

SERIOUS INCIDENT

Aircraft Type and Registration:	DHC-8-402 Dash 8, G-FLBC	
No & Type of Engines:	2 Pratt & Whitney Canada PW150A turboprop engines	
Year of Manufacture:	2009 (Serial no: 4257)	
Date & Time (UTC):	28 January 2019 at 0930 hrs	
Location:	En route from East Midlands Airport to Edinburgh Airport	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 4	Passengers - 59
Injuries:	Crew - None	Passengers - None
Nature of Damage:	None	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	32 years	
Commander's Flying Experience:	6,504 hours (of which 6,227 were on type) Last 90 days - 175 hours Last 28 days - 57 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During the climb the crew noticed a high rate of increase in the cabin altitude, accompanied by physical air pressure sensations. The CABIN ALTITUDE warning occurred shortly thereafter. An emergency descent was conducted and the aircraft continued to its planned destination.

History of the flight

On the sector before the incident flight, the aircraft had suffered a minor problem with the pressurisation system. The crew of the incident flight had been in communication with Company Maintenance Control regarding this issue.

The aircraft departed East Midlands at 0900 hrs on a scheduled flight to Edinburgh. The initial departure was routine. On passing approximately FL150 in the climb, a rapid cabin altitude climb rate developed and the crew felt the associated atmospheric effects. This was quickly followed by a CABIN ALTITUDE warning.

The crew donned oxygen masks, began an emergency descent and made a MAYDAY call to ATC. The cabin crew were informed when the emergency descent was complete, in accordance with SOP, and there was a discussion to establish the cabin environment and crew welfare. The cabin crew made a PA, reading from the emergency PA aide memoire. The flight crew completed the '*Rapid Depressurisation or Emergency Descent*' checklist

and this directed them to the '*Manual Pressurisation*' QRH checklist which was actioned. Unable to control the pressurisation manually they completed the '*Unpressurised Flight*' QRH checklist.

With sufficient fuel and suitable weather en-route the commander decided to continue to Edinburgh. The commander briefed the cabin crew on the event and his intentions and made a PA to the passengers. The initial MAYDAY was downgraded to a PAN and the flight concluded with an uneventful approach and landing in Edinburgh. The airport fire service had been alerted and the crew established communication with them after landing. The fire chief took a statement from the commander, and the passengers disembarked shortly afterwards.

It was established subsequently that there was a hole in the lower lip of the rear baggage door seal. There were no further occurrences following the change of seal.

Conclusion

The aircraft suffered a cabin depressurisation during the climb caused by a hole in the rear baggage door seal. The crew carried out an emergency descent and continued to their destination.