

13 April 2015
Reference: F0002277

Dear XXXX

I am writing in respect of your recent request of 13 March 2015, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

Using the criteria for my previous requests F0001467 and F0001869, please provide updated information for the number of occasions that oxygen masks were used by staff in passenger jets in 2014 and details of those incidents recorded on your MOR database.

Our response:

Having considered your request in line with the provisions of the Freedom of Information Act 2000 (FOIA), we are able to provide the information below.

Incident reports are provided to the CAA under the terms of the Mandatory Occurrence Reporting (MOR) scheme, as described under Article 226 of the Air Navigation Order 2009 (ANO). Each incident report is reviewed and, where appropriate, further investigation is carried out and action taken.

We have searched the CAA database for all occurrences that have involved a revenue flight where due to a smoke or fume event, oxygen has been used by any member of the crew regardless of aircraft nationality during the period 1 January 2014 to 31 December 2014, and provided an Excel summary of those reports.

We have removed any identifying information from these reports as this information is exempt from disclosure under Section 44(1)(a) of the FOIA. Section 44(1)(a) provides that information is exempt information if its disclosure is prohibited by, or under, any enactment. Under Section 23 of the Civil Aviation Act 1982, information which relates to a particular person (which includes a company or organisation) and has been supplied to the CAA pursuant to an Air Navigation Order is prohibited from disclosure (a copy of this exemption can be found below).

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Caroline Chalk
Head of External Information Services
Civil Aviation Authority
Aviation House
Gatwick Airport South
Gatwick
RH6 0YR

caroline.chalk@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the FOIA to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
SK9 5AF

www.ico.gov.uk/complaints.aspx

If you wish to request further information from the CAA, please use the form on the CAA website at <http://www.caa.co.uk/application.aspx?catid=286&pagetype=65&appid=24>.

Yours sincerely

A handwritten signature in black ink, appearing to read 'W. Pounder', with a horizontal line underneath.

William Pounder
Information Rights Officer

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

Freedom of Information Act: Section 44

(1) Information is exempt information if its disclosure (otherwise than under this Act) by the public authority holding it-

- (a) is prohibited by or under any enactment,
- (b) is incompatible with any Community obligation, or
- (c) would constitute or be punishable as a contempt of court.

(2) The duty to confirm or deny does not arise if the confirmation or denial that would have to be given to comply with section 1(1)(a) would (apart from this Act) fall within any of paragraphs (a) to (c) of subsection (1).

File number	UTC date	Make of A/C	Location of occ	Headline	Narrative text
201401618	11/02/2014	AIRBUS	LEMD (MAD): Madrid/Barajas	Fumes in the flight deck during climb and on approach.	On climb out, a strong oily smell was evident in the flight deck. After approx 5mins, the smell dissipated and flight crew elected to continue the flight. During final approach passing 4000', the strong oily smell returned. Flight crew donned oxygen until after landing. The landing was without further incident. ATC were informed that the flight crew were on oxygen and had fumes in the flight deck. Since the fumes event occurred at a late stage of the approach the crew did not action the smoke/fumes QRH check list as the priority was to establish communications on oxygen and complete a safe landing. In both cases of fumes the engine anti ice was on and the aircraft being reconfigured with flaps. The Cabin crew informed us that no unusual smells were evident in the cabin during both events. After vacating the runway the flight crew stopped the aircraft to complete the after landing checklist. The flight crew elected to turn the APU bleed on and the fumes cleared. The aircraft was taxied to stand without further incident. □ CAA Closure: □ This is the first reported event on this aircraft and there had been no recent engine or APU changes. The oil consumption rates were well within limits. Engine runs were carried out up to 51% due to wind conditions and workpacs performed AMM. High power ground runs were performed for 1h10mins but no smells were detected. The troubleshooting was unable to establish the cause of the event.
201400960	22/01/2014	AIRBUS	LSZH (ZRH): Zurich	Strong fuel fumes in galley during taxi.	Aircraft was stationary, queuing awaiting take-off. My 2 colleagues and I experienced very strong jet fumes in galley two. We told Purser, who informed flight crew. It got worse and started to affect my breathing so I had to go on portable oxygen. I was breathless pale, weak. Other cabin crew also had similar symptoms. I felt fit and able to operate directly after taking oxygen.
201400024	02/01/2014	AIRBUS	EGLL (LHR): London/Heathrow	PAN declared on final approach due to fumes in flight deck and passenger cabin.	PAN declared due to fumes in the flight deck, pilots were on oxygen with masks and advised they needed no further assistance. Aircraft landed with no further incident. □ Supplementary 03/1/14: □ Strong smell of oily fumes on flight deck and at rear of cabin. Flight crew and two cabin crew at the rear used oxygen as a precaution. Pan declared at 10nm on finals for 27L. As it happened so late in approach oxygen used but no time to action fumes QRH. Stopped on taxiway and oxygen masks removed. Only a residual smell left. Cabin staff in rear galley reported strong fumes when securing cabin for landing. Crew reported feeling nausea and were instructed to don oxygen masks. Passengers appeared to be unaffected. Both rear cabin crew reported to hospital for medical checks. □ CAA Closure: □ The APU was removed and sent to the manufacturer for investigation. On initial inspection, black light was used to look for traces of oil in the bleed ducts and for any external leaks. No traces of oil were found. A borescope inspection was carried out looking for internal oil leaks or evidence of there having been oil leaks. Again, no traces were found. The APU was then test run. Black light was used during and after test and there was no evidence of oil in the bleed ducts or external oil leaks. Due to service wear, the APU has been disassembled and inspected. There were no findings after hardware inspection that would point to the APU being the source of the smell in cabin event. The root cause was not determined, however there have been no further reports since the APU was replaced. It was recommended that aircraft be monitored for any further events of this nature.
201402138	21/02/2014	AIRBUS	VHHH (HKG): Hong Kong/Intl	Strong, oily smell on flight deck, crew used oxygen.	On take-off, the flight deck and fwd cabin area was filled with a very strong smell (only) of oil. This was identified from previous experience of this smell. Smell persisted until passing FL220 (about 20 minutes). During climb out the length of time that the smell persisted caused the captain to feel slightly nauseous. Crew oxygen was used by the Captain only and nausea subsided. Returned to normal breathing when smell subsided at FL220. Crew reported that smell very strong in front half of main cabin but not noticeable to rear of cabin Heavy captain on flight deck recognised the smell. Maintrol contacted in cruise and data given on oil quantities which showed engine 2 to be 1.5 quarts less than the other 3 engines which were equal. Engine 2 had been topped up with 1quart during transit. Anecdotal evidence from reviewing AML would indicate that engine 2 has been uplifting more oil than other engines. □ CAA Closure: □ Following the crew reports, physical inspections were completed on the aircraft by Engineering. They were unable to detect any recognisable odour on the aircraft, cabin or flight deck, when they were able to access the areas reported to have had the odour. This was some significant time following the landing. The investigations included engine borescopes, ground running with the Aerotracer, selecting alternate pack, engine and APU supplies at varying temperatures. No odour was noted by the engineers running the engines and APU or the Technical Services engineers present. The Aerotracer detected no sign of known oil or other fumes / odour for which it had been calibrated. The oil consumption and levels of oil during the flight were commented on as it was identified that the number two engine had slightly higher oil consumption / oil uplifts on that specific flight. The oil consumption on this engine has been stable since entry into service and is well within expected oil consumption limits. The engine only stands out as it happens to be the highest value out of all the installed engines. There is no reason that this engine should be any more likely to be the source of the cabin odour. Historically on this aircraft, there had been no reported incidents previously during service and one report following build and testing. The cause behind the pre-delivery event was attributable to extensive ground running, multiple starts and cranks leading to low air / oil pressure seal sealing. As the cabin odour has only been reported once, this ASR has remained open to allow for additional trouble-shooting should further evidence emerge during recent operation. No such evidence has become known. Engineering have been unable to reproduce the odour event or detect residual odour or unusual staining on any part of the aircraft. One small bottle of mustard salad dressing oil was found on the flight deck following the incident. This was unsealed but with the top fastened securely and it was not considered that this item is related to the event, nor was any staining observed in that general area. The root cause could not be determined and no further actions are recommended at this time. Engine Management will continue to monitor all fleets for sources of odour generated by engines and APUs.
201402640	05/03/2014	AIRBUS	En route	PAN declared and aircraft returned due to fumes in flight deck and cabin during climb affecting crew and passengers.	Aircraft outbound called PAN with a strange smell in the cockpit. Pilot stated that he wanted to return to the hold with the intention of returning once he had sorted the problem. Aircraft given right turn to hold, descended and transferred to INT. 10 mins later INT rang to say that the pilot wanted to continue to destination and was transferred to me (again) at FL80. Aircraft was climbed to FL120 on a hdg of 080. As the aircraft passed FL110 approx abeam DET he requested to return to departure airport (again) via BIG with a recurrence of the initial problem. He stated that it was not a PAN situation this time, but that he would like an ambulance to meet the aircraft, as a middle-aged woman felt unwell because of the smell. Co-ordination done with INT (again) and aircraft transferred. □ Supplementary 05/03/14: □ Aircraft airborne returned to stand as fumes affecting 6 passengers and 1 crew member, flight returned on full emergency. Ambulance and medical response crews in attendance, ambulance requested that all passengers remain on board with doors closed until medical response team in position approximately 15minutes then doors opened after they spoken with captain, they then allowed the passengers and crew affected off the aircraft checking they were all okay and then gave them the all clear to travel. The flight was subsequently cancelled all the passengers were bussed to terminal building where they were going to be met by passenger group staff to assist them. □ Supplementary 06/03/14: □ Suspected fumes. Approximately 5 mins after take-off the cabin crew reported feeling light headed and feeling "funny". The purser contacted the flight deck and then went onto oxygen with one other. After levelling off at 6000ft and approx 8 mins they reported to the flight deck, feeling better. When climb was commenced again they reported feeling lighted headed and "funny" again. Passengers towards the front of the aircraft started to report a smell too. After the first report and cabin crew transferring onto oxygen aircraft hold whilst assessment was carried out. After 10 mins, fumes had dissipated and crew felt well enough to continue, soon after initiating climb. crew reported that fumes had returned and they were back on oxygen. Decision was made to return, where aircraft landed without further incident and with fumes no longer present apart from a brief smell in the flight deck on TR selection possibly de-icing fluid. After arriving on stand, pax and crew were ordered to stay on board by paramedics awaiting the arrival of a hazardous response unit. This took around 30 mins and lead to some passengers becoming increasingly anxious and 2 were eventually put on oxygen. After some discussion we were allowed to 'crack open' the aircraft doors to allow some fresh air in. Had the fumes in the aircraft been persistent, we would not have been able to obey the paramedics and would have deplaned. □ CAA Closure: □ Despite extensive troubleshooting, no source of odour could be identified. The cause of this event is therefore not established. The aircraft returned to service following the event without further report. The OSR reports raised for the same aircraft the day prior to the event describe fuel fumes on pushback. This type of report is not unusual and is commensurate with the aircraft cabin air being exposed to the ramp environment during loading of passengers and freight. Stronger winds moving towards open cabin or cargo doors can exacerbate this type of odour. The incident report for the event on 05-Mar-14 does not include a description of the smell or fumes that were detected by the cabin crew or the location of the affected passengers. This type of information can be very useful in identifying potential sources of an odour.
201403444	21/03/2014	AIRBUS	EGLL (LHR): London/Heathrow	Fumes reported in flight deck. PAN declared.	Flight crew went onto oxygen at TOD. No evidence of fumes in cabin. Landing normal. Engineering investigating and flight / cabin crew stood down. Return service cancelled, aircraft AOG. During initial climb from LHR both fc members thought they could detect an unusual smell described as oily or wet dog like. No adverse ECAM and a conversation with Purser revealed nothing in cabin. Climb continued and smell dissipated. Options to return or continue with similar time to landing so flight continued. Approaching tod the situation was reviewed and fc could not positively say that smell had gone in fact periodically each pilot considered a strong smell was present. Due unknown nature. AFS inspection with nothing found.
201405007	24/04/2014	EMBRAER	EGLC (LCY): London city	EICAS fail. Fumes on flight deck. Crew used oxygen. MAYDAY declared and diversion initiated. QRH smoke and fumes, source assumed as display unit 3.	I was alerted by the DVR ATSA. On approaching the sector I saw the T trainee writing on the NITS pad whilst her OJT1 acknowledged a MAYDAY. The speaker had been switched on and I heard the CFE pilot, who sounded like he was on oxygen, requesting immediate return and distance to run. I telephoned GS S to alert him with the bare facts and confirmed that the DVR P was talking directly to the TC Coordinator. The aircraft was transferred to a discrete TC fx after ascertaining that he could take a fx change. I informed D and D and told them that the aircraft was now working TC. □ Supplementary 24/4/14: □ Electrical smoke on flight deck. During climb Eicas display unit 3 failed. Shortly afterwards a strong electrical burning was smelt on the flight deck. CONFIGURATION: A. Thrust: On. Speed brake: Closed. Flight crew went on oxygen. Mayday declared and decision made to divert. Abbreviated dodar. NITS to cabin for normal landing. QRH smoke and fumes, source assumed as display unit 3. Review completed. Normal landing met by emergency services. □ Supplementary 24/4/14: □ Aircraft called on frequency after being transferred from TCse, and immediately called a mayday due smoke in the cockpit and requested immediate diversion. As the DVR/LYD Planner I put my speaker on, called for the LAS, then phoned TC, informing them of the flight and its diversion, a level and discreet frequency was given. This was given to the aircraft and it was transferred. □ Supplementary 24/4/14: □ Aircraft checked in on frequency at FL120 with a MAYDAY, smoke in the cockpit and requesting a diversion into EGKK. My trainee instructed the aircraft to squawk 7700, I then took the r/t. The aircraft was turned onto an initial heading of 245 degrees. The pilot requested track miles. I gave him the distance to diversion airfield followed by an approximation of the track miles. My planner coordinated the aircraft at FL120 with TC. The aircraft was then transferred to TC SE. □ CAA Closure: □ AAIB now downgraded to 'Non-Reportable' from AARF investigation. No further investigation to be progressed by the AAIB.
201406647	24/05/2014	AIRBUS	EDDL (DUS): Dusseldorf	Pungent oily smell in cockpit and cabin.	On this flight, and the previous outbound flight, an unknown oily smell occurred in the cabin and cockpit. Cabin crew described it as "sweaty dog smell". Occurred both in the climb, 4000ft, CLB Thrust, and again when thrust idle at approx 4000ft on arrival. Takes about 30 mins to clear. Captain donned oxy mask, while an assessment was made of extent and severity. As the smell was slowly dissipating, decided to continue. No complaints from passengers. On return flight, the smell was much less noticeable, but have entered into tech log for history, should it occur again. Tech log showed no history of this event.

201404456	11/04/2014	AIRBUS	EDDF (FRA): FRANKFURT / MAIN	Aircraft returned due to fumes in the flight deck causing flight crew illness. All crew members taken to hospital for tests.	Shortly after take-off the FO (PNF) reported that he smelt fumes. I thought that it was possibly bread in the oven. FO then reported feeling ill. I then noticed the smell and also started to feel ill. Oxy masks donned. Engineers have reported that the vent blower had failed. Oxy masks donned and PAN declared with NITS to ATC. QRH smoke/fumes started but then fumes removal QRH deemed to be more relevant. Radar vectors to runway 07C. Control handed to FO and QRH stopped to focus on approach and landing. Alert call made and NITS briefing conducted. Brief PA made to passengers. Auto approach and auto land planned. Manual landing conducted. Stopped and reassessed on runway. liaised with fire services. Vacated runway and parked at nearby remote stand. Further PA made to passengers. Despite using oxygen at 100% and emergency, we both felt very ill and debilitated. After parking/shutting down we left the flight deck to be attended to by medics. Command was handed to fire chief who liaised with PSR and passengers disembarked via steps. No fumes or illness reported by passengers. ASR filed. Authorities liaised with and report completed. DFCM and duty tech manager contacted. Flight and cabin crew taken to hospital for tests. Flight crew hospitalised for 24 hours observation.☐ CAA Closure:☐ A review of the Post Flight Report for this sector shows a 'Vent Blower Fault' maintenance message. Engineering carried out a smoke inspection law relevant task and the smell was isolated to the flight deck and a residual smell around the vent blower fan was identified. The vent blower fan was replaced. On replacing the vent blower fan, it was however noted that there was no sign of damage or burning on the removed fan and therefore the investigation continued. other checks were carried out and both engines and APU were inspected for signs of oil with no contamination found. During all pack/engine combinations the odour was present, and increased in strength at 1.26 EPR. The odour was also present at full hot and full cold temperature selections. At no point were any engine/APU oil, or hydraulic fluid leaks detected. The odour dissipated when APU air was selected and did not return. Investigations now focused on the air conditioning system with both cabin fan air recirculation filters and the avionic ventilation filter cartridge being replaced. The left hand pack condenser and reheater were replaced and swabs taken and routed to Powerplant for analysis. Both packs were purged and inspected and a specific Workpack was then applied to the left engine and left pack combination. The engine was run at 1.26 EPR and a very slight change in cabin air quality was noted which quickly dissipated. The engine continued to run at 1.26 EPR for two minutes and no further smells were observed. When engine power was increased to 1.3 EPR, the odour briefly appeared for five seconds and then disappeared. The bleed delivery temperature was greater than 185 degrees centigrade, with a similar pack outlet temperature and hot air selected on. The engine was run at various settings and through the full range of pack temperatures. The air quality remained good, however on increasing the pack temperature to hot, a brief odour would appear again and quickly dissipate. Applying the Workpack to the right engine and right pack combination produced similar results. However on running the APU and left/right pack combination, no change in air quality was observed. A consultation with Airbus indicated that pollen ingested by the engine into the air conditioning system may have been a factor as this will give off an odour at temperatures greater than 160 degrees centigrade. This may explain why the air quality did not change when running the APU, as this temperature was lower than 160 degrees centigrade. The engines/packs/APU were run for a total of ninety minutes at varying power settings and temperatures and no ill effects on personnel were reported. It is likely that the odour observed was a result of engine ingestion of external contaminant (possibly pollens), which was then dispersed throughout the air conditioning system. It is not possible to confirm or deny whether pollen was the only source of contaminant, but it is a likely scenario based on the fact that pollen will only produce an odour when burned at high temperatures similar to those recorded during the engine/pack runs, yet the smell was absent during runs using the lower temperatures of the APU. Airbus is confident that this is indeed the root cause and have subsequently added 'Ingestion of Pollens' to the list of 'Possible Sources Affecting Cabin Air Quality' in Wise article EngOps-16325.
201408560	28/06/2014	AIRBUS	EGLL (LHR): London/Heathrow	Fumes in flight deck and cabin caused cabin crew illness.	Fumes reported by cabin crew and noticed on flight deck after takeoff. Fume smell gradually disappeared. Descending through approximately 9000ft fumes returned. Liaised with cabin crew as to state of fumes and asked them to update if fumes worsened. Cruise phase uneventful in flight deck☐ although fumes were intermittent in the cabin. On descent fumes returned and worsened. First Officer donned oxygen mask as a precaution and all cabin crew used crew oxygen for landing. 1 cabin crew member at the rear was sick after landing and 1 cabin crew member at the front was sick after disembarkation. During flight no medical symptoms were noticed by the flight crew, however post flight all 7 crew were feeling light headed with dry throats, some reporting headaches, slight numbness, tingling and particularly tired. Global lifeline have been contacted for medical assessment. During disembarkation several passengers commented about feeling particularly tired as though they had been on a very long flight.☐ Supplementary 01/07/14:☐ This aircraft suffered significant fumes in the flight deck and cabin for the whole of the flight. Fumes were significantly worse during the first 10 mins of flight and below 9000ft in descent. Air supply from APU contaminated with oil. On investigation APU air inlet contaminated with oil. External oil leak observed from APU generator mounting pad. APU u/s.☐ CAA Closure: ☐ The cause of the fumes event is unproven but is likely to have been due to an oil leak from the APU which was identified following the event. Following removal of the APU generator foreign material identified as possibly the remains of a blank was found on the generator mounting plate. The foreign material had contaminated both the lubrication seal and the structure of the mounting plate. The APU generator had been installed six months prior to the event with no reported oil leakage or fumes reports in this period. It has not been possible to positively identify when or how this material came to contaminate the mounting plate. Engineering personnel involved are no longer employed and therefore not available for interview.
201409006	04/07/2014	AIRBUS	En route	Possible fumes event. Cabin crew, First Officer and passengers feeling light headed and nauseous.	During descent at approx 16000ft cabin crew called flight crew concerned about the pressurisation because a crew member and a couple of passengers were feeling light headed and nauseous. After checking pressurisation the F/O complained of feeling light headed and went on oxygen. Captain did not. Situation in the cabin re-checked and only one crew member still affected. No smell in the flight deck or in the cabin front or rear. At approx 7000ft F/O came off oxygen, but shortly complained of feeling light headed again. F/O went back on oxygen and remained on oxygen until landing. No discernible odour present in cabin or flight deck. No ECAM warnings/cautions. Only crew member at rear and F/O affected. Once parked cabin crew at rear mentioned strong fuel smell upon landing.☐ CAA Closure:☐ Extensive troubleshooting and a comprehensive review of flight data parameters cannot confirm any technical defect related to☐ the engines, APU, air conditioning, bleed or pressurisation systems of the aircraft that may have led to a decrease of cabin air☐ quality/supply to cause the symptoms described. The aircraft will be monitored for any repeat occurrence and take action as appropriate.
201407359	07/06/2014	AIRBUS	EGLL (LHR): London/Heathrow	Temporary acrid/electrical burning smell during climb and adjacent to an electrical storm.	During climb and adjacent to electrical storm a perceptible electrical/burning smell was detected by flight crew. P1 called crew to oxygen(smoke/fumes QRH) which was carried out in turn by operating crew. The P3 was a commuter who coincidentally was undergoing conversion to type(mid simulator phase) who before he was able to don oxygen was able to ascertain that the smell was quickly dissipating. QRH actions were stopped at this point and the operating crew removed oxygen. The crew considered that the event was likely cause by significant St. Elmo's fire arcing across the windscreens.
201409993	24/07/2014	AIRBUS	EGPF (GLA): Glasgow	Strong smell of chemical/plastic fumes in the flight deck during initial climb.	During initial climb a strong smell of fumes noticed in the flight deck (chemical/plastic). Initial actions of the SMOKE/FUMES/AVNCS SMOKE checklist carried out. F/O on oxygen as a precaution. Liaised with the Purser who said there was no smell in the cabin. Later reported a smell in the back galley and commented on the smell when she entered the flight deck. The smell dissipated during climb. At top the initial actions reconfigured and the smell had gone. Smell returned when Flaps run on approach. Aircraft had been in engineering. Carpets replaced.
201410375	28/07/2014	BOEING	En route	Fumes on flight deck and in cabin near doors L2/R2.	Pungent smell detected by both pilots. Also noticed by upper deck cc when on FD. Crew O2 used. Called down to main deck cc who had, together with some passengers, also noticed smell/fumes. Asked for LESS report. SFF QRH checklist initiated: seat/PC/IFE power switched off followed several minutes later by Utility Buses. It was not possible to identify the source of the fumes or positively confirm what type of fumes they were. Having carried out the SFF checklist there was no recurrence of the fumes and aircraft continued normally without further incident. Ops Control contacted via Satcom to ascertain if possible to obtain a direct approach from ATC [to avoid holding associated with weather disruption] without declaring emergency; given that fumes had dissipated. Ops Control advised would reply via ACARS; but no reply received from Ops. Mainrol contacted via Satcom to obtain information regarding previous fumes history. Info also requested re source of seat power, relative to the utility buses, as necessary to put 70 seats in land position. No reply until a further request sent via ACARS. The response did not give the requested info and was not helpful to the crew in terms of assessing merits or otherwise of whether to attempt to selectively and judiciously restore power for short period to put seats in land position.
201409391	11/07/2014	BAE	EGNO : Warton	Electrical burning smell in flight deck.	After commencing descent from cruise at FL180, a short time later Capt. noticed a faint smell of burning akin to overheating of a domestic appliance. The F/O was asked if he too could identify the smell, which within a few moments he confirmed. All engine/pressurisation/air-conditioning parameters appeared normal with no CAP visual/audio warnings/cautions. The descent was continued as crew monitored situation. A call was made to C/A who was asked if she could smell anything unusual in the cabin environment to which she responded No. The C/A and total of 5 POB were seated at the rear of the cabin. She proceeded to investigate forward by the flight deck door and later to report a smell similar to that of a burnt clutch on a car. The smell intensified in the flight deck over the intervening minutes becoming somewhat acrid, like melted electrical wiring, we discussed and actioned closing the RH flow control supplying the flight deck as an initial action after consulting CARD 14 ECL at this point, donning O2, masks a diversion seemed imminent. After adjustment of the RH flow to off, the smell dissipated fairly quickly reverting back to a level similar to that at the start of the event. Throughout the event, no visible smoke was seen or detected. The remainder of the flight was busy descending and handed over so the ECL was completed at isolation of the RH flow. A normal approach and landing followed, post shut down the Capt and F/O conferred to agree that both felt slightly light headed with a mild degree of irritation to the back of the throat. It is my understanding from debrief with the C/A that the 5 pax travelling remained.☐ unaware of this occurrence. An entry was made in the tech log. LMC informed along with OPS.

201411032	12/08/2014	BOEING	EGLL (LHR): London/Heathrow	MAYDAY declared and aircraft returned due to acrid fumes on flight deck.	<p>Climbing through FL200 an acrid smell became apparent on flight deck. MAYDAY declared and QRH smoke and fumes actioned and decision taken to return to departure airport. The acrid smell worsened with duration of flight and after smoke and fumes removal checklist actioned. Aircraft landed gently at 156,000kg. The fireman on entry stated the acrid smell was obvious and strong and the flight deck windows had been opened after landing. □</p> <p>Supplementary 12/08/14: □</p> <p>Aircraft declared MAYDAY with fumes in the cockpit and requested immediate descent and return to departure airport. MAYDAY acknowledged by tactical controller and aircraft asked to squawk 7700. Descent given to FL200 (after coordination other sectors) and the aircraft given a left turn back towards the airport. Aircraft transferred to discrete frequency. Aircraft was unable to dump fuel and requested emergency vehicles available on landing. □</p> <p>Supplementary 13/08/14: □</p> <p>Just as we were setting up the bars, approx 10-15 minutes into the flight, SFO called at Dr 1L and informed me that they were all on oxygen as they had a strong acrid smell on the flight deck and fumes present. He asked us to suspend the service until they knew more. I went to inform the CSD. She then received the NITS briefing not long after. We disengaged from duties ensuring the galley was secure and went to our inter phone stations. We were not told if it was going to be an emergency landing, just that we would be landing in approx 20-30 minutes and to start securing the cabin and galleys. The Captain made a PA informing customers that we would be returning to departure airport due to a technical problem, as he didn't want to give them too much information of the incident, however as they were noticeably on oxygen the customers began asking us questions as we were securing them in, which was pretty stressful, but I tried to reassure them that everything was under control and the flight deck would inform us of any changes. When instructed by CSD to take our seats for landing we immediately did so, mine being door 2L. I sat going through my silent review and emergency procedures, as we were still unsure if we would be going into a full emergency evacuation. At this point I had a severe headache. It was an extremely heavy landing and the reverse thrust was used for what felt like the entire runway. We then came to a stop and waited. The captain made a PA and explained that everything was ok, and it had been a relatively normal landing, but as we were very overweight the emergency services were there as a precaution. Customers remained very calm. At this point we noticed a strong smell of fumes around Dr2 area and I still had a headache. We taxied to a remote stand and the fire crew were the first to board the aircraft at 2L and check all was well on the flight deck. We did a controlled disembarkation, and then the CSD wanted to check we were all ok as a crew. The flight deck manager was there to meet the aircraft. Once back at CRC we still had headaches and decided due to the nature of the incident it would be best if we all got checked out by a doctor, so we informed the Doms of our decision and went to Hillingdon hospital for a thorough examination. We finally arrived at our hotel accommodation at 2.30am After take-off (approx 5 mins) I saw the First officer come out of the flight deck and advise the CSD to hold off setting up bars as there was a problem in the flight deck. Julie advised other cabins accordingly and then approx 5 mins after that she received a call at Door 1 left and got a NITS briefing from Captain. The all attendants call was then initiated by her and we all received the briefing. We were told we had 20 mins to landing back and started to prepare the cabins and galleys for landing. the was no galley power or power to the club world sleeper seats as this had been disabled from the flight deck, but passengers were secured for landing promptly. After a heavy and long landing into LHR we came to a stop and the captain PA'd the passengers explaining that the aircraft was fine and that we would be pulling onto stand and be boarded by the fire service. During the incident my eyes were sore and itchy and I had a headache so the crew as a whole attended Hillingdon hospital A&E to have blood tests to confirm we hadn't suffered as a result of being in the fume environment I was sat at door 1 right, in flight deck and at the latter stages of the flight (approx 20 mins before landing) could smell an electrical burning smell in the galley area During the flight there was a fume event on the flight deck, we readied the cabin for an immediate return which would take approx 20 mins the CSD made the alert call and gave us the nits briefing. All crew checked the cabin s and reassured passengers, I smelt fumes during this time. After instruction from the CSD took our seats for an emergency landing. It took a lot longer to land as the a/c was heavy and fuel had to burn off, it was quite a heavy landing and a few overhead lockers opened. After taxiing off the runway it took a few minutes for the fire services to clear the a/c to the stand and after further checks the passengers, were disembarked to buses. Acrid /fume smell on flight deck, pilots on oxygen, nits briefing received and given to cabin crew, asked not to inform passengers of severity, emergency return. Smell spread to cabin within 10 mins of being told then very strong for 25/30 mins until landing. Throat and chest affected persistent cough and hoarse.</p>
201411077	13/08/2014	AIRBUS	LKPR (PRG): Praha/Ruzyně	Fumes in the galley during taxi in.	<p>As aircraft taxied in towards Stand, SCCM informed F/ Deck that the Cabin Crew at Aft Galley could smell fumes, of an alcohol based quality. The two crew members had donned portable oxygen as a safety precaution. There was no other evidence of fumes in any other part of cabin. Air conditioning Pack 2 was selected off, IAW Engine 2 shutdown on taxi in (SOP). Probable cause was ingestion of chemical cleaning agent used by Engineers, following a suspect Hydraulic leak in Main Landing Gear area. As safety precaution, 2 aft CM s used portable O2, until A/C on stand/ approx 5 mins. SCCM informed F/Deck immediately. On further communication, contaminant described as alcohol based, non toxic/ visible, and located Aft Galley area " only". Fit Crew elected to switch Pack2 off. In case Air Cond related. Once A/C on stand/ shutdown, further risk assessment completed. Both Front and rear Cabin doors opened. Pax disembarked normally. Odour disappeared very quickly. Engineer had been called to inspect A/C main landing gear area, following a report from Pushback operative, of a possible Hydraulic leak. The attending Engineer was required to clean the area, in order to make a thorough investigation. It is believed that the cleaning agent used for this purpose was an alcohol based substance. On completion of clean up and inspection, no report of hydraulic leakage or of any fluid loss. A/C was cleared to despatch. Flight operated normally, until taxi in at destination. Cabin crew members suffered stinging eyes, burning on the inside of the nose and a strong metallic taste in the mouth as well as bad headaches and sore throat. Crew member attended hospital for the effects of the fumes.</p>
201410779	07/08/2014	AIRBUS	EGBB (BHX): Birmingham	Fumes in the flight deck.	<p>On approach, a strange smell best described as burning plastic caused both flight deck to feel unwell. Oxygen masks put on. Auto land carried out. Both flight deck felt unwell on leaving the aircraft.</p>
201411419	18/08/2014	SAAB	EGPD (ABZ): Aberdeen/Dyce	PAN declared due to unusual sudden movement followed by fumes (electrical smell) in the flight deck.	<p>The subject aircraft's pilot made a PAN call on the Moray frequency requesting vectors to the ILS. I was monitoring a trainee at the time but via the mentor box I called the pilot to offer a heading and request the nature of the problem. He responded that the aircraft had made an unexpected jolt and there was an unusual smell in the cabin. The PAN call was purely precautionary and he had donned his oxygen mask which made his RT quite difficult to make out. I asked if he needed assistance on the ground, he replied that the fire service being on standby would be sufficient. I called straight away and passed on the information. I also requested a lower level as the aircraft was close to levelling off and was given FL70. I descended the aircraft to that level and transferred it to Radar. □</p> <p>Supplementary 18/08/14: □</p> <p>Unusual and pronounced jolt of aircraft followed by instantaneous electrical smell. Spoke to cabin attendant then flight deck elected to go onto □</p> <p>oxygen masks. Declared a PAN and requested vectors for immediate landing. Smell discontinued - cabin crew given option to go onto oxygen but elected not to use it. Kept continued contact with Cabin Attendant throughout rest of flight - fire services on standby. Landed without further complications. □</p> <p>CAA Oosure: □</p> <p>Extensive troubleshooting was performed with the input of Saab and Rolls Royce. Airframe inspection did not reveal any defects that could have caused the electrical smell in the flight deck. On inspection of the LH engine it was found to have a crack in the forward air inlet housing. On review of both borescope video and MDC/DFDR data, Rolls Royce stated the evidence pointed to the engine as the root cause of the cabin odour. The engine was replaced and extensive engine ground runs and maintenance check flight performed prior to revenue service. The engine is currently in shop for full investigation and the report has not yet been completed, however, indications point to excessive rub on compressor abrasible lining being responsible for the cabin odour. Engine had accumulated approx. 1800FH since last shop visit. The engines are condition monitored with engine trend data and routine borescope inspections. No implementation actions have been taken by the operator as yet or recommended by Saab or Rolls Royce, however the other engines on the fleet were inspected at the time for similar cracks.</p>
201411270	16/08/2014	BOEING	EGLL (LHR): London/Heathrow	PAN declared due to strong burning smell/fumes in flight deck.	<p>Very strong fumes smell came on suddenly in flight deck. Crew went immediately onto oxygen. Crew comms established with both flight and cabin crew. CSD came into flight deck and immediately agreed that there was a very strong fumes smell. Cabin checked throughout and CSD briefed crew. No fumes in the cabin. PAN call made and expeditious approach flown. Contact established with fire service. Once situation reviewed and taxiing the aircraft to stand was deemed safe, we parked and disembarked passengers. Fire crews then checked flight deck. Passengers were not informed and disembarked before fire service came on the aircraft. Crew briefed regarding fumes and to contact company if they became unwell. □</p> <p>Supplementary 16/08/14: □</p> <p>Aircraft was being vectored downwind for arrival when he declared a PAN due smoke in the cockpit. Several aircraft were broken off to expedite his approach. □</p> <p>CAA Oosure: □</p> <p>Investigations traced the problem to the runway turn-off light auto transformer T138. It was drawing excessive current, causing the RH runway turn-off switch to melt, the C/B N33 to trip and the fumes/ burnt rubber smell on the flight deck. A review of usage shows no usage for many years and this is not a known problem on the fleet.</p>
201411890	28/08/2014	AIRBUS	En route	Serious Incident: PAN declared and diversion initiated due to smoke in flight deck. Flight crew donned oxygen masks. 163 POB, no injuries reported. AAIB AARF investigation.	<p>CAA Oosure: □</p> <p>During the en-route climb, the caption 'avionics smoke' was displayed on the Electronic Centralised Aircraft Monitoring (ECAM) display and the crew could see smoke emanating from the right side of the centre console inside the co-pilot's footwell. The aircraft diverted and, during the descent, the smoke stopped. It landed without further incident. It was found that a component in a static inverter, powering electrical outlet sockets in the cockpit, had overheated. AAIB Bulletin 12/2014, Ref: EW/G2014/08/13.</p>
201411688	25/08/2014	AIRBUS	En route	PAN declared and aircraft returned due to fumes in the flight deck and cabin.	<p>Aircraft requested to return due to a minor technical problem. When on the TC LAM frequency, aircraft declared a PAN due to oil odours in the aircraft. The pilot reported that the odour was strong on departure although it had subsequently become less intense but was still present. He also reported that the particular aircraft had a history of the problem. □</p> <p>Supplementary 05/09/14: □</p> <p>Shortly after take off, cabin crew member came to the forward galley to inform me that she was aware that on take off and into the flight there was a strong smell of fumes I advised her to call the flight deck and give them as much information as possible. For example when she was aware of the smell and what type. This was also noted by fellow crew member. The Captain then called me into the flight deck to say he had a conversation with her, and had checked the flight log and there was details of the same problem before on this aircraft. With that information he was going to call me back into the flight deck for a NITS briefing. The call was made and myself and the nearest crew member went into the flight deck: N - fumes in cabin returning to departure airport, I - normal landing and taxi to stand, T - time 15/20mins depending on holding, S - special instructions to secure the cabin for normal landing. I gave the NITS briefing to the crew. They understood their roles and responsibilities. The seat belt sign had remained on during this time, a PA was made to inform the customers we would be returning due to a technical problem. Cabin was made secure. The customers asked a few questions and we reassured them this was normal procedure for us to return. The cabin was made secure for landing and checks completed to the flight deck via the indicator outside the flight deck (white) I briefed the crew about their silent review and door drills We landed as normal and went to stand 25. At all times my crew were very calm and professional. No SEP equipment was used. After landing the flight deck crew informed me that they had been on oxygen for the last 10mins coming into to land due to strong fumes in the flight deck. All customers feedback was fine just frustrated about the return. TRM came on board and they were taken from the aircraft by coach into the terminal and given vouchers. The flight was rescheduled for 15-00 with new aircraft and new flight deck and cabin crew. □</p> <p>Supplementary 20.09.14: □</p> <p>Soon after departure strong odour experienced on the flight deck. Both agreed this was an oil type smell. Intensity immediately dissipated to an insignificant level. □</p> <p>Event discussed. A/C had just returned from maint due to prior fume event. Maintrol consulted. When contacted, C/crew confirmed existence of transient fumes on T/O. Decision to return to LHR in conjunction with Maintrol. On approach, fumes returned this time to a strong intensity. Pan declared. Oxy masks used on flight deck as a precaution. Later, fumes checked dissipated. PNF initially, then later PF removed masks. Overweight landing checklist applied. □</p> <p>CAA Oosure: □</p> <p>Cause traced to No1 engine which was removed and replaced. Root cause is still under investigation with the engine manufacturer. SDD requested further information from closing surveyor once engine investigation completed. Aircraft is reported to have no further occurrences post engine change.</p>

201411820	25/08/2014	BOEING	EGLL (LHR): London/Heathrow	Returned to stand due fumes event.	On lining up on the runway an intense burnt rubber/roast chicken smell was encountered in the flight deck. We elected to vacate the runway for investigation. The smell remained but dissipated slightly. On consultation with engineering we elected to return to stand. The Smoke, Fire or fumes checklist was discussed but not considered useful as the stand was close by. However on turning on to stand, the intensity of the smell increased markedly and oxygen masks were donned as a precaution. When on the stand, the smell dissipated on selection of the recirculation fans to off, as advised by the engineer. The aircraft was considered unserviceable pending further investigation and the passengers disembarked. On taxi out flight crew called for me to enter flight deck as they could smell rubber/roast meat smell which was very pungent. I walked the cabin and same smell occurred in door 2 area. We returned to stand and offloaded passengers. Spoke to Dom's who in turn spoke to the crew who did not feel well. Two crew did not continue with the trip on the new aircraft they have completed incident reports for their version of events. As the aircraft turned onto the runway for departure I could smell something burning, it smell like burning rubber. I was sitting at door 2 right. I commented to my colleague and he confirmed that he could smell something also. As the aircraft accelerated the smell became stronger. The take off was subsequently aborted and the aircraft returned to stand. The CSD at door 1 left confirmed the smell was also present in that area and also in the flight deck. I was questioned by the CSD as to my observations and reactions. There was an irritation at the top of my nose (inside) since I had breathed the fumes but I was not feeling nauseous. I was asked to speak to the DOM from the aircraft by mobile. I recounted to him my observations and he advised me to stand on the jetty to breathe in fresh air and also drink lots of water. The Dom offered to take me off the re-scheduled trip. As I already knew the flight crew had been taken off I thought this would be the most sensible decision for myself also. I followed the advice of the DOM. He has given me an advice following fume event leaflet to read. During taxi onto the take off runway I detected an acrid smell like burning meat. The aircraft then taxied down the runway. CSD then confirmed that he could smell fumes in the cabin as in the flight deck. He asked how I felt. I had a scratching at the back of my throat and in my nose. After taxiing to stand and the door opened I started to feel better. I drank water as recommended by Dom. I got back onto aircraft and started to feel dizzy and the scratching sensation returned. DOM offered the option to be stood down and return home. Strong noxious fumes smell in F/D. Very slight headache which went after drinking water and having some fresh air.
201412830	11/09/2014	BOEING	LGZA (ZTH): Zakynthos	Electrical burning smell followed by EICAS cautions and erratic indications on Captain's ADI.	Passing FL 310 in climb to FL360, electrical burning smell followed by EICAS Cautions: RUDDER RATIO, IAS DISAGREE & MACH TRIM together with Speedtape on Capt's ADI fluctuating wildly up and down. Control handed to Other seat and Auto Pilot disconnected as A/C attempted to level off just above FL310. Climb re-established & F/O's indications were assessed as normal for stage of flight. Right Auto Pilot engaged and burning smell dissipated. Pilot in right seat put on Oxygen Mask as precaution. EICAS Cautions extinguished approx 2 minutes later and Capt's speedtape returned to normal operation. Smell stopped and decision to continue taken with close monitoring of systems using Right Autopilot. □ CAA Closure: □ The root cause of the event could not be established and has not been repeated since. An autopilot operational test was carried out through the MCDP and an air data computer operational test also carried out. All tests satisfactory. Inspection around and behind the captain's instrument panel carried out for signs of overheating/burning with no defects found. A review of all defects reported on the aircraft since the incident have found nothing similar.
201413319	20/09/2014	AIRBUS	En route	Electrical fumes in flight deck. PAN declared and aircraft diverted.	During the cruise, flight deck summoned myself cm to the flight deck as they could smell fumes and wanted to know if I had noticed anything. On entering I could tell that there was an overpowering acrid smell in the flight deck. I explained it smell like burning electrics. The flight deck were concerned and asked if it was coming from the vent. I smell and informed no and the flight deck were also looking to see if they could determine where the smell was coming from. After a while approx 2 mins, the flight deck asked myself to get ccd to enter when I left to see what she could smell too. I left informed the crew at the back what was going on and the ccd had the same issues. Afterwards I went back to see the flight deck and more information from them. NITS received. N-burning electric smell in the cock pit. I- diverting. T-time 20 mins. 08:10 local S- prepare for a normal landing. Flight deck also advised that they were going to don their oxygen masks as well. I left the cock pit, asked all crew to come to the rear galley and a NITS briefing was conducted to all crew and all crew repeated back. Captain had advised me to secure the cabin after the NITS which is what I did and then the captain did a pa straight away to inform the crew. Passengers remained calm throughout, crew very professional and remained calm at all times. No panic in the cabin at all and we all worked well as a team, communication line kept open at all times with all crew. Secured cabin and passed on cabin secure checks to flight who then advised 8 more minutes to landing. Landed as normal, and we got the pa crew normal operations and then disarm doors for arrival, passengers remained seated as per my pa until the captain spoke to them. Fire engines followed the aircraft, police boarded and engineers. Ops contacted via flight deck and pax disembarked approximately 30 mins after landing to check out to re check in for another aircraft and crew disembarked and waited in the terminal for a passenger flight home. Passengers commented on how well we communicated all of the information, no distress from pax and in fact all were smiling when they got off and congratulated us on our expertise and professionalism. All crew and flight deck worked extremely well together. □ Supplementary 20/09/2014: □ Shortly after aircraft levelled in the cruise, both flight deck crew noticed an acrid burning smell fill the flight deck. It was a strong smell like burning plastic. The CM was called, who was in the forward galley, on the interphone. He noted that there was nothing abnormal in the cabin and although the oven was on there was no associated smell from it. CM was invited in to the flight deck upon which he confirmed immediately on entry that there was a very strong smell of burning in the flight deck. The electrical equipment visible in the flight deck was checked for abnormal heat and smell with nothing found. CM smell avionics bay air vent forward of cockpit door with no smell sensed. CM left and other CC invited in to see if they could sense smell which they could immediately. Air vents in flight deck were turned on and smell seemed to reduce but not entirely disappear. When air vents turned back off, smell increased back to same intensity as before. Cabin and toilets checked and appeared / smell normal. At no time was there any visible smoke present anywhere and passengers did notice anything. With the smell solely in the flight deck and with no ECAM, or signs of it alleviating, flight deck suspected an avionics bay issue and a precautionary diversion was initiated for further investigation. A NITS brief was given to the crew and passengers and company advised. A PAN call was made to air traffic with the request to divert. As a further precaution, flight deck went on oxygen masks for the remainder of the flight. The cabin air remained stable and therefore ATC advised that there was no immediate threat to the occupants and therefore a taxi to stand with fire brigade in attendance was required. Upon arrival on stand, Fire Brigade confirmed that the cabin environment was safe, as we believed it to be, so passengers remained onboard. Engineers arrived very promptly and could immediately smell the burning smell we had sensed. Upon opening the forward avionics bay, they said there was a very strong abnormal smell in there. Passengers were disembarked normally. After completing post flight duties flight crew, as a precaution, went to the medical centre for a health check. Both flight deck and the CM had sore throats. All crew were deemed fit. □ CAA Closure: □ Initial inspections of the components in the flight deck and avionics bay, along with all systems, air conditioning, engines and APU revealed no faults. Two days later the standby pitot probe had a defect where it went unserviceable and was replaced due to the heater element being burnt out and at that stage it was not known if the probe was a contributing factor to the smell two days prior as the shop report had not been received back. Subsequently, there have been no further reports of any smell in the aircraft since the event. Continues to be monitored through reliability in order to identify trends.
201413413	22/09/2014	BOEING	VABB (BOM):	Fumes in flight deck.	All three pilots smell strong chemical/rubber smell on flight deck. Captain donned oxygen mask. Smell disappeared after approx 5 mins. No smell in cabin.
201413531	24/09/2014	AIRBUS	EGLL (LHR): London/Heathrow	PAN declared due to fumes in flight deck and cabin.	During takeoff fumes smell (possibly oily). Cause unknown. Initial Actions of SMOKE/FUMES/AVNCS SMOKE completed Result - smell partly dissipated. Elected to continue in that configuration. Reset config later in flight to test smell. Smell returned strongly, Reset config as per QRH drill. First Officer felt increasing nausea. Flight crew went on oxygen, pan declared. During flight cabin crew reported very little smell however one had some nausea and another started to sneeze with a runny nose. Flight continued without further event. No pax complaints. Cabin crew reported smell strongly on taxi in. All crew checked at medical centre and cleared ok. □ Supplementary 24/9/14: □ I could smell a strong smell of fuel on the ground. The captain had done a pa to say we were sat behind a queue of 12 aircraft so I didn't inform scdm as this happens regularly and the smell dispersed. Just before takeoff I felt slightly dizzy but didn't think anything of it. We went out and done the service as normal, just as we had finished the service the PSR came down to inform us that both the flight crew were on oxygen and asked if we could see/smell anything which we then couldn't. After landing we all went to the medical centre to be checked out.
201415549	02/11/2014	BOEING	KBOS (BOS): Boston/Gral E.L.Logan Intl, Ma.	Fumes in cabin during take-off.	Whilst waiting to take off. Fumes from other A/C filled the cabin. The smell was overpowering resulting in headache + feeling nauseous. Oxygen was administered this happened whilst positioned at end of the runway waiting for clearance for take-off, approximately 30 - 35 mins. Oxygen Administered. Whilst taxiing, we became stationary for approx. 30 mins. During this time a strong smell like exhaust fumes by doors 2L & 2R was so bad we used our scarves to cover our face/mouth nose. As I developed a headache and slight cough, I took 1 x paracetamol and had some oxygen. Cough still evident after landing.
201414405	12/10/2014	AIRBUS	En route	Burning smell in the flight deck due to Nr1 air pack overheat.	Sector 1 - pack 1 regulator fault => led to a pack overheat. Followed the ECAM procedure. Capt thought he smell something, but very mild and unsure, FO thought it was the breakfast cooking, unsure of smells. After a minute we did not smell anything, and so considered that there was no issue. Landed uneventfully. Sector 2 - repeat, pack 1 reg fault => led to pack overheat. Followed ECAM again, however strong acrid smell (smelt by both Capt and FO). The smell was repeatedly smelt at least 3 times, after pack 1 was turned off. We both decided it was the correct decision to don oxygen masks as precautionary measure. We completed the flight without incident. We were asked to help with the run up tests on the aircraft to help with the maintenance. Capt and FO to have medical by Doctor for fumes, spoke to duty pilot and given details. □ Supplementary 12/10/14: □ During the first flight, flight deck informed me that there was a technical problem with the air pack 1 and we would wait for the engineer to verify the problem. If there was no engineer we would have to divert. We landed and the problem was looked at by an engineer and we were given the okay to leave. The problem reoccurred during the second sector in flight. I was called by the flight deck, the captain told me the problem was still there and we would again wait for an engineer at destination. 10 minutes later the captain called me to say that there was a strange 'burning' smell in the cockpit and to follow procedures they felt 'unwell' and would be on oxygen. No NITS was given. We landed and the flight deck told me that they felt 'queasy'. We waited for an engineer to arrive and to inop the airpack 1 before we were moved to a remote stand to carry out tests on the aircraft. After 4.5 hours in the aircraft with just the cabin crew, the engineer 'okayed' the problem and we checked-out.
201415527	03/11/2014	AIRBUS	EHAM (AMS): Amsterdam/Schiphol	Fumes in rear galley.	Approx 15 mins to landing, Purser reported that cabin crew had noticed fumes in the rear galley area. It was assessed as noticeable but with no adverse effects, and there was no visual indication of smoke. Capt instructed the purser to monitor and report if situation deteriorated. Normal Approach and landing achieved with no escalation of problem. When aircraft was approaching stand, Purser reported that the fumes were worse in the rear and one crewmember had donned oxygen. Following initial feedback and no further escalation of fumes in flight, ac completed a normal approach and landing. After landing, No.2 engine was shut down for SOP single engine arrival. After the report of worsening fumes with the aircraft approaching stand, flight crew agreed to continue onto stand and reassess. After engine shutdown, comms between flight deck and rear galley established that the fumes were localised to rear galley area and containable, so a normal disembarkation carried out. At the time of the initial report, the ac was experiencing moderate turbulence in heavy rain, and for a brief period, flight crew could smell an electrical 'ozone' odour although this could not be confirmed as the same smell as that in the rear galley. Also, during taxi, the smell experienced by the cabin crew was classified as 'different' but more severe.
201413913	02/10/2014	BOEING	EGLL (LHR): London/Heathrow	Fumes event	Strong acrid burning smell in cockpit during late stages of approach (approx 1800ft) located more to the right side of cockpit. First officer put on oxygen mask and approach and landing continued. Smell dissipated by touchdown. No further occurrence during taxi but hot electric smell reported by stewardess in first class on disembarkation
201415836	10/11/2014	BOEING	En route	Strong electrical burning smell in flight deck during climb. Aircraft returned.	Strong smell of burning in flight deck only, confirmed by CSD and returning P3. PAN declared, Fuel dump and return. Most likely cause from burnt out compactor situated behind flight deck. Smoke fire fumes checklist actioned. Oxygen masks donned. Actioned all gnd tests for air con systems and: □ equipment cooling fans actioned tests passed no impending sts messages of any failures. Equipment bays checked. Noted fwd galley trash compactor cb tripped suspect trash compactor was source of fumes. Cb reset smell started to appear in flight deck, CB tripped smell dissipated. ADD raised for trash compactor replacement. Flight deck o2 masks restowed.
201416458	20/11/2014	AIRBUS	EGLL (LHR): London/Heathrow	Oil fumes in the flight deck.	Captain informed crew that they had shut down one of the air conditioning units due to fumes coming from oil in the engine. They had to put on Eros oxygen masks. Although I could not smell anything fumes may have leaked into the cabin. I was not advised to use oxygen and if the captain had not advised us of the event I would have been totally unaware. The captain filed an asr report.

201415684	07/11/2014	AIRBUS	EGLL (LHR): London/Heathrow	Fumes in flight deck and cabin PAN declared.	Increasing fumes in the flight deck. The last two departures in this aircraft we had just after T/O an ECAM Caution. AIR, ENG 1 BLEED FAULT. Ecam drill completed and flight continued as the hot dusty metallic smell had disappeared. This smell was also reported by the cabin crew at the rear of the aircraft. During Descent on return sector we were made aware by the crew independently of a series of hot dusty smells in the rear of the cabin. We asked the crew to investigate and they reported back nothing unusual just the smell. Csd visited the Flight Deck and remarked that the smell was stronger in the flight deck and not noticeable in the forward galley. We went on oxygen and started the Smoke Fumes Avncs smoke QRH checklist. Pan call made to ATC and a priority approach was made to 27R. Alert call given and NITS brief given by Interphone for a normal landing. Normal Landing. We vacated the runway and were inspected by the airport Fire Services nothing found and we taxied to stand as normal.
201416717	30/11/2014	BOEING	EGLL (LHR): London/Heathrow	Fumes in flight deck and passenger cabin during final approach.	Established on final approach to runway, Flight Crew detected fumes of, initially, a diesel smell becoming aroma of heated plastic. Captain, P2 for sector and therefore pilot handling on approach, assumed ATC comms monitored by P3. First Officer (P1), donned oxygen mask then, following Crew agreement, assumed control as standard after "stable" call. Aircraft landed in normal fashion. "Smoke, Fire or Fumes" checklist actioned on leaving the runway. Unable to locate source of fumes during short taxi to parking stand, and also to confirm at what point fumes dissipated after shutdown. After landing Cabin Crew consulted. They reported similar smell on approach at doors 2L and 3L, also spurious passenger call light activity and cabin chimes. Passengers remained unaware of fumes and were disembarked as normal. Flight Crew had face to face conference with attendant Engineer reporting all aspects of event. Flight Crew debriefed event with Flight Crew Duty Manager.
201417669	18/12/2014	AIRBUS	EGLL (LHR): London/Heathrow	Serious Incident: Fumes in cabin and cockpit. Pilots	
201416882	01/12/2014	DE HAVILLAND	En route	Fumes on a/c affecting cabin crew.	My C3 was also affected. During the service I had to run to the back to get something from the bar at the back and noticed a funny smell. I rang the Captain at this point to explain. It smelled like nail varnish or remover. As we moved towards the back we noticed the smell had got worse. Between rows 16-20. We both felt dizzy and had headaches, C3 felt her sight was blurry. When we updated Captain, he advised C3 to get on Oxygen. As soon as we got on Oxygen we felt much better. We left work with a headache and not feeling well. I asked passengers sitting around the area if they had been painting their nails and to check bags to see if nail varnish had burst, but none had.
201416698	29/11/2014	BOEING	En route	Fumes in cabin.	Rear Cabin Crew reported via the CSD a strong sulphurous smell moving from the rear galley as far forward as 6 passenger rows. Two Cabin crew felt the need to breath oxygen for a short while. Shortly thereafter the smell dispersed, Smoke, Fire or Fumes QRH check list was referred to but not actioned.
201417909	23/12/2014	BOEING	LCLK (LCA): Larnaca	Smell in galley during taxi.	While taxiing out as I walked from doors 3 to doors 4 I smelt a very strong sulphur smell, similar to rotten eggs. I immediately got a headache and nausea and had to go on oxygen. I immediately called the Cabin Manager to inform her of the smell. I returned to my seat at doors 3 ready for take off but immediately. The smell dissipated and then returned for about 20 seconds just after take off. □ Supplementary 03/01/15: □ On taxi out to rwy22 via c received a call from the cabin describing a very bad smell in the cabin, to the extent a couple of cabin crew used their portable oxygen bottles. The smell was described as rotten eggs. The aircraft was brought to a halt, park brake set. We discussed the use of the smoke, fire and fumes check list and reviewed it. The bad smell disappeared after about 2 mins. Cabin crew reported cabin was now clear and were happy to continue. Both pilots discussed potential sources and as the cabin remained clear for the rest of the taxi decision made to continue the flight. At no stage was the smell experienced on the flight deck. Before either pilot could visit the cabin the smell had gone. We received a further report of the smell reoccurring briefly on getting airborne. The smell did not return after that. Two crew members complained of headaches and were advised to sit down for a while, flight deck was offered. Cabin crew reports: □ "While taxiing out, I could smell a strong smell of sulphur similar to rotten eggs. I immediately got a headache which lasted for a couple of hours. I felt quite bad that I had to go on oxygen for a little while which helped." □ "I was sat at doors three...during taxi i smelt a strong smell of sulphur... I did not have any symptoms during the flight but def smelt something I have never encountered before." □ "As I walked from doors 3 to doors 4 i smelt a very strong sulphur smell, similar to rotten eggs. I immediately called the CSD to inform her of the smell. I returned to my seat at doors 3 ready for take-off but immediately had a headache and nausea. The smell dissipated and then returned for about 20 seconds just after take-off. The headache lasted for about 2 hours but nausea went after having oxygen once i could get into the galley." □ "On push back, the crew alerted me that there was a strong egg smell/sulphur in the rear galley and last few rows, then doors 2&3 called me and said the same, we could then smell this strong smell in the fwd galley also. Rear crew went onto oxygen in the rear galley. I informed the flight deck they said they had no smell and thanks for letting them know and would keep me updated. Taxing the rear crew called me and said the smell had now gone and also at drs 1,2,3 flight deck listened in to the conversation and confirmed the smell had gone. No customers were aware at all. The two cabin staff complained of a headache for the rest of the flight, they were told they could sit out the service and go into the flight deck but they wanted to work. I never smelt the smell again during the flight and the Captain came to speak with the crew all the relevant forms were filled out and I called the Doms on landing to let them know and if they wanted to see any crew that had been on Oxygen. Only 1 bottle of Oxygen was used and this was logged. This did not impact the service. I ensured all the crew were ok throughout the flight and so did the Captain He also filled out the relevant forms I also had the same incident on the 29th November." □ "Had a severe smell in the cabin of sulphur (rotten eggs)....reported it to the CSD immediately, was then informed the rest of the crew had the same smell."
201416919	03/12/2014	BOEING	EGLL (LHR): London/Heathrow	PAN declared due to smell of oil in flight deck during take-off and landing.	Upon takeoff and initial climb strong smell of oily fumes in flight deck. Takeoff/Climb continued, QRH 8.6 smoke/fire/fumes actioned. Cabin Manager contacted, no evidence of fumes in cabin. Heavy pilot put on oxygen as a precaution. Fumes dissipated within 5 minutes, Maintrol consulted, nil evidence of technical problems. Utility buses/EQUIP cooling/APU BLD reinstated as per QRH, nil further. Flight continued. ATC informed of possible technical defect (nil specific). Kept on headings and FL 130-150 until we were ready to continue. Very helpful radar control. □ Supplementary 03/12/14: □ At top of descent, smell of oily fumes in flight deck. All three crew donned oxygen. Continued approach and landing. Upon arrival Engineering consulted. PAN declared with ATC. Fire trucks upon arrival even though we didn't ask for their attendance, stood down with ATC when we taxied clear of runway.