

**Aviation Safety Investigation Report
199401911**

**Boeing Co
B747**

06 July 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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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:	199401911	Occurrence Type:	Incident
Location:	1017km NW Karachi		
State:	Other	Inv Category:	4
Date:	Wednesday 06 July 1994		
Time:	2126 hours	Time Zone	UTC
Highest Injury Level:	None		
Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	747-438		
Aircraft Registration:	VH-OJQ	Serial Number:	25546
Type of Operation:	Air Transport High Capacity International Passenger		
Damage to Aircraft:	Nil		
Departure Point:	Singapore		
Departure Time:			
Destination:	London UK		

Approved for Release: Wednesday, May 3, 1995

Whilst in cruise at FL310 the cabin altitude commenced to rise. A check of the Engine Indication and Crew Alerting System (EICAS) showed the cabin was rising at 500ft/min, and all airconditioning packs were off. The check list was actioned but no packs were able to be reset. The system fault light remained on. At about 8000 feet cabin altitude, which was still climbing at 500ft/min with no packs on, the aircraft was descended to the lowest safe altitude and a diversion to Karachi initiated. A PAN call was made and Tehran and Karachi were informed.

The Pack Temperature Controllers (PTC) were removed and inspected by the manufacturer who subsequently reported that a capacitor failure on the printed circuit board of the PTC in position 'A' caused all three pack flow control valves to close. The 'B' position PTC took control of the packs, as designed, but could not override the flow control valve closure commands from PTC 'A'. The manufacturer has instituted a modification program to the PTC to eliminate the problem.