

## SYNOPSIS

Aircraft type:	Airbus A380-800
Operator:	Singapore Airlines
Aircraft registration:	9V-SKE
Numbers and type of engines:	4 Rolls Royce Trent 900
Date and time of occurrence:	5 January 2014, 18:18 hours (UTC), about five hours after departure from London
Location of occurrence:	Turkmenistan Airspace
Phase of flight:	Cruising
Type of flight:	Scheduled passenger flight
Persons on board:	494

On 4 January 2014, an Airbus A380-800 aircraft flying from Singapore to London experienced a loud noise coming from the third left door on the main deck. After the aircraft arrived in London, the defect was reported to the maintenance personnel who then visually inspected the door. The inspection did not reveal any anomaly other than a slightly-worn seal which had already been noted previously.

The aircraft was dispatched for flight back to Singapore on 5 January 2014. After taking off, the loud noise was again heard at the same door. A flight crew member checked the door but did not notice anything unusual other than the noise. The flight crew decided to proceed with the flight and monitor the aircraft's pressurisation system.

About five hours into the flight, the flight crew noticed that the cabin altitude started to climb slowly from the normal cabin altitude of 6,000 feet, suggesting a gradual loss of cabin pressure. The flight crew initiated an emergency descent as the cabin altitude was approaching 10,000 feet. After the emergency descent, the flight crew made a decision to divert to Baku, Azerbaijan. The aircraft landed in Baku without further incident. There is no injury to any person.

The accident investigation authority of Azerbaijan delegated the investigation of the occurrence to the Air Accident investigation Bureau of Singapore (AAIB). The AAIB<sup>1</sup> classified this occurrence as a serious incident.

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<sup>1</sup> The AAIB was restructured to form the Transport Safety Investigation Bureau (TSIB) on 1 August 2016