

SERIOUS INCIDENT

Aircraft Type and Registration:	Boeing 757-28A, G-OOBC
No & Type of Engines:	2 Rolls-Royce RB211-535E4-37 turbofan engines
Year of Manufacture:	2003 (Serial no: 33098)
Date & Time (UTC):	8 July 2017 at 0600 hrs
Location:	En route from Manchester to Girona Airport, Spain
Type of Flight:	Commercial Air Transport (Passenger)
Persons on Board:	Crew - 7 Passengers - 204
Injuries:	Crew - 3 (Minor) Passengers - None
Nature of Damage:	None
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	55 years
Commander's Flying Experience:	21,230 hours (of which 9,650 were on type) Last 90 days - 240 hours Last 28 days - 90 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and investigation by the operator

Synopsis

During a passenger flight to Spain, extensive smoke emitted from the forward galley ovens which, despite cabin crew actions, did not dissipate. The aircraft subsequently diverted to London Gatwick. An investigation by the operator determined that the ovens had been cleaned with a degreasing fluid which was not designed to be used in aircraft ovens.

History of the flight

Approximately 15 minutes after takeoff a member of the cabin crew switched the forward galley ovens on prior to starting the in-flight drinks service. When the cabin crew member returned to the galley a few minutes later, smoke was emanating from both ovens. The cabin crew member pulled the circuit breakers for the ovens and requested assistance from other crew members in the rear galley. A BCF extinguisher was discharged into both ovens and the commander was informed of the situation and that the fire drill actions had been completed. The smoke did not dissipate or reduce, so the cabin crew discharged a second BCF extinguisher which, once again, had no noticeable effect. The cabin crew updated the commander of the situation and the decision was made to divert to London Gatwick. After landing, the aircraft taxied onto a stand where AFRS personnel confirmed that there was no further fire hazard. Ground staff assisted with passenger

disembarkation while three cabin crew members received medical assistance on board before being taken to hospital for checks.

Investigation

Examination of the forward galley ovens confirmed that a fluid was present in the interior of both ovens. The ovens were removed from the aircraft for cleaning and testing. Inspection of the ovens in the rear galley showed that they were contaminated with a similar fluid. The rear galley ovens were cleaned and the ovens operated to ensure that they did not produce smoke. The fluid in both the forward and rear galley ovens was found to be a degreasing fluid, commonly used for removing chewing gum from carpets, and not the approved oven cleaning fluid.

The aircraft ovens had been 'deep cleaned' 48 hours prior to the incident flight and the incident flight was the first time the aircraft had operated since the 'deep clean'. The aircraft operator and the contracted aircraft cleaning company reviewed the approved oven cleaning instructions and confirmed that they were unambiguous and make reference to the use of the correct cleaning fluid. An investigation carried out by the cleaning company appeared to confirm that the 'deep clean' had been completed in accordance with the approved cleaning instructions, that the correct fluid had been used and that it was not possible to identify when or how the ovens became contaminated with the degreasing fluid.