

**Aviation Safety Investigation Report
199300088**

**Airbus
A320**

21 January 1993

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199300088 **Occurrence Type:** Incident
Location: Adelaide
State: SA **Inv Category:** 4
Date: Thursday 21 January 1993
Time: 1910 hours **Time Zone** CSuT
Highest Injury Level: None

Aircraft Airbus
Manufacturer:
Aircraft Model: A320-211
Aircraft Registration: VH-HYD **Serial Number:** 025
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Adelaide SA
Departure Time: 1910 CSuT
Destination: Canberra ACT

Approved for Release: Monday, March 28, 1994

Following a normal takeoff, the wing leading edge slats locked in the down position when the crew selected flaps up.

The aircraft returned for a safe landing some five minutes later.

Engineering investigation revealed a failure in the slat asymmetry pick-up unit had caused the slats to lock on retraction.