

**Aviation Safety Investigation Report  
199501212**

**Airbus  
A320**

**21 April 1995**

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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.

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**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](http://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:** 199501212                      **Occurrence Type:** Incident  
**Location:** 370km NE Melbourne  
**State:** NSW    **Inv Category:** 4  
**Date:** Friday 21 April 1995  
**Time:** 2359 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft** Airbus  
**Manufacturer:**  
**Aircraft Model:** A320-211  
**Aircraft Registration:** VH-HYE    **Serial Number:** 026  
**Type of Operation:** Air Transport Domestic High Capacity Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Sydney NSW  
**Departure Time:** 2230 EST  
**Destination:** Melbourne VIC

**Approved for Release:** Friday, May 19, 1995

As the aircraft was levelling at FL390 the left engine appeared to suffer a compressor stall. The crew reduced engine power to idle as a precaution. The engine was running normally at idle therefore a descent clearance was requested and the aircraft continued at a lower altitude to Melbourne for an uneventful landing.

The engine was removed after a borescope inspection revealed damage to the compressor. The engine was disassembled. The damage was found to have caused by the liberation of the inner shroud from one 8th stage compressor stator vane segment. Secondary damage had occurred to both the 7th and 8th stages of the compressor.

The liberation of compressor stator inner shrouds has previously been recorded by overseas operators and is under active investigation by the manufacturer.