



Safety recommendation no. 492

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Safety deficit	<p>On 14 March 2012 a DO328-100 aircraft wanted to make a scheduled flight from Bern-Belp (LSZB) to Vienna-Schwechat (LOWW).</p> <p>After reaching cruising altitude, the CAB ALT warning appeared, indicating excessively high cabin pressure altitude. The crew donned oxygen masks on and immediately initiated an emergency descent. The crew decided to return to Bern-Belp at reduced speed. The investigation found that when the aircraft took off the forward outflow valve, used for cabin pressure regulation, had not been fully closed. This situation was able to arise because the rotary knob to control the forward outflow valve was in an incorrect position and the crew did not notice this incorrect setting. The following factors contributed to the occurrence of the serious incident: The control of the forward outflow valve, which is intended for manual mode, also works in automatic mode. The position of the forward outflow valve is not indicated to the crew.</p>
Safety recommendation	<p>The European Aviation Safety Agency (EASA), together with the aircraft manufacturer, should take measures to enable the crew to better detect a forward outflow valve which is not closed, especially in automatic mode.</p>
Addressees	EASA Europäische Agentur für Flugsicherheit; EASA Europäische Agentur für Flugsicherheit
Stage of the implementation	<p>In a letter dated 19 March 2015, the EASA stated that of the 107 Dornier 328-100 type aircraft manufactured to date, 74 were still currently in operation. The crew warning and alerting system, together with the aircraft system status displays, constituted an integral part of the avionics system in the cockpit.</p> <p>The EASA is checking the implementation of the safety recommendation with the type certificate holder and with the manufacturer of the relevant equipment and will communicate the results of these investigations as soon as possible.</p> <p>For the STSB, a response concerning this safety recommendation is therefore still pending.</p>
Investigation report concerning the safety recommendation	<p><u>Schlussbericht</u> <u>Final report</u></p>