

Fokker F28 Mark 0100, G-UKFA

AAIB Bulletin No:	12/99	Ref:	EW/G99/08/17	Category:	1.1
Aircraft Type and Registration:	Fokker F28 Mark 0100, G-UKFA				
No & Type of Engines:	2 Rolls Royce Tay 620-15 turbofan engines				
Year of Manufacture:	1989				
Date & Time (UTC):	18 August 1999 at 0554 hrs				
Location:	FL330 en route to Amsterdam				
Type of Flight:	Public Transport				
Persons on Board:	Crew - 5 - Passengers - 73				
Injuries:	Crew - None - Passengers - None				
Nature of Damage:	None				
Commander's Licence:	Airline Transport Pilot's Licence				
Commander's Age:	57 years				
Commander's Flying Experience:	15,380 hours (of which 480 were on type)				
	Last 90 days - 98 hours				
	Last 28 days - 35 hours				
Information Source:	Aircraft Accident Report Form submitted by the pilot				

The aircraft was operating a scheduled service from Belfast to Amsterdam. At FL330 the cabin crew reported a burning smell and had found a warm area on the floor on the left hand side of the cabin, behind the left forward main passenger door and this was confirmed by the First Officer. The Captain decided to divert to Leeds-Bradford Airport (LBA) for further investigation. As a precaution a PAN call was made to enable the aircraft to descend and divert to LBA as quickly as possible. This airport was chosen by the Captain as he and two of the cabin staff were Leeds based and knew the airport well.

A normal ILS approach and landing was completed on Runway 32 and the aircraft was turned into wind on the loop at the Runway 14 threshold. The aircraft was met by the airport fire service who, with the use of thermal imaging cameras, were able to inform the pilots within seconds that they did not have a fire, only a warm area around the avionics bay was found. The avionics bay was opened and it was confirmed that there was no fire. Therefore passengers were kept on board with

seat belts undone. After a thorough inspection of the aircraft by the fire service the aircraft was taxied to the stand where the passengers were disembarked.

Company engineers gave the aircraft a thorough check including checking for any ducting or pipe leaks. The warm area on the cabin floor was above the electronics bay and where some electrical wiring ran under the carpet but no damage was found to the wiring. The aircraft was cleared to return to service after a final ground run. On the flight to Amsterdam cabin crew asked for the heating to be turned up, within a short time they reported the same hot oily smell. The air-conditioning was turned down and the smell went away.

Subsequent examination of the air conditioning system found some oily contamination of the coalescer (water separator) bags in the air conditioning system which were replaced, since when there has been no recurrence of the problem. The Captain has stated that he is sure that this was the source of the smell and that the crew's impression that the floor was abnormally warm was coloured by the apparent smell of burning which was actually coming from the air conditioning system. As the weather had been quite warm, the incident flight had been the first time the air conditioning temperature had been turned-up from fully cold.