

Selected Smoke, Fire and Fumes Events in the United States and Canada, January–March 2009

Event Date	Phase of Flight	Event Airport	Event Classification	Event Sub-Classification	Aircraft Model	Operator Name
Jan. 7, 2009	Climb	New York (LGA)	Return to airport, unscheduled landing	Smoke in cockpit	DC-9	American Airlines
At 15,000 ft, the captain's primary display went blank and smoke started entering the cockpit. The primary flight display was turned off but electrical smoke and fumes continued.						
Jan. 14, 2009	Climb	Portland, Oregon, U.S. (PDX)	Return to airport, unscheduled landing	Smoke in cockpit, smoke in cabin	DC-9	American Airlines
The crew reported smoke in the cabin and cockpit from an unknown source. Smoke began to dissipate, but smell and visible smoke were still present after landing.						
Jan. 14, 2009	Cruise	Moosonee, Ontario, Canada (YMO)	Diversion, emergency landing	Smoke in cabin	Beech 100	Corporate
Upon reaching cruise altitude, the crew noticed smoke in the cabin. The crew attempted to return to the departure airport but flaps would not extend on approach. The flight was diverted to YMO. The flap control circuit breaker tripped and the smoke in the cabin dissipated. The aircraft was landed safely with flaps up.						
Jan. 25, 2009	Climb	Fort Lauderdale, Florida, U.S. (FLL)	Return to airport, unscheduled landing	Smoke in cabin	EMB-190	JetBlue Airways
Climbing through 2,500 ft, the crew reported heavy fumes in the cabin. The airplane was returned to the airport of departure.						
Jan. 27, 2009	Cruise	Atlanta (ATL)	Diversion, emergency landing	Smoke in cockpit, Smoke in cabin	CL-600	Corporate
The crew reported a burning smell in the cockpit and cabin. A diversion to ATL followed, and an emergency landing was made without incident.						
Feb. 3, 2009	Climb	Orlando, Florida, U.S. (MCO)	Return to airport, unscheduled landing	Smoke in cockpit, smoke in cabin	EMB-190	JetBlue Airways
Fumes were detected in the cockpit and cabin, along with an acrid smell. Quick reference handbook procedures were accomplished.						
Feb. 7, 2009	Cruise	Denver (DEN)	Emergency landing	Smoke in cockpit	Boeing 727	Federal Express Corporation
At Flight Level 390, the crew smelled fumes in the cockpit. An emergency was declared, and the aircraft was landed.						
Feb. 13, 2009	Climb	Unknown	Return to airport, unscheduled landing	Smoke odor	EMB-190	Allegheny Airlines
On climbout through 8,000 ft, the autothrottle disconnected with "AT FAIL," "AOA LIMIT FAIL" and "TAT 1 FAIL" EICAS messages. Within minutes an electrical odor became evident in cockpit. An emergency was declared and the flight was returned to the departure airport.						
Feb. 15, 2009	Climb	Houston (IAH)	Return to airport	Smoke in cockpit, Smoke in cabin	EMB-145XR	Continental Express
The crew reported smoke in the cockpit and cabin after takeoff. The aircraft was returned to the departure airport and landed without incident.						
Feb. 28, 2009	Landing	Pittsburgh (PIT)	Emergency landing	Smoke in cabin	A319	Allegheny Airlines
Prior to landing, cabin lights were flickering, then powdery smoke was reported in cabin. An emergency was declared, and aircraft rescue and fire fighting responded.						
March 9, 2005	Descent	Unknown	Emergency landing	Smoke in cockpit	EMB-170	Corporate
On descent at about 10,000 ft, the crew noticed a smoke smell and debris coming out of the vents. The smell went away but came back more strongly at 4,000 ft. Debris from the vents sounded like insulation; the fan sounded like it was working very hard. The captain declared an emergency and landed without incident.						
March 22, 2005	Climb	Pittsburgh (PIT)	Return to airport, unscheduled landing	Smoke in cockpit, Smoke in cabin	EMB-145XR	Continental Express
The crew reported a "LAV SMOKE" warning after passing through 3,000 ft. An electrical burning smell was perceived in the cockpit and cabin. The aircraft was returned to the departure airport.						
March 23, 2005	Cruise	Unknown	Diversion, emergency landing	Smoke in cockpit	Boeing 737	Southwest Airlines
During cruise, a large volume of smoke appeared from the sliding window in the cockpit. An emergency was declared, followed by a diversion.						
March 27, 2005	Cruise	Spokane, Washington, U.S. (GEG)	Diversion, unscheduled landing	Smoke in cockpit	MD-10	Federal Express
Twenty minutes after takeoff, smoke and fumes were detected in the cockpit. They appeared to be electrical in origin. The quick reference handbook procedure for smoke/fumes was completed. The flight was diverted to GEG.						

Source: FAA, SDR (Service Difficulty Report) data compiled by Safety Operating Systems