



Civil Aeronautics Administration

Aviation Safety Bulletin

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Subject : The incident of an uncontrollable B-737 airplane cabin pressure.

Background :

The cabin pressure altitude of a national registered Boeing 737 airplane kept abnormal rate of climb during cruising phase. The flight crew switched from “Auto” to “Manual” control while cabin pressure attitude still remained uncontrollable. Afterwards the flight crew took emergency procedure to descent for air turn back.

According to the Aviation Safety Council report, “ The said operator sent AOG team for repair and they did not follow FIM manual procedure, and precisely performed CPCM Reset and BITE test steps before and after the replacement of the outflow valve. They didn’t set pressurization mode selector from Auto to Manual position, by holding ten seconds, then set selector from Manual to Auto position on CPCM Panel. Thus, the Nuisance fault message of CPC was unable to be erased. Finally, the airplane was fixed by replacing the cabin pressure system components...”

Recommendations :

The operators should readdress the following recommendations:

- Establish Aircraft maintenance training standards: Incorporate troubleshooting procedure into the initial training and recurrent training courses, and take them into assessment. Educate maintenance crews to familiarize with the paragraph of introductive usage requirements before troubleshooting.
- Exercise fault isolation rule: The procedure in FIM helps quickly isolate the cause of fault and as an acceptable reference document of continued airworthiness. In airplane fault isolation, steps have to be established on the basis of past in-service experience. Before start to isolate the fault, the operator should take its own steps to ensure that the maintenance follow FIM, and to prevent of subsequent cause affected by its steps. If any suspected or incomplete contents in FIM manual, the operator must consult the aircraft manufacturer for advice.