

**SERIOUS INCIDENT**

<b>Aircraft Type and Registration:</b>	Saab 2000, G-LGNS	
<b>No &amp; Type of Engines:</b>	2 Rolls-Royce AE 2100A turboprop engines	
<b>Year of Manufacture:</b>	1995 (Serial no: 2000-041)	
<b>Date &amp; Time (UTC):</b>	27 October 2017 at 1820 hrs	
<b>Location:</b>	Sumburgh Airport	
<b>Type of Flight:</b>	Commercial Air Transport (Passenger)	
<b>Persons on Board:</b>	Crew - 4	Passengers - 18
<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>	31 years	
<b>Commander's Flying Experience:</b>	4,302 hours (of which 1,821 were on type) Last 90 days - 106 hours Last 28 days - 52 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

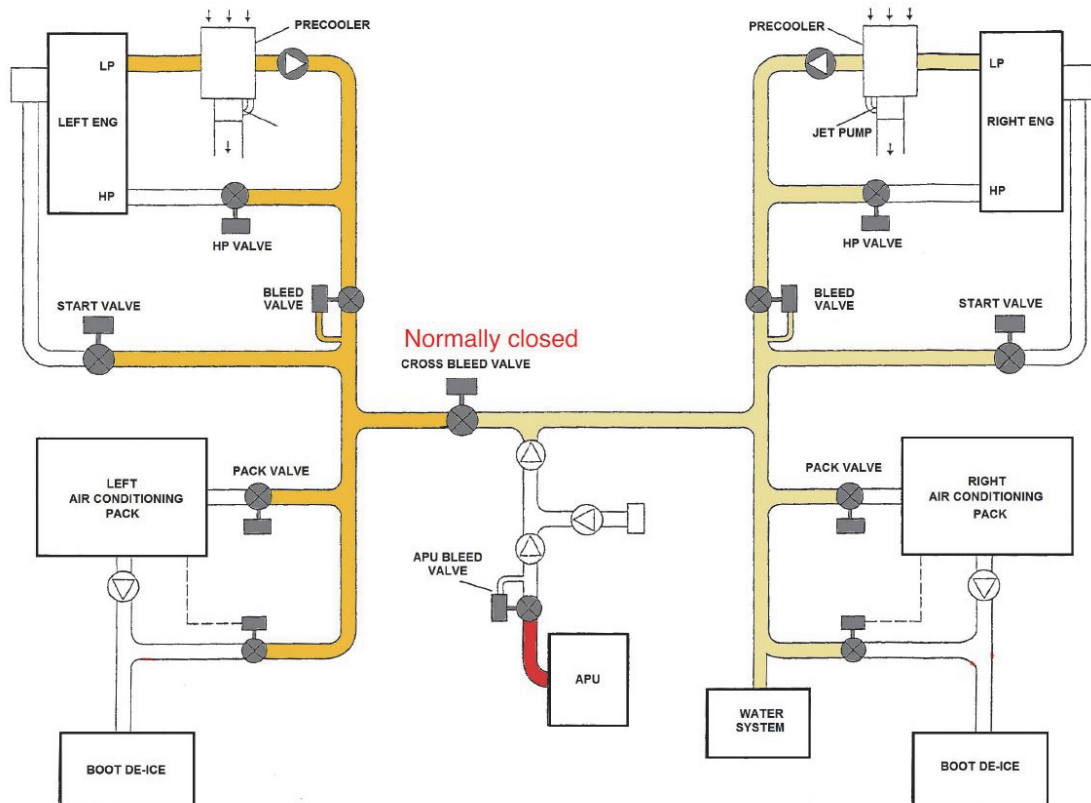
Following an uneventful landing, and as the aircraft taxied onto the stand, the cabin crew reported smoke in the cabin. The aircraft stopped on the stand and the passengers were disembarked through the forward main door. The cause of the smoke was contaminated air from the APU entering the right air conditioning pack.

**History of the flight**

The commander reported that following an uneventful landing at Sumburgh Airport, and just as the aircraft was taxiing onto the stand, Cabin Crew 1 positioned at the rear of the aircraft made an emergency call to the flight crew informing them that there was smoke at the rear of the cabin. As the aircraft was entering the stand, and the wind was in excess of 40 kt, the commander decided to continue onto the stand and park the aircraft into wind. A second emergency call was then received from Cabin Crew 2 who reported smoke in the centre of the cabin. Both cabin crew members reported that the smoke was first visible after the aircraft landed and the cabin lights were switched on. The flight crew shut the engines down and the commander opened the flight deck door to assess the smoke. The decision was then made to disembark the passengers through the main door at the front of the aircraft, which the commander reported took approximately 30 seconds. At the same time, the co-pilot contacted the airport fire service by radio and they arrived promptly at the aircraft. On the advice of the fire crew, the rear door of the aircraft was opened to vent the smoke and the aircraft batteries were disconnected. The fire crew could identify no hot spots in the cabin.

## Description of the aircraft air system

The aircraft is equipped with two air conditioning packs, which can be provided with compressed air from either of the engines or the APU (Figure 1). Except for engine start, the cross-bleed valve normally remains closed and the APU, which is normally only operated on the ground, supplies compressed air to the right air conditioning pack. The commander reported that the report of smoke in the cabin coincided with the starting of the APU after landing.



**Figure 1**

Schematic of the aircraft air system

## Operator's engineering investigation

The operator's engineers operated both air conditioning packs on the ground and identified a strong smell of oil from the right pack. Blue acid smoke was also evident in the cockpit area and the right-hand heat exchanger was found to be very dirty. The cause of the smoke was subsequently identified as oil contamination of the air bleed from the APU. The APU and right-hand heat exchanger were replaced and there have been no further reports of smoke in the cabin or cockpit.