

Interim Investigation Report

Ref. AAIU-2015-06
Issue date: 31 January 2017

SYNOPSIS

Classification:	Serious incident
Date and time:	10 July 2015 at 02:02 UTC
Aircraft:	Boeing 737-36E
Operator:	Bluebird Cargo
Airport of departure:	Airport of Liège (EBLG)
Accident location:	In Brussels FIR, passing FL 130
Type of flight:	Commercial Air Transport – International - Cargo
Phase:	Climb
Persons on board:	2 (flight crew only)
Injuries:	None

Abstract

'When setting T/O Thrust FO GUD noticed a slightly different N1 on the engines. After lift-off I noticed pressure in my ears and the cabin not pressurising. The setting of the pressurisation panel was checked by FO GUD and correct. We cleaned up the aircraft on schedule, accelerated to 250kt and I used V/S with a rate of 1000ft/min for a shallow climb. The cabin climbed and followed slightly below the present altitude. We were cleared for further climb, initially with a left turn to SUXIM and thereafter to maintain present heading. Passing approximately FL050 the AUTO FAIL LIGHT came on. We tried to stabilise the cabin by switching the PRESSURISATION MODE SELECTOR to STANDBY and set the CAB ALTITUDE to 6400ft for a climb to FL330 according the CAB/FLT Altitude Placard. While reading the AUTO FAIL CHECKLIST of the QRH we were cleared to BOMBI. Shortly before reaching FL100 the cabin appeared to stabilise because a differential pressure build it up, the cabin climb decreased and I felt a different pressure change on the ears. I decided to continue the shallow climb with 1000 ft/min above FL100 and to return to Liege if we are not able to reach a higher flight level because we were not able to reach the destination in FL100 with the fuel on board. While discussing the system, continuing the checklist and reaching FL140 the cabin altitude warning horn came on. We donned the oxygen masks and initiated a descent to FL100 according procedure. FO GUD declared emergency and requested vectors back to LGG. A normal landing in LGG on RWY 23L followed.'

Safety issue:

Gradual loss of pressurisation

Progress of investigation

AAIU (Be) has gathered all operational and engineering information and is finalizing the investigation. A standard investigation report will be published within the next months.

About this interim report

This interim report is released in accordance with Regulation (EU) no 996/2010 of the European Parliament and of the Council of 20 October 2010. The regulation states that if the final report cannot be made public within 12 months, the safety investigation authority shall release an interim statement at least at each anniversary of the accident or serious incident, detailing the progress of the investigation and any safety issues raised.

It is not the purpose of the Air Accident Investigation Unit to apportion blame or liability. The sole objective of the investigation and the reports produced is the determination of the causes, and, where appropriate define recommendations in order to prevent future accidents and incidents.