concerns there might be a problem with an engine so they had run forward to look out the windows and saw nothing abnormal. We immediately asked for a level off from ATC while we looked into the problem. We leveled off at 13,000 feet. The Captain decided I should go aft and take a look so we coordinated for a flight attendant to come forward while I went aft to investigate. When I reached the aft half of the cabin, I did smell a slight odor that smelled more like exhaust than burning rubber to me, but it was very slight and barely noticeable. I did not see any smoke or haze. When I asked the flight attendants if they saw any smoke or haze they initially said no. I also asked them if they were feeling OK and they said yes. I then went back to the cockpit and told the Captain what I had seen and heard. Our initial thoughts were about the tires since the smell was like burning rubber and we didn't feel like there was any issue about the tires. Since the smell had almost completely dissipated, we were heavyweight, and there was no one claiming any effects, we initially elected to press on to destination, but would continue to monitor the situation. Almost immediately after the Captain talked with the flight attendants again, two of the flight attendants (#3 and #4) told the Captain they were feeling dizzy and light-headed. We immediately decided we needed to [advise ATC] and return to [the departure airport]. We had the flight attendants query the passengers and we initially determined 8 passengers were claiming they felt ill. We did not smell anything on the flight deck, but we decided I should don my mask as a precaution. The Captain flew an uneventful visual approach and uneventful overweight (approximately 154,000 lb) landing and we taxied to the hold bay for Aircraft Rescue and Firefighting (ARFF) to inspect the aircraft. ARFF did not note any damage after inspection. Although ARFF was prepared to get airstairs and have EMTs board to check the passengers who were feeling ill. However, when we checked again, only the two flight attendants were feeling ill so ARFF asked us to taxi back to the gate. We taxied to the gate and EMS checked the two flight attendants and we deplaned the passengers. Although the two flight attendants later reported they felt ok, they were pulled off of the trip. After block-in, I did a post-flight walk around and did not see anything out of the ordinary. We did fill out an online smoke, fume, and odor form and submitted it online.

My understanding after talking with management is that a cabin recirculation fan had failed and a circuit breaker had popped and that was the reason for the smell of burning rubber. We did not know this at the time though. We need a better checklist for handling smoke, fumes, or odors as the current QRH seems to be all about eliminating smoke from a possible fire. Although we referenced it, I felt it was inadequate in determining what type of odor was occurring or how to respond appropriately in this situation.

Synopsis

B737 First Officer reported that there was a smell of burning rubber in the cabin prompting a return to the departure airport.

Time / Day

Date : 201803

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A319

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Cruise

Airspace.Class A : ZZZ

Person

Reference : 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

ASRS Report Number.Accession Number : 1531381

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Attendant

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : In-flight

Result.Flight Crew : Landed in Emergency Condition

Result.Flight Crew : Landed As Precaution

Result.Flight Crew : Diverted

Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

Enroute we experienced a muffled bang sound, followed by a loud whirling continuous noise like an electric motor that was failing. At the same time, there was also a small vibration. Shortly after, our #1 Flight Attendant called and said she heard a large bang by the 1 Right (1R) door. After she hung up, we thought we had a possible aircraft structural problem that may cause a rapid decompression, and we asked for a lower altitude of 14,000 feet.

Now the noise was accompanied by an acrid electrical smell. The Captain and I got on oxygen and began the smoke/avionics smoke/fumes immediate action item checklist. I [informed ATC of our situation] and told them we want to divert. The #1 Flight Attendant called to say she smelled smoke, however when the Captain tried to communicate with her through the oxygen mask microphone, she could not understand what I was saying. There was a loud feedback squeal in the speaker when he transmitted, and further complicating the situation, she could not understand what was being said from the poor quality of the oxygen mask microphone.

After several attempts with the speaker causing a large feedback squeal, the Captain took the mask off long enough to tell her to prepare for a landing and do a "30 second review," he also made a quick announcement to the passengers to return to their seats, and turned the seatbelt sign back on. It was at this time he noticed that the smoke abated but the loud humming noise continued. With the smoke subsiding, he discontinued the Smoke/Fumes checklist after the first couple of steps. In hindsight, we should have continued beyond step 2 in the checklist, but the lack of communication distraction caused us to pause the checklist until it was no longer needed.

I don't think it is possible to prevent the smoke/fumes events from occurring. But I feel [the airline] could drastically improve training to handle these events. Communicating with the Captain while wearing the oxygen mask was difficult, and it was nearly impossible for him to communicate with the flight attendants. When discussing the ABC's of Threat and Error Management we are trained to communicate all threats and intentions. We were able to accomplish our tasks with a successful outcome, but it could have been much easier without the confusion from hindered communication.

Before I came to [this airline], I spent 8 years in the training department at [another airline]. In addition to supervising all Line and Simulator Check Airmen I was responsible for all of our training curriculum. I was contacted by a Captain who had a smoke event shortly after takeoff. At the time we trained to don the oxygen masks, turn on the intercom, and turn on the speaker. This resulted in both pilots hearing each other breathing through the masks over the speakers. The Captain of the flight said it was nearly impossible to communicate with the First Officer and Air Traffic Control. We changed our procedures and produced a video that was shown during all initial, upgrade, and recurrent simulator training. After donning the oxygen masks we trained to put on your headset and use the intercom only when communicating with the other pilot to reduce feedback and background noise.

I understand the company has agreed to revisit the SMOKE/FUMES procedures. I feel the immediate actions for smoke/avionics smoke/fumes could be improved. I think the communication issue could be solved by training to put on your headset after the oxygen masks are on. I would add something along the lines of crew communication: establish to the Immediate Action checklist and even consider making the first 2-3 steps memory

items. I would train these procedures during all initial and upgrade training and then revisit them annually.

Synopsis

A319 First Officer reported a muffled bang sound, followed by smoke in the cabin and difficulty communicating through the crew oxygen masks.

Time / Day

Date : 201803
Local Time Of Day : 0601-1200

Place

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

Environment

Light : Daylight
Ceiling : CLR

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
Cabin Lighting : High
Number Of Seats.Number : 165
Passengers On Board.Number : 165
Crew Size Flight Attendant.Number Of Crew : 4

Person

Reference : 1
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)
Experience.Flight Attendant.Total : 26
Experience.Flight Attendant.Airline Total : 26
Experience.Flight Attendant.Number Of Acft Qualified On : 5
Experience.Flight Attendant.Type : 10
ASRS Report Number.Accession Number : 1530899

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
Detector.Person : Maintenance
Detector.Person : Flight Attendant
Were Passengers Involved In Event : N
When Detected : Taxi
Result.General : Maintenance Action
Result.General : Flight Cancelled / Delayed

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

During taxi, aft flight attendants notified me that they smelled something not right in the cabin. I walked the length of the aircraft and back forward, did not notice a smell. I advised I would begin the safety demo and call the pilot. Upon advising Captain of the other flight attendants concerns, he decided to continue taxi out and start the second engine to see if that would clear the air. By this time I was coughing and feeling a scratching in my throat, as was the other Flight Attendant in the forward cabin with me. The Captain made several attempts at shutting down systems, to no avail. During this time all flight attendants were experiencing continued coughing, scratching throats, I felt light headed, the #3 Flight Attendant felt nauseous, many passengers could be heard coughing and clearing their throats. The decision was finally made to return to the gate (Captain suggested taking off may "clear the air", I declined to become a statistic and requested a return to the gate). Upon eventually being met by an agent, several (5-7) mechanics came on board the aircraft. Two of them immediately stepped off and remarked about the odor. Within one minute the decision had been made to take the aircraft out of service and passengers were deplaned. All four flight attendants were taken to the medical facility in the airport, had vitals checked, and were kept there for approximately 2-3 hours. After a very cursory exam by the physician, I requested further treatment and a Rx was written to go to the ER. 2 of 4 flight attendants continued on to the hospital where a blood draw and EKG were done. The blood gasses came back as in normal ranges as well as the EKGs. An additional blood draw was done the following Monday by the doctor clearing me to return to work, results are pending.

Synopsis

Air carrier Flight Attendant reported fumes in the cabin during taxi out for takeoff. Aircraft returned to the gate for maintenance checks and was taken out of service.

Time / Day

Date : 201803

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A300

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Cargo / Freight

Flight Phase : Taxi

Component

Aircraft Component : APU

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1527928

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.Flight Crew : Returned To Gate

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

Pushback from gate positioned abeam the gate but holding short of Sierra taxiway, crew conducted After Start checklist, during this procedure the APU was selected OFF but the APU continued to run with no indications that it was going into a shutdown mode, finally the APU went into shutdown mode and immediately thereafter there was a FUME EVENT in the aircraft, both in the cockpit and the cabin area which was occupied by a jumpseater, of very heavy strong fumes of unburned fuel. This lasted briefly but I immediately made comment to the FO that I had seen this issue before with this aircraft recently, and I mentioned that I would not be planning to accept this aircraft for flight with this condition, I instructed the FO to contact the Ramp Tower and tell them of our issue that we had odors/fumes in the cockpit after engine start. The Ramp Tower then instructed us to proceed to [a holding area], where [Company] maintenance would meet the aircraft, proceeded to that area and shutdown Number 1 engine but did not attempt to start the APU. I completed the AML maintenance write-up at this time. The maintenance crew met the aircraft by boarding through the Avionics bay exterior door, we had a brief discussion and I told the maintenance crew that I had seen this issue before with this aircraft recently, in fact we found my maintenance write up in the aircraft maintenance 60 day window AML log on internet and showed it to the maintenance crew. We were cleared by this maintenance crew to restart Number 1 engine, after which we were instructed to proceed to [the gate]. We were met at gate by maintenance and another debriefing of the aircraft maintenance issue with fuel fumes/odors. I want to make this clear that I consider this a FUME EVENT with Aircraft X, this is the second time I have personally witnessed this issue with this aircraft, the first of which was in mid-January.

I also want to mention that my maintenance write up for that particular trip appears to have been removed from the online AML window when I went back to check the particulars of that maintenance write up. I decided to make this report ASAP as I have extreme concerns that there is a serious fuel issue with this aircraft that must be addressed and despite recent subsequent maintenance write ups by other flight crews of the same issue with fumes/odors in the aircraft after engine start. Maintenance continues to clear this aircraft for further use.

Aircraft must be removed from service to conduct proper inspections for repairs.

Synopsis

A300 Captain reported fuel fumes in the aircraft after engine start.

Time / Day

Date : 201803

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.Tower : 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 : Takeoff

Airspace.Class B : ZZZ

Component : 1

Aircraft Component : Turbine Engine

Aircraft Reference : X

Problem : Malfunctioning

Component : 2

Aircraft Component : Fuel Line, Fittings, & Connectors

Aircraft Reference : X

Problem : Malfunctioning

Person : 1

Reference : 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 : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 23000

Experience.Flight Crew.Last 90 Days : 120

Experience.Flight Crew.Type : 1740

ASRS Report Number.Accession Number : 1527548

Human Factors : Workload

Human Factors : Troubleshooting

Person : 2

Reference : 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 : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 17732
Experience.Flight Crew.Last 90 Days : 190
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 1527549
Human Factors : Workload
Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation - Procedural : Weight And Balance
Anomaly.Inflight Event / Encounter : Fuel Issue
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Landed in Emergency Condition
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 in ZZZ the tower called to report heavy smoke coming from our right engine. Controller was quite enthusiastic about the amount of smoke and that it was only the right engine affected. Our engine instruments showed normal but we asked for vectors for a downwind to assess situation. As we were getting vectors we attempted to reach Dispatch/Maintenance via SATCOM but were unable to contact. We had our Flight Attendants do a visual assessment out the windows and they reported no smoke that they could see. We asked for an approach to ZZZ so that our maintenance and/or the Fire Department could assess if there was excessive smoke from the right engine. After the approach the tower again reiterated very excessive smoke from the right engine on climb out.

At this time we were finally able to contact Dispatch and Maintenance who said there was no excessive oil consumption and that he couldn't detect any abnormalities with either engine. We discussed that the excessive smoke seemed to be when the engines were at a higher power setting. By the time we conferred with Maintenance we informed Dispatch that we only had about 84,000 lbs of fuel and were concerned that it was well below our MINTO of 88.8. We were also planned well south of the normal routes due to weather and rides. We felt that the best decision was to return to ZZZ to refuel and at the same time we could have Maintenance do an inspection of the engine as well. It was decided we

would dump fuel to our max landing weight and return to ZZZ.

We informed ATC that we needed to dump fuel and were told to hold at ZZZZZ at 5,000 feet. At XA48Z with the fuel at 82,200 lbs we initiated the Fuel Jettison Procedure. Shortly after initiating the fuel jettison we received a Fuel Jettison Main EICAS telling us that the right main fuel jettison had malfunctioned. We discontinued dumping at this point as per the Fuel Jettison Main checklist at XA53 with 72,000 lbs of fuel remaining. We contacted Maintenance again and informed him of the jettison malfunction and that we would be doing an overweight landing at ZZZ.

ATC and the company were informed of our return and we requested the fire trucks nearby for our landing. We did a 30 flaps landing at approximately 472,000 lbs to a very smooth touchdown.

Maintenance inspected the engine and determined that the engine intermix probably played a large part in the concern from ATC on our takeoff because the left engine was relatively new and the right was considerably older. The mechanic also said he noted the excessive smoke in the right engine vs. the left but didn't feel that it was any more than a normal amount. The engine was inspected with no findings of problems, the overweight landing inspection was completed, and a new flight plan was filed with an MEL item of the right main fuel jettison inop. I contacted the flight operations as soon as we returned to the gate to report our incident and airport return and informed them that the crew was ready to go as soon as the proper maintenance and paperwork were done. We received the new release and flight plan release and left the gate as soon as we had everything.

On taxi-out the tower controller asked what we found out about the right engine and proceeded to again express how highly alarmed he was by the amount of smoke on takeoff. We explained to him why there was such a difference between the engines due to the intermix and thanked him for his vigilance and concern. The flight to ZZZ1 was completed without further incident.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

B777 flight crew reported being advised by the Tower of excessive smoke coming from an engine during takeoff and returned to land overweight.

Time / Day

Date : 201803
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 11
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : FBO
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Initial Approach
Flight Phase : Descent
Route In Use : Vectors
Airspace.Class D : ZZZ

Component

Aircraft Component : Electrical Power
Aircraft Reference : X
Problem : Failed
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Function.Flight Crew : Trainee
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 165
Experience.Flight Crew.Last 90 Days : 15
Experience.Flight Crew.Type : 65
ASRS Report Number.Accession Number : 1527421

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Landed As Precaution
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Certificated flight instructor and Instrument student, were on an instrument training flight. After flying two instrument approaches to ZZZ1 airport, the crew asked Approach for vectors to final for the RNAV (GPS) XXR approach into ZZZ Airport.

After approximately 1.4 Hobbs (of 1.8 total), while on vectors at 3,000 feet inside the Special Flight Rules Area and just outside Class Bravo airspace, the pilot in the left seat noticed that the trim might have gone out. Very shortly thereafter, the GPS (Garmin 430) pulsated and then went black, losing both Communication radio and GPS instrument approach. The crew immediately contacted Approach to notify them of the equipment lost and asked for vectors to ZZZ Runway XXR. While being vectored, the crew noticed that the ammeter read zero amps. Then, the crew felt a pulsating pressure inside the cockpit similar to fluctuating pressurization. The crew reported a lost alternator to Approach, so Approach gave clearance to proceed at own navigation and altitude to ZZZ.

After contacting Tower, the communications became unusable. When the radio was garbled, the crew recycled the alternator switch. The GPS and communications cleared up for approximately 30 seconds before it pulsated and went black and smoke billowed out of the ammeter gauge. A small fire flared up covering the size of the ammeter and surrounding gauges. The crew immediately turned off the Master Switch and opened the left window vent to clear out the acrid electrical smoke.

Subsequently, Tower cleared out the pattern to Runway XXR, and the crew landed uneventfully to XXR. Upon clearing the runway, the aircrew used a hand-held transceiver to contact Ground. Ground cleared the crew to taxi immediately to the East ramp via taxiway bravo.

The crew shutdown the aircraft and pulled it into the next row's hangar section. Shutdown and post-inspection were normal.

Synopsis

PA-28 student reported an electrical failure and fire during flight. A landing at the destination field was normal.

Time / Day

Date : 201803

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : LIT.Airport

State Reference : AR

Altitude.MSL.Single Value : 17000

Environment

Flight Conditions : IMC

Aircraft

Reference : X

ATC / Advisory.Center : ZME

ATC / Advisory.TRACON : LIT

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

Flight Phase : Climb

Route In Use : Direct

Airspace.Class A : ZME

Airspace.Class C : LIT

Person : 1

Reference : 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 : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1527275

Human Factors : Situational Awareness

Person : 2

Reference : 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 : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1527271

Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Maintenance Action
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Returned To Gate
Result.Flight Crew : Returned To Departure Airport
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Company Policy
Primary Problem : Company Policy

Narrative: 1

During the climb at about 17,000 feet we got a call from the Flight Attendants that they smelled smoke in the cabin. On further query they said all 4 Flight Attendants smelled smoke throughout the cabin and it smelled "like electrical smoke." We called Center and told them we needed an emergency return for smoke in the cabin. I took the radios and the aircraft while the First Officer began the checklist for descent, smoke, and overweight landing as well as getting our landing performance data. We [advised ATC] and began our descent.

At about 10,000 feet I asked for a 360 or a vector to lose altitude and a vector was given. Before landing all checklists were complied with. Landing was overweight and a flaps 3 configuration. The flight attendants reported that the smoke smell was continuing but not getting worse. We decided that we would taxi to the gate with fire and rescue accompanying. After passengers were deplaned the crew exited into the jetway to escape the fumes. Calls were made to maintenance, dispatch and SOC. Contract maintenance came to work on the aircraft and I assisted him with starting the APU and turning packs on to troubleshoot the smoke source.

After an hour or so he stated that there was a smoke smell coming from both packs and that maintenance wanted us to run both engines and packs one at a time. He stated that we would need to run engine 1 on each pack for about 5 minutes then repeat with the other engine. During this time the entire crew moved to the top of the jetway since the smoke was so strong near the aircraft. I felt that it would not be safe to be on board the aircraft in the smoke for 20 minutes for an engine run. I refused to do so and spoke again to the duty manager to explain this. He called Maintenance who stated that the flight would have to be cancelled and this would be a "crew cancellation." Contract maintenance then continued to work and found that Number 1 pack had burn marks from high heat and placed pack 1 on MEL. We then re-boarded the aircraft but then had to wait about 20 minutes for the fuel that was on our release. We then departed for a normal flight.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

A320 flight crew reported they were charged with a "crew cancellation" because they refused to assist maintenance with an engine run test for smoke in the cabin.

Time / Day

Date : 201803
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 30000

Environment

Flight Conditions : VMC

Aircraft

Reference : X
ATC / Advisory.Center : 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 : Cruise
Route In Use : Direct
Airspace.Class A : ZZZ

Component

Aircraft Component : Galley Furnishing
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 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 : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1526315
Human Factors : Time Pressure
Human Factors : Troubleshooting
Human Factors : Workload

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation - Speed : All Types
Anomaly.Deviation - Procedural : FAR

Anomaly.Deviation - Procedural : Weight And Balance
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Diverted
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During climb at approximately FL130-FL140 we were alerted by one of the Flight Attendants in the aft cabin that the circuit breaker to galley oven R42 had popped after takeoff. I asked him if there was any smoke or fumes and he replied there were no issues. I told him not to reset the Circuit Breaker (CB) and asked him to call me back if anything changed. Shortly after that as we were nearing FL300 he called back and reported a very strange and strong smell in the aft cabin and that the oven was extremely hot. No visible smoke or fire was reported, but the First Officer (FO) and I began to smell something similar to the smell of burning rubber in the cockpit. At that time we completed the memory items for the Smoke/Fumes checklist and notified Center that we and wanted to divert approximately off our nose. I let the FA's know we were diverting and would be on the ground in about 10 minutes and to prepare for a normal landing. I also informed the passengers that we would be going to [divert] due to a mechanical issue.

During the descent the FO sent a message to dispatch, communicated with ATC and we reprogrammed our destination to [diversion airport]. I kept the speed above 250 below 10,000 in order to get the aircraft down to pattern altitude as well as the the concern that there may be a fire that wasn't apparently visible. We completed most of the Smoke/Fumes checklist as we were approaching the airport. I checked with the FA in back and verified no change in status in the cabin.

On final I pushed for Managed Speed but we had missed activating the approach phase and the aircraft briefly accelerated to approximately 3 knots above the limit for flaps one. The remainder of the approach was normal with a normal landing about 1,000 pounds over max landing weight. After landing we cleared the runway and I verified with our FA that there was still no smoke or fire and got a confirmation from the fire rescue truck that all appeared OK. We taxied to the gate and when we opened the cockpit door there was a very strong odor in the cabin. Fire rescue boarded the aircraft and confirmed via thermal sensor that the malfunctioning oven was still very warm (250 degrees) and at least 150 degrees warmer than the other oven.

This was a very time compressed event as the time from the top of descent to landing was probably no more than 10-12 min. with many tasks to accomplish in a very short time. Overall I feel we did a good job based on the information with only one or two minor mistakes during the event.

Synopsis

A319 Captain reported that during the climbout it was discovered that a circuit breaker had opened in in the aft galley, accompanied by strong fumes a few minutes later. After

accomplishing the Smoke/Fumes Checklist, the Captain successfully diverted to the nearest suitable airport.

Time / Day

Date : 201803

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Environment

Light : Night

Aircraft

Reference : X

ATC / Advisory.Center : 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

Nav In Use : FMS Or FMC

Flight Phase : Cruise

Airspace.Class A : ZZZ

Component

Aircraft Component : Galley Furnishing

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 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 : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1525769

Human Factors : Troubleshooting

Human Factors : Distraction

Human Factors : Time Pressure

Human Factors : Workload

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Maintenance Action
Result.General : Evacuated
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

At cruise, Flight Attendant reported a smell of something burning in the aft galley. We turned the pack to a colder temperature thinking it may be getting too warm and told them we would check back in about two minutes. We called and they said it was the same, so I told them I was turning off the recirculation fans to see if that made any difference and it did not. At that time, we decided to divert, land, and have it checked by Maintenance. We called Dispatch to coordinate the off schedule arrival. During the descent the Flight Attendant called and told us the lights in the aft galley and cabin were beginning to flicker I told them to turn them off and we would be landing shortly.

The First Officer was flying the aircraft so we set up to go directly to the Airport and we began running the Smoke and Fumes Checklist. The Flight Attendant called us and said the cabin was beginning to have visible smoke. We identified to ATC as an emergency and requested the fire truck meet us upon landing. With the situation becoming worse in a period of approximately 10 minutes, I did not want to risk the safety of the passengers so I asked the Flight Attendants to prepare for evacuation upon arrival. They did so and we landed and taxied just off the runway and evacuated the aircraft on the taxiway. The fire trucks met us and helped with the passengers exiting the aircraft. We assisted the passengers and bused them to the terminal as quickly as possible.

Synopsis

B737-800 Captain reported that the cabin crew notified them of smoke and fumes in the aft galley, which led to a decision to divert and evacuate on the taxiway.

Time / Day

Date : 201803

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Descent

Route In Use : Direct

Airspace.Class D : ZZZ

Component : 1

Aircraft Component : Circuit Breaker / Fuse / Thermocouple

Aircraft Reference : X

Problem : Improperly Operated

Component : 2

Aircraft Component : Electrical Power

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 330

Experience.Flight Crew.Last 90 Days : 10

Experience.Flight Crew.Type : 330

ASRS Report Number.Accession Number : 1525696

Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Landed in Emergency Condition
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

I was flying from ZZZ to ZZZ1 for pattern work, and on final for the first touch and go the PFD indicated it was running on battery and the Alternator Field circuit breaker was popped. I reset the circuit breaker, broke out of the pattern and started heading back to ZZZ as a precaution. The Alternator Field circuit breaker would not stay engaged more than 1-2 minutes, where I would reset it again.

I was talking to ATC Approach the whole time for flight following and gave them a heads up on the situation of a possible impending electrical failure, and they in turn gave ZZZ Tower a heads up on the situation. Getting closer to ZZZ I turned off all unnecessary lights and the Number 2 radio just to conserve power. Once I contacted ZZZ Tower they cleared me for a right downwind for XX. Right as I was coming up on the north/east shore of the reservoir there was a "pop", and a large puff of acrid electrical smelling smoke with sparks emanating from behind/below the panel on my side of the aircraft.

I immediately [advised ATC about] smoke in the cockpit and told them I needed the runway right now and I was headed for Runway YY. They cleared traffic away and me to land, and which point I radioed that I was turning off the electrical/master. I was alternating looking down at the panel/my feet for any more sparks/smoke and ahead of me to setup for landing. I opened the window for some fresh air and was able to land safely and then with the aircraft on the ground and under control I pulled the mixture and fuel control valve off. I coasted off to the ramp and evacuated the aircraft and the fire equipment soon came. The fire department confirmed there was no active fire with a thermal camera and left quickly for another call.

I believe constantly resetting the popped circuit breaker might have been a contributing factor to the smoke/sparks. We have been having trouble with the Alternator Field circuit breaker for a while and mechanics would check it out but the root cause was not found so the issue would recur. Because of this and the seemingly innocuous nature of the continued situation it had become a standard process almost to reset it every time it pops, which is something that I will not do in the future more than once.

Synopsis

C172 pilot reported smoke and sparks in the cabin following the repeated resetting of the Alternator Field circuit breaker.

Time / Day

Date : 201803
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : Mixed
Weather Elements / Visibility.Visibility : 10
Light : Night
Ceiling.Single Value : 2800

Aircraft

Reference : X
ATC / Advisory.Center : 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 : Cruise
Airspace.Class A : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 6000
ASRS Report Number.Accession Number : 1525424

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : Evacuated

Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Enroute at cruise, FAs (Flight Attendants) reported it being very warm in aft cabin and strange fumes. We placed temperature controls in full cold and continued to monitor. They reported fumes continued and we turned off recirculate fans and referred to QRH for procedural guidance. FA reported fumes were not clearing and getting worse. Captain conferred with Company and I continue to fly aircraft and we commenced reviewing "Smoke, Fumes, and Fire" in cabin checklist.

FAs reported fumes were worsening and aft cabin lights were flickering on and off. We decided as a crew to divert. Captain conferred with Company and communicated with FAs monitoring the fume situation. Captain executed Smoke, Fumes and Fire Checklist as I obtained ATIS and executed Divert Checklist as best as possible considering time shortage. FAs reported smoke present in aft part of cabin as we got nearer to [divert field]. Captain decided and FO (First Officer) concurred, that upon landing we would clear the runway and then evacuate the aircraft.

We cleared the runway, stopped the aircraft on a taxiway, and accomplished the Evacuation Checklist. We then gathered Passengers in two groups and assessed for injuries. There were five to seven injuries that we were aware of that received some level of medical treatment.

Synopsis

B737NG First Officer reported diverting after Flight Attendants advised of fumes and smoke in the cabin.

Time / Day

Date : 201803

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

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 : Takeoff

Airspace.Class C : ZZZ

Component

Aircraft Component : Turbine Engine

Aircraft Reference : X

Problem : Malfunctioning

Person : 1

Reference : 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 : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1524893

Person : 2

Reference : 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)

Experience.Flight Crew.Type : 1100

ASRS Report Number.Accession Number : 1525157

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Inflight Event / Encounter : Bird / Animal
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 : Returned To Departure Airport
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

During the takeoff, right after rotation, a flock of small birds crossed in front of us at approximately 10 ft AGL. I was not able to avoid them and we both heard the sound of impact from birds being struck. Immediately we heard a "buzzsaw" sound coming from the Number 1 engine as well as saw the LP vibration on engine 1 jump to 1.9, which was approximately three times that of the other spools. We could feel the vibration also. In addition there was briefly a smell of burning animal flesh in the cockpit. Knowing we had ingested a bird into that engine, I instructed the FO to tell ATC we needed to return to the field for a precautionary landing. The engine still produced normal thrust and we saw no other abnormal indications. I stayed in the pattern while the FO notified the flight attendants of what happened and that we'd be returning to the field for a precautionary normal landing. He also informed the passengers via the PA.

I setup for a downwind while the FO ran the climb, descent, and approach checks and reloaded the FMS for the air return. We were at approximately 73,500 lbs so not overweight. During this entire time the engine still made the loud buzzsaw sound and vibrations were still felt. The odd smell didn't last more than a couple minutes.

I did not declare an emergency as this was a precautionary landing and thrust was still normal. We were airborne for probably less than 10 minutes. We landed without incident and taxied to the gate. I made a PA informing the passengers that we had ingested a bird and that I wanted them to deplane as maintenance needed to inspect the plane. I called Dispatch and informed them of the air return and maintenance write up. I wrote the plane up and informed Maintenance Control.

Contract maintenance showed up about thirty minutes later and did find bird remains on the interior of the nacelle, and on multiple stator vanes. Also two fan blades had been bent considerably. As a result the flight was canceled for an indefinite repair time. No remains were found elsewhere on any part of the airframe. The city ops vehicle said he found the remains of two birds on his runway inspection.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

EMB-175 flight crew reported returning to departure airport after ingesting birds into the Number 1 engine. Ground inspection revealed damage to several fan stage blades.

Time / Day

Date : 201803

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff

Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 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 : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Last 90 Days : 424

ASRS Report Number.Accession Number : 1524833

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

On takeoff the aircraft air conditioning system started spewing a strong odor of pyrolyzed oil. There were no visible signs of smoke. Having been exposed to this numerous times, experience held up to be true that when the engines reduced power, the smell would dissipate. All was fine in cruise, but in descent the strong foul smelling odor returned.

I used my oxygen mask on descent just to be safe. The odor was strong when a status check was made at approximately 10,000 feet. The odor continued in varying states of intensity until landing. The B Flight Attendant remarked to both [Maintenance] and I that it was "noxious" in the aft galley.

Dispatch wanted me to assist with a diagnostic engine run. I refused due to being exposed to over two hours of tricresyl phosphates in oil fumes. It was later revealed that the aircraft had had an engine wash the night prior. There may be an unknown connection between these two events.

A [preventative measure would be a] thorough checklist procedure to track down and isolate pyrolyzed oil in the air conditioning system. This is a known industry problem that nobody wants to do anything about. Engine and airframe manufacturers ignore. Regulatory agencies ignore and airlines ignore. Vaporized engine oil is a proven nerve agent that causes numerous debilities.

Synopsis

B737-700 Captain reported a strong odor of "pyrolyzed oil" was present in the aircraft on takeoff and descent, and expressed concern about the potential negative health effects.

Time / Day

Date : 201802
Local Time Of Day : 1801-2400

Environment

Light : Night

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Cabin Lighting : Low
Number Of Seats.Number : 148
Passengers On Board.Number : 139
Crew Size Flight Attendant.Number Of Crew : 5

Component

Aircraft Component : Fire Extinguishing
Aircraft Reference : X
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : General Seating Area
Reporter Organization : Air Carrier
Function.Flight Attendant : Flight Attendant (On Duty)
Function.Flight Attendant : Flight Attendant In Charge
Qualification.Flight Attendant : Current
Experience.Flight Attendant.Total : 28
Experience.Flight Attendant.Airline Total : 28
Experience.Flight Attendant.Number Of Acft Qualified On : 6
Experience.Flight Attendant.Type : 65
ASRS Report Number.Accession Number : 1524186
Human Factors : Confusion

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Attendant
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Equipment / Tooling
Primary Problem : Equipment / Tooling

Narrative: 1

Fire alarm went off due to smoke at 4L we all smelled electrical, like a hairdryer burning up x10. Used a halon but water came out of it. Got another halon extinguisher used in lav ceiling it also was putting out WATER NOT halon. Prepped cabin for [diversion]. Fire dept entered via 4L, deplaned passengers out 4L into buses. How many other halon extinguishers are there out there that DO NOT WORK!!??? Fire dept said when halon's get old, the halon turns to a watery substance and should never be used in an electrical situation.

Synopsis

B757 Flight Attendant reported difficulty in fighting an in-flight electrical fire with an expired fire extinguisher.

Time / Day

Date : 201803

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Environment

Flight Conditions : VMC

Light : Night

Aircraft

Reference : X

ATC / Advisory.Center : 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

Nav In Use : FMS Or FMC

Flight Phase : Cruise

Airspace.Class A : ZZZ

Component

Aircraft Component : Circuit Breaker / Fuse / Thermocouple

Aircraft Reference : X

Problem : Failed

Person

Reference : 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 : 1524063

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

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : In-flight
Result.Flight Crew : Diverted
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I was the Captain, Pilot Flying, and with the exception of a couple of small weather deviations around a line of thunderstorms, the flight was progressing smoothly. At least, until about half way across the country. On my audio panel, I had the cabin inter-phone volume up, and overheard the Flight Attendants discussing a medical issue with a passenger who was laying on the back galley floor due to low blood pressure and feeling faint. When the number 1 (Flight Attendant) called me, she said that they had made an announcement for a doctor on board, and there was one who was attending to the woman, and also it appeared that she would be "okay".

I requested that they make a call to the Physician on Call (POC) using their Wi-Fi phone, and gave them the desk number. At that point, I also decided to contact dispatch and get them in the loop. We discussed using ZZZ if a medical diversion was required. Dispatch said the Flight Attendants were talking to the POC and agreed on our diversion choices if needed.

First Officer and I called up the weather, ATIS (ZZZ), reviewed the Jeppesen, and calculated our landing distances. ZZZ would be right on the line. It was very fortuitous that we did all this pre-planning, because about 20 minutes later we had to put that plan into action.

All of a sudden, there was a muffled bang sound, followed by a loud whirling continuous noise like an electric motor that was failing. At the same time, there was also a small vibration that reminded me of a radar antenna motor going bad, so I immediately switched the unit off. That wasn't the problem. Next, our number 1 Flight Attendant called and said she heard a large bang by the one Right (1R) door. After she hung up, First Officer and I both thought we had a possible aircraft structural problem that may cause a rapid decompression, and we asked for a lower altitude of 14,000 feet. At this point, we knew we probably weren't going to destination.

Now the noise was accompanied by an acrid electrical smell. I said let's get on oxygen and get into the smoke and fumes checklist. I handed the aircraft over to the First Officer and said tell them we want to divert to ZZZ. The number 1 called to say she smelled smoke, however when I tried to communicate with her through the oxygen mask microphone, she could not understand what I was saying. There was a loud feedback squeal in the speaker when I transmitted, and further complicating the situation, she could not understand what was being said from the poor quality of the oxygen mask microphone.

After several attempts with the speaker causing a large feedback squeal, I took the mask off long enough to tell her to prepare for a landing and do a "30 second review," I also made a quick announcement to the passengers to return to their seats, and I turned the seatbelt sign back on. It was at this time I noticed that the smoke abated but the loud

humming noise continued. With the smoke subsiding, I discontinued the Smoke/Fumes Checklist after the first couple of steps. In hindsight, I should have continued beyond step 2 in the checklist, but the lack of communication distraction took me out of it until it was no longer needed.

We removed our oxygen masks, briefed the approach, ran the Emergency Landing Checklist, and discussed the situation and our threats to the remainder of the flight. With the situation a little better at hand, I "all called" the Flight Attendants and gave them a proper briefing, and said we were expecting a normal landing and taxi to the gate. I made a better, more detailed Public Address to the passengers and explained that I requested EMS to be on hand so expect to see some "flashing lights!" We agreed that we would shoot the ZZZ ILS and leave it on the autopilot, in case the smoke started back up again. Fortunately, it did not and we successfully shot the approach, and I disconnected the Autopilot at 500 feet and got probably the smoothest landing.

Once at taxi speed I made a "remain seated 3x Public Address" and we continued to [the] gate, and deplaned using the Jetway uneventfully. Shortly after shut down while debriefing maintenance, the motor whirring noise got louder and the acrid electronics odor returned. Next, we got an ECAM "AVIONICS SMOKE" message. I followed the QRH "IMMEDIATE ACTION" checklist and shortly thereafter, the noise stopped, but only after the "AV/VENT EXTRACT FAN", circuit breaker (AC 4) popped. That concluded the evening's excitement!

One final thought, First Officer related an Oxygen Mask communications procedure from a previous airline, where they would put their headsets over the oxygen mask and turn the speakers off, hence no feedback problems! I use a molded ear-piece and believe that would also work. The current procedure with the microphone/speaker feedback is unsafe and completely unacceptable!

Synopsis

A321 Captain reported diverting due to in-flight smoke and fumes from an apparent electrical problem followed by difficulties communicating through the oxygen masks.

Time / Day

Date : 201803

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 : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Galley

Cabin Activity : Boarding

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1523450

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Galley

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1523464

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Attendant

When Detected : Pre-flight

When Detected : In-flight

Result.General : Physical Injury / Incapacitation

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During boarding, the entire crew smelled an exhaust-like smell, like burning oil. It was thick and irritating to my eyes and throat. I notified Captain, and stopped boarding. He thought it was possibly de-icing fluid burning off the packs. After takeoff, the smell returned full force. It was so bad, I called him even though we were not out of 10,000 feet. He was able to play with the packs, and the smell dissipated. During descent, the smell came back full force again. I had irritation to my throat and my eyes were burning. The smell was acrid and thick, and you could taste it in your mouth, and feel it in your eyes.

Went to company doctor. Was losing my voice and was very fatigued. Watery eyes and a chemical-like burn/sore on my lip. Heavy throat irritation.

Narrative: 2

Two of the FA's went to the company Doctor. I had a headache and a metallic taste. The next morning I felt OK. I had an ulcer inside my cheek and some slight metal taste but the headache was gone.

Synopsis

Two A321 Flight Attendants reported suffering physical effects from noxious fumes in the cabin.

Time / Day

Date : 201802
Local Time Of Day : 0001-0600

Place

Locale Reference.ATC Facility : ZZZ.Tower
State Reference : US
Altitude.MSL.Single Value : 1200

Environment

Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737-700
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Climb
Airspace.Class C : ZZZ

Component

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

Person

Reference : 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 : Air Transport Pilot (ATP)
Experience.Flight Crew.Last 90 Days : 292
Experience.Flight Crew.Type : 7500
ASRS Report Number.Accession Number : 1523016

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Flight Cancelled / Delayed

Result.General : Maintenance Action
Result.Flight Crew : Inflight Shutdown
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed As Precaution

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Shortly after takeoff and beginning climb, we experienced recurring and erratic multiple compressor stalls in the number 2 engine. A Flight Attendant called the cockpit with the emergency signal and relayed that fire was visible from the number 2 engine. We contacted the Tower Controller, climbed to a safe altitude below a high overcast while turning and flying the Engine Out Procedure as briefed. We performed checklists, contacted Flight Attendants, Ops and Dispatch and made a PA to passengers. We returned for an uneventful, normal landing. We stopped on centerline and requested the Ground Rescue Crew to inspect the aircraft. Following their negative report, we taxied to the gate with Rescue vehicle following and monitoring. Parking, shutdown, deplaning passengers and post flight were normal.

Synopsis

B737-700 Captain reported returning to departure airport after experiencing multiple compressor stalls on Number 2 engine shortly after takeoff.

Time / Day

Date : 201802

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Dawn

Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 900 (CRJ900)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Person

Reference : 1

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)

ASRS Report Number.Accession Number : 1522763

Human Factors : Situational Awareness

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Attendant

When Detected : Taxi

Result.General : Evacuated

Result.General : Flight Cancelled / Delayed

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

We pushed back and started both engines knowing that we would need deicing and anti-icing before departing. We received taxi instructions from Ground Control and taxied to the northern deicing pad. Approximately two minutes after the beginning of taxi we received a call from the rear Flight Attendant. The Flight Attendant informed us that the cabin had begun to fill with smoke. At the time the call was received we were still on an active taxiway preparing to turn into the deicing pad. The Captain stopped the aircraft and applied the parking brake while [advising] ATC and told ATC that we would need firetrucks. The Captain then reached up and turned off both the left and right packs. He called for the smoke QRH and we ran the immediate action items deciding not to apply oxygen masks as we had no smoke or fumes inside of the cockpit. We then proceeded to the smoke QRH. I was reading the checklist and he was completing actions. Once beginning the checklist we quickly realized that it was geared to a smoke emergency in the air.

We then decided to open the cockpit door and see if we could find the origin of the smoke. After witnessing the amount of smoke in the cabin the Captain called for the evacuation QRH, having the passengers deplane through the main passenger door only. We completed the evacuation QRH and the Captain directed me to exit the aircraft and direct passengers while he grabbed the fire extinguisher and moved to the back of the aircraft. Once outside the aircraft I directed passengers behind an ambulance parked 40 to 50 feet away from the aircraft. The flight attendants exited the aircraft after myself and I instructed them to assist me in corralling the passengers. At the time it was both sleeting and raining and the temperature was quite cold.

After the smoke cleared the Captain and I arranged for shuttle transportation back to the terminal and decided that as a flight crew we would remove jackets and bags and personal belongings from the cabin and return them to the passengers. After communicating with Operations, the chief pilot, in-flight and the fire crews, we arranged for a tug to pull the aircraft back to the terminal. At this point all passengers had been bussed back to the main terminal. We received permission from maintenance to start the APU. Both the Captain, myself and our 2 Flight Attendants rode inside the aircraft as it was towed to the terminal.

Synopsis

CRJ-900 First Officer reported evacuating the aircraft on the taxiway after smoke filled the cabin.

Time / Day

Date : 201802

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.MSL.Single Value : 32000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 5

Light : Daylight

Ceiling.Single Value : 5000

Aircraft

Reference : X

ATC / Advisory.Center : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : MD-11

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Cargo / Freight

Flight Phase : Cruise

Person : 1

Reference : 1

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)

Experience.Flight Crew.Total : 11800

Experience.Flight Crew.Last 90 Days : 83

Experience.Flight Crew.Type : 3950

ASRS Report Number.Accession Number : 1522760

Human Factors : Situational Awareness

Person : 2

Reference : 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 : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1522761

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Ground Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Diverted
Result.Flight Crew : Landed in Emergency Condition
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

While cruising at FL320 the Relief Officer and I heard a very strange noise coming from the aft, right side of the flight deck, near the library. We looked at each other with a bewildered stare, then attempted to ascertain the source of the noise. We were not able to identify anything that would have produced the noise, and joked it was rats or a haunted plane. Within a minute, the Relief Officer stated he smelled smoke and I immediately confirmed it. The Relief Officer donned the oxygen mask while I left my seat to retrieve the Captain from the bunk. When I returned I buckled the seat belt and donned oxygen. As I was doing this, the Relief Officer [advised ATC] we were diverting. The Captain took his seat and assumed pilot flying duties.

During the divert the Relief Officer stowed the bunk so we could egress the left side if necessary, searched for the source of the smoke, checked for open circuit breakers, [and] retrieved a fire extinguisher. [We] performed the smoke/fire/fumes checklist, dumped approximately 50,000 pounds of fuel to bring the aircraft below maximum landing weight, sent a divert message via ACARS, retrieved ATIS, retrieved flight data and performance, and backed up the Captain and First Officer with the arrival and visual approach to Runway XX. After landing, the taxi to parking was delayed by ramp construction and barricaded taxiways. Ground crews eventually removed the barricades and led us to the cargo ramp, on the west side of the runway, which is not depicted on the taxi diagram.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

MD-11 flight crew reported smoke odor during cruise resulting in a diversion.

Time / Day

Date : 201802
Local Time Of Day : 0001-0600

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 36000

Environment

Flight Conditions : VMC

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ

Component

Aircraft Component : Recirculation Fan
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 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 : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 21628
Experience.Flight Crew.Last 90 Days : 208
Experience.Flight Crew.Type : 2986
ASRS Report Number.Accession Number : 1522485

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation - Procedural : Published Material / Policy
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 : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During cruise, Flight Attendants (FA) notified me of an acrid and electrical smell in the forward cabin. No fumes observed in cockpit. Coincidentally the R recirculation fan momentarily failed and returned to functioning status with no crew interaction. QRH for recirculation fan is a crew awareness and not a procedure. FA reported that the smell had subsided or cleared entirely. Minutes later, the R recirculation fan failed again, and then again regained function. I had the First Officer (FO) turn it off. Coincidentally the FA stated the smell had returned. I called [Dispatch] and [Maintenance] via sat phone to discuss. It seemed the odor was related to the R recirculation fan. Discussed continuing with the fan off with since again the smell went away when the fan was turned off.

We contemplated continuing in this condition and were leaning towards that since the smell appeared to be related to the operation of the R recirculation fan. [Dispatch] was working on new fuel burns with the fan off for the remainder of the flight when the FA reported that the smell had returned and that some passengers were complaining about the smell and some were alarmed. We still had no fumes in the cockpit. We decided to drop into [a nearby alternate].

[Dispatch] was still on the phone when decision was made. He sent us landing data. We performed the QRH for Smoke, Fire, Fumes. We did not don the O2 masks due to the clean air conditions in the cockpit. I felt it would have been no help and perhaps a distraction. The O2 masks were out and ready and goggles were within reach should they be needed.

FAs were briefed. I told them until further notice it would be a normal landing. I told them to disregard the Sterile light should conditions change for the worse. At that point we could have expedited and prepared for evacuation. The fumes were not causing breathing issues and there was no visible smoke. I thought a normal preparation and landing was appropriate for the actual situation. We accomplished all of our checklists, normal and abnormal, while losing altitude and being vectored.

Overweight landing was smooth. Local Maintenance was fully debriefed on the landing and I filled out the smoke/fumes questionnaire with the assistance of the lead FA. FAA met [us] and asked about any hazmat on board. There was none boarded and I told him as such. No other questions or interaction with FAA. Reps from the [company] also greeted us. Very supportive in offering any assistance. When we opened the cockpit door we could smell the acrid odor. Maintenance was able to smell it and got right to trying to identify it. I later got calls to discuss and answer any questions. All parties seemed satisfied. Aircraft swap occurred and we took off hours later.

Synopsis

B757 Captain reported diverting to an alternate airport after a Flight Attendant noticed an electrical smell in the cabin that was probably due to a recirculation fan anomaly.

Time / Day

Date : 201802

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Night

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

Aircraft Component : Turbine Engine

Aircraft Reference : X

Problem : Design

Person

Reference : 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 : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1522239

Human Factors : Situational Awareness

Analyst Callback : Completed

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew

When Detected : Aircraft In Service At Gate

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

All NEO (New Engine Option) Engines. When doing postflight walk-arounds or even preflight walk-arounds when the plane just pulled in, there is a lot of smoke and strong fumes around the NEO engines. The smell and smoke is sometimes nearly overwhelming. This stays around for approximately 10-15 minutes after the engine has been running. Sometimes even longer. When doing the walk-around in the dark with a flashlight, the light beam shows all the smoke particles and it looks like heavy fog.

Spoke to Ground Crew as well who notice the same fumes and smoke on NEO engines. Told me it smells like burning oil. I am concerned about health implications from this. There is no way of avoiding the fumes and smoke.

Callback: 1

The reporter stated that the engine in question is a CFM LEAP (Leading Edge Aviation Propulsion) engine. The reporter stated that these engines are installed on the A320 NEO aircraft. The reporter stated that after the engine shuts down there is an excessive amount of smoke that comes out of the center of the engine and may linger in the area for 10 to 15 minutes. The reporter stated that it is not out of the turbine area, but out of the pipe coming out of the tail cone. It smells like burning oil and worries that it may be toxic. The reporter also stated that the ground crew (baggage handlers) have also been complaining about the excessive smoke coming out of the engine.

Synopsis

A320 First Officer reported that after shutdown there is excessive smoke and fumes from the NEO (New Engine Option) engines.

Time / Day

Date : 201802
Local Time Of Day : 1201-1800

Place

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

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZZ
Aircraft Operator : Air Carrier
Make Model Name : EMB ERJ 140 ER/LR
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Taxi

Component

Aircraft Component : Cargo Compartment Fire/Overheat Warning
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 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 : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1522201

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 : Maintenance Action
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

While taxiing onto the ramp received BAGG SMOKE warning message and associated alarms. Ran the [checklist]. Contacted Tower and requested CFR. Established communication with ramp and advised of possible fire in the baggage compartment and of fire extinguishing agent (halon). Had the flight attendant check the lavatory peep hole. The flight attendant couldn't verify whether there was a fire or not. Asked ramp personnel if they could see any smoke and they didn't see any smoke. Deplaned the passengers normally. CFR had arrived in the interim. Once everyone was off CFR opened the baggage compartment. Was told CFR found a smoking bag. CFR segregated that bag and proceeded to empty the remaining bags finding no more evidence of fire. Upon viewing the segregated bag it had no physical evidence of fire and it was wet from halon. Local officials believe the smoke CFR thought they saw was actually just halon fumes as the bag or cargo compartment showed no evidence of fire damage. Aircraft required maintenance inspection. Nearest maintenance was over four hours away causing the return flight to be canceled.

Manufacturer and company could investigate steps to prevent and/or identify and/or minimize false alarms, so that facility resources and scheduled flights are not lost to erroneous warnings.

Synopsis

EMB-140 Captain reported responding per checklist to a baggage compartment smoke alert. The alert was later determined to be false.

Time / Day

Date : 201802
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 33000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : MD-83
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ

Component

Aircraft Component : Airspeed Indicator
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 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 : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1521940
Human Factors : Human-Machine Interface

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Overcame Equipment Problem
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Departure was delayed due to ramp closure for passing thunderstorm. Climb and initial cruise was normal. At level cruise FL330 in clouds with engine & wing anti-ice on and functioning normally. No turbulence noted. Captain's airspeed indicated 270 knots (M.75) both engine EPR at approx 1.88 indicated and all other parameters appeared normal prior to Mach Trim Inop light on EOAP annunciating.

First officer began Mach Trim Inop checklist. Shortly thereafter Autothrottle and Autopilot both disconnected simultaneously. Captain took over manual control and a scan of instruments indicated Captain's airspeed at approximately 270 kts Mach .75.

At this time FO announced "watch your speed, you're getting slow." FO's airspeed indicator showed approximately 230 kts and Captain's airspeed indicated 270 kts M.75. Captain manually added power and requested descent. Informed ATC unable RVSM. We were given, and commenced a cruise descent to FL270.

Performed "Unreliable Airspeed" memory items. Pitot heat checked at all positions and indicated normal amperage draw in each position. Captain continued to fly the aircraft using standby a/s indicator which appeared to agree with FO's instrument. As we descended Captain's airspeed indicator slowly reduced with altitude to approx 240 kts in parity with FO's instrument as we accelerated in descent. Continued acceleration at FL270 to return to normal speed (approximately 270 kts IAS).

Flight attendants called. We told them we would call them back.

Mach Trim Inop checklist completed. At FL270 Captain's airspeed indicator appeared to return to normal indication in parity with FO's and STBY indicators. Returned FA call. They reported "an electrical burning smell around row 7 that now seemed to be dissipating significantly". As CA turned around to view circuit breakers on EPC a very faint electrical smell seemed to be present. At this time all indications had returned to normal. No circuit breakers observed popped.

Requested direct routing and began descent. No emergency declared as no priority handling was required. Remainder of the flight was normal and autopilot and auto throttle functions returned to normal for remainder of the flight. Approach and landing were routine. Entered discrepancy in aircraft logbook with reference to previous similar occurrence by another crew 3 days previous. Contacted Maintenance and waited to brief the AMT's in person at the aircraft. Captain's airspeed indicator became unreliable in cruise flight.

Additional vigilance in cross-checking airspeed indicators for comparison at each fuel checkpoint on flight plan.

Synopsis

MD-83 Captain reported noting an unreliable Captain's airspeed indicator in cruise flight that corrected itself in the descent.

Time / Day

Date : 201802

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Dusk

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Make Model Name : Falcon 2000

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Component

Aircraft Component : Electrical Wiring & Connectors

Aircraft Reference : X

Problem : Malfunctioning

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1521916

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1521920

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew
When Detected : Taxi
Result.General : Evacuated
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

As we taxied onto arrival FBO ramp, observed smoke and flames coming from front right center glare shield vent. We advised Ground Control we had a fire and asked them to roll fire equipment. I set parking brake. The non-flying pilot shut down avionics master switches and then assisted passengers with evacuation of aircraft. I shut down all other systems and left the aircraft. Firefighters checked the aircraft for active fire and found all fire extinguished. We unloaded all passenger luggage and they departed the airport.

Narrative: 2

[We] noticed smoke (black and acrid) coming from avionics vent area of glare shield just to the right of center windshield post. Observed flames in that area via reflection in windscreen. Both pilots aware of situation. I was non-flying pilot in right seat. I immediately called Ground Control to roll a fire truck to us and shut down avionics master switches. Pilot flying stopped aircraft and set parking brake. I went aft to cabin and escorted passengers off airplane without incident while pilot flying shut down and secured aircraft. Fire extinguished when avionics master switches were shut off.

Synopsis

Falcon 2000 flight crew reported evacuating their passengers after observing smoke and flames coming from a glare shield vent.

Time / Day

Date : 201802

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Dash 8-300

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Person : 1

Reference : 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 : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1521502

Person : 2

Reference : 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

ASRS Report Number.Accession Number : 1521504

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Attendant

When Detected : In-flight

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : Diverted

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Flight Crew : Landed As Precaution

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

[Departed] under normal conditions. After check in with ATC, issued climb to 8,000 feet MSL, above cloud deck, smooth air, single chime given to Flight Attendants (FA). FA called FLT DECK to advise of fume smell (possible electrical) ROW 6 (near midships). Captain request FA secure power from all lighting/ Power Supply Unit (PSU)/Etc. in cabin and advise passengers appropriately. FLT DECK PILOT/CO PILOT initiated FUSELAGE FIRE SMOKE FUME UNK ORIG CHECKLIST in coordinated with FA, [notified] ATC and request immediate return to [departure airport], [and] began a controlled depressurization of the cabin. Progressing through the checklist, secured RECIRC FANS (1&2), CABIN ACM/PACK1, BLEED 2, and fume and electrical smells dissipated in cabin (by FA). Pilots directed FA to prepare cabin for immediate recovery to [departure airport] and briefed FA on time to return, and procedure on the ground that would follow and advised of return gate location. Aircraft landed normally. Airport and Rescue Fire Fighters (ARFF) completed post landing inspection and followed aircraft to gate. Normal procedures were followed to the gate and shutdown. ARFF leads boarded aircraft to confirm no one needed assistance. NONE required. Aircraft was deplaned. End event. FA progressing through cabin following normal procedure and detected the smell of fumes and advised the pilots of the condition.

Narrative: 2

[Report narrative contained no additional information]

Synopsis

Dash 8-300 flight crew reported returning to departure airport after Flight Attendant detected a burning smell in the cabin.

Time / Day

Date : 201802
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : BMG.Airport
State Reference : IN

Environment

Flight Conditions : Marginal
Light : Daylight
Ceiling.Single Value : 1300

Aircraft

Reference : X
ATC / Advisory.TRACON : HUF
Aircraft Operator : Fractional
Make Model Name : Challenger 300
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 135
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Approach
Airspace.Class E : HUF

Component

Aircraft Component : AHRS/ND
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1521375

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.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Cleared GPS RWY 17 approach to BMG. [During the approach] the copilot side MFD went black. We were not concerned as we were established on the approach and the conditions would have allowed us to proceed VFR had we needed. Between 15-30 seconds [later] we noticed a small puff of white smoke appear from the panel around and above the copilot MFD.

Smoke and smell in cockpit. Electrical fault suspected.

We proceeded with memory items for smoke in the cockpit, and continued on the approach. Having been cleared for the approach we continued to configure the aircraft for landing while completing the landing checklist using the laminated cockpit checklist.

I did not sense there was any further puffs of smoke while airborne, but the smell of electrical burning was evident. We continued to an uneventful landing. As we taxied in to the ramp, I sensed another "puff" of smoke above the panel. After a brief taxi to the ramp we shut down the aircraft and removed all electrical power. The passenger disembarked and may not have known that we had experienced a malfunction as the cabin did not appear to have the electrical smell that we had in the cockpit.

We had the cabin fire extinguisher available in the cockpit in case of any further smoke.

Synopsis

CL-300 FO reported continuing to a safe landing after noticing smoke and electrical smell from the FO's MFD.

Time / Day

Date : 201802
Local Time Of Day : 0601-1200

Place

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

Environment

Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.Ground : 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 : Taxi
Cabin Lighting : High
Number Of Seats.Number : 187
Crew Size Flight Attendant.Number Of Crew : 6

Person

Reference : 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 (On Duty)
Qualification.Flight Attendant : Current
Experience.Flight Attendant.Total : 28
Experience.Flight Attendant.Airline Total : 28
Experience.Flight Attendant.Number Of Acft Qualified On : 5
Experience.Flight Attendant.Type : 20
ASRS Report Number.Accession Number : 1521070
Human Factors : Physiological - Other

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness
Detector.Person : Flight Attendant
Were Passengers Involved In Event : N
When Detected : Taxi

Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Returned To Gate

Assessments

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

Narrative: 1

After push back, a strong odor filled the cabin. The captain called and asked if we (FAs) also smelled an odor. All FAs smelled strong exhaust/scorched cloth throughout the cabin, especially by each exit. Captain was advised to park off runway and try to burn off the substance causing the odor. When this failed we returned to the gate approximately 45 minutes later. Passengers were deplaned and Captain debriefed us. We were told the aircraft had an earlier issue with a leaky oil valve. All FAs had symptoms of a toxic fume event; headaches, sore throats and/or dizziness.

Synopsis

A321 Flight Attendant reported that a strong odor filled the cabin after pushback.

Time / Day

Date : 201712
Local Time Of Day : 0001-0600

Place

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

Environment

Light : Night
Ceiling : CLR

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
Airspace.Class B : ZZZ
Cabin Lighting : High
Number Of Seats.Number : 150
Crew Size Flight Attendant.Number Of Crew : 3

Person

Reference : 1
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)
Experience.Flight Attendant.Total : 7
Experience.Flight Attendant.Airline Total : 2
Experience.Flight Attendant.Number Of Acft Qualified On : 2
Experience.Flight Attendant.Type : 75
ASRS Report Number.Accession Number : 1521068
Human Factors : Physiological - Other
Human Factors : Fatigue

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y

When Detected : In-flight
Result.General : Physical Injury / Incapacitation

Assessments

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

Narrative: 1

I was on the A320 aircraft. On our final descent (right when we got the double chime from the flight deck), we got the awful dirty sock smell, along with a light fog in the cabin. Our #1 Flight Attendant (FA) came to the aft of the aircraft to ask us if we could identify where the vomit smell was coming from. I immediately felt light headed, my throat, eyes, and sinuses were burning. I also had an immediate headache. Simultaneously, we said to each other "it's the dirty sock smell".

The lights were on bright, because we were preparing to do our final compliance check. The customers were plugging their noses and asking each other what the horrible smell was. I immediately contacted the Captain, and told him that we had the dirty sock smell. He said ok, and hung up. I was so light headed, dizzy, and had burning in my eyes, throat, and nose, that I was unable to complete my compliance check. It was all I could do in order to get to my jump seat for landing.

We had a fellow Crewmember non-revving to go home. He stopped me on my way to the front to tell me he smelled the dirty sock smell. He wanted to make sure we knew, as well as if we informed the flight deck.

One of the other FA's I was flying with, had the same symptoms. I also noticed a [passenger], vomiting after the event. I was making my way from the aft of the aircraft to my jumpseat in the front of the aircraft.

We landed. My Captain said that they did not smell it in the flight deck. He did tell me that the plane we were on had already been written up for this issue. It was unclear to me if the plane had been fixed, and this happened again, or if it was kept in service after it was recorded in the log book. The pilot was angry about it though. He said "this is a duplicate write up in the log book". I have inquired many times with [the company] to find out if the aircraft was fixed, but no one will answer me. They have only told me that Aircraft X has been fixed after our fume event.

We were all tired, due to getting in so late, and we were ending our trip. Everyone just wanted to go home and sleep. I filled out a safety report the next day, stating that we had a fume event. In the report, I also noted my symptoms. I was never contacted by anyone about the incident, and no one at [the company] met the plane to get more information. The protocol for fume events was not followed.

It's now been over 2 months, and I'm STILL sick! I did contact my Team Lead about this after I got extremely sick during a [following flight]. We were halfway to our destination, and I started throwing up and had severe diarrhea. I couldn't continue to do any of my job duties. I had to call out sick, mid pairing. My company put me in a hotel until I was well enough to fly back to my base. I was at the hotel for over 24 hours. I suffered vomiting, diarrhea, severe headache, all of my joints hurt, as well as my neck and backbone. I called to report that I was involved in a fume event. They told me to definitely go to a Doctor.

When I get back to base. I was miserable. I was barely able to gather the energy to get to the airport to fly back.

The following day, I went to the Emergency Room. They took basic blood tests, urine test, and did a flu swab. All were normal, so I was diagnosed with a "virus". I have been so ill since this happened.

The other FA that I was flying with that night also went to the ER [as] well after this happened. I didn't know that until I reached out to her to see how she was feeling. She was diagnosed with "headache and abdominal pain". She is also going back to her regular Doctor.

Synopsis

A320 Flight Attendant reported that due to a "dirty sock smell" on the flight, many people became very ill.

Time / Day

Date : 201802

Local Time Of Day : 0601-1200

Environment

Light : Daylight

Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Medium Large Transport

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Cruise

Cabin Lighting : Medium

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Service

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

ASRS Report Number.Accession Number : 1520990

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Passenger

Detector.Person : Flight Attendant

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Equipment / Tooling

Primary Problem : Equipment / Tooling

Narrative: 1

As I prepared my cart for service, I heard a passenger yell fire. There was smoke and flames coming from [the] row where a backpack was on fire. I called the flight deck and told them there was a cabin fire and that I was going to fight the fire and would get back with them once it was extinguished. I took the halon fire extinguisher back to [the] row where the burning backpack was pulled out into the center isle and I discharged the contents of the halon fire extinguisher on the burning backpack. The fire was extinguished and I retrieved the AvSax yellow bag and according to instructions filled it with water,

placed the still hot battery inside the bag and sealed it. It was a double A lithium battery which I believe caused the fire.

Synopsis

Flight Attendant reported extinguishing an in-flight lithium battery fire.

Time / Day

Date : 201802

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Light : Night

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B767-300 and 300 ER

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Nav In Use : FMS Or FMC

Flight Phase : Takeoff

Route In Use : None

Airspace.Class C : ZZZ

Component

Aircraft Component : Fan Blade

Aircraft Reference : X

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot 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 : 1520823

Human Factors : Troubleshooting

Person : 2

Reference : 2

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 : 14000
Experience.Flight Crew.Last 90 Days : 80
Experience.Flight Crew.Type : 3000
ASRS Report Number.Accession Number : 1520825
Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Maintenance Action
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

On the takeoff roll, at approximately 120 knots, I saw/felt/heard what I perceived to be a bird strike of the left side of the aircraft. The bird (?) appeared to be white and moderate to large size. It seemed to be a glancing blow. No engine anomalies nor control issues were present thus the takeoff continued normally. There was a short-lived (one minute or less) very faint burnt odor, which cleared rapidly during the initial climbout. The flight proceeded uneventfully until after landing and taxiing clear of the runway, the Captain noticed a large cloud of smoke, which appeared to be coming from the aircraft. The smoke quickly cleared and we had no indications in the cockpit of any problems. We stopped the aircraft on the taxiway and requested Airport Rescue and Fire Fighting (ARFF) inspect the aircraft before proceeding into the ramp. ARFF reported no abnormalities. Brake temperatures were normal. We then proceeded into the ramp. After exiting the aircraft the Captain and Mechanic saw damage to several of the left engine fan blades and damage to an inspection panel inboard of the left engine.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

B767-300 flight crew reported a bird strike on takeoff roll, resulting in aircraft damage.

Time / Day

Date : 201802

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Altitude.MSL.Single Value : 41000

Environment

Flight Conditions : IMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Hawker 4000

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class E : ZZZ

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1520689

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1520688

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Passenger

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Diverted
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Two hours into our flight we smelled an electrical burning odor. At the same time, passenger came to cockpit and asked us if "we smell that". I instructed my First Officer to go into the cabin and investigate the source. He was unable to find source, but the odor was increasing. I had him come back and we decided to make a precautionary landing. Leaving FL410 we spoke to ATC about runway options. We were routed to [a nearby airport]. During the descent we executed appropriate checklist and finally landed safely on the runway within aircraft weight, where we executed emergency shutdown and evacuation with no incident to crew or passengers.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

Hawker 4000 flight crew reported diverting to an alternate airport after noticing an electrical burning odor.

Time / Day

Date : 201802

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 : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Function.Flight Attendant : Flight Attendant In Charge

ASRS Report Number.Accession Number : 1519544

Human Factors : Physiological - Other

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness

Detector.Person : Flight Crew

When Detected : Pre-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Human Factors

Primary Problem : Aircraft

Narrative: 1

Prior to departure, we smelled a "dirty sock" smell in the flight deck and forward galley. Upon further investigation, I found that the smell was also in the jetway all the way up to the terminal doorway. I believed this smell to be coming from the jetway. The first officer and I smelled only a residual amount en route. After arrival, the No. 1 flight attendant informed me that the smell returned about 30 minutes before gate arrival. He said that he had a headache and was nauseous. The No. 3 flight attendant said it irritated his eyes. The

No. 1 flight attendant also said that passengers complained of the odor. The flight attendants were checked by paramedics and I filed an aircraft smoke, odor, and fumes report.

Synopsis

A319 pilot reported a "dirty sock" smell prior to departure. On arrival, the Flight Attendants reported headaches, nauseous and eye irritations due to the smell.

Time / Day

Date : 201802

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : Marginal

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Tower : 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

Nav In Use : FMS Or FMC

Flight Phase : Initial Climb

Airspace.Class B : ZZZ

Person : 1

Reference : 1

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)

ASRS Report Number.Accession Number : 1519373

Human Factors : Physiological - Other

Human Factors : Troubleshooting

Human Factors : Confusion

Human Factors : Distraction

Person : 2

Reference : 2

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)

ASRS Report Number.Accession Number : 1519705

Human Factors : Troubleshooting
Human Factors : Distraction
Human Factors : Confusion
Human Factors : Physiological - Other

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation - Procedural : Weight And Balance
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Returned To Departure Airport
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Aircraft
Primary Problem : Ambiguous

Narrative: 1

I was the Pilot Flying (PF); Captain was Pilot Monitoring (PM). Immediately after rotation, we both noticed an odor in the cockpit that smelled like a mixture of burning electrical and burning oil/hydraulic fluid. Initially, we thought it may have been residual [De-ice]/anti ice fluid, as the aircraft was towed in from another location, (we had not accepted our first aircraft due to maintenance issues). We determined after a brief discussion that the aircraft had not needed deicing, and the smell must be coming from elsewhere. It was not dissipating.

After cleanup and reaching a safe altitude, we briefly discussed the smell, which was not dissipating. I felt slightly light headed, and I was getting a dry, tingling feeling in the back of my throat. I recognized these from my military altitude chamber hypoxia symptoms, and informed [the] Captain of my condition. As PF, I immediately donned my oxygen mask while [the] Captain got into the QRH, ran the checklists, and tried to coordinate with Flight attendants (FA's) to see if they could smell the odor as well. The FA's informed us that they could smell it, and it was getting more potent. [The] Captain Notified ATC of [our issue] and coordinated a return. After a few minutes, I was noticing the Captain having difficulty with basic FMS functions and told him he should immediately don his mask, as I feared he was also experiencing signs of hypoxia. After donning his mask, he was able to return to normal, and we worked in tandem to get the aircraft turned around and back to the departure airport.

I flew and talked on the radio, and the Captain manipulated the FMS and checklists. We received a single frequency approach controller, and flew an ILS to the runway, with an overweight landing of approximately 163,000 lbs with a light touchdown and stopped on the runway while the emergency responding vehicles inspected our aircraft. Once given the all clear, we taxied back to the gate, remaining on oxygen the entire time until engines

were shut down. We opened the flight deck windows for ventilation after we parked, and removed our masks. We were met at the aircraft by EMS, Fire, and Police first responders, who ran our vitals and transported us to the local Emergency Room. We were unable to pinpoint the cause of the fumes, but they persisted throughout the flight, approach, and landing. At this time, we do not know why this event occurred, where the fumes originated, or what could be done to minimize the risk. All hydraulic, oil, and bleed configurations and levels were normal.

Narrative: 2

Encountered fume event during climbout. Smell resembled burnt plastic or light electrical odor. Confirmed with Flight Attendants, donned masks, notified ATC of [our situation]. Executed appropriate procedures and returned to the departure airport for overweight landing. Paramedics met aircraft and flight deck crew evaluated at local medical facility. Aircraft log entries made and report submitted. Maintenance Control desk indicated that aircraft was brought over to us from hangar and an engine fan-blade lube had been performed and it was possible that either excess lube was used and/or a proper engine run-up was not done after the procedure, which might have caused the fumes in the cockpit.

Synopsis

B737 flight crew reported experiencing fumes in both the cockpit and cabin, which were nearly incapacitating; the flight safely returned to the departure airport.

Time / Day

Date : 201802

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Light : Night

Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-700

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Component

Aircraft Component : APU

Aircraft Reference : X

Problem : Failed

Problem : Malfunctioning

Person : 1

Reference : 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 : Air Transport Pilot (ATP)

Experience.Flight Crew.Last 90 Days : 200

Experience.Flight Crew.Type : 2000

ASRS Report Number.Accession Number : 1518673

Human Factors : Situational Awareness

Human Factors : Troubleshooting

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Attendant

Person : 2

Reference : 2
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 : 1519082
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Attendant

Person : 3

Reference : 3
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 : 1519084
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Attendant

Person : 4

Reference : 4
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)
ASRS Report Number.Accession Number : 1518678
Human Factors : Troubleshooting
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Attendant

Person : 5

Reference : 5
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 : 1519971
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Attendant

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Ground Personnel
Detector.Person : Flight Crew
When Detected : Aircraft In Service At Gate
Result.General : Evacuated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

We were on our second leg for our first day of the trip. (Name) was the Captain for the whole scheduled trip. We arrived to a late aircraft due to unscheduled tail swaps. I performed my exterior and interior safety checks and flows in accordance with Company procedures. All fire detection systems tested correctly. About ten minutes prior to push we started the APU for air and electrics with no issue. After completion of checklists and briefings and [when] everyone was boarded, we ran the Before Push Checklist and I got clearance from Ground to push back. Ground guys cleared both engines to start and began pushback. As I turned off the packs, the APU power went off and we were only powered by the batteries. We stopped the push at that moment. IRS unpowered alarms came on.

There was no indication of why the APU shut down. Captain tried to restart when the Ground Crew alerted us to "Um, your tail is on fire, there is smoke, you are on fire!" or something really close to that. We could also hear him saying that to other Ramp Agents present. We had no fire indication in the cockpit. However, we still ran the QRC for APU Fire in accordance with Company procedures to shut it down and put out the fire. Because we did not know if the fire was out, what caused it and the reports from the Ramp Agents, Captain and I elected to start the emergency evacuation procedures. He told me to talk with Ground to send the Fire Trucks and EMS. Captain was trying to get a hold of the Flight Attendants to speak with them about evacuation to no avail. He then told me to open the door and let them know to start evacuation.

Once the doors were verified clear, the Flight Attendants opened the doors and blew the slides and evacuated everyone in accordance with Company procedures. Captain and I finished the Evacuation Checklist, waited for the last passengers to get off, inspected the aircraft for stragglers, and the crew exited the aircraft. We both went to the rear of the aircraft outside the Safety Zone and could clearly see smoke coming from the tail cone. Fire and EMS had already arrived and the entire Ground Operations Team was there to help passengers and us during evacuation. It really was an outstanding team effort. We made sure [the] Operations Agent got everyone inside the airport, performed a role call and 100 percent accountability check and got details on any injuries from passengers. Captain fielded all the phone calls as we waited in Ground Operations office for further guidance.

Narrative: 2

[Report narrative contained no additional information.]

Narrative: 3

[Report narrative contained no additional information.]

Narrative: 4

[Report narrative contained no additional information.]

Narrative: 5

[Report narrative contained no additional information.]

Synopsis

Boeing 737-700 flight crew reported experiencing an APU fire just as the pushback from the gate started. Captain elected to evacuate the passengers and crew.

Time / Day

Date : 201802

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Night

Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Personal

Make Model Name : Twin Bonanza 50

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Landing

Route In Use : Visual Approach

Component

Aircraft Component : Gear Extend/Retract Mechanism

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 1200

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 30

ASRS Report Number.Accession Number : 1518302

Human Factors : Troubleshooting

Human Factors : Situational Awareness

Human Factors : Distraction

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Ground Event / Encounter : Gear Up Landing
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I was flying my 1957 Beech D-50 (Twin Bonanza). I was alone in the plane. I was on an instrument flight plan. I was cleared for a visual approach to runway XX. The weather was clear. It was a moonless night, but visibility was good. The descent started late and I was a bit high for the visual. I turned to a course of 180 degrees to add distance to the runway. I needed to lose additional altitude so before turning onto the runway heading I slowed the aircraft into gear speed range and dropped the gear. The gear operated normally and I got a green indicator light and the down flag in the inspection window. I progressively added flaps. I flew a visual approach along the extended centerline of runway XX. I progressively reduced throttle to 15 inches/2500 RPM and added full flaps in order to lose altitude more quickly. At an AGL of 400 feet I was right on the border between 4 white PAPI's and 3 white/1 red, but I was about 10 mph over blue line. It was a salvageable landing, but west of Runway XX at ZZZ is the National Forest which is a "black hole" at night that makes judging your glide slope difficult. I elected to go around.

I added power then progressively raised the flaps. I got a positive rate and retracted the gear. Gear retraction seemed normal. I called the tower and told them I was going around because "that was ugly" (referring to the approach to Runway XX) and asked to join the left downwind for Runway YY. The tower told me to join the left downwind for Runway YY. I continued the climb back toward pattern altitude. About the time I crossed the centerline of Runway YY I began to smell acrid smoke such as emitted by burning insulation. I then made a quick turn onto the downwind to Runway YY, having decided to fly a tight pattern and get on the ground more quickly.

About this time the tower cleared me to land on Runway YY. On late downwind I actuated the gear switch to drop the gear. I heard the gear motor and felt the gear dropping. The acrid smell grew noticeably stronger and I decided to turn immediately onto base. As I was in the left turn and looking left I glanced to the right and saw the down flag in the inspection window. I looked back to the left and realized I was going to have to continue the left turn (without leveling) to avoid overshooting the centerline of Runway YY. I did continue the turn but still overshoot while staying within a maximum 30 degree bank. I had to continue the turn. Then I leveled out to re-intercept the centerline to Runway YY. As I was leveling the wings I saw smoke in the cockpit. The cockpit lighting was dim and I could not tell where the smoke was coming from. I grabbed my flashlight off the copilot's seat and shined it around. I thought the smoke was coming from the area of the voltage regulator - low in the panel on the copilot's side.

I banked right to join the centerline of Runway YY. At this point I was about 400 feet AGL. The smoke grew worse. I pulled the throttles back to the bottom of the green to try to lose altitude as quickly as possible. I descended quickly but flared normally. I slowly pulled the

throttles back in the flare. I got a chirp-chirp from the mains, and about 1 second later I got a chirp from the nose wheel. The plane then rolled normally for about 1 second with the smoke getting thick enough to be visible while looking ahead through the canopy. During this time I continued pulling the throttles back toward the closed position.

Then the gear horn went off. Then the plane pitched up even though the speed was too slow to fly (In retrospect I think this was actually the rear of the plane starting to drop but my perception at the time was looking forward down the runway and seeing the runway start to descend out of my field of view). I relaxed some pressure on the yoke and the nose pitched down. Then the plane settled in a flat attitude to the surface of the runway. The props impacted the runway surface but the plane did not slow noticeably. The Twin Bonanza was rolling on its wheels in the retracted position. The throttles were being slowly pulled closed at the time of the prop strike and I expect the strike occurred at about 1,300 - 1,500 engine RPM with the props wind milling (These are geared engines so the props would have been considerably slower).

I called the tower and told them I had had a gear up landing. I then applied the brakes. I saw a taxiway coming up and steered the plane off the runway onto the taxiway. Because the Twin Bonanza is designed to roll on its tires with the gear in a retracted state (while maintaining clearance for the airframe) steering and braking remained effective throughout. I braked to a stop. I shut off all power with the key switch and shut off the mags. I then removed my seat belt and grabbed the flashlight on my way out. The cockpit was very dark after shutting off all power. When I turned on the flashlight to find the door handle I saw that smoke was actually pouring up through the floorboards in front of the main spar. I opened the door and started to exit. I then remembered that I had shut off power before getting an acknowledgment from the tower (or at least if the tower did acknowledge I was too preoccupied to remember it). I was worried that nobody knew my situation and maybe there was somebody coming in behind me. I climbed back to the pilot position and turned on the key again. I made another call on tower frequency advising of the gear up landing. The smoke had dissipated a good bit after I opened the door but when I turned power back on the smoke returned - again coming from below the floorboards. I quickly turned the key back off and very rapidly exited the aircraft.

I exited the back of the right wing and saw light coming from below the aircraft. I thought it was a fire, but in fact the plane had come to rest right over one of the flush taxiway/runway edge markers. The smoke exited through the open door. The smoke seemed to diminish as I watched. A helicopter began to circle over me at this point and I waved to the helicopter to let them know I was OK. I could see rescue vehicles approaching so I was then certain that my radio calls had been heard.

Synopsis

BE50 pilot reported landing gear up at night after experiencing smoke in the cockpit.

Time / Day

Date : 201801
Local Time Of Day : 1201-1800

Place

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

Environment

Weather Elements / Visibility : Icing
Light : Night

Aircraft

Reference : X
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 : Takeoff
Cabin Lighting : Low
Number Of Seats.Number : 160
Passengers On Board.Number : 150
Crew Size Flight Attendant.Number Of Crew : 4

Person

Reference : 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 (On Duty)
Qualification.Flight Attendant : Current
Experience.Flight Attendant.Total : 27
Experience.Flight Attendant.Airline Total : 27
Experience.Flight Attendant.Number Of Acft Qualified On : 7
Experience.Flight Attendant.Type : 50
ASRS Report Number.Accession Number : 1518022
Human Factors : Physiological - Other

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness
Detector.Person : Flight Attendant
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Physical Injury / Incapacitation

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Aircraft

Narrative: 1

Deicing, odor and symptoms after takeoff in jump seat. Number 1 & Number 3 flight crew affected with massive headache and sleepiness. Remained seated due to symptoms and turbulence.

At 20 min after departure attempted service for 10 min. Suspended service as Number 1 was vomiting in lavatory Number 1 returned and called CA (Captain) regarding Number 1 & Number 3 flight crew incapacitation. FO (First Officer) checked forward cabin area for fumes and odor. FO explained left engine air intake directed to ventilation system in forward area by jump seats. FO said deicing fluid can get into cabin air.

I (Number 3) explained my deteriorating condition to FO. FO returned to cockpit. Number 1 returned and I sat in jump seat and struck my left knee on edge of jump seat. Number 1 brought 2 O2 bottles and I began using O2. Number 1 called POC (Physician on Call) for assistance. I had sensation of spiraling downward, confusion, but remained conscious. Number 1 called Number 2. Number 2 & Number 4 completed entire service in both cabins.

Number 1 again called POC and requested paramedics meet the flight. After O2 administration I regained mental clarity. Headache remained. Flight landed without further incident. Paramedics assisted me immediately. Passengers deplaned as I was examined I did not go to the hospital at that time as I only had headache remaining.

Synopsis

B737 Flight Attendant reported an odor in cabin after takeoff causing headache and sleepiness. Two of the four Flight Attendants were unable to perform their assigned duties during this flight.

Time / Day

Date : 201802
Local Time Of Day : 0601-1200

Place

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

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 20000

Aircraft

Reference : X
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Parked
Route In Use : None

Component

Aircraft Component : Engine
Aircraft Reference : X
Problem : Improperly Operated

Person : 1

Reference : 1
Location Of Person : Gate / Ramp / Line
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 380
Experience.Flight Crew.Last 90 Days : 112
Experience.Flight Crew.Type : 340
ASRS Report Number.Accession Number : 1517985

Person : 2

Reference : 2
Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Trainee
Qualification.Flight Crew : Student
ASRS Report Number.Accession Number : 1517992

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
When Detected : Pre-flight
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During engine start on a first solo flight, engine exhaust became flooded with fuel and resulted in a subsequent fire when engine began to start. Engine was shut down and no further attempt to start was made. Solo training activity was discontinued and the aircraft was reported to maintenance for inspection after the fire. Fire was contained to the exhaust stack, but the resulting flames left black residue on the lower portion of the engine cowling. Flight crew suspects the hot engine start led to a higher than normal starting mixture setting that filled the exhaust with fuel. When the engine began to start, the fuel in the exhaust system was ignited and caused the fire.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

C172 student pilot and instructor reported an exhaust stack fire occurred on engine start. Engine was shut down and referred to Maintenance.

Time / Day

Date : 201802
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 36000

Environment

Light : Night

Aircraft

Reference : X
ATC / Advisory.Center : 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 : Cruise
Airspace.Class A : ZZZ

Component

Aircraft Component : Fire/Overheat Warning
Aircraft Reference : X

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1517833

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.General : Maintenance Action
Result.Flight Crew : Diverted
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

ECAM cargo smoke fwd/aft illuminated at FL360. Accomplished non-normal checklist.
Diverted to ZZZ. Aircraft Maintenance Logbook entry made.

Synopsis

A321 Captain reported a cargo smoke warning light while in flight.

Time / Day

Date : 201802

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 1000

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 : Climb

Person : 1

Reference : 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)

ASRS Report Number.Accession Number : 1517822

Human Factors : Distraction

Human Factors : Situational Awareness

Person : 2

Reference : 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 : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1518789

Human Factors : Situational Awareness

Human Factors : Time Pressure

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation - Speed : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Became Reoriented
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Flight Crew : Returned To Departure Airport

Assessments

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

Narrative: 1

Takeoff approximately 1000 ft AGL FA 1 called to inform me of smoke and smell aft cabin. FO detected oil odor in cockpit. [Advised ATC] and completed checklist. Vectored for return around storms. At approximately 1200 ft AGL on approach [we] went around due to flap overspeed. I realized I did not activate [approach mode] and auto throttle increased power ending in flap overspeed [and] unstable [approach]. Vectored for another approach, landed overweight uneventfully. ARFF met plane on runway, noted no indications of smoke or fire. Due to weight and TO conditions performed TOGA TO APU On. Possible oil ingestion from APU into packs. It was a learning experience. I realized upon the go around I had rushed the whole event. Entering the yellow border in red resource management. My FO did a wonderful job help bring us into the green. My future goal is not to rush to comply but to sit back, assess, and proceed.

Narrative: 2

Shortly after departure, the cabin called and reported smoke and fumes in the aft section. We [advised] ATC. I expeditiously got new weather, runway landing analysis (for overweight landing), called ops to report situation and return. I became concerned about the overweight landing, as lower braking action areas of the landing data were over the runway length, and it had been raining when we took off. Runway braking action was reported good, and we were vectored in for a tight ILS. On the glide slope, at flaps 3, the Captain went to managed speed. The aircraft selected 250 knots, and attempted to accelerate while descending on the glide slope, causing a 6 knot overspeed. After a few seconds, a go around was executed. Cabin stated that the smoke had dissipated. Took vectors for a less rushed approach and (overweight) landing without further incident. Crash crew visually inspected the aircraft on the runway. After they found nothing, they escorted the aircraft to the gate. Aircraft was deplaned, and the flight was later canceled by maintenance.

Due to the initial perceived urgency to get the aircraft on the ground, the first approach was very rushed. The Captain was flying, making PAs and talking on the radio, while I was talking to ops, backing up his flying, and gathering the information we needed to set up for the landing. The one thing we forgot to do was "activate and confirm" to put the aircraft in approach mode. This is normally backed up by the geographical point where the box automatically enters approach mode. However, I would guess that the short approach had us bypass this point. This caused the aircraft to command acceleration on a descent,

when we were heavy. The flaps were oversped. The Captain waited a few moments, hoping he could 'save' the approach. I stated we had to go around. After a few seconds, he executed the go around. There was probably no need to rush as much as we did. That being said, we still might have forgotten to 'activate and confirm' as there is no trigger or checklist to do so in this scenario. One must simply remember. We both forgot, and we set up no barriers as the threat did not occur to us. Perhaps a procedural change to confirm approach mode before selecting managed speed might prevent this.

Synopsis

A321 flight crew reported returning to departure airport after Flight Attendants reported smoke in the cabin. Crew felt rushed, and an unstabilized approach resulted in a go-around.

Time / Day

Date : 201801

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : VMC

Light : Daylight

Ceiling : CLR

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

Cabin Lighting : Low

Number Of Seats.Number : 189

Person

Reference : 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

Experience.Flight Attendant.Total : 19

Experience.Flight Attendant.Airline Total : 19

Experience.Flight Attendant.Number Of Acft Qualified On : 09

ASRS Report Number.Accession Number : 1517160

Human Factors : Situational Awareness

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

Detector.Person : Flight Attendant

Were Passengers Involved In Event : N

When Detected : In-flight

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

At 9000 ft on descent a Flight Attendant called and stated she had smelled strong toxic smell. She was then put on oxygen. Another Crew Member had to go by ambulance to the hospital. She was dizzy and had heart pain and her eyes were red and she was not feeling well at all. Paramedics came on board to also check a second crew member who I put on oxygen because he felt dizzy and light headed. I had a headache that lasted a long time.

Synopsis

Flight Attendant reported another Flight Attendant became ill after noticing a strong toxic smell during descent.

Time / Day

Date : 201802

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.Ramp : 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 : Taxi

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1516949

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Attendant

Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Passenger

Detector.Person : Flight Crew

Were Passengers Involved In Event : Y

When Detected : Taxi

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Procedure

Primary Problem : Company Policy

Narrative: 1

Landed 10 minutes late and was told to hold for gate after an airplane just arrived there and was going to be towed off the gate. Was told 15 minutes. Informed passengers about the delay. Shut down #2 engine and ran ventilation through APU. After 15 minutes inquired about gate with no informative info.

Multiple passengers up for the restroom but still no info on time frame for gate to open. After 30 min complaints from passengers about fumes from engine. After another inquiry said they called maintenance and after 30 minutes they were no show. Inferred with Captain about turning the airplane to prevent smell. Within 5 minutes was told a passenger was calling the news about the smell and decided to shut # 1 engine down to prevent exhaust from entering cabin.

Was given another gate 45 minutes after landing and taxied to the gate with no other incident. Multiple updates given as best as possible but no info given to us through ops. Given different gate after supervisor requested and threat of passenger calling news. At gate 50 minutes after landing on an already late aircraft.

[This could have been prevented with] multiple gates for terminating aircraft at the gates. Perhaps tow a terminator off to allow a late aircraft in instead of waiting for a Maintenance aircraft off the gate.

Synopsis

B737 First Officer reported poor communication with operations led to an extended hold time on the ramp.

Time / Day

Date : 201802

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 30000

Environment

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A300

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Cargo / Freight

Flight Phase : Climb

Airspace.Class A : ZZZ

Component

Aircraft Component : Engine

Aircraft Reference : X

Problem : Malfunctioning

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1516813

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

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 : 1516825

Person : 3

Reference : 3
Location Of Person : Company
Reporter Organization : Air Carrier
Function.Dispatch : Dispatcher
Qualification.Dispatch : Dispatcher
ASRS Report Number.Accession Number : 1516827

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Automation : Aircraft Other Automation
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Inflight Shutdown
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

Climbing through FL300 to FL340 approximately 90 NM southwest of ZZZ, [We received] engine #1 fire indications. Followed ECAMs and secured the engine. Fire agent 1. Fire indications remained. Fire Agent 2 and fire indications ended. Returned to ZZZ. Checked by Airport fire/rescue. No indications.

Narrative: 2

Climbing through FL300 cleared up to FL340 we received an Engine Fire Warning on the #1 Engine. Captain performed the ECAM procedure and successfully shut down the #1 Engine after using both bottles. We decided to return to ZZZ and [advised] ATC. We landed and stopped on the runway to have CFR observe the aircraft. After an all clear from CFR we taxied back to spot X and requested to be tugged into gate X.

Narrative: 3

[Report narrative contained no additional information.]

Synopsis

A300 flight crew and Dispatcher reported an engine fire that resulted in fire bottles discharged, inflight shutdown and return to the departure airport.

Time / Day

Date : 201802

Environment

Flight Conditions : VMC

Aircraft

Reference : X

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 : Cruise

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1516706

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Communication Breakdown.Party2 : Flight Attendant

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Electronic Device

Anomaly.Flight Deck / Cabin / Aircraft Event : Passenger Misconduct

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation - Procedural : FAR

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Automation : Aircraft Other Automation

Detector.Person : Flight Attendant

Were Passengers Involved In Event : Y

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

Narrative: 1

Approximately two hours following our departure, the Flight Attendants (FA) notified me of smoke emanating from the aft lavatory (aircraft right) immediately following its use by a passenger. Additionally the passenger reported he saw smoke emanating from the overhead panel in the lavatory. Uncharacteristic of him simply smoking in the lavatory, but possibly something much more serious and potentially life-threatening, an actual aircraft fire.

The smoke alarm was activated and projecting an extremely loud and piercing tone throughout the cabin. This caused distress among passengers as well as the FA's. Communicating with the FA's over the interphone was very difficult due to the combined chaotic nature of the alarm and the chaos surrounding its activation. The FA's were having difficulty extinguishing the alarm. I did not know if this was due to continued smoke, or some delay in extinguishing the alarm. Our collective belief was the situation could be much more serious.

The FA's asked me for assistance in evaluating the situation. I knew my assistance in the aft of the aircraft would be a departure from our standard protocol. However, based on the information we received at the time, I concluded my assistance might very well mitigate a further degradation in the cabin and secure a safe condition as quickly as possible. The First Officer had demonstrated confidence and technical competence, thus I had no reason to doubt her ability to navigate and control the aircraft, as well as communicate with outside agencies while I assisted the FA's with what appeared and sounded to be a rapidly deteriorating situation.

In the interest of time and consequently safety, I elected to personally inspect and evaluate the severity of the incident.

I did this in order to determine the most expeditious course of action regarding continuing to [our destination] or turning back.

As we were mere minutes from the critical point on our flight plan there was only one FA present in the forward part of the aircraft during the time I exited the flight deck. I shut the flight deck door before the forward FA could enter the flight deck. After working with the FA's to silence the alarm and after inspecting the lavatory and it's overhead panel, I determined there was no immediate threat of an actual aircraft fire, as there was no evidence of heat, burning, or residual smoke. I instructed the FA's to lock the lavatory, and reassess every few minutes.

After I returned to the front of the aircraft, I established communication with the First Officer via interphone, and advised her I was ready to return to the flight deck, (after approximately 4-5 minutes). The smoke did not continue, so I opted to continue to [our destination], as long as the condition didn't reappear. For reasons unknown to me, the First Officer left her seat to open the door rather than pushing the unlock button. About twenty minutes later, the FA's found an electronic cigarette in the toilet that was discarded in what appears to be an attempt to conceal its presence and cause for the smoke.

After the passenger (who reported the smoke emanating from the overhead portion of the lavatory) was asked about the device, he did admit it was the cause for the smoke and activation of the smoke detector.

I felt in the interest of safety, it was best to leave the flight deck and assess the situation

personally, and that would be the most expeditious way to evaluate an overall course of action.

At no time during the above events did I intentionally disregard standard procedure, rather I utilized my authority as the Captain to bring the situation to safe conclusion while being mindful of [Company policies].

Synopsis

B737 Captain reported leaving the flight deck to evaluate smoke in the aft lav caused by a passenger's electronic cigarette.

Time / Day

Date : 201802

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZZ.Airport

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 : Descent

Person

Reference : 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 : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1516554

Human Factors : Situational Awareness

Human Factors : Physiological - Other

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : Taxi

When Detected : In-flight

Result.General : Physical Injury / Incapacitation

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

Descending into ZZZ the flight attendants smelled an odor and after landing a metallic taste and sore throat. I also had a metallic taste in my mouth. Soon thereafter one flight attendant had respiratory problems and seemed to have a temperature. Before we could leave the airport she was vomiting in the bathroom. When we got to the hospital her blood pressure was way off. Three of us were seen and one flight attendant spent the night at the hospital in observation.

Engine oil getting into the bleed air system most likely number 2 engine.

Would be great to have a meter and warning in the cockpit when toxins enter the bleed system.

Synopsis

A321 pilot reported several crew members detected an odor and a metallic taste during descent.