

Subject: ATA 27 – STALL RECOVERY PROCEDURE

FROM : AIRBUS CUSTOMER SERVICES TOULOUSE

TO : ALL A300/A300-600/A310/A318/A319/A320/A321/A330/A340/A340-500/A340-600/A380/AST CFM EA GE IAE PW RR OPERATORS

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SUBJECT: ATA 27 - STALL RECOVERY PROCEDURE

OUR REF.: 999.0044/10 dated May 12, 2010

CLASSIFICATION: AIRWORTHINESS

AFFECTED AIRCRAFT: This FOT is applicable to all Airbus aircraft

Notice: This FOT covers an operational issue.

It is the Operators` responsibility to distribute this FOT or the information contained in this FOT to all flight crews without delay.

1. PURPOSE

Recent industry events have drawn attention to the importance of appropriate pilot reaction in the case of stall.

This FOT informs all Airbus aircraft operators of the publication of a temporary revision (TR) to modify the stall recovery procedure.

2. DESCRIPTION

Reduction of the angle of attack must be the first immediate action upon stall recognition (aural stall warning, buffet.)

Therefore a nose down pitch order must be applied.

When stall indications have stopped, the flight crew can smoothly increase the thrust as needed to increase the energy and recover the initial flight path.

Minimizing the loss of altitude is secondary to the reduction of the angle of attack.

This procedure is a memory item. It will be included in the QRH (except for A380).

3. FLIGHT OPERATIONAL RECOMMENDATIONS

Operators should implement this modified procedure upon receipt of the FOT.

4. TRAINING ADVICES

Academic training: Airbus recommends that the academic information of this subject be made available to all pilots, as soon as possible. A PowerPoint presentation will be available on the

Airbus World portal.

Type rating training: The modified procedure has to be applied for all stall recovery procedures (including previous reference to approach to stall training).

Recurrent training: Airbus recommends to review the procedure in the next recurrent training cycle to reinforce the application of the procedure.

Additionally the FAA stall training group will provide detailed guidance on stall training technique by the end of September 2010.

5. FOLLOW-UP ACTION PLAN

The stall recovery procedure is available on the Airbus world portal and will be dispatched to operators as follows:

A300/A310/A300-600/A300-600F aircraft :

A300 QRH Temporary Revision number 076-1

A300 FCOM volume 8GE Temporary Revision number 219-1

A300 FCOM volume 8PW Temporary Revision number 051-1

A300FFCC QRH Temporary Revision number 025-1

A300FFCC FCOM volume 2 Temporary Revision number 052-1

A300-600/A300-600F QRH Temporary Revision number 217-1

A300-600/A300-600F FCOM volume 2 Temporary Revision number 002-2

A300-600ST QRH Temporary Revision number 026-1

A300-600ST FCOM volume 2 Temporary Revision number 035-1

A310 QRH Temporary Revision number 224-1

A310 FCOM volume 2 Temporary Revision number 004-2

A318/319/320/321 aircraft: FCOM volume 3 Temporary Revision number 323-1 QRH Temporary Revision number 727-1

A330 aircraft FCOM volume 3 Temporary Revision number 552-1 QRH Temporary Revision number 353-1

A340 aircraft FCOM volume 3 Temporary Revision number 512-1 (A340-200/-300)

FCOM volume 3 Temporary Revision number 513-1 (A340-500/-600) QRH Temporary Revision number 369-1 A380 aircraft

FCOM Procedures / Non-ECAM Abnormal and Emergency Procedures / Operating Techniques

In addition, the Flight Crew Training Manual will be revised accordingly.

No additional follow up is planned.

Please submit questions about the operational content of this FOT to:

For A300/A310/A300-600/A300-600F aircraft

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Best regards,

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