

SERIOUS INCIDENT

Aircraft Type and Registration:	Airbus A319-111, G-EZMH	
No & Type of Engines:	2 CFM CFM56-5B5/P turbofan engines	
Year of Manufacture:	2003 (Serial no: 2053)	
Date & Time (UTC):	31 December 2016 at 1600 hrs	
Location:	London Gatwick Airport	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 5	Passengers - 144
Injuries:	Crew - None	Passengers - None
Nature of Damage:	None	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	42 years	
Commander's Flying Experience:	7,497 hours (of which 5,297 were on type) Last 90 days - 188 hours Last 28 days - 80 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Excessive cabin heat was reported on the left side of the rear galley approximately 20 minutes from the top of descent into London Gatwick, but no obvious cause was identified. At about ten miles from the threshold of Runway 26R, cabin crew reported that smoke could be smelt in the rear galley; this was described as a "strong, sweet, hot, dusty electrical smell".

The flight crew transmitted a PAN call to inform ATC, stating their intention to stop on the taxiway after landing in order to gain further information from the cabin. Attendance of the Airport Fire Service (AFS) was requested as a precaution. The initial actions of the 'Smoke/Fumes' QRH checklist were completed and the aircraft landed uneventfully and stopped on Taxiway J. The AFS examined the exterior of the aircraft before following it to the parking stand. Firefighters boarded the aircraft and checked the rear galley, but no source of heat or smell was found.

During subsequent maintenance checks the only finding was an inoperative beverage maker in the rear galley. This was replaced and the aircraft has since operated satisfactorily.