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1. Submitter Information		<i>Service Difficulty Report</i> SDR For Air Carrier and General Aviation Operational and Structural Difficulty Reporting	 U.S. Department of Transportation Federal Aviation Administration				
(a) Unique Control #	AWXA200300437						
(b) Difficulty Date	04/27/2003						
(c) Registration Number	828AW						
(d) Submitter Type	Carrier PART 121 (A)						
2. Codes		3. Major Equipment Identity					
(a) JASC Code	7200	(a) Operator Designator	AWXA	Operator Type	Air Carrier (A)		
(b) When Discovered	CRUISE (CR) (c) How Other (O)	(b) Aircraft	Manufacturer	Model	Serial Number	Total Time	Total Cycles
(d) Nature of Condition	SMOKE (B) (J)		AIRBUS	A319132	1552	53486	20172
(e) Action Taken	O2 MASK DEPLOYED (G) (E) (A)	(c) Engine	IAE	V2524A5	V11027	6174	2379
(f) FAA Region	WP (g) Dist.Off. 28	(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	<input type="radio"/> Overhaul <input type="radio"/> Repair <input type="radio"/> 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	<input type="radio"/> Overhaul <input type="radio"/> Repair <input type="radio"/> 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
	<input type="radio"/> <input type="radio"/>		<input type="radio"/> <input type="radio"/>		<input type="radio"/> <input type="radio"/>		<input type="radio"/> <input type="radio"/>
From /At WingStation	Left Right	To WingStation	Left Right	Structural Other		(c) Corrosion Level	2 3
	<input type="radio"/> <input type="radio"/>		<input type="radio"/> <input type="radio"/>				<input type="radio"/> <input type="radio"/>