



**Subject:** Conclusion of the aviation incident No. 2014-308-4P

Budapest, 28<sup>th</sup> July 2015

<b>File No. of the notification:</b>	2014-308-4P	
<b>Date and time of occurrence:</b>	31 July 2014	12:40 LT
<b>Location of occurrence:</b>	LHBP	
<b>Category of occurrence:</b>	incident	
<b>Aircraft operator:</b>	Lufthansa	
<b>Aircraft type, flag and registration:</b>	Airbus A320-200, D-AIPK	

### **Description of the occurrence**

The aircraft involved was a type Airbus A320-200 serving the Lufthansa flight No. LH1788, and was in flight from Munich to Budrum. Soon after takeoff, the cabin crews smelt the odour of smoke in the rear section of the passenger cabin. The ovens in the kitchen were turned off but the crew continued to smell the odour. The pilots decided to interrupt the flight, and land in Budapest. The SSR transponder was switched to emergency code. Meanwhile, two stewardesses became incapacitated. After landing, the crews were taken to hospital for medical examination.

In the course of the technical examination of the aircraft, the experts from Lufthansa Technik Budapest Kft. found no signs of smoke or burn. Witnesses stated that, in addition to the smell of smoke, they also smelt a stingy odour resembling acetone in the cabin; they also stated that a passenger tried to remove nail polish by bathing her fingers in some liquid in an aluminium bowl.

After landing, the cabin crews handed over the plastic bowl with the liquid and two AA cells in it to the personnel of the disaster management & fire protection unit of the airport.

Based on analysis of the facts, TSB Hungary presumes that the source of the burn odour resembling acetone was the reaction between the acetone product filled in the bowl and the AA cells. The cause of the smell of smoke occurring soon after takeoff could not be identified.

The medical examinations found no signs of intoxication. On the basis of the medical expert opinion, TSB Hungary presumes that the incapacitation of the two stewardesses was a psychosomatic reaction.

### **Actions taken**

Pursuant to Hungarian translation of the Regulation (EU) No. 996/2010 of the European Parliament and of the Council, TSB classified the occurrence as 'serious incident'.

In the course of the investigation TSB questioned the aircrew, replayed the cockpit voice records, and had the above-mentioned liquid analysed in a chemical lab. Based on the analysis of the information collected, the Investigating Committee (IC) established that there were no such circumstances which would necessitate a full technical investigation. The IC

recommended TSB to downgrade the occurrence. On 13 October 2014, TSB reclassified the occurrence as 'incident'.

For its investigation, TSB Hungary applied a study from the German accident investigating organization (Bundesstelle für Flugunfalluntersuchung – BFU) which deals with similar incidents that had occurred onboard commercial aircraft.

The investigation requires no further action by TSB, and thus TSB considers the case to be closed.

  
**dr. Loránd Becske**  
Director General

