



EASA Safety Information Notice

No.: 2008-10

Issued: 14 February 2008

Subject: **Airbus A318/A319/A320/A321 Standard Operating Procedures – Ground Spoilers do not Deploy Automatically After Landing**

Ref. Publications: **Airbus FCOM Temporary Revision No. 137-1.**

Introduction: The non-deployment of ground spoilers, due to incorrect throttle lever position (one throttle lever being kept above idle), has been a contributory factor in a number of landing over-run incidents and accidents. Initiation of auto braking is dependent on ground spoiler deployment; therefore non-deployment of the ground spoilers also causes the loss of auto-braking. The intent of the Airbus FCOM Temporary Revision is to introduce immediate actions to be taken if it is found that the ground spoilers do not deploy automatically. The procedural changes are considered to be sufficiently important that it is recommended operators should adopt these changes as soon as is practical.

Applicability: All A318, A319, A320 and A321 aircraft.

Recommendation: National Aviation Authorities should ensure that operators incorporate the FCOM Temporary Revision into the applicable operating procedures and ensure that flight crews are notified of the change with immediate effect and ensure that pilot training programmes are modified accordingly as soon as is practical.

Contact: For further information contact the Airworthiness Directives, Safety and Research Section, Certification Directorate, EASA.
E-mail: ADs@easa.europa.eu .

 A318/319/320/321 FLIGHT CREW OPERATING MANUAL	TEMPORARY REVISION N° 137-1	3.00.37	P 1
			JAN 08

TR N° 137-1 PAGE 1 OF 3

SUBJECT :

Standard Operating Procedures – Landing

REASON FOR ISSUE :

This Temporary Revision is issued in order to emphasize the importance of applying the Landing Standard Operating Procedures by reminding Operators that :

- At landing :
 - . The autothrust, if engaged, automatically disconnects when both thrust levers are set to the IDLE detent
- At touchdown :
 - . Ground spoilers extension is inhibited if one or more thrust levers remain above the IDLE detent
 - . If ground spoilers are not armed, ground spoilers extend at reverser thrust selection on both engines.
 - . Autobrake is inhibited if the ground spoilers do not extend.

As a result, procedures and comments of Landing Standard Operating Procedures are expanded in order to provide the flight crew with the applicable information.

VALIDITY : All A318/A319/A320/A321 aircraft

FILING INSTRUCTIONS :

Update the Record of Temporary Revisions, and insert the following pages :

TR N° 137-1 page 1 of 3, following 3.00.36
TR N° 137-1 page 2 of 3, facing 3.03.22 page 4
TR N° 137-1 page 3 of 3, facing 3.03.22 page 5.

<p>This Temporary Revision has been issued after normal revision N° 41. Do not remove it until instructed to do so.</p>

A318/319/320/321 <small>FLIGHT CREW OPERATING MANUAL</small>	STANDARD OPERATING PROCEDURES LANDING	3.03.22	P 4
			JAN 08

TR N° 137-1 PAGE 2 OF 3

LANDING

The cockpit cut-off angle is 20 degrees.

- In stabilized approach conditions, the flare height is approximately 30 feet :

– **FLARE** **PERFORM**

– **ATTITUDE** **MONITOR**



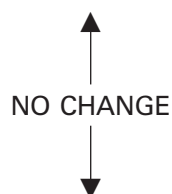
– **THRUST levers** **IDLE**

R If autothrust is engaged, it automatically disconnects when the pilot sets both thrust
R levers to the IDLE detent.

In manual landing conditions, the "RETARD" callout is triggered at 20 feet Radio Altitude (RA), in order to remind the pilot to retard the thrust levers.

R *Note : If one or more thrust levers remain above the IDLE detent, ground spoilers*
R *extension is inhibited.*

Ground clearance



A318/319/320/321 FLIGHT CREW OPERATING MANUAL	STANDARD OPERATING PROCEDURES LANDING	3.03.22	P 5
			JAN 08

TR N° 137-1 PAGE 3 OF 3

● **At touchdown :**

– **REV MAX**



- R – **GROUND SPOILERS CHECK/ANNOUNCE**
 R Check that the ECAM WHEEL page displays the ground spoilers extended after
 R touchdown.
 R · If no ground spoilers are extended :
 R – Verify and confirm that both thrust levers are set to IDLE or REV detent
 R – Set both thrust levers to REV MAX, and fully press the brake pedals.

R *Note : If ground spoilers are not armed, ground spoilers extend at reverser thrust*
 R *selection on both engines.*

- R – **REVERSERS CHECK/ANNOUNCE**
 R Check that the ECAM E/WD page displays that the reverse deployment is as expected
 R (REV green).

- **DIRECTIONAL CONTROL ENSURE**
 · Use rudder pedals for directional control.
 · Do not use the nosewheel steering control handle before reaching taxi speed.

- **BRAKES AS RQRD**
 · Monitor the autobrake, if it is on. When required, brake with the pedals.
 · Although the green hydraulic system supplies the braking system, if pedals are pressed rapidly, a brake pressure indication appears briefly on the BRAKE PRESS indicator.

R *Note : If no ground spoilers are extended, the autobrake is not activated.*

- R – **DECELERATION CHECK/ANNOUNCE**
 R The deceleration is felt by the flight crew, and confirmed by the speed trend on the PFD.
 R The deceleration may also be confirmed by the DECEL light (if autobrake is on).

● **At 70 knots :**

