



**TRANSPORTATION SAFETY  
BUREAU**

Desk officer:  
Reference number:

Gergely MARÓTI  
RFO / 32 / 3 / 2016

Dear Madam/Sir,

<b>Notification number:</b>	2013-244-4P
<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, EI-DSA

**Incident description:**

During the climb of the Alitalia Airlines (EI-DSA) on route Budapest-Rome the autopilot automatically disconnected due to (F/CTL STABILIZER JAM) indication. While holding in Tápiósáp (TPS) holding area the crew declared PAN, PAN, PAN then cancelled its original route and returned to Budapest where executed a successful landing.

**Action taken:**

The Transportation Safety Bureau (TSB) contacted the maintenance facility commissioned by the airline where requested all troubleshooting documents, as well as evaluated the data recorded on the Flight Data Recorder (FDR).

For the flight in question the onboard error storage contained the following errors:  
F/CTL ELAC 2 PITCH FAULT; F/CTL ELAC 1 PITCH FAULT; F/CTL STABILIZER JAM.

During the failure correction process in consultation with the operator, two position transducer and pitch trim actuator was replaced. Following the reparation the aircraft was back in working condition.

**Safety Recommendation:**

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

**This event do not require further peer review or further measure from our side therefore this case we considered, closed.**

Budapest, „19”, January 2016

Yours faithfully,

  
**Lorand Becske dr.**  
Director-General

