

Appendix

Accidents and Incidents Involving Cabin Depressurization, 1995–2005

Date	Location	Aircraft Type	Aircraft Damage	Injuries
Oct. 25, 1999	Aberdeen, South Dakota, U.S.	Gates Learjet 35	destroyed	6 fatal
<p>The aircraft was on a charter flight from Orlando, Florida, to Dallas. Radio communication was lost soon after the flight crew reported climbing through FL 230 and was cleared to FL 390. The aircraft continued flying on a northwesterly heading for 3.7 hours and reached an altitude of 40,600 ft. The aircraft began descending after the left engine flamed out.</p>				
June 13, 2000	Rio de Janeiro, Brazil	Boeing 737-200	NA	85 none
<p>A rapid decompression occurred at FL 290. A 28-in (71-cm) crack was found in the fuselage above the forward service door.</p>				
Sept. 15, 2001	Belo Horizonte, Brazil	Fokker 100	substantial	1 fatal, 88 none
<p>The aircraft was en route from Recife to São Paulo when an uncontained engine failure occurred. Debris penetrated the cabin, killing one passenger. The flight crew conducted an emergency landing at Belo Horizonte.</p>				
Feb. 17, 2002	San Juan, Argentina	Boeing 737-200	NA	NA
<p>The flight crew conducted an emergency landing following a cabin depressurization. A small crack was found in the fuselage aft of the forward left door.</p>				
Aug. 23, 2003	Denver	Beech 1900D	minor	16 none
<p>The aircraft was climbing through 8,000 ft when the cabin door opened. The flight crew returned to Denver. The report said that the first officer had failed to ensure that the cabin door was secure before takeoff.</p>				
Dec. 5, 2004	Anchorage, Alaska, U.S.	Boeing 747-100SR	minor	3 none
<p>After a rapid depressurization occurred during cruise at FL 300, the flight crew returned to Anchorage. A 12-in (30-cm) tear was found along a line of rivets between the nosewheel well and the electronics service bay.</p>				
May 13, 2005	Denver	McDonnell Douglas MD-88	substantial	98 none
<p>A broken nose landing gear actuator rod penetrated the forward pressure bulkhead during initial climb. After confirming with tower controllers that the landing gear appeared to be down and locked, the flight crew landed without further incident.</p>				
Aug. 14, 2005	Grammatikos, Greece	Boeing 737-300	destroyed	121 fatal
<p>The cabin altitude warning horn sounded as the aircraft was climbing through 12,000 ft during a flight from Larnaka, Cyprus, to Athens. A preliminary report said that the captain was in radio communication with airline maintenance personnel until the aircraft passed through 28,900 ft. The aircraft, apparently being flown on autopilot, entered a holding pattern near Athens at FL 340. Both engines flamed out more than an hour later, and the aircraft descended to the ground.</p>				
Aug. 24, 2005	Shanghai, China	Airbus A340-310	minor	256 none
<p>The flight crew was not aware that a tail strike had occurred, causing substantial damage on takeoff from Shanghai. Indications of a cabin pressurization problem appeared as the aircraft climbed through 9,900 ft. The crew returned to Shanghai.</p>				
Nov. 9, 2005	Tanta, New South Wales, Australia	Boeing 737-700	none	none
<p>About 11 minutes after the aircraft reached FL 400, the captain felt a stomach upset and ear discomfort, and noticed that cabin pressure altitude was climbing at 4,000 fpm. The cabin altitude warning horn sounded about 44 seconds after the crew began an emergency descent to 10,000 ft. The aircraft was landed at the destination, Melbourne. Both positive pressure relief valves had failed.</p>				
Dec. 26, 2005	Seattle	McDonnell Douglas MD-83	substantial	142 none
<p>The aircraft was climbing through 24,000 ft when the flight crew heard a loud bang and the cabin rapidly depressurized. The crew returned to Seattle and landed without further incident. A six- by 12-in (15- by 30-cm) hole was found in the right fuselage, between the middle and forward cargo doors. A ground service worker said that he had grazed the aircraft with a tug; he had not reported the incident before the aircraft departed.</p>				

NA = not available

Sources: Airclaims, Australian Transport Safety Bureau, Hellenic Air Accident Investigation and Aviation Safety Board, U.K. Air Accidents Investigation Branch, U.S. National Transportation Safety Board