

## Selected Smoke, Fire and Fumes Events in the United States, March–April 2011

Event Date	Flight Phase	Airport	Classification	Sub-classification	Aircraft	Operator
March 9	—	Raleigh-Durham, North Carolina (RDU)	Smoke indication on EICAS	Unscheduled landing	Embraer 190	JetBlue Airways
The crew declared an emergency and diverted to RDU because of an in-flight entertainment (IFE) equipment smoke indication on the engine indicating and crew alerting system (EICAS). Technicians inspected the aft cargo compartment, deactivated the IFE vent shutoff valve and found burned pins.						
March 7	Cruise	Newark, New Jersey (EWR)	Smoke in cockpit	Unscheduled landing	Boeing 757	Continental Airlines
During departure, the flight crew heard a thump or bang that they thought came from below the first officer's floor. Shortly after, they detected a very strong electrical burning-type odor. During descent for a return to EWR, the odor dissipated for a while but returned during the approach.						
March 13	Cruise	—	Fumes in cabin	Unscheduled landing	Boeing 737	Southwest Airlines
Electrical fumes were detected in the cabin. Following a diversion, maintenance technicians removed and replaced the recirculation fan.						
March 19	Climb	Grand Rapids, Michigan (GRR)	Smoke in cockpit	Unscheduled landing	Bombardier CL-600	Comair
During climbout from GRR, smoke emerged from the first officer's side wall. An emergency was declared, and the aircraft was returned to GRR for a safe landing. Maintenance found the first officer's side wall floodlight had burned.						
March 21	Taxi/ground handling	—	Smoke in cockpit	Return to gate	Embraer 145LR	American Eagle Airlines
The flight crew reported that after the no. 1 engine was started with the auxiliary power unit on and both packs selected, a smoke odor was detected in the cockpit. The crew also noticed a smoke haze. The crew immediately turned off all bleeds, packs and recirculation fans. The smoke/haze cleared out by the time the crew returned the aircraft to the gate without incident. Technicians replaced the air cycle equipment.						
March 28	Cruise	—	Smoke in cockpit	Unscheduled landing	Boeing 737	Southwest Airlines
Smoke and fumes from the R1 window entered the cockpit during cruise at Flight Level 360 (about 36,000 ft). The crew declared an emergency and conducted a diversion. Technicians removed debris from the top right window heat terminal.						
March 30	Climb	Jacksonville, Florida (JAX)	Smoke/odor in aft cabin	Unscheduled landing	McDonnell Douglas MD-82	American Airlines
Flight attendants reported an odor in the aft cabin. The crew declared an emergency and diverted to JAX. The aircraft was landed without incident. Technicians found coalescer bags extremely dirty.						
April 1	Cruise	—	Smoke in cabin	Unscheduled landing	Boeing 737	Southwest Airlines
At the cruise altitude of Flight Level 360, flight attendants reported that the cabin was full of smoke and there was a burning odor in the cabin. The flight crew declared an emergency and diverted. The smoke stopped when electrical power was removed after landing. Technicians removed and replaced the gasper fan.						
April 3	Climb	Dallas/Fort Worth, Texas (DFW)	Smoke and odor in the aft cabin	Unscheduled landing	McDonnell Douglas MD-82	American Airlines
Flight attendants reported odor and visible smoke in the aft cabin. The pilots declared an emergency and returned to DFW, landing without incident. Technicians replaced the left and right pressure regulator valves and accomplished a high pressure pack burn.						
April 6	Climb	Fort Lauderdale, Florida (FLL)	Smoke and odor in the cockpit	—	Boeing 737	Southwest Airlines
Passing Flight Level 180 on climbout from FLL, the flight crew detected an unusual odor in the cockpit. Technicians later removed and replaced the recirculation fan.						
April 19	Climb	Chicago O'Hare (ORD)	Smoke/fumes in cabin	Unscheduled landing	Boeing 737	American Airlines
The cabin crew reported strong fumes in the cabin. The pilots declared an emergency and returned to ORD. Technicians accomplished a pack burn and replaced the recirculation fan filters.						
April 20	Cruise	Philadelphia (PHL)	Odor in rear of aircraft	Normal landing	Boeing 737	US Airways
A flight attendant reported an odor similar to an electrical appliance overheating. No smoke was visible and the source could not be identified. The odor seemed to originate in the rear of the aircraft and move forward. The flight was landed without further incident. Maintenance technicians found a possible source, odor coming from a hydraulic electric pump relay stuck in pressurized mode. The relay and HEPA filters were replaced.						
April 24	Climb	Springfield, Missouri (SGF)	Odor of electrical smoke and fire	Unscheduled landing	Embraer 135	American Eagle Airlines
During the climb at Flight Level 200, the crew noticed a strong odor of electrical smoke or fire in the cockpit and cabin. The autopilot failed when engaged during a turn and descent. The crew followed procedures and the captain declared an emergency, electing to return to SGF. While the flight was returning to SGF, the flight attendant identified the odor as coming from above her jumpseat. The aircraft landed without incident. Technicians inspected the left-hand power distribution and found the captain's window leaking water onto relays. They re-secured the captain's window duct drain tube, dried the relays and relay rack, and found no defects.						
April 25	Climb	Dallas/Fort Worth, Texas	Smoke/odor in cabin	Unscheduled landing	McDonnell Douglas MD-82	American Airlines
Flight attendants reported smoke and odor in the cabin after takeoff. An emergency was declared and the flight returned to DFW, landing without incident. Technicians found a component missing from the left water separators. They replaced the right and left separators.						

Source: Safety Operating Systems and Inflight Warning Systems.