

**Aviation Safety Investigation Report
199400185**

**Fokker B.V.
F50 (Fokker 50)**

15 January 1994

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199400185 **Occurrence Type:** Incident
Location: 75km W Taree
State: NSW **Inv Category:** 4
Date: Saturday 15 January 1994
Time: 1145 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Fokker B.V.
Aircraft Model: F27 MK 50
Aircraft Registration: VH-FNI **Serial Number:** 20114
Type of Operation: Air Transport Domestic High Capacity Passenger
Damage to Aircraft: Nil
Departure Point: Sydney NSW
Departure Time:
Destination: Ballina NSW

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	
		<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL 1st Class	2565.0	8035
Co-Pilot/1st Officer	ATPL 1st Class	165.0	4530

Approved for Release: Friday, September 16, 1994

The pilot reported that the aircraft was cruising at flight level 230 on track from West Maitland to Point Lookout when the cabin altitude began to increase rapidly at about 80 miles south of Point Lookout. Shortly afterwards the senior flight attendant entered the cockpit advising that the main cabin (passenger) door appeared to be slightly open, and a gap between the door and the frame was clearly visible. The cabin alert master warning illuminated and a rapid descent was initiated to 10000 feet. The aircraft was diverted to Coffs Harbour and a normal descent and landing was made.

Inspection of the door seal at Coffs Harbour revealed some debris fouling the lower door seal but no other fault could be found. The pressure loss had been due to the door seal being deflated thus causing a gap between the door and the frame. During a flight on 18 January the cabin pressure remained at zero differential until maximum cabin altitude was reached. The pressure controller was replaced after this occurrence and no further problems have been experienced.