

**Aviation Safety Investigation Report
199300265**

**Airbus
A320**

24 February 1993

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number:	199300265	Occurrence Type:	Incident
Location:	Melbourne		
State:	VIC	Inv Category:	4
Date:	Wednesday 24 February 1993		
Time:	1500 hours	Time Zone	ESuT
Highest Injury Level:	None		
Aircraft	Airbus		
Manufacturer:			
Aircraft Model:	A320-211		
Aircraft Registration:	VH-HYD	Serial	025
		Number:	
Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Melbourne VIC		
Departure Time:	1500 ESuT		
Destination:			

Approved for Release: Wednesday, May 26, 1993

The aircraft experienced a sudden uncommanded left yaw 10-15 knots below the V1 speed of 130 knots. The crew controlled the aircraft and rejected the take off. The flight attendants seated in the rear of the aircraft confirmed the yaw was very abrupt. The DFDR while recording the event did not disclose any information as to the origin of the signal that commanded the input that initiated the yaw. However the DFDR did disclose that the yaw was not a result of flight control input, therefore it is suspected that brake or nose wheel steering inputs may have been responsible. Parameters for these systems are not recorded on the DFDR. The company has introduced a strongly worded briefing to passengers about the dangers of operating electronic equipment during critical stages of flight although there was no evidence that this was the cause of this incident.