



European Aviation Safety Agency

*Mr Jey*

**John Vincent** • Deputy Director for Strategic Safety • Executive Directorate

Cologne, <sup>-7. APR. 2014</sup>  
JVI/ZOL/RSO/E(2) 2014(D)51646

Board of Accident Investigation  
(Statens Haverikommission / SHK)  
**Attn.: Mr. Hans Ytterberg**  
Director General  
P.O. Box 12538  
10229 Stockholm  
Sweden

**Subject:** Safety recommendations related to the event to BOEING - 737 registered LN-RPS, on 04/04/2012, at Gävle, Gävleborg county - Sweden

Dear Mr Ytterberg,

Following the Safety Recommendations mentioned above addressed to the European Aviation Safety Agency, please find thereafter the Agency's response.

Yours sincerely,

*John Vincent*

J. VINCENT

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## European Aviation Safety Agency

**Subject:** BOEING - 737 registered LN-RPS, on 04/04/2012, at Gävle, Gävleborg county - Sweden

### Reply to Safety Recommendation SWED-2013-002 received on 25/01/2013

<b>Safety Recommendation:</b>	EASA and the FAA are recommended to act to change the Boeing B737 QRH – NNC "Bleed Trip Off" so that a limitation of the flight altitude should be taken into consideration in the event of failure of one pressurisation system during flight in the same way as when this is identified before dispatch (Cf. MMEL point 21-01). [RL 2013:03 R1]
<b>Response:</b>	<p>EASA, in conjunction with the Federal Aviation Administration (FAA) and Boeing, has evaluated the safety recommendation and concurs that limiting the flight altitude after failure of a single pressurization system introduces operational factors, such as greater exposure to weather or increased fuel consumption, that offset the potential safety benefit.</p> <p>When the dispatch is done under the provision of the Master Minimum Equipment List (MMEL) with an altitude limitation, the risk is mitigated by the dispatch preparation.</p> <p>Boeing has confirmed that after loss of one pressurisation system, the aircraft is capable to maintain a cabin altitude of 8000 ft. In addition, there is low probability to have multiple pressurization failure.</p> <p>As a result, EASA position is not to modify the flight altitude limitations in case of failure of one pressurization system in flight.</p>
<b>Status:</b>	Closed – Disagreement

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