

INCIDENT

Aircraft Type and Registration:	Airbus A319, CS-TTK	
No & Type of Engines:	2 CFM56-5B5P turbofan engines	
Year of Manufacture:	1999	
Date & Time (UTC):	23 November 2007 at 2110 hrs	
Location:	Shortly after departure from London (Heathrow) Airport	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 6	Passengers - 91
Injuries:	Crew - None	Passengers - None
Nature of Damage:	None	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	36 years	
Commander's Flying Experience:	7,010 hours (of which 4,926 were on type) Last 90 days - 142 hours Last 28 days - 22 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Synopsis

Shortly after departure, dense smoke appeared in the rear passenger cabin accompanied by a smell of burnt plastic. The flight crew declared a MAYDAY and were vectored for a return to land. During the approach the smoke cleared and an uneventful landing was made. The source of the smoke has not been identified.

History of the flight

The aircraft was on a scheduled passenger service flight from London Heathrow to Lisbon. Shortly after takeoff from Runway 09L, the chief purser reported to the flight crew that there was dense smoke in the rear passenger cabin and a smell of burnt plastic. There were no caution or warning captions in the flight deck indicating

a problem. The flight crew radioed ATC to declare a MAYDAY and reported that they had smoke in the cabin and were requesting a return to land. ATC instructed the crew to "Squawk 7700" and issued vectors for an approach to Runway 09R. During the approach the smoke in the cabin disappeared and a normal landing, taxi and shutdown were carried out. The passengers disembarked normally and the fire service carried out an inspection of the aircraft but found no evidence of burning.

Operator investigation

The aircraft operator carried out an investigation to determine the source of the smoke. The entire cabin, the

galley, ovens, toilets and cabin lights were inspected but no evidence of burning was found. The engines and APU were inspected and no anomalies were found. The cargo bays were also inspected and no source of smoke

was found. The operator is no longer hopeful of being able to determine the source of the smoke and the cause of the incident.