



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

October 1, 2014

Attachment 14 – Safety Preflight Article

OPERATIONAL FACTORS

DCA14MA081



May Numbers.....

Total Reports Received

Pilot ASAP Reports	236
Pilot Event Reports	157
Fatigue Reports	25

Critical Errors

Altitude Deviations	7
Navigation Errors	7
Runway Incursions	0
Landing w/o Clearance	4
Taxi Errors	4
Heading Deviations	1
Airspeed Below 10K	0
Speed Deviations	5

MEL Complications	3
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Non-Sole Source Events

FAA/ATC Reported Pilot Dev.	4
✦ Altitude Deviation	1
✦ ATC Complications	1
✦ Navigation Error	2

Rejected Takeoff Events

In the last 3 months, the ERC has noticed several Rejected Takeoffs (RTO's) occurring in the Airbus fleet that were a result of the thrust levers being set at MCT/FLEX without having the FLEX temp inserted in the MDCU. This triggered either an ENG FLEX TEMP NOT SET or ENG THRUST LEVERS NOT SET ECAM message. In one event, the crew continued through 80 kts and received an audible "Retard, Retard, Retard" that resulted in a High Speed RTO. The following are two examples of those reported events:

Event 1 - After accomplishing the "Taxi Check" on a short taxi to the departure Runway 15R, ATC issued a new clearance to runway 15L. The FO changed the departure runway to 15L and manually reentered the takeoff performance data utilizing the TPS. By mistake, the Flex Temp was omitted. The thrust for a Flex Takeoff was applied and they had a brief ECAM master caution and ECAM message that went away very quickly. Neither pilot could read what the warning was before it went away. This occurred prior to 80kts. At approximately 80KIAS the crew got an aural message, "Retard, Retard, Retard". The crew aborted the takeoff.

Event 2 - Low speed rejected T/O due to a "thrust levers not set" warning at initial thrust setting. At initial warning the Capt. assessed and his initial thought was that it was a thrust reverser warning; he rejected the T/O to further assess. The message went away after reject, but after discussion the crew realized it was caused by the MCDU being set for a TOGA T/O while the flying pilot had inadvertently set Thrust levers to FLEX.

For more information, please take time to review the guidance for Setting Takeoff Thrust in the Pilot Handbook section 2d.1.2.

Landing Without Clearance

There have been 8 landing without clearances in the last two months. Here is an example of a classic scenario:

Approx. 10 miles from touchdown, CLT approach directed "170kts until FAF 36L, contact tower at FAF." Between that radio call and touchdown we configured the aircraft for landing and accomplished the landing checklist; we were quite busy in a short period of time. We neglected to contact tower at FAF and landed without landing clearance. Upon turning off at the high speed turnoff, CLT approach contacted us on 132.7 (the last freq. we had used) and directed us to switch to 133.35 (CLT tower.) Cause: Task loading. Too much to do in a short period of time. If CLT tower had waited until we arrived at the FAF, then told us to switch to tower freq., it would have delayed that additional task until we had completed configuring the aircraft and completed our checklist.

TERPZ3 STAR Update

From Jan 2010 to Sep 2012, there were 15 Navigation Errors on the TERPZ2 STAR out of BWI. In Nov 2012 the procedure was renamed the TERPZ3 and there has not been a reported Navigation Error on that STAR since September 2012. This is a positive trend we are pleased to report. Good job!

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