

AircraftMake	AircraftModel	2012 SDR smoke report examples
CNDAIR	CL6002B19	AIR RETURN AND EMERGENCY DECLARED. DID AN ATB TO CLE DUE TO SMOKE FILLING UP THE CABIN. EMERGENCY WAS DECLARED AND AIRCRAFT LANDED SAFELY IN CLE. FOUND APU ENCLOSURE FILLED WITH GLYCOL. CLEANED UP GLYCOL AND RAN ENGINE. NO SMOKE FOUND.
AIRBUS	A300B4622R	NR 2 PRESS REGULATOR FAULTED OFF DURING CLIMBOUT TURNED SYS 2 OFF IAW ECAM. .5 MN LATER AVIONICS SMOKE, LIGHT AND WARNING OCCURED. LIGHT STAYED ON FOR DURATION OF FLIGHT. FOLLOWED "AVIONICS SMOKE" PROCEDURES IN QRH AND MADE EMERGENCY RETURN AND LANDING. NO SMOKE WAS OSERVED THRU THE SNIFFER FAN DURING FLIGHT T/S IAW FIM 26-15-00, FIG 102. FOUND MAIN BAY DUCT SMOKE DET 11WA FAULTING. R AND RED SMOKE DETECTION 11 WA IAW AMM 26-15-12-04 AND PERFORMED TEST IAW AMM 26-15-00-5 AND ALL TESTS PASSED. PERFORMED CABIN PRESSURE CTRL NR2 OPS TEST AND BITE TEST IAW AMM 21-31-00-05-0, ITEM (F). ALL TESTS PASSED PERFORMED UNDER OPS CHECK IAW AMM 26-15-00-05 AND ALL TESTS PASSED.
BEECH	400A	ON APPROACH, CREW REPORTED SMOKE EMANATING FROM THE INSTRUMENT PANEL, WITH AN ELECTRICAL BURNING SMELL. CREW DECLARED AN EMERGENCY, CONTINUED THE APPROACH TO A SAFE LANDING. MX FOUND THE DIMMER POWER SUPPLY (DS104) OUTPUT VOLTAGE OUT OF LIMITS WHICH RESULTED IN BURNING UP THE ALTITUDE AWARENESS PANEL. BOTH COMPONENTS WERE REPLACED.
CNDAIR	CL6002B19	FLT 3903-02 WAS DEICED OUT AND DID AN ATB DUE TO SMOKE FILLING UP THE CABIN. EMERGENCY WAS DECLARED AND AIRCRAFT LANDED SAFELY IN CLE. SENDING DTW MAINT TO COME DO THE WORK SCOPE. AIRCRAFT DOES NOT HAVE HISTORY OF THIS.
BEECH	1900D	IN FLIGHT, F/O ALTIMETER BEGAN SMOKING, SAW FLAME AND SMOKE INSIDE OF ALTIMETER, WENT OUT ON ITS OWN AFTER 5-10 SECONDS. MX REPLACED THE ALTIMETER IAW TC 1900-3412.04 AND C/W FAR 43 E(A)(C). OPS CHECKED GOOD.
DOUG	DC982	AFTER TAKEOFF F/A NOTIFIED FLIGHT CREW OF SMOKE IN THE CABIN. ALL SYSTEM AND INDICATION NORMAL, BOTH TEMP PACK GAUGES WERE BOTH INDICATING AT THE 2 O`CLOCK POSITION. AFTER 10 MINUTES, SMOKE CLEARED. MAINTENANCE DEPARTMENT PERSONNEL TROUBLESHOT TO THE RIGHT PACK TEMP CONTROLLER, MANUAL WORKS NORMAL. REMOVED AND REPLACED AIR CONDITIONING PRESSURE REGULATOR VALVE, RIGHT SIDE. PERFORMED ADJUSTMENT AND TEST REF MM 21-31-01, NO FAULT NOTED. AIRCRAFT RETURNED TO SERVICE.
AIRBUS	A321231	AT GATE IN CLT, SMOKE (PERCEIVED AS ELECTRICAL) WAS COMING FROM MODE CONTROL PANEL. HAD TO SHUT OFF ALL ELECTRICAL TO GET IT TO STOP. MAINTENANCE REMOVED AND REPLACED THE FLIGHT CONTROL UNIT IAW AIRBUS MAINTENANCE MANUAL 22-81-12-0401.
PIAGIO	P180	SMOKE IN CABIN, DUCT OVERTEMP WHILE AIR CONDITIONER ON, HOT AIR FLOW.
EMB	EMB145LR	THE CREW REPORTED SMOKE IN THE CABIN AND COCKPIT DURING NR 2 ENGINE START. MX INSPECTED AND FOUND THE NR 2 ACM WAS SEIZED. MX REPLACED THE NR 2 ACM AND OPS CHECKED GOOD.
DOUG	DC983	PRIOR TO DEPARTURE, CABIN FILLED WITH SMOKE, EVACUATED. CAPTAIN'S HEADING FLAG IN VIEW. CONDUCTED A SCAN FOR HOT SPOTS USING THERMAL IMAGING, NO HOT SPOTS OBSERVED. MX PERFORMED INSPECTION OF ALL READILY ACCESSIBLE AREAS. ACCOMPLISHED RTS OF ALL SYS IAW AMM 22-01-05 ALL SYS ARE OPERATING NORMAL. R & R DIRECTIONAL GYRO IAW AMM 34-21-04 PERFORMED RTS IAW AMM 22-01-05, OPS CHECKED GOOD. NO DEFECTS NOTED. ACFT RETURNED TO SERVICE. NO FURTHER REPORTS OF SMOKE IN CABIN REPORTED.

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BEECH	400A	DURING APPROACH TO LANDING AT DUSK, THE CREW ACTIVATED THE COCKPIT LIGHTS AND NOTED THE LIGHTS WERE FLICKERING. SOON THEREAFTER, THE CREW NOTED A BURNING SMELL FOLLOWED BY SMOKE EMINATING FROM THE BEHIND THE GLARESHIELD. THEY DEACTIVATED THE LIGHTS AND THE SMOKE DISSIPATED. THE ACFT LANDED SAFELY. MX TECH FOUND THE DIMMER POWER SUPPLY FOR THE ALTITUDE AWARENESS PANEL FAILED AND REPLACED BOTH THE ALTITUDE AWARENESS PANEL AND THE DIMMER POWER SUPPLY THAT CAUSED ITS FAILURE.
AEROSP	ATR72212	CREW REPORTED AN ELECTRICAL SMOKE ODOR, REPORTED AT CARGO 4. ACFT WAS REMOVED FROM SERVICE. CHECKED CABIN ENTRANCE LIGHT AND SERVICE DOOR LIGHT SOCKETS AND FOUND BROKEN. R & R FUSE, OPS CHECKED GOOD. THE ACFT WAS RETURNED TO SERVICE.
CND AIR	CL6002B19	SMOKE IN COCKPIT AND CABIN AFTER TAKEOFF, PRIOR TO FLAP RETRACTION, SECURED PACKS, SMOKE CLEARED. PACKS OPERATING OFF OF APU. FOUND APU COMPARTMENT FLOODED WITH TYPE 4 GLYCOL, CLEANED FLUID. INSPECTED ACFT, NO DAMAGE NOTED. PERFORMED PACK & DUCT CLEARING IAW SUPP 09-037A, PAC OPS GOOD.
EMB	EMB145EP	DURING TAXI THE FLIGHT CREW REPORTED SMOKE IN THE CABIN AND COCKPIT. MAINTENANCE INSPECTED AND FOUND PACK NR 1 MALFUNCTIONING. NR 1 PACK WAS DEFERRED PER MEL.
BOEING	737205	EXPERIENCED SMOKE IN THE COCKPIT AT THE GATE PRIOR TO DEPARTURE. THE FLIGHT CREW QUICKLY POWERED DOWN THE AIRCRAFT; NO PASSENGERS WERE ON BOARD. MAINTENANCE FOUND THE GROUND SERVICE CONTACTOR TO BE THE PROBLEM AND ONE PHASE OF THE THREE PHASE GROUND POWER CIRCUIT BREAKER OVERHEATED AND DID NOT OPEN. GROUND POWER CONTACTOR AND KLIXON CIRCUIT BREAKER P/N BACC18AE25 REPLACED.
EMB	EMB145EP	DURING APPROACH, THE CREW REPORTED SMOKE IN THE CABIN. THE ACFT LANDED WITHOUT INCIDENT WHERE THE NR 2 AIR CYCLE MACHINE WAS REPLACED, OPERATIONAL CHECKS PERFORMED AND THE DISCREPANCY CLEARED.
BOEING	767424ER	GATE RETURN. F/A REPORTED STRONG SMOKE/SULFUR SMELL THROUGHOUT A/C. COCKPIT SMELLED A SULFUR SMELL. GATE RETURN IN INTEREST OF SAFETY FOR INSPECTION. NOTE BAT PWR WHEEL CHAIR IN BELLY. ACCOMPLISHED AMM 05-51-58 CONDITIONAL INSPECTION NO SMOKE/ODOR FOUND. FLIGHT CREW QUESTIONNAIRE FORMS FILLED OUT.
RAYTHN	HAWKER800XP	DURING TAXI AFTER FLT, LOST CONTROL OF CABIN TEMP WITH APU BLEED AIR ON. CABIN TEMP CONTROLLER WOULD NOT CONTROL VALVE IN AUTO OR MANUAL MODES. PRODUCED SMOKE FROM CABIN FLOOD VENT. SHUTDOWN APU. SMOKE CEASED. NO PROBLEMS DURING FLIGHT. CABIN TEMP OPERATES NORMALLY WITH ENGINE BLEEDS. REPLACED COOLING TURBINE, HOSE, AND SEAL IAW THE MM 21-10-87-201. PERFORMED OPS & LEAK CHECK IAW MM 21-10-15, 201 AND 21-60-00, 501. NO DEFECTS NOTED.
ROBSIN	R44	SMOKE EMITTED FROM COMMUNICATIONS RADIO IN FLIGHT, RESULTING IN PRECAUTIONARY LANDING.
DOUG	MD83	FLIGHT CREW PERSONNEL REPORTED SMOKE IN THE CABIN AFTER TURNING ON APU AIR AT THE GATE. MAINTENANCE DEPARTMENT PERSONNEL INSPECTED AND FOUND HYD FLUID LEAKING FROM LEFT REVERSER CONTROL VALVE INJECTED INTO APU INLET CAUSING SMOKE IN CABIN THROUGH THE AIR SYSTEM. RESECURED NUT ON VALVE, LEAK CHECK GOOD IAW AMM 78-31-03. AIRCRAFT RETURNED TO SERVICE.

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AEROSP	ATR42300	DURING TAXI OUT, FLIGHT 7503, ELECTRIC SMOKE WARNING ANNUNCIATED AND CREW OBSERVED LIGHT SMOKE IN COCKPIT. INSPECTED 80&90VU RACKS, BEHIND INSTRUMENT PANELS, UNDER CENTER CONSOLE, THE PEDESTAL, PITOT, STATIC PROBES, RELAYS AND EQUIPMENT IN 121VU RACK AND GROUND HEAT UNIT. A ENGINE RUN WAS PERFORMED WITH MULTIPLE SYSTEMS OPERATED FOR EXTENDED PERIOD OF TIME NO DISCREPANCIES FOUND. THE AIRCRAFT WAS RETURNED TO SERVICE.
CNDAIR	CL6002C10	SMOKE EMANATING FROM JB6 WITH A/C SETTING AT THE GATE. REMOVED AND REPLACED JB 6.
CESSNA	750	IN CRUISE FLIGHT, PAX NOTED AN ELECTRICAL BURNING ODOR (NO SMOKE); ALSO NOTED BY THE FLIGHT CREW. CREW DEACTIVATED THE INTERIOR MASTER SWITCH AND NOTED THE ODOR DISSIPATED. AFTER LANDING SAFELY, CREW OPERATED THE INTERIOR MASTER SWITCH WITH THE APU RUNNING AND NOTED SMOKE EMANATING FROM AN AREA NEAR THE READING LIGHTS. MX FOUND THE SMOKE TO BE COMING FROM THE AFT ACM. THE ACM WAS REPLACED.
CESSNA	680CE	WHILE ON THE GROUND, ACFT FILLED WITH SMOKE WHEN APU BLEED WAS SELECTED ON. SMOKE APPEARED TO COME THROUGH ENVIRONMENTAL SYSTEM. FOUND APU OIL OVER SERVICED. SERVICED TO PROPER LEVEL IAW MM 12-11-03. CLEANED WATER SEPARATOR AND SOCK MM 21-50-00. REMOVED AND CLEANED APU GEAR BOX VENT TUBE MM 49-20-00. REINSTALLED TUBE. RAN APU WITH BLEED AIR ON FOR 1 HR WITH NO DEFECTS NOTED.
AEROSP	ATR72212	ON FLIGHT 4766, AT THE GATE WITH ENGINES OFF, EXTERNAL AIR REMOVED, AND ON GROUND POWER ONLY, COCKPIT AND CABIN FILLED WITH ODOR OF SMOKE. THE ACFT WAS REMOVED FROM SERVICE. NO SMOKE NOTED IN LAVATORY, GALLEY, CABIN, COCKPIT, ANY CARGO AREA. CONFIGURED ACFT WITH ALL AVIONICS ON AND ONLY GPU POWER ON FOR OVER AN HOUR. AT NO TIME WAS THERE ANY UNUSUAL ODOR. THE ACFT WAS RETURNED TO SERVICE.
CNDAIR	CL6002B19	WHILE BOARDING AND AT THE GATE IN CLT, CREW REPORTED SMOKE AND FUMES IN CABIN. PASSENGERS DEPLANED THROUGH MAIN CABIN DOOR. CREW REPORTED APU SHUT DOWN AUTOMATICALLY AND NOTED OIL ON GROUND UNDER AFT EQUIPMENT BAY. MAINTENANCE INSPECTED AND FOUND APU OIL COOLER LINE NOT ATTACHED. MAINTENANCE REMOVED AND REPLACED APU AND PERFORMED CHECKS USING AIRCRAFT MAINTENANCE MANUALS. AIRCRAFT RELEASED FOR SERVICE.
EMB	EMB120ER	RECEIVED TRIPLE CHIME SMOKE ON MAP DURING GROUND OPERATIONS. CABIN WAS FILLING WITH SMOKE. (FLT 6233) REPLACED NR 2 GROUND COOLING FAN.
CNDAIR	CL6002B19	UNSCHEDULED LANDING FOR SMOKE IN COCKPIT. C/W SMOKE IN CABIN WORKSCOPE SENT BY MOC. COMPLIED WITH WORK SCOPE. DURING WORK SCOPE FOUND PA21-009 NOT C/W. THIS WAS C/W DURING W/C. CLEANED COALESCER SOCKS. ON AML 2177087. NO OTHER DEFECTS NOTED DURING WORK SCOPE. OK FOR SERVICE.
EMB	EMB145LR	ON FLIGHT 2965 THE CREW REPORTED THAT DURING CRUISE THEY NOTICED SMOKE AND FUMES IN THE CABIN. THE CREW DECLARED AN EMERGENCY AND DIVERTED TO SAT. THE AIRCRAFT LANDED WITHOUT INCIDENT. THE AIRCRAFT WAS REMOVED FROM SERVICE. COMPLIED ETN EM 72-034 R4 NO SMOKE OR FUMES NOTED AT THIS TIME. ALSO COMPLIED WITH VISUAL CHECK OF CABIN ITEMS SUCH AS FLASHLIGHTS, CABIN LIGHTS, PSUS , LAV LIGHTS, COCKPIT RELAYS FOR ANY DAMAGE OR BURNING SMELL. PERFORMED OPERATIONAL CHECK ON PACK NR 1 IAW EMB 145-AMM 21-51-00. THE OPERATIONAL CHECK WAS GOOD AT THIS TIME AND NO DEFECTS NOTED ON VISUAL CHECK OF CABIN PACK NR 2 FOUND TO BE INOPERATIVE AND WAS DEFERRED. THE AIRCRAFT WAS RETURNED TO SERVICE.

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CNDAIR	CL6002B19	F/A REPORTED "SMOKE" IN CABIN DURING FLIGHT. FOUND PACK DUCT CONTAMINATED WITH COMPRESSOR WASH FLUID, MX PERFORMED POST COMPRESSOR WASH RUN IAW SUPP 06-047A AND CLEARING OF CONTAMINATION DUCTING IAW SUPP 09-037A. NO SMOKE ODOR PRESENT.
EMB	EMB145XR	THE CREW REPORTED SMOKE IN THE CABIN AFTER TAKEOFF AFTER PACK WAS WAS SELECTED. THE ACFT RETURNED TO DEPARTURE AND LANDED WITHOUT INCIDENT. MX INSPECTED AND REPLACED THE NR 2 ENGINE. OPS CHECKED GOOD.
CNDAIR	CL6002B19	SMOKE ON COCKPIT ON TAKEOFF. 200AGL 60-70 PERCENT OF COCKPIT FILLED WITH GREYISH/WHITE SMOKE. RAN QRH & RETURNED TO JFK. ON GROUND RAN EMERGENCY EVACUATION CHECKLIST. ACCIDENTLY PUSHED R ENG FIRE BOTTLE. INSPECTED SEPARATOR COALESCER SOCK, BOTH LT & RT IAW AMM 21-51-13. REMOVED AND REPLACED RT ENG FIRE EXTINGUISHER CONTAINER IAW AMM 26-21-07. A/C OK FOR SERVICE.
GULSTM	690B	DURING CLIMBOUT, PILOT SELECTED WINDSHIELD DEFOG. ELECTRIC ODOR IN COCKPIT AND SMOKE SEEN FROM AREA BEHIND INSTRUMENT PANEL. PILOT NOTICED THAT DEFOG BLOWER WAS NOT FUNCTIONAL. CABIN PRESSURE WAS DUMPED AND ACFT RETURNED TO STATION. INVESTIGATION REVEALED WINDSHIELD BLOWER MOTOR FAILURE. R & R BLOWER MOTOR. OPS CHECK OF SYS NORMAL. GROUND RUNS SHOW NO SMOKE IN COCKPIT.
DHAV	DHC8102	TESTED CAPTAINS ICE DETECTION LIGHT SWITCH. SWITCH WAS STICKING AND ELECTRICAL ODOR DETECTED AFTER PRESSING SWITCH. SMALL TRACE OF SMOKE OBSERVED IN COCKPIT. ICE DETECTOR LIGHTS DAY OPS PERFORMED HIDDEN DAMAGE INSPECTION. NO DEFECTS FOUND. CAPPED AND STOWED LIGHT WIRES SB 20-9. R & R CAPTAINS ICE DETECTION LIGHT SWITCH AS REQUIRED. RECONNECTED LIGHT WIRES. OPS CHECKED GOOD.
CNDAIR	CL6002D24	SMOKE IN THE CABIN AND COCKPIT AFTER T/O. DECLARED EMERGENCY AND RETURNED, LANDED SAFELY. FOUND RIGHT PACK SEIZED UP. REMOVED AND REPLACED RIGHT ACM. NO FURTHER DEFECTS.
CESSNA	750	ENROUTE, PAX AND CREW SMELLED SMOKE IN THE BACK OF THE ACFT. AN EMERGENCY WAS DECLARED AND ACFT WAS DIVERTED AND LANDED UNEVENTFULLY. IT WAS DETERMINED THAT 1 OF THE 2 AIR CYCLE MACHINES HAD FAILED CAUSING THE HAZY SMOKE. THE AIR CYCLE MACHINE WAS MEL'D AND THE ACFT WAS FERRIED FOR REPAIR. THE FAILED ACM WAS REPLACED AND OPS CHECKED GOOD. THE ACFT WAS RETURNED TO SERVICE.
BEECH	1900D	FLIGHT: 4005 TPA/TPA DURING CLIMBOUT LOUD POP CAME FROM LEFT ENGINE FOLLOWED BY SMOKE COMING FROM PILOT AIR VENTS. SECURED AND SHUT DOWN LEFT ENGINE. NO PRIMARY OR SECONDARY INDICATION OF A FIRE. RETURNED TO TPA LANDED WITHOUT INCIDENT. REPLACED LEFT ENGINE.
BOMBDR	DHC8402	NR 2 ARCDU EMMITTED SMOKE AND FAILED. ACFT DOWN FOR REPAIRS.
CESSNA	750	STRONG ODOR AND SMOKE IN AFT CABIN FROM PACK. REPLACED BOTH COALESER SOCKS, CLEANED COALESER HOUSING. INSPECTED FOR LEAKS, NONE FOUND. RAN APU AND ENGINES, NO ODOR OR SMOKE NOTED.
EMB	EMB145XR	THE CREW REPORTED SMOKE IN THE COCKPIT AFTER PACKS WERE SELECTED FOLLOWED BY PACK NR 1 OVERHEAT MESSAGE. THE ACFT RETURNED TO THE GATE. MX INSPECTED AND RELEASED ACFT IAW MEL PROCEDURES 21-51-00-3. MX REPLACED THE NR 1 PACK ACM. OPS CHECKS WERE GOOD.
CNDAIR	CL6002B19	RIGHT HIGH TEMP CAUTION MESSAGE. THIS WAS FOLLOWED BY SOME SMELL OF SMOKE IN CABIN. (FLT 5327) REPLACED CONNECTOR AND COMPRESSOR OVER TEMP SWITCH. PN OFF AD-750659-17, SN OFF 000215

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AIRBUS	A321231	FLIGHT ATTENDANT REPORTED A STRONG SMELL SHORTLY AFTER LANDING. ITS ORIGIN WAS THE AIR VENT OVER SEAT 23C AND REPORTEDLY SMOKE CAME FROM VENT TWICE DURING TAXI IN. MAINTENANCE INSPECTED THE PSU AND VENTS ABOVE CEILING PANELS AT 23C WITH NO DEFECTS NOTED. OPERATED BOTH ENGINES AND APU WITH BOTH PACK ON - NO DEFECTS.
EMB	ERJ170100SU	CREW REPORTED SMOKE/ELECTRICAL SMELL THROUGHOUT THE AIRCRAFT ON FINAL. AN EMERGENCY WAS NOT DECLARED, AND THE AIRCRAFT LANDED WITHOUT INCIDENT. ON CALL MAINTENANCE INSPECTED THE AIRCRAFT AND PERFORMED OPS CHECKS OF THE PACK SYSTEMS AND APU PER EMB AMM, AND COULDN'T DUPLICATE THE SMELL. THE A/C WAS THEN RETURNED TO SERVICE.
BOEING	737890	CARGO WARNING TEST WAS UNSUCCESSFUL. FOUND A WIRE DAMAGED BETWEEN D13844 AND D13846 FOR A1 SMOKE DETECTOR IN FWD AFT PIT. REPAIRED WIRE AND OPS CHECK GOOD REF WDM 36 16 22 SWPM 20 30 12 26 16 00 710 801 CARGO BAY SMOKE DET OPS TEST.
BOEING	737824	PREVIOUS CREW SMELLED SMOKE IN FWD GALLEY AND PULLED ALL GALLEY C/B'S, PERFORMED AMM TASK 05-51-26-800-801C1 FWD GALLEY OVEN 204 HAD SPILLAGE/DEBRIS. REPLACED OVEN, CHECKS GOOD. FORMS/REPORTS FAXED TO MX CONTROL ROTABLE PARTS CHANGE WAS INDICATED - TT # 1526811 SN OFF 08568 OVEN, SMALL, ST OFF 29-2532-9-0001 8568 ON 29-2532-9-0001 2995.
CESSNA	680CE	AFTER TAKEOFF AND CLIMBING THROUGH ROUGHLY 10,000 FT, PASSENGER INFORMED US OF A BAD ODOR AND HAZE IN CABIN. BOTH CREW MEMBERS LOOKED BACK AND SAW A WHITE/BLEUISH HAZE ALONG WITH A STRONG PUNGENT ODOR THAT WAS DIFFICULT TO IDENTIFY. PASSENGER COMPLAINED OF BURNING TO EYES. COPILOT WENT BACK TO TRY TO IDENTIFY THE SOURCE. RAN ABNORMAL CHECKLIST FOR ENVIRONMENTAL SYS SMOKE AND ODOR OF UNKNOWN SOURCE. APU WAS OFF, PRESS SOURCE SELECTOR WAS SWITCHED TO LAND DIVERTED. R & R RT ENGINE IAW MM 71-00-30. OPS & LEAK CHECKED GOOD. NO ODOR IN CABIN.
BELL	206L3	INTERCOM SWITCH SPARKED AND SMOKED WHEN DEPRESSED. INSPECTED AND FOUND ICS SWITCH WIRING BROKEN AT SWITCH AND ARCING ACROSS CYCLIC STICK. RESOLDERED WIRING AT SWITCH AND TESTED GOOD.
UROCOP	EC135P1	DETECTED AN ODOR AND SAW SMOKE COMING FROM THE AFT RT AREA OF THE CABIN. PILOT CONFIRMED THE ODOR, AND LANDED IN A CLEARING ON THE ROADSIDE. MX INVESTIGATED AND DETERMINED THAT THE WING TIP STROBE LIGHT SYS WAS THE CAUSE. THE POWER SUPPLY UNIT WAS PREVIOUSLY REPLACED WITH A NEW UNIT THAT AFTERNOON AND OPS CHECKED GOOD. THE POWER CONNECTOR WAS REMOVED FROM THE UNIT (BAGGED AND SECURED) AND A 5 MINUTE GROUND RUN WAS PERFORMED WITH NO RE-OCCURANCE. MX CONCLUDED THAT EITHER THE POWER SUPPLY UNIT WAS FAULTY OR A CHAFED WIRE TO THE STROBE LIGHTS IS GROUNDED AND DAMAGED THE POWER SUPPLY UNIT.
EMB	EMB120ER	SMOKE IN REAR OF AIRCRAFT. RECEIVED A TRIPLE CHIME SMOKE ON MAP. (FLT 5621) REPLACED RIGHT ENGINE ASSEMBLY. PN: PW118B, SN OFF: AP0052.
EMB	EMB120ER	PILOT REPORTED THAT AFTER LANDING, SMOKE BILLOWED FROM THE AIR CONDITIONING SYS. MX REPLACED THE RT PACK GROUND COOLING FAN IAW MM 21-51-03, SYS OPS CK GOOD.
UROCOP	AS365N3	CLIMB OUT FROM A SIMULATED ENGINE FAIL USING THE TRAINING SWITCH IN A SA365. SMOKE AND FUMES IN THE COCKPIT PREDOMINATELY ON COPILOT SIDE. NOTICED THE HEAT LEVER WAS SLIGHTLY FORWARD SHUTOFF, SMOKE AND FUMES REDUCED AND WENT AWAY. RETURNED TO FIELD AND LANDED. FOUND OIL LEAKING FROM SPLIT LINE OF COMPRESSOR MODULES 1 AND 2, ON NR 2 ENG CAUSED OIL INGESTION INTO BLEED AIR HEAT SYS, AFTER INSPECTING ENGINE IT IS DETERMINED THAT A MODULE 2-3 REPLACEMENT IS REQUIRED.

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CESSNA	680CE	WITH APU ON, NON-ELECTRICAL SMOKE STARTED TO FILL CABIN. WITH BLEED AIR TURNED ON, SMOKE INCREASED RAPIDLY. OIL FOUND LEAKING FROM APU COMPARTMENT. FOUND DEICE FLUID DRIPPING DOWN THE RUDDER, TRAILING INTO THE APU EXHAUST CONE. ALSO FOUND APU TO BE OVER SERVICED AND FOUND SOME RESIDUAL APU OIL SITTING ON APU'S BOTTOM ACCESS PANEL. DEPANELED APU, CORRECTED APU OIL LEVEL IAW MM 12-11-03 AND CLEANED UP RESIDUAL OIL. ODOR IN THE CABIN SEEMS TO HAVE BEEN COMING FROM A MIXTURE OF DEICE FLUID AND RESIDUAL APU OIL BEING SUCKED INTO THE APU INLET ON INITIAL APU START UP WITH ACFT TAIL PARKED IN WIND.
CNDAIR	CL6002B19	HEAVILY DE-ICED BEFORE TAKEOFF, SMOKE IN COCKPIT. SMOKE DISCONTINUED BEFORE LANDING. NO ELECTRICAL SMELL. (FLT 6274) OPS CHECKED 10TH STAGE BLEED AIR IAW AMM. OPS CHECKED PACK SYSTEM IAW AMM. NO DISCREPENCIES FOUND. NO SMOKE.
BOEING	737317	VISIBLE SMOKE IN CABIN ROW 19 20 21 CAPTAINS SIDE. FOUND DEFECTIVE BALLAST AT ROW 19ABC. REMOVED AND REPLACED SIDEWALL LIGHT BALLAST PER MM.
CESSNA	560XL	WITH APU RUNNING AND BLEED AIR ON WE NOTICED LIGHT SMOKE OR VAPOR IN CABIN AND A MUSTY ODOR. TURNED BLEED AIR OFF AND SMOKE/VAPOR SEEMED TO GET WORST. SHUTDOWN APU AND STARTED ENGINES AND SMOKE/VAPOR WENT AWAY.
EMB	ERJ170200LR	CREW REPORTED LAV SMOKE ON RED EICAS MSG DURING CLIMB OUT OF DTW, AND SMOKE/HAZE IN REAR OF CABIN. CREW DECLARED EMERGENCY AND RETURNED TO FIELD AT DTW. THE A/C LANDED WITHOUT INCIDENT. MAINTENANCE INSPECTED A/C PER EMB FIM, AND FOUND APU INLET DRIPPING GLYCOL, PERFORMED OPS CHECK OF PACK SYSTEM PER EMB AMM AND NO DEFECTS NOTED.
CESSNA	402C	HEATER FAILED IN FLIGHT. ACFT DIVERTED, DUE TO ODOR OF ELECTRICAL BURNING AND SMALL AMOUNT OF SMOKE IN THE COCKPIT AREA. MX FOUND THE CYCLING SWITCH POINTS ON THE HEATER WERE ARCHING. R & R THE HEATER AND CYCLING POINTS TO CLEAR DISCREPANCY.
AIRBUS	A310222	AFTER STARTING THE ENGINES DURING PUSHBACK THE COCKPIT FILLED WITH A LIGHT SMOKE WITH EYES AND THROAT BURNING. THERE WERE NO COCKPIT INDICATIONS OF ANY FIRE OR SMOKE. SMOKE STARTED TO DISSAPATE QUICKLY, DONNED OXYGEN MASKS. FOUND HYDRAULIC FLUID PUDDLED AND COVERING FLOOR AND DRIPPING FROM CEILING IN AVIONICS BAY. SOUND REDUCER AIR FILTER IS COVERED WITH HYD FLUID. FOUND THE STEERING CONTROL COUPLER LEAKING. R & R THE STEERING CONTROL COUPLER IAW AMM 32-51-14-04. OPS AND LEAK CHECKED GOOD. CLEANED DUCTS AND AREA OF HYD FLUID. RAN THE ENGINES AND PACKS IAW JRH. NO SMOKE OR ODORS DETECTED. OK FOR SERVICE.
BOEING	7572Q8	SPARKS AND SMOKE REPORTED COMING FROM SEAT 1A/1B. MAINTENANCE FOUND SEAT WIRING HARNESS ROUTED INCORRECTLY AND PINCHED IN SEAT TRACK. REPAIRED WIRING HARNESS PER AMM CHAPTER 20, OPERATION NORMAL. ETOPS CATEGORY 'F': ANY OTHER EVENT DETRIMENTAL TO ETOPS
CNDAIR	CL6002B19	APU FAILED TO START, SMOKE COMING FROM INTAKE. OPEN
RAYTHN	HAWKER800XP	SMOKE WAS VISIBLE IN THE COCKPIT AND CABIN 4 MINUTES AFTER THE APU BLEED WAS TURNED ON. APU OIL DPI WAS POPPED AFTER RUN, REMOVED OIL FILTER AND FOUND METAL SHAVINGS, AND FOUND OIL PUDDLES IN APU INLET. REMOVED APU IAW MM 49-10-00. INSTALLED SERVICEABLE APU REF MM 49-10-00. OPS AND LEAK CHECKED GOOD. NO SMOKE OR MUSTY ODOR DETECTED IN CABIN WITH APU RUNNING.
PIPER	PA31350	PILOT WAS FLYING FROM BED TO BDL AND STARTED GETTING SMOKE IN COCKPIT. PILOT DECLARED AN EMERGENCY AND LANDED SAFELY IN BDL. MAINTENANCE REPLACED DEFECTIVE LT ALTERNATOR CIRCUIT BREAKER SWITCH, RUN AND OPERATIONAL CHECK NORMAL. NO DEFECTS NOTED.

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LEAR	60LEAR	AFTER CREW TURNED EXTERNAL GROUND POWER ON, WHITE SMOKE WAS SEEN COMING OUT OF THE DORSAL AIR INTAKE ALONG WITH AN ELECTRICAL BURNING ODOR IN THE AFT EQUIPMENT BAY. POWER WAS IMMEDIATELY TURNED OFF. AFTER TROUBLESHOOTING, MX DISCOVERED THE CABIN 60 HERTZ INVERTER WAS HARD FAILED. REMOVED THE INVERTER AND INCORPORATED SB 60-25-14 WHICH INTRODUCES A NEWER DESIGNED INVERTER. OPS CHECK WAS GOOD AND THE ACFT WAS RETURNED TO SERVICE.
EMB	ERJ190100IGW	FLT 1061, CREW DECLARED EMERGENCY AND AIRCRAFT DIVERTED AT FL350, LEFT ENGINE STARTED VIBRATING, ODOR IN CABIN NOT SMOKE BUT HOT METAL. THE N1 VIBRATION WAS 5.0. SPINNER WAS FOUND WITH 8" BY 2" CRACKED AND DISLODGED WHICH CAUSE DAMAGE TO LT ENGINE. REMOVED AND REPLACED LT ENGINE AS PER AMM 71-00-01-04.
EMB	EMB145XR	THE CREW REPORTED SMOKE IN CABIN AFTER TAKEOFF. THE ACFT RETURNED TO DEPARTURE AND LANDED WITHOUT INCIDENT. MX INSPECTED AND REPLACED THE NR 1 ENGINE. OPS CHECKED GOOD. CAUSE OF SMOKE WAS OIL LEAKING UNDER NR 4 SEAL RUNNER. SB 72-401 INSTALLS A NEW DESIGN SPACER AND HIGHER TEMP CARBON SEALS.
BOEING	777232LR	CAPTAIN'S OVERHEAD MAP LIGHT FLICKERS FROM FULL BRIGHT TO OFF. SMOKE AND BURNING ODOR OBSERVED. BULB REMOVED AND COVER REMOVED. REPLACED AND ADJUSTED MAP LIGHT ASSY. CHECKED 30 MINS AND NO SMOKE AND ODOR. OK FOR SERVICE.
EMB	EMB145LR	FLT 3220 CREW REPORTED AT CRUISE ALT, FLT LEVEL 360. NR 1 PACK OVERHEATED AND CAME OFF LINE. THEY COULD SMELL A VERY STRONG PRESENCE OF WHAT SEEMED LIKE SMOKE AND AN ELECTRICAL ODOR. CREW DECLARED AN EMERGENCY AND DIVERTED. LANDED WITHOUT INCIDENT. PERFORMED ETN FOR ENGINE ODOR EVENT AND INSPECTION OF COCKPIT AND CABIN FOR UNKNOWN ODOR SMOKE SMELL IAW ETN EM-72-034R4 NO DEFECTS NOTED AT THIS TIME NO ODOR SMOKE SMELL PRESENT IN COCKPIT AND CABIN. REMOVED AND REPLACED THE DUCT ASSEMBLY PART NUMBER: 145-21165-407 IAW EMB MM 21-60-01. REMOVED AND REPLACED CLAMPS, PART NUMBERS: TSS20S30, TSS36S30, AND SLEEVE, 2.5", PART NUMBER LA815113-8. THE NUMBER 2 RECIRCULATION FAN WAS INOPERABLE. DIFFERED NR 2 RECIRC FAN PER MEL #21-7 AUTH # 020873M-C MAINTENANCE ACTION PERFORMED. REMOVED AND REPLACED THE RICIRC FAN AND FUSE PART NUMBERS: 4611028900 & 100FU01-030. THE AIRCRAFT WAS RETURNED TO SERVICE.
DOUG	MD9030	ACFT EXPERIENCED HAZE AND FUMES IN THE CABIN DURING TOP OF DESCENT. MAINTENANCE OPERATED CABIN LIGHTING AND GALLEY ELECTRICAL POWER. NO TROUBLE FOUND. OPERATED BOTH PACKS WITH APU AIR AT HOT AND COLD. RAN ENGINES AT HIGH POWERSETTINGS WITH PACKS RUNNING. NO SMOKE NOTED. INSPECTED ACM INLETS AND OUTLETS FOR OIL CONTAMINATION. NONE FOUND. REPLACED COALESCER BAGS AND LEAK CHECKED OK. FOUND ELECTRICAL BURNING ODOR COMING FROM EPCU. REMOVED AND REPLACED EPCU.
AIRBUS	A320232	FLT 665 BUF-MCO, AIRCRAFT DIVERTED TO IAD DUE TO SMOKE FROM PRINTER, CIRCUIT BREAKER WAS PULLED AND SMOKE / AVIONICS CHECK LIST WAS COMPLETED. CONFIRMED PRINTER WAS THE SOURCE OF SMOKE. REMOVED AND REPLACED COCKPIT PRINTER IAW A320 AMM 31-35-22-04. OPERATIONAL TEST OF PRINTER OK IAW A320 AMM 31-35-00.
DOUG	MD11F	AFTER TAKEOFF, WHEN PACKS CAME ON, RECEIVED BRIEF SMOKE & FUMES IN COCKPIT. TURNED PACKS TO ECON OFF AND SMOKE WENT AWAY IMMEDIATELY. FUMES DISIPATED IN 20 MINS. CHECKED COALESCER BAGS IAW AMM 21-54-05-2. FOUND BAGS CLEAN. NO DEBRIS OR OTHER ABNORMALS FOUND. ACFT OK TO CONTINUE.

AircraftMake	AircraftModel	2012 SDR smoke report examples
RAYTHN	HAWKER900XP	AFTER LANDING, STRONG ACRID SMOKEY ODOR IN COCKPIT. AFTER ENGINE SHUTDOWN, SMOKE PRESENT IN COCKPIT & CABIN. ACFT COMPLETELY SHUTDOWN, SMOKE LINGERED FOR ABOUT :15. ALL SYS OPERATED NORMAL. ACFT CHECKED, NO ODOR NOTED, RAN ENGINES INDIVIDUALLY & NOTED NO ODOR. SHUTDOWN ENGINES & TURNED ON APU AIR. NOTED IMMEDIATE ODOR & SMOKE IN CABIN AND COCKPIT. SHUTOFF APU AIR & SMOKE DISSIPATED. BOROSCOPIED APU & FOUND OIL IN INLET. APU REMOVED AND REPLACED IAW MM 71-00-00.
BOEING	737824	LARGE AMOUNT OF SMOKE CAME OUT OF CIRCUIT BREAKER PANEL (RADIO-NAV), BEHIND CAPTAIN'S SEAT AT ARRIVAL AT GATE. OPENED CP WINDOW AND SMOKE IMMEDIATELY CLEARED. COMPLIED WITH TASK 05-51-26. COULD NOT DUPLICATE SMOKE & ODOR. REPLACED RECIRCULATION AIR FILTERS IAW 21-25- 01.
EMB	EMB120	DURING CRUISE FLIGHT, ENCOUNTERED A STRONG SMOKEY ODOR. F/A CONFIRMED THE SMOKE ODOR, COULD NOT DETERMINE SOURCE. MX RAN ACFT AND PACKS, COULD NOT DUPLICATE ODOR.
BEECH	1900C	APPROXIMATELY 15 MINUTES AFTER DEPARTURE, THE PILOT REPORTED SMOKE IN THE COCKPIT COMING FROM THE CONDITIONED AIR VENTS. THE PILOT SHUTOFF THE LEFT AND RIGHT ENGINE ENVIRONMENTAL BLEED AIR AND DUMPED THE CABIN PRESSURIZATION, SMOKE DISSIPATED. PILOT RETURNED AND LANDED WITHOUT INCIDENT. MAINTENANCE INSPECTED THE LEFT AND RIGHT ENGINES AND FOUND THE LEFT ENGINE FUEL EPA CAN CHECK VALVE IS STUCK OPEN ALLOWING FUEL TO DRIP INTO THE BLEED AIR SYSTEM WHEN THE ENGINE IS SHUTDOWN. BLEED AIR FEED LINE TO EPA CAN CAPPED OFF FOR FERRY FLIGHT FOR REPAIRS. MAINTENANCE INSPECTED THE LEFT ENGINE FUEL PURGE VALVE AND FOUND IT LEAKING DURING WET MOTOR CHECK. REPLACED THE LEFT ENGINE FUEL PURGE VALVE. INSPECTED THE EPA CAN CHECK VALVE AND FOUND IT STUCK IN THE OPEN POSITION. REPLACED THE EPA CAN CHECK VALVE P/N 232A-4BT. GROUND RUN, LEFT ENGINE EPA SYSTEM FUNCTIONAL CHECK WAS SATISFACTORY.
BOEING	737924	HEAVY SMOKE IN COCKPIT WHEN WE REACHED THE GATE. TURNED OFF PACKS AND SMOKE STOPPED, WAS DEICED IN DENVER. NO SMELL AFTER ENG SHUTDOWN. SMOKE/ODOR IN FLT DECK INSP, FOUND DE-ICE FLUID IN APU INLET AREA. C/W TASK 21-00-01-100- 801, REMOVAL OF CONTAMINATION, CHANGED RECERC FILTERS PER AMM 21-25-01-000-801. NO FURTHER SMELL OR SMOKE NOTED.
BOEING	777222	'C' HYD LEAK, FLT DIVERTED. SLOW LEAK CENTER HYD SYS. AFTER LANDING FOUND RT MLG SOAKED WITH HYD FLUID. UNABLE TO DETERMINE IF BRAKE OR A LINE. TOO MUCH SMOKE. RPLC'D RT MLG TRUCK POSITIONER ACTUATOR PER MM.
CNDAIR	CL6002D24	LT PACK AUTO-FAIL WITH SMOKE IN CABIN. INSPECTED AND PERFORMED OPS CHECK OF AIR CONDITION SYSTEM, OPS GOOD.
CESSNA	750	ON GROUND WITH APU AND BOTH PACKS RUNNING, CABIN FILLED WITH SMOKE WHICH HAD A SULFUR ODOR TO IT. REPLACED BOTH COALESCER'S WITH NEW IAW MM 12-10-01, OP'S CHECKED GOOD.
CNDAIR	CL6002B19	SMOKE REPORTED IN CABIN ABOVE ROW 4AB. (FLT 6466) REPLACED SIDEWALL LIGHT ASSEMBLIES AT ROW 4AB FOR A SHORT CIRCUIT.
CESSNA	680CE	UPON CLIMBOUT THROUGH 5000 FT CABIN AND COCKPIT STARTED TO FILL UP WITH FUMES AND SMOKE IRRITATING THE EYES AND THE BACK OF THE THROAT OF BOTH PILOTS. OXYGEN MASKS WERE DONNED AND BOTH ENGINE BLEED AIRS WERE TURNED TO THE OFF POSITION. AN EMERGENCY WAS DECLARED AND A SUCCESSFUL LANDING WAS ACCOMPLISHED AT TJSJ. REMOVED AND REPLACED RT ENGINE. WORK PERFORMED IAW AMM .71-00-30. ENGINE GROUND RUNS & LEAK CHECKS PERFORMED WITH NO DEFECTS NOTED. NO SMOKE OR OIL ODOR IN CABIN.

AircraftMake	AircraftModel	2012 SDR smoke report examples
CND AIR	CL6002B19	AT THE GATE APU ON, RIGHT AFTER TURNED THE LEFT PACK ON TEMP STARTED RISING, COULD NOT CONTROL WITH AUTO OR MANUAL MODE. BURNING SMELL WITH POSSIBLY LIGHT SMOKE AND SMOKE WENT AWAY AFTER LEFT PACK OFF. FOUND LT PACK TO BE UNCONTROLLABLE IN AUTO AND MAN. ALSO THE CAUSE OF SMELL IN AIRCRAFT. DEFERRED LT PACK IAW MEL # 21-51-11.
EMB	EMB145LR	ON FLIGHT 2839 THERE WAS SMOKE IN COCKPIT AND CABIN AFTER TAKEOFF AOM 1 PROEDURE. SMOKE STOPPED AFTER BLEEDS WERE CLOSED AIR TURNBACK AND LANDING OVERWEIGHT. THE AIRCRAFT WAS REMOVED FROM SERVICE. PERFORMED INSPECTION OF COCKPIT, GALLEY, CABIN LIGHTING, A/C DISTRIBUTION DUCTS AND ENGINE BLEEDS FOR SMOKE ODOR IAW ETN EM-77-034R4 NO DEFECTS NOTED AT THIS TIME REFER TO ITEMS NR 3 AND NR 4 THIS LOGPAGE FOR NR 1 PACK INOPERABLE AND NR 2 PACK DUCT LOOSE. OPERATIONAL WAS CHECK GOOD. THE AIRCRAFT RETURNED TO SERVICE.
CND AIR	CL6002B19	SMOKE TOILET CAUTION ON CLIMB, BURNT RAG SMELL IN COCKPIT, NEGATIVE DE ICE PRIOR TO T/O, TOILET ALARM GOING OFF AS WELL, PAX REPORTED BURNT CHEMICAL SMELL. C/W SMOKE/FUMES IN CABIN WORKSCOPE. FOUND RT PACK INOP AND DEFERRED. DEFERRED IAW MEL 21-51-01.
BOEING	777223	LHR - CREW REPORTED PRIOR TO LANDING VERY STRONG ELECTRICAL BURNING SMELL ON RIGHT SIDE OF FIRST CLASS CABIN. RECIRCULATION FANS, IN-FLIGHT ENTERTAINMENT AND GALLEY OVENS TURNED OFF. SMOKE AND SMELL QUICKLY DISSIPATED. FLIGHT LANDED LHR WITHOUT INCIDENT. REPLACED AUDIO VIDEO UNIT. SYSTEM GROUND CHECK NORMAL OPERATION.
AIRBUS	A320231	CAPTAIN REPORTED THICK SMOKE AND ODOR COMING OUT OF VENTS ON GROUND WHEN HE TURNED ON THE APU. FLIGHT ATTENDANTS REPORTED FEELING WOOLY - NO PASSENGERS WERE ON THE PLANE YET. MAINTENANCE PLACED THE APU ON MEL. MAINTENANCE TROUBLESHOT WITH NO LEAKS OR DEFECT NOTED. PERFORMED ECS DECONTAMINATION.
BOEING	7373H4	DECLARED EMERGENCY -- ON DESCENT APPROACHING FL 200 F/A REPORTS HAZY SMOKE ACRID "BURNING PLASTIC" SMELL. RECIRC FAN TURNED OFF AND QRH FOLLOWED. CABIN ALT RAISED, SMOKE BEGAN TO DISSIPATE, EMERGENCY DECLARED. CLOGGED HEPA FILTER. REMOVED AND REPLACED RECIRC & COALESCER BAGS.
BOEING	7373H4	DECLARED EMERGENCY - ON DESCENT APPROCHING FL 200 FLIGHT ATTENDANT REPORTS HAZY SMOKE ACRID "BURNING PLASTIC" SMELL. RECIRC FAN TURNED OFF. REMOVED AND REPLACED RECIRC FAN PER MM.
EMB	EMB145LR	CREW REPORTED SMOKE IN CABIN IN FLIGHT. MX R & R NR 2 AHRS FAN FOR OVERHEATING AND INOPERATIVE IAW AMM 34-21-03 WITH OPS CHECK SUCCESSFUL. ACFT APPROVED FOR RETURN TO SERVICE.
EMB	EMB145LR	CREW REPORTED THAT THERE WAS SMOKE IN THE CABIN AND COCKPIT DURING TAKEOFF. THE CREW ABORTED TAKEOFF AND RETURNED TO THE GATE WITHOUT INCIDENT. MAINTENANCE PERFORMED THE FAULT ISOLATION MANUAL TASK WITH NO DEFECTS NOTED. THE CREW THEN REPORTED A BURNING SMELL IN THE AIRCRAFT DURING PASSENGER BOARDING COMING FROM PACK NUMBER 1. THE PACK WAS DEFERRED. THE DEFERRAL WAS CLEARED ON 3/2/2012 WHEN MAINTENANCE REPLACED THE PACK NUMBER 1 AIR CYCLE MACHINE. OPERATIONAL CHECKS WERE GOOD WITH NO FURTHER DEFECTS NOTED.
CESSNA	560XL	STARTED APU AND TURNED ON BLEED AIR. BOTH CABIN AND COCKPIT AIR SUPPLY TEMPS WENT TO 250. COULDN'T GET THE TEMPS LOWERED EITHER MANUALLY OR AUTOMATICALLY. CABIN BEGAN TO FILL WITH SMOKE AND HAD A PLASTIC BURNING ODOR. R & R SEIZED ACM COOLING TURBINE AND INSTALLED O/H COOLING TURBINE IAW MM 21-51-00. OPS/ LEAK CHECKS GOOD.

AircraftMake	AircraftModel	2012 SDR smoke report examples
RAYTHN	400ARAYTHEON	AFTER LANDING, SMOKE WAS NOTICED FROM LT MLG. R & R BRAKE ASSY. OPS AND LEAK CHECKED GOOD. ALL WORK PERFORMED IAW MM 32-40-00.
CNDAIR	CL6002B19	HIGH ENERGY ABORT AT ABOUT 110 KIAS DUE TO BLUE SMOKE IN COCKPIT, SMELLED LIKE BURNT PLASTIC OR RUBBER, AT TIME OF THE SMOKE APU WAS ON AND 10TH STAGE BLEEDS ON APU. C/W WORKSCOPE FOR SMOKE/FUMES IN CABIN/FLIGHT DECK. REMOVED AND REPLACED LT & RT COALESCER SOCKS IAW AMM 21-51-14. NO SMOKE NOTED AT THIS TIME. A/C OK FOR RETURN TO SERVICE.
BOEING	767323	DFW - CREW REPORTED CABIN GRADUALLY FILLED WITH OIL FUMES AND SMOKE. AFT LAVATORY SMOKE DETECTORS ALSO BEGAN TO CHIME. EMERGENCY DECLARED FLIGHT RETURNED DFW LANDED WITHOUT INCIDENT. AIRCRAFT REMOVED FROM SERVICE. AIRCRAFT FERRIED TO AFW FOR REPAIRS. REPLACED PRIMARY AND SECONDARY HEAT EXCHANGERS AND AIR CYCLE MACHINE. SYSTEM GROUND CHECK NORMAL OPERATION.
CNDAIR	CL6002B19	ROUGH AFTER TAKEOFF, CABIN FILLED WITH SMOKE. ENOUGH SMOKE TO FILL UP TO COCKPIT. SMOKE TANLET MESSAGE ILLUMINATED. ACFT RETURNED TO DEPARTURE, EMERGENCY DECLARED. FOUND BOTH ENGINES OVERSERVICED WITH OIL DRAINED EXCESSIVE OIL FROM BOTH OIL TANKS. SERVICED BOTH ENGINES TO THE FULL MARK. R & R BOTH ACM COALESCER BAGS IAW AMM 21-15-13, OPS TESTED GOOD, RAN ENGINES AT T/O POWER IAW AMM 71-00-00, NO DEFECTS NOTED.
CNDAIR	CL6002C10	IN CRUISE, THE ACARS PRINTER JAMMED. WHEN THE PRINTER WAS OPENED TO CLEAR THE JAM, A PIN FELL OFF THE ROLLER AND FELL INTO THE BOTTOM OF THE PRINTER. ONCE THAT HAPPENED SMOKE STARTED COMING OUT. (FLT 5169) REPLACED THE ACARS PRINTER. P/N: 497126-2 S/N OFF: 44292079
SNIAS	AS350B2	IN CRUISE, T APPEARED TO BE MINOR HAZE AND WARM ODOR IN COCKPIT ASSOCIATED WITH CABIN HEATER. TURNED HEATER AND DEFROSTER KNOBS OFF AND DIVERTED. COCKPIT HAZE AND ODOR DISSIPATED. ACFT LANDED WITHOUT FURTHER INCIDENT OR EVIDENCE OF SMOKE OR FUMES. LOOKED FOR OBVIOUS EVIDENCE OF SMOKE. INVESTIGATION FOUND PERSONAL SURVIVAL KIT BLOCKING THE REAR PORTION OF THE SEAT HEATER VENT. THE BAG WAS REMOVED AND THE HEATER KNOBS REOPENED. NO FURTHER EVIDENCE OF SMOKE/FUMES PRESENT.
EMB	EMB145XR	DURING PREFLIGHT, CREW REPORTED SMOKE COMING FROM THE UPPER SIDEWALL BETWEEN SEATS 12A & 15A. MX INSPECTED THE ACFT AND FOUND A BURNED RECEPTICLE FOR THE OVERHEAD LIGHT AT SEAT 14A. MX R & R THE LIGHT BULB, RECONNECTED THE LIGHT ASSY, OPS TESTED WITH NO DEFECTS, AND THE ACFT WAS APPROVED FOR RETURN TO SERVICE.
AEROSP	ATR72212	THE CREW REPORTED THE GPU CABLE ASSY PRODUCED STRONG SMOKE ODOR THAT CAME INTO THE COCKPIT. THE ACFT WAS REMOVED FROM SERVICE. REPLACED GPU PLUG IAW JIC 24-46-11. THE OPS CHECKED GOOD. THE ACFT WAS RETURNED TO SERVICE.
CESSNA	560XL	SMOKE IN CABIN AFTER APU BLEED AIR TURNED ON. OPERATED APU AND BLEED AIR AND VERIFIED DISCREPANCY. NOTED AN OIL ODOR WHEN CABIN WAS FILLED WITH SMOKE. TURNED OFF APU. ACCESSED APU AND DISCONNECTED MAIN BLEED AIR LINE AND FOUND EVIDENCE OF OIL LEAKING INTERNALLY FROM APU. CLEANED WATER SEPARATOR, RAN ENGINES AGAIN. OPS CHECKS GOOD IAW MM 21-51-00. LEAK CHECKED GOOD. REMOVED APU AND INSTALLED "REPAIRED" APU. OP'S & LEAK CHECKED GOOD. WORK PERFORMED IAW MM 49-10-00.

AircraftMake	AircraftModel	2012 SDR smoke report examples
BOMBDR	DHC8402	CREW DID AN EMERGENCY EVACUATION DUE TO F/A REPORTING SMOKE COMING FROM THE COFFEE POT AREA AFTER HEARING POPPING NOISE. THE CREW DECLARED AN EMERGENCY AND EVACUATED 48 PASSENGERS. EVERYONE GOT OUT SAFELY UTILIZING THE MAIN CABIN DOOR ONLY. EMERGENCY EQUIPMENT WAS CALLED IMMEDIATELY AT THE SCENE. GROUND OPS PROVIDED A BUS TO TRANSPORT THE PASSENGERS BACK TO THE GATE. REMOVED AND REPLACED COFFEE POTS. P/N: 400-1794-02 S/N: 10-09-47579 (LT) AND 08-10-44586 (RT)
BOEING	76734AF	AIR TURNBACK, SMOKE IN COCKPIT ON ARRIVAL AFTER CREW DEBRIEFING, FOUND EADI BLANK WITH ASSOCIATED CIRCUIT BREAKER POPPED. PERFORMED WIRING CHECKED FROM EADI TO SYMBOL GENERATOR, & FROM EADI TO EFIS CONTROL PANEL AND FROM EADI TO EHSI, NOT ABNORMAL, NOTED REF WDM 34-22-14. R & R EADI IAW AMM 34-22-03-4, SATISFACTORY.
DOUG	MD88	THE FLIGHT CREW NOTICED A HOT ELECTRICAL SMELL IN THE COCKPIT AND THEN THE CABIN CREW REPORTED THE SAME IN THE CABIN. THE QRH WAS COMPLIED WITH, INCLUDING SECURING THE GALLEY POWER AND THE CABIN LIGHTING, AND THE FUMES SOON DISSIPATED. FLIGHT CREW STATED THAT THERE WERE NOT ANY ABNORMAL INDICATIONS IN THE COCKPIT AND BOTH AREAS SAID NO VISIBLE SMOKE WAS EVER PRESENT. LANDING WAS UNEVENTFUL AND MAINTENANCE THERE COMPLETED BOTH OPN 5088 & 5089. NO PROBLEMS WERE IDENTIFIED AND THE AIRCRAFT RETURNED TO SERVICE.
EMB	EMB145LR	ON FLIGHT 4146 THE FIRST OFFICER AND THE FLIGHT ATTENDANT REPORTED SMOKE FUMES IN COCKPIT. THE DURATION OF THE ODOR LASTED 30 SECONDS. REPORTED IT SMELLED LIKE RUBBER & ELECTRICAL FUMES. THE AIRCRAFT WAS REMOVED FROM SERVICE. PERFORMED TROUBLESHOOTING IAW EMB 145 FIM TASK 21-20-00-810-801-A, BLOCK 1 TO 26, THROUGH BLOCK 33. NO FAULTS FOUND. ODOR WAS ONLY IN THE COCKPIT. AIR CONDITIONING SYSTEM WAS NOT OPERATING AT TIME OF ODOR. THERE WAS NO FURTHER ODOR OR INDICATIONS OF SMOKE DURING TROUBLESHOOTING. NO FAULTS FOUND AT THIS TIME. THE AIRCRAFT WAS RETURNED TO SERVICE.
CESSNA	750	DURING DESCENT, THE FLIGHT CREW REPORTED "BAGGAGE SMOKE" CAS MESSAGE ILLUMINATED. NO SMOKE WAS NOTED AND THE ACFT LANDED SAFELY. MX PERSONNEL CLEANED AND RESEATED THE BAGGAGE SMOKE DETECTOR ELECTRICAL CONNECTOR AND TESTED THE SYSTEM. SYSTEM TEST WAS SATISFACTORY.
DOUG	MD88	THE FLIGHT RETURNED TO BWI WITH AN UNEVENTFUL LANDING AFTER THE FLIGHT ATTENDANT REPORTED SMOKE IN THE CABIN ON CLIMBOUT. MAINTENANCE FOUND THAT THE APU WAS LEAKING OIL INTO THE INLET. PERFORMED DUCT BURNOUT OPN 5089 AND REPLACED BOTH COALESCER BAGS. LEAK CHECKS GOOD.
EMB	EMB145LR	CREW REPORTED THAT DURING FLIGHT RECEIVED A "TAT 2 HEAT INOP" MESSAGE. SHORTLY AFTER RECEIVING THE MESSAGE THE CREW REPORTED THAT THE COCKPIT AND PART OF THE CABIN FILLED WITH SMOKE AND THAT THE SMOKE SMELLED ELECTRICAL. THE CREW DIVERTED AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE TOTAL AIRCRAFT TEMPERATURE NUMBER RELAY (K0494) AND ITS SOCKET TO BE BURNT. MAINTENANCE PULLED AND COLLARED THE TOTAL AIRCRAFT TEMPERATURE NUMBER 2 SENSOR CIRCUIT BREAKER AND DEFERRED THE SYSTEM. THE DEFERRAL WAS CLEARED ON 3/14/2012 BY REPLACING THE RELAY AND ITS SOCKET. OPERATIONAL CHECKS WERE GOOD WITH NO FURTHER DEFECTS NOTED.
CNDAIR	CL6002C10	DURING TAKEOFF ROLL SMOKE WAS OBSERVED COMING INTO THE FLIGHT DECK AND CABIN THROUGH AIR CONDITIONING DUCT. (FLT 5387) REPLACED THE LEFT PACK AIR CYCLE MACHINE. PN: GG670-95009-3 SN OFF: 01089
CNDAIR	CL6002D24	BURNING RUBBER ODOR IN CABIN AND SMOKE FROM RT ENGINE. R & R C SUMP O-RINGS AND CLEANED COKING FROM AREA LEAK CK GOOD AND NO FURTHER SMOKE PRESENT.

AircraftMake	AircraftModel	2012 SDR smoke report examples
DOUG	MD83	FLIGHT CREW REPORTED CABIN FILLS UP WITH SMOKE WITH THE RIGHT PACK ON. SMOKE DUE TO APU OIL INJECTION. REPLACED BOTH COALESCER BAGS PER TASK CARD R0592101 AND REPLACED LEFT THRUST REVERSER ACCUMULATOR LOW PRESSURE SWITCH PIPE ASSY. OPERATED BOTH PACKS AT WARM SETTINGS. NO SMOKE OR SMELL NOTED. AIRCRAFT RETURNED TO SERVICE.
EMB	EMB145LR	SMOKE WAS REPORTED COMING OUT OF THE CEILING LIGHT ABOVE SEAT 1A. MX INSPECTED AND ISOLATED THE LIGHT HARNESS FOR THE LIGHT ABOVE SEAT 1A TO BE FAULTY. MX REMOVED THE LIGHT ASSY AND HARNESS AND DEFERRED IAW NEF CB-02 CAT "D". ACFT WAS APPROVED FOR RETURN TO SERVICE.
BELL	407	WATER LEAK IN FLIGHT. POST SHUTDOWN, SMOKE IN COCKPIT.
CNDAIR	CL6002B19	RECEIVED AN APU GENERATOR OFF CAUTION. CABIN AND COCKPIT FILLED WITH SMOKE. (FLT 6326) REPLACED APU GENERATOR IAW CRJ 200 AMM. PN: 720845E SN: OFF 4764
CESSNA	525B	ON DESCENDING FROM FL 360 FT, A SMALL VIBRATION WAS FELT. ALL INDICATIONS NORMAL AND PILOT REPORTED THE VIBRATION WAS COMING FROM THE LT ENGINE. AT FL100 FT A MORE STEADY VIBRATION FELT. ALL ENGINE PARAMETERS REMAINED GREEN (NORMAL). NOTICED RT OIL PRESSURE LOWER THAN LT. RT OIL PRESSURE WAS 58 PSI & LT 78 PSI. ABOUT 20 MILES OUT, CABIN FILLED WITH SMOKE. OXYGEN MASKS WERE PUT ON BY PILOTS & AN EMERGENCY WAS DECLARED. LANDED UNEVENTFULLY. ALL ENGINE PARAMETERS REMAINED IN GREEN THROUGHOUT FLIGHT. SHUTDOWN ENGINES AFTER TAXI. POST-FLIGHT INSPECTION FOUND THE NO OIL IN SIGHT GLASS OF RT ENGINE. INSPECTION OF CHIP DETECTORS FOUND ALL 3 CHIP DETECTORS CONTAMINATED WITH METAL. ENGINE REMOVED. FOUND WEAR OF THE NR 2 BEARING THE ROOT CAUSE OF ANOMALY.
BOEING	737824	IN CRUISE LEAD F/A CALLED AND STATED THAT THERE WAS A STRONG SMELL IN AFT GALLEY THAT SMELLED LIKE ELEC WIRING OR PLASTIC BURNING. TURNED OFF OVEN AND COFFEEMAKER. RAN QRH. NO SMOKE ONLY SMELL. SMOKE DID NOT DISSIPATE. DECLARED EMERGENCY AND DIVERT TO ATL. INSPECTED AFT GALLEY IAW 05-51-26-800-801-C1, FOUND NR 1 OVEN BAD. REF LOG 8961218 AND 8961219. OK TO CONTINUE.
DOUG	DC983	ATL - FLIGHT ATTENDANTS REPORTED ELECTRICAL BURNING SMELL AND SMOKE IN AFT CABIN. EMERGENCY DECLARED FLIGHT RETURNED ATL LANDED WITHOUT INCIDENT. REPLACED BALLAST AT SEAT 26AB THAT WAS BAD. SYSTEM GROUND CHECK NORMAL OPERATION.
BOEING	7373H4	AIR TURNBACK - AFT GALLEY, SMOKEY HAZE IN CABIN AND ODOR OF ELECTRICAL BURNING. AFTER QRH COMPLETED DOWN TO RIGHT PACK OFF, SMOKE DISSIPATED. LEFT PACK WAS NOT TURNED OFF. REMOVED AND REPLACED RIGHT ACM & CABIN HEPA FILTER PER MM. AND RIGHT WATER SEPARATOR SOCK PER M/M.
AIRBUS	A320232	FLT 482 LAX-BOS, CREW REPORTED COFFEE POT NR 2 IN G5 MAY BE CAUSING SMOKE. CREW SECURED IT OFF. REMOVED AND REPLACED AFT GALLEY COFFEE POT (507) IAW AMM 25-35-01. OPS CHECK GOOD.
BOEING	76734AF	CAPTAIN'S ADI WENT BLANK SELECTED ALTERNATE EFI NO CHANGE. AT 6,000', DISPLAY CAME BACK ON. STARTED ARCING, SLIGHT SMOKE ODOR UNTIL BREAKER TRIPPED. DID NOT RESET BREAKER. ADI BLANKED ON ROTATION EADI REMOVED AND VISUAL CHECK BACK SIDE WIRING. NOTHING ABNORMAL NOTED AND NO SMOKE ODOR. SUB REPLACED EADI IAW MM 34-22-03-4.
SNIAS	AS350B2	CREW SMELLED SMOKE IN THE CABIN FOLLOWED BY A CYCLING "GRUMBLING" NOISE WHILE AT CRUISE FLIGHT. MADE A PRECAUTIONARY LANDING WITHOUT INCIDENT. MX INSPECTED AND FOUND THAT THE AFT EVAPORATOR BLOWER MOTOR FOR THE AIR CONDITIONING SYSTEM TO BE THE CAUSE OF THE PROBLEM. ACFT RETURNED TO SERVICE.

AircraftMake	AircraftModel	2012 SDR smoke report examples
CESSNA	750	WHILE IN FLIGHT, A FAINT POP WAS HEARD, FOLLOWED BY A SLIGHT SMOKE ODOR. CABIN WAS INSPECTED AND NO SOURCE FOUND. UPON ARRIVAL AT RAMP AFTER ENGINE SHUTDOWN, CABIN RAPIDLY FILLED WITH SMOKE. APU RUNNING, BOTH PAC'S ON. ACFT SHUTDOWN AND SMOKE CLEARED. R & R CABIN (FWD) A/C PACK DUE TO FAILURE TO ROTATE UNDER LOAD. OIL SERVICED TO SPECS. OPS CHECKED SATISFACTORY. MX PERFORMED IAW MM 21-51-00. COALESCER SOCK CLEANED DUE TO OILY ODOR.
DOUG	DC982	DFW - CREW REPORTED DARK SMOKE IN AFT OF CABIN. FLIGHT RETURNED DFW LANDED WITHOUT INCIDENT. AIRCRAFT REMOVED FROM SERVICE. FOUND AUXILIARY POWER UNIT LEAKING OIL. REPLACED APU. SYSTEM GROUND CHECK NORMAL OPERATION.
EMB	EMB145LR	DURING CLIMB THE AIRCRAFT HAD SMOKE IN CABIN. AIRCRAFT MADE AN EMERGENCY LANDING AT IAD. DURING THE INCIDENT THE FLIGHT ATTENDANT USED PBE'S. MAINTENANCE INSPECTED AND REMOVED AND REPLACED NR 2 PACK AIR CYCLE MACHINE AND SYSTEM OPS CHECKED GOOD.
DOUG	DC982	DFW - CREW REPORTED AFTER TAKEOFF, AFT CABIN FILLED WITH SMOKE AND OILY FUMES. EMERGENCY DECLARED FLIGHT RETURNED DFW LANDED WITHOUT INCIDENT. AIRCRAFT REMOVED FROM SERVICE. REPLACED RECIRCULATION FAN. SYSTEM GROUND CHECK NORMAL OPERATION.
PIAGIO	P180	AFTER ROTATION, NOTICED SMOKE IN COCKPIT. PASSENGERS ALSO REPORTED SMOKE IN CABIN. QRH WAS QUERIED AND PERFORMED. OXYGEN MASKS WERE DEPLOYED FOR PASSENGERS, AND CREW DONNED MASKS. COOLING FAN SWITCH WAS MOVED TO OFF. EMERGENCY DECLARED AND A RETURN WAS MADE. UNEVENTFUL LANDING AND TAXI. FOUND INLET COMPRESSOR LEAKING
SAAB	340B	DURING TAKEOFF ROLL, THE AIRCRAFT HAD A LAVATORY SMOKE LIGHT ILLUMINATE. THE CREW ABORTED TAKEOFF AND RETURNED TO GATE. LAVATORY SMOKE DETECT DEACTIVATED. OPEN
BOEING	76734AF	SMOKE IN COCKPIT FROM RT PEDESTAL. ENGINE BOTTLE 2 DISCHARGED, RT ENGINE OVERHEAT CARGO FIRE, APU BOTTLE DISCHARGED, EQUIPMENT COOLING, LIGHT ON. CARGO FIRE LIGHT & BELL ON. POSSIBLE FLAP OVERSPEED, HIGH BRAKE TEMPERATURE, CARGO ALT AUTO 1 STATUS MESSAGE FOUND "MAIN" ANNUNCIATOR LT SHORT CIRCUIT ON APU/CARGO FIRE CONTROL PANEL. RT REMOVED APU/CARGO CONTROL PANEL IAW AMM 26-23-02-2
AIRBUS	A300F4622R	CARGO LOOP FAULT LT "A" ILLUMINATED IN FLT FOR AFT & BULK CARGO AREA. MASTER WARNING LT & CHIME SOUNDED WITH A CORRESPONDING AFT & BULK SMOKE WARNING ILLUMINATED. EMERGENCY DECLARED, DIVERTED TO IND. CARGO SMOKE DET CONTROL UNIT 18WH R & R WRT 26-16-12-04 SYS OPS NML R & R LOWER CARGO COMP FIRE EXT BOTTLES 1 AND 2 WRT 26-23-11-04
DOUG	MD11F	FIFTY TWO MINUTES INTO FLIGHT "MAIN CABIN SMOKE ALERT, LVL 3" ALERT AURAL WARNING ANNUNCIATED FOR 2-3 SECONDS. DONNED O2 MASKS BUT ALERT SILENCES IMMEDIATELY LAND NO SMOKE DETECTORS APPEARED ON AIR SYNOPTIC. PERFORMED OPS TEST ON SMOKE DETECTOR SYS IAW MM 26-14-01-5. NO DEFECTS NOTED
AIRBUS	A300F4622R	DURING CRUISE FL330 AFT BULK CARGO FIRE WARN ILLUMINATED. FIRE BELL WARNING DISAPPEARED, WARNING CAME BACK 2 MORE TIMES. DECLARED EMERGENCY AND DIVERTED TO PIT. R & R CARGO ELECTRONIC SMOKE DETECTION CONTROL UNIT IAW MM 26-16-12-04