

ACN: 1142545

Time / Day

Date : 201401
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 43000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Corporate
Make Model Name : Citation I/SP (C501)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Captain
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 14500
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 2500
ASRS Report Number.Accession Number : 1142545

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew

When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Returned To Departure Airport
Result.Air Traffic Control : Issued New Clearance
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

While in cruise flight at FL430 I had a cabin pressurization failure resulting in a cabin climb rate of 7,000 FT/minute. I declared an emergency with Center and initiated a rapid descent. We put on our **oxygen** masks and notified ATC as to what was happening and received clearance to 17,000 FT. As we descended into the upper 20,000 FT range the cabin pressurization system resumed normal operation and started descending the cabin at a normal rate. Once the cabin dropped below 10,000 FT we discontinued use of **oxygen** and leveled at FL190 with ATC concurrence. All cabin pressurization systems had return to normal operation with a selected cabin altitude or 9,000 FT. I then requested and received ATC clearance for a return to the departure airport. The reasoning behind going back was the weather below us was not great with strong winds and rain and the departure airport weather was 6,500 overcast 8 mile visibility and 4 knot winds. As the aircraft was operating normally at that time and there were no other conflicts we returned at FL190, which kept us clear of the clouds and weather and the return flight was uneventful.

Synopsis

CE501 Captain reports a rapid loss of cabin pressurization at FL430. An emergency is declared and descent initiated until the upper twenty flight levels, when cabin pressurization returns to normal. The Captain elects to return to the departure airport at FL190 uneventfully.

ACN: 1126670

Time / Day

Date : 201310
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 40000

Environment

Weather Elements / Visibility.Visibility : 10
Weather Elements / Visibility.Other
Light : Daylight
Ceiling.Single Value : 15000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Personal
Make Model Name : Citation Excel (C560XL)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Descent
Route In Use : Direct
Airspace.Class A : ZZZ
Maintenance Status.Maintenance Type : Unscheduled Maintenance
Maintenance Status.Maintenance Items Involved : Inspection

Component : 1

Aircraft Component : Air Conditioning Distribution Ducting, Clamps, Connectors
Manufacturer : Cessna
Aircraft Reference : X
Problem : Failed

Component : 2

Aircraft Component : Indicating and Warning - Air Conditioning and Press.
Manufacturer : Cessna
Aircraft Reference : X
Problem : Design

Component : 3

Aircraft Component : Pneumatic System - Indicating and Warning
Manufacturer : Cessna

Aircraft Reference : X
Problem : Design

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 3450
Experience.Flight Crew.Last 90 Days : 110
Experience.Flight Crew.Type : 125
ASRS Report Number.Accession Number : 1126670
Human Factors : Workload
Analyst Callback : Completed

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Other / Unknown
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Diverted
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

On the afternoon of October 2013 at approximately XA:15 local time, our aircraft was cruising at 40,000 feet. The Captain and I had completed our Cruise Checklist and approximately 30 minutes later, along with our passengers, we noticed that air had ceased to flow from the overhead vents. As with many jets, this air serves not only to control the air temperature in the aircraft, but also to pressurize the aircraft vessel. The Captain and I immediately turned our attention to the Cabin Altitude indicator as well as the Automatic Pressure Controller (APC) to see if there were any abnormalities. We initially noticed a climb in Cabin Rate of Climb of between 200 and 300 feet per minute while the cabin altitude itself began a climb from its initial value of 6,000 feet. We scanned the face of the Automatic Pressure Controller for any error indications thinking we may have had a failure of the APC. It was indicating normally. Within a matter of 10 or 15 seconds, we determined that the best course of action would be to begin a descent while we continue to troubleshoot the unexplained climb in cabin altitude. At this time, we both pulled our emergency **oxygen** masks from storage and put them in our laps in case a

faster loss of pressure occurred. I also pulled the Emergency Checklist and opened it to the emergency descent tab and laid it open and ready. It is important to note that we had no other indications or annunciators during the duration of the flight. I immediately asked for a lower altitude from ATC and we were given 38,000 feet. ATC asked the nature of our situation and I told them it was a sudden drop in pressurization. The Captain initiated an aggressive descent and I asked for lower altitudes repeatedly as the urgency of our descent increased. The cabin altitude continued to climb until the cabin Outflow valve fully closed and momentarily slowed the loss of cabin pressure. Because we were descending aggressively, the cabin altitude never exceeded its upper limits, no annunciators illuminated, and the cabin **oxygen** masks never fell from their overhead containers. It is important to note that during the descent, we heard loud hums, and abnormal squeals coming from the aft bulkhead area. This confirmed our suspicion that it was not a computer issue, but rather a failure of an Outflow valve or duct. In addition, during the descent, we decided to make a precautionary landing at ZZZZ. With no emergency indications in the cockpit, and because we were able to descend so quickly, we elected not to declare an emergency. The safe completion of the flight was never in question. However, as we were exchanged from the Center Controller to the ZZZZ Approach Controller, we were asked of souls on board and fuel remaining and were notified that emergency personnel and fire trucks had been dispatched to the runway. We were asked if we had a hydraulic problem and we confirmed that it was a loss of cabin pressure. I also informed them at that time that Emergency services were not required and that cabin pressure was stable and descending at this low altitude. In any event, the trucks and personnel followed us in to the local FBO. After inspection of the aircraft by mechanics, it was determined to be a cracked duct line bringing compressed air to the cabin.

Callback: 1

Reporter stated they were flying a Cessna C-560XLS aircraft. The XLS has a similar fuselage as the XL series, but with improved avionics. The XLS does not have an EICAS System. Flight crews rely on the Annunciator lights for malfunctions. The lack of any Annunciator indication was one of the concerns they had when he and the Captain, and the passengers in the cabin, noticed the airflow had stopped. They, (he and the Captain), did not go to the 'Manual' Mode because they were not in an emergency situation. Also, by placing the AUTO-Manual switch to MANUAL, cuts out the Auto Pressure Controller (APC) communication to the Climb and Dive solenoids on the Outflow valves. Since there was so many unusual noises, sounds from the Aft bulkhead area, they did not want to cut-out any auto functions at that time and possibly make the situation worse. They did an abbreviated descent; no speedbrakes, no roll and dive procedures, because they were proactive and ahead of the pressurization loss.

Reporter stated their aircraft was a 2007 model with only 700 hours on the airframe. Maintenance at one of the aircraft Manufacturer's Service Centers noted he had never seen the type of lengthwise failure of a pneumatic duct that he found after they had arrived. The pneumatic duct is a composite/Kevlar material that had a 16" inch long opening, that looked like someone had cut the duct with a razor blade. The composite duct could be squeezed, but the cut, or opening could only be felt, because the duct failure was on the opposite side from view, when looking in the Aft Equipment Bay in the Tailcone section. The duct was fairly large and routed with cold air from the Air Conditioning Packs to the cabin.

Synopsis

A First Officer reports that he and the Captain flying a C-560XLS aircraft noticed that pressurization air had ceased to flow from the overhead vents while in cruise flight. No Annunciator lights illuminated, indicating a loss of pressurization source. A non-emergency abbreviated descent was accomplished. Maintenance found a large composite cold air duct that had split open approximately 16" inches long, that looked like it had been cut with a razor blade.

ACN: 1101948

Time / Day

Date : 201307
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : Mixed
Weather Elements / Visibility : Thunderstorm
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 6000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Fractional
Make Model Name : BAe 125 Series 800
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Route In Use : Vectors
Route In Use : Direct
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 2350
Experience.Flight Crew.Last 90 Days : 80
Experience.Flight Crew.Type : 450
ASRS Report Number.Accession Number : 1101948
Human Factors : Workload
Human Factors : Troubleshooting
Human Factors : Time Pressure
Human Factors : Communication Breakdown
Human Factors : Physiological - Other
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC
Communication Breakdown.Party2 : Flight Crew
Analyst Callback : Attempted

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 1400
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 20
ASRS Report Number.Accession Number : 1102458
Human Factors : Workload
Human Factors : Troubleshooting
Human Factors : Time Pressure
Human Factors : Communication Breakdown
Human Factors : Physiological - Other
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Diverted
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : FLC complied w / Automation / Advisory

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

We departed on a Part 91 flight with 2 passengers on board. At the time of departure from a high altitude, mountainous terrain airport we had weather pressing in from the north and briefed our avoidance and departure procedure before takeoff. After takeoff the appropriate checklists were completed while we were maneuvering to avoid storm cells. At approximately FL320 the ENG 1 FUEL light illuminated at which time we referred to the Abnormal Checklist for this indication. The checklist called for a reduction in power until the light extinguished or reduction to idle if the light would not go out. After reviewing our engine indications and confirming they were normal I elected to wait on any power reductions until we reached our cruise altitude of FL370 so as to maximize our terrain clearance and increase indicated airspeed. Upon level off while we were accelerating, the CABIN HIGH ALTITUDE light illuminated. We immediately donned our **oxygen** masks, deployed the passenger masks and completed checklist items. At this time it became apparent that my mask communications were inoperative. Upon referring to the checklist we elected to start a descent and asked Center for the lowest available altitude that would maintain terrain clearance. Our initial clearance was to FL270 and I began an aggressive descent. At this point we confirmed that our cabin altitude was 10,500 FT and increasing and tried to bring the cabin down using the cabin selector to no avail. At this time we declared an emergency with Center and requested a diversion to a nearby major airport. We were given a step down to 17,000 FT and finally 10,000 FT at which time we removed masks and prepared for landing. We were asked by Approach if we were still declaring an emergency at which time we replied no as the situation had become stabilized. We made a visual approach to land with no further events.

Narrative: 2

Upon reaching FL370 the CABIN ALTITUDE light illuminated and the horn went off. We both immediately donned our **oxygen** masks and tried to establish communications. I was able to talk and hear ATC, but could not communicate with my Captain. We then performed the Cabin Altitude Emergency Checklist and started an emergency descent. The highest indication I observed on the cabin altitude altimeter was 10,500 FT with a 2,000 FPM climb indication. I communicated with ATC and asked for lowest safest altitude considering the high terrain. We were assigned FL270 with lower altitudes that followed quickly.

Synopsis

A HS125 (Hawker 800) ENG 1 FUEL light illuminated climbing through FL320 for FL370. When level the aircraft lost pressurization, so an emergency was declared and the flight diverted to a nearby airport.

ACN: 1075839

Time / Day

Date : 201303
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Personal
Make Model Name : Gulfstream IV / G350 / G450
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Climb
Route In Use : Direct
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 5800
Experience.Flight Crew.Last 90 Days : 115
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 1075839

Human Factors : Training / Qualification
Human Factors : Human-Machine Interface

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Altitude : Overshoot
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Returned To Clearance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

As we were climbing through FL350, the cabin altitude started to climb. I put on my **oxygen** mask, contacted ATC and told them I needed to descend immediately. I was cleared to FL240. As the cabin altitude rapidly climbed through 14,000 FT I initiated an emergency descent, declared an emergency and requested a lower altitude. I was re-cleared to 11,000 FT.

As a result of my rapid rate of descent, I descended 300 FT below my assigned altitude as I leveled off but immediately climbed back up to 11,000 where we were given a heading while we assessed the situation. None of the passengers or crew was injured. We cancelled the emergency and continued to our destination at a lower altitude. Closer to our destination we diverted to another airfield for maintenance.

In the future I would try to start arresting my descent rate earlier in order not to descend below my assigned altitude. Today I realized the importance of the use of **oxygen** masks at high altitude and the training that we receive regarding emergency descents. I am very thankful for both. Without **oxygen** this situation could have ended up much worse.

Synopsis

While making an emergency descent due to a loss of pressurization at FL350 the flight crew of a G-IV descended 300 FT below their cleared altitude of 11,000 MSL before recovering.

ACN: 1039317

Time / Day

Date : 201209
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility : Turbulence
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Corporate
Make Model Name : Citation I/SP (C501)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry
Flight Phase : Cruise
Route In Use : Vectors
Airspace.Class A : ZZZ

Component

Aircraft Component : Squat Switch
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 8600
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 25

ASRS Report Number.Accession Number : 1039317
Human Factors : Troubleshooting
Human Factors : Training / Qualification
Human Factors : Situational Awareness
Human Factors : Physiological - Other
Human Factors : Confusion
Human Factors : Communication Breakdown
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 13800
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 600
ASRS Report Number.Accession Number : 1039896
Human Factors : Troubleshooting
Human Factors : Time Pressure
Human Factors : Distraction

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.General : Declared Emergency
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Aircraft

Narrative: 1

We had just experienced severe turbulence less than 5 minutes before when the 10,000 FT cabin horn sounded. We quickly donned our **oxygen** masks and the PIC declared an emergency with the ARTCC and indicated we were going to perform an emergency descent. I disconnected the autopilot and pitched over to the appropriate attitude to execute the emergency descent and confirmed that the throttles and speed brakes were in the proper position. It appeared that the ARTCC

may or may not have understood what the PIC had told them so I also informed them that we were making an emergency descent. The ARTCC told us to maintain several altitudes, (FL240 and FL210), and I again informed them of the nature of our descent and they finally cleared us to 15,000. We requested 11,000 as a final altitude and terminated the emergency and requested to proceed to our destination airport. One thing we had forgotten to do was change our transponder to 7700. After accessing the situation we believe our pressurization system had failed, but at 11,000 FT it began to operate properly. The PIC had maintenance troubleshoot the system but they could not find anything definitively wrong with it. We continued on our trip at altitudes not requiring pressurization and it worked properly thereafter. As a precaution when we deadheaded home we remained at altitudes where we could use our masks and not have to descend. The pressurization system has performed perfectly since the incident described above.

Narrative: 2

Total rapid loss of pressurization, loud air noises, executed all emergency procedures in accordance with checklists, advised Center of deviations from assigned altitude and received clearance to descend to requested 11,000 FT cruise altitude. No injuries, damage or passengers involved. [We] proceeded to our destination for normal landing and pressurization maintenance servicing, follow on replacement of left landing gear electric squat switch. No further problems.

Synopsis

A CE-501 squat switch failed at FL350 causing a rapid loss of pressurization, so an emergency was declared and the flight descended to 11,000 FT then continued to its planned destination.

ACN: 1031166

Time / Day

Date : 201208
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Personal
Make Model Name : Citation II S2/Bravo (C550)
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization Outflow Valve
Aircraft Reference : X
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 8500
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 2000
ASRS Report Number.Accession Number : 1031166

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

The aircraft was level at FL370 for over an hour. A rather loud whistling noise was heard. I observed the cabin climb rate jump from 0 to +3,000 FPM. We were experiencing a rapid depressurization. I declared an emergency with Center and requested an immediate descent. We began a descent immediately. Center was very helpful in giving me directions to various airports. **Oxygen** masks were donned by pilot and passengers, passengers were briefed, and we made a course reversal toward [nearest suitable airport]. As we proceeded, we leveled the aircraft at 14,000 FT with ATC approval. At that point, the cabin was holding at 3,000 FT. **Oxygen** masks were removed. The emergency status was canceled. I told ATC that we no longer needed priority handling and that we could be sequenced onto an arrival and an approach normally. We changed our destination as we considered maintenance availability at various airports.

The approach and landing were normal. There were (to my knowledge) no conflicts with other aircraft. Center personnel responded promptly to all of our requests. I never heard any transmissions that would indicate that our situation/actions affected other aircraft (no heading or altitude changes were given). The emergency was handled promptly, professionally, and decisively by both myself and ATC personnel. Maintenance was performed [and] it was discovered that the right-hand pressurization check valve had failed. Instead of air being sent into the cabin to pressurize the aircraft and inflate the door seal, the air was allowed to escape into the right-hand nacelle. The flight resumed two days later.

Synopsis

C-550 Captain (single pilot) reported loss of pressurization at FL370. Emergency was declared, a descent executed, and a diversion to an appropriate airport followed, where a pressurization check valve was found to have failed.

ACN: 1024591

Time / Day

Date : 201207
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 40000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Personal
Make Model Name : Gulfstream IV / G350 / G450
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class A : ZZZ

Component : 1

Aircraft Component : Pneumatic Valve/Bleed Valve
Aircraft Reference : X
Problem : Failed

Component : 2

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 20006
Experience.Flight Crew.Last 90 Days : 60

Experience.Flight Crew.Type : 178
ASRS Report Number.Accession Number : 1024591
Human Factors : Communication Breakdown
Human Factors : Human-Machine Interface
Human Factors : Troubleshooting
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

While cruising at FL400 the cabin altitude warning sounded and the cabin altitude was 9,200 FT and climbing. After both pilots checked in on 100% **oxygen** the outflow valve was manually closed and since the cabin altitude continued to climb an emergency descent was initiated. ATC was advised, but had difficulty understanding my transmission from the **oxygen** mask microphone. Another aircraft understood and relayed to ATC. The checklist was run from the top and I removed my mask as soon as possible to use another microphone.

We determined the left engine bleed had failed and the flight was continued at a lower altitude with the isolation valve open and bleed air being supplied from the right engine. I overlooked changing the transponder code to 7700 until requested by the Controller due to the difficulty of communicating through the mask. The transponder code was changed at the following Controller's request. It should be noted that the **oxygen** masks and microphones tested good prior to the flight and another aircraft was able to understand our transmission.

Synopsis

A G-IV flight executed an emergency descent when their pressurization system failed at FL400.

ACN: 1019126

Time / Day

Date : 201206
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 27000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Corporate
Make Model Name : Super King Air 300
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Test Flight
Flight Phase : Cruise
Flight Phase : Climb
Route In Use : Direct
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Improperly Operated

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 17610
Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Type : 1751
ASRS Report Number.Accession Number : 1019126
Human Factors : Communication Breakdown
Human Factors : Confusion

Human Factors : Distraction
Human Factors : Training / Qualification
Human Factors : Workload
Human Factors : Time Pressure
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Other / Unknown
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

First flight after 6.5 months for new avionics modification, paint, interior, and phase 1 through 4 inspection. All preflight and run-up was completed. The owner (pilot) was in the left seat. On climb out using the checklist we verified that we were pressurizing. Climbing through FL270 we received a 'Cabin Altitude Advisory' and a notice a 5.0 PSI and a cabin altitude of 10,000 FT. I then placed the environmental control from low to normal and noticed a little movement of the needles. I then asked Center for a lower altitude and started a descent. The **oxygen** masks in the passenger compartment deployed and I noticed a 'CABIN ALT HI' warning light and we lost pressurization at about FL250. I then grabbed my **oxygen** mask and could not put it on due to my headset. I took off the headset, put on my mask, turned on the mic switch and told Center that we needed to take it down to 10,000 FT. Not hearing a reply because I could not find the speaker switch on the new avionics panel, I put back on my headset and holding my mask, I started flying the plane. Still trying to focus on procedures I then turned on the passenger **oxygen**. I was instructed to contact Approach at or about FL187 and they asked if we needed any assistance. We asked to return to the departure airport and the rest of the flight was uneventful. Back at our base I was told that one of the Mechanics passed out, but once **oxygen** was given came around quickly. The maintenance facility found two lines crossed at the controller. The flight the next day was normal.

Synopsis

A BE300 on a test flight lost pressurization at FL270 because two sense lines on the pressure controller had been reversed during extended maintenance. The pilot had communications problems because of headset/**oxygen** mask incompatibility.

ACN: 1011390

Time / Day

Date : 201205
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 5000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Fractional
Make Model Name : P180 Avanti
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Route In Use : Vectors
Airspace.Class E : ZZZ

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Improperly Operated

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 4000
Experience.Flight Crew.Last 90 Days : 150

Experience.Flight Crew.Type : 3000
ASRS Report Number.Accession Number : 1011390
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

We departed and received a cabin pressure light illumination [climbing] through 12,000 FT. We put on our **oxygen** [masks] and requested lower immediately. We declared an emergency and squawked 7700 in order to get descent priority. Pilot flying took controls and radios I prepared the appropriate cabin pressure light checklist. As we descended to 10,000 the light extinguished and [we] continued to finish the cabin pressure checklist. The checklist led us to check the bleeds I realized they were not on and had not been on since we took off. I turned them on and the cabin pressurized normally in both auto and manual mode. Realizing my error (i.e. accidentally not turning the bleeds on allowing the cabin to pressurize) we received legal approval to continue after canceling our emergency and continued to our destination.

Synopsis

P180 Captain reported losing cabin pressure and then finding he had never turned the bleeds on.

ACN: 989512

Time / Day

Date : 201201
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 40000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Fractional
Make Model Name : Gulfstream IV / G350 / G450
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 989512

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 989338

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Climbing through FL400 to cruising altitude of FL430 cabin pressurization became erratic. Red CAS message illuminated (cabin pressure) cabin altitude was 10,500 and climbing at 1,500 FT a minute. Stopped climb and donned the **oxygen** masks and turned on the seatbelt and no smoking signs. A quick assessment was done and an emergency descent was initiated. [We] followed the emergency descent checklist with a left turn to clear the airway. Contacted ATC and declared an emergency and requested 10,000 FT altitude. Once level at 10,000 FT checked the aircraft, the flight attendant, and passengers. We then diverted to a suitable airport.

Narrative: 2

[No additional information]

Synopsis

A GLF4 flight crew initiated an emergency descent, declared an emergency and diverted to a nearby airport following a loss of cabin pressurization.

ACN: 967304

Time / Day

Date : 201108
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 34000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Personal
Make Model Name : Citation II S2/Bravo (C550)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 18000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 3000
ASRS Report Number.Accession Number : 967304

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Declared Emergency
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

While at FL340 the cabin altitude warning light illuminated, an emergency was declared and we began a descent to 12,000 FT. We put on our **oxygen** masks,established communication and backed it up with the rapid decompression emergency checklist. Cabin pressurization was restored at 12,000 and we continued to our destination. After pressurization was restored we no longer needed emergency handling.

Synopsis

A Cessna Citation lost control of pressurization at FL340, declared an emergency and descended to 12,000 MSL where they were able to regain control of cabin altitude and continued to their destination.

ACN: 955488

Time / Day

Date : 201106

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 41000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Corporate

Make Model Name : Citation V/Ultra/Encore (C560)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Cruise

Airspace.Class A : ZZZ

Component

Aircraft Component : Exterior Pax/Crew Door

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 2800

Experience.Flight Crew.Last 90 Days : 90

ASRS Report Number.Accession Number : 955488

Human Factors : Human-Machine Interface

Human Factors : Situational Awareness

Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During our climb to FL410, we received a 'Door Not Locked' annunciation. This annunciation is triggered by the lock assembly of either nose baggage door, aft baggage door or the main entry door. All doors were confirmed locked and the annunciation was extinguished prior to engine start. The annunciation panel was again confirmed 'clear' prior to takeoff. After confirming the main cabin door locking pins all indicated closed, the door was properly closed and in the locked position, we attributed the annunciation to be a false indication. Shortly after leveling at 41,000 FT, a faint 'squeal' began coming from the main cabin door seal. All environmental system indications remained normal. We asked for a descent to FL390 in an effort to alleviate some differential pressure and were cleared as requested. Before we could begin the descent, the 'cabin door seal' annunciation illuminated and the cabin began climbing to about 500 FPM. I, as the flying pilot, donned my **oxygen** mask. The Captain asked for a lower altitude, however, the Center Controller would not clear us below FL390. Within seconds the cabin altitude became uncontrollable and began climbing in excess of 6000 FPM. The Captain declared an emergency and an emergency descent was initiated. After communicating with ATC, we diverted to the nearest suitable airport where we could both clear customs and have repairs made.

Synopsis

A CE560 First Officer reported a DOOR NOT LOCKED annunciation; all doors were verified closed. Later, a main cabin door squeal developed, then a CABIN DOOR SEAL annunciation and the cabin began climbing at 6,000 FPM. An emergency was declared and the flight diverted to a nearby airport.

ACN: 952732

Time / Day

Date : 201105
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 18000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Personal
Make Model Name : Citationjet (C525/C526) - CJ I / II / III / IV
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Climb
Airspace.Class A : ZZZ

Component

Aircraft Component : Pneumatic Valve/Bleed Valve
Aircraft Reference : X
Problem : Improperly Operated

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 7000
Experience.Flight Crew.Last 90 Days : 35
Experience.Flight Crew.Type : 5000
ASRS Report Number.Accession Number : 952732
Human Factors : Training / Qualification
Human Factors : Troubleshooting
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Other / Unknown
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

I was returning after maintenance. As I climbed through 18,000 FT the red cabin pressure greater than 10,000 FT warning light came on. I declared emergency descent and was cleared without apparent conflict. On checking, found the repair facility had turned air intake from 'BOTH' to 'OFF.' Also discovered they had detached **oxygen** masks from **oxygen** outlet. I thought I had checked everything, but now I will be more vigilant. Door seals must be very tight as pressure only rose to 11,000 FT in aircraft.

Synopsis

A C525 climbed through FL180 when the Cabin Altitude Warning alerted the cabin above 10,000 FT because after maintenance the engine bleed valves were not opened. An emergency was declared and a descent accomplished during which he found the **oxygen** masks disconnected.

ACN: 946651

Time / Day

Date : 201104
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Personal
Make Model Name : Turbo Commander 690 Series
Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Climb
Route In Use : Direct
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Flight Engineer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 32000
Experience.Flight Crew.Last 90 Days : 6
Experience.Flight Crew.Type : 55
ASRS Report Number.Accession Number : 946651
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

Climbing through FL230 cabin altitude alert illuminated indicating cabin was 14,000 and climbing. Donned **oxygen** mask and made determination that we couldn't stop the cabin from climbing. Advised Center we needed immediate descent to 14,000 FT. We were unable to get immediate clearance below our current altitude and center was talking to another aircraft so I initiated a descent after checking TCAS to ascertain no aircraft in our vicinity. Cabin was climbing rapidly. Shortly after starting down we received the clearance. I "think" at that time I was passing FL225, not too sure as I was very busy. It appeared our bleed valves were closed although the mode switch was in Auto. [We] did our trouble shooting after level at 14,000. Center asked if we were declaring an emergency but by that time we were

at 14,000 and it was no longer necessary so we declined. Pressurization was holding at that point; continued flight at 14,000 to destination. No more was said from Center.

Synopsis

An AC690 Captain experienced a cabin altitude warning passing through FL230 during climb. A descent was commenced before clearance was received and flight continued to destination at 14,000 FT.

ACN: 907982

Time / Day

Date : 201009
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Angle.Radial : 180
Relative Position.Distance.Nautical Miles : 5
Altitude.MSL.Single Value : 43000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Corporate
Make Model Name : Learjet 45
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Captain
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 11000
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 4

ASRS Report Number.Accession Number : 907982
Human Factors : Time Pressure
Human Factors : Troubleshooting
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation - Procedural : Clearance
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 1000
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Airspace Structure
Primary Problem : Aircraft

Narrative: 1

At cruise altitude of FL430 we lost control of the cabin pressurization. We went on **oxygen** and initiated an emergency descent. We notified ATC and they gave us a 240 heading which was left of course. Center asked us to stop the descent at different altitudes but we notified them we were unable as the cabin altitude was above 10,000 and climbing. The 240 heading had us pointed right at traffic on the TCAS. It became a TA then an RA. The RA was to not descend. I leveled off and told ATC that we were responding to a Resolution Advisory. The TCAS showed they passed directly beneath us at 1,000 FT. I do not remember the altitude but it was around 30,000 FT MSL. We continued our descent to 10,000 and diverted to our home base. I am not sure at this point why we lost pressurization. I am not sure what we could have done different on the descent or the TCAS RA.

Synopsis

A LJ45 made an emergency descent from FL430 following the loss of pressurization. They responded to a TCAS RA during the descent.

ACN: 883025

Time / Day

Date : 201004
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Fractional
Make Model Name : Cessna Citation Sovereign (C680)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Phase : Climb
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 883025
Human Factors : Confusion
Human Factors : Troubleshooting
Analyst Callback : Attempted

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional

Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 883204
Human Factors : Confusion

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

En route while climbing through approx 35K we heard a moderately loud pop sound (from somewhere in forward part of airplane) which didn't sound like the usual surge in bleed air noise that occurs in CE-680's at 37,300 FT. We noted that the cabin rate of climb which had been about 500 fpm increased to approx 1000 FPM and as a precaution, we donned our masks. We were flying from a low altitude airport to a high altitude airport so with the pressure controller set to field elevation, we thought that maybe the pressurization controller was just having difficulty controlling the cabin rate as it was adjusting to the high landing field elevation. The cabin rate of climb settled down to zero after the 1-2 min spike to 1000 FPM and cabin altitude had climbed to landing field elevation and had stabilized there. We were still not sure what the pop sound was. We called the Duty Manager and discussed the pop and cabin rate of climb spike. Because the pressurization system seemed to be working normally thereafter, we said we were comfortable continuing but would monitor the pressurization system for any further abnormalities. We completed the approach with no irregular spikes in cabin rate and the cabin was close to 0 delta p (normal) before performing a normal landing. Because the pressurization system appeared to be operating normally, we elected to accept the next leg. The airplane pressurized normally on the initial climb out (checked normal while performing the climb checklist and no popping of ears felt) and while climbing through approximately 29000 FT, the amber "CABIN ALT" annunciation came ON and we performed the memory items for "Loss of Cabin Pressure" (masks, etc), declared an emergency (because of previous leg's pressurization problem - elected to be conservative and divert), requested a lower altitude and asked to divert. After completing the memory items, I elected to select the Passenger **Oxygen** ON (because of the previous legs pressurization problem and possibility the cabin altitude could rise quickly) and verified that the passengers had put on their masks and were doing ok. I chose to do the loss of pressurization and emergency descent checklists vs. the amber "cabin altitude" checklist because the pop sound from the previous leg made me think that it was possibly a continued pressurization problem which could get more serious. Shortly after the amber cabin altitude came on, the red "cabin altitude" annunciator came

on. By then we were in the descent to a lower altitude and were addressing the cabin altitude situation (which appeared to be maintaining about 9500 to 10000 FT pressurization switch positions all checked normal). We coordinated with ATC for continued lower altitude, completed the checklists and were vectored for a visual approach to our divert airport without further complications. The total time from the cabin altitude annunciation coming on to landing was approximately 10 to 15 minutes.

Narrative: 2

The plane came out of maintenance and the door was worked on as well as a speaker. The flight became quite busy as the Captain attempted to run the red CABIN ALTITUDE checklist and communicate with ATC. As he finished the checklist I realized that he was running the red not amber checklist. Before I could query him the red message popped up. By this time we were at a safe altitude and well on our way, the cabin was holding 10,000. I did not realize until we were on the ground that step 6 of the red message checklist tells you to "Refer to Amber CAS Message Procedures, CABIN ALTITUDE (as required)" which we did not do. Later that evening we discussed the emergency and I pointed out that he did the incorrect checklist. He replied that due to the previous write ups, pop on the earlier flight and present altitude in the high 20's he purposely chose to do the red checklist. Anytime **oxygen** masks are donned communication becomes quite difficult. The addition of checklists, communications with ATC and urgency to descend makes for a scenario where it is hard to keep everyone completely in the loop.

Synopsis

CE680 flight crew experienced loss of cabin pressurization climbing through FL290 and elected to divert to a suitable airport. Pressurization anomalies had been noted on the previous leg but no maintenance action was taken.

ACN: 881368

Time / Day

Date : 201003
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 43000

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Corporate
Make Model Name : Citation X (C750)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Flight Phase : Cruise
Airspace.Class A : ZZZ

Component

Aircraft Component : Cargo Door
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 881368

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 881369

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Overcame Equipment Problem
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

We received a CAS message about an hour into the flight. The message was baggage door seal. We simply ran the checklist and noted no loss of pressure and continued. Two hours later we were cruising at 43,000 when the cabin suddenly started climbing at 2,500 ft per minute. Memory items were completed. During the descent we got a cabin altitude CAS message. ATC told us to descend to 27,000 feet and then 24,000 feet. Once we arrived at 24,000 feet we finished running the checklists, and isolated the depressurization cause to the baggage door seal. We asked ATC to climb back to 39,000 feet.

Narrative: 2

Two hours later, at FL430 (with no CAS initially) the cabin began to climb at 2500 FPM. Approximately one minute later, CAS message: Baggage Altitude and Cabin Altitude. Memory items were followed, **oxygen** on and a smooth emergency descent was initiated. I flew and talked on radios while the First Officer completed the emergency checklist and isolated the cabin. Cabin began pressurizing and we stopped our descent. After talking to Dispatch we jointly decided to continue to destination.

Synopsis

CE750 flight crew reports loss of pressurization at FL430 due to baggage door seal failure. At FL240 the crew is able to isolate the baggage compartment, re-pressurize the cabin, and continue to destination.

ACN: 876786

Time / Day

Date : 201003
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 40000

Environment

Flight Conditions : VMC
Light : Night
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Fractional
Make Model Name : Citation V/Ultra/Encore (C560)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Descent
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 876786

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y

When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

We were approaching the VOR [and] had just been cleared to begin our initial descent to FL370 from our cruise altitude of FL410. We had completed the descent checklist, and as we were descending through FL400, we noted the cabin rate-of-climb indicator "spiking" to a maximum rate-of-climb (6000+ fpm). We had red cabin altitude and master warning lights illuminating and initiated the cabin decompression and the emergency descent checklists. I ensured that the passenger **oxygen** masks were deployed and instructed our two passengers to don their **oxygen** masks, advised them that we had a pressurization problem and observed that they in fact had donned their masks and received a "thumbs up" from them. We observed that the pressurization safety valves had apparently closed because the cabin altitude was limited to approximately 13000 ft. We requested a further descent to the lowest MEA altitude, but were initially restricted to FL290, due to (apparently) active military airspace below us. We clarified that we were declaring an emergency, and were subsequently given a heading for further descent, after a brief delay, down to 12,000 feet MSL. We subsequently confirmed with ATC that our pressurization problem was "stabilized" as we approached 12,000 ft. on descent. We discussed airport alternatives, and we concluded that a conservative option would be to change our destination to ZZZ, as there would be better support capabilities if required. We had requested ATC to advise our Operations Command Center of our situation and intentions. We briefed several options, and decided on executing the VOR approach and landing. We landed the aircraft without incident or injury and safely taxied to the FBO. We attended to our passengers, who indicated that they were not injured, but were very appreciative and supportive of our efforts. We followed up with operations and management personnel and conducted post-flight activities.

Synopsis

A CE-560 Captain reported loss of cabin pressurization at FL400. The Flight Crew declared an emergency, executed an emergency descent, and diverted to the nearest suitable airport.

ACN: 865574

Time / Day

Date : 200912
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 40000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Fractional
Make Model Name : Gulfstream G200 (IAI 1126 Galaxy)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 865574

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 866018

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Diverted
Result.Flight Crew : Landed As Precaution
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued New Clearance
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Approximately three and one half hours into our flight at FL400 we experienced a rapid decompression of the cabin. A slight pressurization "bump" was felt followed by the cabin altitude climbing at approximately 1,500 fpm. We immediately requested a lower altitude from ATC and donned our **oxygen** masks. As the cabin altitude reached 10,000 feet and the red master warning illuminated, we declared the emergency, initiated an emergency decent, and requested to level off at 14,000 feet. ATC could only approve 16,000 feet due to mountainous terrain. We then requested vectors to the nearest airport which was approximately ten miles away. The weather was VFR at the time and ATC cleared us for the visual approach. The cabin stabilized between 13,000 and 13,500 feet and the passenger **oxygen** masks were not deployed. The entire elapsed time period between the initial pressure "bump" and landing was approximately ten to fifteen minutes.

Synopsis

A G-200 experienced a decompression at FL400, made an emergency descent, and diverted to a nearby airport.

ACN: 858820

Time / Day

Date : 200910
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 25000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-31T Cheyenne I
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Cruise
Airspace.Class A : ZZZ

Component

Aircraft Component : Air Conditioning Distribution Ducting, Clamps, Connectors
Aircraft Reference : X
Problem : Failed
Problem : Improperly Operated

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1080
Experience.Flight Crew.Last 90 Days : 20
Experience.Flight Crew.Type : 485
ASRS Report Number.Accession Number : 858820
Human Factors : Confusion
Human Factors : Distraction

Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Diverted
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

While enroute at FL250 my cabin rapidly depressurized. The cabin immediately filled with fog and visibility inside was minimal. Within a few seconds the fog dissipated and I initiated emergency action. I contacted Center and I believe I said Mayday, Mayday, Cheyenne NXXX, cabin depressurized. I am not sure if I also informed them of my intentions to initiate an emergency descent; I may have but I do not recall. I then initiated an emergency descent while turning right off the airway. While attempting to don my **oxygen** mask I removed my headset and instructed my wife and three children to put their **oxygen** masks on. I initially had difficulty getting my mask on and confirming there was **oxygen** flow while at the same time flying the airplane and dealing with my passengers. Once my mask was on and **oxygen** flow confirmed, I replace my headset. During this time I heard a few attempts by Center to contact me, including an attempt made by another aircraft in the area acting on the request of Center. I also believe that Center was advised by the pilot of that aircraft that he believed I had my hands full and would most likely establish contact once my situation had stabilized. Upon reaching what I deemed a safe altitude of approximately 12,000 FT MSL and confirming that my passengers were safe and there were no injuries as a result of the severe pressure changes, I re-established contact with Center and was granted clearance back to ZZZ. During that subsequent contact with Center I informed them of what happened and that my situation was now under control and that I could be removed from emergency status. I was not instructed to call anyone nor was I requested to file any reports. To confirm that no additional action was required by I me contacted the ZZZ FSDO upon landing and was told that unless requested by the Controller a report was not necessary. Inspection of the aircraft revealed that an air duct clamp at the heater forward of the firewall had not been properly tightened by maintenance personnel during an event inspection two weeks earlier.

Synopsis

PA31 pilot experiences loss of cabin pressurization at FL250 and descends to 12000 feet after declaring an emergency all while helping family members on board.

ACN: 847926

Time / Day

Date : 200908
Local Time Of Day : 0001-0600

Place

Locale Reference.ATC Facility : ZZZZ.ARTCC
State Reference : FO
Altitude.MSL.Single Value : 40500

Environment

Flight Conditions : IMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.Center : ZZZZ
Aircraft Operator : Corporate
Make Model Name : Gulfstream IV / G350 / G450
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Route In Use : Oceanic
Airspace.Class A : ZZZZ

Component

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 16000
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 1400
ASRS Report Number.Accession Number : 847926

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Declared Emergency
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Returned To Departure Airport
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

Working with Center we were cleared to climb to FL410 and cross a lat/long fix at FL410. In the climb we noticed that the OAT was climbing to ISA +10 and rate of climb was deteriorating. To make the crossing restriction we increased power to maximum. Within 15 miles of the fix we heard the main cabin door seal start to whistle and the outflow valve completely shut trying to maintain pressure in the cabin. We read the checklist for suspected main door seal failure and its indicated procedure was to engage the cowl anti-ice to increase seal airflow, which we did. As we approached the fix we were slightly below our restriction altitude. Due to decreased performance by having the cowl anti-ice selected on. About this time the door seal airflow became much more pronounced and the cabin started to climb approximately 2000 FPM. The First Officer was flying the aircraft. We both went on **oxygen** and I called ATC requesting an emergency return to our departure airport. We were given a turn off track and I requested lower. We were advised of two aircraft in our vicinity, which we verified and had on TCAS. Our cabin altitude had exceeded 15,000 FT and I declared an emergency. Once clear of the traffic we initiated a descent to 10,000 FT. After descent was initiated we lost communication with Center and an air carrier was relaying radio traffic on our behalf. We were cleared to 10,000 FT and given direct to the airport. Upon reaching 10,000 FT we canceled the emergency and proceeded for an uneventful landing. I called the Center and talked with the shift manager and gave him a detailed account of all events as transpired.

Synopsis

G-IV Captain reported a door seal failure attempting to climb to FL410. An emergency was declared and descent initiated with a return to the departure airport.

ACN: 833765

Time / Day

Date : 200904

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : MN

Altitude.MSL.Single Value : 34000

Environment

Flight Conditions : IMC

Weather Elements / Visibility : Turbulence

Weather Elements / Visibility : Icing

Weather Elements / Visibility : Rain

Weather Elements / Visibility : Windshear

Weather Elements / Visibility : Thunderstorm

Weather Elements / Visibility.Visibility : 3

Light : Daylight

Ceiling.Single Value : 1000

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Personal

Make Model Name : HS 125 Series

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Route In Use : Vectors

Airspace.Class A : ZZZ

Component

Aircraft Component : Pressurization System

Manufacturer : British Aerospace

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 4600
Experience.Flight Crew.Last 90 Days : 90
Experience.Flight Crew.Type : 700
ASRS Report Number.Accession Number : 833765

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

While being radar vectored to avoid thunderstorms along our route of flight, we received a cabin altitude alert warning indication light from the aircraft. We asked for and received an immediate descent to 24000 FT and later 11000 FT. We subsequently donned our **oxygen** masks and began running through the checklist, however, cabin pressure remained normal. We were radar vectored to the ILS where we made a precautionary landing without further incident and taxied to the ramp.

Synopsis

An HS125 flight crew experienced a cabin altitude alert, descended to a lower altitude, and diverted to the nearest suitable airport.

ACN: 821035

Time / Day

Date : 200901
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO
Altitude.MSL.Single Value : 27300

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 10000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Gulfstream III (G1159A)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class A : ZZZZ.A

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Engineer
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 4400
Experience.Flight Crew.Last 90 Days : 120
Experience.Flight Crew.Type : 900

ASRS Report Number.Accession Number : 821035
Analyst Callback : Completed

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During the climb to FL410, cabin pressure was noticed reading 19900 ft out of FL270. Both pilots went on **oxygen** and the aircraft was leveled at FL270. Attempts to operate the pressurization system in manual failed and a rapid decent was initiated to 10000 ft. No descent clearance was received prior to executing the descent. It seems that center could not hear us via the **oxygen** mask microphones or via the handheld microphone. Further troubleshooting of the problem indicated that the entire pressurization indication panel was inoperative. Being a totally digital setup, the cabin altitude read 19900 ft, the cabin differential pressure read zero, and the rate of climb read zero. Had a backup gauge of any sort been available, preferably an analog gauge, the entire problem could have been avoided. Callback conversation with reporter revealed the following information: The reporter states that the pressurization control panel was completely inoperative. The cabin altitude warning horn did sound after the panel's failure. An examination of the pressurization control panel canon plug connector revealed pin corrosion preventing adequate electrical contact. The ATC communication failure was apparently the result of high ambient cockpit noise during the descent.

Synopsis

A G1159A (GIII) pressurization control panel failed at FL270. An emergency descent followed but ATC could not hear the pilot because of cockpit noise. The problem was traced to the pressurization control panel canon plug.

ACN: 818908

Time / Day

Date : 200901
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 43000

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Gulfstream IV / G350 / G450
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Cruise
Route In Use.Other
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 4000
Experience.Flight Crew.Last 90 Days : 80
Experience.Flight Crew.Type : 430
ASRS Report Number.Accession Number : 818908

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

On a repositioning flight, without passengers, operated under Part 91 we encountered a fluctuation of the automatic cabin pressure control system during an Ocean crossing from ZZZ to ZZZ1. I was the Pilot in Command and Pilot Flying when the Pilot Not Flying came back to the cockpit from the cabin to inform me of a sound coming from the baggage door. I checked the automatic cabin control system and did not see any reason for concern, all parameters were within limits. The Pilot Not Flying went back to the cabin and felt the need to rest. I requested and received block altitude of FL400 to FL450. I climbed to FL430 and began to notice the cabin start to climb with the outflow valve fully closed. I told the Pilot Not Flying to return immediately to his seat. At that time I began a descent down to FL400 and the cabin PSI normalized. I told the Pilot Not Flying to request a lower flight level and the Controller responded with clearance to FL380. I then asked the Pilot Not Flying to plot our location and tell me if we have passed our ETP. Without hesitation he said 'We have passed the ETP and we should continue.' The Controller asked if we had a problem and the Pilot Not Flying said we are having cabin PSI variations and we will advise shortly. A minute or so passed and then I responded to a red 'Cabin Pressure Low' message by calling for the checklist and donning my **oxygen** mask. I told the Pilot Not Flying to request a lower altitude again. And the Controller responded and said he can't clear us for lower at that time. We remained at FL380 and I handed the Pilot Not Flying my checklist because he had trouble finding the one next to him. The Controller suggested a right turn offset if we needed due to traffic. The checklist was completed and the cabin had stabilized. I then wanted the Pilot Not Flying to show me the plot he made that proved we had passed the ETP. He did not say a word and stared at the plotting chart. He then threw the chart at me and said 'You do it.' Perplexed at that, I plotted our location and we were over an hour before reaching our ETP. At this time the cabin altitude began to fluctuate again, and I told the Pilot Not Flying to ask for a lower altitude again. The Controller asked if we declare 'Pan Pan,' and I said to say yes and we need time to advise. I decided to offset 4 miles right off course until we worked out a decision and prepared to descend further. I told the Pilot Not Flying to declare an emergency and request a descent to FL320. He refused to declare an emergency and told me to do that myself as well. The cabin altitude began climbing again so I started a descent to FL320. I got on the radio declared an emergency and descended to FL320. At that altitude we were able to maintain cabin pressure. I told the Pilot Not Flying to get back on the radio and request clearance to return. The Pilot Not Flying then asked to return to ZZZ2. The Radio Controller first cleared us direct XXXXX. I knew XXXXX was too far and told the Pilot Not Flying to ask for a revised clearance towards ZZZ2. The Controller then re-cleared cleared us direct ZZZ2. In conclusion, before the event occurred, the Pilot Not Flying 'who is also my employer' had been sitting in the cabin with the Flight Attendant doing nothing to

assist me with the Oceanic crossing and was lost when I needed him most. During this flight I realized the importance of CRM and situational awareness of both pilots. If I hadn't plotted our route and maintained situational awareness I would have listened to the Pilot Not Flying and continued and possibly run out of fuel with no alternate airport for landing. One way to prevent this in the future is to make sure the Pilot Not Flying has been trained properly and knows how to assist the Pilot Flying with important duties.

Synopsis

A GIV Captain reported difficulty maintaining cabin pressure on a transpacific flight. He declared an emergency and returned to the mainland.

ACN: 814498

Time / Day

Date : 200812
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 41000

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : BAe 125 Series 800
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 10000
Experience.Flight Crew.Last 90 Days : 72
Experience.Flight Crew.Type : 810
ASRS Report Number.Accession Number : 814498

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Result.General : Declared Emergency
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

FLYING NBOUND APPROX 70 MI OFF THE COAST AT FL410, THE ACFT EXPERIENCED A RISE IN CABIN ALT WHICH EXCEEDED 10000 FT. CABIN ALT HORN SOUNDED AND 'CABIN ALT' MASTER WARNING ILLUMINATED. CABIN ALT INDICATOR SHOWED IN RED SOMEWHERE BTWN 10000 FT AND 12000 FT. DONNED **OXYGEN** MASKS, DECLARED EMER WITH CTR CTLR, REQUESTED LOWER ALT AND INITIATED DSCNT. INFORMED CTR THAT WE WOULD BE TURNING TOWARDS LAND AND WE WERE GIVEN ROUTING DIRECT TO ZZZ. REQUESTED AND RECEIVED A CLRNC TO LEVEL OFF AT 10000 FT. CTR CTLR HANDED US OFF TO ZZZ APCH AND WE EXECUTED A VISUAL APCH TO RWY XX WITH AN UNEVENTFUL LNDG. ON APCH, THE WARNING HORN SILENCED AND THE MASTER WARNING EXTINGUISHED WHILE DSCNDING THROUGH 8000 FT. ON EXAMINATION, MAINT FOUND THAT THE DUCT SLEEVE BTWN THE WATER SEPARATOR AND THE TURBINE OUTLET DUCT HAD A LOOSE CLAMP WHICH ALLOWED THE SLEEVE TO WORK ITSELF OPEN DURING FLT. ACFT WAS APPROX 10 HRS OUT OF A 48 MONTH INSPECTION.

Synopsis

A BAE800XP FLIGHT CREW RECEIVED A CABIN ALTITUDE WARNING HORN IN CRUISE AT FL410. THEY DECLARED AN EMERGENCY, DESCENDED, AND DIVERTED TO THE NEAREST SUITABLE AIRPORT, WHERE MAINTENANCE FOUND A LOOSE CLAMP ON A DUCT.

ACN: 797319

Time / Day

Date : 200807
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 18000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Personal
Make Model Name : Learjet 25
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class A : ZZZ.A
Airspace.Class B : ZZZ.B

Component

Aircraft Component : Engine Air
Aircraft Reference : X
Problem : Improperly Operated

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 18600
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 900
ASRS Report Number.Accession Number : 797319

Person : 2

Reference : 2
Location Of Person.Aircraft : X

Reporter Organization : Personal
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Private
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 500
Experience.Flight Crew.Last 90 Days : 85
Experience.Flight Crew.Type : 85
ASRS Report Number.Accession Number : 797325

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
Detector.Person : Flight Crew
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

DURING THE BEFORE TKOF CHKLIST, I OMITTED TURNING THE AIR BLEED SWITCH ON IN AN EFFORT TO COOL THE COCKPIT. WE DID NOT HAVE AN OPERABLE FAN IN THE COCKPIT. ON THE AFTER TKOF CHKLIST THE SWITCH WAS SOMEHOW OVERLOOKED BY BOTH CREW MEMBERS. AURAL WARNING MISIDENTED AS OVERSPEED WARNING. I DO NOT REMEMBER HEARING THE HORN BELOW 18000 FT. THE LAST FLT WE HAD IN THIS SAME ACFT A FEW DAYS BEFORE DID HAVE A FALSE AURAL TRIM IN MOTION WARNING. MY INITIAL THOUGHT WAS THAT WE AGAIN HAD A FALSE ALARM. FINALLY THE SIC DISCOVERED THE PROB AND TURNED ON THE AIR BLEED SWITCH. I DO NOT REMEMBER FLYING ABOVE 18000 FT, HOWEVER WE DID CLB TO APPROX 30000 FT BEFORE PROB IDENTED. AS I WAS HAVING DIFFICULTY CTLING THE ACFT, I DECLARED AN EMER AND WE WERE ASSIGNED A LOWER ALT. DURING THIS PROCESS WE HAD DIFFICULTY CTLING THE CABIN ALT IN EITHER AUTO OR MANUAL MODE WITH CHERRY PICKER. MY FIRST LOOK AT THE CABIN ALT SHOWN THE CABIN AT 10000 FT. THAT CANNOT BE TRUE AS ALL MASKS HAD DEPLOYED. MY NEXT RECOLLECTION IS FLYING AT 8000 FT AND HAVING A HEIGHTENED SENSE OF AWARENESS. I WAS UNABLE TO PERCEIVE THE SYMPTOMS OF HYPOXIA AT ANY TIME DURING THE FLT. MY LACK OF ACTION IN DONNING THE **OXYGEN** MASK COULD HAVE EASILY RESULTED IN CATASTROPHE. SOME OF THE CONTRIBUTING FACTORS WERE AN XA00 AM WAKE UP IN ZZZ1. HIGH HEAT AND HUMIDITY IN ZZZ AND ZZZ2.

Synopsis

A LR25 CREW EXPERIENCED HYPOXIA AT FL300 AFTER FAILING TO OPEN THE ENG BLEED VALVES BEFORE TKOF, NOT IDENTIFYING THE CABIN ALT WARNING HORN, AND NOT DONNING **OXYGEN** MASKS.

ACN: 780727

Time / Day

Date : 200804
Local Time Of Day : 1201-1800

Place

Locale Reference.Intersection : ZZZ
State Reference : US
Relative Position.Distance.Nautical Miles : 40
Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Air Carrier
Make Model Name : Citation II S2/Bravo (C550)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Flight Phase : Descent
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Door
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 4000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 2600
ASRS Report Number.Accession Number : 780727

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

WHILE DSNDRG TO FL240, ACFT'S DOOR SEAL DEFLATED, CAUSING A LOSS OF PRESSURIZATION IN ACFT. THIS EVENT HAPPENED DURING A HDGF FROM ZZZ1 CTR TO ZZZ CTR. LAST XMISSION TO ZZZ1 CTR WAS SOMETHING TO THE EFFECT OF HAVING LOST PRESSURIZATION, AND ACFT WAS DSNDRG TO 14000 FT. UPON CHKING IN WITH ZZZ CTR, WE RPTD THAT WE WERE IN A DSCNT FROM FL240 TO 14000 FT DUE TO A LOSS OF PRESSURIZATION. DURING DSCNT, PASSING THROUGH APPROX FL190, DOOR SEAL RE-INFLATED, CAUSING A RAPID INCREASE IN ACFT PRESSURIZATION. SECONDS LATER, DOOR SEAL DEFLATED A SECOND TIME, AND ATC CLRED US DOWN TO 14000 FT. GIVEN THAT I (THE CAPT) WAS ON **OXYGEN**, AND MY FO WAS ON HIS SECOND TRIP IN THE ACFT, MY ATTN WAS ON GETTING THE ACFT SAFELY OUT OF ALT. I DECIDED TO EXERCISE MY AUTH UNDER 91.3 TO DEVIATE FROM THE PREVIOUSLY ASSIGNED ALT OF FL240. AT SOME POINT, THE ZZZ CTLR ADVISED THAT THERE WAS A 'POSSIBLE PLTDEV' AND INSTRUCTED US TO CALL THE CTR. I AM UNSURE OF WHAT CAUSED THE DOOR SEAL TO DEFLATE, AND ASIDE FROM NOT MAKING IT CLR TO THE CTLR I WAS IN AN EMER SITUATION, I DID NOT FEEL THAT I HAD THE TIME TO CLARIFY AT THE MOMENT, AS I WAS EFFECTIVELY A SINGLE PLT AT THAT POINT GIVEN MY FO'S LACK OF EXPERIENCE IN THE ACFT. UPON TALKING WITH MY DIRECTOR OF OPS, I AGAIN EXPRESSED MY DISPLEASURE WITH HAVING SUCH AN INEXPERIENCED FO AND SUGGESTED THAT WE DISCONTINUE THE USE OF UTILIZING CREW MEMBERS WHO ARE QUALIFIED IN ANOTHER MAKE AND MODEL OF JET AS AN FO IN ANOTHER JET. I UNDERSTAND THE NEED TO ADVISE ATC OF THE SITUATION, AND THOUGHT I HAD MADE MY INTENTIONS CLR, BUT DO NOT RECALL ACTUALLY DECLARING THE EMER. GIVEN THE SITUATION, I FELT IT BETTER TO FLY THE ACFT, AND COMMUNICATE WHEN THE WORKLOAD PERMITTED.

Synopsis

LOSS OF PRESSURIZATION RESULTS IN EMERGENCY DESCENT COINCIDENT WITH AN ATC FREQ CHANGE.

ACN: 773560

Time / Day

Date : 200802

Place

Locale Reference.ATC Facility : ZBW.ARTCC
State Reference : NH
Altitude.MSL.Single Value : 22000

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Windshear
Weather Elements / Visibility : Turbulence
Weather Elements / Visibility : Rain
Weather Elements / Visibility : Icing
Weather Elements / Visibility : Thunderstorm
Weather Elements / Visibility : Fog
Weather Elements / Visibility.Visibility : 0.75
Light : Daylight
Ceiling.Single Value : 300

Aircraft

Reference : X
ATC / Advisory.Center : ZBW.ARTCC
Aircraft Operator : Air Taxi
Make Model Name : Learjet 31
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry
Flight Phase : Climb
Airspace.Class A : ZBW.A

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Air Taxi
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 19000
Experience.Flight Crew.Last 90 Days : 300
Experience.Flight Crew.Type : 80
ASRS Report Number.Accession Number : 773560

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Air Taxi
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 4500
Experience.Flight Crew.Last 90 Days : 120
ASRS Report Number.Accession Number : 773776

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

DURING CLB TO FL220 AS ASSIGNED BY ATC (CTR), WE EXPERIENCED AURAL SIGN OF PRESSURIZATION FAIL MODE. ATTEMPTED TO CTL CABIN PRESSURIZATION IN AUTOMATIC, MANUAL, AND EMER MODE WITHOUT RESULTS. AS COPLT IS DEALING WITH THE EMER AND EMER CHKLIST, INCLUDING **OXYGEN** MASKS, CLBING THROUGH FL180, WE FAILED TO ADJUST THE ALTIMETER SETTING TO 29.92 AND, THEREFORE, WE HAD AN ALTDEV BY THE TIME THE ALTIMETER WAS RESET TO 29.92. THIS ACFT HAD JUST BEEN RELEASED FROM SCHEDULED ROUTINE MAINT. THE MAINT INCLUDED PHASE INSPECTIONS ALONG WITH DUAL ENG MAJOR PERIODIC INSPECTIONS, L WINDSHIELD CHANGE AND NUMEROUS DISCREPANCIES. MY OBSERVATIONS FROM THE CABIN IS THAT THE CABIN WOULD NOT PRESSURIZE AT 17000 FT, THE AURAL WARNING AND ANNUNCIATOR ILLUMINATED. THE PIC FOLLOWED THE EMER CHKLIST TO ALLEVIATE THE ISSUE, WITH THE CREW **OXYGEN** MASK DONNED THE PRESSURIZATION SYS WOULD NOT OPERATE IN ANY COMMAND MODE, NORMAL, MANUAL OR EMER. SUPPLEMENTAL INFO FROM ACN 773776: DURING CLB AS ASSIGNED BY ATC (CTR), WE EXPERIENCED PROBS WITH THE PRESSURIZATION SYS. AS COPLT, I WAS DEALING WITH THE EMER AND THE EMER ITEMS ON THE EMER CHKLIST. WHILE DEALING WITH THE EMER AT HAND, I DID NOT PUT THE 29.92 AS STANDARD ALTIMETER SETTING IN AND, THEREFORE, WE HAD AN ALTDEV.

Synopsis

LEAR 31 FLT CREW EXPERIENCES ALTITUDE DEVIATION WHILE DEALING WITH PRESSURIZATION EMERGENCY.

ACN: 768772

Time / Day

Date : 200801
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 43000

Environment

Flight Conditions : VMC

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Gulfstream IV / G350 / G450
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying

Person : 2

Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 20000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 1500
ASRS Report Number.Accession Number : 768772

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Detector.Person : Flight Crew

Result.General : Declared Emergency
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

WHILE IN CRUISE AT FL430 THE MAIN CABIN DOOR SEAL DEVELOPED AN AIR LEAK RESULTING IN A LOSS OF CABIN PRESSURE. INITIATED AN EMER DSCNT, DECLARED AN EMER AND DSNDED TO 15000 FT MSL. CABIN PRESSURE STABILIZED, AND PROCEEDED WITH A DIVERT TO ZZZ. REMAINDER OF FLT WAS UNEVENTFUL. THE **OXYGEN** MASKS DID NOT DEPLOY. MAX CABIN ALT WAS APPROX 9500 FT MSL.

Synopsis

A G-IV'S MAIN CABIN DOOR SEAL FAILED AT FL430 RESULTING IN A CABIN PRESS LOSS. AN EMER DESCENT PERMITTED CABIN PRESSURE CONTROL. FLT DIVERTED TO A NEARBY ARPT.

ACN: 761898

Time / Day

Date : 200711
Local Time Of Day : 1201-1800

Place

Locale Reference.Navaid : ZZZ.VOR
State Reference : US
Relative Position.Distance.Nautical Miles : 20
Altitude.MSL.Single Value : 34000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Personal
Make Model Name : Learjet 25
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Climb
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 9000
Experience.Flight Crew.Last 90 Days : 45
Experience.Flight Crew.Type : 8000
ASRS Report Number.Accession Number : 762

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.Flight Crew : Landed As Precaution

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

WHILE CLBING TO FL410 I NOTICED CABIN CLBING IN ALT. STOPPED CLB WITH PERMISSION FROM ZJX. CABIN ALT WAS STILL CLBING. CREW DONNED **OXYGEN** MASK AND INITIATED A DSCNT TO 10000 FT AS A PRECAUTION WITH ZJX'S BLESSING AND PROCEEDED BACK TO TAMPA, FL WITH NO SPECIAL ASSISTANCE WITH NO PROB. ALL CHKLIST WERE FOLLOWED TO THE LETTER.

Synopsis

LJ25 FLT CREW SUFFERS PRESSURIZATION FAILURE. RETURN TO DEP ARPT.

ACN: 755734

Time / Day

Date : 200709
Local Time Of Day : 0601-1200

Place

Locale Reference.Navaid : ZZZ.VOR
State Reference : US
Altitude.MSL.Single Value : 27000

Environment

Flight Conditions : VMC
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Sabreliner 60
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Air Conditioning Distribution Ducting, Clamps, Connectors
Aircraft Reference : X
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 28800
Experience.Flight Crew.Last 90 Days : 122
Experience.Flight Crew.Type : 65
ASRS Report Number.Accession Number : 755734

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : Airborne Conflict

Detector.Person : Flight Crew
Miss Distance.Horizontal : 14400
Result.General : Declared Emergency
Result.Flight Crew : Diverted
Result.Flight Crew : Overcame Equipment Problem
Result.Air Traffic Control : Separated Traffic

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

WE WERE ENRTE IN OUR SABRE 60. THOUGH WE HAVE THE EQUIPMENT FOR RVSM AIRSPACE, THE EQUIPMENT CHECKOUT, AND THE PLT TRAINING, OUR LOCAL FSDO WANTED CHANGES TO THE STANDARD RVSM SUBMITTAL DOCUMENT PROVIDED BY THE STC HOLDER, SO WE WERE LIMITED TO NON-RVSM AIRSPACE - - FL280 MAX. WE HAD JUST LEVELED AT FL270 -- OUR CRUISING ALT -- AND WERE ESTABLISHING CRUISE WHEN WE HEARD AND FELT A LOUD BANG OR EXPLOSION IN THE BACK OF THE ACFT. A QUICK CHK OF CABIN ALT SHOWED THE CABIN STARTING AN UNCOMMANDED CLB. WE DONNED OUR QUICK-DONNING **OXYGEN** MASKS, AND I POINTED 'DOWN!' THE CO-CAPT (ALSO TYPE RATED IN THE SABRELINER) SWITCHED TO HIS **OXYGEN** MASK MICROPHONE AND ADVISED ATC THAT WE HAD AN EMER DEPRESSURIZATION AND NEEDED LOWER. ATC HEARD THE 'EMER' PART, BUT DID NOT SEEM TO UNDERSTAND THE PROB, REQUESTING AN EXPLANATION. THE CO-CAPT HAD TO REPEAT SEVERAL TIMES -- AND BY THAT TIME, WE HAD INITIATED DSCNT. BECAUSE WE DID NOT KNOW IF THERE WAS DAMAGE TO THE ACFT, I DECIDED NOT TO INCREASE SPEED ABOVE THE SPEED ALREADY INDICATED -- 270 KTS. I DEPLOYED THE SPEED BRAKE. ONCE ESTABLISHED IN THE DSCNT, I LOOKED AT THE CABIN ALTIMETER -- 5000 FT, AND CLBING AT 4500 FT PER MIN. BELIEVING THAT THE PROB MAY BE IN THE FAILURE OF THE AFT PRESSURIZED DUCTWORK OR THE AIR CYCLE MACHINE, I SELECTED 'EMER PRESSURIZATION.' THIS STOPPED THE CABIN DEPRESSURIZATION, AND STARTED THE CABIN BACK DOWN IN ALT. AT THIS TIME, WE WERE ABLE TO TAKE OFF OUR MASKS AND COMMUNICATE WITH THE NORMAL HAND MICROPHONE. ATC ADVISED TO TURN R IMMEDIATELY DUE TO TFC, I COMPLIED, AND CONTINUED DSCNT. WITH THE EMER PRESSURIZATION HOLDING CABIN ALT, WE ASKED TO STOP THE DSCNT AT 16000 FT, ATC CLRED US TO 16000 FT. WE RAN THE EMER CHKLIST, ALL ITEMS HAD BEEN COVERED FROM MEMORY. WE BROUGHT IN PWR, AND THE ACFT HANDLED NORMALLY, THOUGH I WASN'T GOING TO TRY ANY AIRSPEED ABOVE 270 KTS INDICATED. WITH THE APPLICATION OF PWR HOWEVER, THE DUCT OVERHEAT LIGHT CAME ON, SENSING HIGH TEMP IN THE DUCTWORK. THIS IS NORMAL IN MOST BUSINESS JETS (INCLUDING THE SABRELINER) AS ENGINE BLEED AIR IS FED DIRECTLY INTO THE PRESSURIZATION SYSTEM, BYPASSING THE AIR CYCLE MACHINE. THE DESIGNERS PLANNED FOR JUST THIS EMER. THE PROPER PROC IS TO REDUCE POWER ON THE R ENGINE TO REDUCE THE TEMP IN THE DUCTWORK - - EXTINGUISHING THE LIGHT. WE DID NOT KNOW THE NATURE OF THE FAILURE/DAMAGE IN THE AFT END, BUT I DID KNOW THAT I DIDN'T WANT 325 DEG AIR IN THE VICINITY OF THE AFT FUEL CELL IF IT WAS A DUCT FAILURE. AFTER DISCUSSING THE PROB, WE ELECTED TO DSND TO 10000 FT AND DEPRESSURIZE. THE 'DUCT HOT' LIGHT WENT OUT IMMEDIATELY AFTER REDUCING ENGINE POWER. WE CONSIDERED LNDG AT ZZZ, BUT WITH THE

LARGE FUEL LOAD WE HAD ON BOARD FOR THE LONG TRIP, IT WOULD HAVE MEANT EITHER CIRCLING TO BURN OFF FUEL, OR AN OVERWEIGHT LNDG. SINCE THE WX WAS CLR, WE ELECTED TO BO BACK TO OUR HOME BASE, 30 MINS AWAY, WHERE WE HAD MAINT AND ADVISORY CAPABILITY. THE WX WAS CLR, AND THERE WERE A NUMBER OF LARGE ARPTS ENRTE. ALL SYSTEMS OPERATED NORMALLY, THE LNDG WAS UNEVENTFUL. POST FLT INSPECTION REVEALED A FAILURE OF THE AFT DUCTWORK, RUNNING IN CLOSE PROXIMITY TO THE AFT FUEL TANK, OUR ANALYSIS AND ACTIONS WERE CORRECT. THINKING ABOUT THIS POST FLT, WE DISCUSSED THE DIFFICULTY IN COMMUNICATION. 1) **OXYGEN** MASK MICROPHONES ARE NOTORIOUSLY BAD, MUFFLED. IN THIS CASE, ATC HAD DIFFICULTY UNDERSTANDING OUR PROB. 2) HEADSETS. I'M TYPE RATED IN 5 DIFFERENT JETS. THE CO-CAPT IS TYPED RATED IN 3. WE FLY TOGETHER OFTEN. IN OTHER JETS, WE USED LIGHT WT HEADSETS WITH BOOM MICROPHONES. IN THIS ACFT, THE TRAINING INSTRUCTOR HAD INDICATED HIS DISLIKE FOR HEADSETS BECAUSE OF THE DIFFICULTY IN USING A QUICK-DONNING MASK. WE ELECTED TO FOLLOW HIS ADVICE, AND USED HAND MICROPHONE AND CABIN SPEAKERS. DURING THIS INCIDENT, NOT ONLY WERE WE UNABLE TO COMMUNICATE EFFECTIVELY DUE TO THE POOR QUALITY OF THE **OXYGEN** MASK MIKE, BUT I WAS UNABLE TO HEAR WHAT THE CO-CAPT WAS TELLING ATC AT THIS CRUCIAL TIME, OR FOR US TO COM OTHER THAN BY SHOUTING, REQUIRING REMOVAL OF

Synopsis

SABRE 60 EXPERIENCED A RAPID DEPRESSURIZATION. FLT CREW INITIATED EMER DSCNT AND DIVERTED. FLT CREW CITES COMMUNICATION ISSUES WITH QUICK-DONNING MASK INTERFERENCE WITH THEIR HEADSETS.

ACN: 747428

Time / Day

Date : 200707
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 17000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Super King Air 200
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class E : ZZZ.E

Component

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 2700
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 40
ASRS Report Number.Accession Number : 747428

Person : 2

Reference : 2
Location Of Person.Aircraft : X

Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 4000
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 30
ASRS Report Number.Accession Number : 747427

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Flight Crew : Diverted
Result.Air Traffic Control : Issued New Clearance
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

LEVEL FLT AT 17000 FT. CREW ONLY ON BOARD. HEARD A LOUD 'KAPOW' THEN THE ACFT DEPRESSURIZED. AS I GRABBED FOR MY **OXYGEN** MASK, THE CAPT BEGAN AN EMER DSCNT. I CALLED ATC, DECLARED AN EMER, TOLD THEM OF OUR SITUATION AND THAT WE WERE DSNDING TO 10000 FT. I'M NOT SURE IF THE CAPT DSNDDED BEFORE THE EMER WAS DECLARED. THERE WAS NO TFC NOTED ON OUR TFC AVOIDANCE EQUIP. THE CABIN DOOR WAS UNLOCKED (EVIDENCED BY YELLOW CAUTION LIGHT). WE LANDED AT ZZZ WITHOUT INCIDENT. AFTER LNDG, WE DISCOVERED THAT THE DOOR WAS LOCKED, BUT THE AFT UPPER SIDE LATCH PIN HAD BROKEN AT THE THREADS FROM THE ACTUATING ROD. ANY UNAUTH ALT EXCURSION WOULD HAVE OCCURRED FROM THE CAPT DISENGAGING THE AUTOPLT AND DSNDING BEFORE THE EMER WAS DECLARED. WE ARE A NEW CREW. MORE TRAINING AND BETTER COORD WILL HELP PREVENT ANY SITUATIONS LIKE THIS IN THE FUTURE.

Synopsis

BE200 FLT CREW EXPERIENCES RAPID DECOMPRESSION AT 17000 FEET AND EXECUTES EMERGENCY DESCENT TO 10000 FEET.

ACN: 747239

Time / Day

Date : 200707
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 75
Altitude.MSL.Single Value : 43000

Environment

Flight Conditions : Mixed
Weather Elements / Visibility.Visibility : 10
Light : Dusk
Ceiling.Single Value : 4000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Gulfstream IV / G350 / G450
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Engineer
Experience.Flight Crew.Total : 16000
Experience.Flight Crew.Last 90 Days : 94
Experience.Flight Crew.Type : 503
ASRS Report Number.Accession Number : 747239

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Diverted
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

WHILE IN CRUISE AT FL430 A SQUEAL SUDDENLY DEVELOPED IN THE COCKPIT. MY FLT MECH INVESTIGATED AND RPTED THAT WE HAD A LEAK IN THE MAIN CABIN DOOR SEAL. THE ACFT WAS HAVING NO TROUBLE MAINTAINING CABIN PRESSURE. WE WERE APCHING AN AREA OF WX AND DECIDED THAT AFTER DEVIATING S WE WOULD DSNDD TO LOWER THE CABIN DIFFERENTIAL PRESSURE AND CONTINUE. A FEW MINS LATER THERE WAS A SUDDEN INCREASE IN PITCH AND VOLUME OF THE SOUND. THE CABIN ALT BEGAN TO CLB AT AROUND 1500 FPM. THE OUTFLOW VALVE WAS FULLY CLOSED AND THE CABIN CONTINUED TO CLB. I DONNED MY **OXYGEN** MASK (THE FO WAS ALREADY WEARING HIS) AND CALLED FOR THE 'LOSS OF PRESSURIZATION' CHKLIST. I COMMANDED FO TO DECLARE AN EMER AND GET DIRECT ZZZ. CTR CLRED US TO 10000 FT AND DIRECT ZZZ. I INITIATED A R TURN AND BEGAN THE DSCNT IN ACCORDANCE WITH THE QRH. AT 10000 FT WE REMOVED OUR MASK AND GOT A HDOF TO ZZZ APCH. ZZZ GAVE US VECTORS FOR RWY XXR. I REQUESTED AND WAS GIVEN THE INBOUND COURSE AND LOC FREQ FOR THE RWY. WE ALSO REQUESTED THAT ATC NOTIFY UNITED STATES CUSTOMS OF OUR DIVERSION. WE COMPLETED A VISUAL APCH TO RWY XXR AND LANDED WITHOUT INCIDENT. WE TAXIED TO UNITED STATES CUSTOMS AND CLRED ABOUT AN HR LATER. THE FLT MECH NOTIFIED ME THAT BTWN FL200 AND FL250 THE CABIN BEGAN TO STABILIZE, PROBABLY DUE TO THE DECREASE IN DIFFERENTIAL PRESSURE. ON FURTHER INVESTIGATION HE DISCOVERED THAT THE DOOR SEAL HAD 'ROLLED' OUT OF ITS TRACK, MOST LIKELY WHEN WE CLOSED IT ON DEP.

Synopsis

G400 CAPTAIN REPORTS PRESSURIZATION PROBLEMS CAUSED BY A DOOR SEAL AT FL430 REQUIRING AN EMERGENCY DESCENT AND DIVERSION.

ACN: 737058

Time / Day

Date : 200705
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 31000

Environment

Flight Conditions : IMC
Weather Elements / Visibility.Visibility : 6
Light : Dusk
Ceiling.Single Value : 800

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Light Transport, Low Wing, 2 Turboprop Eng
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 3194
Experience.Flight Crew.Last 90 Days : 192
Experience.Flight Crew.Type : 526
ASRS Report Number.Accession Number : 737058

Person : 2

Reference : 2
Location Of Person.Aircraft : X

Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 3200
Experience.Flight Crew.Last 90 Days : 120
Experience.Flight Crew.Type : 450
ASRS Report Number.Accession Number : 737976

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

DURING CRUISE FLT, AT AN ALT OF FL310, THE FO AND I NOTED A STRANGE NOISE COMING FROM THE MAIN CABIN DOOR. OVER THE NEXT MIN THE NOISE BECAME SO LOUD THE FO AND I COULD HARDLY HEAR EACH OTHER. THE CABIN ALT WAS STARTING TO CLB. WE DECIDED WE NEEDED TO EXECUTE AN EMER DSCNT. AS A PRECAUTIONARY MEASURE WE DONNED OUR **OXYGEN** MASKS. I INITIATED THE EMER DSCNT AND CHANGED THE XPONDER SQUAWK TO 7700 WHILE THE FO CALLED CTR TO DECLARE AN EMER AND DO THE EMER CHKLIST. THE CABIN ASCENDED TO APPROX 8000 FT TO 10000 FT. WE DIVERTED TO ZZZ AND EXECUTED A NORMAL ILS APCH AND LNDG.

Synopsis

A P180 IN CRUISE FLT EXPERIENCED LOSS OF CABIN PRESSURE. THEY DECLARED AN EMERGENCY, DESCENDED, AND DIVERTED TO THE NEAREST SUITABLE AIRPORT.

ACN: 731043

Time / Day

Date : 200703
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 36000

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Learjet 35
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 3000
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 731043
Analyst Callback : Attempted

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew

Result.General : Declared Emergency
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I WAS CLBING OUT OF FL360 FOR FL410 AND MY FO STARTED FEELING LIGHT HEADED AND A SENSE OF NUMBNESS. ABOUT 10 SECONDS AFTER THAT I FELT VERY LIGHT HEADED AND STARTED GETTING TUNNEL VISION SO I KNEW SOMETHING WAS WRONG WITH THE PRESSURIZATION. I THEN PUT ON MY **OXYGEN** MASK AND STARTED AN EMER DSCNT AND DECLARED AN EMER. ATC VECTORED ME TO THE CLOSEST ARPT AND I MADE A SAFE DSCNT TO LNDG AND NO ONE WAS INJURED NOR WAS THE AIRPLANE HARMED. AFTER GETTING ON THE GND THE PAX ALSO COMPLAINED OF BEING LIGHT-HEADED AND GETTING A HEADACHE WHILE CLBING OUT.

Synopsis

A LEAR 35 FLT CREW EXPERIENCED LOSS OF CABIN PRESSURE, DECLARED AN EMERGENCY, EXECUTED AN EMERGENCY DESCENT, AND DIVERTED TO THE NEAREST SUITABLE AIRPORT.

ACN: 730737

Time / Day

Date : 200703
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Personal
Make Model Name : Super King Air 350
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 4000
Experience.Flight Crew.Last 90 Days : 120
Experience.Flight Crew.Type : 70
ASRS Report Number.Accession Number : 730737

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Result.General : Declared Emergency

Result.General : Maintenance Action
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

WHILE CLBING THROUGH FL200 WE EXPERIENCED A 'CABIN ALT' INFO LIGHT AND AUDIBLE ALARM. WE DID NOT GET MASTER WARNING OR AUTO DEPLOYMENT OF **OXYGEN** MASKS. I LOOKED AT PRESSURIZATION GAUGE AND NOTICED THAT WE DID NOT HAVE ADEQUATE DIFFERENTIAL AND THAT THE CABIN ALT WAS APPROX 10000 FT. I IMMEDIATELY GRABBED MY QUICK DON MASK, DECLARED AN EMER AND INITIATED AN EMER DSCNT TO 10000 FT. ONCE ESTABLISHED IN THE DSCNT, I BEGAN TO TRY AND TROUBLESHOOT THE SYS BY CHKING BLEED AIR VALVES, ENVIRONMENT CTLS, ETC. EVERYTHING CHKED NORMAL. THE BLEED SYS WAS ON LOW (WHERE IT IS NORMALLY KEPT). I TURNED THE SELECTOR SWITCH TO NORMAL AND AT ABOUT THE SAME TIME NOTICED WE WERE PRESSURIZING AGAIN. WE LEVELED AT 10000 FT, WENT THROUGH ALL CHKS AND DETERMINED WE WERE PRESSURIZING AS NORMAL. WE INFORMED ATC OF WHAT HAD TAKEN PLACE. THEY ASKED IF WE WANTED TO DIVERT. WE INFORMED THEM THAT SINCE THE SYS WERE ACTING NORMAL WE WOULD HANG OUT AT 10000 FT FOR A LITTLE BIT AND PROCEED TO OUR DEST. AFTER A FEW MORE MINS, WE DECIDED TO STEP-CLB THE ACFT TO FL210 AND SEE HOW THE SYS PERFORMED. THERE WERE NO PAX ON BOARD. WE ASKED FOR A STEP-CLB AND WERE TOLD TO CLB OUR DISCRETION TO FL210. WE THEN SET IN ABOUT AN 800 FPM CLB TO FL210. THE SYS ACTED COMPLETELY NORMAL. WE CONTINUED TO OUR DEST WITHOUT ANY FURTHER INCIDENT. WE HAVE CONTACTED RAYTHEON, AND THEY ARE INVESTIGATING. THEY BELIEVE THAT IT COULD HAVE BEEN AN INDICATION ISSUE, BUT HAVE NOT FINALIZED ANYTHING AS OF THIS RPT. I TOOK AND COMPLETED A HYPOXIA TRAINING COURSE IN DECEMBER. I DO NOT BELIEVE THAT I WAS AT ANY TIME SUFFERING FROM THE EFFECTS OF HYPOXIA. THE ACFT CHKLISTS AND FOM REQUIRE A PRESSURIZATION CHK ON INITIAL CLB. AS A FLT DEPT, WE ARE IN THE PROCESS OF ADDING REQUIRED CHKS AT 10000 FT, FL180, AND INITIAL CRUISE, AS WELL AS ENSURING THAT THE PRESSURE GAUGE IS PART OF OUR NORMAL SCAN.

Synopsis

B350 ENCOUNTERS TEMPORARY CABIN PRESSURIZATION FAILURE.

ACN: 726822

Time / Day

Date : 200702
Local Time Of Day : 1201-1800

Place

Locale Reference.Navaid : VXV.VORTAC
State Reference : GA
Altitude.MSL.Single Value : 26000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZTL.ARTCC
Aircraft Operator : Corporate
Make Model Name : Cessna 425/441 Conquest I/Conquest II
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZTL.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Improperly Operated

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 10000
Experience.Flight Crew.Last 90 Days : 155
Experience.Flight Crew.Type : 600
ASRS Report Number.Accession Number : 726822

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

WHILE CRUISING AT 26000 FT I BECAME ILL (OR SO I THOUGHT). IN FACT, THE ACFT WAS NOT MAINTAINING CABIN PRESSURE. I WAS FLYING SW INTO A VERY BRIGHT SUN. I PUT ON DARK SUNGLASSES FOR EYE COMFORT. THE CABIN ALT LIGHT WAS ON BUT I COULD NOT SEE IT. I KEEP A SMALL FIRST AID KIT BEHIND THE SEAT, WHEN I TURNED TO GET IT I SAW THE **OXYGEN** MASK IN THE CABIN HAD DEPLOYED. AFTER SOME CONFUSION, I PUT ON MY **OXYGEN** MASK AND ASKED FOR LOWER. THE CTRLS DID A GREAT JOB WHEN I TOLD HIM I NEEDED TO GET DOWN. AFTER MY HEAD CLRED UP SOME I LEVELED OFF AND DISCOVER I HAD PULLED THE CABIN DUMP VALVE WITH MY PANT LEG. I KNOW IT SOUNDS IMPOSSIBLE BUT IT HAPPENED!

Synopsis

CESSNA 441 PLT HAS LOSS OF PRESSURIZATION, DSNDS AND REGAINS CTL OF CABIN PRESSURE.

ACN: 718822

Time / Day

Date : 200611
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 41000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Air Carrier
Make Model Name : Citation V/Ultra/Encore (C560)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Aircraft Cooling System
Aircraft Reference : X
Problem : Improperly Operated

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 22000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 450
ASRS Report Number.Accession Number : 718822

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 11000
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 2500
ASRS Report Number.Accession Number : 718823

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

WE WERE CRUISING AT FL410. WE HAD REACHED THAT ALT AFTER DEPARTING ABOUT 20 MINS EARLIER. OUR EMER PRESSURIZATION CAME ON AND OUR CABIN WAS CLBING. EARLIER IN THE DAY WE HAD A SITUATION RPTED WITH A LEAKY PLT WINDOW. WE DROPPED OUR **OXYGEN** MASKS, ADVISED ATC AND BEGAN A DSCNT TO FL370. WE WORKED THROUGH THE PROB ON DSCNT AND FOUND IT WAS NOT A PRESSURIZATION PROB BUT WE HAD SHUT DOWN OUR ACM (AIR CYCLE MACHINE) BY MAKING THE CABIN TEMP TOO COLD. WE WARMED UP THE SETTING AND ALL WAS WELL. INFORMED ATC AND CONTINUED ON OUR WAY AT FL370.

Synopsis

CITATION CE560 HAS PRESSURIZATION PROB, DECLARES EMER AND EXECUTES EMER DSCNT.

ACN: 718328

Time / Day

Date : 200611
Local Time Of Day : 0601-1200

Place

Locale Reference.Navaid : ZZZ.VOR
State Reference : US
Relative Position.Distance.Nautical Miles : 50
Altitude.MSL.Single Value : 34000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation Excel (C560XL)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 3433
Experience.Flight Crew.Last 90 Days : 136
Experience.Flight Crew.Type : 60
ASRS Report Number.Accession Number : 718328

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

WHILE CRUISING AT FL340, THE ACFT EXPERIENCED A RAPID CABIN DEPRESSURIZATION. AFTER DORNING THE **OXYGEN** MASK, I INITIATED AN EMER DSCNT IN ACCORDANCE WITH SOP'S. I HAD THE FO SQUAWK 7700 AND DECLARE AN EMER. I DROPPED THE PAX **OXYGEN** MASKS AND LOOKED BACK TO MAKE SURE THEY WERE USING THEM. CTR HAD CLRED US DOWN TO FL240, BUT BY THE TIME THAT XMISSION WAS RECEIVED, WE WERE ALREADY PASSING FL220 ON OUR WAY DOWN TO 10000 FT MSL. I LEVELED THE ACFT AT 10000 FT AND HAD EVERYONE COME OFF THEIR **OXYGEN**. IT WAS GOOD VMC, SO TERRAIN CLRNC WAS NEVER AN ISSUE. ZZZ CTR TOLD US WE WERE BELOW THE MINIMUM ALT AND IF WE COULD MAINTAIN VFR ON TOP. AFTER COMPLETING THE CHKLIST ITEMS, MAKING SURE THE PAX WERE NOT HURT, AND NOTING THE ACFT WAS STRUCTURALLY SOUND, I MADE THE DECISION TO CONTINUE TO ZZZ 10000 FT. WE RETURNED TO OUR ORIGINAL SQUAWK CODE AND DECLINED EMER EQUIP AT THE DEST.

Synopsis

CITATION CE560 HAS LOSS OF PRESSURIZATION AT FL340, DECLARES EMER AND DIVERTS FOR LNDG.

ACN: 703763

Time / Day

Date : 200607
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 29000

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation II S2/Bravo (C550)
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 6700
Experience.Flight Crew.Last 90 Days : 65
Experience.Flight Crew.Type : 178
ASRS Report Number.Accession Number : 703763

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude

Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.General : Declared Emergency
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

WHILE JUST FINISHING WITH FLT WATCH I FELT MY EARS FEEL A PRESSURE CHANGE AND WITHIN 30 SECONDS, HEARD AIR RUSHING NOISE BY CABIN DOOR AREA AND NOTICED CABIN RATE PEGGED AT 3 O'CLOCK POS, 6000 FPM CLB. I FELT AND KNEW WE HAD A SERIOUS SITUATION SO I OPTED FOR EMER DSCNT PROCS LEVELED AT 10000 FT. I PUT **OXYGEN** MASK ON MIKE TO MASK, SPEAKER ON, THROTTLE BACK, SPD BRAKES OUT, 30 DEG BANK PITCH OVER AND DSCNT AT VMO. TRIED TO REACH ATC -- NO ANSWER. IN THE BLIND RPT EMER DSCNT AND THAT WE WERE EXPERIENCING A RAPID DEPRESSURIZATION. FLT WATCH THEN GAVE ME APCH FREQ. WE SAFELY LANDED AT ZZZ.

Synopsis

CITATION C550 PLT HAS THE CABIN DEPRESSURIZE AT ALT, DECLARES EMER AND EXECUTES AN EMER DSCNT.

ACN: 696325

Time / Day

Date : 200605
Local Time Of Day : 1201-1800

Place

Locale Reference.Intersection : ZZZZZ
State Reference : FO
Altitude.MSL.Single Value : 26500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Learjet 36
Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ambulance
Flight Phase : Cruise
Airspace.Class A : ZZZZ.A

Component : 1

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Failed

Component : 2

Aircraft Component : Microphone
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 6326
Experience.Flight Crew.Last 90 Days : 199
Experience.Flight Crew.Type : 2164
ASRS Report Number.Accession Number : 696325

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Private
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Maintenance : Powerplant
Qualification.Maintenance : Airframe
Experience.Flight Crew.Total : 534
Experience.Flight Crew.Last 90 Days : 123
Experience.Flight Crew.Type : 210
ASRS Report Number.Accession Number : 696324

Events

Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.General : None Reported / Taken
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

WE SUFFERED A LOSS OF CABIN PRESSURE AFTER THE CREW SHUT OFF 1 BLEED AIR SWITCH PER THE EMER CHKLIST FOR THE BLEED AIR WARNING LIGHT. THE PAX MASKS DEPLOYED, AND THE CREW EXECUTED A DSCNT WHILE TROUBLESHOOTING THE PROB. AFTER THE CREW RESTORED PROPER FUNCTION OF THE PRESSURIZATION SYS, THE CREW RETURNED TO THEIR ASSIGNED ALT AND CONTINUED SAFELY. THE CREW DID NOT OBTAIN CLRNC TO DEV FROM THEIR ASSIGNED ALT BECAUSE THEY WERE NOT ABLE TO COMMUNICATE VIA THE MIKE IN THEIR **OXYGEN** MASKS. AFTER THE ACFT RETURNED TO BASE, MAINT PERSONNEL VERIFIED THAT THE MIKE IN EACH MASK WAS INOP.

Synopsis

LJ36 MAKE EMER DSCNT DUE TO LOSS OF CABIN PRESSURE. UNABLE TO COMMUNICATE EMER TO ATC DUE TO INOP **OXYGEN** MASK MIKES.

ACN: 690725

Time / Day

Date : 200603

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZDV.ARTCC

State Reference : CO

Altitude.MSL.Single Value : 24000

Environment

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Center : ZDV.ARTCC

Aircraft Operator : Corporate

Make Model Name : Light Transport, Low Wing, 2 Turboprop Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Ferry

Flight Phase : Cruise

Airspace.Class A : ZDV.A

Component

Aircraft Component : Pressurization System

Aircraft Reference : X

Problem : Failed

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Reporter Organization : Corporate

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 5467

Experience.Flight Crew.Last 90 Days : 503

Experience.Flight Crew.Type : 153

ASRS Report Number.Accession Number : 690725

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Reporter Organization : Corporate

Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZDV.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

DEPARTED DEN, REPOSITIONING TO PICK UP PAX. WE HAD LEVELED AT FL240, COMPLETED CRUISE CHKS AND WERE GIVEN DIRECT ETL. WE HAD A RED CABIN PRESSURE ANNUNCIATOR COME ON. THIS COMES ON WHEN THE CABIN ALT REACHES 10000 FT. WE CONFIRMED THE BLEEDS WERE ON AND CHKED CABIN ALT. SURE ENOUGH IT WAS AT 10000 FT. WHAT WAS UNUSUAL WAS THE CABIN DIFFERENTIAL NEEDLE WAS AT THE SAME SPOT -- USUALLY THERE'S A SPLIT WHEN PRESSURIZED. EVERYTHING WAS OK ON CLBOUT. THE COPLT HAD SET 9000 FT FOR LNDG AT TEX BUT OBVIOUSLY THE CABIN WENT HIGHER. WE PUT THE MASKS ON AND TOLD ATC WE HAD A PRESSURIZATION PROB. WANTED LOWER AND TO RETURN TO DEN. I LET THE AUTOPLT FLY SO WE COULD TAKE CARE OF CHKLISTS. I INITIATED A STEEP (GREATER THAN 20 DEG) BANK AND CALLED FOR ABOUT A 3000 FPM DSCNT. THE AUTOPLT DIDN'T RESPOND SO I CHANGED SETTINGS. NOW, MIXED TRAINING CAUSED A PROB. I HAD BEEN TAUGHT TO GO TO SPEAKER WITH **OXYGEN** MASK BUT MY COPLT USED HER HEADSET. NOW I WAS TOTALLY OUT OF THE ATC LOOP AND COULDN'T HEAR HER (I'VE BEEN SINGLE PLT MOST OF MY CAREER). I HAD LOOKED OVER AT HER AND SHE STARTED WRITING NOTES TO COMMUNICATE. NEITHER OF US NOTICED THE AUTOPLT HAD DISCONNECTED TILL WE HEARD THE OVERSPD HORN. I IMMEDIATELY LOOKED AT THE INSTS (WE WERE 45 DEGS BANK, 25 DEGS NOSE DOWN AND 5 KTS OVER BARBER POLE. I CORRECTED AND SLOWED. RETURNED TO A NORMAL DSCNT AND LEVELED AT 16000 FT, DIRECT TO DEN. ONCE AGAIN ON AUTOPLT AND EVERYTHING (EXCEPT ANNUNCIATOR) NORMAL. I PUT ON THE HEADSET AND WE RAN CHKLISTS AND DID SOME BASIC TROUBLESHOOTING. NO CLUE. WE WERE PRESSURIZED BUT STILL HAD RED CABIN PRESSURE LIGHT AT 10000 FT CABIN ALT. BUT NOW WE HAD A RED L MAIN GEAR UNSAFE LIGHT ILLUMINATED. WERE WE IN THE SIMULATOR? I SLOWED THE ACFT AND WE TOLD DEN WE NEEDED TO HOLD TO BE SURE OUR GEAR CAME DOWN. I SLOWED TO 20 KTS BELOW GEAR EXTENSION SPD AND WE LOWERED THE GEAR HANDLE. 3 GREEN, DOWN AND LOCKED. WE RESET THE PRESSURE FOR LNDG AND THE CABIN CAME DOWN, CABIN PRESSURE LIGHT WENT OUT AND THE CABIN

DEPRESSURIZED FOR LNDG. WHILE WE DISCUSSED DECLARING AN EMER, WE ELECTED NOT TO ONCE EVERYTHING APPEARED TO CLR UP. DEN TWR DID CALL OUT THE EMER VEHICLES BUT THEY WERE NOT NEEDED. MAINT COULD NOT DUPLICATE PROB ON GND AND CHKED OUTFLOW AND SAFETY VALVES. WE DID A TEST FLT THE NEXT DAY DUPLICATING CONDITIONS (ONLY NOT OVER THE MOUNTAINS) AND WE HAD THE SAME EXACT THING (CABIN PRESSURE LIGHT) HAPPEN.

Synopsis

P180 FLT CREW HAS A CABIN PRESSURIZATION PROB, FOLLOWED BY A L MAIN GEAR UNSAFE LIGHT, RETURNED TO DEP ARPT.

ACN: 676316

Time / Day

Date : 200510
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 39500

Environment

Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Learjet 35
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use.VOR / VORTAC : ZZZ.VOR
Flight Phase : Climb
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
ASRS Report Number.Accession Number : 676316

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Function.Flight Crew : Pilot Flying

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Result.General : Declared Emergency

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

AS WE WERE CLBING FL395 TO FL430, ABOUT 60-70 MI N OF ZZZ1, SUDDENLY THE CABIN ALT ALARM SOUNDED AND THE CABIN ALT PRESSURE WAS INCREASING RAPIDLY BEYOND 10000 FT, AS THE SITUATION INCREASED, THE CAPT ADVISED ME TO CONTACT ATC AND LET THEM KNOW WE WERE ON EMER DSCNT. WE DONNED OUR **OXYGEN** MASKS AND STARTED OUR DSCNT. WE WERE ABLE TO MAINTAIN CABIN ALT ONCE WE REACHED FL200. TFC, ACR Y, NW OF OUR POS WAS ADVISED ABOUT OUR SITUATION. WE RECEIVED A VECTOR TO THE L -10 DEGS SO WE WOULD NOT CREATE A CONFLICT. THE CAP AND I DECIDED TO RETURN TO ZZZ SO I CONTACTED ATC AND ADVISED THEM OF OUR INTENTIONS. WE GOT A CLRNC TO RETURN TO ZZZ.

Synopsis

LEAR 35 EXPERIENCES LOSS OF PRESSURIZATION AT FL395. EXECUTE EMER DSCNT AND RETURN TO DEP ARPT.

ACN: 676021

Time / Day

Date : 200510
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 5
Light : Night
Ceiling.Single Value : 5000

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : BAe 125 Series 800
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 18950
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 1500
ASRS Report Number.Accession Number : 676021

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Result.General : Declared Emergency
Result.Flight Crew : Landed In Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

APPROX 20 MINS OUT OF ZZZ WHILE DSCNTG THROUGH FL370 ON AN IFR FLT PLAN TO ZZZ WITH 3 PAX ON BOARD, THE CABIN STARTED TO CLB RAPIDLY AT APPROX 2000 FPM AND UNABLE TO CTL THE PRESSURIZATION. THE CABIN ALT RED LIGHT ON THE ANNUNCIATOR PANEL LIGHT WENT ON AND THE AURAL HORN WARNING SOUND WAS HEARD SO EMER RAPID DEPRESSURIZATION PROCS WERE INITIATED, A CALL TO CTR DECLARING AN EMER WAS MADE, AND A CHK ON PAX WAS MADE TO PUT ON THE **OXYGEN** MASKS AND FASTEN SEATBELTS. A CLRNC TO 10000 FT WS RECEIVED AND A HDG DIRECT TO ZZZ ARPT BY ATC. WX AT ZZZ WAS VFR, BETTER THAN 5000 FT AND 5 MI, SO A VISUAL APCH WAS GIVEN TO LAND ON RWY 17. THE DSCNT AND IN-RANGE CHKLIST WERE COMPLETED, VREF SPD WAS SET, AND PAX WERE CHKD AND INFORMED AS TO THE STATUS OF THE FLT. RWY WAS SIGHTED, AND THE BEFORE LNDG CHKLIST WAS COMPLETED. A NORMAL LNDG WAS MADE AND CFR EQUIP WAS STANDING BY, BUT THEIR SVC WAS NOT REQUIRED. ALL SOULS ON BOARD WERE OK AND ATC WAS THANKED FOR THEIR ASSISTANCE AND PROFESSIONALISM.

Synopsis

FLT CREW OF H25B SUFFERS LOSS OF PRESSURIZATION WHEN BEGINNING DSCNT. MAKE EMER DSCNT AND LAND SAFELY AT DEST.

ACN: 675557

Time / Day

Date : 200510
Local Time Of Day : 1201-1800

Place

Locale Reference.Navaid : ZZZ.BCSTN
State Reference : US
Relative Position.Distance.Nautical Miles : 60
Altitude.MSL.Single Value : 43000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : IAI1125 (Astra)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 10000
Experience.Flight Crew.Last 90 Days : 90
Experience.Flight Crew.Type : 800
ASRS Report Number.Accession Number : 675557

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Result.General : Declared Emergency
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

WHILE CRUISING AT FL430, SUSPECT DOOR SEAL DEFLATED RESULTING IN RAPID DEPRESSURIZATION AND CABIN ALT OF 20000 FT VERY QUICKLY. PLTS DONNED **OXYGEN** MASKS, DEPLOYED PAX **OXYGEN**, AND INITIATED HIGH DIVE TO 12000 FT. ACFT DIVERTED TO ZZZ AND MADE UNEVENTFUL LNDG WITH NO INJURY TO PAX OR DAMAGE TO ACFT. PLTS REACTED QUICKLY AND EFFICIENTLY ACCORDING TO EMER TRAINING. POSITIVE FACTORS WERE QUICK USE OF **OXYGEN** BY PLTS AND PAX. I ATTRIBUTE EXTENSIVE SIMULATOR TRAINING WITH RAPID DECOMPRESSION AWARENESS AND PROCS FOR THIS POSITIVE OUTCOME.

Synopsis

CABIN DOOR OR DOOR SEAL FAILURE ON ASTRA SPX RESULTS IN EMER DSCNT AND DIVERSION.

ACN: 675485

Time / Day

Date : 200510
Local Time Of Day : 1201-1800

Place

Locale Reference.Navaid : ZZZ.VOR
State Reference : US
Relative Position.Distance.Nautical Miles : 75
Altitude.MSL.Single Value : 43000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Gulfstream G100/G150 (IAI 1125 Astra)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 8500
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 675485

Person : 2

Reference : 2
Location Of Person.Aircraft : X

Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Result.General : Declared Emergency
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

THE ACFT WAS ON AUTOPLT AT FL430. ABOUT 45 MINS INTO THE FLT, THE 'CABIN DOOR' CAUTION LIGHT ILLUMINATED ON THE ANNUNCIATOR PANEL. THE PNF READ THE CHKLIST FOR THAT ITEM. THE CHKLIST SAID TO REMAIN BELOW FL390 IF NO PRESSURIZATION PROBS WERE PRESENT. (NONE WERE AT THE TIME AND THE ACFT WAS HOLDING PRESSURIZATION WITH A CABIN ALT OF 7500 FT.) WE REQUESTED LOWER ALT WITH ATC AND WERE GIVEN FL380. I BEGAN A DSCNT ON AUTOPLT WITH A VERT SPD OF APPROX 2000 FPM. AT ABOUT FL420 AND DSNDING, A LOUD AUDIBLE SQUEAL WAS HEARD FROM THE MAIN CABIN DOOR. THE SQUEAL BECAME VERY LOUD FOLLOWED BY A WHOOSHING SOUND AND PHYSICAL RUSH OF AIR. I LOOKED AT THE CABIN PRESSURIZATION INDICATOR. CABIN ALT VERT SPD/VSI WAS PEGGED AT +6000 FPM, THE AIRPLANE WAS DEPRESSURIZING VERY RAPIDLY. THE RED 'CABIN ALT' LIGHT ILLUMINATED ON THE ANNUNCIATOR PANEL, MEANING CABIN ALT WAS ABOVE 10000 FT MSL. WE INITIATED A RAPID DSCNT TO A SAFE ALT AND DECLARED AN EMER. ONCE STABILIZED AND LEVEL, WE ASSESSED THE SIT AND DETERMINED THE ACFT HAD NO STRUCTURAL PROBS. WE DIVERTED TO ZZZ. THE CABIN **OXYGEN** MASKS DROPPED. THE CABIN ALT REACHED A MAX OF APPROX 25000 FT.

Synopsis

CABIN DOOR OR DOOR SEAL FAILURE ON ASTRA SPX RESULTS IN EMER DSCNT AND DIVERSION.

ACN: 637037

Time / Day

Date : 200411
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 43000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Personal
Make Model Name : Falcon 50
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Component : 1

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Failed

Component : 2

Aircraft Component : Oxygen System/Crew
Aircraft Reference : X
Problem : Improperly Operated

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization.Other
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 5800
Experience.Flight Crew.Last 90 Days : 120
Experience.Flight Crew.Type : 2600

ASRS Report Number.Accession Number : 637037
Analyst Callback : Completed

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization.Other
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.General : Declared Emergency
Result.Flight Crew : Diverted
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

WE HAD BEEN CRUISING AT FL430 FOR ABOUT 45 MINS WHEN WE SUDDENLY LOST ACFT PRESSURIZATION. THE CABIN LIGHT AND CABIN HORN CAME ON SIMULTANEOUSLY. I IMMEDIATELY DID AN EMER DSCNT. DURING THE EMER DSCNT I DISCOVERED I COULD NOT TALK TO CTR WITH MY **OXYGEN** MASK ON. THE FO REALIZED I COULD NOT COMMUNICATE WITH CTR, THEN HE GOT IN TOUCH WITH CTR AND DECLARED AN EMER AS WE WERE DSNDING BELOW FL400. THE FO PROCEEDED WITH THE CHKLIST AS CTR CLRED US DOWN TO 10000 FT. CTR GAVE US VECTORS TO ZZZ WHERE WE MADE AN UNEVENTFUL LNDG. DURING THE EMER DSCNT I NOTICED OUR CABIN PSI HAD DROPPED TO 0 PSI AND OUR CABIN ALT HAD INCREASED TO 14000 FT. WHEN WE NOTICED ALL THE ABOVE WE TRIED TO MANUALLY PRESSURIZE THE AIRPLANE. THE MANUAL PRESSURIZATION MODE DID NOT WORK, MAYBE BECAUSE OUR PWR WAS AT FLT IDLE WHILE DOING THE DSCNT, I DON'T KNOW. I CONTACTED CTR AND TWR AND ASKED IF ANY RPTS NEEDED TO BE FILLED OUT AND BOTH SAID NO. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: MAINT WENT OVER THE ACFT WITH A FINE TOOTH COMB. ALL DOOR SEALS WERE INSPECTED. ALL ELECTRONICS CHKED NORMAL. MAINT REPLACED THE CABIN PRESSURIZATION CTRLR, AS A PRECAUTION. NOTHING WAS FOUND POSITIVELY. THE ACFT HAS BEEN RESTR TO OVERLAND RTES. THE ACFT, OVER THE PAST 6 WKS WAS NORMAL.

Synopsis

FALCON 50 CREW LOST CABIN PRESSURIZATION AT FL430, AND DID AN EMER
DSCNT TO 10000 FT.

ACN: 636813

Time / Day

Date : 200411
Local Time Of Day : 0601-1200

Place

Locale Reference.Navaid : MAF.VORTAC
State Reference : TX
Relative Position.Angle.Radial : 111
Relative Position.Distance.Nautical Miles : 60
Altitude.MSL.Single Value : 31000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZFW.ARTCC
Aircraft Operator : Personal
Make Model Name : Citation I (C500)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZFW.A

Component

Aircraft Component : Door
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 15500
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 636813

Person : 2

Reference : 2
Location Of Person.Aircraft : 638
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZFW.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

RAPID DECOMPRESSION CAUSED BY FAILURE OF DOOR SEAL. ACCOMPLISHED EMER DSCNT IN ACCORDANCE WITH CE-500 EMER PROCS CHKLIST TO 10000 FT MSL. FAILED TO INFORM ATC UNTIL AFTER DSCNT COMPLETE BECAUSE OF: 1) HIGH NOISE LEVEL. 2) HIGH WORKLOAD. 3) INTERFERENCE BTWN **OXYGEN** MASK AND HEADSET (SUNGLASSES, TOO). THIS COULD BE HELPED BY INCORPORATING EARPHONES ALONG WITH THE MIKE INTO THE **OXYGEN** MASK HARNESS.

Synopsis

A C500 CREW CONDUCTED AN EMER DSCNT BECAUSE OF A DOOR SEAL FAILURE BUT DID NOT INFORM ATC BECAUSE OF HIGH NOISE LEVEL INTERFERENCE.

ACN: 633993

Time / Day

Date : 200410
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Altitude.MSL.Single Value : 41000

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Turbulence
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation X (C750)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 6200
Experience.Flight Crew.Last 90 Days : 135
Experience.Flight Crew.Type : 2400
ASRS Report Number.Accession Number : 633993

Person : 2

Reference : 2
Location Of Person.Aircraft : X

Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 5200
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 633560

Person : 3

Reference : 3
Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Person : 4

Reference : 4
Reporter Organization : Personal
Function.Other

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

DURING CRUISE THE BAGGAGE DOOR SEAL CAS MESSAGE ILLUMINATED. FOLLOWED CHKLIST AND SIT WAS NORMAL PER MESSAGE. (CABIN ALT MAINTAINED, OK.) WE WERE EXPERIENCING SOME TURB AND ASKED ATC FOR LOWER TO FL370. IT WAS RPTED AS SMOOTH. WE WERE APPROX 100 MI FROM TOP OF DSCNT. ANYWAYS, AS SOON AS I REDUCED PWR FOR DSCNT, THE CABIN BEGAN TO CLB AT A RATE OF APPROX 2000 FPM. SOON FOLLOWED THE BAGGAGE, ALT CAS MESSAGE. WE ISOLATED THE BAGGAGE COMPARTMENT IMMEDIATELY PER CHKLIST. HOWEVER, THE CABIN CONTINUED TO CLB AND WE CONTINUED TO DSND, ASKING FOR LOWER. I BELIEVE ATC CLRED US TO FL330. SHORTLY, THE CABIN ALT 'AMBER CAS' MESSAGE ILLUMINATED. WE BOTH PUT ON OUR **OXYGEN** MASKS. WE LET ATC KNOW OF OUR PRESSURIZATION PROB AND ASKED FOR LOWER. ATC CLRED US FL240. SINCE THE CABIN CONTINUED TO CLB, I HAD THE FO BRIEF THE PAX ON OUR SIT AND TO KEEP THEM CALM. IT WASN'T LONG AND THE CABIN ALT 'RED CAS' MESSAGE ILLUMINATED. WE WERE APPROX AROUND

FL310. I INITIATED A MORE AGGRESSIVE DSCNT PER EMER DSCNT PROFILE. ATC WAS NOT ACCOMMODATING OUR LOWER ALT REQUEST (DUE TO MIL AIRSPACE). SO WE IMMEDIATELY DECLARED AN EMER. WE BRIEFLY PAUSED OUR DSCNT AT FL240 AND THEN WERE CLRED TO 13000 FT. AS I FLEW THE DSCNT PROFILE, THE FO KEPT THE PAX INFORMED AND RAN THE APPROPRIATE CHKLISTS. ONCE WE GOT TO APPROX 14500 FT (CABIN MAX ALT) THE CABIN ALT DSNDDED AS WE DSNDDED. SINCE WE WERE CLRED TO 13000 FT WE LEVELED OFF THERE MOMENTARILY AND THEN STEPPED DOWN SLOWLY TO 10000 FT. WE INFORMED ATC THAT THINGS WERE UNDER CTL AND COULD CONTINUE TO OUR DEST OF ZZZ. PLEASE NOTE: THE ACFT SAT OUTSIDE IN ZZZ1 THE EVENING BEFORE IN EXTREMELY HVY RAIN.

Synopsis

EMER DECLARED AND REQUEST MADE FOR EMER DSCNT WHEN THE CABIN PRESSURE SYS FAILS ON A CPR C750 AFTER START OF DSCNT ON FREQ WITH ZZZ CTR.

ACN: 621324

Time / Day

Date : 200406
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : RFD.Airport
State Reference : IL
Relative Position.Distance.Nautical Miles : 60
Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZAU.ARTCC
ATC / Advisory.TRACON : RFD.TRACON
Aircraft Operator : Corporate
Make Model Name : HS 125 Series 600
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Flight Phase : Descent
Airspace.Class A : ZAU.A
Airspace.Class E : RFD.E

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Improperly Operated

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 9800

Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 1500
ASRS Report Number.Accession Number : 621324

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZAU.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Person : 4

Reference : 4
Location Of Person.Facility : RFD.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Altitude : Overshoot
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Result.Flight Crew : Became Reoriented
Result.Flight Crew : Overcame Equipment Problem
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

DURING A NORMAL CLB TO ASSIGNED ALT OF FL230 AND COMING OUT OF FL200 BOTH PLTS CONFIRMED THE CABIN WAS NOT PRESSURIZING. NOTIFIED ZAU WE WERE EXPERIENCING PRESSURIZATION PROBS AND WE NEEDED TO DSND IMMEDIATELY AND RETURN TO ROCKFORD OUR BASE OF OPS. WE WERE CLRED, 'DIRECT ROCKFORD, DSND TO MAINTAIN FL190.' I TOLD THE FO TO TELL THEM WE NEEDED LOWER THAN FL190, WHICH HE DID. WE WERE THEN CLRED TO MAINTAIN 17000 FT. DURING THIS CONVERSATION WITH ZAU, THE FO AND MYSELF WERE BUSY WITH DONNING **OXYGEN** MASKS, COMMUNICATING, AND EXECUTING AN EMER DSCNT TO THE ASSIGNED ATL AND MANEUVERING THE AIRPLANE 180 DEGS TO DIRECT ROCKFORD. THE HIGHEST ALT I RECALL SEEING ON THE ALTIMETER WAS FL204 WHEN WE STARTED DOWN. IN A HAWKER 400 WITH PWR TO IDLE AND SPD BRAKES FULLY DEPLOYED AND AIRSPD TO THE BARBER POLE WHICH WAS 300 KTS, IT WILL NOT TAKE VERY LONG TO COME

DOWN 3000 FT TO OUR ASSIGNED ALT OF 17000 FT. KEEPING IN MIND, DURING OUR CLB THE PRESSURE VESSEL NEVER PRESSURIZED. MY CO-PLT AND MYSELF WERE BOTH EXPERIENCING HYPOXIA AND THAT UNEASY, LIGHTHEADED FEELING FROM LACK OF **OXYGEN**. (AS WE DISCUSSED THIS SIT LATER, AT THIS POINT OF EXPERIENCING THAT 'NOT FEELING WELL' WE'VE CONCLUDED THAT EACH CREW MEMBER SHOULD COMMUNICATING THIS 'FEELING' TO THE OTHER CREW MEMBER.) DURING THE EMER DSCNT PROC AND NOW ON **OXYGEN**, BUT NOT FULLY RECOVERED 100%, I DSNDED THROUGH 17000 FT AND ARRESTED THE DSCNT AT 15000 FT. CTR ASKED IF WE HAD CONTINUED ON DOWN TO 15000 FT. WE ANSWERED WE HAD AND THAT WE 'NEEDED' TO GET DOWN. AT THIS TIME, ZAU HANDED US OFF TO PROBABLY ANOTHER CTR FREQ (I REALLY CAN'T RECALL AT THIS TIME) AND EVENTUALLY TO ROCKFORD APCH. ONCE IN ROCKFORD APCH CTL'S AIRSPACE WE ADVISED THEM WE NEEDED TO BURN FUEL OFF BEFORE ATTEMPTING A LNDG. THEY VECTORED US TO THE SW QUADRANT TO REMAIN WITHIN 15 MI OF THE ROCKFORD VOR AND TO DSN TO 4000 FT, WHICH WE DID. ONCE WE STARTED DSNING OUT OF 15000 FT, WE WERE AT A MENTAL LEVEL TO TROUBLESHOOT THE SIT. COMPLETING THE CHKLIST, WE WERE DUMBFOUNDED AS TO WHY WE DID NOT PRESSURIZE. ONCE WE WERE WITH ROCKFORD APCH AND BROUGHT THEM UP TO SPD OF THE SIT, WE RECYCLED THE MAIN AIR VALVES AND REGAINED CTL OF THE PRESSURIZATION. THE CABIN PRESSURIZED AND WE REQUESTED 10000 FT WHICH WAS APPROVED AND WE TESTED THE ABILITY OF THE CTLR TO MAINTAIN THE CABIN ALT SELECTED WHICH WORKED FLAWLESSLY. WE WERE BOTH COMFORTABLE WITH THE PROB BEING SATISFIED AND CONTINUED ON THE ASSIGNED TRIP WITH 3 MORE TKOFS TO FOLLOW WITH NO FURTHER OCCURRENCES. AS I SAID EARLIER, AFTER THIS SIT, MY FO AND MYSELF DISCUSSED IT IN DEPTH AT VARIOUS TIMES THROUGHOUT THE DAY. OUR BIGGEST CONCLUSION IS: ONCE EITHER CREW MEMBER IS FEELING UNCOMFORTABLE OR ILL, THEY MUST RELAY THESE FEELINGS ON TO THE OTHER CREW MEMBER. I BELIEVE WE BOTH BEGAN EXPERIENCING THESE FEELINGS ABOUT THE SAME TIME AND WERE QUESTIONING OURSELVES WHAT WAS GOING ON. HAD WE SHARED THESE FEELINGS WITH EACH OTHER WE COULD HAVE CONCLUDED THERE WAS A PROB BEFORE WE HAD GOTTEN INTO THE HYPOXIA STATE OF CONFUSION/DENIAL/DO-NOTHING. HERE'S THE HUMAN SIDE WHICH WE BOTH HAVE DISCUSSED ALSO: I'M 22 YRS SENIOR TO MY FO. COULD I HAVE BEEN SAYING, 'I'M NOT GOING TO LET THIS YOUNGSTER KNOW I'M NOT FEELING ALL THAT WELL.' AND COULD HE HAVE BEEN SAYING JUST THE OPPOSITE, 'I'M NOT FEELING WELL AND I'M NOT GOING TO LET THIS OLD GUY KNOW.' HMMMMM. CONCLUSION: **OXYGEN** DEPRIVATION CAN COME ON VERY SLOWLY AND IT TAKES TIME TO REALIZE THERE'S SOMETHING WRONG AT WHICH TIME THE BRAIN IS MORE **OXYGEN** DEPRIVED AND ITS ABILITY TO ASSESS IS GREATLY HINDERED. AS IN TRAINING, WE ALL LEARN EMER DSCNTS FROM HIGHER ALTS AND AUTOMATICALLY ARE CLRED 12000 FT TO 10000 FT. AN EMER DSCNT DOWN ONLY 3000 FT HAPPENS VERY QUICKLY AND THEN TO HAVE THE BRAIN RECOVERING FROM **OXYGEN** DEPRIVATION AT THE SAME TIME ONLY HINDERS THE ABILITY TO REACT. I DO RECALL WHEN CLRED TO 17000 FT THAT WAS NOT VERY LOW AND I FELT WE NEEDED TO BE LOWER. **OXYGEN** DEPRIVATION IS NOT A COMFORTABLE FEELING AND ONCE EXPERIENCING IT IN THIS MANNER IS A

Synopsis

AFTER A NO CABIN PRESSURE SIT IS REALIZED, THE PIC OF AN HS25-400 OVERSHOOTS HIS ASSIGNED ALT DURING A RAPID, EMER DSCNT, WITH SPD BRAKES OUT.

ACN: 621193

Time / Day

Date : 200406
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 60
Altitude.MSL.Single Value : 23000

Environment

Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : HS 125 Series 600
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Flight Phase : Descent
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 8200
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 850
ASRS Report Number.Accession Number : 621193

Person : 2

Reference : 2
Location Of Person.Aircraft : X

Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying

Person : 3

Reference : 4
Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Altitude : Overshoot
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

DURING A NORMAL CLB TO ASSIGNED ALT OF FL230 AND COMING OUT OF FL200, BOTH PLTS CONFIRMED THE CABIN WAS NOT PRESSURIZING. IN NOTIFYING CTR, WE WERE EXPERIENCING PRESSURIZATION PROBS AND WE NEEDED TO DSND IMMEDIATELY AND RETURN TO ZZZ, OUR BASE OF OPS. WE WERE CLRED 'DIRECT ZZZ DSND TO MAINTAIN FL190.' I TOLD THE FO TO TELL THEM WE NEEDED LOWER THAN FL190, WHICH HE DID. WE WERE THEN CLRED TO MAINTAIN 17000 FT. DURING THIS CONVERSATION WITH CTR, THE FO AND MYSELF WERE BUSY WITH DONNING **OXYGEN** MASKS, COMMUNICATING, AND EXECUTING AN EMER DSCNT TO THE ASSIGNED ALT AND MANEUVERING THE AIRPLANE 180 DEGS TO DIRECT ZZZ. THE HIGHEST ALT I RECALL SEEING ON THE ALTIMETER WAS FL204 WHEN WE STARTED DOWN. IN A HAWKER 400 WITH PWR TO IDLE AND SPD BRAKES FULLY DEPLOYED AND AIRSPD TO THE BARBER POLE, WHICH WAS 300 KTS, IT WILL NOT TAKE VERY LONG TO COME DOWN 3000 FT TO OUR ASSIGNED ALT OF 17000 FT. KEEPING IN MIND, DURING OUR CLB THE CABIN NEVER PRESSURIZED. MY COPLT AND MYSELF WERE BOTH EXPERIENCING HYPOXIA AND THAT UNEASY, LIGHTHEADED FEELING FROM LACK OF **OXYGEN**. DURING THE EMER DSCNT PROC AND NOW ON **OXYGEN** BUT NOT FULLY RECOVERED 100% I DSND'D THROUGH 17000 FT AND ARRESTED THE DSCNT AT 15000 FT. CTR ASKED IF WE HAD CONTINUED ON DOWN TO 15000 FT. WE ANSWERED WE HAD AND THAT WE NEEDED TO GET DOWN. AT THIS TIME CTR HANDED US OFF TO PROBABLY ANOTHER CTR FREQ (I REALLY CAN'T RECALL AT THIS TIME) AND EVENTUALLY TO ZZZ APCH. ONCE IN ZZZ APCH CTL'S AIRSPACE WE ADVISED THEM WE NEEDED TO BURN FUEL OFF BEFORE ATTEMPTING A LNDG. THEY VECTORED US TO REMAIN WITHIN 15 MI OF THE VOR AND TO DSND TO 4000 FT, WHICH WE DID. ONCE WE STARTED DSNDING OUT OF 15000 FT, WE WERE AT A MENTAL LEVEL TO TROUBLESHOOT THE SIT. COMPLETING THE CHKLIST, WE WERE DUMBFOUNDED AS TO WHY WE DID NOT PRESSURIZE. ONCE WE WERE WITH APCH AND BROUGHT THEM UP TO SPD OF THE SIT, WE RECYCLED THE MAIN AIR VALVES AND REGAINED CTL OF THE PRESSURIZATION. THE CABIN

PRESSURIZED AND WE REQUESTED 10000 FT WHICH WAS APPROVED AND WE TESTED THE ABILITY OF THE CTRLR TO MAINTAIN THE CABIN ALT SELECTED WHICH WORKED FAULTLESSLY. WE WERE BOTH COMFORTABLE WITH THE PROB BEING SATISFIED AND CONTINUED ON THE ASSIGNED TRIP WITH NO FURTHER OCCURRENCES.

Synopsis

H25 FLT CREW ATTRIBUTED ALT OVERSHOOT TO HYPOXIA RESULTING FROM PRESSURIZATION FAILURE.

ACN: 619774

Time / Day

Date : 200405
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : PSP.Airport
State Reference : CA
Relative Position.Distance.Nautical Miles : 70
Altitude.MSL.Single Value : 24800

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.Center : ZLA.ARTCC
Aircraft Operator : Personal
Make Model Name : BAe 125 Series 800
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Airspace.Class A : ZLA.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Engineer
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 5000
Experience.Flight Crew.Last 90 Days : 180

Experience.Flight Crew.Type : 2000
ASRS Report Number.Accession Number : 619774
Analyst Callback : Completed

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZLA.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.General : Declared Emergency

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

DURING ENRTE CLB THROUGH FL248 FROM PSP, THE CABIN ALT CLB RATE INCREASED TO 3000 FPM THEN TO 5000 FPM. RAPIDLY APCHING MAX CABIN DIFFERENTIAL, THE PF (SIC) EXECUTED AN EMER DSCNT (WE DECLARED WITH ATC). WE DONNED THE **OXYGEN** MASK AND DSNDED TO 12000 FT. THE PNF (PIC) CALLED ZLA AND DECLARED AN EMER. UPON DSCNT, REACHING 12000 FT, THE PIC GAVE ATC THE PERTINENT INFO REQUIRED BY ATC AND RETURNED TO PSP. NO INJURIES TO THE CREW, AND NO DAMAGE TO THE ACFT THAT CAN BE DETERMINED BY CREW. ALL OTHER SYS ON THE ACFT WORKED NORMAL. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED AFTER ARR AT THE DIVERSION STATION, PAX AND CREW WERE SWITCHED TO ANOTHER AIRPLANE AND NO MAINT DATA WAS AVAILABLE.

Synopsis

A BAE125-800 AT FL248 DECLARED AN EMER AND DIVERTED DUE TO LOSS OF CABIN PRESSURE.

ACN: 598474

Time / Day

Date : 200310
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : OEJD.ARTCC
State Reference : FO
Altitude.MSL.Single Value : 36000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : OEJD.ARTCC
Aircraft Operator : Corporate
Make Model Name : Gulfstream IV / G350 / G450
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry
Flight Phase : Climb
Airspace.Class A : OEJD.A

Component

Aircraft Component : Cargo Door
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 10000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 598474

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate

Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 16000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 598133

Person : 3

Reference : 3
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Attendant : Flight Attendant (On Duty)

Person : 4

Reference : 4
Location Of Person : Company
Reporter Organization : Contracted Service
Function.Maintenance : Technician

Person : 5

Reference : 5
Location Of Person : Company
Reporter Organization : Corporate
Function.Maintenance : Technician

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : FAR
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I WAS ON A FERRY FLT. AFTER TKOF, THE BAGGAGE DOOR SEAL DID NOT SEAL. THE CTL OF THE ACFT WAS GIVEN TO THE FO. I, PIC, WENT AND INVESTIGATED THE CARGO HOLD. I FOUND THE DOOR SEAL (CARGO) NOT SEALED. AS I WAS RETURNING TO THE FLT DECK, THE CABIN ALT EXCEEDED 13500 FT AND THE PAX **OXYGEN** MASKS DROPPED. UPON REACHING THE FLT DECK, I DROPPED MY **OXYGEN** MASK AND DESCENDED TO 15000 FT WITH PERMISSION FROM ATC. I CONTINUED TO MY DEST AT THAT ALT LEVEL. THE CABIN PRESSURE WAS NOW 8800 FT. UPON ARR AT DEST, A MECH MET THE ACFT, INSPECTED THE DOOR SEAL AND FOUND A SMALL GAP. HE APPLIED SOME RTV SEALANT. 1 HR LATER, I CLOSED THE ACFT DOORS AND DID A PRESSURE CHK. ALL WAS OK. I RE-STOWED

THE PAX **OXYGEN** MASK AND CONTINUED WITH THE NEXT FLT. ALL WAS OK. THE SEAL INFLATED AND DID NOT LEAK. MY FAILURE, AS I LATER LEARNED, WAS THAT I DID NOT LOG THIS IN THE ACFT LOG AS A DISCREPANCY AND I WAS NOT APPROVED TO RE-STOW THE PAX **OXYGEN** MASK. SUPPLEMENTAL INFO FROM ACN 598133: ON CLBOUT, THE FLT ATTENDANT RPTED A NOISE FROM THE BAGGAGE COMPARTMENT. UPON CAPT'S RETURN, I INFORMED HIM THAT THE CABIN WAS STILL CLBING. AS HE TOOK THE CTLS FROM ME, THE MASKS DROPPED, AT APPROX 13000 FT CABIN ALT. WE DID NOT DECLARE AN EMER, AND CONTINUED TO DEST. LATER, THE CAPT SHOWED ME THE SMALL CUT IN THE BAGGAGE DOOR SEAL AND THE REPAIR THAT THE MECH HAD MADE BY APPLYING SOME RTV SEALANT. IT WAS ONLY LATER THAT I LEARNED THAT THERE WERE ISSUES CONCERNING THE FACT THAT THIS WAS NOT ENTERED INTO THE ACFT LOG AS A DISCREPANCY, AND THAT THE CAPT WAS NOT APPROVED TO RE-STOW THE MASKS.

Synopsis

GLF-4 CREW HAD A CARGO DOOR PRESSURIZATION LEAK THAT REQUIRED A RAPID DSCNT TO 15000 FT BECAUSE THE CABIN WAS CLBING UNCTLABLY. THE CREW CONTINUED TO DEST WITH PARTIAL PRESSURIZATION. **OXYGEN** MASKS DROPPED. THE CAPT DID NOT RECORD THE CARGO DOOR PROB IN THE ACFT MAINT LOG. THE CAPT REPACKED THE **OXYGEN** MASKS IN NON COMPLIANCE WITH MAINT REGS.

ACN: 594757

Time / Day

Date : 200309

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : MGM.Airport

State Reference : AL

Relative Position.Distance.Nautical Miles : 20

Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC

Light : Night

Ceiling : CLR

Aircraft

Reference : X

ATC / Advisory.Center : ZTL.ARTCC

ATC / Advisory.TRACON : MGM.TRACON

Aircraft Operator : Corporate

Make Model Name : Citation II S2/Bravo (C550)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

Flight Phase : Cruise

Flight Phase : Climb

Airspace.Class A : ZTL.A

Airspace.Class E : MGM.E

Airspace.Class E : ZTL.E

Maintenance Status.Maintenance Items Involved : Repair

Maintenance Status.Maintenance Items Involved : Testing

Component

Aircraft Component : Pressurization System

Aircraft Reference : X

Problem : Malfunctioning

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Reporter Organization : Corporate

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 2875
Experience.Flight Crew.Last 90 Days : 120
Experience.Flight Crew.Type : 950
ASRS Report Number.Accession Number : 594757
Human Factors : Troubleshooting

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZTL.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Person : 4

Reference : 4
Location Of Person.Facility : MGM.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Maintenance
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.General : Declared Emergency
Result.Flight Crew : Diverted
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

WE DEPARTED DESTIN, FL (DTS) FOR PONTIAC, MI (PTK). AS WE WERE CLBING THROUGH FL275 WE STARTED LOSING PRESSURIZATION AFTER ADJUSTING THE TEMP CTL LEVER. WE STOPPED OUR CLB AT FL280 AND REFERRED TO THE EMER CHKLIST. DESPITE USING CHKLIST PROCS WE WERE UNABLE TO CTL CABIN PRESSURE. AS A RESULT WE REQUESTED AND BEGAN OUR DSCNT TO 10000 FT. THE FO WAS FLYING AND THE CAPT WAS DOING CHKLISTS, RADIOS AND ASSUMING PAX SAFETY. WE RECEIVED VECTORS FOR A VISUAL APCH AND LNDG

AT MGM. ON THE GND, THE FBO MAINT, IN ACCORDANCE WITH OUR COMPANY'S MAINT DEPT, INSPECTED FOR THE OVERWT LNDG, SVCED THE **OXYGEN**, INSPECTED AND REPACKED THE PAX **OXYGEN** MASKS AND INSPECTED AND SVCED THE PRESSURIZATION. GND PRESSURIZATION CHKS WERE COMPLETED AND MAINT RETURNED THE ACFT TO SVC IN AN AIRWORTHY CONDITION. WE DEPARTED MGM FOR PTK. WE LEVELED OFF AT A CRUISE ALT OF FL290. PRESSURIZATION WAS HOLDING WELL UNTIL THE CABIN TEMP KNOB WAS ADJUSTED TO A WARMER SETTING. IMMEDIATELY, THE CABIN BEGAN TO DEPRESSURIZE. WE WENT THROUGH THE EMER CHKLIST, BUT WERE STILL UNABLE TO CTL CABIN PRESSURE. AS A RESULT WE REQUESTED AND BEGAN OUR DSCNT TO 10000 FT. THE CAPT WAS FLYING AND THE FO DID CHKLISTS, RADIOS AND ASSURED PAX SAFETY. AT 10000 FT WE NOTICED OUR PRESSURIZATION HAD BEEN RESTORED. WE DISCUSSED THE OPTION OF CONTINUING THE FLT TO PTK NOTING FUEL AND **OXYGEN** REQUIREMENTS. WE AGREED THAT THE FLT COULD CONTINUE SAFELY AT 10000 FT AND DISCUSSED IT WITH OUR PAX. AS THE FLT CONTINUED, WE MAINTAINED NORMAL PRESSURIZATION AND AGREED TO CLB TO 14000 FT TO GET A BETTER FUEL BURN. THE PRESSURIZATION REMAINED NORMAL FOR THE REMAINDER OF THE FLT. THE CREW MAINTAINED PROPER COORD AND COM THROUGHOUT THE ENTIRE TRIP. ATC RESPONDED TO US EFFICIENTLY AND THEY WERE ATTENTIVE TO ALL REQUESTS.

Synopsis

C550 CREW LOST CABIN PRESSURIZATION TWICE AFTER ADJUSTING THE PACK TEMP CTL. THE ACFT ONLY HAS A SINGLE PACK. WHEN IT TRIPS OFF THE ACFT HAS NO PRESSURIZATION SOURCE.

ACN: 582721

Time / Day

Date : 200305
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation I (C500)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Descent
Airspace.Class A : ZZZ.A

Component

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 2500
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 250
ASRS Report Number.Accession Number : 582721
Analyst Callback : Completed

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 18000
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 582719

Person : 3

Reference : 3
Location Of Person.Facility : ZZZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.General : Declared Emergency
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

DURING AN INITIAL DSND LEAVING FL390 AND PASSING THROUGH FL370 ENRTE TO OUR DEST, WE EXPERIENCED A RAPID LOSS OF PRESSURIZATION IN THE CABIN. AS PER EMER PROCS WE IMMEDIATELY DROPPED OUR **OXYGEN** MASKS AND INCREASED OUR DSCNT RATE TO QUICKLY REACH A SAFE ALT. WE MADE SEVERAL XMISSIONS TO ATC, BUT HAD DIFFICULTY HEARING ATC'S RESPONSES BACK TO US DUE TO THE EXCESSIVE COCKPIT NOISE. IN ADDITION THE RUPTURED DOOR SEAL NOISE CREATED EVEN FURTHER FEEDBACK THROUGH OUR HEADSETS ALMOST OBLITERATING OUR ABILITY TO HEAR ATC'S XMISSIONS. AS WE APCHED A SAFE ALT FULL 2-WAY RADIO CONTACT WAS RESUMED AND A SAFE AND NORMAL APCH AND LNDG WERE ACHIEVED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE CAUSE OF THE LOSS OF CABIN PRESSURE WAS THE FORWARD ENTRANCE DOOR PRESSURE SEAL FAILURE. THE RPTR SAID THE EXCESSIVE NOISE FROM THE PRESSURE LEAK MADE COM WITH ATC ALMOST IMPOSSIBLE. THE RPTR STATED THE AIRPLANE HAD NO RECENT HISTORY OF DOOR SEAL LEAKAGE.

Synopsis

A CESSNA CITATION CJ1 IN DSCNT AT FL370 DECLARED AN EMER AND DIVERTED DUE TO SUDDEN LOSS OF PRESSURIZATION. NOISE IMPAIRED COM.

ACN: 576470

Time / Day

Date : 200303

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ1.Airport

State Reference : US

Altitude.MSL.Single Value : 39000

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ.ARTCC

Aircraft Operator : Corporate

Make Model Name : Falcon 50

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZZZ.A

Component

Aircraft Component : Pressurization Control System

Aircraft Reference : X

Problem : Failed

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Reporter Organization : Corporate

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 576470

Analyst Callback : Completed

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Reporter Organization : Corporate

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3

Location Of Person.Facility : ZZZ.ARTCC

Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

CABIN ALTITUDE CLBING. I MADE AN EMER DSCNT TO ZZZ1. MASK WERE DEPLOYED TO PAX. NO ONE WAS HURT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE CABIN WAS CLBING SO QUICKLY THE PAX EMER **OXYGEN** MASKS WERE DEPLOYED MANUALLY AND AN EMER DSCNT WAS INITIATED. THE RPTR SAID THE LOSS OF CABIN PRESSURE WAS CAUSED BY A FAILED AUTOPRESSURE CTRLR. THE RPTR STATED THE AIRPLANE WAS A FALCON 50 AND HAD NO PREVIOUS HISTORY OF PRESSURIZATION PROBS.

Synopsis

A FALCON 50 IN CRUISE AT FL390 DECLARED AN EMER AND DIVERTED DUE TO SUDDEN LOSS OF CABIN PRESSURE. CAUSED BY A FAILED AUTOPRESSURE CTRLR.

ACN: 573938

Time / Day

Date : 200302
Local Time Of Day : 1201-1800

Place

Locale Reference.Navaid : PXN.VORTAC
State Reference : CA
Altitude.MSL.Single Value : 17000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZOA.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation I/SP (C501)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use.VOR / VORTAC : PXN.VORTAC
Flight Phase : Climb
Route In Use : Vectors
Airspace.Class E : ZOA.E

Component

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 4000
Experience.Flight Crew.Last 90 Days : 80
Experience.Flight Crew.Type : 900

ASRS Report Number.Accession Number : 573938
Analyst Callback : Completed

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZOA.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Diverted
Result.Flight Crew : Landed In Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

PICKED UP 2 PAX AT MOD. CLBING OUT OF 17000 FT, THE DOOR SEAL BLEW CAUSING DECOMPRESSION. EMER PROCS WERE FOLLOWED. AFTER PUTTING ON **OXYGEN** AND DSNDING, WE DECIDED TO LAND AT NEAREST SUITABLE ARPT, LGB. AT LGB, CITATION MAINT IDENTED THE PROB AS A FAILED PRESSURE REGULATOR FOR THE DOOR SEAL. THIS REGULATOR IS NOT LIFE LIMITED, NOR IS IT CHKED DURING THE VARIOUS PHASE INSPECTIONS. CESSNA MIGHT CONSIDER LIMITING THE REGULATOR'S LIFE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR WAS CALLED TO DETERMINE IF ANY AGENCY HAD BEEN CONTACTED REGARDING THIS FAILURE. THE PIC HAD TALKED WITH THE MAINT PERSONNEL AT THE MANUFACTURER'S PLANT. THEY SAID THAT THIS INCIDENT WAS SUCH AN ISOLATED CASE THAT THERE WAS NOT A CONCERN ABOUT HAVING TO PLACE A 'LIFE LIMIT' ON THE PRESSURE REGULATOR. THIS WAS A VERY RARE CASE WHEREIN THE DIAPHRAGM ASSOCIATED WITH THE REGULATOR/SEAL SYS WAS STUCK IN THE PARTIALLY OPEN POS, THEREBY NOT ALLOWING FULL PRESSURIZATION OF THE DOOR SEALS AROUND THE ENTRANCE DOOR. THE SEALS WERE SUBJECT TO INTERNAL AS WELL AS EXTERNAL PRESSURES AND WERE TORN OFF THE TRACK HOUSING, ALLOWING THE RAPID DECOMPRESSION. IT WAS NOT VIEWED AS A FAILURE OF THE PRESSURE REGULATOR ITSELF.

Synopsis

EMER DSCNT INITIATED BY THE FLT CREW OF A C501 WHEN THE DOOR SEAL BLEW AT 17000 FT WITH A DIVERSION TO LGB, CA.

ACN: 559196

Time / Day

Date : 200209
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : JAX.Airport
State Reference : FL
Relative Position.Distance.Nautical Miles : 35
Altitude.MSL.Single Value : 41000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Night
Ceiling.Single Value : 500

Aircraft

Reference : X
ATC / Advisory.Center : ZJX.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation X (C750)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Nav In Use.VOR / VORTAC : CRG.VORTAC
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class A : ZJX.A

Component : 1

Aircraft Component : Cargo Door
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Door Warning System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Engineer
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 19000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 290
ASRS Report Number.Accession Number : 559196

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZJX.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Landed In Emergency Condition
Result.Flight Crew : Diverted
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

IN CRUISE, VMC FL410, FO FLYING, BAGGAGE DOOR OPEN ALERT ILLUMINATED ON EICAS. VERY UNUSUAL, BAGGAGE DOOR WAS VERIFIED CLOSED AND LOCKED PRIOR TO ENG START. SUSPECTED BAD MICRO SWITCH. WHILE DISCUSSING PROB, PRIOR TO READING CHKLIST, BAGGAGE ALT LIGHT ILLUMINATED AND CABIN ALT CLBED RAPIDLY AT FULL SCALE ON GAUGE. WE DONNED **OXYGEN** MASKS, ESTABLISHED CREW COMS, DECLARED EMER AND PERFORMED EMER DSCNT PROC AND WERE VECTORED TO AND LANDED VISUALLY ON RWY 7 AT JAX. WE SUSPECT RUPTURED DOOR SEAL -- EMER DSCNT LOSS OF PRESSURE CHKLISTS NOT READ (NO TIME) BUT ALL ITEMS PERFORMED. WITH A 2 MAN CREW (NO PAX) THIS WAS A FERRY FLT TO GSO. THERE WAS NO TIME TO PERFORM THE PROC, TALK TO ATC, AND READ THE CHKLISTS. THEY ARE REQUIRED MEMORY ITEMS IN OUR FLEET. MOREOVER, AT NIGHT, WITH **OXYGEN**

MASKS ON READING THE CHKLIST WOULD HAVE COMPROMISED SAFETY AND FLYING THE ACFT (COCKPIT LIGHTS ON AND TRYING TO SEE OUT). BELOW 10000 FT, WITH MASKS OFF, DSCNT, APCH, AND BEFORE LNDG CHKLISTS WERE PERFORMED AND LNDG WAS WITHOUT INCIDENT. THE INITIAL FAULT (BAGGAGE DOOR OPEN) WITHOUT A BAGGAGE SEAL LIGHT WARNING WAS MISLEADING AND LED US TO TAKE TIME WONDERING ABOUT A MICRO SWITCH PROB (COMMON IN OTHER AREAS) BEFORE GETTING THE ABNORMAL CHKLIST OUT. THERE IS A BAGGAGE DOOR OPEN PROC THAT MIGHT HAVE ALLOWED US TO ISOLATE THAT COMPARTMENT AND NEGATE THE NEED FOR A RAPID DSCNT DUE TO A DEPRESSURIZATION IE, YOU DO NOT GET A REAL BAGGAGE DOOR OPEN AT MACH .90 AND FL410 WITH JUST A LIGHT ON THE PANEL. THE SEAL LIGHT SHOULD HAVE ILLUMINATED EITHER PRIOR TO OR CONCURRENT WITH THE DOOR OPEN LIGHT. THIS GIVES THE CREW FAIR WARNING. MAINT IS WORKING ON THIS AS I WRITE.

Synopsis

A C750 CREW, IN CRUISE AT FL410, EXPERIENCED A LOSS OF CABIN PRESSURE DUE TO A LEAKING BAGGAGE DOOR, A LNDG WAS MADE AT NEARBY JAX.

ACN: 555989

Time / Day

Date : 200207
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : LEX.Airport
State Reference : KY
Relative Position.Distance.Nautical Miles : 40
Altitude.MSL.Single Value : 29000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZID.ARTCC
Aircraft Operator : Corporate
Make Model Name : Cessna 425/441 Conquest I/Conquest II
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Airspace.Class A : ZID.A

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Air Traffic Control : Fully Certified
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Air Traffic Control.Radar : 7
Experience.Air Traffic Control.Non Radar : 2
Experience.Flight Crew.Total : 2980
Experience.Flight Crew.Last 90 Days : 110

Experience.Flight Crew.Type : 1500
ASRS Report Number.Accession Number : 555989

Person : 2

Reference : 2
Location Of Person.Facility : ZID.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I WAS FLYING AT FL290, WHEN SUDDENLY I NOTICED A POPPING IN MY EARS. RIGHT AWAY I LOOKED AT THE PRESSURIZATION AND CONFIRMED THAT THE CABIN PRESSURE WAS INCREASING RAPIDLY, AND THE RATE WAS INDICATING A DECREASE IN THE PRESSURIZATION. I ADVISED CTR THAT I NEEDED AN EMER DSCNT. THEY ADVISED ME OF A CONFLICT IN FRONT OF US AT FL280 AND THEY IMMEDIATELY GAVE US A TURN TO 040 DEGS TO AVOID ANY CONFLICT AND THEY CLRED US TO ANY ALT THAT WE NEEDED. I INITIATED A TURN FROM 005 DEGS TO 040 DEGS TO AVOID THE TFC AND A DSCNT TO 12000 FT, WHERE WE REGAINED NORMAL CABIN ALT OF ABOUT 9000 FT. AFTER COMPLETING ALL THE PUBLISHED EMER PROCS, AND TRYING TO FIGURE OUT WHAT HAD HAPPENED, WE ADVISED CTR OF THE SIT AND REQUESTED BACK ON COURSE TO ELKHART, IN (OUR FINAL DEST). THE MECH NEXT DAY WAS INFORMED OF THE ANOMALY. AFTER A FEW HRS, HE FIGURED OUT THAT IT WAS A WIRE GOING TO THE VALVE ATTACHED AT THE AIR CYCLE MACHINE. THIS VALVE CTLS THE AMOUNT OF PRESSURIZATION THAT GOES INTO THE AIR CYCLE MACHINE. APPARENTLY, THE WIRE GOT TOO CLOSE TO THE AIR CYCLE MACHINE AND MELTED, WHICH CAUSED A SHORT IN THE WIRE AND SHUT THE VALVE OFF. EVERYTHING WORKED PROPERLY, THE MASKS WERE DEPLOYED AUTOMATICALLY, AND **OXYGEN** FLOW WAS INDICATED.

Synopsis

CE441 PLT HAS LOSS OF PRESSURIZATION, DECLARES AN EMER.

ACN: 551363

Time / Day

Date : 200206
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : GSO.Airport
State Reference : NC
Relative Position.Distance.Nautical Miles : 50
Altitude.MSL.Single Value : 39000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZTL.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation III, VI, VII (C650)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class A : ZTL.A
Airspace.Class E : ZTL.E

Component

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 7700
Experience.Flight Crew.Last 90 Days : 200
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 551363

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Aircraft : X
Function.Other

Person : 4

Reference : 4
Location Of Person.Facility : ZTL.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.General : Declared Emergency
Result.Flight Crew : Landed In Emergency Condition
Result.Flight Crew : Diverted
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

FLT FROM MDW-SOP. HAD AN ANNUNCIATOR LIGHT ILLUMINATE INDICATING A FAILED CABIN DOOR SEAL. ABOUT 1 MIN LATER (AFTER COMPLETING CHKLST ITEMS), HEARD A LOUD 'POP' AND THE SOUND OF AIR BLOWING AT THE DOOR. ADVISED CTR THAT WE HAD A DOOR SEAL FAIL AND THAT WE NEEDED TO DSND. STARTED A PRECAUTIONARY EMER DSCNT TO 15000 FT. CTR GAVE US AN ALT OF FL350 AND WE AGAIN ADVISED WE NEEDED TO GET DOWN. THEY ASKED HOW LOW, WE SAID 15000 FT. THEY CLRED US DOWN TO 15000 FT AND WE OPTED TO LAND AT GSO WHICH WAS NEAREST SUITABLE ARPT INSTEAD OF CONTINUING TO SOP. CABIN DID NOT LOSE PRESSURE RAPIDLY, NO FURTHER SVCS WERE REQUESTED FROM ATC OR CFR PEOPLE ON THE GND. LNDG UNEVENTFUL. PLANE WAS PUT INTO THE SVC CTR FOR REPAIR. OUTCOME UNKNOWN AT THIS TIME. HOW PROB AROSE: UNKNOWN (POSSIBLY INADEQUATE SEAL. HIGH HUMIDITY AT DEP 90 DEGS F TO -60 DEGS C AT ALT MAY HAVE CAUSED ICE ON SEAL). CORRECTIVE ACTIONS: CHKLST AND PRECAUTIONARY EMER DSCNT. DECISION: TOOK THE MOST SAFE OPTION OF PRECAUTIONARY DSCNT AND LNDG AT NEAREST SUITABLE ARPT. ACTIONS: PLTS ALREADY WERE WEARING **OXYGEN** DUE TO CHKLST FOR 'DOOR SEAL' ANNUNCIATOR. OPTED TO ALSO DROP THE PAX MASKS AS A PRECAUTION. ALSO KEPT PAX INFORMED ALONG THE WAY TO

EASE THEIR ANXIETY. FACTORS AFFECTING HUMAN PERFORMANCE: 1) INADEQUATE CHKLISTS THAT LEAVE LOTS OF GRAY AREAS IN DEALING WITH POTENTIAL EMERS. 2) DIFFICULTY IN CREW COM WITH **OXYGEN** MASKS ON.

Synopsis

C560 CREW WAS REQUIRED TO MAKE AN EMER DSCNT BECAUSE OF A CABIN DOOR SEAL FAILURE.

ACN: 548562

Time / Day

Date : 200205
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : LAS.Airport
State Reference : NV
Relative Position.Distance.Nautical Miles : 20
Altitude.MSL.Single Value : 16800

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 50
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZLA.ARTCC
Aircraft Operator : Corporate
Make Model Name : Hawker Horizon (Raytheon)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Climb
Route In Use.SID : NS
Airspace.Class E : ZLA.E

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 10000
Experience.Flight Crew.Last 90 Days : 125

Experience.Flight Crew.Type : 2000
ASRS Report Number.Accession Number : 548562

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZLA.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Other / Unknown
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Diverted
Result.Flight Crew : Regained Aircraft Control
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

DEPARTED LAS RWY 19L BOUND FOR OAK. DURING INITIAL CLB, BOTH CREW MEMBERS NOTED HIGHER THAN NORMAL COCKPIT NOISE LEVELS. I WAS THE PNF, SO UPON COMPLETION OF THE CLB CHKLIST, DURING WHICH PRESSURIZATION WAS CONFIRMED NORMAL, I BEGAN INVESTIGATING THE SOURCE OF THE EXTRA NOISE. ALL INFLOW AND OUTFLOW CTLS WERE CHKED AS WERE WINDOWS. ALL WERE FOUND TO BE SET APPROPRIATELY FOR FLT. AT APPROX 16000 FT MSL, DURING CLB TO FL280, AS ASSIGNED BY ZLA, I NOTICED A PRESSURE CHANGE IN MY EARS. I NOTED AT THAT TIME THAT THE CABIN RATE OF CLB INDICATOR SHOWED OVER 3000 FPM CLB. I DIRECTED THE FO TO STOP THE CLB AND RECHKED THE PRESSURIZATION COMPONENTS FOR BOTH INFLOW AND OUTFLOW. I DETERMINED THAT A DSCNT WAS NECESSARY AND DIRECTED THE FO TO DSDN TO 12000 FT MSL. I ALSO INFORMED ZLA OF THE PROB AND TOLD HIM WE WERE DSDNDING TO 12000 FT. AFTER A LONG PAUSE THE CTLR ASKED IF WE COULD ACCEPT 14000 FT FOR A SHORT TIME. GIVEN THAT I HAD NOISE IN THE COCKPIT I COULDN'T EXPLAIN AND THAT WE HAD ALSO LOST

PRESSURIZATION, I DECIDED THAT I WANTED TO BE AT A SAFE ALT FOR NORMAL BREATHING EVEN THOUGH WE HAD SUPPLEMENTAL **OXYGEN** AVAILABLE. I TOLD THE CTLR WE WANTED 12000 FT. HIS RESPONSE WAS TO DECLARE US TO BE AN EMER ACFT CITING THE FACT THAT WE WOULD DSND BELOW HIS MVA. I TOLD HIM WE WERE IN VISUAL CONDITIONS AND WOULD BE ABLE TO STAY CLR OF TERRAIN. I THEN REQUESTED CLRNC BACK TO LAS. AFTER THE CABIN EQUALIZED WITH ACFT ALT, THERE WAS EFFECTIVELY NO MORE OPERATIONAL PROB AND I INFORMED ATC THAT THE SIT WAS UNDER CTL AND THAT NO ADDITIONAL ASSISTANCE WAS REQUIRED. LNDG IN LAS WAS UNEVENTFUL AND NORMAL. INVESTIGATION INTO THE CAUSE OF THE PROB REVEALED NO OBVIOUS DEFECTS AND AS OF THIS WRITING, NO CAUSE HAS YET BEEN FOUND.

Synopsis

AN H25B CREW, DEPARTING LAS, EXPERIENCED A LOSS OF CABIN PRESSURE, SPAWNING AN EMER DSCNT TO 12000 FT.

ACN: 545392

Time / Day

Date : 200204
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : FXE.Airport
State Reference : FL
Relative Position.Distance.Nautical Miles : 125
Altitude.MSL.Single Value : 34500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZJX.ARTCC
Aircraft Operator : Corporate
Make Model Name : IAI1123 Westwind
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Climb
Airspace.Class A : ZJX.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 3200
Experience.Flight Crew.Last 90 Days : 160
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 545392
Analyst Callback : Attempted

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZJX.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Altitude : Undershoot
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.Flight Crew : Diverted
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Landed In Emergency Condition
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

CLBING OUT OF FL345 FOR FL350, CABIN POPPED AND BEGAN CLBING AT 2000 FPM. IMMEDIATELY CREW PUT **OXYGEN** MASKS ON, CHKED THE OUTFLOW VALVES, CLOSED AND ASKED FOR LOWER. ACFT LEVELED OUT UNTIL CLRNC TO 14000 FT WAS RECEIVED. THIS CAME ALMOST IMMEDIATELY. AN EMER WAS NEVER DECLARED AND PRIORITY WAS NOT GIVEN. DIDN'T DECLARE EMER BECAUSE ATC ALLOWED FOR IMMEDIATE DSCNT AND IT WAS NOT AN EXPLOSIVE DECOMPRESSION, IE, CABIN ONLY CLBED BTWN 2000-3000 FPM. WE CONTINUED DSCNT DOWN TO 10000 FT AND RETURNED TO DEP ARPT (FXE).

Synopsis

IA JET, 1124 WESTWIND II, FLC DSNDDED AND RETURN LAND AFTER NOTICING CABIN AIR PRESSURE RATE CLBING AND EMER CHKLIST STEPS DID NOT CURE THE PROB.

ACN: 537183

Time / Day

Date : 200202
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 30
Altitude.MSL.Single Value : 22000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZID.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation X (C750)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Climb
Airspace.Class A : ZID.A

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 6400
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 30
ASRS Report Number.Accession Number : 537183
Analyst Callback : Completed

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 5000
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 537608

Person : 3

Reference : 3
Location Of Person.Facility : ZID.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : FAR
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

WHILE CLBING THROUGH FL220, I OBSERVED AN AMBER CAUTION ANNUNCIATOR SYS MESSAGE ABOUT CABIN ALT. I DROPPED MY MASK AND STOPPED CLB. THE CAPT INFORMED ATC THAT WE HAD A PRESSURIZATION PROB AND NEEDED TO LEVEL OFF. SECONDS LATER, WHILE THE CAPT WAS PERFORMING THE ABNORMAL CHKLST, WE GOT A RED CAUTION ANNUNCIATOR SYS MESSAGE. THE CAPT DROPPED HIS MASK AND INFORMED ATC THAT WE WERE DSCNDING WHILE I FLEW THE ACFT. WE WERE CLRED TO 11000 FT. UPON FURTHER COMPLETION OF THE CHKLST WE DISCOVERED THAT THE BLEED SELECTS WERE BOTH OFF. SELECTING THE PROPER POS ON THE BLEEDS SOLVED THE PROB. INTERRUPTIONS TO THE PREFLT ROUTINE CONTRIBUTED TO THE NON ACCOMPLISHMENT OF THE PRELIMINARY CHKLST. I SKIPPED AHEAD TO THE NEXT CHKLST IN ORDER TO START THE APU, AND FORGOT TO RETURN TO THE PRELIMINARY CHKLST. THE MOST EFFECTIVE METHOD OF PREVENTING A RECURRENCE IS TO NOT ATTEMPT TO DO PROCS OUT OF SEQUENCES ON THE CHKLST. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THERE WERE NO PAX ON BOARD AND THE CABIN ALT DID NOT EXCEED 11000 FT. THE RPTR SAID THE EMER **OXYGEN** MASKS DID NOT DEPLOY. THE RPTR STATED BOTH PLTS ARE AT FAULT FOR THE FAILURE TO COMPLETE THE PREFLT CHKLISTS AND DOING PROCS OUT OF SEQUENCE. THE RPTR SAID ATC ADVISED THE COMPANY OF THE INCIDENT AND RESULTED IN RETRAINING ON PROCS.

Synopsis

A C750 CLBING AT FL220 MADE AN EMER DSCNT DUE TO CABIN ALT WARNINGS. CAUSED BY FAILURE TO SWITCH ON ENG BLEEDS.

ACN: 529064

Time / Day

Date : 200110
Local Time Of Day : 1201-1800

Place

Locale Reference.Navaid : HNK.VOR
State Reference : NY
Relative Position.Angle.Radial : 252
Altitude.MSL.Single Value : 33500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 20
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.Center : ZNY.ARTCC
Aircraft Operator : Corporate
Make Model Name : Challenger CL604
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Climb
Airspace.Class A : ZNY.A

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 12700
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 650
ASRS Report Number.Accession Number : 529064

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZNY.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Flight Crew : Overrode Automation
Result.Flight Crew : Overcame Equipment Problem
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

WE WERE IN AN ENROUTE CLIMB TO FL350 ON AN IFR FLT PLAN FROM TEB TO BFI. PASSING FL330 WE HAD AN EICAS 'AUTOPRESS' MSG WITH A RAPID RATE OF DESCENT NOTED ON THE CAB ALT. THE CAPT DROPPED HIS **OXYGEN** MASK AND CALLED FOR AN EMERGENCY DESCENT. AS HE BEGAN THE DESCENT I COORDINATED WITH NY ARTCC FOR AN IMMEDIATE DESCENT, CITING A PRESSURE PROB. WE WERE CLRED TO 17000 FT AFTER VERIFYING OUR POS. DURING THE DESCENT, I CARRIED OUT THE 'ABNORMAL' CHECKLIST FOR THE AUTOPRESSURE FAILURE. WE REGAINED PRESSURE CTL MANUALLY AND AFTER COORD WITH NY ARTCC RESUMED OUR CLIMB TO ALT AND CONTINUED TO DEST USING MANUAL CTL FOR THE PRESSURE SYS. WHILE THE EMER DESCENT WAS NOT COMPLETELY NECESSARY, THE CAPT ERRED ON THE SIDE OF CONSERVATISM. IN RETROSPECT TRAINING TENDS TO FOCUS SO MUCH ON RAPID DEPRESSURIZATION, THAT A SIMPLE SYS FAILURE SUCH AS THIS WAS TAKEN TO BE MORE SERIOUS THAN IT WAS.

Synopsis

A CL60 CREW, PASSING FL330 CLIMBING, HAD A LOSS OF CAB PRESSURE CTL. ABLE TO REGAIN CTL MANUALLY, CONTINUED TO DEST.

ACN: 526814

Time / Day

Date : 200110
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : JEF.Airport
State Reference : MO
Relative Position.Distance.Nautical Miles : 60
Altitude.MSL.Single Value : 23500

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Thunderstorm
Weather Elements / Visibility : Turbulence
Weather Elements / Visibility.Visibility : 5
Light : Daylight
Ceiling.Single Value : 1000

Aircraft

Reference : X
ATC / Advisory.Center : ZKC.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation I (C500)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Descent
Airspace.Class A : ZKC.A

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 11000
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 1500
ASRS Report Number.Accession Number : 526814

Person : 2

Reference : 2
Location Of Person.Facility : ZKC.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Altitude : Overshoot
Anomaly.Deviation - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Weather
Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Weather

Narrative: 1

ZKC HAD STARTED MY DESCENT FROM 33000 FT TO 24000 FT. I WAS DEVIATING AROUND SOME TRW CELLS. THERE WAS A LINE OF STRONG RETURNS. ABOUT 27000 FT I GOT AN EMER PRESSURE AN NUNCIATOR. I WAS LOSING THE CAB PRESSURIZATION. I FIRST ASKED FOR LOWER, THEN DONNED MY **OXYGEN** MASK AND SWITCHED TO THE **OXYGEN** MIKE. CENTER THEN SWITCHED ME TO ANOTHER FREQ TO ASK FOR LOWER. I TRIED TO DECLARE AN EMER, BUT GOT NO REPLY. I USED MY REGULAR HEADSET MIKE TO FINALLY GET LOWER TO 8000 FT. BUT I HAD ALREADY GONE THROUGH 24000 FT TO 23500 FT. I DID RETURN TO 24000 FT UNTIL I COULD GET A CLRNC DOWN. THE CABIN HAD NOT EXCEED 12000 FT YET, BUT IT WAS CLIMBING . WHEN I GOT A CLRNC TO 8000 FT I PULLED THE POWER BACK AND CAME DOWN PRETTY FAST UNTIL I GOT TO ABOUT 13000 FT. I DID NOT HEAR ANY REPLY FROM CENTER ABOUT MY GOING THRU 24000 FT NOR MY CALL FOR EMER DESCENT. WHEN I GOT TO BELOW 12000 FT I CONTINUED A NORMAL APCH (BC) AND LANDING AT JEF. I WAS ORIGINALLY AT 37000 FT AT 150 MI OUT. CENTER DROPPED ME DOWN TO 33000 FT. MY ORIGINAL PLAN WAS TO STAY AT 37000 FT TILL I WAS OVER/PAST THE LINE OF TRWS. BUT CENTER WOULD NOT LET ME DO THAT. I TOOK SOME REALLY HARD BUMPS DESCENDING AND SOMETHING HAPPENED TO THE PRESSURIZATION TO CAUSE IT TO GO TO EMER PRESS. MY **OXYGEN** MASK WORKED FINE AND THERE WERE NO FURTHER PROBS. LUCKILY I HAD NO PAX ON BOARD.

Synopsis

A C500 CITATION PLT LOSES HIS CABIN PRESSURE DURING A DESCENT IN PROX OF TSTM ACTIVITY NEAR JEF, MO.

ACN: 522905

Time / Day

Date : 200108
Local Time Of Day : 1201-1800

Place

State Reference : TX
Relative Position.Distance.Nautical Miles : 0
Altitude.MSL.Single Value : 39000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Center : ZFW.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation V/Ultra/Encore (C560)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Flight Phase : Descent
Route In Use.STAR : NS
Airspace.Class A : ZFW.A

Aircraft : 2

Reference : Y
ATC / Advisory.Center : ZFW.ARTCC
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Phase : Cruise
Airspace.Class A : ZFW.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 4000
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 408
ASRS Report Number.Accession Number : 522905

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 6000
Experience.Flight Crew.Last 90 Days : 200
Experience.Flight Crew.Type : 160
ASRS Report Number.Accession Number : 522681

Person : 3

Reference : 3
Location Of Person.Aircraft : Y
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying

Person : 4

Reference : 4
Location Of Person.Facility : ZFW.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : Airborne Conflict
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Flight Crew : Took Evasive Action
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

ENRTE FROM MSY (NEW ORLEANS) TO ADS (DALLAS-ADDISON) AT FL390, WE HAD AN INDICATION OF A PRESSURIZATION PROB DURING THE INITIATION OF A DSCNT TO FL330. WE INFORMED ZFW OF THE PROB AND REQUESTED A LOWER ALT. CTR WAS UNABLE TO CLR US BELOW FL330. I DECLARED AN EMER WITH ATC WHILE PERFORMING THE EMER DSCNT CHKLIST. **OXYGEN** MASKS WERE DONNED

AND AN EMER DSCNT WAS COMMENCED TO 10000 FT MSL. AT 10000 FT MSL, WE CANCELED THE EMER AND CONTINUED TO DEST ARPT ADS. WITH THE NOISE OF THE **OXYGEN** MASKS AND EMER PRESSURIZATION, IT WAS DIFFICULT TO COMMUNICATE TO ATC AS WELL AS HEAR ATC'S COMS AND CLRNCS. SUPPLEMENTAL INFO FROM ACN 522681: CAME 3 SM WITHIN ANOTHER WHILE EXECUTING AN EMER DSCNT.

Synopsis

C560 FLC EXECUTE AN EMER DSCNT FROM FL330 AFTER ZFW ADVISES THEY ARE UNABLE TO ISSUE FURTHER DSCNT DUE TO PROX OF OTHER TFC.

ACN: 521816

Time / Day

Date : 200108

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : CZYZ.ARTCC

State Reference : ON

Altitude.MSL.Single Value : 31400

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Icing

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.Center : ZOB.ARTCC

ATC / Advisory.Center : CZYZ.ARTCC

Aircraft Operator : Corporate

Make Model Name : Citation I/SP (C501)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Ferry

Flight Phase : Cruise

Airspace.Class A : ZOB.A

Airspace.Class A : CZYZ.A

Component

Aircraft Component : Pressurization System

Aircraft Reference : X

Problem : Malfunctioning

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Reporter Organization : Corporate

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 5100

Experience.Flight Crew.Last 90 Days : 110

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 521816
Human Factors : Troubleshooting

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : CZYZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Person : 4

Reference : 4
Location Of Person.Facility : CZYZ.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
Anomaly.Deviation - Procedural : Maintenance
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : None Reported / Taken
Result.Flight Crew : Landed In Emergency Condition
Result.Flight Crew : Overrode Automation
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Human Factors
Primary Problem : Company Policy

Narrative: 1

ON CLB TO FL330 AT 31400 FT HAD LOUD POP AND VERY LOUD AIR PRESSURE NOISE FROM REAR CABIN AREA. WAS READING BACK AMENDED RTE CLRNC TO TORONTO CTR AT THAT TIME. TOLD CTR TO STANDBY, PUT ON **OXYGEN** MASK AND ASKED FOR DSCNT, 'EMER PRESSURE' LIGHT ON, RAN CHKLIST AND FOLLOWED ITEMS, GOT EMER PRESSURE VALVE CLOSED AND REMAINED AT 15000 FT WHICH WAS OUT OF ICE CONDITIONS. CONTINUED TO DEST FOR CUSTOMS. NEXT CTR ASKED IF WE WERE GOING TO ASHEN INTXN WHICH WAS OUR AMENDED CLRNC. WE ADVISED WE WERE STILL DIRECT TO YXQ, WHICH WE ADVISED TORONTO CTR AT THE TIME OF THE PROB WE WANTED TO DO (ORIGINAL CLRNC) UNTIL WE HAD THE PROB FIXED. TORONTO MUST NOT HAVE

ADVISED CLEVELAND WE HAD TO TRACK OUR PRESENT COURSE AS WE DIDN'T HAVE TIME TO RE-NAV TO NEW FIX. PROB TURNED OUT TO BE A CLOGGED ACM DUE TO PAINT CHIPS (ACFT WAS BEING FERRIED FROM PAINT SHOP). CORRECTIVE ACTION IS BETTER COM BTWN CTR CTLRS AND BETTER VENT COVERING DURING PAINT/STRIP PROCESS.

Synopsis

C550 CREW HAD A CABIN DEPRESSURIZATION IN CYYZ CLASS A.

ACN: 517422

Time / Day

Date : 200107
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : DAY.Airport
State Reference : OH
Relative Position.Distance.Nautical Miles : 55
Altitude.MSL.Single Value : 20000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZID.ARTCC
Aircraft Operator : Air Taxi
Make Model Name : Super King Air 200
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry
Flight Phase : Climb
Airspace.Class A : ZID.A

Component

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Malfunctioning
Problem : Improperly Operated

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Air Taxi
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 4850
Experience.Flight Crew.Last 90 Days : 110
Experience.Flight Crew.Type : 450
ASRS Report Number.Accession Number : 517422

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Air Taxi
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZID.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

CLBING THROUGH FL200, ACFT EXPERIENCED A RAPID DECOMPRESSION. FLC DONNED **OXYGEN** AND IMMEDIATELY REQUESTED AN EMER DSCNT DUE TO DECOMPRESSION. ATC GAVE/ASSIGNED FL190 AS PF BEGAN EMER DSCNT, AND PF STATED WE 'NEEDED' LOWER. ATC ADVISED UNABLE DUE TO TFC BELOW, AND ASKED WHAT ALT WAS NEEDED. PF SAID 12500 FT OR LOWER. ATC APPROVED 12500 FT. PF THEN REQUESTED 10000 FT. ATC APPROVED 10000 FT AND ASKED INTENTIONS. PF STATED STANDBY, CREW WAS CHKING FOR SUITABLE ARPT/CHKING OPTIONS. ONLY ISSUE NOTED: EMER DSCNT MAY HAVE VIOLATED FL190 BEFORE LOWER ALT WAS APPROVED, HOWEVER, EMER HAD ALREADY BEEN DECLARED. DECOMPRESSION WAS DETERMINED (ON THE GND) TO BE CAUSED BY MAIN CABIN DOOR SEAL BLOW-OUT AND/OR FAILURE OF ONE OF THE DOOR'S PINS/BOLTS FAILURE, CAUSING TOP, LEADING (FRONT) OF DOOR TO EXTEND ABOUT 3/4 INCH INTO SLIPSTREAM AND DEPRESSURIZING THE CABIN.

Synopsis

BE20 CREW HAD A RAPID DECOMPRESSION IN ZID CLASS A AIRSPACE.

ACN: 511279

Time / Day

Date : 200105
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZKC.ARTCC
State Reference : KS
Altitude.MSL.Single Value : 20000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZKC.ARTCC
Aircraft Operator : Air Taxi
Make Model Name : Learjet 55
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry
Flight Phase : Climb
Airspace.Class A : ZKC.A

Component : 1

Aircraft Component : Pneumatic System
Aircraft Reference : X
Problem : Improperly Operated

Component : 2

Aircraft Component : ILS/VOR
Aircraft Reference : X
Problem : Malfunctioning

Component : 3

Aircraft Component : Indicating and Warning - Oxygen Systems
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Air Taxi
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 3500
Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 950
ASRS Report Number.Accession Number : 511279
Analyst Callback : Completed

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Air Taxi
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZKC.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute

Person : 4

Reference : 4
Location Of Person : Company
Function.Maintenance : Technician

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : None Reported / Taken
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

PICKED-UP PLANE FROM MAINT FAC AT ZZZ (ELECTRICAL MAINT). CHKLIST WAS INTERRUPTED SEVERAL TIMES IN PREFLT. (MISSED BLEED AIR SWITCHES). TKOF FROM ZZZ WAS AT APPROX XC40 Z. 'AFTER TKOF CHKLIST' WAS DELAYED WHILE WE WORKED WITH A VOR 1 MALFUNCTION. WE WERE CLRED TO FL230, I HEARD NOISE IN BACK OF CABIN. (THOUGHT SOMETHING FELL DOWN) AT ABOUT 15000 FT (NOTE: 'NO' ALTITUDE ALERTER HORN, EVEN THOUGH IT TESTED FINE IN PREFLT.) PLT FLYING CAPTAIN X, NOTICED CABIN ALTITUDE CLBING RAPIDLY THROUGH 20000 AND EARS STARTED TO POP. DID MEMORY ITEMS. SQUAWKED '7700' STARTED DSCNT, CONTACTED ATC, PROBABLY WENT THROUGH 18000 FT

BEFORE ABLE TO CONTACT ATC. ATC THEN CLRED US TO 10000 FT! FOUND BLEED AIR SWITCHES OFF. FIXED PROB. RESUMED TRIP TO 'PIE' (ST. PETERSBURG, FL) P.S. 'CABIN ALT' LIGHT DID COME ON, THE NOISE IN THE BACK OF CABIN WAS **OXYGEN** MASK FALLING. BUT 'NO' ALTITUDE ALERTER 'HORN'. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE CABIN ALTITUDE WARNING HORN CHKED NORMAL BEFORE TKOF. ANOTHER TEST WAS ACCOMPLISHED AFTER LNDG AND IT AGAIN TESTED NORMALLY. IT DID NOT PROVIDE ANY WARNING WHEN THE CABIN ALT WAS EXCEEDED HOWEVER. THE RPTR DOES NOT KNOW WHY IT TESTS NORMAL, BUT FAILS TO PROVIDE AN ACTUAL WARNING.

Synopsis

LJ-55 CREW HAD NO PRESSURIZATION AFTER FORGETTING TO TURN THE ACFT PNEUMATIC SYS ON.

ACN: 481614

Time / Day

Date : 200008
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : UVA.Airport
State Reference : TX
Relative Position.Distance.Nautical Miles : 40
Altitude.MSL.Single Value : 23500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft : 1

Reference : X
ATC / Advisory.Center : ZHU.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation I (C500)
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry
Nav In Use.VOR / VORTAC : UVA.VOR
Flight Phase : Descent
Flight Phase : Climb
Route In Use : Vectors
Airspace.Class A : ZHU.A

Aircraft : 2

Reference : Y
ATC / Advisory.Center : ZHU.ARTCC
Aircraft Operator : Military
Make Model Name : Galaxy (C5A)
Crew Size.Number Of Crew : 3
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Cargo / Freight
Nav In Use : INS
Flight Phase : Climb
Airspace.Class A : ZHU.A

Component

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Contracted Service
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 8200
Experience.Flight Crew.Last 90 Days : 130
Experience.Flight Crew.Type : 950
ASRS Report Number.Accession Number : 481614

Person : 2

Reference : 2
Location Of Person.Aircraft : Y
Reporter Organization : Military
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying

Person : 3

Reference : 3
Location Of Person.Facility : ZHU.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.ATC Issue : All Types
Anomaly.Deviation - Altitude : Overshoot
Anomaly.Deviation - Procedural : Clearance
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Other
Detector.Person : Air Traffic Control
Detector.Person : Flight Crew
Miss Distance.Horizontal : 2000
Miss Distance.Vertical : 1000
Result.General : Maintenance Action
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Separated Traffic
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

I WAS PILOTING A CITATION 500 WITH NO PAX ENRTE TO A DELIVERY IN WISCONSIN. APPROX 40 MI NE OF UVALDE, TX, AT 27000 FT I HAD A PARTIAL RUPTURE IN THE DOOR SEAL OF MY ACFT WHICH CAUSED A SLOW CLB TO BEGIN IN CABIN ALT. I IMMEDIATELY BEGAN BREATHING SUPPLEMENTAL **OXYGEN** AND INFORMED ATC OF MY PROB. I TOLD THE CTLR I NEEDED TO RETURN TO UVALDE AND BEGIN AN IMMEDIATE DSCNT. THE CTLR TOLD ME TO TURN R DIRECT UVALDE AND BEGIN A DSCNT. I DO NOT REMEMBER BEING ASSIGNED ANY NEW ALT. THE CTLR ALSO INFORMED A MIL C5 WHO WAS CLBING BEHIND ME OF MY PROB AND I THINK ASSIGNED HIM A NEW HDG. IN MY TURN I SPOTTED THE C5 AND BELIEVED NO CONFLICT EXISTED. THE CTLR ASKED IF I COULD MAINTAIN MY PRESENT ALT AT ABOUT 23500 FT AND I TOLD HIM PROBABLY SINCE I STILL HAD A LIVABLE CABIN ALT BUT THAT I REALLY NEEDED TO DSND FURTHER. AT THAT POINT I WAS TOLD FOR WHAT I THINK WAS THE FIRST TIME MY ASSIGNED ALT WAS 25000 FT AND HE OFFERED LOWER IF I WANTED TO DECLARE AN EMER. I FELT THAT NO EMER EXISTED YET AND TOLD HIM I WAS CLR OF THE C5. BEFORE THE HDOF THE CTLR GAVE ME A NUMBER TO CALL THE SUPVR ON DUTY FOR ROCK SPRINGS (ZHU). I CALLED AFTER LNDG. I FEEL THE CONTRIBUTING FACTORS WERE 1) THE URGENCY OF THE PRESSURIZATION PROB, 2) A MISCOM OF ASSIGNED ALT, 3) MY RELUCTANCE TO DECLARE AN EMER, AND 4) ATC'S RELUCTANCE TO DECLARE AN EMER FOR ME.

Synopsis

A CITATION 500 IS REVERSED IN COURSE AND CLRED TO 'DSND' WHEN THE PLT EXPERIENCES A SLOW LOSS OF CABIN PRESSURE. DURING DSCNT THE CITATION COMES IN CLOSE PROX TO A CLBING C5, ALMOST LOSING SEPARATION 40 MI NE OF UVA, TX.

ACN: 480994

Time / Day

Date : 200008
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : CRG.Airport
State Reference : FL
Relative Position.Distance.Nautical Miles : 30
Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZJX.ARTCC
Aircraft Operator : Personal
Make Model Name : Cessna Twin Turboprop Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use.VOR / VORTAC : CRG.VORTAC
Flight Phase : Cruise
Airspace.Class A : ZJX.A
Maintenance Status.Released For Service : Y
Maintenance Status.Required / Correct Doc On Board : Y
Number Of Seats.Number : 8

Component

Aircraft Component : Pressurization System
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 1825
Experience.Flight Crew.Last 90 Days : 15
Experience.Flight Crew.Type : 460

ASRS Report Number.Accession Number : 480994
Analyst Callback : Completed

Person : 2

Reference : 2
Location Of Person.Facility : ZJX.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

ACFT WAS AT CRUISE ALT OF FL230. THERE OCCURRED SUDDEN LOSS OF CABIN PRESSURIZATION. THE REASON OR CAUSE IS UNKNOWN AT THIS TIME. PLT RECOGNIZED SERIOUS NATURE OF ACFT PRESSURIZATION FAILURE, 1) IMMEDIATELY PULLED OFF ALL PWR, PLACED ACFT INTO EMER DSCNT, 2) THEN PULLED OFF HEADSET AND PUT ON **OXYGEN** MASK AND TO HOOK UP COM CABLES, AND THEN 3) ADVISED ZJX OF SUDDEN LOSS OF PRESSURIZATION AND THAT PLT HAD COMMENCED EMER DSCNT. THE PLT/MECHS DO NOT KNOW REASON FOR SUDDEN LOSS OF PRESSURIZATION. PLT DSNDED TO 11000 FT, AS ASSIGNED BY ATC, AND COMPLETED FLT TO DEST ARPT WITHOUT FURTHER INCIDENT, BUT ACFT WOULD NOT PRESSURIZE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE LOSS OF CABIN PRESSURE WAS CAUSED BY 2 FAILURES. THE RPTR SAID A SOLENOID FAILED ON THE BLEED AIR SHUTOFF VALVE ALLOWING IT TO CLOSE AND WAS COUPLED WITH AN AIR DUCT SEPARATION.

Synopsis

A CESSNA 425 IN CRUISE AT FL230 MADE AN EMER DSCNT AND DIVERTED DUE TO LOSS OF CABIN PRESSURE CAUSED BY A FAILED BLEED AIR SHUTOFF VALVE SOLENOID AND AIR DUCT SEPARATION.

ACN: 476973

Time / Day

Date : 200006
Local Time Of Day : 1201-1800

Place

Locale Reference.Navaid : OOD.VORTAC
State Reference : PA
Relative Position.Distance.Nautical Miles : 25
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.Center : ZNY.ARTCC
Aircraft Operator : Personal
Make Model Name : Citation II S2/Bravo (C550)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Nav In Use : FMS Or FMC
Nav In Use.VOR / VORTAC : OOD.VORTAC
Flight Phase : Cruise
Route In Use.Airway : J42.Airway
Airspace.Class A : ZNY.A
Airspace.Class E : ZNY.E

Component : 1

Aircraft Component : Air Conditioning and Pressurization Pack
Problem : Failed

Component : 2

Aircraft Component : Exterior Pax/Crew Door
Aircraft Reference : X
Problem : Failed

Component : 3

Aircraft Component : FMS/FMC
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 5900
Experience.Flight Crew.Last 90 Days : 90
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 476973

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)

Person : 3

Reference : 3
Location Of Person.Facility : ZNY.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Aircraft Equipment Problem : Less Severe
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

THE INCIDENT OCCURRED WHILE ON AN INST FLT ORIGINATING OUT OF WINSTON-SALEM, NC (INT), AND ENDING AT BOSTON, MA (BOS). WHILE IN CRUISE FLT AT FL370, I NOTICED A HISSING SOUND COMING FROM AROUND THE MAIN CABIN DOOR. I CHKED THE CABIN CONTROLLER GAUGE AND IT INDICATED A CLBING CABIN PRESSURE. I IMMEDIATELY DONNED MY **OXYGEN** MASK AND ADVISED THE PIC/PF TO DO THE SAME, AND HE DID. AT THIS TIME THE RAPID DECOMPRESSION CHKLIST WAS BEGUN. PRIOR TO ITS COMPLETION, THE PRESSURE LEAK FROM AROUND THE CABIN DOOR INCREASED TO A VERY HIGH LEVEL. AT THIS POINT THE PIC/PF INITIATED AN EMER DSCNT, DURING WHICH THE ACFT WAS TURNED OFF THE AIRWAY. DURING THE EMER DSCNT AND AFTER COMPLETION OF BOTH RAPID DECOMPRESSION AND EMER CHKLIST, THE SECURITY OF ALL THE PAX WAS ASSURED AND THAT THEY ALL HAD THE **OXYGEN**

MASKS ON AND WERE RECEIVING ADEQUATE **OXYGEN**. DURING THE DSCNT, ATTEMPTS WERE MADE TO NOTIFY ZNY OF OUR INTENTIONS. WHILE SQUAWKING 7700 XPONDER CODE, CONTACT WAS ESTABLISHED AND ATC NOTIFIED OF OUR EMER. THE PF LEVELED THE ACFT AT 10000 FT. I ADVISED THE PIC/PF AT THIS TIME WE SHOULD FLY TO THE NEAREST SUITABLE ARPT. THE PIC/PF DECIDED TO CONTINUE TO OUR ORIGINAL DEST AT 10000 FT OR LESS AND UNPRESSURIZED. ATC WAS ADVISED OF OUR INTENTIONS TO CONTINUE TO BOS AND THAT THE DECOMPRESSION EMER WAS OVER. ATC ISSUED A NEW CLRNC AND SQUAWK CODE FROM 7700. WHILE NAV TO BDR VOR, IT WAS NOTED THAT OUR FMS WAS MALFUNCTIONING WITH ERRONEOUS HDG AND DISTANCE INFO. WE ADVISED ATC THAT OUR FMS EQUIP HAD FAILED. WE CONTINUED WITH VOR NAV. WE WERE GIVEN AN ALT OF 9000 FT AT WHICH WE DSNDED TO AND I REMINDED THE PIC/PF OF OUR RESTR 250 KTS BELOW 10000 FT, AND THE FLT CONTINUED TO BOS WITH NO FURTHER INCIDENT. UPON LNDG, WE WERE ADVISED BY GND CTL TO CONTACT ZNY AND TELEPHONE NUMBER. THIS WE DID EXPEDIENTLY AFTER OUR ARR AT THE TERMINAL. I ADVISED ZNY BY PHONE WHAT EMER WE HAD, AND WHAT HAD TAKEN PLACE.

Synopsis

CESSNA CITATION HAS PRESSURIZATION LOSS AND FMS FAILURE.

ACN: 468885

Time / Day

Date : 200004
Local Time Of Day : 0601-1200

Place

Locale Reference.Navaid : IIU.VORTAC
State Reference : KY
Relative Position.Distance.Nautical Miles : 45
Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Rain
Weather Elements / Visibility : Thunderstorm
Weather Elements / Visibility : Icing
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZID.ARTCC
Aircraft Operator : Corporate
Make Model Name : HS 125 Series 700
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry
Nav In Use : FMS Or FMC
Nav In Use.VOR / VORTAC : IIU.VORTAC
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class A : ZID.A

Component : 1

Aircraft Component : Air Data Computer
Problem : Failed

Component : 2

Aircraft Component : Speed (Rate Sensing)
Aircraft Reference : X
Problem : Failed

Component : 3

Aircraft Component : Pitot/Static Ice System
Aircraft Reference : X
Problem : Design
Problem : Malfunctioning

Component : 4

Aircraft Component : Cockpit/Cabin Communication
Aircraft Reference : X
Problem : Design

Component : 5

Aircraft Component : Autopilot
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 11000
Experience.Flight Crew.Last 90 Days : 80
Experience.Flight Crew.Type : 1200
ASRS Report Number.Accession Number : 468885

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 12000

Person : 3

Reference : 3
Location Of Person.Facility : ZID.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Altitude : Overshoot
Anomaly.Deviation - Speed : All Types
Anomaly.Deviation - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.General : Declared Emergency
Result.Flight Crew : Became Reoriented
Result.Flight Crew : Regained Aircraft Control

Result.Flight Crew : Diverted
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance
Result.Aircraft : Equipment Problem Dissipated

Assessments

Contributing Factors / Situations : Weather
Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

THE ACFT WAS THEN ON THE GND AT MLI WHILE THE 2 PAX AND CREW CLRED CUSTOMS AND THE ACFT WAS REFUELED WITH 500 GALS JET. THE ACFT WAS ON THE GND APPROX 20-30 MINS. THE WX REMAINED THE SAME...+9 DEGS C -- LIGHT RAIN. WE DEPARTED MLI AND WE CLRED 'ON COURSE' DIRECT TO PIA AS FILED. WE CLBED TO FL330 WITHOUT INCIDENT. FLT CONDITIONS DURING THE CLB WERE IMC UNTIL ABOUT FL250 (AS I RECALL) WITH NO VISIBLE ICING ENCOUNTERED. AS WE APCHED THE COLD FRONT THE TURB STEADILY INCREASED UNTIL THE 'RIDE' WAS BECOMING SOMEWHAT UNCOMFORTABLE. WERE INFORMED BY ZID THAT FL370 WAS RPTED AS 'OCCASIONAL LIGHT CHOP.' WE REQUESTED FL370 AS A CRUISE ALT, AND WERE TOLD TO ANTICIPATE THAT CLRNC PENDING COORD BY ATC. AT THAT TIME THE ACFT PRESSURIZATION CTRLR WAS RESET BY THE RPTR FOR FL370 AND A POSITIVE RATE OF CLB OF THE CABIN WAS NOTED OF 400-600 FPM. IN ABOUT 60-90 SECONDS WE RECEIVED CLRNC TO FL370. THE ALT SELECT INDICATOR WAS RESET TO 37000 FT AND ENRTE CLB PWR WAS SET. A VISUAL CHK OF THE WINDSHIELD WIPER ARMS SHOWED FROST HAD FORMED ON THE BACK SIDE OF THEM, BUT NO ICE WAS SEEN ON THE LEADING EDGE OF THEM. AT APPROX 35500 FT THE PF SAID 'THERE GOES MY AIRSPD.' I CHKED MY AIRSPD INDICATOR AND NOTED IT WAS INDICATING 210-220 KTS. I GLANCED AT HIS ON THE L SIDE AND SAW IT READ ZERO KTS WITH A RED INST FAILURE 'FLAG.' ALSO 'FLAGGED' WAS HIS ALTIMETER AND VERT SPD INDICATOR. WE AGREED THIS WAS A FAILURE OF THE 'CAPT'S AIR DATA COMPUTER,' BUT THE 'COPLT'S ADC' APPEARED TO BE WORKING NORMALLY. PF SAID 'I'M GOING TO XFER THE AUTOPLT' AND SELECTED AUTOPLT XFER. I NOTED THE AUTOPLT CTRLR ON MY SIDE OF THE COCKPIT WAS CONFIGURED FOR ALT-SELECT ONLY AND THEREFORE PUSHED THE FMS BUTTON TO ALSO COUPLE THE NAV SYS. AS I WAS MONITORING THE AUTOPLT ANNUNCIATOR I NOTICED THE FMS COUPLE AND THEN THE ALT-SELECT COUPLE. AS I LOOKED BACK TO THE FLT INSTS I NOTICED WE WERE STILL CLBING THROUGH 37200 FT AND OUR RATE OF CLB WAS ABOUT 1500-2000 FPM. AS THE ALT APCHED 37500 FT I NOTICED THE 'MASTER WARNING' ANNUNCIATOR LIGHT WAS FLASHING, THE 'CABIN ALT' ANNUNCIATOR WAS ON AND A WARNING HORN WAS SOUNDING. CTL OF THE ACFT WAS REESTABLISHED AND A DSCNT BACK TO FL370 WAS INITIATED. I THEN DONNED THE **OXYGEN** MASK AND NOTED, AT SOME POINT, THE CABIN ALT WAS 10000-11000 FT WITH A POSITIVE RATE OF CLB OF THE CABIN INDICATED. AT THAT POINT THE PF SAID SOMETHING TO THE EFFECT OF 'WE BETTER GET LOWER' AND STARTED AN EMER DSCNT. I THEN NOTICED HIM TRYING TO PUT HIS **OXYGEN** MASK ON BUT WAS HAVING TROUBLE GETTING IT ON OVER HIS HEADSET. AFTER 'FUMBLING' WITH THE RADIO I REMEMBERED TO PUSH THE 'MASK' BUTTON ON THE RADIO CTL PANEL, REQUESTED AND WAS IMMEDIATELY GIVEN CLRNC TO 15000 FT OR 13000 FT. AS WE DSNDDED I NOTICED A SECOND

WARNING HORN THAT WAS SOUNDING INTERMITTENTLY. I RECOGNIZED THIS AS BEING AN 'ACFT OVERSPD' WARNING AND I VISUALLY CHKED MY AIRSPD INDICATOR AND OBSERVED WE WERE IN EXCESS OF THE MMO INDICATOR. I ATTEMPTED TO TELL THE PF BUT SINCE WE WERE BOTH WEARING THE **OXYGEN** MASKS WE FOUND VERBAL COMS WERE ALL BUT LOST. DURING THE DSCNT WE NOTED THE 'CABIN ALT' ANNUNCIATOR EXTINGUISHED AND THE CAPT'S ADC CAME BACK ON THE LINE. AFTER WE LEVELED OFF WE DECIDED TO GO TO SPRINGFIELD, IL, (SPI) FOR LNDG. UPON LNDG AT SPI AN INSPECTION OF THE ACFT WAS PERFORMED BY THE MAINT PERSONNEL. THE ACFT PRESSURIZATION SYS AND AIR DATA COMPUTER SYS WERE FOUND TO BOTH BE NORMAL. THE PITOT/STATIC PLUMBING SYS WAS DRAINED AND 'ONLY 1 OR 2 DROPS OF WATER' WERE FOUND. THE MAINT PERSONNEL STATED TO ME 'THAT SHOULD NOT HAVE BEEN ENOUGH WATER TO CAUSE A PROB.' AS OF THIS WRITING THE PROB REMAINS A MYSTERY, BUT IT IS MY UNDERSTANDING THAT THE ADC AND PRESSURIZATION SYS SHARE A COMMON STATIC PORT AND THE STATIC SYS MAY HAVE BEEN BLOCKED BY A WATER OR ICE BUILDUP. WE NORMALLY (READ THAT ALWAYS) FLY WITH HEADSETS. PLTS ALSO WEAR SUNGLASSES, NECESSARY FROM A COMFORT AND HEALTH STANDPOINT. WHILE TRYING TO PUT ON HIS **OXYGEN** MASK I NOTICED THEY BOTH WERE IN THE WAY OF THE PF. THE TERM 'QUICK DONNING' **OXYGEN** MA

Synopsis

A HAWKER HS125-700 FLC EXPERIENCES A LOSS OF CABIN PRESSURE AFTER LOSING THEIR #1 AIR DATA COMPUTER AND HAVE TO DIVERT TO SPI, IN.

ACN: 466657

Time / Day

Date : 200003
Local Time Of Day : 1201-1800

Place

Locale Reference.Navaid : JOT.VORTAC
State Reference : IL
Relative Position.Angle.Radial : 268
Relative Position.Distance.Nautical Miles : 79
Altitude.MSL.Single Value : 39000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZAU.ARTCC
Aircraft Operator : Corporate
Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Cruise
Airspace.Class A : ZAU.A

Component

Aircraft Component : Air Conditioning and Pressurization Pack
Problem : Failed

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 10500
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 400
ASRS Report Number.Accession Number : 466657

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial

Person : 3

Reference : 3
Location Of Person.Facility : ZAU.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

WHILE AT 39000 FT I EXPERIENCED A LOSS OF CABIN PRESSURE: CABIN ALT WARNING HORN, AND CABIN ALT 10000 FT. WE DON OUR **OXYGEN** MASKS AND EXECUTED THE EMER CHKLIST. WE MANAGE TO KEEP CABIN PRESSURE AT OR NEAR 10000 FT. I ASKED THE COPLT TO DECLARE AN EMER DSCNT AND TELL ATC OUR PROB WHILE I STARTED THE DSCNT. ATC RESPONDED WITH A CLRNC TO FL240. MY COPLT DEMAND AN ALT BELOW 15000 FT. ATC RESPONDED WITH 'STANDBY.' QUESTION: WHAT DID ATC NOT UNDERSTAND ABOUT THE WORD 'EMER?'

Synopsis

CPR JET HAS DEPRESSURIZATION NEAR JOT, IL. RPTR UPSET ABOUT ATC HANDLING.

ACN: 459009

Time / Day

Date : 200001
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA
Relative Position.Distance.Nautical Miles : 15
Altitude.MSL.Single Value : 21000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 15
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.Center : ZDC.ARTCC
Aircraft Operator : Corporate
Make Model Name : Challenger CL600
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Flight Phase : Cruise
Airspace.Class A : ZDC.A
Maintenance Status.Released For Service : Y
Maintenance Status.Required / Correct Doc On Board : Y
Number Of Seats.Number : 19

Component

Aircraft Component : Pneumatic System
Aircraft Reference : X
Problem : Improperly Operated

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Flight Engineer

Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 11000
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 600
ASRS Report Number.Accession Number : 459009

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial

Person : 3

Reference : 3
Location Of Person.Facility : ZDC.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Maintenance Action
Result.Flight Crew : Overcame Equipment Problem
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

5 MINS AFTER LEVELING OFF AT FL210, I NOTICED THE 'PAX **OXYGEN** MASKS DEPLOYED' LIGHT WAS ILLUMINATED. I THEN LOOKED BACK TO SEE IF THEY WERE ACTUALLY DEPLOYED, WHICH THEY WERE, AND MOTIONED TO OUR PAX TO DON THE MASKS. I THEN LOOKED AT THE CABIN ALTIMETER DIFFERENTIAL RATE INDICATOR AND DISCOVERED THE CABIN ALT WAS AT 10000 FT. BOTH THE FO AND MYSELF DONNED OUR **OXYGEN** MASKS AND REQUESTED LOWER ALT, WHICH WE DID RECEIVE (11000 FT). AT THAT POINT, THE FO (WHO WAS THE PNF) NOTICED THE 10TH STAGE BLEED VALVES WERE IN THE CLOSED POS WITH THE WHITE LIGHTS ILLUMINATED. WE COMPLETED THE LOW CABIN PRESSURE CHKLIST AND ALL WAS CORRECTED (WITH THE OPENING OF THE 10TH STAGE BLEED VALVES). AT THE BEGINNING OF NOV/99 WE RECEIVED ADVISORY FROM FBO STATING, THAT UNTIL A FIX FOR POSSIBLE CRACKING OF THE ACFT SKIN (DUE TO OVERHEATING) AROUND THE APU EXHAUST, WE (AND ALL CHALLENGER ACFT) ARE PROHIBITED FROM OPERATING THE APU AIRBORNE, EXCEPT FOR EMER

USE AND FLT MANUAL MAINT PROCS. WE ARE ALLOWED TO USE THE APU ON THE GND FOR ELECTRICAL PWR, ENG STARTS, AIR CONDITIONING, ETC. PRIOR TO THIS ADVISORY, NORMAL APU USAGE ALLOWED US TO TAKE OFF WITH THE APU SUPPLYING THE AIR FOR THE PRESSURIZATION SYS, THUS ALLOWING THE ENGS TO PRODUCE MORE PWR SINCE THIS AIR WAS NOT BEING BLED FROM THE ENGS. ONCE WE REACHED 5000 FT, WE WOULD SHUT DOWN THE APU IN A SET SEQUENCE THAT ALLOWED ENG BLEED AIR TO START OPERATING THE PRESSURIZATION SYS PRIOR TO APU SHUTDOWN. TODAY, PRIOR TO TKOF, THE FO (WHO WAS THE PNF) INADVERTENTLY REVERSED THAT SEQUENCE IN THE APU SHUTDOWN. THE PROPER SEQUENCE WOULD HAVE BEEN TO OPEN THE ENG BLEED VALVES (ALLOWING THE ENG BLEED AIR TO SUPPLY AIR TO THE PRESSURIZATION SYS) THUS EXTINGUISHING THE WHITE 10TH STAGE ENG BLEED LIGHTS ON THE BLEED AIR PANEL THEN SHUTTING DOWN THE APU. WITH THE SEQUENCE HE USED (APU SHUT DOWN, APU BLEED OFF) HE SAW THE 10TH STAGE BLEED VALVE LIGHTS ILLUMINATED (NOW WITH NO BLEED AIR FROM ANY SOURCE GOING TO THE AIR CONDITIONING UNITS) AND SUBCONSCIOUSLY PERCEIVED THIS AS THE CORRECT INDICATION. WHILE OPERATING THIS ACFT FOR THE PAST 3 1/2 YRS USING THE 'PERFORMANCE' TKOF PROC (APU OPERATING SUPPLYING BLEED AIR TO THE AIR CONDITION UNITS), WE HAVE BEEN USED TO LOOKING AT THE 2 WHITE 10TH STAGE BLEED VALVE LIGHTS ILLUMINATED ON TKOF, WHICH WAS THE CORRECT INDICATION WITH THE APU SUPPLYING BLEED AIR TO THE AIR CONDITIONING UNITS.

Synopsis

A CL600 AT LEVELOFF AT CRUISE FL210 CREW NOTED ACFT NOT PRESSURIZED DUE TO ENG BLEED VALVES NOT SWITCHED TO OPEN.

ACN: 448980

Time / Day

Date : 199909
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZME.ARTCC
State Reference : TN
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Center : ZME.ARTCC
Aircraft Operator : Corporate
Make Model Name : Jetstar 1329 (C140)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger

Aircraft : 2

Flight Phase : Cruise
Airspace.Class A : ZME.A
Airspace.Class E : ZME.E

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Failed
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 14300

Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 4000
ASRS Report Number.Accession Number : 448980

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial

Person : 3

Reference : 3
Reporter Organization : Corporate
Qualification.Other

Person : 4

Reference : 4
Location Of Person.Facility : ZME.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : FAR
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

CLBING THROUGH FL350, THE 'CABIN PRESSURE LOW' ANNUNCIATOR LIGHT CAME ON, FOLLOWED BY 'DUCT PRESSURE/HIGH LOW' LIGHT ILLUMINATING. IMMEDIATELY CHKING ALL SYS SWITCHES IN CORRECT POS AND CALLING FOR CHKLIST. GOING THROUGH CHKLIST, THE **OXYGEN** MASKS DEPLOYED. THE CREW HAD QUICK DONNING MASK ALREADY OUT, AND IMMEDIATELY SECURED ON. AT THIS POINT I ASKED FOR A LOWER ALT. ATC GAVE IT TO ME. THERE WAS NO RAPID DECOMPRESSION. THE CABIN WAS HOLDING PRESSURE AND INDICATING 1200-1400 FT. THE PAX HAD MASK ON. I CONTINUED TO DSND TO BELOW 14000 FT AND USED RAM AIR. I ASKED TO RETURN TO HOME BASE, ZZZ FIELD. AT NO TIME WAS THERE ANY CRITICAL EVENTS, WITH THE EXCEPTION OF IMMEDIATELY DSNDING. THE PAX DID NOT HAVE ANY PROBS, THE **OXYGEN** MASK DEPLOYED AS ADVERTISED. THE INCOMING AIR WAS SOMEHOW SLOWED, OR STOPPED, TO

ALLOW THE PRESSURIZATION TO HOLD. WE ARE INVESTIGATING THE PROB WITH THE PRESSURIZATION SYS AT THIS TIME.

Synopsis

L329 CREW HAD CABIN DEPRESSURIZATION.

ACN: 441387

Time / Day

Date : 199906
Local Time Of Day : 1201-1800

Place

Locale Reference.Navaid : IIU.VORTAC
State Reference : KY
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZID.ARTCC
Aircraft Operator : Corporate
Make Model Name : Citation V/Ultra/Encore (C560)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Nav In Use : FMS Or FMC
Nav In Use.VOR / VORTAC : IIU.VORTAC
Flight Phase : Cruise
Route In Use.Airway : NS.Airway
Airspace.Class A : ZID.A

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 3500
Experience.Flight Crew.Last 90 Days : 90
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 441387

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 5000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 2500
ASRS Report Number.Accession Number : 441397

Person : 3

Reference : 3
Location Of Person.Facility : ZID.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

IN CRUISE FLT AT FL410, THE CABIN DOOR SEAL ANNUNCIATOR ILLUMINATED. WE REQUESTED AND RECEIVED A DSCNT CLRNC TO FL350. AGAIN WE REQUESTED LOWER PRIOR TO REACHING FL350 AND RECEIVED A CLRNC TO FL250. WE DID NOT INFORM ATC OF OUR ANNUNCIATOR LIGHT. IN THE DSCNT AT APPROX FL350-FL370 THE CABIN PRESSURIZATION BEGAN CLBING RAPIDLY ALONG WITH THE SOUND OF AIR RUSHING AROUND THE DOOR. AT THIS TIME THE CREW AND PAX DONNED THE **OXYGEN** MASKS AND NOTIFIED ATC THAT WE WERE EXECUTING AN EMER DSCNT. THE CABIN PRESSURIZATION CLBED TO APPROX 15000 FT. ATC CLRED US TO 11000 FT WITH NO FURTHER INCIDENT AND WE CONTINUED TO OUR DEST. THE MAINT DEPT FOUND EXCESSIVE MOISTURE IN THE BLEED AIR LINE SUPPLYING THE DOOR SEAL. THIS MOISTURE FROZE AND BLOCKED THE SUPPLY LINE CAUSING THE CABIN TO DEPRESSURIZE.

Synopsis

A CESSNA CITATION 560 FLC EXECUTED AN EMER DSCNT AFTER LOSS OF CABIN PRESSURE NEAR SDF.

ACN: 440486

Time / Day

Date : 199906
Local Time Of Day : 1801-2400

Place

Locale Reference.Navaid : PMD.VORTAC
State Reference : CA
Relative Position.Angle.Radial : 95
Relative Position.Distance.Nautical Miles : 50
Altitude.MSL.Single Value : 45000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZLA.ARTCC
Aircraft Operator : Corporate
Make Model Name : Learjet 31
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Ferry
Nav In Use.VOR / VORTAC : PMD.VORTAC
Flight Phase : Cruise
Airspace.Class A : ZLA.A

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 7100
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 1150
ASRS Report Number.Accession Number : 440486
Analyst Callback : Attempted

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Reporter Organization : Corporate
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : First Officer
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial

Person : 3

Reference : 3
Location Of Person.Facility : ZLA.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : Maintenance Action
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

THE PURPOSE OF THIS FLT WAS TO REPOSITION FROM SJC TO TUS. THERE WERE NO PAX. WE WERE IN A BLOCK ALT FL470-FL510 APPROX 30 NM ESE OF PMD. LEVEL AT FL488 THE CABIN LIGHT ILLUMINATED. CABIN ALT WAS READING 8000 FT. A NORMAL DSCNT WAS INITIATED. THE CABIN AT THIS TIME WAS BEING MANUALLY CTLED TO DSND AT 700 FPM (AUTO MODE INOP WITH CABIN LIGHT). ABOUT FL480, CTL OF CABIN PRESSURE WAS LOST SUDDENLY, THE RATE OF CLB NEEDLE WAS PEGGED (MAX INDICATION IS 6000 FPM). MANUAL CTL WAS NOT EFFECTIVE. WARNING HORN WITHIN SECONDS. EMER DSCNT PROCS INITIATED. ON THE WAY DOWN, MY RADIO XMISSIONS WERE DIFFICULT FOR ATC TO UNDERSTAND DUE TO THE **OXYGEN** MASK. I HAD 1 TA IN THE 30'S HOWEVER, ZLA GAVE US A HDG THAT CANCELED IT IN SECONDS. THEY GAVE US A CLR PATH TO PALM SPRINGS. APCHING PSP AT FL180 WE REGAINED A SAFE CABIN ALT. I DECIDED WE COULD SAFELY MAKE THE SHORT FLT TO TUS. ADDITIONALLY, THIS WOULD GIVE US TIME TO CLR UP THE CHKLISTS AND PROPERLY BRIEF FOR AN UNHURRIED LNDG. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATES THAT MAINT HAS REPLACED THE PRESSURIZATION CTL MODULE AND THAT DURING THE TIME OF THIS EVENT THE FLC WERE ABLE TO VERIFY THAT THEIR PROB WAS THE CONTROLLER BECAUSE THEY COULD HEAR THAT THE OUTFLOW VALVE WAS TRYING TO REGULATE THE PRESSURE.

Synopsis

AN LF31A FLC NEAR PMD AT APPROX FL490 EXPERIENCED AN AUTO PRESSURIZATION CONTROLLER FAILURE AND BEGAN A DSCNT. DURING THE DSCNT AT FL480 THE FLC LOST CTL OF THE CABIN PRESSURE AND INITIATED AN EMER DSCNT.

ACN: 399624

Time / Day

Date : 199804
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : HNN
State Reference : WV
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 20
Light : Daylight

Aircraft

ATC / Advisory.Center : ZID
Aircraft Operator : Corporate
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Descent
Flight Phase : Descent
Flight Phase : Cruise
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class A : ZID

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Reporter Organization.Other
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 12500
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 399624

Person : 2

Reference : 2
Reporter Organization.Other
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)

Person : 3

Reference : 3
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : None Reported / Taken

Assessments

Primary Problem : Aircraft

Narrative: 1

CRUISING AT FL370 A CHANGE IN PRESSURIZATION WAS NOTED BY EAR. CHKING CABIN ALT GAUGE, CABIN RATE PEGGED AT 2000 FPM CLB. ATC WAS ADVISED AND LOWER ALT WAS REQUESTED PENDING COCKPIT INVESTIGATION FOR CAUSE. FL350 WAS ASSIGNED AND DSCNT TO SUCH WAS ACCOMPLISHED. AS COCKPIT INVESTIGATION REVEALED NO SOLUTION TO THE PROB, AN EMER WAS DECLARED WITH ATC. AT FL350 WE MAY HAVE DEVIATED 200- 250 FT BELOW ASSIGNED ALT TRYING TO CTL PRESSURIZATION LEAK. ATC ASSIGNED 13000 FT AND AN EMER DSCNT AS PER CHKLIST WAS CONDUCTED. PLTS WERE ON **OXYGEN** AND PAX MASKS WERE DEPLOYED AUTOMATICALLY AS CABIN CLBED PAST 10000 FT IN DSCNT. NO INJURIES WERE INCURRED. IN MY OPINION, BOTH CREW AND PAX HANDLED EMER ABOVE AND BEYOND NORMAL EXPECTATIONS. ALL REMAINED CALM AND COLLECTED THROUGHOUT A DIFFICULT SIT. CAUSE OF PRESSURIZATION FAILURE WAS ECU DUCTING DETACHMENT THEREBY ALLOWING LOSS OF CABIN PRESSURE VENTING OUT IN TAIL CONE. HOPEFULLY THIS INCIDENT WILL REINSTILL THE IMPORTANCE OF CHK AND DOUBLECHK TO MAINT RELATING TO HOW SERIOUS OVERSIGHTS CAN BE. EVEN THOUGH I BELIEVE THAT WE DID NOT DEV FROM OUR ASSIGNED ALT IN ATC EYES, HINDSIGHT WOULD SUGGEST USING THE AUTOPLT WHEN TROUBLESHOOTING A PROB. WITH REGARD TO POSSIBLE TFC CONFLICT ON DSCNT, I KNOW THERE WERE NO RA'S ON THE TCASII, BUT THAT IS ONLY A 6 MI CIRCLE AND ATC MAY HAVE DEVIATED OTHER ACFT. IF SO, I AM UNAWARE. I DO FEEL OUR ANNUAL SIMULATOR TRAINING PROVED VERY USEFUL IN DEALING WITH THIS EMER.

Synopsis

FLC OF CPR LTT HAS PRESSURIZATION FAILURE. EMER DSCNT ACCOMPLISHED.

ACN: 368788

Time / Day

Date : 199705

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : TRI

State Reference : TN

Relative Position.Angle.Radial : 252

Relative Position.Distance.Nautical Miles : 35

Altitude.MSL.Single Value : 23000

Environment

Flight Conditions : IMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 6000

Aircraft

ATC / Advisory.Center : ZTL

ATC / Advisory.Tower : TRI

Aircraft Operator : Corporate

Make Model Name : Gulfstream II (G1159)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Flight Phase.Other

Flight Phase.Other

Route In Use.Airway : ZTL

Component : 1

Aircraft Component : Aerofoil Ice System

Aircraft Reference : X

Problem : Malfunctioning

Component : 2

Aircraft Component : Pressurization System

Aircraft Reference : X

Problem : Malfunctioning

Person : 1

Reference : 1

Reporter Organization.Other

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Engineer

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 9800
Experience.Flight Crew.Last 90 Days : 110
Experience.Flight Crew.Type : 3000
ASRS Report Number.Accession Number : 368788
Analyst Callback : Completed

Person : 2

Reference : 2
Reporter Organization.Other
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Commercial

Person : 3

Reference : 3
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Person : 4

Reference : 4
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified

Person : 5

Reference : 5
Reporter Organization.Other
Function.Other
Qualification.Other

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Declared Emergency

Assessments

Primary Problem : Aircraft

Narrative: 1

ON CLBOUT FROM TRI, USE OF ENG ANTI-ICE AND WING ANTI-ICE WERE REQUIRED. ABOUT 10-15 SECONDS AFTER THE WING ANTI- ICE WAS SELECTED ON WE GOT SOME PRESSURIZATION BUMPS. MANUAL PRESSURIZATION WAS THEN SELECTED AND THE PRESSURE BUMPS WENT AWAY. AFTER ABOUT 30 SECONDS WE ELECTED TO TRY THE AUTO PRESSURIZATION MODE, AND THE WING ANTI-ICE WAS SELECTED OFF ALSO AT THAT TIME. THE PRESSURIZATION WAS FUNCTIONING NORMAL AGAIN. SINCE THINGS APPEARED NORMAL, WING ANTI-ICE WAS AGAIN SELECTED ON AS NEEDED. IN ABOUT 30 SECONDS THE CREW SMELLED SOMETHING WARM AND AT ABOUT THE SAME TIME ONE OF OUR

PAX CAME TO THE COCKPIT AND SAID THE CABIN WAS FILLING WITH SMOKE. WE LOOKED BACK AND SAW A GREAT DEAL OF SMOKE. IMMEDIATELY THE PNF REQUESTED FROM ZTL AN IMMEDIATE DSCNT FROM FL230 AND A TURN BACK DIRECT TO TRI, DUE TO A LOSS OF PRESSURIZATION. AT THIS SAME TIME BOTH PRESSURIZATION BLEED AIR SWITCHES WERE TURNED OFF AND THE EMER PRESSURIZATION SWITCH WAS TURNED ON ALONG WITH THE WING ANTI-ICE SWITCHES TURNED OFF. ALSO AT THE SAME TIME WE GOT A TONE GENERATOR WARNING INDICATING THE CABIN ALT WAS ABOVE 10000 FT AND THE **OXYGEN** MASKS DROPPED. ZTL RESPONDED IMMEDIATELY WITH A CLRNC FOR US TO DSDND TO 11000 FT AND CLRED DIRECT TRI. AT THE SAME TIME THE PNF READ BACK THIS CLRNC. I (THE PF) WAS REMOVING MY HEADSET AND SUNGLASSES AND DORNING MY **OXYGEN** MASK AND INITIATING A RAPID DSCNT AND A 180 DEG TURN BACK TO TRI ARPT. OBVIOUSLY THERE WAS A GREAT DEAL GOING ON DURING THIS 15 SECOND PERIOD OF TIME. THE LAST THING WE DID WAS TO SWITCH HEADSET TO OVERHEAD SPEAKERS. BUT WE HAD THE CLRNC WE NEEDED. THE SMOKE BEGAN TO DISSIPATE BY THIS TIME. UNKNOWN TO US, ZTL WAS REQUESTING INFO FROM US DURING THE BRIEF TIME THAT WE DIDN'T HAVE THE OVERHEAD SPEAKERS ON. SO WE WEREN'T TALKING BACK TO THEM. WHEN WE TURNED ON THE OVERHEAD SPEAKERS, ZTL CLRED US TO SWITCH OVER TO TRI TWR FREQ AND WERE ACKNOWLEDGED, CALLED THE TWR AND WERE ISSUED A CLRNC TO LAND. WE THEN LANDED AT TRI SAFELY. ON TAXI IN THE TWR ASKED US TO CALL THE TWR CHIEF WHEN INSIDE. WHEN WE CALLED, THE TWR SAID ZTL WAS UPSET AND WANTED TO KNOW WHY WE WEREN'T COMMUNICATING WITH THEM FOR THOSE BRIEF APPROX 15 SECONDS WHEN WE SWITCHED FROM HEADSET TO OVERHEAD SPEAKERS. WE EXPLAINED WHAT ALL WAS HAPPENING. UPON INSPECTION OF THE ACFT, MAINT DISCOVERED THE WING ANTI-ICE DUCT HAD SEPARATED IN THE PRESSURIZED PART OF THE ACFT VESSEL. THIS CAUSED THE PRESSURE BUMPS, SMOKE AND IN TURN, LOSS OF CABIN PRESSURE THAT VENTED OUT THROUGH THE WING ANTI-ICE DUCT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR SAID HE WAS FLYING GULFSTREAM G2B AND WAS CLBING WHEN THEY EXPERIENCED THIS INCIDENT. THE CAUSE OF THE LOSS OF PRESSURIZATION WAS THE FAILURE OF A CLAMP CONNECTING 2 SECTIONS OF ANTI-ICE DUCTING WHICH IS ROUTED THROUGH THE PRESSURIZED FUSELAGE AREA. THE FAILED CLAMP WAS OF THE MARMON TYPE WITH A SCREW FASTENER TO ADJUST THE PRESSURE ON THE CLAMP. IT WAS REPLACED WITH A RIVETED TYPE CLAMP. I WONDER HOW MANY ACFT ARE IN SVC WITH THIS TYPE OF CLAMP? THIS WOULD HAVE BEEN MORE SERIOUS IF THE CLAMP FAILED AT CRUISE ALT FL390. THE RPTR STATES THE FAA HAS MADE NO CONTACT.

Synopsis

A GULFSTREAM G2B CPR ACFT EXPERIENCED COMPLETE PRESSURIZATION LOSS AND SMOKE IN CABIN AND COCKPIT. EMER DSCNT AND LNDG MADE AT TRI.

ACN: 367035

Time / Day

Date : 199704
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZNY
State Reference : NY
Altitude.MSL.Single Value : 31000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

ATC / Advisory.Center : ZNY
Aircraft Operator : Corporate
Make Model Name : Citation II S2/Bravo (C550)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Flight Phase : Cruise
Airspace.Class A : ZNY

Component

Aircraft Component : Pressurization Control System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Reporter Organization.Other
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 4800
Experience.Flight Crew.Last 90 Days : 130
Experience.Flight Crew.Type : 600
ASRS Report Number.Accession Number : 367035

Person : 2

Reference : 2
Reporter Organization.Other
Function.Flight Crew : First Officer

Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : FAR
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Other
Detector.Person : Flight Crew
Result.General : None Reported / Taken
Result.General : Declared Emergency

Assessments

Primary Problem : Aircraft

Narrative: 1

LOSS OF PRESSURIZATION AT FL310 WITH 4 PAX ON BOARD. HAD BEEN LEVEL AT FL310 FOR APPROX 5 MINS WHEN WE HEARD A POP, FELT A LITTLE SURGE IN THE EARS AND CHKED THE CABIN PRESSURIZATION AND SAW THE CABIN ALT RISING. WE PLACED OUR MASKS ON AND REQUESTED A DSCNT TO A LOWER ALT. WE WERE INITIALLY CLRED TO FL180 WHERE WE LEVELED OFF FOR APPROX 1 MIN WHILE REQUESTING LOWER. WE WERE THEN CLRED DOWN TO 10000 FT WHERE WE REMAINED. WE DID NOT DECLARE AN EMER AND ONLY STATED THAT WE WERE UNABLE TO MAINTAIN PRESSURIZATION. IT TOOK SEVERAL MINS FOR THE CABIN ALT TO REACH 10000 FT AND THE WARNING LIGHT TO COME ON. THE PAX **OXYGEN** MASKS EVENTUALLY AUTOMATICALLY DEPLOYED AND THE PAX PUT THEM ON. WE GOT DOWN TO 10000 FT AND REMOVED OUR MASKS AND CHKED ON THE PAX. THE DEPRESSURIZATION WAS NOT EXPLOSIVE AND NO ONE SEEMED AFFECTED. EVERYONE'S EARS FELT FINE SO WE CONTINUED THE FLT TO OUR DEST AT 10000 FT, WHICH WAS ABOUT 45 MINS TO 1 HR. WE CONTINUED ON BECAUSE THE LOSS OF PRESSURIZATION HAD NOT BEEN DRASTIC AND EVERYONE FELT FINE, WE WERE AT AN ALT WHERE WE DIDN'T NEED TO BE PRESSURIZED SO WE FELT IT WAS OK. WE FAILED TO CONSIDER WHY THE PRESSURIZATION FAILED, OTHER THAN THE DOOR SEAL, MIGHT HAVE FAILED AND THAT WE SHOULD PROBABLY HAVE LANDED AT THE NEAREST SUITABLE FIELD AND HAVE IT INVESTIGATED.

Synopsis

CESSNA 550, CITATION II, ACFT HAD DEPRESSURIZATION. FLC AND PAX USED **OXYGEN** MASKS, BUT FLC DID NOT DECLARE EMER.

ACN: 360045

Time / Day

Date : 199702
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : CXU
State Reference : GA
Relative Position.Distance.Nautical Miles : 115
Altitude.MSL.Single Value : 29000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

ATC / Advisory.Center : ZTL
Aircraft Operator : Corporate
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Descent
Flight Phase : Descent
Flight Phase.Other
Route In Use : Direct
Airspace.Class A : ZTL

Aircraft : 2

Aircraft Operator : Air Carrier
Make Model Name : DC-9 Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Flight Phase : Cruise

Person : 1

Reference : 1
Reporter Organization.Other
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 7600
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 360045

Person : 2

Reference : 2
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)

Person : 3

Reference : 3
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Person : 4

Reference : 4
Reporter Organization : Government
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Other / Unknown
Detector.Person : Flight Crew
Miss Distance.Horizontal : 27000
Miss Distance.Vertical : 0
Result.General : Declared Emergency

Assessments

Primary Problem : Aircraft

Narrative: 1

I WAS ENRTE FROM SGF TO CXU DIRECT CRUISING AT FL370 WHEN I EXPERIENCED RAPID DECOMPRESSION. I DONNED MY **OXYGEN** MASK AND IMMEDIATELY DECLARED AN EMER WITH ZTL AND TOLD THEM I WAS EXECUTING AN EMER DSCNT IMMEDIATELY. THE CTLR TOLD ME THERE WAS TFC AT MY 1 - 1:30 O'CLOCK POS, A DC9 AT FL290. I TOLD HIM 'NO JOY' AND THAT I WAS PASSING THROUGH FL290 AT THIS TIME AS MY DSCNT RATE WAS APPROX 12000 FPM. I DSNDED TO 11000 FT AND THE CTLR TOLD ME TO CALL HIM WHEN I GOT ON THE GND, AND GAVE ME A PHONE NUMBER. I CALLED THE NUMBER AFTER I LANDED AT CXU AND HE ANSWERED THE PHONE AS 'ATLANTA WATCH SUPVR.' I TOLD HIM WHO I WAS AND HE SAID 'THERE WAS A DC9 AT FL330, 4 1/2 MI FROM YOU AND IT SET OFF AN ALARM BUT THE DC9 PLT DIDN'T SEE YOU -- YOU DIDN'T SEE HIM, NO EVASIVE ACTION WAS TAKEN SO NO PAPERWORK IS NECESSARY, BUT I JUST WANTED TO MAKE SURE THAT YOU AND YOUR PAX ARE OK, THANK YOU VERY MUCH SIR FOR CALLING BACK.' I BELIEVE WHAT CAUSED THE PROB WAS THE CTLR'S FAILURE TO TURN THE DC9 IMMEDIATELY WHEN I DECLARED AN EMER AND TOLD THEM I WAS EXECUTING AN EMER DSCNT IMMEDIATELY. I

BELIEVE THE PROB CAN BE CORRECTED IN THE FUTURE IF THE CTLRS WILL ACT ON TURNING TFC AWAY FROM AN ACFT'S FLT PATH THAT HAS AN EMER IN PROGRESS THE INSTANT THE ACFT IN DISTRESS DECLARES AN EMER AS THE ACFT WITH AN EMER IN PROGRESS ALWAYS HAS THE RIGHT-OF-WAY OVER TFC WITH NO EMER IN PROGRESS.

Synopsis

A CPR JET AT FL370 EXPERIENCED A RAPID DECOMPRESSION. PLT DONNED **OXYGEN** MASK, DECLARED EMER AND ADVISED THE ARTCC CTLR THAT HE WAS EXECUTING AN EMER DSCNT. THE RADAR CTLR GAVE THE CPR JET TFC INFO ON AN ACR DC9 AT FL290 AND WHEN THE CPR JET WAS AT 11000 FT HE WAS ASKED TO CALL THE ARTCC. THE ARTCC SUPVR JUST WANTED TO MAKE SURE THAT THE RPTR WAS OK AND SAID THAT THE DC9 GOT A TCASII AS THE CPR JET WENT THROUGH HIS ALT. THE RPTR WAS CRITICAL OF THE CTLR BECAUSE HE DIDN'T TURN THE DC9.

ACN: 341300

Time / Day

Date : 199607
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : SDF
Locale Reference.ATC Facility : EWO
State Reference : KY
Relative Position.Distance.Nautical Miles : 32
Altitude.MSL.Single Value : 22000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 30
Light : Night
RVR.Single Value : 6000

Aircraft

ATC / Advisory.TRACON : SDF
Aircraft Operator : Air Taxi
Make Model Name : Falcon 20FJF/20C/20D/20E/20F
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Cargo / Freight
Flight Phase : Descent
Flight Phase : Descent
Flight Phase.Other
Route In Use : Direct
Airspace.Class A : ZID
Airspace.Class C : SDF

Person : 1

Reference : 1
Reporter Organization : Air Taxi
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 3600
Experience.Flight Crew.Last 90 Days : 200
Experience.Flight Crew.Type : 1100
ASRS Report Number.Accession Number : 341300
Analyst Callback : Completed

Person : 2

Reference : 2
Reporter Organization : Air Taxi
Function.Flight Crew : First Officer
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument

Person : 3

Reference : 3
Reporter Organization.Other
Function.Other
Function.Other
Qualification.Other

Person : 4

Reference : 4
Reporter Organization : Government
Function.Air Traffic Control : Approach
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Aircraft : Aircraft Damaged

Assessments

Primary Problem : Aircraft

Narrative: 1

WE WERE CLRED TO CROSS NEW HOPE VOR AT 11000 FT. ABOUT 30 MI SW OF EWO VOR THE CABIN ALT STARTED CLBING AS WE WERE DSNDING THROUGH 22000 FT. WE WERE MAINTAINING ABOUT 250 KTS IN THE DSCNT AND A 2000 FPM DSCNT WITH THE AUTOPLT ENGAGED. WHEN THE CABIN ALT STARTED CLBING I TURNED THE AUTOPLT OFF, EXTENDED THE AIR BRAKES AND PULLED THE PWR TO IDLE. THE FO STARTED TRYING TO REGAIN CTL OF THE CABIN. WE ACCELERATED TO AROUND 280-290 KTS AS WE INCREASED OUR RATE OF DSCNT. WE WERE DSNDING AT LEAST 6000 FPM. AT AROUND 18000 FT THE FO NOTICED THAT THE DOOR LIGHT WAS ON AND I TOLD THE JUMPSEATER TO LOCK THE COCKPIT DOOR. I ALSO STARTED SLOWING THE ACFT TO BELOW 250 KTS SO THAT MAYBE THE DOOR WOULD NOT COME ALL THE WAY OPEN. AT AROUND 17000 FT A LOUD BANG WAS HEARD AND THE DOOR CAME OPEN. I ASCERTAINED VERY QUICKLY THAT THE ACFT WAS FLYABLE AND VERIFIED WITH THE FO THAT HE DID INDEED CONNECT THE CARGO STRAP TO THE DOOR BEFORE TKOF. THE FO PUT HIS SHOULDER HARNESS ON AND THEN I GAVE HIM THE ACFT SO I COULD PUT MY SHOULDER HARNESS ON. THE ACFT WANTED TO OSCILLATE BACK AND FORTH AROUND THE VERT AXIS. IT REQUIRED A LOT OF L RUDDER TO PREVENT THE YAWING. AFTER I HAD MY SHOULDER HARNESS ON I TOOK OVER THE FLYING DUTIES AGAIN. WE ASKED FOR PRIORITY HANDLING TO THE SDF ARPT AND APCH HANDED US OVER TO TWR. TWR CLRED US TO LAND RWY 35. WE

INSTRUCTED TWR THAT WE WANTED RWY 1 AND THEY CLRED US TO LAND RWY 1. WE RETRACTED THE AIR BRAKES AND SLOWED TO BELOW 200 KTS AND DISCUSSED THE CONFIG THAT WE WANTED TO LAND THE ACFT IN. WE CAME TO THE CONCLUSION THAT FLAPS 25 DEGS WAS THE BEST CONFIG AND THAT WE WOULD KEEP IT FAST. WE DID NOT KNOW HOW THE OPEN DOOR WAS AFFECTING THE AIRFLOW OVER THAT WING AND DECIDED THAT WE WOULD LAND AT AROUND 160 KTS. WE EXTENDED THE FLAPS, DLE'S AND GEAR AND LANDED. WE EXITED THE ACFT THROUGH THE DV WINDOW WHEN WE FOUND OUT THE DOOR WOULD NOT OPEN NORMALLY. WE FOUND UPON EXITING THE ACFT THAT THE LADDER WAS OUTSIDE THE ACFT. WE OPENED THE DOOR BY HAND AND FOUND THAT THE ACTUATORS THAT OPEN AND CLOSE THE DOOR WERE BROKEN, THE HINGES THAT HOUSE THE ACTUATORS WERE BENT AND THAT MOST OF THE INTERIOR ON THE DOOR AS WELL AS THE STUFFING HAD BEEN SUCKED OUT. LOOKING BACK ON THE SIT, I LEARNED 4 THINGS. ONE, THAT WE SHOULD HAVE DONNED OUR **OXYGEN** MASKS. WE DID NOT BECAUSE I FELT THAT WE WOULD NOT BE ABLE TO COMMUNICATE AND THAT WE WOULD BE DOWN IN BREATHABLE AIR IN NO TIME. OUR **OXYGEN** MASKS DO NOT ALLOW US THE CAPABILITY OF TALKING WITH ONE ANOTHER WITHOUT TAKING THE MASKS OFF. I COULD NOT HAVE COMMUNICATED WITH MY FO AND FLOWN THE ACFT AT THE SAME TIME. WE ARE CORRECTING THIS PROB. EVERY PLT SHOULD MAKE SURE THAT THEY HAVE THE CAPABILITY OF COMMUNICATING WITH THE ENTIRE CREW IN ANY EMER! TWO, I THINK THAT THE NET THAT WAS CONNECTED TO THE DOOR SAVED OUR LIVES. THE COMPANY THAT NOW HOLDS THE SUPPLEMENTAL TYPE CERTIFICATE TO THE DOOR IS BAFFLED AS TO WHY THE DOOR CAME OPEN. WE ARE GOING TO HAVE IT FIXED AND IMPROVED SO THAT THIS WILL NEVER HAPPEN AGAIN. THE ORIGINAL SUPPLEMENTAL TYPE CERTIFICATE DOES NOT HAVE ANY LOCKING PINS TO PREVENT THE LOCKS FROM COMING OPEN. I HOPE ANY DA20 OPERATOR WITH THE ORIGINAL CARGO DOOR HAS THESE PINS INSTALLED. THREE, THE ORIGINAL SUPPLEMENTAL TYPE CERTIFICATE FOR THIS PARTICULAR CARGO CONFIG HAS A CARGO/BARRIER NET THAT IS NOT CONNECTED TO THE DOOR. THERE IS A NET THAT IS CONNECTED TO A BAR THAT GOES FROM THE CEILING TO THE FLOOR AND IT IS NOT CONNECTED TO THE DOOR. OUR PMI APPROVED A 10G BARRIER NET THAT IS CONNECTED TO THE DOOR. LASTLY, I SHOULD HAVE DECLARED AN EMER INSTEAD OF ASKING FOR PRIORITY HANDLING. THE PRIORITY HANDLING CAME TO MY MIND FIRST AND I INSTRUCTED MY FO TO GET PRIORITY HANDLING. IT WOULD HAVE ENDED THE SAME WAY BUT LOOKING BACK DECLARING AN EMER WOULD HAVE BEEN THE SMARTEST THING TO DO. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR WAS REFERRING TO THE MODIFIED CARGO DOOR ON THE DA20. THE REGULAR PAX LOADING DOOR WAS REMOVED AND ENLARGED. IT IS HINGED ON THE TO

Synopsis

FALCON DA20 SUFFERS DECOMPRESSION WHEN THE MODIFIED CARGO DOOR BLOWS OPEN. EMER DSCNT ENSUES WITH REDUCED AIRSPD TO KEEP DOOR FROM BLOWING OFF. RPTR CITES ACFT EQUIP DESIGN PROB.

ACN: 335719

Time / Day

Date : 199605

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : MLP

State Reference : ID

Altitude.MSL.Single Value : 26000

Environment

Flight Conditions : IMC

Light : Daylight

Aircraft

ATC / Advisory.Center : ZSE

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Flight Phase : Cruise

Airspace.Class A : ZSE

Person : 1

Reference : 1

Reporter Organization.Other

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Qualification.Other

Experience.Flight Crew.Total : 1800

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 335719

Analyst Callback : Attempted

Person : 2

Reference : 2

Reporter Organization : Government

Function.Air Traffic Control : Enroute

Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency

Assessments

Primary Problem : Aircraft

Narrative: 1

I WAS AT CRUISE, ENRTE, AT FL260 WHEN I EXPERIENCED SUDDEN LOSS OF CABIN PRESSURE (IN SMOOTH AIR). I ADVISED ATC, APPLIED **OXYGEN** MY MASK, AND DSNDED TO 15000 FT. PROB WAS DUE TO WINDOW FAILURE. THERE WERE NO OTHER OPERATIONAL OR CTL PROBS. I REQUESTED ATC TO RETURN TO MY HOME BASE (HLN) WHICH I DID WITHOUT DIFFICULTY.

Synopsis

PLT OF AN SMT TWIN TURBOPROP EXPERIENCED A LOSS OF ACFT PRESSURIZATION, CAUSED BY A WINDOW FAILURE, MADE AN EMER DSCNT AND RETURNED TO LAND.

: 320805

Time / Day

Date : 199511
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : PMD
State Reference : CA
Relative Position.Distance.Nautical Miles : 150
Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

ATC / Advisory.Center : ZOA
Aircraft Operator : Corporate
Make Model Name : Learjet 35
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Flight Phase : Cruise
Airspace.Class A : ZOA

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Reporter Organization.Other
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 18459
Experience.Flight Crew.Last 90 Days : 135
Experience.Flight Crew.Type : 10000
ASRS Report Number.Accession Number : 320805
Analyst Callback : Completed

Person : 2

Reference : 2
Reporter Organization.Other
Function.Flight Crew : First Officer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 3000
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 320932

Person : 3

Reference : 3
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Air Traffic Control : Issued New Clearance
Result.Aircraft : Aircraft Damaged

Assessments

Primary Problem : Aircraft

Narrative: 1

ENRTE FROM SFO TO PSP AND LEVEL AT FL410, HEARD A LOUD HISSING (AIR ESCAPING) SOUND FOLLOWED BY AN EVEN LOUDER WIND NOISE THAT SEEMED TO BE COMING FROM THE ENTRY DOOR. ALMOST IMMEDIATELY THE CABIN CLB

INDICATOR SHOWED A RAPID CLB (5000 OR 6000 FPM) AND THE PRESSURIZATION SYS AUTOMATICALLY WENT INTO EMER MODE. THE CREW DONNED OUR **OXYGEN** MASKS AND WE INITIATED AN EMER DSCNT. DIALED IN 7700 ON XPONDER AND ADVISED ATC OF OUR SIT AND DSCNT PROFILE. WE LEVELED AT 14000 FT AND CONTINUED ON TO PSP WITH NO FURTHER INCIDENTS. MAINT DISCOVERED A BAD LOWER DOOR SEAL AND REPLACED IT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED HE WAS FLYING A LEAR 35. HE SAID IT WAS NO BIG DEAL. THE SKY CONDITIONS WERE CLR AND THOUGH IT WAS A RAPID DEPRESSURIZATION IT WAS NOT EXPLOSIVE.

Synopsis

IN CRUISE FLC EXPERIENCES A RAPID DEPRESSURIZATION, DECLARES AN EMER AND CONFORMS WITH ESTABLISHED PROCS.

ACN: 303720

Time / Day

Date : 199505

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : OMA

State Reference : NE

Relative Position.Distance.Nautical Miles : 20

Altitude.MSL.Single Value : 16000

Environment

Flight Conditions : Mixed

Light : Daylight

Aircraft

ATC / Advisory.Center : ZMP

Aircraft Operator : Corporate

Make Model Name : Cessna 425/441 Conquest I/Conquest II

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Climb

Airspace.Class D : OMA

Airspace.Class E : ZMP

Person : 1

Reference : 1

Reporter Organization.Other

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1980
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 1100
ASRS Report Number.Accession Number : 303720

Person : 2

Reference : 2
Reporter Organization.Other
Function.Other
Qualification.Other

Person : 3

Reference : 3
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Air Traffic Control : Issued New Clearance
Result.Aircraft : Aircraft Damaged

Assessments

Primary Problem : Aircraft

Narrative: 1

DURING CLBOUT, A LOUD BANG FOLLOWED BY A 'MIST' AND WIND NOISE WAS NOTICED. BACK PAX RPTD A DOOR FAILURE. CTR WAS NOTIFIED OF AN EMER AND OUR REQUEST FOR A RETURN TO OMA WHICH WE HAD JUST DEPARTED LESS THAN 15 MINS BEFORE. THE 'BANG' WAS HEARD WHILE CLBING NEAR 16000 FT. PRIORITY WAS GIVEN TO AN IMMEDIATE LNDG. AFTER USING **OXYGEN**, REDUCED PWR, BEGAN DSCNT, AND 'CHKED OUT' THE ACFT BY CHKING INSTS AND COMMUNICATING WITH PAX. CONTINUED DSCNT UNTIL NEAR 10000 FT, WHEN **OXYGEN** WAS TERMINATED. REQUESTED THE PROPER ILS FREQ AND RESPONDED TO ATC QUESTIONS. LANDED WITHOUT FURTHER UNUSUAL ACTION. UPON LNDG, LEARNED THAT THE UPPER PORTION OF THE DOOR HAD SEPARATED AT THE HINGE POINT. AFTER SEPARATING, THE DOOR DID NOT HIT ANY REMAINING PORTION OF THE ACFT. (THE DOOR-LOCK LIGHT ON THE ANNUNCIATOR PANEL WAS WORKING BEFORE FLT. AFTER THE DOOR WAS CLOSED BY ANOTHER PLT, THE LIGHT WENT OFF).

Synopsis

ACFT EQUIP PROB -- THE ACFT ENTRY DOOR FAILED INFLT AND PRESSURIZATION WAS LOST.

ACN: 295887

Time / Day

Date : 199502
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : FTW
State Reference : TX
Relative Position.Distance.Nautical Miles : 100
Altitude.MSL.Single Value : 12000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 99
Light : Daylight

Aircraft

ATC / Advisory.Center : ZFW
Aircraft Operator : Corporate
Make Model Name : Citation I (C500)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Flight Phase : Descent
Flight Phase : Cruise
Flight Phase : Descent
Flight Phase.Other
Route In Use.Airway : ZFW
Airspace.Class A : ZFW

Person : 1

Reference : 1
Reporter Organization.Other
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 10000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 650
ASRS Report Number.Accession Number : 295887

Person : 2

Reference : 2
Reporter Organization.Other
Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 6000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 650
ASRS Report Number.Accession Number : 295886

Person : 3

Reference : 3
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.Air Traffic Control : Issued New Clearance
Result.Aircraft : Aircraft Damaged

Assessments

Primary Problem : Aircraft

Narrative: 1

WE WERE IN LEVEL CRUISE ON A 2 HR FLT AT 39000 FT WHEN WE EXPERIENCED A NOISE SIMILAR TO A RIFLE SHOT AND THE AIRPLANE STARTED TO DEPRESSURIZE. MAKING A VERY QUICK DETERMINATION THAT WE HAD A BROKEN COCKPIT SIDE WINDOW, I WAS NOT SURE THAT WE DID NOT ALSO HAVE AN EXPLOSIVE DECOMPRESSION PENDING. WHILE THIS WAS NOT AS EXPLOSIVE DECOMPRESSION, I COULD NOT TAKE ANY CHANCES, SO I STARTED THE EMER DSCNT PROC AS TAUGHT IN OUR SIMULATOR TRAINING. DURING THE DSCNT FROM 39000 FT TO 12000 FT, MY CO-PLT WAS TRYING TO ESTABLISH 2-WAY COMS WITH ATC. BEFORE THIS INCIDENT, WE WERE USING OUR HEADSETS FOR COM. WITH THE HEADSET OFF, THE **OXYGEN** MASK WAS NOT ALLOWING HIM TO RECEIVE COM, ONLY XMIT. THIS CAUSED SOME CONFUSION, DURING WHICH TIME HE PICKED UP THE HAND MIKE AND MADE 2 OR MORE BLIND XMISSIONS ANNOUNCING WHAT OUR PROB WAS AND WHAT WE WERE DOING. LATER IN OUR DSCNT HE DID REESTABLISH 2-WAY COM. AFTER WE REACHED 12000 FT, THE NEXT ATC CTLR ASKED US WHAT OUR INTENTIONS WERE. SINCE WE HAD ABOUT 1.0-1.5 PSI ON THE PRESSURIZATION AND THOUGHT THE WINDOW THAT WAS STILL INTACT WAS GOING TO BE FINE AT THAT LOW PSI, I SAID THAT WE WANTED TO CONTINUE ON TO OUR DEST. ATC ALSO ASKED IF WE WERE DECLARING AN EMER OR NEEDED ANY EQUIP. I TOLD THE COPLT THAT WE DID NOT NEED TO DECLARE AN EMER AT THAT POINT. IT SEEMED ODD TO ME THAT THEY WERE ASKING THIS QUESTION, SINCE I TOOK IT FOR GRANTED THAT BY SQUAWKING 7700 WHEN WE STARTED OUR DSCNT THAT WE WERE ALREADY ON EMER STATUS. A PRESSURIZATION PROB AT 12000 FT WOULDN'T NORMALLY REQUIRE DECLARING AN EMER. OUR EMER WAS OVER AT THAT POINT. UPON LNDG AT OUR DEST, WE ARRANGED FOR A FERRY PERMIT FROM THE FLT STANDARDS INSPECTOR, AND FLEW THE AIRPLANE TO A MAINT CTR TO HAVE THE WINDOW REPLACED. IT WAS THEN DETERMINED THAT THE WINDOW HAD BEEN INSTALLED INCORRECTLY IN MAY/XX/93 AND ONE OF THE BOLTS SECURING THE

WINDOW HAD CHAFED THE WINDOW UNTIL IT WAS WEAKENED AND SUDDENLY SPLIT. WITH OVER 16 YRS OF CORPORATE FLYING IN MOSTLY TURBOPROPS AND JETS, THIS WAS MY FIRST TIME TO DECLARE AN EMER. NEVER HAVING HAD A HIGH ALT PRESSURIZATION PROB, MY ONLY EXPERIENCE FOR HANDLING AND EMER OF THIS MAGNITUDE HAS BEEN SIMULATOR PRACTICE. IT HAS ALWAYS BEEN EMPHASIZED THAT THE TYPE OF FAILURE AT HIGH ALT REQUIRES IMMEDIATE ATTN, DUE TO THE VERY SHORT TIME OF USEFUL CONSCIOUSNESS IF THERE IS A COMPLETE LOSS OF PRESSURIZATION. IN HINDSIGHT, I DO BELIEVE THAT IF WE HAD BEEN IMC, THAT I WOULD HAVE BEEN MOTIVATED TO TALK TO ATC ABOUT OUR NEED FOR AN EMER DSCNT. THAT OBSERVATION IS EASIER TO MAKE SITTING AT A DESK, AND NOT AT 39000 FT WITH A SUDDEN BROKEN WINDOW. SUPPLEMENTAL INFO FROM ACN 295886: IN THE PROCESS OF PUTTING ON MY MASK MY SUNGLASSES WERE KNOCKED OFF AND MY HEADSET KEPT GETTING IN THE WAY SO I COULDN'T GET THE MASK TO PROPERLY SEAL TO MY FACE. I WANTED TO COM OUR SIT TO ATC AS SOON AS POSSIBLE BUT BECAUSE MY HEADSET WAS NOT ON PROPERLY ON NOR WERE THE RADIO SWITCHES IN THE CORRECT POS, I WASN'T ABLE TO HAVE EFFECTIVE COM WITH ATC UNTIL WE HAD DSNDED SEVERAL THOUSAND FEET. I DID MAKE 2 OR 3 XMISSIONS 'IN THE BLIND' BUT HEARD NO REPLY AS THE RADIO SWITCHES WERE OUT OF POS.

Synopsis

LOSS OF PRESSURIZATION - DSCNT PROC EMER.

ACN: 290607

Time / Day

Date : 199411
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : SWF
Locale Reference.ATC Facility : ALB
State Reference : NY
Relative Position.Distance.Nautical Miles : 75
Altitude.MSL.Single Value : 35000

Aircraft

ATC / Advisory.Center : ZBW
Aircraft Operator : Corporate
Make Model Name : Cessna Citation Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Flight Phase : Cruise
Flight Phase.Other
Airspace.Class A : ZBW

Person : 1

Reference : 1
Reporter Organization.Other
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 15500
Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 7000
ASRS Report Number.Accession Number : 290607

Person : 2

Reference : 2
Reporter Organization.Other
Function.Flight Crew : First Officer
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other

Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency
Result.General : None Reported / Taken

Assessments

Primary Problem : Aircraft

Narrative: 1

CREW NOTICED A MOMENTARY 'ACM EJECTOR ON' LIGHT ON THE ANNUNCIATOR PANEL. ALSO, A FLUCTUATING CABIN RATE OF CLB INDICATOR PLUS/MINUS 400 FT. THE CABIN ALT WAS AT 9000 FT AND HOLDING. IT SHOULD HAVE BEEN 5000 FT PLUS/MINUS. THE CAPT HAD THE FO GO ON **OXYGEN** AS A PRECAUTION, CALLED FOR CHKLIST AND REQUESTED DSCNT FROM ZBW. THE ACFT, A C-550, WAS CLRED TO 24000 FT. ATC WAS NOTIFIED THIS WAS A PRECAUTIONARY DSCNT DUE TO PRESSURIZATION PROBS. ATC CLRED US TO 11000 FT. PASSING APPROX 34000 FT, THE CABIN RATE WENT TO 3000 TO 400 FPM CLB AND WAS UNCTABLE. THE CABIN PASSED 10000 FT. MASTER WARN ACTIVATED 'CABIN OVER 10000 FT' ANNUNCIATOR CAME ON -- AND AUTO MASK DEPLOY ON CABIN ACTIVATED. AN EMER DSCNT WAS CARRIED OUT -- XPONDER WAS PUT ON 7700 - - ATC CLRED ACFT TO 8000 FT. THE ACFT WAS LEVELED AT 8000 FT AND THE TRIP WAS CONTINUED TO DEST KSWF IN THE LOW LEVEL STRUCTURE AS IT WAS ONLY 80 NM AHEAD AND A CESSNA CITATION MAINT FACILITY WAS AT THE FIELD. CESSNA FOUND A 10 OHM LEAK TO GND ON THE SQUAT SWITCH AND ONE OUTFLOW VALVE THAT WAS LEAKING BEYOND SPECS. WE ALSO REPLACED THE PRESSURIZATION CTRLR AS A PRECAUTION.

Synopsis

LOSS OF PRESSURIZATION REQUIRES AN EMER DSCNT.

ACN: 282549

Time / Day

Date : 199409
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : TRI
State Reference : TN
Relative Position.Distance.Nautical Miles : 15
Altitude.MSL.Single Value : 41000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 60
Light : Daylight

Aircraft

ATC / Advisory.Center : ZTL
Aircraft Operator : Corporate

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Cruise
Flight Phase : Cruise
Airspace.Class A : ZTL

Component

Aircraft Component : Pressurization System
Aircraft Reference : X
Problem : Malfunctioning

Person : 1

Reference : 1
Reporter Organization.Other
Function.Flight Crew : First Officer
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1200
Experience.Flight Crew.Last 90 Days : 120
Experience.Flight Crew.Type : 10
ASRS Report Number.Accession Number : 282549

Person : 2

Reference : 2
Reporter Organization.Other
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 3009
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 150
ASRS Report Number.Accession Number : 282548

Person : 3

Reference : 3
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Result.General : Declared Emergency

Assessments

Primary Problem : Aircraft

Narrative: 1

AT 41000 FT A RAPID DECOMPRESSION OCCURRED, CAUSED BY A BAD DOOR SEAL. THIS CAUSED AN EXTREMELY LOUD AND PAINFUL NOISE, SOUNDING LIKE A HORN WITHIN THE CABIN. CABIN RATE CLBED RAPIDLY, BOTH PLT AND COPLT TRIED TO DON **OXYGEN** MASKS, BUT HAD DIFFICULTY GETTING SUFFICIENT **OXYGEN**, DUE TO THE MASK FRAMES. DUE TO THE DANGER OF BECOMING HYPOXIC, WE INITIATED A DIVE TO A SAFE ALT. DUE TO THE MASK PROB RADIO COM WAS NOT POSSIBLE, UNTIL A SAFE ALT WAS REACHED. COM WAS THEN ESTABLISHED WITH ZTL AND THE NATURE OF THE PROB WAS EXPLAINED. WE THEN LANDED AT TRI- CITY TENNESSEE. SUPPLEMENTAL INFO FROM ACN 282548: THE NEW MASKS WOULD HELP IN FASTER DONNING OF THE MASK. IN SIMULATORS THEY SHOULD REPRODUCE THE SOUND SO AS TO HELP PLTS RECOGNIZE THE NOISE/PROB FASTER. THE HORN SOUND AT 41000 FT IS VERY INCAPACITATING.

Synopsis

FLC OF SMT CPR JET MADE AN EMER DSCNT AFTER LOSING PRESSURIZATION AT 41000 FT ALT.