



# Federal Aviation Administration

## National Part 139 CertAlert

**\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\***

**Date:** 7/17/2018 **No. 18-05**  
**To:** Airport Operators, FAA Airport Certification Safety Inspectors  
**Subj:** Handling Aircraft with Smoke, Odors, and/or Fumes  
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- 1. Purpose:** To provide guidance on the handling of aircraft by Part 139 airports where passengers and/or crew may have been subject to smoke, odors, and/or fumes.
- 2. Background:** Odors, smoke, and/or fumes may be introduced to the cabin atmosphere as a result of aircraft equipment malfunction or failure or by inadvertent or intentional actions. Several recent incidents have resulted in air carriers making emergency landings due to smoke, odors, and fumes. These incidents have ranged from smoke in the cockpit or cabin, to dry ice “exploding” from an improperly sealed passenger container under a seat. In some cases, there were concerns that substances may have been biological or chemical agents. While none were, all these incidents have led to a need by the aircraft crew to divert to an airport and for the airport to provide an appropriate response, particularly in handling potentially affected/incapacitated passengers and/or crew while responding to a possibly contaminated cabin environment.
- 3. Recommendations:**
  - Airports should revisit their existing Airport Emergency Plan for handling incidents such as these. In some cases, the response may be similar to handling a pandemic disease, requiring a quarantined area for the aircraft and passengers and crew.
  - Many airports have already developed pandemic disease plans that focus on operational responses to inbound aircraft carrying potentially ill passengers. Reviewing the pandemic disease plan may be appropriate.

- Aircraft Rescue and Fire Fighting (ARFF) personnel should focus on evacuating passengers and crew as quickly and as safely as possible and use caution when entering the aircraft due to potential contaminants

A handwritten signature in blue ink, appearing to read "Brian Rushforth", written over a horizontal line.

Brian Rushforth, Manager  
Airport Safety and Operations Division, AAS-300