

2012 ASRS Pilot Report Excerpts

ACN: 1057720

Aircraft

Reference: X
Aircraft Operator: Air Carrier
Make Model Name: A310

Narrative: 1

After they had left the cockpit to attend to another minor write-up my First Officer stood up to go to the back of the aircraft when he noticed sparking and flame coming from the wire bundle leading to the left lateral window. He went to get a fire extinguisher. I shook the bundle and turned off the window heat and pitot heat switches. The flame went out.

I could have been more conservative in my assumptions of the odor coming from the de-ice process and investigated the cause more thoroughly before takeoff. Maintenance will have to offer solutions to prevent the shorting/arcing from occurring without any fault lights or circuit breakers popping.

Synopsis

The flight crew of an A310 continued their flight to destination believing an odor continuing through the flight was the result of residual fluid from de-icing prior to departure. As they got up to depart the aircraft at the gate they were confronted by a flaming wire bundle powering the window heat.

ACN: 1056181

Aircraft

Aircraft Operator : Corporate
Make Model Name : Falcon 900

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.General : Police / Security Involved
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Diverted

Narrative: 1

Smoke in the cockpit from an undermined source. Emergency declared. ATC vectored us to a suitable airport. **Smoke** cleared on final approach. Landed without incident. Detained by Government Officials until US and Embassy could work out exit VISAS. Departed via charter jet 23 hours later. Incident aircraft still at the divert airport awaiting repairs.

Synopsis

A DA900EX developed cockpit **smoke** from an unknown source so an emergency was declared and the flight diverted to a nearby international airport.

ACN: 1053863

Time / Day

Date : 201212

Local Time Of Day : 1201-1800

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : B737-700

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.General : Declared Emergency

Result.Flight Crew : FLC complied w / Automation / Advisory

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Returned To Departure Airport

Result.Aircraft : Equipment Problem Dissipated

Narrative: 1

We were level at 22,000 in IMC when ATC cleared us to FL400. As we were climbing through FL230 I heard loud, rapid, snapping sounds. I asked the First Officer if he also heard it? He replied that he did. We tried to figure out its cause when I noticed a strong electrical burning smell. I asked him if also could smell it which initially he replied no. Then a resounding yes! He quickly donned his mask while I declared an emergency with an immediate turn back to the airfield. The First Officer turned toward the departure airport while I ran the **Smoke, Fire and Fumes** Checklist. The First Officer told me that he had momentarily seen **smoke** coming from the glareshield. At this time the **smoke** and snapping sound had stopped. And the fumes had dissipated. I called the flight attendants and gave them the emergency landing signal. We continued our precautionary landing with the emergency equipment standing by. We landed and arrived at the gate without further incident.

Narrative: 2

Continuing the climb with Engine Anti-Ice on, at approximately FL240 we heard a series of pops coming from behind the instrument panel. This was followed by a strong electrical odor. As I was looking around, I saw a momentary wisp of white/grey-ish **smoke** coming from up from the area between the windshield and the glare shield. I immediately donned my mask, while the Captain declared an emergency requesting lower and a turn. We executed a turn back to the airport and an emergency descent. The fumes did subside as we made our way back.

Synopsis

A B737-700 climbing through FL230 developed an electrical burning smell accompanied by a momentary bluish/grey **smoke** near the windshield, so an emergency was declared and the flight returned to the departure airport.

ACN: 1053689

Time / Day

Date : 201211

Local Time Of Day : 1201-1800

Aircraft

Aircraft Operator : Corporate

Make Model Name : Super King Air 350

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

Component

Aircraft Component : Cockpit Window

Aircraft Reference : X

Problem : Malfunctioning

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.General : Declared Emergency

Result.General : Maintenance Action

Result.Flight Crew : FLC complied w / Automation / Advisory

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Landed in Emergency Condition

Result.Aircraft : Equipment Problem Dissipated

Narrative: 1

While level at 9,000 feet, **smoke** appeared from left glare shield area adjacent to left windshield. **Smoke** was very pungent and increasing. An emergency was declared with ATC. Pilot flying donned oxygen mask as precaution. Pilot not flying suspected windshield problem and turned OFF windshield heat. After turning windshield heat off, **smoke** decreased and ceased entirely after a couple of minutes. ATC cleared us to land on Runway 10 and an uneventful landing was made. Maintenance determined a problem with the windshield heat terminal strip, at fault. The windshield heat was placarded inoperative per the MEL, and the aircraft flown to a service center for windshield replacement. This happened on a Beech King Air 350 approximately one year old. Apparently this has happened on other King Airs.

Synopsis

A B350 cockpit windshield heat terminal strip became faulty causing a pungent **smoke**, so the flying pilot donned oxygen while the non flying pilot turned the windshield heat off, declared an emergency and the flight landed without incident.

ACN: 1053437

Time / Day

Date : 201211

Local Time Of Day : 1201-1800

Environment

Flight Conditions : IMC

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : MD-88

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Events

Anomaly.Aircraft Equipment Problem : Critical

Detector.Person : Flight Attendant

When Detected : In-flight

Result.General : Declared Emergency

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : Landed in Emergency Condition

Result.Air Traffic Control : Issued New Clearance

Narrative: 1

Climbing through approximately FL190 a Flight Attendant called the flight deck saying that there was a substantial amount of **smoke** in the very rear part of the cabin that was getting progressively worse. At that point I could not smell anything abnormal on the flight deck. We leveled off, reduced power and informed ATC of our situation. Due to the fact that the **smoke** was confined to the rear of the cabin, we elected to not continue use of our oxygen masks. We ran QRH for CABIN FIRE/**SMOKE**. Concurrently we were talking to ATC about a return to the field. After being told twice to stand by, we declared an emergency in order to get priority handling and began a turn and descent back to the departure airport.

Synopsis

Passing FL190 during climb, MD88 crew was informed by a Flight Attendant that there was a substantial amount of **smoke** in the very rear part of the cabin and getting progressively worse. An emergency was declared and the flight returned to departure airport for an uneventful landing.

ACN: 1053426

Time / Day

Date : 201212

Local Time Of Day : 0601-1200

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : Dash 8-100

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ

Component

Aircraft Component : Electrical Wiring & Connectors

Problem : Malfunctioning

Events

Anomaly.Aircraft Equipment Problem : Critical

Detector.Person : Flight Attendant

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Declared Emergency

Result.Flight Crew : Landed in Emergency Condition

Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

While in cruise, I smelled a strong electrical odor on the flight deck. I conferred with First Officer and she confirmed this as well. Not more than a few minutes later we received a call from our Flight Attendant stating there was a strong electrical smell and the cabin was hazy. I instructed [the] Flight Attendant to turn off ALL electrical components off in the cabin. We then completed the, Fuselage Fire or **Smoke**, Unknown Source checklist, declaring an emergency and diverted and landed without further incident.

Synopsis

DHC8-100 Captain reports smelling electrical fumes during cruise flight, which is confirmed by the First Officer and the Flight Attendant. The crew elects to divert to the nearest suitable airport while completing applicable checklists.

ACN: 1052620

Time / Day

Date : 201212

Local Time Of Day : 0601-1200

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

Flight Phase : Cruise

Airspace.Class A : ZZZ

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.General : Declared Emergency

Result.Flight Crew : Diverted

Result.Flight Crew : Landed in Emergency Condition

Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

At FL390, the "B" Flight Attendant called the cockpit and spoke with the First Officer reporting an acrid electrical smell at mid-cabin. The "A" Flight Attendant also smelled it, while the "C" Flight Attendant did not. At that time, the Captain spoke with the flight attendants via the inter-phone to get more information, and he determined that a diversion was necessary and we agreed on an alternate airport.

Narrative: 2

[The Flight Attendant] described that the fumes could be from a possible electrical fire in the cabin overhead. He indicated that the fumes were not dissipating.

Synopsis

During cruise, Flight Attendant notified flight crew of acrid electric smell at mid-cabin. B737-700 aircraft diverted and landed.

ACN: 1052467

Time / Day

Date : 201212

Aircraft

Make Model Name : Gulfstream G200 (IAI 1126 Galaxy)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class A : ZZZ

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Passenger
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Returned To Departure Airport

Narrative: 1

I was flying pilot, left seat. Flight was with 2 passengers. While climbing out my Co-Captain went back to shut the curtain after the Climb Checklist and came back and said he smelled an electrical smell. At this point we were climbing through around 23,000 feet. I had not smelled it yet. I asked him to take the controls and stepped back in the cabin to see if I could smell it. I still couldn't but now the passenger said she got a whiff of it. I immediately went back to the cockpit and at that point caught a momentary whiff of it. At this point my partner said he felt it was coming from the overhead panel. I then said lets land ASAP and declare an emergency. We declared the emergency at this point with Center. I turned around and told the passenger what we were doing and she was very happy with that

Synopsis

G-200 passengers and crew detected **smoke** during climb so an emergency was declared, the **Smoke** and Fumes Checklist completed, and the flight returned to the departure airport.

ACN: 1051578

Time / Day

Date : 201211

Local Time Of Day : 1801-2400

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : MD-82

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Route In Use : Vectors

Component

Aircraft Component : Cabin Lighting

Problem : Malfunctioning

Events

Anomaly.Aircraft Equipment Problem : Critical

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

Detector.Person : Flight Attendant

When Detected : In-flight

Result.General : Declared Emergency

Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

Ten minutes after take off we received 4 chimes from a Flight Attendant advising us that they had detected some **smoke** and fumes around row 8. She said she will investigate it more and call us back. In the meantime, I elected to run the "**Smoke**/fire/fumes" checklist. Within about a minute the Flight Attendant called us back and informed us that in fact there was **smoke** and fumes coming from an overhead bin, and it smelled of melted plastic. At that point she was told to keep us updated and that we would declare an emergency and return to [departure airport].

Synopsis

MD-82 flight crew reported a Flight Attendant called with **smoke** in the cabin. They declared an emergency and returned to departure airport where a defective light ballast was determined to be the probable cause.

ACN: 1048690

Time / Day

Date : 201211

Local Time Of Day : 1201-1800

Aircraft

Reference : X

Make Model Name : BAe 125 Series 800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Phase : Parked

Component

Aircraft Component : APU

Problem : Malfunctioning

Events

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

Detector.Person : Flight Crew

When Detected : Pre-flight

Result.General : Declared Emergency

Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

During the preflight, we started the APU and did our preflight checks. After the 2 minute limitation, we turned on the bleed air on the APU. Thirty seconds later, the cabin and cockpit filled with **smoke**. We promptly shutdown the APU, powered down all aircraft systems, turned off the aircraft battery, and evacuated the aircraft. There were no fire indications. We then ran into the FBO to have them call the fire department. The fire department showed up and found no **smoke** or fire indications. They did not require any report or further information from us. We then called Company Flight Tracking and Maintenance to alert them as to what was going on. Secured aircraft and waited for Maintenance.

Synopsis

BAE-125-850XP flight crew reported the aircraft filled with **smoke** when the APU bleed air was selected at the gate. APU was shut down and airport CFR summoned.

ACN: 1048591

Time / Day

Date : 201211
Local Time Of Day : 1201-1800

Aircraft

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 : Initial Climb
Airspace.Class B : ZZZ

Component

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Declared Emergency
Result.General : Release Refused / Aircraft Not Accepted
Result.General : Maintenance Action
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : FLC complied w / Automation / Advisory

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Our takeoff was normal. Passing through about 2,000 FT MSL, the flight attendants called the cockpit and stated that they smelled a strong odor of fumes in the cabin. We asked them for more information and after discussion, we determined that the odors were not normal (smelling like burnt rubber or an electrical smell). The passengers in the front cabin, mid-cabin, and aft-cabin also smelled the fume-like odors. We then put on our oxygen masks and requested an immediate return from Departure Control. We declared an emergency and ran the "**Smoke**/Fire/Fumes on the Aircraft" Checklist.

Synopsis

Shortly after takeoff, the B737-800 flight attendants notified the pilots of a burnt electrical odor so an emergency was declared and the flight returned to the departure airport.

ACN: 1047934

Time / Day

Date : 201211

Local Time Of Day : 1801-2400

Aircraft

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 : Climb

Airspace.Class A : ZZZ

Events

Anomaly.Aircraft Equipment Problem : Critical

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

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

Were Passengers Involved In Event : N

When Detected : In-flight

Result.General : Maintenance Action

Result.General : Declared Emergency

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

On climbout at approximately FL180, we began smelling a strong odor of **smoke**. Shortly, the flight attendants advised there was also a strong smell of **smoke** in the cabin. We leveled the airplane at our cleared altitude of FL190 and, immediately afterward, the flight attendants advised the First Officer there was now quite a lot of **smoke** in the back of the cabin and that they could see the **smoke** move around when they waved their hands through the air.

I declared an emergency with ATC and requested an immediate return for landing. The Controller told us to maintain FL190 while she coordinated with another Controller for a lower altitude. My First Officer said that the **smoke** was getting worse and we needed to return for landing immediately. I exercised emergency authority and told ATC we were vacating our assigned altitude and needed a clearance to return for landing as soon as possible.

I suspected the **smoke** may have been coming from the air conditioning packs so, before descending, I reached up and turned the auto temperature controllers to "cold" and switched both air conditioning supply switches to HP Bleed Off. I noticed that the Flow light came on when doing this and decided to turn them back to auto. There was no annunciation on the Electronic Overhead Annunciator Panel (EOAP) at any time and no master caution.

We both took out our **smoke** goggles and got the oxygen masks ready for use but, because there was no **smoke** in the cockpit and wearing them made it more difficult to perform our duties, we elected to keep them by our side ready for use if needed. I also asked the First Officer to read the emergency checklist for **smoke** in the cabin which we then completed. We then re-contacted ATC who cleared us direct to our departure airport as we continued our descent for landing. We completed the return and the approach checklists as Air Traffic Control asked for souls on board and fuel remaining. The First Officer then contacted Operations and notified them we were returning.

Synopsis

An MD-83 flight crew declared an emergency and returned to their departure airport when **smoke** and smoky odors were detected in the cabin and cockpit.

ACN: 1045876

Time / Day

Date : 201210

Local Time Of Day : 0001-0600

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : B757-200

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Cargo / Freight

Flight Phase : Climb

Airspace.Class E : ZZZ

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Inflight Event / Encounter : Bird / Animal

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Declared Emergency

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Environment - Non Weather Related

Narrative: 1

Severe bird-strikes, probably 2 or 3 Canadian Snow Geese at 15,000 feet and 330 knots. Severe damage to radome, nose, right engine, possible AOA system, Pitot-Static system, and possible radar damage. Cockpit **smoke** with charred fowl smell, a rumbling and uncertain damage in nose area and engine vibration, declared emergency and performed VMC return to [departure airport].

Narrative: 2

I didn't see the birds, but I felt the plane make a substantial yaw, and there was immediately **smoke** in the cockpit. There were no indications requiring a specific checklist (other than approach and landing), and ATC accommodated all of our requests. We were back on the ground within 10 minutes.

Synopsis

B757-200 flight crew reported they struck a large bird or birds, possibly Canadian geese, while climbing through 15,000 feet. With indeterminate damage to nose and right engine, they declared an emergency and returned to departure airport.

ACN: 1043789

Time / Day

Date : 201210

Local Time Of Day : 0601-1200

Aircraft

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

Events

Anomaly.Aircraft Equipment Problem : Critical

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

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : Maintenance

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : In-flight

Result.General : Declared Emergency

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : FLC complied w / Automation / Advisory

Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Procedure

Primary Problem : Aircraft

Narrative: 1

On arrival at our aircraft we found out that the right GPS was placarded inoperative. As per MEL, we could fly with one GPS inoperative. We also had MAP display failures on both pilot displays. Numerous calls were made to Maintenance Control, Dispatch and Maintenance to find out if the MAP malfunction was a result of the GPS being placarded inoperative. There was never a consensus on why there was a MAP display malfunction. Without Maintenance ever arriving at the aircraft the MAP function on both displays started working. Again we called Dispatch and Maintenance and concluded that we were good to takeoff. On takeoff both flight directors disappeared. We turned the flight director switches off and then on and were able to regain our flight directors. The First Officer was unable to engage the autopilot on either side and was having to hand-fly the aircraft. Passing thru 15,000 FT, we noticed a smell in the cockpit like something was burning. At the

same time the flight attendants called up that they smelled something like it was burning. (They had not turned on the ovens or the coffee makers when we got the smell). Not knowing where the smell was coming from we decided to declare an emergency and return to the airport. We accomplished the "**Smoke**, fire or fumes" QRH checklist. The flight attendants turned off the power ports and wifi and immediately searched the cabin to look for what might be causing the smell. The smell subsided as rapidly as it came without any indication of where it came from. During the return to the airport the First Officer was getting what we determined to be unreliable inputs from the flight directors. Because of declaring an emergency we requested that ARFF trucks meet us on landing and check us over before taxiing. The landing was an uneventful normal landing. Excellent job by all crewmembers and should be commended for their expertise and job well done. Crew coordination between the cabin crew and flight crew was outstanding.

Narrative: 2

[Narrative 2 contained no additional information.]

Synopsis

A B737-800 with the right GPS inoperative during preflight then had both MAP displays indicate failed. Unable to get maintenance and after the MAPs returned to normal, the flight departed only to declare an emergency and return to land because of an electrical burning smell.

ACN: 1043479

Time / Day

Date : 201210

Local Time Of Day : 1801-2400

Aircraft

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 : Initial Climb

Airspace.Class C : ZZZ

Component

Aircraft Component : Cooling Fan, any cooling fan

Aircraft Reference : X

Problem : Failed

Events

Anomaly.Aircraft Equipment Problem : Critical

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

Detector.Person : Flight Crew

Were Passengers Involved In Event : N

When Detected : In-flight

Result.General : Declared Emergency

Result.General : Evacuated

Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

Shortly after takeoff we received an EICAS caution message AVIONICS FAN followed shortly by the smell of electrical fumes the loss of the First Officer's MFD and Flight Director.

I assumed pilot flying duties, told the First Officer to advise ATC that we were declaring an emergency and were returning to land at our departure airport. Fumes did not seem to be getting stronger, but I directed the First Officer to don his oxygen mask. By this time, my Flight Director had failed and we had heard what sounded like a number of circuit breakers popping. After the First Officer had donned his mask, I transferred controls back to him and donned my oxygen mask.

We elected to remain at flaps 20 from the takeoff. As we entered downwind I told the flight attendants we were returning to the airport due to fumes in the cockpit. We made a normal landing and exited the runway. I elected to perform an evacuation as the conservative option but was unable to reach the flight attendants via the PA or the normal intercom system. Instead, I opened the cockpit door and commanded the evacuation.

The aircraft was evacuated and no injuries were reported by passengers or crew. An off duty Flight Attendant generously helped during the evacuation with some of the passengers who had limited mobility. Superlative teamwork and job by all involved: my First Officer, the flight attendants, passengers, ATC and emergency services.

The training received during simulator events for **smoke**/fumes in the cockpit was invaluable, as well as the experience for various emergency/abnormal situations. Thanks Training Department!

Narrative: 2

[Narrative #2 contained no additional information.]

Synopsis

A CRJ900 flight crew declared an emergency and returned to their departure airport when multiple avionics displays failed due to a failed equipment cooling fan.

ACN: 1043436

Time / Day

Date : 201210

Local Time Of Day : 1201-1800

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : B767-400 and 400 ER

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ

Component

Aircraft Component : Electrical Wiring & Connectors

Problem : Malfunctioning

Events

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

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Declared Emergency

Result.General : Maintenance Action

Result.Flight Crew : Landed As Precaution

Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

Smoke, Fire or Fumes Checklist was followed. [We] declared Emergency with Center. [We] diverted normal approach and landing, not over weight. Emergency equipment met aircraft after landing, after exterior inspection by them, continued to an approved Wide body gate. Flight deck crew stayed with aircraft and assisted Local Maintenance; four hours later flew different aircraft back to departure airport with the passenger. Spoke with Dispatch, Maintenance Control, Duty Manager, at gate.

Narrative: 2

The pushback, taxi and take-off were all normal. As we reached cruise altitude (FL340) the ride began to deteriorate and we requested higher (FL380). Sometime during this last step climb, approximately 30 minutes into the flight, both the Captain and I noticed a strong burnt electrical smell. The fumes appeared to be strongest along the left side cockpit windows. After several minutes of attempting

to determine the origin of the odor, we gave up and both agreed it was time to run the "**Smoke**, Fire or Fumes" checklist. I pulled out the QRH and we both donned O2, 100% (step 1). In accordance with the rest of the checklist, we then declared an emergency and diverted to the nearest available airport. At some point during the descent/approach the Captain informed the Purser that the situation in the cockpit was relatively stable and that they could anticipate a normal landing. We accomplished all checklist items and had an uneventful landing and taxi-in. We were followed to the gate by Crash and Rescue.

Narrative: 3

Just about complete with service in back of aircraft. Phone rings. Purser asks if we have ovens on or coffee pots on. I looked and there are no ovens in the back of that plane but I did see that no power was on. She said the pilots were asking and then asked for help to shut down the video system. I went up after picking up and the pilot told her we were diverting. I found out they had an odor or fumes/**smoke** in cockpit and had their oxygen masks on. We do not have a cabin advisory anymore so there was confusion on what to say we had (diversion or emergency?) We were told it would be a NORMAL landing except that fire trucks would check us out and then we would proceed to the gate and await further instructions. After landing the captain came on and said "remain seated". I saw the flight attendant at the exit row get up and then realized I am to do the same. I did then get up and kept checking my exit window. I just was a little slow in doing so because that made it an emergency landing. With not having the cabin advisory anymore and not preparing the cabin and hearing everything was normal, I must have not been prepared to hear the remain seated command.

Synopsis

B767 flight crew experiences electrical fumes climbing to FL380. After attempts to locate the source are unsuccessful the crew complies with QRH procedures and diverts to the nearest suitable airport. A report from one of the flight attendants concerning the diversion is also included.

ACN: 1042721

Time / Day

Date : 201210

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Altitude.MSL.Single Value : 10000

Environment

Light : Dusk

Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Air Carrier
Make Model Name : A330
Crew Size.Number Of Crew : 3
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class E : ZZZ

Component

Aircraft Component : Compressor Bearing
Aircraft Reference : X
Problem : Malfunctioning

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
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Maintenance Action
Result.General : Declared Emergency
Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Flight departed and after takeoff we smelled a strange odor. After 10,000 FT the flight attendants called and said they were experiencing a very strong odor that was causing breathing problems and eye discomfort especially in the aft cabin. We donned our oxygen masks and immediately the Flight Attendant called back reported that one flight attendant had been involved in a previous situation with the same smell. At this time I elected to return to the departure airport. We proceeded with our checklist and returned for an overweight landing. The flight attendants said that unless we had not returned we would have had a lot of sick people. I asked for medical staff to meet the aircraft to check our flight attendants and any passengers that may require assistance.

I do not know how to prevent this from reoccurring as this is an ongoing problem. I do have some comments as to issues we had dealing with this situation. 1- We had a lot of trouble with our oxygen masks. We all had trouble with the mask hitting our reading glasses. I tried taking mine off but this did not work as I did need them. My mask had smudges on the shield which made reading checklists and seeing the PFD very hard. During landing I had to remove my mask so I could see to land. Not good if heavy **smoke** had been present. 2- Communication with ATC, Flight Attendant, [and] Dispatch was very hard. We were confused by the toggle switch that is used for talking while using the masks. This took several minutes before we correctly used the switch. Having to turn your head to find the switch did not help. Boeing's switch on the yoke is better in that looking for switch is not

required. 3- When using the oxygen mask all communication comes over the cockpit speakers. This made it very hard to hear. At times ATC was blocked by other communications with flight attendants and Dispatch. We found the only way to deal with this was to don our headsets over our masks. We adapted but this took time and caused confusion. 4- I feel we need more training using the oxygen masks. The simulator scenarios we have previously used did not simulate all the calls from ATC, flight attendants, and Dispatch simultaneously. It is very hard to create a scenario in the simulator with real life confusion. Communication was the biggest problem!

Callback: 1

The Reporter stated that the oil leak was serious enough that the pilots were feeling physical effects exhibited as a tight feeling throat. He was unable to describe the odor except to say it was like no other odor he has experience before. It was not the typical dirty socks smell but none the less, very distinctive. He was told by a Mechanic several days later that the aircraft was test flown and grounded by test pilots for the same odor which forced a maintenance examination of the aircraft where the worn engine bearing was found.

Synopsis

An A330 returned to the departure airport after the pilots and flight attendants detected a strange odor. Maintenance determined that oil leaking around a worn engine bearing was entering the compressor section and then the air conditioning. The flight crew had great difficulty with ATC and other communications because of the oxygen masks.

ACN: 1041119

Time / Day

Date : 201210

Local Time Of Day : 1201-1800

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : B777-200

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Cruise

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 : Declared Emergency

Result.General : Maintenance Action

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

Purser advised of unusual fumes in cabin. I investigated and concurred that there were unusual, and strong fumes that resembled burning plastic. We accomplished the "**Smoke, Fire, Fumes**" checklist. Since the condition continued, we followed the checklist's [direction] to land at the nearest suitable airport. We declared an emergency and diverted to ZZZZ for **smoke** and fumes in the cabin. Unusual event that was caused by a fan motor overheat.

Narrative: 2

Smoke was detected around door 2R by cabin crew. Accomplished "**Smoke, Fire Fumes**" checklist and declared emergency with ATC. Landed at nearest suitable airport, with no evacuation needed, [then] made logbook entries. Cabin crew did an outstanding job and cannot say enough about them. We all worked together to the point I cannot think of one thing we should have done differently even looking back a day later.

Narrative: 3

Flight Attendant called cockpit saying he smelled **smokey** fumes. Woke up Captain on break, and he went back [to the cabin and] confirmed smell coming from ceiling near door 2R. Captain came up to cockpit. Ran "**Smoke**, Fumes, and Odor" checklist. Mayday was declared. Diverted to ZZZZ which was nearest suitable airport. Fumes never got stronger and seemed to come and go. Landing was uneventful.

Synopsis

B777 flight crew is informed of fumes in the cabin and the Captain, who was initially on break, investigates. After running the **smoke** and fumes checklist the crew elects to divert to the nearest suitable airport.

ACN: 1039551

Time / Day

Date : 201209

Local Time Of Day : 1201-1800

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : B767-300 and 300 ER

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 121

Flight Plan : IFR

Flight Phase : Descent

Airspace.Class A : ZZZ

Component

Aircraft Component : Aircraft Cooling System

Aircraft Reference : X

Problem : Malfunctioning

Events

Anomaly.Aircraft Equipment Problem : Critical

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

Detector.Person : Flight Crew

Were Passengers Involved In Event : N

When Detected : In-flight

Result.General : Declared Emergency

Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

[We] returned to the gate twice in our departure airport, second time for L CTR FUEL PRESS EICAS. Maintenance reset pump control box in forward electronics bay and we departed thereafter.

Just after beginning descent into our destination, a strong electrical burning smell and acrid fumes occurred in the flight deck. Actions carried out in accordance with QRH **smoke**/fumes tab. Emergency declared to Center and we requested the most suitable runway due calm winds and the shortest route.

We made a high speed approach to about 10 miles, slowed and executed a normal 25 flap landing and roll-out for CFR inspection. **Smoke** had dissipated somewhat in OVRD position on equipment cooling selector, but overheat sirens sounded due to the lack of pressurization [outflow which made the] overheat worse. Status

message FWD ELEC EQUIP EXH and subsequent EICAS amber caution occurred from about 3,000 FT inbound. After inspection, we taxied to the gate for a normal deplaning.

Synopsis

A B767-300ER flight crew declared an emergency and made an expedited arrival to their destination due to electrical fumes, burning smells and, ultimately, an EICAS FWD ELEC EQUIP EXH message.

ACN: 1038882

Time / Day

Date : 201209

Local Time Of Day : 1801-2400

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : MD-88

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Component

Aircraft Component : APU

Aircraft Reference : X

Problem : Malfunctioning

Events

Anomaly.Aircraft Equipment Problem : Critical

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

Anomaly.Deviation - Procedural : Maintenance

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Detector.Person : Passenger

Detector.Person : Flight Attendant

When Detected : Aircraft In Service At Gate

Result.General : Release Refused / Aircraft Not Accepted

Result.General : Maintenance Action

Result.Flight Crew : Returned To Gate

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Aircraft

Narrative: 1

A maintenance change order was applied to aircraft five days before this event. It was a 3 day exemption and was two days expired. Both the copilot and I should have caught this error. The Dispatcher and our Maintenance Department should have caught this error. But it slipped through partly because the Mechanic didn't get the change order into the computer which would have flagged the change order as expired. We also had contributing factors. We were originally scheduled to fly a different aircraft on this flight. At pushback the APU had an oil leak which caused

the cabin to fill with **smoke**. We did not need to evacuate the passengers but it was a bit stressful for the passenger, flight attendants and us. We then were changed to an aircraft arriving at the gate next to us. Of course now we were late and were trying to get everything done quickly yet safely. We did not notice the maintenance change order was beyond the expiration period. End result, did not get the job done correctly!

Synopsis

A MD-88 APU developed an oil leak during pushback which filled the cabin with **smoke** so the aircraft was returned to the gate where the crew were assigned another aircraft and departed with an open maintenance item.

ACN: 1038081

Time / Day

Date : 201209
Local Time Of Day : 1201-1800

Aircraft

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
Airspace.Class A : ZZZ

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 : 1038081
Human Factors : Communication Breakdown
Human Factors : Physiological - Other
Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Dispatch
Analyst Callback : Attempted

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 Crew
Detector.Person : Passenger
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Diverted
Result.Flight Crew : FLC complied w / Automation / Advisory

Assessments

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

Narrative: 1

As background, the aircraft logbook contained a write-up for a similar, dirty socks odor the previous day on a flight. The logbook entry showed job card work performed and I believe air filters were replaced. The aircraft was then ferried the next day. The Captain told me there were no odors and all appeared normal. I then flew two normal revenue flights with the aircraft also with no odors or other issues. On the subsequent the A Flight Attendant reported a strong dirty socks odor in the forward galley. Based on this report, I initiated the **Smoke/Avionics Smoke/Fumes** QRH Immediate Action procedure. While in the process of getting our oxygen masks on, both the First Officer and I also detected the strong odor. The QRH procedures calls for proceeding toward the nearest suitable airport. As we were equally close in time to three suitable airports, I sent a quick ACARS message to the Dispatcher informing him of our situation and asking which airport would be best. He suggested continuing to our destination where he would ask for priority. At this point the flight attendants in the forward galley reported they were feeling nauseous. I declared an emergency and informed ATC, Dispatch, flight attendants, and the customers we were diverting. After an uneventful landing, we proceeded toward our assigned gate. We requested paramedics meet the aircraft. While taxiing in, Ramp Control told us that, while our gate was open, company operations wanted us to hold for another gate that would be coming open "soon" and to contact Operations. I did so and reminded them of our emergency status and our need to get the customers and flight attendants off the aircraft as soon as possible. At this point the odor was evident only in the very front of the cabin, however I was concerned it might spread once on the ground and wanted to minimize customer exposure. We proceeded to the open gate. The First Officer and I kept our oxygen masks on until the engines were shutdown and the cockpit windows had been opened. The customers were deplaned. Some in first class were aware of the odor, but none complained of any symptoms. The A and C flight attendants were still nauseous. The First Officer had a headache but believed it might be from the oxygen mask. I was not feeling well at all. The B Flight Attendant had no symptoms. The Maintenance Manager who met the aircraft said he could still detect a faint odor in the cockpit; however the cockpit windows had been open for about ten minutes by that time. Paramedics examined the crew, and then recommended the four with symptoms be taken to the ER for checkout. The B Flight Attendant went with us as well. We were taken [to a] University hospital. Most symptoms dissipated within 3-4 hours except mine. Curiously, however, all five still had high blood pressure late into the evening, even the three of us that normally have distinctly low blood pressure. My symptoms eased about midnight. All crew members were released by then and preceded to a hotel. Flight Attendant Supervisor graciously met the crew at the hospital and arranged hotel rooms, ground transportation and deadheads for us. 1. Suggestion by Dispatcher to continue to destination was "unhelpful" in a situation where the QRH procedure called for proceeding to the nearest suitable airport. 2. Request by Operations, in an emergency situation, for us to bypass the originally assigned OPEN gate and wait for another gate to come open "soon" was, to say the least, "inappropriate."

Synopsis

An A319 developed a dirty socks odor on the crew's third flight of the day in that aircraft so an emergency was declared and the flight diverted where four crew members were taken to a hospital with headaches and high blood pressure.

ACN: 1037536

Time / Day

Date : 201209

Local Time Of Day : 1201-1800

Aircraft

Make Model Name : Regional Jet 700 ER/LR (CRJ700)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : FAR

Detector.Person : Flight Crew

When Detected : Taxi

Result.General : Maintenance Action

Result.General : Evacuated

Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Human Factors

Primary Problem : Aircraft

Narrative: 1

After evacuating the aircraft on a taxiway due to **smoke** in the cockpit and cabin, neither the Captain nor I wrote-up the aircraft in the maintenance log. We forgot due to being very busy dealing with the aftermath of the emergency that had just occurred. A major threat was task saturation. The company, fire department, and station personnel were constantly calling us, asking us questions, and having us complete paperwork for several hours after the emergency.

Synopsis

CRJ-700 First Officer reports evacuating the aircraft during taxi due to **smoke** in the cockpit and cabin. The crew is informed a day later that no logbook entry was made.

ACN: 1037081

Time / Day

Date : 201209

Local Time Of Day : 0601-1200

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : Dash 8-100

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

Airspace.Class E : ZZZ

Component

Aircraft Component : Window Ice/Rain System

Aircraft Reference : X

Problem : Malfunctioning

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 : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

Abnormal odor while approaching destination, initially identical to peanut butter, then dull electrical. I mentioned windshield and side window heat issue(s) based on past experience. We immediately suited up and communicated. We looked everywhere for **smoke** and only First Officer could see slight stream (like a single blown out pastry candle) emitting from the electrical terminal bar at the top of the right windshield. I immediately turned off the windshield heat and the odor and slight **smoke** stream ended immediately. We reviewed the **smoke** related checklist(s) and continued our descent and landing without further incident. Upon speaking with Maintenance Control we discovered the same thing had happened on [a previous date].

Synopsis

Dash 8-100 Captain reported **smoke** and odor emanating from windshield heat terminal bar. Power to window was shut off and **smoke** and odor disappeared.

ACN: 1037079

Time / Day

Date : 201209

Local Time Of Day : 1201-1800

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 145 ER&LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Climb

Airspace.Class C : ZZZ

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 : Declared Emergency

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

Just after takeoff, on the initial climb at about 2,000 FT we smelled and saw a thick **smoke** coming from inside the cockpit. I asked the pilot not flying if he felt the same thing and when he answered that he did we started doing the "**smoke** in the cockpit" emergency items. After declaring an emergency we returned to [departure] airport where an overweight landing was made. We had also a problem of communication between the pilot flying and the pilot not flying and also the Flight Attendant because the mic on the oxygen mask of the pilot not flying was not working properly. So the pilot flying had to fly the airplane and do the radio communication at the same time. Also we were only able to notify the Flight Attendant about an emergency and that we were returning to the airport but further communications were difficult due to the mic problem. After landing we taxied back to the gate under fire fighters escort. We then deplaned the passenger and a normal shutdown was done.

The **smoke** in the cockpit was at first very thick but slowly dissipated as we were turning on final which made the landing uneventful. Also after landing we tried to get in contact with Operations but were unable to get in touch with them. Training and proficiency of crew member made this emergency very easy to handle. After

finding out that the oxygen mask mic of the pilot not flying was not working we immediately came up with other means of communication as for example hand signal and as the **smoke** cleared up we were lifting our oxygen mask a little bit to be able to communicate.

Synopsis

EMB-145XR First Officer described seeing and smelling thick **smoke** on initial climb. Flight declared an emergency and returned to departure airport.

ACN: 1035786

Time / Day

Date : 201209

Local Time Of Day : 0601-1200

Aircraft

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

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 : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1035786

Human Factors : Situational Awareness

Human Factors : Troubleshooting

Human Factors : Physiological - Other

Analyst Callback : Completed

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness

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

Detector.Person : Passenger

Detector.Person : Flight Attendant

Were Passengers Involved In Event : Y

When Detected : In-flight

Result.General : Declared Emergency

Result.Flight Crew : Diverted

Result.Flight Crew : Landed As Precaution

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Procedure

Primary Problem : Aircraft

Narrative: 1

About an hour after departing Flight Attendant C notified me of an offensive dirty socks odor in vicinity of aft galley, aircraft right coffee pots. She said she hadn't mentioned it earlier because she initially believed the source may have been a group of passenger. She said it was causing a burning sensation in her sinuses. She said passengers were not complaining. I notified the Dispatcher, began looking through the manuals for guidance, and discussed the situation with the First Officer. Flight Attendant contacted me again and explained that Flight Attendant B also noticed the odor and that Flight Attendant B had a migraine that began just before takeoff and that she had taken medication to treat the migraine. She said passengers were not complaining about the odor. Shortly after, Flight Attendant B came forward to the cockpit to notify us that she was feeling "foggy headed" and she observed that her hands were trembling. At this point we received another call from the cabin and learned that Flight Attendant A was also noticing the odor and that it was causing her throat to feel "scratchy." While events concerning the flight attendants were unfolding the Dispatcher suggested trying the "QRH **Smoke and Fumes**" procedure. We configured the aircraft in accordance with this procedure hoping to improve air quality in the cabin. Considering the more serious symptoms reported by Flight Attendant B and once Flight Attendant C A also reported a problem we decided to make a precautionary landing at a nearby airport. I made a PA explaining the passengers that we were making a precautionary landing due to reports of poor air quality in the cabin. We donned O2 masks and declared an emergency. The descent and landing was uneventful. After landing paramedics checked the flight attendants. After landing I learned that at least one passenger in the forward part of the cabin had also made comments regarding the odor prior to my PA.

Callback: 1

The Reporter stated that the crew left the aircraft at the divert station and did not know its status. As far as he knows, the flight attendants crew did not suffer any long term effects.

Synopsis

An A321 diverted because the flight attendants reported physical symptoms including eye, sinus and throat irritation, foggy headedness, and headaches after detecting a dirty socks odor.

ACN: 1035746

Time / Day

Date : 201209

Local Time Of Day : 1201-1800

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : B777-200

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Route In Use : Oceanic

Events

Anomaly.Aircraft Equipment Problem : Critical

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

Detector.Person : Flight Attendant

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Declared Emergency

Result.General : Maintenance Action

Result.Flight Crew : Diverted

Result.Flight Crew : Landed in Emergency Condition

Result.Flight Crew : FLC complied w / Automation / Advisory

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Procedure

Primary Problem : Aircraft

Narrative: 1

Was in pilot crew bunk and smelled electrical odor same time got call from flight crew of odor in First Class Galley and First Class area. Turned off galley power and odor seemed to dissipate. All flight crew returned to cockpit. After returning to cockpit electrical odor was again noticed in cockpit and a call from Purser saying odor noticed again in First Class and Business cabin area. We elected to declare an emergency and divert. [We] went through **smoke** and fire checklist and made normal landing. Electrical odor dissipated and aircraft was looked over by fire rescue when all clear we parked at gate.

Narrative: 2

FL380 flight attendants in First Class Galley reported electrical odor. Exact location could not be found but seemed to spread into the Business Class Galley as well.

The Captain was awakened from his break and a decision was made to divert. An emergency was declared and we were given a descent and a short approach. Emergency trucks did not observe any external indications of fire so passengers were kept in their seats and we made an uneventful taxi to the gate.

Narrative: 3

I asked a Flight Attendant up on the flight deck so that I could go back and smell it myself. I walked into the galley and turned off the Master Galley Power and asked the other First Officer to wake up the Captain. The Captain and the two First Officers collectively decided to divert. The Captain declared an emergency and asked for vectors to an enroute airport. The Captain and the flying First Officer ran the appropriate checklists. I assisted with communication and approach charts. We accomplished a visual landing which was uneventful.

Synopsis

B777 flight attendants and pilots detected an electrical odor in First and Business Classes so an emergency was declared and the flight diverted to an enroute airport for maintenance. The flight later continued on the same aircraft.

ACN: 1032498

Time / Day

Date : 201208

Local Time Of Day : 0001-0600

Aircraft

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 : Climb

Airspace.Class E : ZZZ

Events

Anomaly.Aircraft Equipment Problem : Critical

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

Detector.Person : Passenger

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : In-flight

Result.General : Maintenance Action

Result.General : Declared Emergency

Result.Flight Crew : Landed in Emergency Condition

Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

On departure climb out at 8,000 the First Officer and I noticed a strong electric burning smell. Shortly thereafter we heard commotion (movement and yells) in the cabin of the aircraft followed by multiple call button tones from passengers. The #3 Flight Attendant called the cockpit and notified us that passengers were yelling there was **smoke** and it smelled like electrical fire. She reported: The smoky area was isolated in the center portion of the cabin (row 20). She had initially thought it was condensation, but after getting closer (she went to row 20) it was obvious to be **smoke** and burnt electrical. I declared an emergency with ATC, notified the #1 Flight Attendant, briefed the passengers, and notified Company we were returning. Upon inspection by Maintenance, the problem was isolated to a blown/burned light ballast in row 20. Side note: After arriving, I was informed by Maintenance that this was not the first occasion with our aircraft fleet and that it could (a theory) be related to the 166 seat conversion wiring. Of course this was theory, but seemed worthy of noting.

Synopsis

Shortly after takeoff a MD-83 crew and passengers detected a strong electrical burning smell with **smoke** in the cabin, so an emergency was declared and the flight returned to the departure airport where a burnt florescent light ballast was found in row 20.

ACN: 1032392

Time / Day

Date : 201208
Local Time Of Day : 0001-0600

Aircraft

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

Component

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Conflict : Airborne Conflict
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During our initial climb the Captain and I noticed a strange sound. Shortly thereafter, a Flight Attendant called the cockpit to complain about **smoke** in the cabin

Synopsis

An A319 flight crew declared an emergency and returned to their departure airport when a Flight Attendant reported **smoke** in the cabin shortly after takeoff.

ACN: 1029909

Time / Day

Date : 201208

Local Time Of Day : 1801-2400

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : B767-200

Crew Size.Number Of Crew : 3

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 : Failed

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.General : Maintenance Action

Result.General : Declared Emergency

Result.Flight Crew : Diverted

Result.Flight Crew : Landed As Precaution

Result.Air Traffic Control : Issued New Clearance

Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

Shortly after takeoff, a Flight Attendant called the cockpit to report a **smoke**/burning smell. I did not smell it, but my First Officer did smell it faintly and described it as a sweet burning smell. Just under an hour into the flight I and my First Officer saw and smelled heavy **smoke** in the cockpit. We immediately donned our oxygen masks and I declared an emergency along with my intentions to divert immediately. Shortly into our diversion the **smoke** began to subside and approximately five minutes later we noticed the EICAS displayed a RIGHT REIRC FAN message. As this was going to be an overweight landing and my First Officer was low time in the aircraft, I assumed pilot flying duties. As we flew the **smoke**

subsided and we removed our oxygen masks. I began getting a slight headache and decided to stay on oxygen for the remainder of the flight. I performed an uneventful overweight landing. The cause of the first **smoke** smell remains a mystery. The second **smoke** smell was most likely caused by the burning up of the right recirculation fan.

Synopsis

B767 Captain is informed of a sweet burning smell in the cabin shortly after takeoff. The smell is very faint and quickly dissipates. One hour into the flight more vigorous **smoke** is detected in the cockpit and the flight diverts to the nearest suitable airport. The **smoke** began to subside and approximately five minutes later the EICAS displayed a RIGHT REIRC FAN message.

ACN: 1026777

Time / Day

Date : 201207

Local Time Of Day : 1201-1800

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 145 ER&LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Airspace.Class B : ZZZ

Events

Anomaly.Aircraft Equipment Problem : Less Severe

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

Detector.Person : Flight Attendant

Detector.Person : Passenger

When Detected : In-flight

Result.General : Declared Emergency

Result.General : Release Refused / Aircraft Not Accepted

Result.General : Maintenance Action

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

At approximately 5,500 FT, the Flight Attendant called the cockpit to tell us there was **smoke** in the cabin and that other passengers see it as well around rows 12-17. At this time we asked to level off at 7,000 FT and declared an emergency. We were cleared for the visual Runway 28. Exited the runway and pulled into the pad for a visual inspection of the aircraft by the rescue team. They reported no outside issues to be noted and we continued to the gate, where we deplaned. It was an overweight landing by approximately 800 lbs.

Synopsis

An EMB145 crew declared an emergency and returned to the departure airport after the Flight Attendant reported cabin **smoke** during the climb after takeoff. The **smoke's** odor was described as rubber or electrical in nature.

ACN: 1025555

Time / Day

Date : 201207

Local Time Of Day : 1801-2400

Aircraft

Make Model Name : A300

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

Component

Aircraft Component : Hydraulic System

Aircraft Reference : X

Problem : Malfunctioning

Events

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

Detector.Person : Flight Crew

When Detected.Other

Result.General : Maintenance Action

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

After shutdown during shutdown checks cockpit filled with acrid **smoke**. Crew opened windows to evacuate **smoke**. No engines were running nor was APU. **Smoke** cleared after about 3 minutes. Unknown what type of **smoke**. Maintenance thought possibly hydraulic fluid burning. Could not locate cause. Left aircraft for maintenance to check.

Synopsis

An A300 cockpit filled with an acrid **smoke** during post flight shutdown with no engines running, so Maintenance suspected a hydraulic malfunction.

ACN: 1025517

Time / Day

Date : 201207

Local Time Of Day : 1201-1800

Aircraft

Aircraft Operator : Air Carrier

Make Model Name : MD-82

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Airspace.Class E : ZZZ

Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

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 : Declared Emergency

Result.General : Maintenance Action

Result.General : Release Refused / Aircraft Not Accepted

Result.Flight Crew : FLC complied w / Automation / Advisory

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

After takeoff [with] First Officer flying, **smoke** in cockpit followed by report of **smoke** in cabin. Declared emergency and returned to land overweight at 140,000 LBS.

Narrative: 2

On climb out, smelled slight pack odor. At approximately 9,000 FT, Flight Attendant called and said they had **smoke** in the cabin.

Synopsis

A MD-82 cabin filled with **smoke** after takeoff, so an emergency was declared and the flight returned to the departure airport where the aircraft was removed from service.

ACN: 1025254

Time / Day

Date : 201207

Local Time Of Day : 0601-1200

Aircraft

Aircraft Operator : Fractional

Make Model Name : Citation Excel (C560XL)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Passenger

Flight Phase : Takeoff

Airspace.Class C : ZZZ

Component : 1

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

Component : 2

Aircraft Component : Pneumatic System

Aircraft Reference : X

Problem : Malfunctioning

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.General : Declared Emergency

Result.Flight Crew : Returned To Departure Airport

Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

[Shortly after] takeoff at about 300 FT AGL the ACM O'HEAT came on followed by the left BLD AIR O'HEAT. There was black acrid **smoke** in the cockpit and the cabin. Due to the fact we were in a critical phase of flight and at low altitude, we turned the pressure source to OFF and declared an emergency. We entered the downwind and configured for landing. The Captain briefed the passengers over the intercom.

Synopsis

CE-560XL flight crew reported shortly after takeoff they had ACM O'HEAT and BLD AIR O'HEAT messages, as well as black **smoke** in the cockpit and cabin. They declared an emergency, returned to departure airport, and evacuated the aircraft.

ACN: 1024371

Time / Day

Date : 201207
Local Time Of Day : 1201-1800

Place

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

Environment

Flight Conditions : VMC
Work Environment Factor : Temperature - Extreme
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Ground : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : MD-82
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Taxi

Component

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : Taxi
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.General : Physical Injury / Incapacitation
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Returned To Gate

Assessments

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

Narrative: 1

Departed from gate with a completely full aircraft. Taxied south on Taxiway K for Runway 36R departure. As soon as we turned onto B we were chimed from the cabin and received a report of **smoke** in the cabin. I pulled the aircraft onto the ramp area of the terminal and stopped. I had the First Officer opened the door to see the situation. He reported significant **smoke**

Synopsis

An MD-82 pack overheated during taxi-in and filled the cabin with **smoke**, so the crew declared an emergency and returned to the gate where passengers were removed on the jetway.

ACN: 1024009

Time / Day

Date : 201207
Local Time Of Day : 0601-1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Fractional
Make Model Name : Gulfstream G200 (IAI 1126 Galaxy)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb

Component

Aircraft Component : Electrical Wiring & Connectors
Aircraft Reference : X
Problem : Malfunctioning

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.General : Declared Emergency
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

About 3-5 minutes after takeoff I noticed an odd smell, something like plastic permeate the cockpit. I looked back and at first I didn't see anything, but a few moments later I looked back and saw what looked like a mist building in the cabin. At this point I decided to return. I asked the First Officer to tell ATC we needed to

return. He did this and then he also told them that we had **smoke** in the cabin. I then turned around and told the passengers that we were returning. They agreed we should, and also said it smelled like plastic. I'm not sure at what point but I asked the First Officer to declare an emergency as well, and he requested the fire trucks with ATC

Synopsis

G200 Captain experiences **smoke** with a burnt plastic smell shortly after takeoff. After declaring an emergency they return to the departure airport. Fuel is dumped so as to land below maximum landing weight.

ACN: 1023251

Time / Day

Date : 201207
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 38700

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : Beechjet 400
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 135
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class A : ZZZ

Component

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

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.Flight Crew : Took Evasive Action
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Diverted
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

While climbing out of FL387 after departure a very loud POP was heard and soon shortly after **smoke** was visible coming up from under the co-pilots seat on the bulk head side of the aircraft. An acrid smell was observed, climb of the aircraft was stopped and transmission to ATC was made in regards of getting lower and deviating to a nearby airport. **Smoke** was only visible for a few seconds and dissipated very quickly. An emergency descent was performed; fire extinguisher was removed from the holder in case it was needed. No adverse electrical conditions were observed and no circuit breakers were open. Normal approach and landing were made. Emergency was not declared.

Synopsis

A BE-400XP developed cockpit **smoke** originating from the First Officer's side wall so the climb was stopped and a descent to landing at a nearby airport completed. The **smoke** dissipated and no popped circuit breakers were found.

ACN: 1022750

Time / Day

Date : 201207
Local Time Of Day : 0601-1200

Place

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

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 6
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Fractional
Make Model Name : Cessna Citation Sovereign (C680)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Flight Phase : Climb

Component

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

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Returned To Departure Airport
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Shortly after takeoff, unusual **smoke** and odor came through WEMAC vents with the APU off. Notified ATC of problem and elected to return to our departure airport. Leveled off aircraft and **smoke** seemed to stop. Pilot not flying had time to run part

of checklist, shut off left bleed source which seemed to stop odor. [We] landed without further event.

Synopsis

A Citation flight crew returned to their departure airport after unusual **smoke** and odors were detected emanating from the air conditioning vents.

ACN: 1017408

Time / Day

Date : 201206
Local Time Of Day : 1801-2400

Place

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

Environment

Flight Conditions : VMC

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B737-300
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ

Events

Anomaly.Aircraft Equipment Problem : Critical
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 : Declared Emergency
Result.Flight Crew : Diverted
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Landed As Precaution

Assessments

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

Narrative: 1

Within 30 seconds of resetting the circuit breaker, we smelled increased electrical fumes, donned our masks, and performed the boxed items for **smoke**/fumes. I told the First Officer that we would be definitely diverting to [a nearby airport]. I left the ATC frequency (and intercom) to tell the flight attendants the situation and made a quick PA to the customers informing them of our intention to divert. By the time I

was back on ATC and intercom, the First Officer had declared an emergency, obtained clearance to [divert airport] and initiated a rapid descent. We got around the line of thunderstorms to the east and would make it in VMC. We landed uneventfully.

Narrative: 2

Took too long to get Maintenance on the conference call. Also, they shouldn't have directed us to reset the circuit breaker. Additionally, we shouldn't have reset the circuit breaker when they directed.

Synopsis

B737-300 flight crew experienced electrical malfunction that included multiple flashing lights and electrical **smoke**. Crew declared an emergency and diverted to a suitable airport.

ACN: 1011446

Time / Day

Date : 201205
Local Time Of Day : 0001-0600

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC
Light : Dawn
Ceiling : CLR

Aircraft

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

Component

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Diverted
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During flight, pilots noticed unusual noise from what they thought was the air conditioning system. Noise sounded like a loud whine and continued to get louder until stopping suddenly. VENT EXTRACT FAULT ECAM message appeared concurrently with switch fault light and strong electrical odor/**smoke** in cockpit. Pilots donned oxygen masks and established communication with each other and cabin crew

Narrative: 2

During cruise flight, noticed a noise followed by a VENT FAN ECAM. Cockpit immediately filled with an electric, burning type smell.

Synopsis

An A320 developed an air conditioning system noise followed by a VENT EXTRACT FAULT ECAM and a strong electrical odor in flight. An emergency was declared and the QRH complied with including a diversion to a nearby airport.

ACN: 1009958

Time / Day

Date : 201205
Local Time Of Day : 0601-1200

Place

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

Environment

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

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Dash 8-100
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Descent
Airspace.Class C : ZZZ

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Evacuated
Result.General : Maintenance Action
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

While on approach the First Officer informed me that he smelled **smoke**. Within seconds we both saw **smoke** rising from underneath the First Officer's seat and instrument panel. The First Officer declared an emergency with ATC and gave fuel and souls. We then preceded with the emergency action items on the **smoke** from an unknown source checklist.

Synopsis

After sensing **smoke** emanating from the vicinity of the First Officer's station as they descended toward their destination, a Dash 8 flight crew declared an emergency, landed and evacuated the aircraft after clearing the runway.

ACN: 1008331

Time / Day

Date : 201205
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 35000

Environment

Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B757-200
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ

Component

Aircraft Component : Electrical Wiring & Connectors
Aircraft Reference : X
Problem : Malfunctioning

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.General : Maintenance Action
Result.General : Declared Emergency
Result.Flight Crew : Diverted
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Landed As Precaution
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

[About an hour into flight], we noticed an acrid odor. Knowing the airplane history with the weather radar (which we had on), we confirmed with Dispatch that there was no convective weather near our position and was told none. We turned the weather radar off and the odor dissipated. Five to six minutes later, the odor re-appeared and because of the way the sun was shining in the cockpit, I happen to see what appeared as a very thin layer of haze. We began discussing a diversion and referenced the QRH when I noticed visible **smoke** coming from the First Officer's instrument switching panel area. I announced "we have visible **smoke**", we then donned our Oxygen mask and established communications. The First Officer was the pilot flying; we declared an emergency and initiated our diversion to the airport.

Narrative: 2

We incurred an immediate action emergency resulting from **smoke** in the cockpit which required a declaration of an emergency and an immediate descent and landing into the airport. The events that lead to this situation began when we began to notice an acrid smell in the cockpit. In the course of time in which the communication and coordination was accomplished (approximately 5 minutes) we began to notice what appeared to be pieces of wire insulation proceeding from the Captain's eyeball vent followed shortly by the return of the odor, followed by visible **smoke** proceeding from above the First Officer's instrument selector panel.

Synopsis

B757 flight crew experiences **smoke** in the cockpit one hour into flight and diverts to the nearest suitable airport. QRH procedures eliminate the **smoke** prior to landing.

ACN: 1007893

Time / Day

Date : 201205
Local Time Of Day : 1801-2400

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B757-200
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class A : ZZZ

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Diverted
Result.Flight Crew : Landed As Precaution

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

On climbout, I noticed a burning smell in the cockpit. (This was our second leg in this aircraft, no problem on leg one.) I asked the Lead Flight Attendant to turn the ovens off. The smell persisted. It smelled like plastic or rubber burning but it is hard to describe. We went to the "**Smoke**, Fire or Fumes" checklist and began turning off items in the checklist. The fumes seemed to dissipate and then return. At one point, **smoke** was visible to my First Officer. We called Dispatch to talk to [Maintenance] but had a very frustrating time with the phone patch. We had some intermittent contact with [Maintenance]. I switched radios to no avail and ACARSeD

Dispatch to get a new frequency. We couldn't communicate on that frequency either.

I invited the Lead Flight Attendant to the cockpit to confirm the **smoke** smell and she reported that it was still quite strong. There was no smell in the cabin. Since no action seemed to dissipate the fumes, we elected to divert as a precaution. Dispatch recommended [a nearby airport] and we agreed. I declared an emergency with ATC and they vectored us to the airport. I explained our problem to the passengers. I spoke with the flight attendants and did not have them prepare for evacuation. It was VFR and the First Officer made a normal approach and landing (overweight at 202.8.) ATC handled the situation very well.

Synopsis

A B757-200 Captain reported a burning smell in the cockpit, so an emergency was declared and a divert to a nearby airport executed.

ACN: 1006482

Time / Day

Date : 201204
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 33000

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.Center : 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
Mission : Cargo / Freight
Flight Phase : Climb
Airspace.Class A : ZZZ
Maintenance Status.Released For Service : Y

Component

Aircraft Component : Oxygen System/Crew
Aircraft Reference : X
Problem : Design

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Diverted
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure
Primary Problem : Aircraft

Narrative: 1

We departed and all was normal, but during the climb out the smell did not go away and may have intensified. The First Officer was the pilot flying and he commented around the top of climb that it smelled really bad. A few more minutes went by and he brought to my attention that not only was there an odor, but now the center pedestal near his leg was hot. I felt around on the pedestal and it did seem warm compared to my side. We decided to try and switch packs to identify if that was the source of the smell. As we were doing that we noticed a bunch of warning lights illuminate on the overhead panel including all of the HF/SELCAL lights, loss of equipment cooling, and cabin altitude.

Just then one of the jumpseat riders pointed to the VHF 2 radio area and said "there's your problem look at the **smoke!**" I looked over and saw a grayish **smoke** pouring out at a pretty good rate. At this point I told everyone to put on their goggles and oxygen masks, although that command really wasn't necessary, everybody was already in that process. The First Officer asked if we should declare an emergency and I said, "Yes, tell them we are declaring an emergency and want to divert." During this time we ran the **smoke** checklist up to the establishment of crew communications.

Synopsis

A B767-300 experienced **smoke** and fumes in flight followed by numerous EICAS messages and warning lights associated with system anomalies that would contribute to the physical evidence. They declared an emergency and made a rapid descent and overweight landing at a nearby enroute airport.

ACN: 1005435

Time / Day

Date : 201204
Local Time Of Day : 0601-1200

Place

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

Environment

Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Ground : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Dash 8-300
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Taxi

Component

Aircraft Component : Air Conditioning Distribution System
Aircraft Reference : X
Problem : Malfunctioning

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
When Detected : Taxi
Result.General : Declared Emergency
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Returned To Gate

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

As we taxied out from Bravo short of Kilo, we smelled something that smelled like burnt rubber and that was followed by **smoke** in the flight deck. The First Officer declared an emergency to Ground Control and we stopped the aircraft on Taxiway Bravo. We

Synopsis

A DHC8-300 developed a burnt rubber smell with **smoke** during taxi out so an emergency was declared, the engines shut down, and after Airfield Rescue and Fire Fighter inspections the aircraft restarted for a return to the gate.

ACN: 1003534

Time / Day

Date : 201204
Local Time Of Day : 0601-1200

Place

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

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Windshear
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Climb
Airspace.Class B : ZZZ
Maintenance Status.Released For Service : Y

Component

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

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.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

After climbing past approximately 1,000 FT, we noticed an odor in the cockpit that increased in intensity. I looked toward the Captain's side of the cockpit and noticed that there was a haze in the air inside of the cockpit. The haze was getting thicker and the smell increased in intensity. We performed the memory items for cabin **smoke**, informed Departure that we were declaring an emergency, and that we needed to return to the airport to land. The **smoke** began to subside when the recirculation fan was turned off. The Flight Attendant called shortly thereafter and informed us that there was **smoke** in the cabin as well

Synopsis

A CRJ-145 crew reported an odor and haze which developed into heavy **smoke** after takeoff so an emergency was declared and the flight returned to the departure airport. An engine oil seal leak was suspected.

ACN: 1002607

Time / Day

Date : 201204
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 1800

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Snow
Weather Elements / Visibility : Fog
Weather Elements / Visibility : Icing
Weather Elements / Visibility.Visibility : 0.75
Light : Daylight
Ceiling.Single Value : 1500

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Approach
Airspace.Class B : ZZZ

Component

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : Evacuated
Result.General : Declared Emergency
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Weather

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

I was functioning as pilot not flying. Once in the terminal area we encountered moderate mixed ice from about 13,000 FT and below. We were established on final to the runway. ATC asked us to slow to 170 KTS. We were already at flaps 9 and we didn't want to add any more flaps, as there was significant ice on the unheated parts of the windscreen. I would estimate 1/2 to 3/4 of an inch, as well as ice accumulation covering about 2/3 of the direct view window. We opted to drop the landing gear instead of lowering flaps to slow. About a minute or two later at 1,800 FT AGL or so we heard and felt a strange vibration that lasted about one second. The Captain and I both said "what was that" and out of the corner of my eye I saw the Engine 2 LP vibration indicator about 2/3 up the gauge and dropping rapidly. I am assuming it was in the amber or red before I saw it. A few seconds later we smelled something odd. A few seconds after that **smoke** started pouring into the cockpit. We donned our oxygen masks and **smoke** goggles. We were talking with Tower and I said something to the extent of "[Call sign], emergency, **smoke**, roll trucks." The Flight Attendant called us, but we were too busy to answer. By this point the **smoke** was getting incredibly thick, to the point where we couldn't see the PFD or MFD from a normal seated position. From a normal approach to having **smoke** so thick we couldn't see anything took about 30 seconds. The Captain and I both realized that we needed to get the plane on the ground immediately and that a go-around was not an option. The Captain flew the aircraft and finished configuring it for landing. The **smoke** was so thick he had to have his chin over the yoke just to see the PFD. During this time I manually dropped the passenger oxygen masks and tried to press the cabin DUMP button. I pressed this and the MAN button next to it, because I couldn't remember which was which and due to the **smoke** I couldn't see the buttons. I looked at the EICAS and saw E2 Oil Low pressure. I then heard the EGPWS say "glide slope" and we focused on getting the plane on the ground. Neither of us remembers when the autopilot was disconnected or whether or not it was disconnected intentionally. I divided my time between leaning in to monitor airspeed, glide slope, and localizer deviations and putting my face to the windscreen to look for approach lights, as we were in IMC. The weather was about 3/4 mile visibility with clouds at 300 FT and light snow with freezing fog. I made callouts to the Captain such as "500," "airspeed," and so on. I saw the approach lights at about 200 AGL and yelled "approach lights" several times. The Captain did not look up, which was a good idea because there was no way of seeing outside and monitoring airspeed at the same time. I kept yelling AGL altitudes, and then yelled "flare" and assisted with pulling back on the yoke. We touched down firmly, bounced, and the Captain brought the aircraft to a stop. We immediately opened the direct view windows to ventilate the cabin and assessed what was really going on with the aircraft. The three EICAS annunciations I remember are BAGG **SMOKE**, LAV **SMOKE**, and E2 OIL PRESS LO. We agreed that there was no engine fire, so we began to run the evacuation checklist. The Captain made a PA "evacuate main cabin door" and the Flight Attendant conducted the evacuation. I made a call to ATC saying that we were evacuating on the runway. When we got off the plane all the passengers were already outside. The Captain followed me and was the last off. By this time a few Airport Operations SUVs were already there and the

passengers were on the side of the runway. We asked if anybody was hurt, and everybody seemed OK initially. The Fire Department came and secured the aircraft and also popped the overwing emergency exits. We were then transported to the Airport Operation's facility where we debriefed. We had **smoke** in cabin/cockpit, ice, low visibility, possibility of engine 2 failing, lack of time to coordinate a desirable response. This is the type of scenario that no simulator event could have ever prepared us for. I had no idea that it was possible for **smoke** to be that thick. To be honest, we were lucky to make the runway. Monday morning quarterbacking tells me we could have done things differently, but in a situation this extreme I don't think what you do matters as long as you keep everybody alive.

Synopsis

Following an apparent engine malfunction on final, an EMB145 filled with **smoke** so thick the flight crew could not see the instruments. Even with ice encrusted windscreens, they were able to land then successfully evacuate the aircraft.

ACN: 1001598

Time / Day

Date : 201203
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 3000

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : MD-82
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Phase : Climb
Airspace.Class B : ZZZ

Component

Aircraft Component : Traffic Collision Avoidance System (TCAS)
Aircraft Reference : X
Problem : Malfunctioning

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Passing about 3,000 FT [in climb] I noticed a slight acrid (electrical) smell. Simultaneously, the First Officer then reported he saw a puff of **smoke** about 8-10 inches in diameter (light grey color) in the vicinity of the hydraulic pump switches and could also smell **smoke**. The smell increased in the next few seconds; however, there was no visible **smoke** after the initial puff of **smoke**. An emergency was declared and we requested vectors back to [departure airport]. I notified the flight attendants of the emergency. Aircraft was landed overweight at about 134,600 LBS at approximately 135 KTS. The **smoke** smelled electrical and even though it had dissipated, it was still noticeable after gate arrival. Responding fire equipment evaluated the aircraft for hot spots immediately after landing and after

parking at the gate. No hot spots were identified. The cause of the **smoke** in the cockpit was identified by maintenance to be related to the TCAS display.

Narrative: 2

[Narrative 2 provided no additional information.]

Synopsis

An MD-82 flight crew experienced electrical **smoke** in the cockpit on initial climb. They declared an emergency and returned to departure airport, where the **smoke** was reportedly traced to the TCAS unit.

ACN: 1001526

Time / Day

Date : 201203
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 20000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class A : ZZZ

Component

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

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Passenger
Detector.Person : Flight Attendant
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Returned To Departure Airport
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

All operations were normal up until this point. The Flight Attendant was doing her normal duties as well when she received several calls from passengers. There was **smoke** coming from the ceiling and walls of the aircraft. She immediately called us and notified us of the situation. While she was informing us I started to smell an acrid **smoke**. We immediately donned our O2 masks and **smoke** goggles. We shut off the recirculation fan shortly after that.

With the memory items completed, I called ATC and declared an emergency and requested an immediate vector back to our departure airport. We turned toward the airport and started a descent. I proceeded to go through the cabin **smoke** QRH checklist. After that, I went through the **smoke** evacuation QRH checklist. Everything happened very quickly. By the time we went through the checklists, we were at about 10,000 FT and continuing the descent for landing. We requested Runway XX for landing and that emergency equipment meet us. Everything was briefed and the normal checklists were accomplished. I notified the Captain we would be making an overweight landing which he acknowledged and we both agreed was necessary. We called the Flight Attendant for an update several times as to the condition in the cabin. **Smoke** is to be taken very seriously in flight and should be treated as a fire with an unknown source. Getting the plane down quickly is the top priority.

Synopsis

An EMB-145 flight crew declared an emergency and returned to their departure airport when **smoke** was detected in the cabin and on the flight deck. When the appropriate check lists were completed the **smoke** abated. They had been dispatched with one pack inoperative and maintenance concluded the **smoke** emanated from the air cycle machine bearings in the remaining pack.

ACN: 1001364

Time / Day

Date : 201203
Local Time Of Day : 0601-1200

Place

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

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Phase : Climb
Airspace.Class B : ZZZ

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.Flight Crew : Returned To Departure Airport
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

On climb out, passing thru 10,000 FT flight attendants informed us that there was **smoke** in the aft cabin, advised ATC and returned to departure airport. The Captain secured the galley power and was in constant communication with the flight attendants. On down wind he informed me that the flight attendants were reporting that the **smoke** was dissipating. We set up for an overweight landing, (132,200 LBS). Proceeded uneventfully to the gate and were met by the Medics (asthma patient) and Fire/Rescue.

Narrative: 2

Flight attendant's reported **smoke** in cabin about 10 minutes into climbout; we chose to get turned back and did so with ATC clearance. Immediately shut off galley power and **smoke** was reported as clearing and now the new problem was a passenger having an asthma attack and being administered oxygen. Our guess was

breathing problems from the **smoke**/fumes. Got right into the airport First Officer flew a perfect approach to a very smooth landing. Medics, Maintenance, and Fire Team at gate right away; everyone was fine and we got a new plane and headed back out. Overweight landing by about 2,000 LBS but did not choose to loiter with a passenger in need of medical attention.

Synopsis

MD80 flight crew is informed of **smoke** in the aft cabin passing 10,000 FT and requests a return to the departure airport. Galley power is secured and **smoke** begins dissipating quickly. Crew is able to quickly land and taxi to the gate where paramedics are waiting to aid a passenger in distress.

ACN: 1001205

Time / Day

Date : 201203
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 25000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : MD-82
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class A : ZZZ

Component

Aircraft Component : ACARS
Aircraft Reference : X
Problem : Malfunctioning

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.General : Declared Emergency
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

On climb out I (First Officer) happened to notice a wisp of **smoke** coming from under the ACARS area of the instrument panel. After a short time we began to smell a slight burning odor. We decided to return to the departure airport.

Synopsis

A MD82 crew returned to the departure airport after a wisp of **smoke** and an electrical odor appeared to come from the ACARS unit.

ACN: 999594

Time / Day

Date : 201203
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PDK.Airport
State Reference : GA
Altitude.AGL.Single Value : 500

Environment

Weather Elements / Visibility.Visibility : 10
Ceiling.Single Value : 6000

Aircraft

Reference : X
ATC / Advisory.Tower : PDK
Aircraft Operator : Government
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class D : PDK

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Landed in Emergency Condition

Assessments

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

Narrative: 1

I was cleared for the "Option" and turning final for left traffic for Runway 2L intending to make a low approach or touch and go. On turn to final there was a sudden smell of **smoke** along with a "puff" of **smoke** that came from the lower part of the instrument panel. I told the Tower I had **smoke** in the cockpit

Synopsis

A small aircraft pilot, anticipating a low approach found himself high for a safe landing when **smoke** in the cockpit made a full stop landing on the short runway a necessity. As he approached the intersection of a longer runway he opted to align with and land on it. He was unable to communicate with the Tower as a result of unpowering the radios in response to the electrical **smoke** event.

ACN: 997792

Time / Day

Date : 201203
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 : Air Carrier
Make Model Name : Regional Jet 200 ER/LR (CRJ200)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Takeoff
Airspace.Class B : ZZZ

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Detector.Person : Flight Attendant
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Right after takeoff the Flight Attendant called the cockpit to inform us that there was **smoke** in the cabin. As she was notifying us of the **smoke** we received an amber **SMOKE** TOILET caution message. We notified Departure that we would be returning. The Flight Attendant called back to the cockpit to inform us that the **smoke** was not coming from the lavatory, and she was unable to determine the source. The **smoke** started to reach the cockpit about this time. I told Departure

that we had **smoke** in the cabin and cockpit and were declaring an emergency. Both the First Officer and I donned our oxygen masks.

Synopsis

CRJ200 Captain is informed of **smoke** in the cabin shortly after takeoff. **Smoke** becomes apparent in the cockpit as well and an emergency is declared for return to the departure airport. Difficulties with the **smoke** goggles included dirty lenses and interference with the sun glasses being worn. The **smoke** removal procedure is successful and flight returns safely.

ACN: 997784

Time / Day

Date : 201203
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 : Dusk

Aircraft

Reference : X
ATC / Advisory.Ground : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Q400
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase : Taxi

Component

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

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Attendant
When Detected : Taxi
Result.General : Evacuated
Result.General : Declared Emergency
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : FLC complied w / Automation / Advisory

Assessments

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

Narrative: 1

After pushing off the gate and taxiing for departure the aft Flight Attendant called to indicate that she heard a pop in the galley. She described this as a "blown fuse"

and indicated that she smelled an odor from the coffee pot area of the galley. The Captain and I decided to taxi into the runup area to address the situation with Maintenance. While on a taxiway short of Bravo we received another call from {one of} the flight attendants stating that she smelled and saw **smoke** and that she heard the popping noise again. The decision was made to evacuate the airplane in the runup area due to the **smoke**. I declared an emergency with Ramp Control and asked for fire/rescue assistance. We told the flight attendants that we would be evacuating the aircraft. We parked the aircraft in the runup area and ran the on ground emergency QRC. The Captain made the evacuation announcement and I opened the main cabin door and lead the passengers upwind of the aircraft. At this time fire/rescue vehicles arrived.

Narrative: 2

We were met by Crash Fire Rescue personal immediately who took care of the passengers as well. Upon opening the cockpit door we noticed no signs of **smoke** and no passengers commented on any signs of **smoke**.

Synopsis

After a Q400 Flight Attendant twice reported a popping sound accompanied by an odor and **smoke** in the aircraft's aft galley, the Captain parked the taxiing aircraft, declared an emergency and evacuated the passengers.

ACN: 995679

Time / Day

Date : 201202
Local Time Of Day : 0601-1200

Place

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

Environment

Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : B717 (Formerly MD-95)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ

Component

Aircraft Component : Interphone System
Aircraft Reference : X
Problem : Failed

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 : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Synopsis

B717 Captain is informed that a handset cord is hot to the touch and smoking. The cabin interphone circuit breaker is pulled and the flight continues. Nearing top of descent it is reported that the handset itself is smoking. An emergency is declared with a landing at destination twelve minutes later.

ACN: 995014

Time / Day

Date : 201202
Local Time Of Day : 0601-1200

Place

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

Environment

Light : Dawn

Aircraft

Reference : X
ATC / Advisory.Ramp : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Dash 8-300
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Parked

Component

Aircraft Component : Air Conditioning Distribution System
Aircraft Reference : X
Problem : Malfunctioning

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 : Pre-flight
Result.General : Maintenance Action
Result.General : Evacuated
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Synopsis

During preflight on a cold morning, a DHC8-300 cabin filled with **smoke** after the APU and air conditioning were selected ON, so the passengers were deplaned and Maintenance was called.

ACN: 994526

Time / Day

Date : 201202
Local Time Of Day : 0001-0600

Place

Locale Reference.ATC Facility : ZZZZ.ARTCC
State Reference : FO
Altitude.MSL.Single Value : 37000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZZ
Aircraft Operator : Air Carrier
Make Model Name : B767-300 and 300 ER
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase : Cruise

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Landed in Emergency Condition
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Approaching ZZZZ en route to our destination at cruise and just prior to top of descent, a significant acrid smell was noted in the cockpit. Oxygen masks were donned, crew communication was established and the **Smoke**/Fume/Odor QRH was initiated. We landed about 33 minutes later without further incident.

Narrative: 2

[There was an] acrid smell in the cockpit. Cabin/**Smoke**/Fumes/Odor checklist [was completed]. Odor cleared, [but still] declared an emergency. Our destination [was the] best choice [and we] expedited to our destination.

Synopsis

B767 flight crew reports an acrid odor in the cockpit just prior to top of descent. As the **smoke** and fumes checklist was completed the smell quickly dissipated. An emergency was declared and the flight continued to destination.

ACN: 994002

Time / Day

Date : 201202
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : I74.Airport
State Reference : OH

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
Aircraft Operator : Air Carrier
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Mission : Training
Flight Phase : Climb
Airspace.Class G : I74

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During a climb out with a simulated single engine failure, **smoke** and fumes appeared in the cockpit. Turned off heat and returned to airfield.

Synopsis

Smoke and fumes during a simulated engine failure prompt an emergency return for landing.

ACN: 991139

Time / Day

Date : 201201
Local Time Of Day : 1201-1800

Place

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

Environment

Flight Conditions : IMC
Light : Daylight
Ceiling.Single Value : 200

Aircraft

Reference : X
ATC / Advisory.Tower : 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 : Climb
Airspace.Class B : ZZZ

Component

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Attendant
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

. As the pilot flying, I advanced the thrust levers for takeoff. Immediately upon rotation, we received the emergency bell notification from the lead Flight Attendant and I noticed white **smoke** in the cockpit accompanied by a burning smell. I donned my oxygen mask and established communications with the Captain who relayed from the Flight Attendant there was white **smoke** in the cabin as well. The Captain as the pilot not flying declared an emergency and asked for an immediate return for landing and ARFF activation. I leveled at 3,000 FT and engaged the autopilot. We flew a right traffic pattern in IMC and flew the ILS 18C to minimums. I noticed the cockpit become very hot and verified uncommanded unusually high temperature output on the right pack while on short final

Synopsis

A CRJ900 left pack failed in flight and was MEL'ed. On the next takeoff the right pack failed causing cabin **smoke** and an excessively high temperature so the crew declared an emergency and returned to the departure airport.

ACN: 990237

Time / Day

Date : 201201
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Regional Jet 200 ER/LR (CRJ200)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Takeoff
Airspace.Class B : ZZZ
Maintenance Status.Maintenance Deferred : N
Maintenance Status.Released For Service : Y
Maintenance Status.Maintenance Type : Unscheduled Maintenance
Maintenance Status.Maintenance Items Involved : Repair

Component : 1

Aircraft Component : APU
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Air Conditioning Distribution System
Aircraft Reference : X
Problem : Improperly Operated

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Deviation - Procedural : Maintenance
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y
When Detected : In-flight

Result.General : Maintenance Action
Result.General : Declared Emergency
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure

Synopsis

A CRJ200's APU oil line ruptured allowing oil in aft fuselage including the packs, which caused the cabin to fill with **smoke** after takeoff. The crew declared an emergency and returned to the departure airport. The APU was MEL'ed, but the oil contamination not removed.

ACN: 989994

Time / Day

Date : 201201
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.AGL.Single Value : 200

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Snow
Weather Elements / Visibility : Icing
Weather Elements / Visibility : Rain
Weather Elements / Visibility.Visibility : 5
Light : Daylight
Ceiling.Single Value : 1400

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Regional Jet 200 ER/LR (CRJ200)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Takeoff
Route In Use : Vectors
Airspace.Class B : ZZZ

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Detector.Person : Flight Attendant
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.General : Evacuated
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Shortly after departure, at around 200-300 FT the cockpit started to fill out with white **smoke** that came from the rear air vents in the cockpit. Both the Captain and I put on our Oxygen masks. The Captain, who was flying, took over the radios while I completed performing the QRH emergency checklist for **smoke** removal. At this point of time, the reason for the **smoke** in the cockpit and cabin is unknown. The airplane was removed from service and is being checked by maintenance personnel.

Callback: 1

The Reporter believes that de-ice fluid was sprayed into the APU area and at rotate it flowed into the packs. He is uncertain how that much anti-ice fluid got into the aft fuselage area. Company operating procedures state not to operate packs until at least three minutes after de-icing. They actually waited longer using their navigation clock for the time.

Synopsis

A CRJ200 cabin and cockpit filled with a white **smoke** immediately after takeoff. An emergency was declared, the flight returned to the departure airport and evacuated after clearing the runway.

