

Selected Smoke, Fire and Fumes Events in the United States and Canada, September–October 2010

Date	Flight phase	Airport	Classification	Sub-classification	Aircraft	Operator
Sept. 4	Descent	John F. Kennedy (JFK)	Smoke in cockpit and cabin	Landing at destination	Embraer ERJ-190	JetBlue Airways
<p>At approximately 10,000 ft, the flight crew received an emergency call from the cabin. They declared an emergency during the descent. With smoke in the cockpit and cabin, the flight crew performed memory items for smoke and started the “Smoke” checklist with the bleeds off.</p> <p>The smoke dissipated. The airplane was landed with no problems.</p>						
Sept. 6	Cruise	—	Smoke in cockpit and cabin	Landing at destination	Boeing 737	Southwest Airlines
<p>At cruise altitude with the recirculation fan on, the crew detected an odor of burned rubber. The recirculation fan was turned off and the odor dissipated.</p>						
Sept. 16	Cruise	Halifax (YHZ)	Electrical odor in cockpit	Diversion to YHZ	Boeing 767	American Airlines
<p>The crew reported an electrical odor in the cockpit and a forward-equipment cooling status message. An emergency was declared and the flight diverted to YHZ, where it was landed without incident.</p>						
Sept. 24	Takeoff	Philadelphia (PHL)	Odor in cockpit	—	Boeing 757	—
<p>During takeoff and initial climb, a “rotten” odor became apparent in the cockpit. The crew turned off the left bleed and the left pack. The odor dissipated. At 5,000 ft, they were turned back on and the odor returned. The crew turned them off again. They tried again at 20,000 ft and there was no odor. The left bleed and pack were left on. No odor was noted for the remainder of the flight.</p>						
Sept. 25	Takeoff	Las Vegas (LAS)	Smoke in cockpit	—	Airbus A319	—
<p>On takeoff, the crew noticed an acrid burning odor with a light haze of smoke. After lift-off, a low grinding noise was also noticed until after flap retraction; the noise returned for a short time on descent. Maintenance removed and replaced the no. 1 air cycle machine.</p>						
Sept. 28	Climb	—	Lavatory smoke	Continue to destination	McDonnell Douglas MD-88	Delta Air Lines
<p>During climb-out, both of the aft lavatories’ smoke detector alarms sounded and there was a light haze and odor in the aft cabin. The haze cleared and the alarms stopped when climbing through 12,000 ft and the flight continued to its destination. Upon arrival, technicians found the auxiliary power unit leaking oil and replaced the unit.</p>						
Oct. 14	Climb	Philadelphia (PHL)	Foul odor in cabin	Return for landing	Boeing 737	—
<p>Just prior to rotation on takeoff, the aircraft was struck by multiple small birds. A foul smell was noted in the cabin. The crew declared an emergency and returned to PHL. During the emergency, all engine parameters were normal. The flight was landed without further incident.</p>						
Oct. 14	Climb	Milwaukee (MKE)	Odor in cabin	Return for landing	Embraer ERJ-170	—
<p>The crew reported an odor in the cabin after takeoff, and returned to MKE, where emergency equipment was dispatched. Maintenance was dispatched to the aircraft and reported that the no. 2 pack system was the cause.</p>						
Oct. 15	—	Charlotte (CLT)	Odor in cabin	—	Boeing 737	—
<p>A pilot reported that the cabin air had a stale odor. Maintenance replaced the cabin air recirculation filter.</p>						
Oct. 19	Climb	Miami (MIA)	Odor in cabin	Declared emergency	Boeing 757	American Airlines
<p>A flight attendant reported a burning plastic, oil or rubber odor in first class about 15 minutes into the flight. No fire or smoke indication was observed in the cockpit, but a flight attendant also reported warm spots on the floor at rows 1 and 2. The flight crew declared an emergency and returned to MIA without incident. Maintenance replaced the right recirculation fan and both equipment-cooling fans.</p>						
Oct. 21	—	—	Smoke/haze in cabin	—	Boeing 777	Continental Airlines
<p>Flight attendants reported smoke and haze with acrid smell in the “B” zone. A bulk cargo vent fan status message appeared at the same time, then went away (“cargo vent fan bulk”). The bulk cargo fan was removed and replaced.</p>						
Oct. 24	Cruise	Stephenville, Canada (YJT)	Electrical odor in cabin	Diversion to YJT	Boeing 757	—
<p>While en route, the flight experienced an electrical problem with seat 3C. The crew disconnected the electrical wires, but the seat remained hot. The crew elected to divert to YJT for maintenance inspection. The seat continued to exhibit an overheat condition, so it was decided to continue the flight with a different aircraft.</p>						
Oct. 26	—	—	Electrical fumes in cabin	Declared emergency	Boeing 737	Southwest Airlines
<p>Electrical fumes were detected in the forward and aft galley areas. The odor stopped with the recirculation fan turned off.</p>						
Oct. 30	Climb	—	Haze and fumes in cabin	Declared emergency	McDonnell Douglas MD-80	American Airlines
<p>A flight attendant reported light haze and fumes in the aft cabin. The crew declared an emergency and landed without incident.</p>						

Source: Safety Operating Systems and Inflight Warning Systems