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1. Submitter Information

(a) Unique Control #	AWXA200300437
(b) Difficulty Date	04/27/2003
(c) Registration Number	828AW
(d) Submitter Type	Carrier PART 121 (A)

Service Difficulty Report

S D R

For Air Carrier and General Aviation Operational and Structural Difficulty Reporting

U.S. Department of Transportation
Federal Aviation Administration

2. Codes

(a) JASC Code	7200
(b) When Discovered	CRUISE (CR) (c) How Other (O)
(d) Nature of Condition	SMOKE (B) (J)
(e) Action Taken	O2 MASK DEPLOYED (G) (E) (A)
(f) FAA Region	WP (g) Dist.Off. 28

3. Major Equipment Identity

(a) Operator Designator: AWXA — Operator Type: Air Carrier (A)

	Manufacturer	Model	Serial Number	Total Time	Total Cycles
(b) Aircraft	AIRBUS	A319132	1552	53486	20172
(c) Engine	IAE	V2524A5	V11027	6174	2379
(d) Propeller					

4. Problem Description

STL - DIVERSION - FLT 0044 - EN ROUTE FROM PHX TO DCA AT FL 370 A LOUD BANG WAS HEARD COMING FROM NR 1 ENGINE, IMMEDIATELY FOLLOWED BY A CLOGGED OIL MESSAGE, ALL OTHER PARAMETERS NORMAL. CREW CONTACTED MOC AND WERE TOLD TO MONITOR ENGINE. APPROXIMATELY 15 MINUTES LATER TWO MORE BANGS WERE HEARD COMING FROM LT ENGINE, THIS TIME FOLLOWED BY AVIONICS AND CARGO SMOKE INDICATIONS. COCKPIT AND CABIN FILLED WITH DENSE SMOKE, MASKS DEPLOYED, CREW AND CABIN WENT ON OXYGEN. DECLARED EMERGENCY AND PREPARED TO DIVERT TO STL, RECEIVED NT 1 ENGINE LOW OIL PRESSURE INDICATION AND SHUTDOWN ENGINE. AT FL 150 SMOKE BEGAN TO DISSIPATE, AND AT FL 100 CREW WAS ABLE TO COME OFF OXYGEN, LANDED AT STL WITHOUT FURTHER EVENT. MAINTENANCE INPROCESS OF REPLACING THE NR 1 ENGINE.

5. Specific Part Or Structure Causing Difficulty

(a) Part Name	(b) Manufacturer	(c) Part Number	(d) Serial Number
ENGINE			

(e) Part Condition	(f) Part /Defect Location	(g) Total Time	(h) Total Cycles	(i) Time Since	○ Overhaul ○ Repair ○ Inspection
FAILED	NR 1				

6. Component / Assembly That Includes Defective Part

(a) Component Name	(b) Manufacturer	(c) Part Number	(d) Serial Number	(e) Model Number

(f) Location	(g) Total Time	(h) Total Cycles	(i) Time Since	○ Overhaul ○ Repair ○ Inspection

7. Structure Causing Difficulty

(a) **Body** or **Fuselage** Station		**Waterline**		(b) **Crack Length** (inches)	**Number Of Cracks**
From /At:	To:	From /At:	To:		

From /At **Stringer**	Left	Right	To **Stringer**	Left	Right	From /At **ButtLine**	Left	Right	To **ButtLine**	Left	Right
	○	○		○	○		○	○		○	○

From /At **WingStation**	Left	Right	To **WingStation**	Left	Right	Structural **Other**	(c) **Corrosion Level**	**2**	**3**
	○	○		○	○			○	○