



# Civil Aeronautics Administration

## Aviation Safety Bulletin

ASB No: 99-057/M

AUG. 2010

**Subject :** It was reported that an abnormal cabin pressure occurrence of a B737-800 aircraft during climbing, caused the flight crew to excuse emergency descent and request for a priority landing.

### Background :

1. A Taiwan air carrier's B737-800 aircraft encountered scheduled cabin altitude failed to maintain during climbing through 36,000 ft and the flight crew performed an emergency descent to 10,000 ft, all the passenger oxygen masks were deployed. Finally, the aircraft landed safely at the original airport at first priority vectored by ATC.
2. The preliminary investigation revealed that the cabin altitude fail to maintain was caused by No.1 engine bleed pre-cooler control valve kiss seal broken and No.2 air cycle machine (ACM) output seal broken simultaneously.
3. It was found that the No.1 engine bleed pressure low was logged at previous flight, but maintenance staff did not follow the technical manual to perform trouble shooting and fix it. The aircraft was dispatched with an unreliable No.1 bleed system, and eventually encountered cabin altitude fail to maintain following No.2 ACM problem.

### Recommendations :

- The operator shall
- Carry out the maintenance and inspection of aircrafts according to the maintenance program approved by the CAA.
- Not release aircraft to service after the defects, occurred during aircraft operation, rectify and test satisfactory according to the aircraft maintenance manual at transit or overnight check.
- Implement the maintenance management to request the maintenance staff stick on the discipline, to perform work comply with maintenance manual, to ensure the maintenance quality and flight safety.