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## In-flight smoke emergency, Airbus A319-11 , G-EZEG

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**Micro-summary: A diversion after the crew detected smoke in the cockpit of this Airbus A319.**

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**Event Date: 2005-12-30 at 1408**

**Investigative Body: Aircraft Accident Investigation Board (AAIB), United Kingdom**

**Investigative Body's Web Site: <http://www.aaib.dft.gov/uk/>**

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**INCIDENT**

<b>Aircraft Type and Registration:</b>	Airbus A319-111, G-EZEG	
<b>No &amp; Type of Engines:</b>	2 CFM56-5B5/P turbofan engines	
<b>Year of Manufacture:</b>	2004	
<b>Date &amp; Time (UTC):</b>	30 December 2005 at 1408 hrs	
<b>Location:</b>	Approx 15 nm north of Kidlington, Oxfordshire	
<b>Type of Flight:</b>	Public Transport (Passenger)	
<b>Persons on Board:</b>	Crew - 6	Passengers - 159
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	None	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	39 years	
<b>Commander's Flying Experience:</b>	6,410 hours (of which 990 were on type) Last 90 days - 200 hours Last 28 days - 60 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries	

**Synopsis**

The aircraft diverted to East Midlands Airport following reports of fumes or smoke in the cockpit. The subsequent engineering investigation could find no evidence of smoke or burning nor identify the source of the fumes.

**History of the flight**

The aircraft, which was en route from Aldergrove to Gatwick, was passing FL180 in the descent near Kidlington when both crew members independently identified a smell of fumes or smoke in the cockpit. The crew donned their combined oxygen masks and goggles, established communications and used the Public Address system to call the Senior Cabin Crew Member (SCCM) to the interphone. The SCCM confirmed that there

was a similar smell in the forward cabin; therefore the captain made the decision to land as soon as possible. A PAN call was made to London ATC on the frequency in use, the transponder was selected to the emergency code 7700 and the captain requested a diversion to East Midlands Airport. Whilst there had been no Electronic Centralised Aircraft Monitor (ECAM) warnings, the crew decided to carry out the Quick Reference Handbook (QRH) procedure "Smoke/Fumes Removal". The QRH checklist was commenced and when the SCCM was summoned to the interphone for a further briefing he told the captain that the smell in the cabin had dissipated. The aircraft was rapidly approaching East Midlands Airport, and as there was no evidence of smoke in the

aircraft, the captain suspended the QRH drill before any source diagnosis was carried. The flight deck crew were still on oxygen and would not have been able to detect any change in the smell and their priority was to land the aircraft at the nearest suitable airfield. The PAN was not cancelled. An uneventful landing was subsequently made at East Midlands Airport where the passengers were disembarked in an orderly fashion using the main aircraft exits. The flight deck crew wore their oxygen masks until the engines were shut down and the cockpit windows opened.

### **Response by airport authorities**

The Approach Controller at East Midlands Airport was informed by London Control, Welin Sector, at 1412 hrs that the aircraft was diverting to East Midlands due to reports of smoke in the cockpit. A full emergency was initiated at East Midlands and the captain, at his request, was given vectors to an 8 mile ILS final for Runway 27. The aircraft landed safely at 1427 hrs and, as there was still no recurrence of the smell, the aircraft was directed to Stand 35. The Fire Officer spoke to the captain on 121.6 MHz prior to boarding the aircraft. A stand down message was sent at 1437 hrs.

### **Engineering investigation**

The company's maintenance provider undertook a full investigation in accordance with their procedures following reports of smoke or smells in the cockpit and cabin. The investigation, which eliminated the galley and the application of de-icing fluids as possible causes, could not find any evidence of smoke or burning on the aircraft. There was also no record of any warnings having been displayed on the ECAM. Since the incident the aircraft has been flown regularly with no further reports of smells or smoke in either the cabin or cockpit.

### **Comment**

During the previous year the operator had emphasised to their crews, during simulator training, the importance of landing the aircraft at the earliest opportunity following incidents of smoke or toxic fumes in the aircraft. In this incident the aircraft landed approximately 15 minutes after the captain made the PAN call to London Control.