

## Follow-up Action on Occurrence Report

**INCIDENT TO BEECH 200 SUPER KINGAIR, G-OWAX, 12NM NORTHEAST OF CLACTON ON 23 JULY 2002**  
**(RAPID DECOMPRESSION DURING CLIMB)**

**CAA FACTOR NUMBER** : F23/2003  
**FACTOR PUBLICATION DATE** : 07 August 2003  
**OPERATOR** : Sterling Helicopters  
**CAA OCCURRENCE NUMBER** : 2002/05152  
**AAIB REPORT** : Bulletin 7/2003

### SYNOPSIS

(From AAIB Report)

The aircraft was in the cruise at FL190, en-route from Oxford to Amsterdam, when there was a sudden bang and hissing noise and the cabin atmosphere became fogged. Having confirmed a rapid cabin decompression, by noting the climbing cabin altitude indication, the crew transmitted a PAN call and descended the aircraft to FL90. The reason for the decompression could not be identified by the crew and the aircraft returned to Oxford. After landing the main cabin door could not be opened so the passengers were disembarked through the emergency exit.

### FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

#### Recommendation 2003-36

It is recommended that the Federal Aviation Administration, in conjunction with Raytheon Aircraft Company, review the method of securing, or the inspection requirements of, the main cabin door latch roller assembly on Beech 200 aircraft with a view to preventing roller retaining pin migration.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**