KÖZLEKEDÉSBIZTONSÁGI SZERVEZET
TRANSPORTATION SAFETY BUREAU

Administrator János HORVÁTH
File number RFO/ 805 / 1 /2009

TSB

Locally

Budapest, 27 July 2009

Subject: On the conclusion of the notification procedure in connection with aviation activity number **2008-324-4POL.**

Category of occurrence:	Aviation incident
Location, time:	Budapest TMA, 26 October 2008
Operator of the aircraft:	Lufthansa
Registration:	D-AILF
Type:	AIRBUS A-319
Operator/Flight Safety Service registration number:	-
Receival of the final report on the technical investigation:	Concise technical investigation by the TSB

Description of the occurrence:
The AIRBUS A-319 type airplane of Lufthansa airlines, registration D-AILF, carried out an unplanned landing at Budapest – Ferihegy airport on 26 October 2008 while performing flight LH3422 (Munich – Bukarest) in the Hungarian airspace. Safe execution of the flight was not assured as one of the operative generators (which were the auxiliary power unit and engine #1, the left engine), the APU shut down automatically.
The aircraft landed safely in Budapest. After de-boarding the passengers, the aircraft taxied to the maintenance area of the maintenance organization Lufthansa Technik Budapest (LHTB).

Action taken:
The occurrence was investigated by TSB as the competent organization.
The investigation covered the examination and analysis of the documents related to the occurrence.
The investigation established that a generator failure had been detected at the aircraft prior to departure from Munich at engine #2 (right engine). The component was not repaired immediately. The failure was registered as a differed item record (DIR) since the failure features explicitly in the MEL (Minimum Equipment List) Manual. If the conditions required by MEL are fulfilled by the aircraft (in this case, the APU operating throughout the whole flight and the flight altitude not being more than 33500 feet etc.) then it may be allowed to fly with a “C” repair interval (the failure is to be corrected within 10 calendar days). Paragraph 9.24-20-1 of MEL was applied at the departure airport and the aircraft declared airworthy was released to fly (this was documented on sheet # T2192143 of the Technical Log Book).

Due to the automatic shut down of the APU in Hungarian airspace (at 33000 feet) the most vital explicitly mentioned requirement of MEL was not fulfilled anymore and safe

flight could not be assured, thus the crew of the aircraft carried out an unplanned landing in Budapest.

The maintenance service of LHTB printed the MAINTENANCE POST FLIGHT REPORT, ECAM WARNING MESSAGES (post flight failure messages) and during APU check up, found a fault in the APU electric system which could not be corrected with minor disassembly. A differed item record was registered for the APU in accordance with paragraph 9.49-10-1 of MEL with a “D” repair interval (the failure has to be corrected within 120 calendar days). In line with the requirements of MEL, the APU was deactivated. In order to render the aircraft operative, it was inevitable to repair the generator of engine #2 (the right engine). The generator was replaced and a serviceability check was performed. No irregularity was detected. The leakproofness of the oil system cooling the generator was controlled, no failure was observed. The replacement of the generator was documented on the Technical Log Book sheet number T2192147 and the differed item record regarding generator failure was cancelled (closed) and the APU was introduced as an open status failure. Following this the aircraft was declared airworthy.

Comments:

Safety recommendation: The IC has not revealed any circumstance which would have called for a safety recommendation.

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