

## ASRS Database Report Set

# Cabin Smoke, Fire, Fumes, or Odor Incidents

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Report Set Description.....A sampling of air carrier reports concerning cabin smoke, fire, fumes or odor related events.

Update Number .....15

Date of Update .....March 30, 2022

Number of Records in Report Set.....50

Records within this Report Set have been screened to assure their relevance to the topic.



TH: 262-7

**MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data**

**SUBJECT: Data Derived from ASRS Reports**

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded when evaluating these data of the following points.

ASRS reports are submitted voluntarily. Such incidents are independently submitted and are not corroborated by NASA, the FAA or NTSB. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Information contained in reports submitted to ASRS may be clarified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the perspective of the specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified and the identity of the individual who submitted the report is permanently eliminated. All ASRS report processing systems are designed to protect identifying information submitted by reporters; including names, company affiliations, and specific times of incident occurrence. After a report has been de-identified, any verification of information submitted to ASRS would be limited.

The National Aeronautics and Space Administration and its ASRS current contractor, Booz Allen Hamilton, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

A handwritten signature in blue ink, appearing to read "B. Hooey".

Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

## CAVEAT REGARDING USE OF ASRS DATA

Certain caveats apply to the use of ASRS data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, mechanics, flight attendants, dispatchers or other participants in the aviation system are equally aware of the ASRS or may be equally willing to report. Thus, the data can reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS information. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more aware of the ASRS program and more inclined to report should an NMAC occur. Any type of subjective, voluntary reporting will have these limitations related to quantitative statistical analysis.

One thing that can be known from ASRS data is that the number of reports received concerning specific event types represents the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 2010 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 2010. With these statistical limitations in mind, we believe that the **real power** of ASRS data is the **qualitative information** contained in **report narratives**. The pilots, controllers, and others who report tell us about aviation safety incidents and situations in detail – explaining what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

# Report Synopses

ACN: 1862240 *(1 of 50)*

### Synopsis

B737-800 Flight Attendant reported a fumes event during preflight while using ground AC. Passengers and flight crew deplaned.

ACN: 1861535 *(2 of 50)*

### Synopsis

B737 Flight Attendant reported being notified by pilots of a "slight odor" due to an aircraft issue. Reporter stated the odor was very noticeable when flight deck door was opened during deplaning at destination.

ACN: 1861521 *(3 of 50)*

### Synopsis

Air Carrier Flight Attendant reported a "strange musty odor" during taxi. Flight returned to gate and did not take aircraft to destination.

ACN: 1861506 *(4 of 50)*

### Synopsis

CRJ-900 Flight Attendant reported an odor onboard the aircraft.

ACN: 1860109 *(5 of 50)*

### Synopsis

Air Carrier flight crew reported a fumes event during preflight while executing a special procedure for operating ground air and starting engines. After a delay the flight ultimately departed.

ACN: 1859339 *(6 of 50)*

### Synopsis

Air Carrier Pilot reported Flight Attendant informed flight crew of "manure-like" odor in passenger cabin during climb. Flight crew secured Pack 2 which caused the odor to

dissipate. After conferring with Dispatch and Maintenance the flight continued to destination.

ACN: 1859003 *(7 of 50)*

### Synopsis

Air Carrier Captain reported a Flight Attendant notified the flight crew on three occasions of fumes in the passenger cabin. Upon arrival Captain entered the discrepancy in the aircraft logbook.

ACN: 1858535 *(8 of 50)*

### Synopsis

Air Carrier flight crew reported a fumes event during takeoff which dissipated after climb power was set. Flight crew continued to destination where maintenance met the aircraft.

ACN: 1858505 *(9 of 50)*

### Synopsis

Air Carrier Captain reported a fumes event during cruise. Flight crew diverted to a suitable airport.

ACN: 1858276 *(10 of 50)*

### Synopsis

Air Carrier Flight Attendant crew reported a fume event which caused the cabin crew to experience physiological symptoms. At destination, arrival Maintenance removed aircraft from service.

ACN: 1857568 *(11 of 50)*

### Synopsis

Air Carrier Captain reported a fumes event during preflight. The aircraft was assigned to Maintenance and was dispatched hours later with different crew.

ACN: 1857053 *(12 of 50)*

## Synopsis

Air carrier flight crew reported a fumes event during cruise. After troubleshooting flight crew executed a safe mechanical diversion.

ACN: 1856542 *(13 of 50)*

## Synopsis

Air Carrier Captain reported a fume event during gate pushback resulting in a tow back to the gate for passenger deplaning. Maintenance assigned an aircraft swap and flight continued with a normal departure.

ACN: 1856272 *(14 of 50)*

## Synopsis

Air Carrier flight crew reported a fume event during boarding. Maintenance investigated and placed the aircraft out of service. Flight continued after aircraft swap.

ACN: 1856154 *(15 of 50)*

## Synopsis

Air Carrier Captain reported Baggage Smoke EICAS warning during cruise. Flight crew executed a diversion to nearest suitable airport and completed a safe overweight landing.

ACN: 1856146 *(16 of 50)*

## Synopsis

Air Carrier Captain reported a transient fume event during takeoff. Odor described as moderate to strong dirty socks which dissipated within 10 minutes.

ACN: 1855376 *(17 of 50)*

## Synopsis

A320 Captain reported a fume event of "dirty socks" during descent that lasted until gate arrival.

ACN: 1855375 *(18 of 50)*

## Synopsis

A320 First Officer reported flight attendant notification of a fume event after landing.

ACN: 1854677 *(19 of 50)*

## Synopsis

A321 flight attendants reported a fumes event during cruise. Flight attendants were met by paramedics upon gate arrival to evaluate physiological symptoms.

ACN: 1854639 *(20 of 50)*

## Synopsis

A319 flight crew reported a fumes event of unknown cause during taxi-out and executed a return to gate.

ACN: 1854625 *(21 of 50)*

## Synopsis

A321 flight crew reported flight attendant notification of an "acid smell" which dissipated and reoccurred. Flight continued to destination where Medical and Maintenance were requested.

ACN: 1854468 *(22 of 50)*

## Synopsis

A320 Captain reported a temporary fumes event of "dirty socks" smell during landing approach. Odor returned at gate arrival.

ACN: 1854462 *(23 of 50)*

## Synopsis

Air Carrier flight crew reported flight attendant notification of "faint smoke smell" in cabin. Flight crew completed a safe air return.

ACN: 1854433 *(24 of 50)*



## Synopsis

Air Carrier pilot reported a fume event during taxi out and also during descent for destination. Aft flight attendant experienced physiological symptoms.

ACN: 1854150 *(25 of 50)*

## Synopsis

B737 Flight Attendant reported a fumes event after takeoff described as a "dirty socks" smell.

ACN: 1853938 *(26 of 50)*

## Synopsis

EMB-145 First Officer reported a fumes event during taxi-out.

ACN: 1853725 *(27 of 50)*

## Synopsis

A320 Captain reported a fumes event during pre-flight.

ACN: 1853717 *(28 of 50)*

## Synopsis

A320 flight crew reported a "dirty sock" fumes event during idle power descent.

ACN: 1853713 *(29 of 50)*

## Synopsis

A320 Captain reported a fumes event during pre-flight after APU bleeds were activated.

ACN: 1853436 *(30 of 50)*

## Synopsis

Cessna 525 Captain reported rejecting the takeoff after experiencing directional control difficulties on the takeoff roll. Crew evacuated the aircraft after the Tower advised aircraft was on fire.

ACN: 1853379 *(31 of 50)*

### Synopsis

A319 flight crew reported a Cargo Smoke ECAM message and began checklist operations. Ground personnel signaled to shut down APU and APU auto shutdown. Passengers were removed from aircraft.

ACN: 1853375 *(32 of 50)*

### Synopsis

A320 Captain reported a fumes event during cruise requiring one Flight Attendant to be put on oxygen.

ACN: 1853312 *(33 of 50)*

### Synopsis

Air Carrier flight crew reported a fume event during cruise that was detected by flight attendants and passengers.

ACN: 1853077 *(34 of 50)*

### Synopsis

A319 Flight Attendant reported notifying Captain of a fumes event during climb.

ACN: 1853014 *(35 of 50)*

### Synopsis

A320 pilot reported multiple fumes events on assigned aircraft. Reporter suggested there needs to be collaboration between the FAA, Aircraft manufacturer, and Air Carrier to remedy frequent fume events.

ACN: 1852849 *(36 of 50)*

## Synopsis

A320 Captain reported a fumes event during pre-flight. After a lengthy maintenance delay, Pack #2 was deferred and the flight departure.

ACN: 1852843 *(37 of 50)*

## Synopsis

Air Carrier Pilot reported a fume event during descent. Flight crew continued to a safe landing and submitted a logbook entry.

ACN: 1852842 *(38 of 50)*

## Synopsis

A320 flight attendants reported a cabin fumes event during cruise. The flight crew and Gate Agent also reported that the fumes were still noticeable after arrival at the gate.

ACN: 1852785 *(39 of 50)*

## Synopsis

Pilot reported that a passenger reported smoke in the cabin during cruise. The pilot elected to secure the cabin pack and the smoke dissipated. Pilot elected to divert and make a precautionary landing.

ACN: 1852663 *(40 of 50)*

## Synopsis

SR22 pilot reported smoke in the cabin due to a failed PFD panel.

ACN: 1852636 *(41 of 50)*

## Synopsis

Pilot flying C-182 aircraft reported an electrical burning odor during descent to landing. After landing inspection revealed electrical burn marks around hot terminal of alternator.

ACN: 1852599 *(42 of 50)*

## Synopsis

A319 flight attendant crew reported a fumes event during passenger boarding. Shortly thereafter, the Captain informed the crew to stop boarding and that maintenance would assign an aircraft swap.

ACN: 1852448 *(43 of 50)*

## Synopsis

B787 flight crew reported a loss of cabin pressurization during climb that caused lingering fumes from the overheated left Pack. Flight crew coordinated with ATC for an expedited air return which concluded in a safe landing.

ACN: 1852364 *(44 of 50)*

## Synopsis

Citation Captain reported a baggage compartment smoke indication on descent. After landing, an inspection did not find any evidence of smoke.

ACN: 1852355 *(45 of 50)*

## Synopsis

A320 Flight Attendant reported a smoke and fumes event during departure.

ACN: 1852345 *(46 of 50)*

## Synopsis

A321 flight attendants reported a fumes event described as a "chemical odor" during approach. Flight crew was immediately notified and the flight was met by Maintenance at gate arrival after a safe landing was accomplished.

ACN: 1852079 *(47 of 50)*

## Synopsis

A320 pilot reported a "dirty socks" fumes event during passenger deplaning. Maintenance determined the fumes were caused by an APU oil leak.

ACN: 1852026 *(48 of 50)*

### Synopsis

Air Carrier flight crew reported a temporary fumes event after engine start. Fumes dissipated shortly thereafter. Discrepancy was noted in the aircraft logbook.

ACN: 1851846 *(49 of 50)*

### Synopsis

Technician reported burnt wires and evidence of arcing and fire in circuits associated with the Avionics Vent Fan Blower. Reporter further stated he has now seen a total of five aircraft with similar damage.

ACN: 1851403 *(50 of 50)*

### Synopsis

EMB-145 Captain reported a fumes event during cruise. Flight crew diverted to a suitable alternate for a safe landing.

# **Report Narratives**

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Ground : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

## Component

Aircraft Component : APU

Aircraft Reference : X

Problem : Failed

## Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Safety Related Duties

Cabin Activity : Boarding

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

ASRS Report Number.Accession Number : 1862240

Human Factors : Physiological - Other

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Attendant

When Detected : Aircraft In Service At Gate

Result.General : Flight Cancelled / Delayed

Result.General : Maintenance Action

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

On ground in ZZZZ we were using ground AC and saw a little bit of haze in the cabin and it smelled a little sulfur like. My throat is a little sore from the air. My head feels a little foggy and I have a slight headache. We got off the plane with all the passengers. We need to have aircraft with a working APU when we fly somewhere hot. It's a safety issue to have a working APU in hot locals. Especially when we all have to wear a mask. It makes you even hotter. Don't send a plane that doesn't have a working APU to a hot location. Maybe airports should make sure their ground ac units are clean and not burning off anything. Maybe they need to be run regularly whether they get used or not.

## Synopsis

B737-800 Flight Attendant reported a fumes event during preflight while using ground AC. Passengers and flight crew deplaned.



## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Taxi

Flight Phase : Cruise

Flight Phase : Parked

## Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Service

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1861535

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

Were Passengers Involved In Event : N

When Detected : Aircraft In Service At Gate

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

Pilots let us know aircraft was not working properly and said there is a slight odor. Every once in a while, I could smell something different. But it was very noticeable when the flight deck door was open and during deplaning. Should not have let flight go with this problem. The flight should not have gone knowing there was an air problem.

## Synopsis

B737 Flight Attendant reported being notified by pilots of a "slight odor" due to an aircraft issue. Reporter stated the odor was very noticeable when flight deck door was opened during deplaning at destination.

## Time / Day

Date : 202112

Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Mission : Passenger

Flight Phase : Taxi

## Component

Aircraft Component : Coalescer Bag

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1861521

Human Factors : Other / Unknown

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Attendant

Communication Breakdown.Party2 : Maintenance

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Anomaly.Deviation / Discrepancy - Procedural : Maintenance

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : Taxi

Result.General : Work Refused

Result.Flight Crew : Returned To Gate

Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Company Policy  
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Primary Problem : Aircraft

## Narrative: 1

Aircraft X on Date was boarded with 2 passengers and taxied out. Apparently the night before the same plane was cancelled due to fumes. On [that] morning we (crew of 5) were deadheaded to ZZZ to take the same aircraft to ZZZ1. I do not understand who determined the aircraft was now safe to fly. The FO (First Officer) and FA's (Flight Attendants) smelled a strange musty odor on taxi out and returned to the gate. We did not take the plane to ZZZ1. The decision made that the plane was indeed safe to fly when there were still fumes in the cabin.

## Synopsis

Air Carrier Flight Attendant reported a "strange musty odor" during taxi. Flight returned to gate and did not take aircraft to destination.

## Time / Day

Date : 202112

Local Time Of Day : 1201-1800

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 900 (CRJ900)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

## Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Service

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1861506

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Attendant

Result.General : None Reported / Taken

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

Detected an odor onboard the aircraft.

## Synopsis

CRJ-900 Flight Attendant reported an odor onboard the aircraft.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

## Component

Aircraft Component : APU

Aircraft Reference : X

Problem : Failed

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1860109

Human Factors : Workload

Human Factors : Troubleshooting

Human Factors : Communication Breakdown

Human Factors : Distraction

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Ground Personnel

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument  
ASRS Report Number.Accession Number : 1860077  
Human Factors : Workload  
Human Factors : Distraction  
Human Factors : Communication Breakdown  
Human Factors : Troubleshooting  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Ground Personnel

## Events

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Event / Encounter : Other / Unknown  
Detector.Person : Flight Crew  
When Detected : Pre-flight  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Human Factors  
Primary Problem : Aircraft

## Narrative: 1

Aircraft X arrived in ZZZZ with a deferred APU bleed valve and was positioned at a ramp level gate with portable ground equipment. During boarding, we discovered the need to add an MEL requiring additional fuel, and were advised it would take an additional 20+ minutes for the fuel truck to return. Cabin air temp was not being adequately maintained by the ground air conditioning cart, so we elected to switch to the "huffer" external air cart to provide air to the packs for increased cooling during the additional delay. After several attempts by the ground crew to get the cart to supply air, it began to provide adequate air supply. Soon after, an acrid smell began to fill the cabin and a light haziness was visible throughout. We selected the packs off and asked the ground crew to turn the external air cart off. The decision was made to deplane due to poor air quality and rapidly increasing cabin temperature. Some difficulty was experienced communicating effectively with gate and ramp personnel to initiate this process. Once it was understood that this was both necessary and a priority, we were able to deplane without further incident. Dispatch, maintenance control, and the Chief Pilot were notified. After the airplane was inspected by maintenance and returned to service, I verified with each crew member that they were not experiencing any symptoms, felt in good health and verified verbally with each that they were "fit to fly." No passengers indicated to the crew any physiological symptoms from this event. After a fresh aircraft security search was accomplished, Aircraft X, boarded and departed uneventfully. This event, while more nuisance than [critical]., required a great deal of crew interaction and awareness to overcome threats introduced by scheduled operations with supplemental air systems and engine start procedures to a hot, humid, international environment. Decreased physical comfort, and barriers in communicating with ground personnel greatly increased workload. While I believe we ultimately managed this situation thoroughly and appropriately, there is always a possibility that details could have been missed, mishandled, or not communicated to us along the way. Ultimately, my primary recommendation is to avoid dispatching aircraft with deferred APU, APU bleed source, or other [non-]dispatchable but nonetheless non-routine procedures to

destinations with extreme air temperatures, performance considerations, or regional differences. When issues arise with seldom used ground equipment, cabin temperatures can quickly become intolerable, creating an additional distraction for crews and an uncomfortable and potentially hazardous cabin environment for all. Additionally, the language challenges introduced by international operations make communications during non-routine operations more difficult, exacerbating already challenging situations, increasing potential errors, and delaying efficient reaction to adverse situations. In our case, even while using simple, straight forward language, we were often having to repeat and reconfirm numerous times that individuals understood what was needed. This often led to delayed response and increased discomfort for our crew and guests.

## Narrative: 2

While checking [initial flight release] at the hotel and in the van to the airport we noticed that this aircraft, [Aircraft X] had [a] MEL for an inoperative APU bleed valve. Arriving at the gate it was noticed that external air was not connected to the aircraft. Maybe there was confusion by the ground crew who likely heard the APU and figured the cabin air was being conditioned so we explained the need for a ground air conditioning cart to be connected, and quickly. ZZZZ Operations complied and by the time we boarded the aircraft external air was connected. It was also apparent that operations did not know of the need for an external air cart to start engine #1. For reference the airplane was parked at position XX with no jet way access. Checking the logbook we discovered the inbound crew had to defer the B-System Autopilot with an MEL. Further inquiry into the MEL we noticed the need for [an additional] MEL to also be applied for the Altitude Alerting System. This unfortunately prevented us from flying in RVSM airspace and required an additional 1,000 pounds of fuel. Operations advised this was to going to take roughly 20 minutes. At this point there were numerous complaints of excessive cabin temperature. We discussed and decided it was prudent to transition to the external air cart per Supplemental Procedure X.XX to operate the PACKS to try and cool the cabin. Conditioned ground air was disconnected and the external air cart was connected. Unfortunately there was confusion trying to get the air turned on which further heated the cabin. At about the point we were about to deplane due to excessive cabin heat the external air-cart began to provide sufficient pressure to turn on and operate the PACKS. While the PACKS did begin to cool the cabin it did not take long for the two of us to notice both a strong acrid odor and a visible haze throughout the cabin. At this point we turned the PACKS off. While the odor did slowly begin to dissipate we felt strongly about having passengers disembark until the cabin temperature and air quality were under control. Naturally at this point the fuel truck arrived and station ops wanted us to quickly fuel and transition to starting the engines. We objected and a few minutes later passengers were headed into the terminal. We did not sense the need to evacuate given with the PACKS off the air quality was stabilizing. At this point we felt it prudent to make a logbook entry for the air quality event and felt we endured a Level 2-3 air quality contamination. Our suspicion was that the source of the contamination was the external air cart and it likely having not been used in conjunction with the aircraft Pack's often in ZZZZ. Per Dispatch, Chief Pilot and maintenance control advice we wanted to make sure that our suspicions were true and that there was not an issue with the aircraft itself. The remainder of the events were uneventful as we successfully started engines, ran the packs, observed aircraft cooling and improved air quality. Unfortunately our flight was re-dispatched to ZZZ1 for late night customs control and two new pilots with legal rest, but the customers all made it safely to ZZZ2 at around XA: 30am. I feel confident that our interactions as a crew ultimately led to the right decisions being made. This scenario provided numerous distractions, namely the addition of an MEL, additional fuel, non RVSM operations, a language barrier, excessive cabin heat, frequent calls from the cabin regarding potable water, starting an engine with an external air source and an air quality event. I feel our priorities never swayed from our



interest in passenger and crew safety and operating the aircraft in an airworthy fashion. That said this scenario provided numerous irregular operations and there is the potential we may not have thought of everything. I completely understand that aircraft scheduling is complex and not always visible to crews. That said, not having APU bleed air in a tropical location definitely causes passenger and crew discomfort even when all ground external air carts and ground conditioned air operates normally. With the addition of a language barrier and equipment not operating seamlessly this caused numerous threats and the potential risk to passenger and crew health. ZZZZ Operations had the best of intentions and definitely was doing everything they could to accommodate our demands. Given the non-routine nature of having to start an engine with an external air source and the inability to clearly communicate, dispatching aircraft to tropical locations in a foreign country doesn't make sense to me. I have no doubt the ground crew in ZZZZ is appropriately trained to handle these events, but my suggestion would be to limit reliance on the use of such equipment to aircraft that happen to break in these locations and not be dispatched to these locations with similar MEL's.

## Synopsis

Air Carrier flight crew reported a fumes event during preflight while executing a special procedure for operating ground air and starting engines. After a delay the flight ultimately departed.

## Time / Day

Date : 202112

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

## Environment

Weather Elements / Visibility : Rain

## Aircraft

Reference : X

ATC / Advisory.Center : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1859339

Human Factors : Troubleshooting

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Attendant

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

During climb out, our FA's (Flight Attendants) informed us that a manure-like odor was emanating from the aft portion of the cabin. We were navigating through light rain and avoid larger areas of precipitation depicted on the radar. Once at a safe altitude, we conferred with the FA's about the location of the odor, it's intensity, and if they were feeling okay. Pack 2 was shut off based on the report from the cabin and IAW [In Accordance With] with the FOM and QRH. The odor then quickly dissipated. We then contacted Dispatch and Maintenance via Satcom about the odor issue. We then double checked with the flight attendants that the odor dissipated and checked on their condition as well as the passengers condition. All felt fine and were well. We informed Maintenance and Dispatch that the odor had dissipated and that we were going to continue the flight. Both Maintenance and Dispatch concurred. I informed Maintenance that the odor issue would be written up in the aircraft logbook. The odor was not present in the flight deck or the forward part of the cabin.

## Synopsis

Air Carrier Pilot reported Flight Attendant informed flight crew of "manure-like" odor in passenger cabin during climb. Flight crew secured Pack 2 which caused the odor to dissipate. After conferring with Dispatch and Maintenance the flight continued to destination.

## Time / Day

Date : 202111

## Aircraft

Reference : X  
ATC / Advisory.Center : ZZZ  
Aircraft Operator : Air Carrier  
Make Model Name : A319  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 121  
Flight Plan : IFR  
Mission : Passenger  
Flight Phase : Cruise  
Airspace.Class A : ZZZ

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Captain  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Multiengine  
ASRS Report Number.Accession Number : 1859003

## Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Attendant  
When Detected : In-flight  
Result.General : Maintenance Action

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

About mid way of flight, 3rd FA (Flight Attendant) called to report a "Polish" abnormal odor mid to aft cabin. Reported garbage bins had same odor. Perhaps 10 minutes later, she called again to report same issue. Fumes Report was completed. Upon arrival after engine shut down same FA called to report a fuel odor in the aft galley. At that point I wrote it up and called Maintenance. Neither pilot ever smelled a thing. There were no complaints from any passenger about odors that was passed to me. Other FA's never reported noticing any odor to me. I asked specifically about severity and all 3 times [response was] "it wasn't that bad, I can just smell something." I have to trust crew members feedback so in the interest of safety and caution I wrote it up.

## Synopsis

Air Carrier Captain reported a Flight Attendant notified the flight crew on three occasions of fumes in the passenger cabin. Upon arrival Captain entered the discrepancy in the aircraft logbook.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

## Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Climb

Airspace.Class C : ZZZ

## Component

Aircraft Component : Coalescer Bag

Aircraft Reference : X

Problem : Malfunctioning

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1858535

Human Factors : Workload

Human Factors : Troubleshooting

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1858539

Human Factors : Troubleshooting

Human Factors : Workload

## Events

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
When Detected.Other  
Result.General : Maintenance Action  
Result.Flight Crew : Overcame Equipment Problem  
Result.Aircraft : Equipment Problem Dissipated

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

After liftoff with a TOGA power takeoff setting, I began to smell a Level 1 dirty sock/metallic odor type smell. After setting climb power and performing the after takeoff checklist, we performed the Flight Crew Operations Manual and Cabin Odor recognition checklists. I donned on oxygen briefly to verify there was no acclimation to the odor as it quickly began to dissipate approximately 5-7 minutes after climb power selection. We queried inflight about the cabin temperature (no mention of odor) to see if they had noticed anything and they said the temperature and cabin was good. Prior to arrival and post-flight we queried the inflight crew directly if they had noticed anything at all in the cabin including odors and they said no. Maintenance was notified via ACARS a detailed logbook entry was made regarding the event and spoke with a maintenance technician directly about our experience during the post-flight workaround.

## Narrative: 2

[Report narrative contained no additional information.]

## Synopsis

Air Carrier flight crew reported a fumes event during takeoff which dissipated after climb power was set. Flight crew continued to destination where maintenance met the aircraft.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Altitude.MSL.Single Value : 36000

## Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 900 (CRJ900)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1858505

Human Factors : Workload

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Attendant

Were Passengers Involved In Event : N

When Detected : In-flight

Result.General : Flight Cancelled / Delayed

Result.Flight Crew : Diverted

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft



## Narrative: 1

On the evening of [date] I was Captain on Aircraft X with scheduled service from ZZZ - ZZZ1. Once the flight reached cruise altitude we received a call from the flight attendants. The flight attendants informed us that there was a strong odor that resembled gasoline that was filling a specific [section]. We coordinated a diversion to ZZZ2 with Dispatch out of an abundance of caution. We were unable to determine the cause of the noxious odor.

## Synopsis

Air Carrier Captain reported a fumes event during cruise. Flight crew diverted to a suitable airport.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Airspace.Class B : ZZZ

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Service

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1858276

Human Factors : Communication Breakdown

Human Factors : Physiological - Other

Communication Breakdown.Party1 : Flight Attendant

Communication Breakdown.Party2 : Other

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Safety Related Duties

Cabin Activity : Service

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1858275

Human Factors : Communication Breakdown  
Human Factors : Physiological - Other  
Communication Breakdown.Party1 : Flight Attendant  
Communication Breakdown.Party2 : Other

## Events

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury  
Detector.Person : Flight Crew  
Detector.Person : Flight Attendant  
When Detected : In-flight  
Result.General : Maintenance Action  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

Upon take-off, Captain did an all call and stated there was a strong fume smell in flight deck. He inquired if the smell was also in the cabin and a few flight attendants stated they also smelled something (Flight Attendant 1,2,3). I smelled a burning rubber/plastic smell near aft galley. Captain stated they were going to don their supplemental oxygen. After sterile [cockpit] and when flight attendants 3 and 4 came back they stated there was a musty and burning rubber smell when walking through the cabin. Fumes were now strong throughout the whole cabin and coming in waves in some areas. My eyes, throat and chest began to start burning, along with a headache. We talked with the Captain and explained the smell was still there. As we were about to prepare a few passengers and a deadheading pilot with another airline confirmed they too smelled a strong fume. Passengers in the last row asked what the smell was and stated they smelled in upon take-off. Fume events should be taken more seriously as this is a safety concern and jeopardizes the integrity of the flight. Oxygen masks should be dropped through out the entire cabin and the plane should be landed when deemed safe to do so. Pilots are told this is a traumatic event from their union and removed with pay while Flight Attendants are asked if they are continuing their next segment and left to figure it out themselves, along with sick time pulled/attendance points. A proper procedure should be in place for this type of safety/ emergency related event.

## Narrative: 2

Aircraft X took off normally from ZZZ - ZZZ1 at XA:21. Roughly four minutes after takeoff, Captain called asking if there was a smell in the cabin, as he and the F/O (First Officer) could smell it strongly. FA (Flight Attendant) 1 and FA 2 reported a smell. FA 3 could later smell this near her 4L/R doors. FA 4 had no smell at 3L/R doors. Captain notified that they had donned their oxygen masks. FA 1, FA 2, FA 3, FA 4 continued the flight as normal per the Captain's instructions, until service when FA 3 and FA 4 noticed the odor at the 2L/R doors. FA 4 called the flight deck to confirm that an odor was present in the cabin. Captain informed us that this could [be] the result of "moisture from going through some clouds". Flight Deck continued use of the Oxygen masks. Passengers began to question crew on the smell of "burning plastic" now at the rear of the aircraft. A pilot in the cabin told us that there was an "electrical smell" in the cabin. Crew members began to feel symptoms. FA 4

was feeling a slight headache, scratchy throat, and most notably an increased heart rate and anxiety. At landing, Captain calls for a manager to meet flight. Captain and First Officer share their stories of their previous fume event(s) and strongly recommend Flight Attendants get checked out by a medical professional. Captain and First Officer are removed from their trips. Aircraft X is taken out of service to the hangar. Flight Crew leave and Flight Attendants discuss what to do as a crew of four. Flight Attendants decide to get checked out. The manager, [name], takes Flight Attendants to ZZZ1 crew room to get a pamphlet. A driver, [name 1], picks Flight Attendants up from the upstairs departures pickup area of ZZZ1 airport. He does not wear his mask for our trip to the airport. Who is this man, and why is he so knowledgeable on Aircraft Fume Events? Flight Attendants arrive at the Medical Center and give drivers licenses to the check in desk. Flight Attendants are confused and exhausted from this disjointed and traumatizing experience. Flight Attendants are taken back individually and given blood, blood pressure, and EKG tests, and then an Air Blood Gas [ABG] blood test. Only two have successful ABG draws - FA 1/FA 4. FA 2 is faint after the unsuccessful ABG, and nearly faints in the room. FA 1/FA 4 tend to her as the nurses seem uninterested or even knowledgeable on how to handle a faint patient. FA 2 is on the phone as this happens and he takes a photograph on his phone of the commotion. FA 1/FA 4 get blood test results. FA 4 has an extremely high blood pressure - normally at 117/79, and this result was 145/86. Flight Attendants are concerned about their well being and also having anxiety at this point over work and call tracking to be returned back on the trip for our leg tomorrow once cleared by ER doctor. Tracking informs that Flight Attendants cannot work, cannot be given a hotel, and must be flown home. Flight Attendants get to the gate to fly home and cannot check in. This is not a positive space deadhead, but a revenue standby ticket. Flight Attendants arrive home. FA 4 awoke this morning without much sleep, still with an increased heart rate. Per discussion with Captain and First Officer, synthetics utilized in the oil for APU and Engine are corroding seals and burning fumes into cabin. During the first communication on the all call inflight with the Flight Deck, I became concerned about our Captain and First Officer and told them to please keep in contact to make sure they, and all of our crew members and passengers, were not in danger. I am not a flight crew member, but I think we should have turned back to ZZZ to have the aircraft inspected. I was very concerned about what could happen during our flight to ZZZ1 if these fumes were more noxious than expected. The Flight Attendants noticed a pilot in the cabin and made note that he could be a valuable resource if our flight deck became incapacitated. The Flight Deck was on oxygen during our flight, while the Flight Attendants were smelling odors throughout the cabin, trying to maintain normal flight service standards, and answering questions from passengers on the odors. The Flight Deck should have come to the hospital with us. The greatest disappointment felt throughout this entire process is the dichotomy between how the Flight Deck and Flight Attendants were treated. Flight Deck was immediately removed from the rest of our pairing together, (a ZZZ1-ZZZ2 turn), and given the opportunity to seek medical assistance. The Flight Attendants were not provided guidance from the manager who met the flight - he was mostly silent and listening to our personal discussion. The Flight Attendants were placed in an uncomfortable situation and decided to seek medical assistance. [Airline name] coded our medical evaluation as a voluntary sick occurrence, during a critical period, and we may incur double the performance points regarding this issue - because of an aircraft malfunction. We had a traumatic experience at work. This should not be a chargeable sick event, and the amount of stress and lack of formal process throughout this event is embarrassing. Why are the Flight Attendants to be punished for an aircraft malfunction, but the pilots lauded for their report and thus the aircraft was taken out of service to the hangar? The aircraft was taken out of service, Flight Crew removed from the rest of the pairing, and the Flight Attendants are to continue, without seeking medical assistance, and punished with double performance sick points over a holiday period after working so hard and now have complications without any

fault of our own. We saw a doctor hours after the incident, which was way too late to get accurate readings. I have had no certain guidance or recourse on what will happen to our holiday pay incentives and we have reason to believe that we are to be punished financially and professionally due to an aircraft malfunction and circumstances completely out of our control. Per the [Pilot's] document provided to us by our Captain: "After the Exam we strongly recommend that you carefully consider your fitness to fly after the event...You've just been through a traumatic event, been to a medical facility, and you may not be thinking straight. Do NOT let a Chief Pilot, Dispatcher, Manager, or anyone else pressure you to fly until you've had time to get your head right and make sure there are no lasting physical effects." By contrast, the Flight Attendants are left in the dark, without guidance, and we had nothing to go by other than this bit of information magnanimously shared by our Captain. These two Flight Attendants did not have enough blood drawn to have a conclusive blood gas level result.

## Synopsis

Air Carrier Flight Attendant crew reported a fume event which caused the cabin crew to experience physiological symptoms. At destination, arrival Maintenance removed aircraft from service.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Ramp : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

## Component

Aircraft Component : Coalescer Bag

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1857568

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Maintenance

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : Maintenance

Detector.Person : Flight Crew

When Detected : Aircraft In Service At Gate

When Detected : Pre-flight

Result.General : Flight Cancelled / Delayed

Result.General : Maintenance Action

## Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Human Factors

Primary Problem : Aircraft

## Narrative: 1

Wet old sock musty smell when APU Bleed turned on in flight deck. Fume event. One of the Maintenance Control agents stated this was "normal" because oil needed to burn off. This was definitely the poisonous oil smell, nothing else. [The cause of the event indicates] lack of training to mechanics regarding the extremely poisonous nature of these fumes. Lack of keeping APU properly clean. Clean APU equates to less chance of contamination. This is on Airbus safety application. Maintenance Control needs to be trained on the serious nature of the poisonous fumes. APU need to be properly maintained to avoid fume events. It was dispatched just a few hours later with different crew.

## Synopsis

Air Carrier Captain reported a fumes event during preflight. The aircraft was assigned to Maintenance and was dispatched hours later with different crew.

## Time / Day

Date : 202111

Local Time Of Day : 1801-2400

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

## Component

Aircraft Component : Cooling Fan, any cooling fan

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Other / Unknown

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1857053

Human Factors : Workload

Human Factors : Troubleshooting

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Flight Cancelled / Delayed

Result.General : Maintenance Action

Result.Flight Crew : Diverted

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Flight Crew : Landed As Precaution

Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1



Faint burning smell that turned into a sweet smell, lasted approximately two minutes in cockpit only, cabin crew could not smell anything. 30 minutes later substantial vibration noticed below floor of cockpit in avionics bay. Flight was diverted and Maintenance found ventilation blower fan in avionics bay had lost its bearings and was grinding.

## Synopsis

Air carrier flight crew reported a fumes event during cruise. After troubleshooting flight crew executed a safe mechanical diversion.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.Ramp : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1856542

Human Factors : Troubleshooting

Human Factors : Physiological - Other

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Passenger

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

Were Passengers Involved In Event : Y

When Detected : Taxi  
Result.General : Maintenance Action  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Returned To Gate

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

During pushback and prior to engine start, an unusually strong burning odor was detected on the flight deck and confirmed to be present in the forward galley. Passengers in the forward section of the aircraft also mentioned the strong odor. An elderly lady seated in the front row began to cough and complain about the strong odor. I confirmed with the Flight Attendants that no smoke was present. I elected to have the aircraft towed back to the gate and deplane the aircraft to include all passengers, crew personnel & belongings. Maintenance was called to troubleshoot and they suspected the air conditioning ducts had residual contaminants that burned off when the packs were first brought on line. I verified the odor was isolated to the forward section of the aircraft by conducting a sweep of the middle and aft sections as part of the terminating procedure. An aircraft swap was arranged and we continued the flight to ZZZ1. Many times I have experienced a faint odor during an originating flight on a cold originating aircraft. This happens when the automatic temperature control drives the mixing valves to a very warm setting to deliver hot air into the cabin until the selected temperature is reached. The odor today was much stronger than I have experienced under these conditions, which led to the decision to gate return and deplane passengers and crew.

## Synopsis

Air Carrier Captain reported a fume event during gate pushback resulting in a tow back to the gate for passenger deplaning. Maintenance assigned an aircraft swap and flight continued with a normal departure.

## Time / Day

Date : 202111

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

## Component

Aircraft Component : APU

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1856272

Human Factors : Troubleshooting

Human Factors : Physiological - Other

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1856281

Human Factors : Physiological - Other

Human Factors : Troubleshooting

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Attendant  
Detector.Person : Flight Crew  
Were Passengers Involved In Event : N  
When Detected : Aircraft In Service At Gate  
When Detected : Routine Inspection  
When Detected : Pre-flight  
Result.General : Maintenance Action  
Result.General : Flight Cancelled / Delayed

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

During boarding process and immediately after turning on APU, F/A (Flight Attendant) informed us of toxic fumes in cabin. We called ZZZ Maintenance who assisted us. I walked into cabin and smelled the odor myself. Crew started experiencing headaches and scratchy throat. We then wrote up the discrepancy in the logbook causing maintenance to put the aircraft out of service. We continued on to our destination with another aircraft. Watching a video about smoke/fume events was very helpful. The odor resembled bleach and laundry detergent.

## Narrative: 2

While boarding and after starting APU, cabin crew advised the Captain and I that there was an odor of "dirty laundry" in the cabin. We agreed that this was a quite common odor just after APU was started from residual moisture in the air cycle machine. The Captain went back to the cabin to inspect the unknown odor while I advised Maintenance as well to come and ascertain what the odor may have been. In the flight deck there was no odor that I noticed out of the ordinary but the Captain and Maintenance couldn't isolate the source of the odor so in the interest of safety we promptly halted boarding and deplaned all the passengers and our crew was assigned a new aircraft to complete the flight to ZZZ1. I wasn't aware of anyone being incapacitated or injured during this event. I monitored the situation and assisted the Captain as necessary and concurred that we should not accept the aircraft in the interest of safety and stop boarding and deplane promptly then get passengers transferred to our next aircraft which we did. Nothing in particular [to suggest], I think our crew communicated effectively and came to a conclusion to safety stop boarding and deplane promptly. Odors can be difficult to detect or figure out what they are but to take the action we did was the correct one and deplaning and not continuing on with the unknown odor.

## Synopsis

Air Carrier flight crew reported a fume event during boarding. Maintenance investigated and placed the aircraft out of service. Flight continued after aircraft swap.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Altitude.MSL.Single Value : 34000

## Environment

Flight Conditions : VMC

## Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 145 ER/LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ

## Component

Aircraft Component : Cargo Compartment Fire/Overheat Warning

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1856154

Human Factors : Workload

Human Factors : Time Pressure

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Weight And Balance

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Detector.Automation : Aircraft Other Automation  
Detector.Person : Flight Crew  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Flight Crew : Landed As Precaution  
Result.Flight Crew : Diverted  
Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

BAGG SMOKE posted while in cruise flight at FL340. [Requested priority handling] and applied QRH and diverted to nearest suitable (ZZZ) [airport] and performed emergency/overweight landing (with clearance from ATC and Dispatch also applied QRH related to overweight landing (in-flight) and emergency evacuation (after landing in ZZZ). Was unable to determine in-flight if the BAGG SMOKE was a "legitimate" fire, or merely a faulty system indication, so assumed the worst in the interest of safety. ZZZ Approach was particularly unhelpful in this situation. They did not volunteer information (such as that XXL LOC/GS was out-of-service) that could have been helpful in the crew picking a suitable landing runway (the crew had not reviewed NOTAMs for ZZZ as it was neither our destination, nor filed alternate). Also, on final-approach, they simply stated "Contact Tower" (without providing the frequency) thus forcing the crew to look it up on EFB and thus go "heads-down" during a critical emergency landing, etc. A supplemental system to monitor the temperature of the Cargo Compartment (in addition to the presence of smoke) would assist the crew in determining the legitimacy of BAGG SMOKE warnings...and the subsequent need (or lack thereof) for post-landing emergency evacuation on the runway.

## Synopsis

Air Carrier Captain reported Baggage Smoke EICAS warning during cruise. Flight crew executed a diversion to nearest suitable airport and completed a safe overweight landing.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Airspace.Class B : ZZZ

## Component

Aircraft Component : Coalescer Bag

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1856146

Human Factors : Physiological - Other

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : Maintenance Action

Result.Flight Crew : Overcame Equipment Problem

Result.Aircraft : Equipment Problem Dissipated

## Assessments



Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

Both pilots smelled a moderate to strong musty/dirty sock odor (only in the flight deck) shortly after application of takeoff power that lasted for approximately five minutes. The odor was transient, seemed to diminish and apparently was no longer present after approximately 10 minutes (total) of flight. No air particulates were witnessed, however the Captain donned the oxygen mask to double check for "olfactory fatigue". Upon taking off the mask, the odor was confirmed to be gone. The FOM fumes/odor checklists were complied with and the odor classified as a "level one transient odor emanating from the aircraft environmental system". Both pilots experienced a "metallic" taste in the aftermath of the odor, which lingered for approximately two hours. However, no other physiological symptoms manifested. With the odor no longer present on the flight deck both pilots felt safe to continue. Without any odor present in the cabin, the flight proceeded to the destination. Dispatch and Maintenance Control were notified of the situation via ACARS. Upon landing in ZZZ1, local maintenance took the logbook, applied their corrective actions with Maintenance and signed off the airplane as safe to return to flight.

## Synopsis

Air Carrier Captain reported a transient fume event during takeoff. Odor described as moderate to strong dirty socks which dissipated within 10 minutes.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Ground : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Flight Phase : Descent

Flight Phase : Landing

Flight Phase : Parked

## Component

Aircraft Component : Coalescer Bag

Aircraft Reference : X

Problem : Improperly Operated

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1855376

Human Factors : Physiological - Other

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury

Detector.Person : Flight Crew

When Detected : Taxi

When Detected : In-flight

Result.General : Maintenance Action

Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

On the descent into ZZZ1 on Aircraft X from ZZZZ - ZZZ1 we experienced a strong dirty socks odor that persisted all the way to the gate. The First Officer complained of an irritated throat. I was the Captain for flight XXX and did not experience any side effects. A log book write up was made as well as a fumes event report included in logbook. Previous flight into ZZZZ also experienced an odor event with a deferral of the APU bleed by maintenance in ZZZZ for our flight.

## Synopsis

A320 Captain reported a fume event of "dirty socks" during descent that lasted until gate arrival.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Ground : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

## Component

Aircraft Component : Coalescer Bag

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1855375

Human Factors : Physiological - Other

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury

Detector.Person : Flight Attendant

When Detected : Aircraft In Service At Gate

When Detected : Taxi

Result.General : Maintenance Action

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

#### Narrative: 1

After a normal landing in ZZZZ I started the APU and proceeded to the gate. Shut down the aircraft as normal procedures. As we were deplaning I was told that the aft Flight Attendants experienced a fume event after we landed. Our Flight Attendant number 3 became sick and vomited. After deplaning we walked to the aft of the aircraft and there was still an odor present.

#### Synopsis

A320 First Officer reported flight attendant notification of a fume event after landing.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Safety Related Duties

Cabin Activity : Service

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1854677

Human Factors : Physiological - Other

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Safety Related Duties

Cabin Activity : Service

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1854684

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Attendant

Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.General : Maintenance Action

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

### Narrative: 1

Around XA: 10 noticed an odor in the back portion of the cabin. I called the #1 F/A (Flight Attendant) and discussed odor. The #1 called the flight deck and they advised that "We went through some precipitation" and the odor should go away. It did not...it became stronger. I called the flight deck and described what we smelled and that the #1, myself (#2) and #3 flight attendants were symptomatic. The Captain stated that he would call it in. We landed around XA: 40 and was at gate shortly thereafter. Deplaned without incident and we all left the aircraft as soon as possible. We were met by ZZZ1 medical personnel. Approximately 30-45 minutes later paramedics were called to assess our medical needs. The #3 and myself (#2) were administered oxygen. My symptoms that I felt immediately became worse as the event progressed and they are as follows: At the beginning and during the event: Light headed and very foggy brain, tightness in chest, racing heartbeat, more labored/difficulty breathing, tingling of extremities, scratchy throat and headache. As I write this [next day], I still have headache, tightness in chest, a cough that was not there before the event, somewhat foggy brain/dizzy, headache. It should be referenced that once maintenance arrived they did smell what we smelled, as it was still present in the cabin, and he noted that it was the smell of burning oil.

### Narrative: 2

Fume Event.

## Synopsis

A321 flight attendants reported a fumes event during cruise. Flight attendants were met by paramedics upon gate arrival to evaluate physiological symptoms.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A319

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1854639

Human Factors : Distraction

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1854621

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : Taxi



Result.General : Flight Cancelled / Delayed  
Result.General : Maintenance Action  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Flight Crew : Returned To Gate  
Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

### Narrative: 1

On taxi-out, experienced a smoke/odor/fume event. Returned to gate. Causal factors unknown.

### Narrative: 2

[Report narrative contained no additional information].

## Synopsis

A319 flight crew reported a fumes event of unknown cause during taxi-out and executed a return to gate.

## Time / Day

Date : 202111

Local Time Of Day : 1801-2400

## Place

Altitude.MSL.Single Value : 31000

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ

## Component

Aircraft Component : Engine Control

Aircraft Reference : X

Problem : Malfunctioning

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1854625

Human Factors : Troubleshooting

Human Factors : Physiological - Other

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1855012

Human Factors : Physiological - Other

Human Factors : Troubleshooting

## Events

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury  
Detector.Person : Flight Attendant  
Detector.Person : Flight Crew  
Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

During cruise at FL310 and approximately one hour into the flight, we got an ECAM for auto throttle and auto pilot off. We followed company protocol and completed the ECAM actions. Both the auto throttles and auto pilot were restored. About 5 minutes later, we received a call from the Lead Flight Attendant stating that they could smell a strong acrid smell in the mid cabin area around row 26. It lasted for about 5 minutes, then dissipated. The crew explained they had symptoms of throat discomfort and headache. We followed the QRH for Aircraft Odor, notified Dispatch, Maintenance and Operations. Approximately 30 minutes later, we got the same exact ECAM for auto throttle and auto pilot off. Following the ECAM actions, both auto throttles and autopilot were restored and continued to work for the duration of the flight. After landing, the Flight Attendants told us they could smell the same odor again for a few minutes, then dissipated. We submitted the Odor form, made log book entries and contacted the airport medic to evaluate the flight attendants. No passengers made any complaints that I am aware of. The Flight Attendants went to the hospital with symptoms of throat discomfort, watery eyes and headache. It's possible that the auto throttle and autopilot disengaged due to an EEC (Electronic Engine Control) computer failure which may have triggered a short burning or odor event, passing through the packs into the cabin. The Mechanics told us they were going to replace the EEC computer. The ECAM and the odor even happened within 5 minutes of each other but it was unclear whether or not this correlation was causation or not. Preventative maintenance would be my suggestion. We are experiencing multiple mechanical issues with our Airbus fleet. My experience is that we wait for the problems to happen. We should be more proactive in capturing maintenance malfunctions before they occur. There is maintenance software that can help with this.

## Narrative: 2

Cruising at FL310, approximately an hour into the flight; ECAM AUTO FLT AP OFF and A/THR OFF. We performed the ECAM actions and were able to reengage the Autopilot and Auto thrust shortly after. Within 5 minutes of the ECAM, the Flight Attendants called and complained of an acrid smell from rows 24 and aft. The timing of the 2 events led us to believe they were somehow related, and the Captain asked the Flight Attendants to call back within 5 minutes to report on the acrid smell. We also followed up with the QRH Odor/Toxic Substance/Volatile Liquid. When they called back the smell had dissipated and that they were OK to continue to ZZZ1. We followed up with contacting Operations and Maintenance Control when time permitted. Within :30 min of the first event we had a second repeated event of the AUTO FLT AP OFF and A/THR OFF. Again we performed ECAM actions, and were able to restore the affected systems back to normal, and there was no odor event in the cabin associated with the second event. We landed in ZZZ1, and the flight attendants again informed us of a second odor event as we landed and that it also dissipated quickly. We arrived at gate and then FA (Flight Attendant) (#1) informed

us of that FA #2, FA #3, and FA #4 had throat discomfort and headaches. We called for Medical assistance at that time and all of the FA's decided to go to hospital for further evaluation. None of the passengers made any complaints, as I understand. The AUTO FLT AP OFF and A/THR OFF event caused the odor event in the cabin due to the partial failure of the #1 eng EEC (Electronic Engine Control).

## Synopsis

A321 flight crew reported flight attendant notification of an "acrid smell" which dissipated and reoccurred. Flight continued to destination where Medical and Maintenance were requested.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 6000

## Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

Airspace.Class B : ZZZ

## Component

Aircraft Component : Coalescer Bag

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1854468

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

During descent into ZZZ1 we leveled at 6,000 feet and as the power increased we noticed a dirty sock smell that lasted for approximately 1 to 2 minutes. When the power reduced again as the descent continued the odor dissipated. The flight attendants noticed it in both the forward and aft cabin in flight. Once at the gate when the APU bleed was selected the odor returned although it was much less noticeable. Possible problem with the APU causing some sort of contamination in the packs. This has been a continuing issue that the company has been working to correct. Apparently more needs to be done to prevent these types of fume exposures to both passengers and crew.

## Synopsis

A320 Captain reported a temporary fumes event of "dirty socks" smell during landing approach. Odor returned at gate arrival.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1854462

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1854481

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Detector.Person : Passenger

Detector.Person : Flight Attendant

When Detected : In-flight

Result.General : Maintenance Action

Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Flight Crew : Overcame Equipment Problem  
Result.Flight Crew : Returned To Departure Airport  
Result.Flight Crew : Landed in Emergency Condition  
Result.Flight Crew : Landed As Precaution  
Result.Air Traffic Control : Provided Assistance  
Result.Aircraft : Equipment Problem Dissipated

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

Very faint smoke smell reported by flight attendants and passengers at row 15-18. QRC and QRH complied with. Smell dissipated immediately, Maintenance Control and Dispatch notified, and [requested priority handling from ATC]. Returned to ZZZ and landed uneventful.

## Narrative: 2

[Report narrative contained no additional information.]

## Synopsis

Air Carrier flight crew reported flight attendant notification of "faint smoke smell" in cabin. Flight crew completed a safe air return.



## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

Flight Phase : Taxi

Airspace.Class E : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1854433

Human Factors : Physiological - Other

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : Taxi

When Detected : In-flight

Result.General : None Reported / Taken

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

On taxi out detected odor. On descent noticed odor again and Flight Attendant in aft made complaint about it and possible eye irritation.

## Synopsis

Air Carrier pilot reported a fume event during taxi out and also during descent for destination. Aft flight attendant experienced physiological symptoms.

## Time / Day

Date : 202111

Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Airspace.Class B : ZZZ

## Component

Aircraft Component : Coalescer Bag

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Service

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1854150

Human Factors : Physiological - Other

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Attendant

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

### Narrative: 1

After takeoff I smelled dirty socks, dirty feet odor. Flight Attendant 1 smelled it as well. Captain said it was a fume event. In the cockpit the odor was much stronger than in the forward galley. First Officer said she felt burning in her throat when the event occurred. Company report was filled out. Couple hours later, at the hotel my eyes and face were very red, felt a little congested the next day. Keeping the planes well-maintained, or retire them if the problem cannot be fixed so these dangerous events will not occur. It can be dangerous for the crew's and passengers' health.

### Synopsis

B737 Flight Attendant reported a fumes event after takeoff described as a "dirty socks" smell.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 145 ER/LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1853938

## Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew

When Detected : Taxi

Result.General : None Reported / Taken

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

During taxi-out, an oil burning smell was observed by both Captain and First Officer.

## Synopsis

EMB-145 First Officer reported a fumes event during taxi-out.

## Time / Day

Date : 202110

Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

## Component

Aircraft Component : APU

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1853725

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : MEL / CDL

Anomaly.Deviation / Discrepancy - Procedural : Maintenance

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

When Detected : Pre-flight

When Detected : Aircraft In Service At Gate

Result.General : Maintenance Action

Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

### Narrative: 1

We showed at XA: 10 in ZZZ. We walked onto the plane and there were fumes present. After Maintenance came onboard he said we were done with that plane. The entire crew waited for further instructions. Eventually we were told never mind we were good to go. The Mechanic had deferred the APU. After conferring with the Duty Chief on whether it was a good idea to operate a plane with repeated fume events he suggested we do it. I elected to do a run up with no customers onboard. We had to wait until another plane departed before the ground crew could assist with a start. As soon as the air was selected on we had fumes throughout the cabin. The plane had multiple fume events. I should not be asked to try and operate a plane with multiple events when the only corrective action is deferring the APU.

### Synopsis

A320 Captain reported a fumes event during pre-flight.

## Time / Day

Date : 202111

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : ZZZZ.ARTCC

State Reference : FO

Altitude.MSL.Single Value : 10000

## Aircraft

Reference : X

ATC / Advisory.Center : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

## Component

Aircraft Component : Coalescer Bag

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1853717

Human Factors : Troubleshooting

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

Result.Aircraft : Equipment Problem Dissipated

## Assessments



Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

#### Narrative: 1

During idle descent from 10,000 to 3,000, mild dirty socks smell only in the cockpit.  
Dissipated as power increased at level off. VFR, clear of clouds, over water. Tech Ops crew could still notice smell when they entered the cockpit at the gate.

#### Synopsis

A320 flight crew reported a "dirty sock" fumes event during idle power descent.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1853713

Human Factors : Physiological - Other

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Maintenance

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

When Detected : Pre-flight

When Detected : Aircraft In Service At Gate

Result.General : Flight Cancelled / Delayed

Result.General : Maintenance Action

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

### Narrative: 1

Arrived at aircraft to find Maintenance dealing with a write up from the inbound flight. When the APU started and bleed turned on an inappropriate odor became noticed immediately. The crew exited the aircraft and we turned off the bleed and APU, then referenced the FOM. was already talking with Maintenance Control and made the logbook write up. Maintenance needed an engine run for troubleshooting the previous write up (this run was also used to troubleshoot the odor) so we did an external air start (believing the APU was causing the odor/fumes). After the start was complete and packs turned on, the odor/fumes again emanated from the gasper vents. After shut down the First Officer and I left the aircraft and I contact Dispatch and conferenced with Maintenance Control. The odor/fumes were intense enough to only abate when the aircraft doors were opened for ventilation. We both had slight headaches for a couple of hours after our last exposure. I had a feeling of light headed, or fog for a couple hours after as well. The flight was canceled and we went to rest. As of this writing I do not have any symptoms presenting that I believe stem from this event.

### Synopsis

A320 Captain reported a fumes event during pre-flight after APU bleeds were activated.

## Time / Day

Date : 202111

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Night

## Aircraft

Reference : X

ATC / Advisory.Tower : ZZZ

Make Model Name : Citationjet (C525/C526) - CJ I / II / III / IV

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Ferry / Re-Positioning

## Component

Aircraft Component : Normal Brake System

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1853436

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Detector.Person : Flight Crew

Result.General : Evacuated

Result.Flight Crew : Rejected Takeoff

Result.Air Traffic Control : Issued Advisory / Alert

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

### Narrative: 1

Once cleared for take off, I began to add thrust and line up with centerline on the runway. I applied take off power once aligned with the runway and dropped my heels to the floor while on the rudder pedals, as I do for every takeoff. We began to accelerate down the runway, after the "70 knots cross check" call, and before the V1 call made by the Pilot Not Flying, the aircraft began to pull to the left of centerline. As I began to apply more and more right rudder, I realized that I was losing directional control of the aircraft. I then began to apply brakes and reduce the power to initiate an aborted take off. At the same time all of this was happening, the Pilot Not Flying was calling V1. I did not rotate because I had already stepped on the brakes and began to pull the power back. Once the Pilot Not Flying called V1 and looked up, she questioned what was happening. I told her that I couldn't maintain directional control. She then took the controls and brought the plane to a stop on the runway. When she took the controls, I heard a loud pop shortly after. As we rolled to a stop, Tower called us and advised us that our aircraft was on fire and to evacuate immediately if able. The Pilot Not Flying and I then began the evacuation checklist, and I jumped out of my seat to open the passenger door. I opened the door and the Pilot Not Flying and I exited the aircraft. I learned that I must be quicker and more deliberate when it comes to a rejected take-off. The fact that my abort was a little slow and unclear caused some confusion in between the Pilot Flying and Pilot Not Flying.

### Synopsis

Cessna 525 Captain reported rejecting the takeoff after experiencing directional control difficulties on the takeoff roll. Crew evacuated the aircraft after the Tower advised aircraft was on fire.

## Time / Day

Date : 202111

Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Work Environment Factor : Poor Lighting

Light : Night

## Aircraft

Reference : X

ATC / Advisory.Ground : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A319

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : VFR

Mission : Passenger

Flight Phase : Parked

Flight Phase : Taxi

Route In Use : Vectors

Airspace.Class D : ZZZ

## Component

Aircraft Component : APU

Aircraft Reference : X

Problem : Malfunctioning

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1853379

Human Factors : Troubleshooting

Human Factors : Confusion

## Person : 2

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : First Officer  
Function.Flight Crew : Pilot Not Flying  
ASRS Report Number.Accession Number : 1853889  
Human Factors : Troubleshooting  
Human Factors : Confusion

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Detector.Automation : Aircraft Other Automation  
Detector.Person : Ground Personnel  
Detector.Person : Flight Crew  
Were Passengers Involved In Event : N  
When Detected : Aircraft In Service At Gate  
Result.General : Evacuated  
Result.General : Flight Cancelled / Delayed  
Result.General : Maintenance Action  
Result.Aircraft : Aircraft Damaged

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

L1 door closed. Jetway removed. Cargo doors open. APU on. Large amount of smoke blowing from right side of aircraft. Cargo Smoke ECAM warning. Actions started. Ground crew chief appeared in front of aircraft giving hand signal to shutdown APU. APU auto shutdown. Aircraft dark. Confirmation from crew chief no active fire. Tower closed. ARFF (Airport Rescue and Firefighting) summoned via crew chief radio. Jetway brought to plane. Rapid deplaning of passengers. The startle factor to go from routine to not routine in less than a minute. No prevention would stop a repeat of this event. The positive outcome is directly attributable to the training that we receive. When the smoke appeared, we used a " global assessment" to determine the aircraft's status. Using the resource of the crew chief we elected to bring jet way to aircraft to facilitate passenger deplaning and provide lighting.

## Narrative: 2

Jet bridge removed, waiting on cargo doors to close when large plum of thick white/grey smoke came over the top of the airplane (winds were blowing strong from tail. Ground personnel came running from right side of airplane and gave the shutdown APU signal. Concurrently we received and Aft Cargo Bay Smoke ECAM message and began executing the procedures. The APU auto shutdown and the plane went dark. Ground personnel pulled the jet bridge over and we deplaned and called Maintenance. Crash/Fire was dispatched. APU tailpipe fire.

## Synopsis

A319 flight crew reported a Cargo Smoke ECAM message and began checklist operations. Ground personnel signaled to shut down APU and APU auto shutdown. Passengers were removed from aircraft.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A319

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ

## Component

Aircraft Component : APU

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1853375

Human Factors : Troubleshooting

Human Factors : Workload

Human Factors : Physiological - Other

Human Factors : Time Pressure

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Flight Deck / Cabin / Aircraft Event : Illness / Injury

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : Maintenance

Detector.Automation : Aircraft Other Automation

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : In-flight

Result.General : Maintenance Action

Result.Flight Crew : Landed in Emergency Condition



Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

At cruise flight ECAM caution LGCIU 2 and CAB PR 2 fault. Actions initiated. Received interphone call from #1 Flight Attendant indicating strong odor throughout cabin. Five minutes later received call indicating #2 Flight Attendant was being administered oxygen. Due to crew member on oxygen [we] requested priority handling and Dispatch notified via ACARS. Paramedics met aircraft. Flight Attendant released. This flight was only 31 minutes. The ECAM LGCIU 2 had ECAM supplemental inoperative components that required crew discussion. The odor and subsequent flight attendant concern compressed our available time prior to landing. Our solid training had both myself and the First Officer working in unison to prioritize and complete all items. This flight was the first flight and engine run of the aircraft after an APU LP fuel valve maintenance write up. Perhaps a procedural change to include a maintenance test run of the engines after this type of write up to mitigate a repeat of this event.

## Synopsis

A320 Captain reported a fumes event during cruise requiring one Flight Attendant to be put on oxygen.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Relative Position.Distance.Nautical Miles : 180

Altitude.MSL.Single Value : 40000

## Environment

Flight Conditions : Mixed

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : B737-800

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1853312

Human Factors : Workload

Human Factors : Troubleshooting

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1853266

Human Factors : Troubleshooting  
Human Factors : Workload

## Events

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Passenger  
Detector.Person : Flight Attendant  
When Detected : In-flight  
Result.General : Maintenance Action  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Diverted  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

### Narrative: 1

En route to ZZZ1 at around level off of cruise altitude, the F/As (Flight Attendants) called to report an electrical fumes smell around row 4. They said they would search the overhead bins and surrounding area and call back. When they called back after maybe five minutes, they couldn't see any smoke but could still smell the electrical fumes smell and a few of the passengers were complaining of the smell as well. They felt the smell was dissipating but they weren't sure. I notified Dispatch that we were going to divert for precautionary measures and ZZZ2 was ahead of us a little less than 20 minutes out. We [requested priority handling] and landed in ZZZ2 with no further event.

### Narrative: 2

Reaching cruise altitude we received a call from the Flight Attendants reporting that they and some of passengers could smell an electrical burning odor in the cabin around rows 4 and 5. The Flight Attendants searched the overhead bins and the cabin, but were unable to locate the source of the odor. They did report it dissipated for a short while before smelling it again. After consultation with Dispatch and Maintenance, we elected to divert to ZZZ2 as it was about 20 minutes directly in front of us. At that point the Captain briefed the Flight Attendants and we prepared for landing in ZZZ2. We did elect to [request priority handling] and requested [support] personnel follow us to the gate once on the ground. At the gate we deplaned normally and the [support] personnel searched the aircraft; however, they were unable to determine a source of the odor.

## Synopsis

Air Carrier flight crew reported a fume event during cruise that was detected by flight attendants and passengers.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

## Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A319

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1853077

Human Factors : Physiological - Other

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : In-flight

Result.General : Physical Injury / Incapacitation

Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

After takeoff during climb, I began to smell an acrid smell like exhaust and my eyes were burning. I called to the aft cabin and both FAs (Flight Attendants) could also smell an exhaust odor. I called the Captain and he confirmed he could also smell it. Captain agreed it was a fumes event. He said all his indicators were normal and we would be landing in 20 minutes. The #2 FA, was having trouble catching her breathe and her eyes were blood red. I immediately gave her O2 and informed Captain she was on oxygen. The Captain called back about 5 minutes to check on us. He said that paramedics would meet the flight, to check out all the crew. We landed safely in ZZZ without any further incidents.

## Synopsis

A319 Flight Attendant reported notifying Captain of a fumes event during climb.

## Time / Day

Date : 202111

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1853014

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew

When Detected : Aircraft In Service At Gate

Result.General : None Reported / Taken

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

Narrative: 1

Had another fumes event. 3rd one in 2 months. The plane had a history of fumes events. Was last written up on Date1 or Date2. It would be nice if the FAA, Airbus, and our company got together and figured a way to reduce these.

## Synopsis

A320 pilot reported multiple fumes events on assigned aircraft. Reporter suggested there needs to be collaboration between the FAA, Aircraft manufacturer, and Air Carrier to remedy frequent fume events.

## Time / Day

Date : 202111

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.MSL.Single Value : 0

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1852849

Human Factors : Physiological - Other

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : Pre-flight

When Detected : Aircraft In Service At Gate

Result.General : Maintenance Action

Result.Flight Crew : Overcame Equipment Problem

## Assessments



Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

Shortly after the First Officer and I boarded the aircraft in ZZZZ the inflight crew said they smelled the dirty socks smell coming out of the air conditioning system. I agreed with their assessment and we coordinated contract maintenance via phone with Maintenance Control. After lengthy troubleshooting (including low power engine run) the fumes were isolated to Pack #2. There was also a bit of residual fumes using Pack #1 on APU bleed air (however no fumes were noted using Pack #1 on engine bleed air). Maintenance eventually decided to defer Pack #2 and dispatch our flight. Oil servicing of the APU system was also checked, however no issues were noted. The #2 Inflight crewmember reported to me that she had a headache that she determined was caused by the fumes. We eventually departed 5 hours late for the flight to ZZZ1.

## Synopsis

A320 Captain reported a fumes event during pre-flight. After a lengthy maintenance delay, Pack #2 was deferred and the flight departure.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

## Environment

Weather Elements / Visibility : Rain

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

## Component

Aircraft Component : Coalescer Bag

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1852843

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : In-flight

Result.General : Maintenance Action

Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

On descent [we noticed a] dirty socks and "burnt" smell. This was on descent into ZZZ. We contacted the [Flight Attendant] and they said they also smelled it. At this time we were getting a quick descent and approach into ZZZ, so we landed the airplane. The event was entered into the logbook.

## Synopsis

Air Carrier Pilot reported a fume event during descent. Flight crew continued to a safe landing and submitted a logbook entry.

## Time / Day

Date : 202111

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Route In Use : Vectors

Airspace.Class A : ZZZ

## Component : 1

Aircraft Component : Lubrication Oil

Aircraft Reference : X

Problem : Improperly Operated

## Component : 2

Aircraft Component : Engine Air Pneumatic Ducting

Aircraft Reference : X

Problem : Improperly Operated

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1852842

Human Factors : Troubleshooting

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Detector.Person : Gate Agent / CSR  
Detector.Person : Flight Attendant  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.General : Maintenance Action  
Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Human Factors  
Contributing Factors / Situations : Procedure  
Primary Problem : Procedure

## Narrative: 1

Cabin crew and passengers (at about row 15) noticed odor during initial descent. Cabin crew initiated their procedures concerning the event. We conducted the descent, approach, landing and taxi to the gate without incident. Shortly after shut down, the Flight Attendant informed me of the odor, at which time (with the cockpit door now open) I could now also smell the odor. We then, also initiated our cockpit procedure. This drove us to make the proper logbook entry, fill out a report, and call Maintenance Control. We determined that this was a Level 2 odor event considering how long the odor lasted and in light of the fact that the gate personnel could also smell the odor in the jetway. The contract Technician on duty mentioned in his experience, this was often caused by over-servicing of the engine oil. We checked the ENG SD and it did happen to display 23 quarts of oil in the right engine and 20 quarts in the left.

## Synopsis

A320 flight attendants reported a cabin fumes event during cruise. The flight crew and Gate Agent also reported that the fumes were still noticeable after arrival at the gate.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft

Reference : X

Aircraft Operator : Corporate

Make Model Name : Citation X (C750)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1852785

Human Factors : Troubleshooting

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1852787

Human Factors : Troubleshooting

Human Factors : Time Pressure

Human Factors : Workload

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Attendant  
Were Passengers Involved In Event : N  
When Detected : In-flight  
Result.General : Flight Cancelled / Delayed  
Result.General : Maintenance Action  
Result.Flight Crew : Diverted  
Result.Flight Crew : Overcame Equipment Problem  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Flight Crew : Landed As Precaution  
Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

About halfway through our five hour flight from ZZZ to ZZZ1 up at cruise, the passenger came up to tell us, "Hey guys, it smells like something is burning back here." I gave the controls to the Pilot Monitoring and left the flight deck to check the cabin. There was a burning acrid odor like something electrical was smoldering but there was no visible smoke. I advised the passenger to sit down and that I was going to lower the Masks so she could breathe fresh air and I assured her that I would be back to check on her after we formulated a plan of action. I returned to the flight deck and asked the PM to turn off the Interior Master switch to de energize the electrical systems in the cabin. Next we pulled out and ran the checklist for Smoke and simultaneously advise ATC and diverted to ZZZ2. We isolated the PACKs and determined that the odor went away after turning off the cabin pack. We checked on our passenger several times and notified her of our intentions to divert to ZZZ2. Approximately fifteen minutes later, we landed and taxied in. Upon arrival the fire trucks followed us to the FBO. They checked for fire but couldn't find anything. Follow up communication with Maintenance and [company] occurred and reports submitted. We deplaned our passenger and informed her of the plan to have another jet pick her up shortly. She was in excellent spirits given the situation. We stayed onsite until she was safely onboard Aircraft Y. We left the FBO when Aircraft Y taxied out. Once on the ground, after talking with Maintenance, it appears that the Cabin PACK had seized up and stopped functioning. [Suggest] More frequent oversight and maintenance of the PACKs so they don't break down in flight.

## Narrative: 2

While in cruise flight, about 2.5 hours into the flight, the passenger approached the flight deck, and said, "Something is burning back here!". The Pilot Flying (PF) transferred the flight to me, and left the flight deck to investigate. At that time, I smelled a smoldering metallic/electrical burning smell. The PF calmed, and reassured the passenger, and returned to the flight deck. I transferred the flight controls back to the PF, and formulated a course of action to take immediately. We diverted to ZZZ1, descended, and landed without incident. Follow up phone calls, and reports were submitted. Once on the ground, after conferring with Maintenance, it appears that the cabin pack seized, and stopped functioning. [Reporter suggested] more frequent oversight, and maintenance of the packs, so their reliability does not come into question.

## Synopsis

Pilot reported that a passenger reported smoke in the cabin during cruise. The pilot elected to secure the cabin pack and the smoke dissipated. Pilot elected to divert and make a precautionary landing.



## Time / Day

Date : 202110

Local Time Of Day : 1201-1800

## Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Altitude.MSL.Single Value : 8000

## Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 2800

## Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Personal

Make Model Name : SR22

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : ZZZ

## Component

Aircraft Component : Flight Dynamics Navigation and Safety

Aircraft Reference : X

Problem : Failed

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 6977

Experience.Flight Crew.Last 90 Days : 12

Experience.Flight Crew.Type : 2071

ASRS Report Number.Accession Number : 1852663

Human Factors : Situational Awareness

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Diverted  
Result.Flight Crew : Executed Go Around / Missed Approach

## Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Software and Automation  
Primary Problem : Software and Automation

## Narrative: 1

We were in cruise flight, enroute from ZZZ to ZZZ1. My wife and I smelled something burning. 10-20 seconds later, smoke started pouring out from behind the panel right at me. Within seconds, the cabin was filled with smoke. The smell of the smoke was electrical, so I immediately turned off all of the aircraft's electrical switches and initiated an immediate descent (I did not have time to make a radio call to ZZZ Approach, as the smoke was so heavy). I also opened all of the air vents full to get air moving through the cabin. After leveling off at approximately 3500 ft. MSL in VFR conditions, the smoke began to clear. However, we were now in the middle of the mountains with no electronics. The only items working on the aircraft were the engine, the backup airspeed indicator, the backup altimeter and the aircraft compass. I had a backup hand-held radio and planned to try and contact ATC on 121.5 but the cabin was so loud that I could not hear anything coming from the radio. After flying for 15-20 minutes, we found an airfield and attempted a landing but the runway was too short as we were making a no flaps landing. I initiated a go-around and flew generally northwest, as that would lead us out of the mountains. 15-20 minutes later, I finally found a highway and followed it west until I found a larger airport with a longer runway. I made two landing attempts but had to go-around both times due to aircraft on the runway (remember that we had no electrical power on the aircraft so we were NORDO). On the third attempt, I was able to get the aircraft down and stopped on Runway XX at ZZZ3. I had 7 voicemail messages on my phone from ZZZ1 TRACON and ZZZ Center. A Supervisor from ZZZ Center did call several minutes after landing and was very happy to learn that we had landed safely, since I essentially disappeared from radar coverage. Several days later, the airport's maintenance shop determined that the pilot's PFD had failed and had shorted out internally and was the source of the smoke. The aircraft was fully examined by the local A&P/IA and determined airworthy for flight for the return to our ZZZ1 home base with the PFD's circuit breakers pulled and the PFD placarded inoperative. The PFD will be sent back to Avidyne for replacement. Despite my over 30 years and nearly 7000 hours of flight experience, the lesson I learned was to always carry a backup satellite receiver (such as the Stratus 3B) and an iPad, so that I will always have a moving map and a source of flight information. I am very grateful that ATC went to such great lengths to help us (they even dispatched Search and Rescue to look for us, fearing that we had crashed in the mountains). I am also very grateful that I kept current on emergency procedures and had the training and skill to handle this emergency. I will also do a better job in the future of knowing exactly where we are in flight, in case we ever lose all communications with ATC again.

## Synopsis

SR22 pilot reported smoke in the cabin due to a failed PFD panel.

## Time / Day

Date : 202111

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 020

Relative Position.Distance.Nautical Miles : 4.5

Altitude.MSL.Single Value : 1300

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ1

Aircraft Operator : Personal

Make Model Name : Skylane 182/RG Turbo Skylane/RG

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Descent

Route In Use : Vectors

Route In Use : Direct

Route In Use : Visual Approach

Airspace.Class G : ZZZ2

## Component

Aircraft Component : AC Generator/Alternator

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Air Traffic Control : Fully Certified

Qualification.Flight Crew : Glider

Qualification.Flight Crew : Private

Experience.Air Traffic Control.Radar : 20

Experience.Air Traffic Control.Supervisory : 15

Experience.Flight Crew.Total : 1135

Experience.Flight Crew.Last 90 Days : 60

Experience.Flight Crew.Type : 55  
ASRS Report Number.Accession Number : 1852636

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Landed in Emergency Condition

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

After departing ZZZ. I was in radar contact with ZZZ approach control and provided with flight following to ZZZ1. Approximately 4.5nm NE of ZZZ1 I reported the field in site and radar services were terminated. Upon frequency change I obtained the current AWOS at ZZZ1. While tuning the ZZZ1 CTAF I noticed a strong burning odor inside the cabin which, at the time, was believed to be electrical. I immediately began my crosscheck and entered a stabilized descent out of 1,700 MSL direct ZZZ1. During the descent, I began troubleshooting the issue and identified that the alternator circuit breaker had tripped. To confirm that it was not a false trip I attempted to reset the circuit breaker to no avail. Upon entering the 45 degree midfield left downwind for Runway XX at ZZZ1, it seemed that the burning odor was becoming more prominent. Believing that the aircraft was at great risk of catching fire I retrieved the fire extinguisher and [advised ATC] and stated my intentions over ZZZ1 CTAF. After completing my transmission, I immediately turned off the master battery switch and began preparing for a landing. Upon entering the traffic pattern until short final I continued to scan for traffic and did not observe anyone on the base leg, final leg, or on the runway. Throughout, I continued to look for visible signs of fire both inside/outside the aircraft. Upon a successful landing on Runway XX at ZZZ1, I expedited my ground roll to the taxiway where I immediately shut down the engine. I stopped on the east side of the taxiway at which time I turned the fuel select valve to the off position and egressed the aircraft. I immediately inspected the aircraft for obvious signs of an active fire. Upon further inspection, I identified electrical burns around the hot terminal of the alternator. The 6-gauge alternator wire was found to be completely burned through and held to the terminal solely by the terminal grommet.

## Synopsis

Pilot flying C-182 aircraft reported an electrical burning odor during descent to landing. After landing inspection revealed electrical burn marks around hot terminal of alternator.

## Time / Day

Date : 202111

Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A319

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

## Component

Aircraft Component : APU Pneumatic System & Ducting

Aircraft Reference : X

Problem : Malfunctioning

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Galley

Cabin Activity : Boarding

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1852599

Human Factors : Physiological - Other

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Galley

Cabin Activity : Boarding

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1852602

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : Aircraft In Service At Gate

When Detected : Pre-flight

Result.General : Flight Cancelled / Delayed

Result.General : Maintenance Action

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

After leaving our inbound flight, the Flight Attendant (F/A)-4, and I walked to our outbound gate. Our next aircraft was deplaning. We were able to get on the aircraft early, around XA: 45. Neither of us noticed any odor when we boarded the aircraft. We were wearing our face masks. Eventually the F/A-2, Captain and First Officer arrived. We had a briefing with the Captain. After the briefing the Captain and the First Officer wanted coffee. To brew the coffee the APU was started. The boarding process began on time. Early in the boarding process, the Captain stopped boarding due to a mechanical issue unrelated to the odor/fume issue. Approximately 25 passengers were aboard before boarding was stopped. They remained on board until the decision was made that the aircraft would be staying in ZZZ for maintenance. During the halt in boarding, the Captain made several trips to the back of the aircraft and also up the jetway and back to the aircraft. On one of his early (2nd maybe) trips he stopped in the galley to ask F/A-4 and me if we could smell anything. Unfortunately, I had just opened the oven to heat up crew meals for the Captain and First Officer. The only thing you could smell in the forward galley was that nasty odor that lives in all aircraft ovens. It wasn't until all of us got off the aircraft that I could smell an odor. I had taken my mask off and was standing near the bottom of the jetway when I noticed the odor. When I went closer to the aircraft the odor was more noticeable. To me the odor smelled like an old dirty wet carpet or damp old upholstered furniture. (Not the nasty oven smell.) Symptom wise, I had a very slight headache, my eyes were extremely bloodshot, I had brain fog and was extremely tired on [date] afternoon and evening. [Day after] I spent most of the day sleeping/napping and went to bed early (XK: 30).

## Narrative: 2

I was flying position 4, so I was forward near 1L door with FA1 (Flight Attendant) for boarding. The Captain was in the flight deck and called out asking FA1 if coffee was made. FA1 stated the APU needed on to make coffee. The Captain started the APU. Boarding began and only a few passengers were on board when the Captain advised us that he stopped boarding for a maintenance issue. The Captain walked through main cabin to aft galley where he spoke with FA2. The Captain returned to the fwd galley and asked us, FA1 and FA4 if we could smell anything unusual. Just before the Captain had asked us this question, FA1 had opened the oven door to put pilot meals inside. FA1 and FA4 both told the Captain that all we could smell was the stinking oven. The Captain informed us that he smelled an odor other than the ovens and told us he was having maintenance look into it. We were eventually notified that we would be deplaning and moving to new gate/new aircraft. We deplaned and left the aircraft. The Captain, First Officer, and all 3 flight attendants stepped onto the jetway. At this time, FA1 removed her mask and said she could now smell something. I, FA4, removed my mask and agreed that there was some sort of an odor. FA2 then stated he could smell something while in main cabin/aft galley. Crew proceeded to new gate/new aircraft and finished duty day in ZZZ1.

## Synopsis

A319 flight attendant crew reported a fumes event during passenger boarding. Shortly thereafter, the Captain informed the crew to stop boarding and that maintenance would assign an aircraft swap.

## Time / Day

Date : 202111

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : ZZZZ.ARTCC

State Reference : FO

Altitude.MSL.Single Value : 37000

## Environment

Flight Conditions : VMC

## Aircraft

Reference : X

ATC / Advisory.Center : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : B787 Dreamliner Undifferentiated or Other Model

Crew Size.Number Of Crew : 3

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 5035

Experience.Flight Crew.Last 90 Days : 240

Experience.Flight Crew.Type : 2011

ASRS Report Number.Accession Number : 1852448

Human Factors : Workload

Human Factors : Time Pressure

Human Factors : Troubleshooting

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck



Reporter Organization : Air Carrier  
Function.Flight Crew : First Officer  
Function.Flight Crew : Relief Pilot  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 8939  
Experience.Flight Crew.Last 90 Days : 130  
Experience.Flight Crew.Type : 3723  
ASRS Report Number.Accession Number : 1852492  
Human Factors : Troubleshooting  
Human Factors : Time Pressure  
Human Factors : Workload

## Person : 3

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Captain  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine  
Experience.Flight Crew.Total : 25000  
Experience.Flight Crew.Last 90 Days : 100  
Experience.Flight Crew.Type : 556  
ASRS Report Number.Accession Number : 1852478

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation / Discrepancy - Procedural : Clearance  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Automation : Aircraft Other Automation  
Detector.Person : Flight Crew  
Detector.Person : Flight Attendant  
When Detected : In-flight  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Returned To Departure Airport  
Result.Flight Crew : Requested ATC Assistance / Clarification  
Result.Flight Crew : Overcame Equipment Problem  
Result.Flight Crew : Landed in Emergency Condition  
Result.Air Traffic Control : Provided Assistance

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

Departed ZZZZ enroute to ZZZ1. As climbing through FL370, my ears were hurting. At that moment, we had an EICAS message that said "Left Pack Inop". We started the checklist, which instructed us to descend below FL350. ATC gave us FL300. As we started

to descend, the cabin altitude status page appeared on the EICAS. The cabin altitude was rising above 9,500 at a good rate. We reset the left pack as the checklist instructed. It reset, but the cabin altitude was still climbing through 10,000 feet. We coordinated with ATC, donned oxygen masks, and started an expedited descent to 15,000, as we had terrain considerations. We finally started to gain control of the cabin altitude. It had peaked at 11,600 feet MSL. As the Relief Officer had vacated the crew rest and was now back in the flight deck, and we were removing our masks, there was a strong burning odor. The flight attendants were calling and reporting the strong odor as well, while the FA in the back said they had smoke. At this time the flight deck was very warm, the Relief Officer said the crew rest was very warm, and there was hot air coming out of the air vents in the flight deck. At this point we thought we had a fire, we requested special handling, and used [Captain's] authority to fly back as fast as possible to ZZZZ. We flew an ILS approach to Runway XX and did an autoland to help with workload. Lack of fire indications, and confirmation from [support] vehicles helped with the decision to taxi back to terminal. It took 2.5 hours to deplane everyone from the hardstand, as customs and airport staff go home after [the last flight departs].

## Narrative: 2

In the bunk starting my rest break. Noticed it was very stuffy and no air from vent. Felt airplane start a descent and heard speed brakes deployed. Got dressed, exited the bunk and went to the cockpit. Odor of smoke was present in galley and I could hear the pilots and knew they had oxygen masks on. Got onto flight deck, donned my oxygen mask, and began to assess and help the crew with checklists and navigation. Cabin pressure was regained at approximately FL150. Checklists completed. Odor of smoke was becoming noticeable. I spoke with F/A's (Flight Attendants) and had them walk the cabin. They reported strong odors but no visual of smoke. Decision was made to turn around and head to ZZZZ primarily due to the odor and the [mountainous terrain] on our nose. Masks were never deployed in cabin. ATC was easy to work with. High speed direct for the ILS XX into ZZZZ. Captain continued to coordinate with the F/A's and a call to Dispatch. Landed [safely] in ZZZZ and taxied to a hard stand. Approximately 40 miles out I called ZZZZ Ops and confirmed they knew we were inbound.

## Narrative: 3

Nearing top of climb. FL 360. EICAS Pack Left. I remained PF (Pilot Flying) and took ATC. F/O began running associated abnormal checklist. Within a couple of minutes, the pressurization display appeared and indicated 9000 and climbing. I requested FL 300. The cabin continued to climb and exceeded 10,000. We put on our O2 mask and continued our descent lower. The cabin reached 11,600. The cabin started responding and descending through approximately FL 200. We leveled at FL 150 with the cabin descending through approximately 8000. We stayed higher due to high terrain ahead. The IRO returned to the flight deck during this event. This was followed immediately by a burning odor throughout the airplane. We notified ATC and proceeded direct to ZZZZ. We dumped fuel to maximum landing weight. ILS 11. All checklist and briefings completed. Dispatch contacted. F/As (Flight Attendants) and passengers briefed. Emergency Equipment was in position. Normal approach with Auto Land.

## Synopsis

B787 flight crew reported a loss of cabin pressurization during climb that caused lingering fumes from the overheated left Pack. Flight crew coordinated with ATC for an expedited air return which concluded in a safe landing.

## Time / Day

Date : 202110

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 10

Altitude.MSL.Single Value : 7000

## Environment

Flight Conditions : VMC

Light : Night

## Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : Citationjet (C525/C526) - CJ I / II / III / IV

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

Route In Use : Visual Approach

## Component

Aircraft Component : Cargo Compartment Fire/Overheat Warning

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Captain

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 9000

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 1300

ASRS Report Number.Accession Number : 1852364

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Landed in Emergency Condition

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

Aircraft was on descent for ZZZ. A baggage smoke annunciation illuminated. The check list was run and [priority handling was requested]. The aircraft landed at ZZZ. Aircraft was met by ZZZ CFR (Crash Fire Rescue). At my request CFR conducted an infrared sweep of the aircraft. No issues were found. The aircraft was taxied to an FBO where the aircraft was determined by fire crew and myself of no sign of smoke. The aircraft master switch was turned off when aircraft was shutdown and could not replicate condition. No annunciation was present at restart. An aggressive inspection was conducted. Additionally the baggage smoke indicators are considered INOP per AFM (Airplane Flight Manual) and aircraft placards.

## Synopsis

Citation Captain reported a baggage compartment smoke indication on descent. After landing, an inspection did not find any evidence of smoke.

## Time / Day

Date : 202110

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Altitude.MSL.Single Value : 10000

## Environment

Flight Conditions : VMC

Light : Night

## Aircraft

Reference : X

ATC / Advisory.ATC Facility : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Route In Use : Vectors

Airspace.Class E : ZZZ

## Component

Aircraft Component : Electrical Distribution

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Galley

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant In Charge

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1852355

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Attendant

Were Passengers Involved In Event : N

When Detected : In-flight

Result.General : Flight Cancelled / Delayed

Result.General : Maintenance Action

Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

## Narrative: 1

I was advised by the B and C FAs shortly before reaching 10,000 feet, that there was a strong electrical smell coming from row 22-24, they advised the flight deck. Once we had arrived in ZZZ, passengers in the same area, advised the C and B FAs that there was condensation coming from the ceiling in the same area 22-24. When we got on the plane in ZZZ1 the flight deck advised us that the APU was inoperative.

## Synopsis

A320 Flight Attendant reported a smoke and fumes event during departure.

ACN: 1852345 (46 of 50)

## Time / Day

Date : 202111

Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.TRACON : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : A321

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Flight Phase : Initial Approach

Airspace.Class B : ZZZ

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Deplaning

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1852345

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : General Seating Area

Cabin Activity : Safety Related Duties

Reporter Organization : Air Carrier

Function.Flight Attendant : Flight Attendant (On Duty)

Qualification.Flight Attendant : Current

ASRS Report Number.Accession Number : 1852347

Human Factors : Physiological - Other

## Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Detector.Person : Passenger  
Detector.Person : Flight Attendant  
When Detected : In-flight  
Result.General : Maintenance Action  
Result.Flight Crew : Overcame Equipment Problem

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

### Narrative: 1

With 10 minutes until landing in ZZZ Airport, Flight Attendant (FA)-2 and I smelled a strong chemical odor. We immediately notified the flight deck. It originated in the aft galley through the air vents. Passengers near the aft galley could also smell the odor and reported it to us. Maintenance came on board after the passengers deplaned. I filled out the cabin odor sheet and gave a copy to the Captain.

### Narrative: 2

I was the number 2 on this flight and in the aft galley with the number 4 at the time of incident. About 15 minutes prior to landing I smelled a strong odor of what initially smelled like vomit. The smell then changed and smelled musty and moist, like when you turn on an air conditioner after it hasn't been used. The number 4 smelled it as well and called to notify the Captain. I felt dizzy for about 5 seconds but that could have also been due to us descending. Upon landing a passenger used the lav and reported that he smelled something too but thought it was coming out of the air vents in the lav. I was subjected to the odor for about 25 minutes.

## Synopsis

A321 flight attendants reported a fumes event described as a "chemical odor" during approach. Flight crew was immediately notified and the flight was met by Maintenance at gate arrival after a safe landing was accomplished.



## Time / Day

Date : 202111

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

ATC / Advisory.Tower : ZZZZ

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Parked

## Component

Aircraft Component : APU Pneumatic System & Ducting

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1852079

Human Factors : Communication Breakdown

Human Factors : Physiological - Other

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Maintenance

## Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : Aircraft In Service At Gate

Result.General : Flight Cancelled / Delayed

Result.General : Maintenance Action

Result.General : Work Refused

## Assessments

Contributing Factors / Situations : Aircraft

Primary Problem : Aircraft

### Narrative: 1

After landing in ZZZZ with a faulty weather radar. We turned on the APU clearing the runway with a five minute taxi to the gate. We informed Maintenance Control airborne of our radar issue, and contract maintenance technicians were there when the boarding door was opened. After a couple minutes speaking to contract maintenance and while deplaning we began to smell a sweet odor followed by dirty socks smell, which began to intensify. We immediately shut off the APU bleed to stop contaminating the aircraft. After deplaning the Flight Attendant 3 in the back of the aircraft had the same experience. Maintenance troubled shot and found leaking oil in the seal of the APU duct. They requested us to return to the aircraft and upon reaching the jetbridge we could smell the dirty sock smell immediately at the top of the jetbridge and stronger as we got to the aircraft door. Maintenance also tried to cover the smell with air freshener. We told them this was unacceptable and the odor irritated my nose and throat at this point. We informed Maintenance Control we would not be performing an engine runup as this had led to serious incapacitation previously at [company name].

### Synopsis

A320 pilot reported a "dirty socks" fumes event during passenger deplaning. Maintenance determined the fumes were caused by an APU oil leak.

## Time / Day

Date : 202111

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.AGL.Single Value : 0

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A300

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

## Component

Aircraft Component : Pneumatic System

Aircraft Reference : X

Problem : Malfunctioning

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1852026

Human Factors : Troubleshooting

## Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1852021

## Events

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Detector.Person : Flight Crew  
When Detected : Taxi  
Result.General : Maintenance Action  
Result.Aircraft : Equipment Problem Dissipated

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

Suspected fume event after engine start when APU Bleeds turned off. Detected oil-like smell immediately after bleed air switched to engine bleed. No visible fumes observed. Odor dissipated within 5 minutes and was not observed again before departing. Cause - Possible fluid contaminant in the engine bleed system.

## Narrative: 2

Fume event [occurred] after engine start when switching from APU to engine bleed air. We noticed an oily smoke smell coming from the packs. No visible smoke, smell dissipated soon after. Written up in AML. [The cause was] likely oil or hydraulic fluid in ventilation system.

## Synopsis

Air Carrier flight crew reported a temporary fumes event after engine start. Fumes dissipated shortly thereafter. Discrepancy was noted in the aircraft logbook.

## Time / Day

Date : 202110

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Night

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : A320

Operating Under FAR Part : Part 121

## Component : 1

Aircraft Component : Cooling Fan, any cooling fan

Aircraft Reference : X

Problem : Malfunctioning

## Component : 2

Aircraft Component : Electrical Wiring & Connectors

Aircraft Reference : X

Problem : Malfunctioning

Problem : Design

## Component : 3

Aircraft Component : Electrical Distribution

Aircraft Reference : X

Problem : Malfunctioning

Problem : Design

## Person

Location Of Person.Aircraft : X

Location In Aircraft.Other

Reporter Organization : Air Carrier

Function.Maintenance : Technician

Qualification.Maintenance : Avionics

Qualification.Maintenance : Powerplant

Qualification.Maintenance : Airframe

ASRS Report Number.Accession Number : 1851846

Human Factors : Troubleshooting

Analyst Callback : Completed

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor  
Anomaly.Deviation / Discrepancy - Procedural : Maintenance  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Detector.Person : Maintenance  
Were Passengers Involved In Event : N  
When Detected : Routine Inspection  
Result.General : Flight Cancelled / Delayed  
Result.General : Maintenance Action

## Assessments

Contributing Factors / Situations : Aircraft  
Contributing Factors / Situations : Procedure  
Primary Problem : Aircraft

## Narrative: 1

Fan blower avionics vent 20HQ wiring and associated connector burnt. Connectors 358QF14 and 183QF14 were found burnt along with wiring between said connectors and blower fan control relay 8HQ. Spattered metal and soot found throughout contactor box 107VU126. This is my second aircraft to find this type of damage in the past 2-3 months. I believe this is occurring due to poor manufacture design of vent fan control system. Redesign of system.

## Callback: 1

Reporter stated this involves A320 aircraft, and it's becoming a widespread issue. He stated they have now seen 5 aircraft with the same burned wiring, and it appears to him to be under-gauged wire spec from Airbus.

## Synopsis

Technician reported burnt wires and evidence of arcing and fire in circuits associated with the Avionics Vent Fan Blower. Reporter further stated he has now seen a total of five aircraft with similar damage.

## Time / Day

Date : 202110

Local Time Of Day : 0601-1200

## Aircraft

Reference : X

Aircraft Operator : Air Carrier

Make Model Name : EMB ERJ 145 ER/LR

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

## Component

Aircraft Component : Air Conditioning and Pressurization Pack

Aircraft Reference : X

Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

ASRS Report Number.Accession Number : 1851403

Human Factors : Workload

Human Factors : Troubleshooting

Human Factors : Human-Machine Interface

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Detector.Person : Flight Attendant

When Detected : In-flight

Result.General : Flight Cancelled / Delayed

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Flight Crew : Diverted

Result.Air Traffic Control : Provided Assistance

Result.Aircraft : Equipment Problem Dissipated

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

Enroute ZZZ - ZZZ1, upon reaching cruising altitude and starting to accelerate, I noticed a burning smell that was faint at first, but persistent and grew stronger. I asked the First Officer (FO) if he smelled it too, which he replied affirmatively. We then spoke with the Flight Attendant (FA) who also smelled the burning odor in the cabin. We immediately diverted to ZZZ2 with an expedited descent, all while running the QRH and normal checklists. After turning off the recirculation fan and gasper, the smell dissipated within 30 seconds. We landed without further incident and no passengers were injured.

## Synopsis

EMB-145 Captain reported a fumes event during cruise. Flight crew diverted to a suitable alternate for a safe landing.