

**SERIOUS INCIDENT**

<b>Aircraft Type and Registration:</b>	Airbus A320, EI-DEO	
<b>No &amp; Type of Engines:</b>	2 CFMI CFM56-5B4/PS turbofan engines	
<b>Year of Manufacture:</b>	2005	
<b>Date &amp; Time (UTC):</b>	12 August 2019 at 2100 hrs	
<b>Location:</b>	En route from Dublin Airport to London Heathrow Airport	
<b>Type of Flight:</b>	Commercial Air Transport (Passenger)	
<b>Persons on Board:</b>	Crew - 6	Passengers - 173
<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>	42 years	
<b>Commander's Flying Experience:</b>	8,000 hours (of which 5,000 were on type) Last 90 days - 16 hours Last 28 days - 6 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

After completing a cross-bleed start<sup>1</sup>, both flight crewmembers experienced a strong fuel/oil smell which they assumed was as a result of the start procedure. During taxi, they experienced further fuel/oil fumes and thought it was due to the exhaust of an aircraft taxiing ahead. Further intermittent occurrences of fumes were noticed during departure and climb which they discussed.

Whilst the flight crew were conducting their approach brief, they discussed that they both felt they were not operating to their normal standard and agreed they would maintain a heightened awareness. They did not think it necessary to don oxygen masks. The approach and landing were without incident. After landing the flight crew opened the cockpit direct vision windows and taxied onto stand. During a post flight review, unsure of their medical condition, both flight crew donned the oxygen masks for a short while. A basic medical examination of the flight crew showed that all their vital signs were normal.

The aircraft was subjected to extensive fault finding by engineering staff, no cause for the fumes was identified and the aircraft has returned to operation with no further reports of fumes.

**Footnote**

<sup>1</sup> The aircraft was operating with its APU inoperative. As a result, the first engine had to be started on stand using a ground air supply. The second engine was then started after push-back using bleed air from the first engine using a cross-bleed procedure.

The operator completed an internal investigation and is reviewing smoke and fumes guidance material provided to its flight crew.