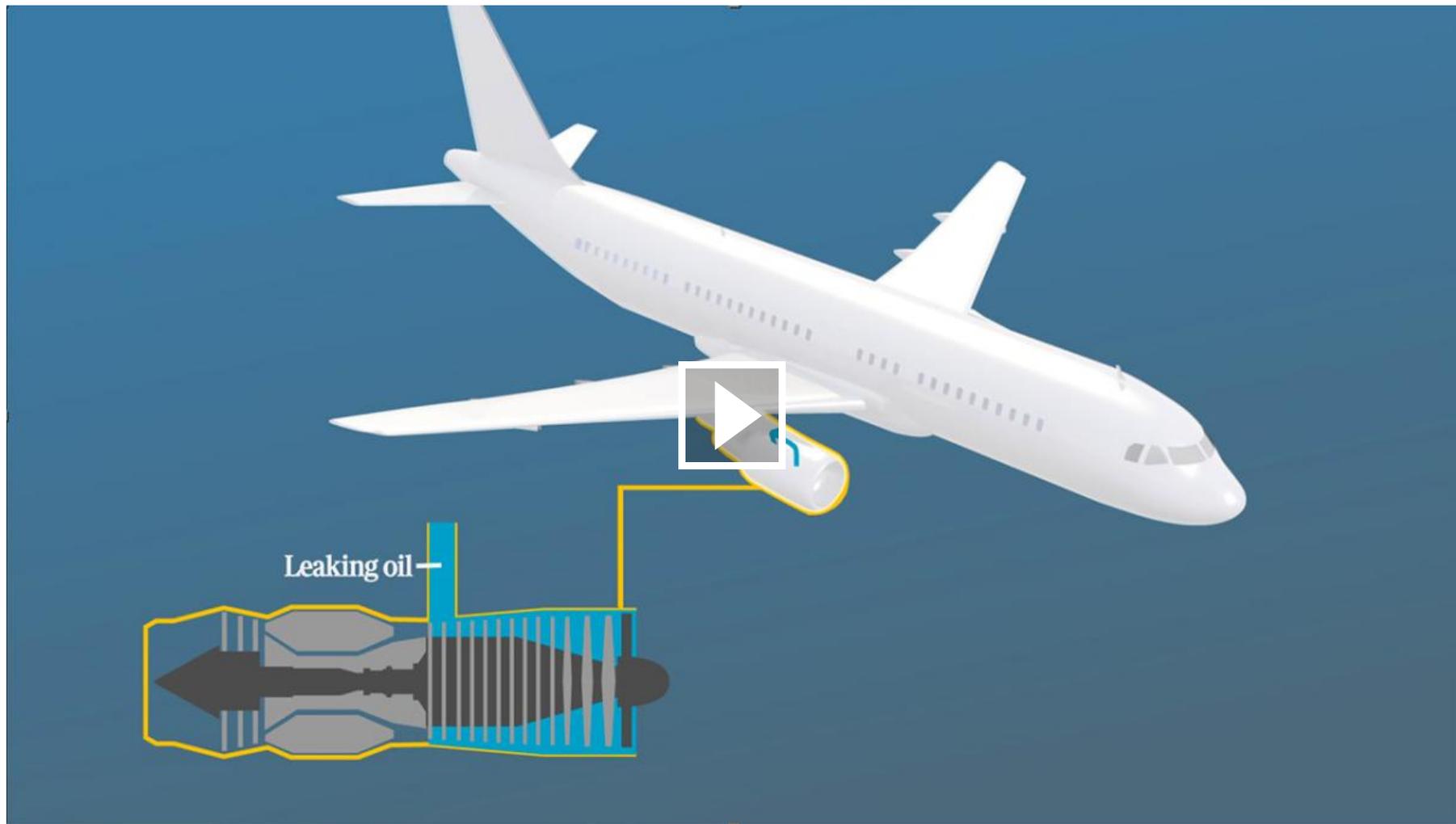


VIDEO

EasyJet in forced landing as ‘smell event’ overcomes co-pilot

Andrew Gilligan

October 15 2017, 12:01am, The Sunday Times



Flight EZY2278 from Palma, Mallorca, to Luton on October 3 was forced to divert to Paris where paramedics met the aircraft and the first officer was taken away in an ambulance. Asked if this was an “aerotoxic incident” caused by fumes, easyJet said: “No, this was a smell event and we do not categorise any event as aerotoxic. This is not a classification easyJet uses.”

One passenger, a fashion designer called Isabelle, said less than an hour before the flight was due in Luton the captain “said we had to land because too many people were ill. He said his co-pilot was really unwell, so we needed to land and check what was going on.”

Isabelle said that as soon as the plane landed at Charles de Gaulle airport at nearly 2am “six doctors or paramedics came in. They helped the pilot, then the passengers. They

came in with oxygen and helped them in the plane. A little boy in the back was vomiting.”

An official with a measuring device entered the cabin to check the air quality; after a short while the remaining passengers were ordered out, she added.

When Isabelle left the aircraft she glanced into the cockpit and saw “a huge oxygen cylinder” standing on the floor: “They had given [the co-pilot] oxygen while they were still flying.” She herself had not felt unwell.

The flight, which had left Palma at 11.45pm, is recorded as “cancelled” by flight tracking websites. The aircraft used — an Airbus A319, registration G-EZNC — later flew without passengers to London.

The airline said: “We can confirm the captain took the decision to divert to Paris due to some passengers and crew feeling unwell. He took the decision as a precaution only and the aircraft landed routinely.”

Engineers found a “leakage of hydraulic fluid” in the tail section, “of which a very small amount could trigger a smell”, easyJet added.

The leaking component was renewed and the aircraft given a “technical clean”, with all the cabin air recirculation filters and seat headrest covers replaced.

Campaigners claim “aerotoxic syndrome” from contaminated cabin air accounts for the premature retirement, ill-health and even deaths of pilots and crew. Frequent flyers and young children can also be at risk, it is claimed. Aircrew unions are involved in about 100 civil court actions for death and injury allegedly caused by cabin air. All airlines deny that fume events have long-term effects.

Dr Susan Michaelis, a former pilot who studies “aerotoxic syndrome” as a visiting researcher at Stirling University, said: “This incident is consistent with toxic chemicals coming into the air supply . . . Passengers should know what they’ve been exposed to so they can seek medical support.”

[@mragilligan](#)



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VH-EAH 2 days ago

Mr. VH Here..

Sensational headline!

The aircraft didn't perform a "Forced Landing" at all. It was either an Emergency Landing or a Precautionary Landing. Most probably the latter.

A Forced Landing is when the control of the aircraft is compromised or there has been a complete loss of power. In other words, the crew has no option but to land it. Running out of fuel would be a good example of a "Forced Landing" - it's not going to stay airborne for long without any engines running.

If the aircraft was still under control and had no loss of motive power, then it couldn't have been a Forced Landing.

| Recommend Reply

VH-EAH 2 days ago

Dr VH here.

My husband was one of a number of people from a variety of airlines who were involved in a cabin air quality survey on behalf of the EU, a Swedish Research Institute and a German university. The resulting report literally takes up a foot of shelf space. It found that virtually all "cabin air events" have no negative health issues. The vast majority are the exhaust of other aircraft when taxiing, or small issues like one in this case.

He travelled literally around the world on all sorts of aircraft with the air monitoring equipment in the seat next to him, in all classes.

Recommend Reply

The Man On The Clapham Omnibus 2 days ago

Were the Directors of Ryanair passengers?

★ Recommend ← Reply

Dr Half-track 2 days ago

Good for EasyJet.

I am a (fairly) frequent flier on intercontinental routes, and I find the very unpleasant stink from cabin air can linger on clothes and carry-on baggage for months after the flight. It smells like combusted jet fuel to me.

I have been on a flight where passengers on a full flight (I saw two, there must have been more) were actually passed out on the floor. I think that was BA, but I'm not sure.

The inevitable physiological functions of the passenger in front could be dealt with best by increasing the flow of fresh air - not from the engines, please.

Anyway, clean air would be most welcome, and now jet fuel is cheaper perhaps we'll get it.

3 ★ Recommend ← Reply

VH-EAH 2 days ago

@Dr Half-track

My husband and I have between us 60 years of industry experience. My husband was actually involved in research into cabin air quality (see my other post).

In over 40 years of flying neither of us has ever encountered a "stink from cabin air can linger on clothes and carry-on baggage for months after the flight.." Perhaps you have a particularly sensitive nose.

★ Recommend ← Reply

David Craig 2 days ago

The passengers should try flying Emirates Airways (affectionately known as "Excrement Airways" for obvious reasons). That's where you'll get real "smell events".

8 ★ Recommend ← Reply

Glenys from Venice 2 days ago

Smell events on aircraft?

Common experience for any passengers seated in close proximity to the 'heads'.

3 ★ Recommend [← Reply](#)

[NDA](#) 2 days ago

The headrest covers were replaced? Wow, must have been serious.

6 ★ Recommend [← Reply](#)

[VH-EAH](#) 2 days ago

[@NDA](#)

No it wasn't serious at all. I don't know how often Easyjet replaces their headrest covers but on long haul flights they are changed every time the aircraft is cleaned - ie. after every flight.

★ Recommend [← Reply](#)

[Dudleydoright](#) 2 days ago

"A huge oxygen cylinder lying on the floor". Not in flight it wasn't. They would have used his mask which is plumbed in to the aircraft system.

6 ★ Recommend [← Reply](#)

[Midscout](#) 2 days ago

Maybe they didn't trust the aircraft's oxygen system, given what was going on. Perhaps they judged it safer to use an independent supply.

2 ★ Recommend [← Reply](#)

[VH-EAH](#) 2 days ago

[@Midscout](#)

Mr. VH here..

"Maybe they didn't trust the aircraft's oxygen system, given what was going on. "

Aircraft's oxygen system? Which part of it are you questioning? The oxygen bottle for the flight crew, or the oxygen generators for the passengers? There is no "aircraft oxygen system" on a single aisle Airbus

The flight crew oxygen is fed from a bottle, via a full face mask so that the pilot is breathing pure oxygen. It is completely separate from and independent of the air

conditioning system.

How much more of an independent supply do you want?

1 ★ Recommend [← Reply](#)

Robin Paine 2 days ago

The joy of the Boeing 787 is that it is the first aircraft where the air to the flight deck and cabin comes straight from the outside and does not filter through the engines.

7 ★ Recommend [← Reply](#)

Robert Holmes 2 days ago

Not allowed to call the first officer a Co-pilot even tho s/he is not first but second just like the best man is the groom

2 ★ Recommend [← Reply](#)

Robin Paine 2 days ago

@Robert Holmes Stupid comment

7 ★ Recommend [← Reply](#)

Dudleydoright 2 days ago

@Robin Paine @Robert Holmes First Officer is his rank, the other one is the Captain. They are also pilot and-pilot.

2 ★ Recommend [← Reply](#)

Stephen Knight 2 days ago

Often seem to get a fuel like smell in cabin after boarding and when pilot preparing aircraft to take off. This seems to be frequent occurrence. How can it be avoided?

2 ★ Recommend [← Reply](#)

Come and Go 2 days ago

Fly on a 787.

3 ★ Recommend [← Reply](#)

Minority Man 2 days ago

@Stephen Knight It's the normal smell on the tarmac and it isn't just coming from your plane, it's jet exhaust generally as quite often the little turbine running the generator in the tail will be operating. That does not seem to be relevant in this case

though. How long has type 319 been around now?

2 ★ Recommend [← Reply](#)

VH-EAH 2 days ago

[@Minority Man](#) [@Stephen Knight](#)

What has age got to do with it? The A320 series aircraft, of which the A319 is one variant, have been around for at least 20 years or so. However, the age of an aircraft is much less relevant than the age of, say, a car.

Airlines are required to advise the manufacturers of any major issues with aircraft in operation, and if there is something serious that needs to be remedied, the manufacturers will then forward that on to every operator of that type of aircraft. Every aircraft operator then is required to alter the aircraft in line with such advice - in other words they are continually retro-fitted. New aircraft of that type coming off the production line automatically have the changes in-built.

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Chris Frankland 3 days ago

Captain farted? Common occurrence, especially after curry.

8 ★ Recommend [← Reply](#)

The Singe 2 days ago

[@Chris Frankland](#) My thoughts exactly. I am currently experiencing a very gamey smell event after dinner of pheasants braised in cider

5 ★ Recommend [← Reply](#)

David Shipley 2 days ago

Could be the dreadful smell of the inflight snacks being microwaved.

10 ★ Recommend [← Reply](#)

Chris Frankland 2 days ago

[@David Shipley](#) yes with those delicately infused plastic trays David.

2 ★ Recommend [← Reply](#)

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