



**TRANSPORTATION SAFETY  
BUREAU**

Desk officer:  
Reference number:

Gergely MARÓTI  
RFO / 33 / 3 / 2016

**Subject:** Closure of the reported incident

Dear Madam/Sir,

<b>Notification number:</b>	2013-355-4P
<b>Date of the occurrence:</b>	2013.09.23. UTC 21:20:00
<b>Location of the occurrence:</b>	LHBP/BUD, Hungary
<b>Occurrence category:</b>	INCIDENT
<b>Aircraft operator:</b>	Alitalia
<b>Aircraft type and registration:</b>	AIRBUS A320, I-BIKI

**Incident description:**

The crew of the I-BIKI registered Alitalia airline flight from Rome experienced high vibration on the right hand side engine during descent from the cruising altitude. Despite to RPM was reduced the vibration increased steadily to rate 9.9 when "ENG 2 STALL" warning showed up on the monitor of the ECAM System. Following to that the right hand side engine was shot down. The crew declared the emergency procedure to the ATC. The high vibration was also felt in the passenger cabin and the flight attendants observed sparks leaving the engine. The Commander to maintain the safety of flight activated the fire system on the affected engine than carried out a successful landing at Budapest Airport. The onboard fire alarm system did not indicate any signal during the whole flight.

**Action taken:**

The TSB carefully monitored the engine change executed at an aircraft maintenance facility in Budapest accredited by the Operator, downloaded and assessed the data recorded on the Flight Data Recorder and requested the Shop Report of the faulty engine sent to major overhaul.

The Operator entrusted the SNECMA Company with the dismantling and failure exploration of the engine, which investigation report was handed to TSB.

The report concludes that the high vibration and the failure of the engine was caused by the breakage of the roller bearing between the high and low pressure rotor shaft. The investigation could not find the failure cause due to the rate of destruction. Around the bearing could not be determined any material defect or overheating resulting from damage or lack of lubrication.


**Safety Recommendation:**

The TSB could not find such circumstances which would require to issue a Safety Recommendation.

**The TSB acknowledge the contents of the Shop Report, this event do not require further peer review or further measure from our side therefore this case we considered, closed.**

Budapest, „29”, January 2016

Yours faithfully,

  
**Loránd Becske dr.**  
Director-General

