

Follow-up Action on Occurrence Report

**SERIOUS INCIDENT INVOLVING EMBRAER EMB-145SEP, G-ERJG, WEST OF COULOMMIERS VOR, FRANCE ON 20
FEBRUARY 2005**

(SMOKE AND FUMES IN AIRCRAFT COCKPIT DURING CRUISE)

CAA FACTOR NUMBER : F9/2005
FACTOR PUBLICATION DATE : 10 February 2006
OPERATOR : BA CitiExpress
CAA OCCURRENCE NUMBER : 2005/01219
AAIB REPORT : Bulletin 1/2006

SYNOPSIS

(From AAIB Report)

During the climb, the pilots were unable to keep the autopilot engaged, and later became aware of smoke and fumes in the cockpit. Shortly afterwards the commander's flight displays and the Engine Instrument and Crew Alerting System failed. Smoke was evident briefly in the passenger cabin and the aircraft diverted to Paris Charles de Gaulle Airport. After landing, disembarkation was delayed whilst the crew attempted to follow complex taxi instructions. The source of the smoke was identified as the number 1 IC-600 avionics integrated computer.

The investigation found that the procedure for recovering information to cockpit displays in the event of failure of an IC-600 had been omitted during a previous revision of the Quick Reference Handbook (QRH). One safety recommendation was made concerning restoration of the appropriate procedure in the QRH.

FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

Recommendation 2005-80

Empresa Brasileira De Aeronautica SA (Embraer) should publish a readily identifiable procedure in the quick reference handbook of all ERJ135/140/145 series aircraft which restores information to flight instruments affected by the failure of either IC-600 avionics integrated computer.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed