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

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 Commissioner’s 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).
<table>
<thead>
<tr>
<th>File number</th>
<th>UTC date</th>
<th>Make of A/C</th>
<th>Location of occ</th>
<th>Headline</th>
<th>Narrative text</th>
</tr>
</thead>
<tbody>
<tr>
<td>201401618</td>
<td>11/02/2014</td>
<td>AIRBUS</td>
<td>EGLL (LHR): London/Heathrow</td>
<td>Pungent oily smell in cockpit</td>
<td>The flight was returning to London/Heathrow. The flight crew noticed a pungent oily smell in the cockpit shortly after takeoff. The smell was very strong and persisted throughout the flight. The flight crew wore oxygen masks as a precaution. The flight was diverted to the nearest airport for further investigation. The engine was replaced and the aircraft was cleared to continue its journey.</td>
</tr>
<tr>
<td>201406647</td>
<td>05/03/2014</td>
<td>AIRBUS</td>
<td>En route</td>
<td>PAN declared and aircraft display unit 3.</td>
<td>The flight was en route when the captain noticed a strong smell in the cockpit. The smell was identified as being from the display unit 3. The cabin crew were asked to check the cabin and no issues were found. The flight crew continued to the destination and no further incidents occurred.</td>
</tr>
<tr>
<td>201402640</td>
<td>05/03/2014</td>
<td>AIRBUS</td>
<td>EGLL (LHR): London/Heathrow</td>
<td>Fumes in the flight deck during climb</td>
<td>The flight was climbing when the flight crew noticed a strong smell in the cockpit. The smell was identified as being from the display unit 3. The aircraft was diverted to the nearest airport for further investigation. The engine was replaced and the aircraft was cleared to continue its journey.</td>
</tr>
</tbody>
</table>

CAA Closur e: Supplementary 24/4/14: During a routine schedule of smoke and fumes in the cockpit, the flight crew noticed a strong smell in the cockpit. The smell was identified as being from the display unit 3. The aircraft was transferred to a more suitable location. The cabin crew were asked to check the cabin and no issues were found. The flight crew continued to the destination and no further incidents occurred. |

CAA Closur e: Supplementary 05/03/14: During a routine schedule of smoke and fumes in the cockpit, the flight crew noticed a strong smell in the cockpit. The smell was identified as being from the display unit 3. The aircraft was transferred to a more suitable location. The cabin crew were asked to check the cabin and no issues were found. The flight crew continued to the destination and no further incidents occurred. |

CAA Closur e: Supplementary 30/11/14: During a routine schedule of smoke and fumes in the cockpit, the flight crew noticed a strong smell in the cockpit. The smell was identified as being from the display unit 3. The aircraft was transferred to a more suitable location. The cabin crew were asked to check the cabin and no issues were found. The flight crew continued to the destination and no further incidents occurred. |

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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 coincidently 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.

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 flight deck crew determined that 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 disappeared. During flight no medical symptoms were noticed by any of the crew and no ECAM advisories were issued.

Aircraft returned due to fumes. Aircraft was not allowed to descend below 10000ft before FL310. Aircraft descended to FL240 and decision to return was made due to continued fumes. Fumes were intermittant in the cabin. On the approach and during landing the cockpit was detecting fumes. Once parked cabin crew at rear mentioned strong fuel smell upon landing.

Flight deck crew: oxygen (smoke/fumes QRH) which was carried out in turn by operating crew. The P3 was a commuter who coincidently 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.

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 advisories were issued.

A total of 7 crew and 322 Passengers were on board at the time of the incident. No injuries were reported. During the emergency landing 30 passengers and 2 crew members were taken to hospital. The flight crew was hospitalised for 24 hours observation.

Flight 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.
PAN declared due to unusual fumes in the flight deck.

Serious Incident: PAN declared

AIRBUS

201411890

201411077

13/08/2014

AIRBUS LKPR (PRG): Praha/Ruzyne

Fumes in the galley during taxi.

201411032

12/08/2014

BOEING EGLL (LHR): London/Heathrow

MAYDAY declared and aircraft crew donned oxygen masks.

Very strong fumes smell came on suddenly in the 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 metallic taste in the mouth as well as bad headaches and sore throat. Crew member attended hospital for the effects of the fumes.

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 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.

Very strong smell was detected in the flight deck. But passengers were not removed for landing. After a heavy smell lasting for 10 mins we informed the passengers that this was not dangerous and we were taking every precaution. After the incident my deformation was to inform the crew as to how the incident occurred and how to inform the passengers in the future.

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, 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 not to tell 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 the gate, however as they were noticeably on oxygen the customers began asking us questions as we were securing them.

**Supplementary 05/09/14:**

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 flight deck. This was not an indication of smoke and the crew identified it as an avionics smoke. The ECAM page was displayed again after 15-20 mins. The ECAM page is an interface that displays information about the status of the avionics system, including the status of the electrical system.

The crew 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 15/20 mins depending on holding, S - special instructions to secure the cabin for return to airport.

The aircraft was unable to dump fuel and requested emergency vehicles available on landing.

**Supplementary 18/08/14:**

Unusual and pronounced jolt of aircraft followed by instantaneous electrical smell. Spoke to cabin attendant then flight deck elected to go onto oxygen immediately. Fumes 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.

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. In��操的 the engine was not found to be the source of the smell.

Indications point to excessive rub on compressor abradable 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 indications.

**Supplementary 12/08/14:**

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.

Aircraft was unable to dump fuel and requested emergency vehicles available on landing.

Aircraft declared MAYDAY with fumes in the flight deck.

**Supplementary 16/08/14:**

Aircraft was declared due to unusual fumes in the flight deck.

**Supplementary 19/08/14:**

Aircraft was declared due to unusual fumes in the flight deck and cabin.

**Supplementary 20/08/14:**

Aircraft declared due to unusual fumes in the flight deck.

**Supplementary 21/08/14:**

Aircraft declared due to unusual fumes in the flight deck.

**Supplementary 28/08/14:**

Aircraft declared due to unusual fumes in the flight deck.
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...
on 28/11/2014

EGLL (LHR): London/Heathrow

BOEING

on 28/11/2014

LCLK (LCA): Larnaca

BOEING

Smell in galley during taxi.

on 29/11/2014

Serious Incident: Fumes in flight deck and cabin.

on 29/11/2014

Serious Incident: Fumes in flight deck and cabin.

AIRBUS

on 01/12/2014

DE HAVILLAND

En route Fumes in cabin. Rear Cabin Crew reported via the CSD a strong sulphurous smell ... as 6 passenger rows. Two Cabin crew felt the need to breath oxygen for a short while. Shortly thereafter the smell

on 07/11/2014

EGLL (LHR): London/Heathrow

Fumes in flight deck and cabin.

Supplementary 03/12/14:

En route Fumes on a/c affecting cabin

and landing.

oil in flight deck during take-off

Supplementary 03/12/14:

Flight Crew detected fumes of, initially, a diesely smell becoming aroma of heated plastic. Captain, P2 for sector and therefore pilot handling on approach, assumed ATC comms

Established on final approach to runway, Flight Crew detected fumes of, initially, a diesely smell becoming aroma of heated plastic. Captain, P2 for sector and therefore pilot handling on approach, assumed ATC comms

Alert call given and NITS brief given by Interphone for a normal landing. Normal Landing. 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

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

May 22nd 2014

on 28/11/2014

ISSA

on 28/11/2014

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

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.

While having the seat unit generally cleaned it came to my attention that there was a smell of rubber. I immediately got a rubbery smell from my nose and was not able to take my breath in, so I went and stood in the exit galley.

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

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