

**SERIOUS INCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna 525A Citationjet CJ2, G-SONE	
<b>No &amp; Type of Engines:</b>	2 Williams International FJ44-2C turbofan engines	
<b>Year of Manufacture:</b>	2001 (Serial no: 525A-0031)	
<b>Date &amp; Time (UTC):</b>	20 September 2017 at 0600 hrs	
<b>Location:</b>	In flight from Bristol Airport to Paderborn Lippstadt, Germany	
<b>Type of Flight:</b>	Commercial Air Transport (Passenger)	
<b>Persons on Board:</b>	Crew - 2	Passengers - 6
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	None	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	64 years	
<b>Commander's Flying Experience:</b>	8,890 hours (of which 3,727 were on type) Last 90 days - 92 hours Last 28 days - 40 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

Whilst climbing through FL200, the crew became aware of a pressurisation issue and initiated a descent. The cabin masks automatically deployed when the cabin altitude reached 12,500 ft. The aircraft returned to Bristol for an uneventful landing. Post-maintenance examination did not identify the cause of the fault and the aircraft was returned to service.

The CVR was not disabled following the incident and the operator is taking action to remind flight crews of their obligations in this respect.

**History of the flight**

G-SONE was on a flight from Bristol Airport to Paderborn Lippstadt Airport Germany, with two flight crew and six passengers on board. As the aircraft climbed through FL200 the crew were presented with a 'cabin altitude' master warning, indicating that the cabin altitude was above 10,000 ft. The crew donned their oxygen masks and carried out emergency actions, with the aircraft initially cleared to descend to FL170. The cabin altitude continued to climb, and at 12,500 ft, the cabin oxygen masks automatically deployed. The passengers donned their masks and the crew declared an emergency to ATC and descended to FL080. The aircraft landed back at Bristol without further incident.

The operator carried out ground tests and a maintenance flight, but no fault with the aircraft's pressurisation system was identified. The aircraft returned to service and has since flown over 30 flights without further incident.

The aircraft was equipped with a 120 minute duration CVR. A recording of the incident was not available as no immediate action was taken to preserve it. Commission Regulation (EU) 965/2012 part CAT.GEN.MPA.105 states that:

*'it is the responsibility of the aircraft commander to preserve CVR and FDR records following 'an accident or an incident that is subject to mandatory reporting'.'*

The operator is issuing a 'Safety Notice' to all crew to remind them of their obligations to preserve CVR and FDR data following a reportable incident, and is publishing an article to provide further information in its 'Flight Safety Newsletter'.