

**Aviation Safety Investigation Report
199900733**

**Airbus
A320**

22 February 1999

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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.

Occurrence Number: 199900733 **Occurrence Type:** Incident
Location: 56km N Rockhampton, VOR
State: QLD **Inv Category:** 4
Date: Monday 22 February 1999
Time: 1715 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Airbus
Manufacturer:
Aircraft Model: A320-211
Aircraft Registration: VH-HYC **Serial Number:** 024
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Townsville Qld
Departure Time: 1630 EST
Destination: Brisbane Qld

Approved for Release: Tuesday, July 20, 1999

About 45 minutes after departure, the crew of the Airbus A320 noticed a burning smell in the cockpit and cabin. This was followed by the activation of the 'AIR ENG2 BLEED FAULT', 'NUMBER 2 PACK FAULT', 'LAVATORY SMOKE' and 'AVIONICS SMOKE' warnings. At the same time, the Number 1 airconditioning pack began to cycle uncontrollably to an overtemperature of 250 degrees Celsius.

The crew commenced an immediate descent to flight level 210 and notified air traffic control. The crew observed that, after selecting the 'BLOWER' and 'EXTRACT' fans, the avionics smoke warning cleared. The 'AIR BLEED 2' fault procedures were then carried out, but the crew was unable to stabilise the No. 1 airconditioning pack. After selecting the 'CROSSBLEED' valve to 'OFF', the No. 1 airconditioning pack stabilised and the outlet temperature reduced to acceptable values. The flight then proceeded using the No. 1 airconditioning pack.

The investigation revealed severe cracking in the air bleed duct assembly aft of the pre-cooler at the Temperature Limitation Thermostat (TLT) sensor-mounting boss for the No. 2 engine.

The TLT duct and sensor were replaced. The failure was the subject of a major defect report (MDR) submission to the Civil Aviation Safety Authority.

