



THE UNITED REPUBLIC OF TANZANIA
Ministry of Communications & Transport
TANZANIA CIVIL AVIATION AUTHORITY
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AIB Bulletin

AIB Bulletin No. 1	Ref: CAV/CC/1/02	Category: 1.1
Aircraft Type & Reg.	A330-200	Reg. A6-EAF
No. & type of Engines:	Rolls Royce Trent 772B	
Year of Manufacture:	2000	
Date and Time (UTC):	22 nd April, 2002 at 0437 hours	
Location:	Enroute Dubai-Johannesburg at FL 390	
	Latitude: 06° 15 ' S Longitude: 39° 10 ' E	
Type of Flight:	Scheduled	
Injuries:	Crew -15 Passengers - 176	
Persons on Board:	Crew - Nil Passengers - Nil	
Nature of Damage	Not assessed at this stage	
Commander's Licence:	ATPL	
Commander's Age:	49 years	
Commander's Experience:	16,000 hours of which 1500 were on type	
Information Source:	Telephone call from the Dar es Salaam ATS	

ALL TIMES UTC

The aircraft was operating Emirates Flight EK 761 from Dubai to Johannesburg. It was carrying 176 passengers and a crew of 15.

The commander said that the aircraft took off from Dubai at 2338 hours and the initial phase of the flight was uneventful. At 0437 hours when A6-EAF was cruising at FL 390 over Zanzibar, toxic fumes and smoke came out of the AC vents to the left of the captain's seat. The fumes and smoke disappeared when the smoke clearance procedure was executed. The aircraft was subsequently diverted to Dar es Salaam where it landed safely at 0453 hours. There were no injuries to the occupants. The snag was successfully reproduced at Dar es Salaam following a ground run of the engines. A slight acrylic smell was identified to originate from the No. 2 engine bleed air system. When the No. 2 engine bleeds were blanked off, the snag disappeared. The aircraft was subsequently dispatched with engine No. 2 bleed valves closed in accordance with the aircraft Minimum Equipment List 36-11-1.

The Bulletin contains facts relating to the accident, which have been determined up to the time of issue. This information is published to inform the public and the aviation industry of the general circumstances of the accidents at the preliminary/stage and must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

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