

## Selected Smoke, Fire and Fumes Events in the United States, June–July 2011

Date	Flight Phase	Airport	Classification	Subclassification	Aircraft	Operator
6/1/2011	Climb	Milwaukee (MKE)	Smoke	Unscheduled landing	Embraer ERJ-190	Not stated
The flight crew reported a strong odor in the cabin after takeoff, declared an emergency and returned to MKE. The aircraft was landed without incident. Maintenance troubleshot, performing high-power engine runs. They were unable to duplicate any odors. All functions were normal in an operational check.						
6/3/2011	Climb	Not stated	Smoke	Continued for landing	McDonnell Douglas MD-88	Delta Air Lines
The flight crew noticed that the left air conditioning pack indicator read 45 pounds per square inch (psi); the acceptable maximum was 28 psi. The crew turned off the air conditioning pack. The indicator then read 20 psi. The crew also noticed a faint, hot burning oil smell on climbout. Maintenance replaced the left air conditioning supply pressure transmitter. They were unable to duplicate the smell. The crew said that there was no smell during cruise or approach.						
6/4/2011	Climb	Not stated	Smoke/Fumes	Unscheduled landing	McDonnell Douglas MD-80	Delta Air Lines
A flight attendant reported a burning odor after takeoff. The right air conditioning pack was immediately secured and the smell dissipated. The flight crew found the right pack temperature valve at “full hot” and repositioned it to the midrange. They reactivated the right pack and the odor returned. They secured the high-pressure bleed valve and the pack then operated normally. The auxiliary power unit (APU) inlets and the APU were found oil-soaked, but the leakage source was not identified. Maintenance ran the engines and APU in all configurations and did not produce any further odors. They performed a duct burnout according to the aircraft maintenance manual.						
6/5/2011	Climb	Harrisburg, Pennsylvania (MDT)	Smoke in cockpit	Emergency Diversion	Embraer ERJ-170	Not stated
The flight crew reported smoke in the cockpit during the climb. The crew declared an emergency, diverted to MDT and landed without incident. Maintenance troubleshot and found the first officer's lighting control panel at fault. Maintenance removed and replaced the lighting control panel.						
6/12/2011	Ground operations	Not stated	Smoke, fluid loss	Returned to gate	ATR 72	Executive Aircraft Charter
The crew reported that the no. 3 brake assembly was leaking fluid, as well as smoking due to foreign object debris hitting the brake line. The aircraft was removed from service. Maintenance replaced the no. 3 main brake assembly.						
6/16/2011	Cruise	Atlanta (ATL)	Smoke in cockpit and cabin	Continued with flight	Boeing 717	AirTran Airways
In level flight at 28,000 ft, flight attendants reported a burning odor in the vent. The first officer detected it as well. At the gate in ATL, the electric smell was very evident after the cockpit door was opened. Maintenance removed and replaced both coalescer bags.						
6/19/2011	Taxi/ground operations	Dallas/Fort Worth (DFW)	Smoke, warning indication	Returned to gate	McDonnell Douglas MD-82	American Airlines
During taxi at DFW, the lavatory smoke alarm began to chime and there was a strong electrical odor in the vicinity of the aft left lavatory. No circuit breakers tripped and the odor disappeared. Maintenance replaced a malfunctioning overhead ballast and the aft left lavatory smoke detector.						
6/22/2011	Cruise	Not stated	Odor in cabin	Emergency landing	Boeing 737	Southwest Airlines
A strong odor was reported in mid-cabin during cruise flight. An emergency was declared and the flight was diverted. The recirculation and gasper fans were turned off. Maintenance removed and replaced the gasper fan.						
6/24/2011	Cruise	Los Angeles (LAX)	Smoke, warning indication	Unscheduled landing	Boeing 767	American Airlines
The crew reported a strong burning odor in the cockpit, accompanied by a status message: “FORWARD EQUIPMENT EXHAUST FAN.” The equipment cooling switch was moved to standby and the odor seemed to dissipate. The utility buses were turned off as a precaution. The forward exhaust equipment cooling fan circuit breaker tripped. Maintenance replaced the forward rack exhaust fan.						
6/25/2011	Cruise	Not stated	Fumes in cabin and cockpit	Unscheduled landing	Boeing 767	American Airlines
The flight crew reported a strong odor of burning rubber in the cabin and cockpit. An emergency was declared and the flight was diverted. Landing was without incident. Maintenance replaced the seal and tightened a nut on the hot air supply tube.						
7/4/2011	Landing	Not stated	Smoke in cockpit	Continued landing	Boeing 737	US Airways
The crew reported smoke at the connector on first officer's sliding window during the landing roll. They turned off the window heating and the smoke stopped. Maintenance found a broken wire leading to the connector and re-pinned the connector.						
7/5/2011	Approach	Manchester, New Hampshire (MHT)	Odor/fumes in cabin	Continued flight	Embraer ERJ-190	US Airways
While en route to MHT, flight attendants and passengers reported an odor from the air conditioning packs that caused them to cough, beginning during the approach approximately 15 nm (28 km) from touchdown. The odor persisted until engine shutdown. Maintenance operated the engine bleed system with the packs operating and verified that the right pack bypass trim valve was bypassing hot air. They removed and replaced the pack bypass trim and the fault was corrected.						
7/13/2011	Cruise	Not stated	Electrical odor/fumes in cabin	Continued flight	Boeing 777	American Airlines
The flight crew reported that a recirculation fan status message was displayed. An electrical smell was reported in the cabin simultaneously. The flight was landed without incident. Maintenance deferred work on the upper aft recirculation fan according to the minimum equipment list. The fan was later replaced.						

Source: Safety Operating Systems and Inflight Warning Systems