NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

October 1, 2014

Attachment 16 – Revised RTO Policy

OPERATIONAL FACTORS

DCA14MA081

Bulletin 21-14

"RETARD" Auto Callout During Takeoff

Background. Airbus has identified the possibility to erroneously receive the auto callout "RETARD" during takeoff. This callout is generated during takeoff due to the incorrect calculation of flight phase by the Flight Warning Computers. This occurs at and above 80 knots on takeoff when the thrust levers have been placed in the FLX/MCT detent and no FLEX TEMP was entered in the MCDU PERF TO page. However, if the thrust levers are placed in the TOGA detent prior to reaching 80 knots, the "RETARD" callout does not occur.

Procedure. Per current Pilot Handbook procedure, if a FLEX temperature was not entered in the MCDU, and the thrust levers are positioned in the FLEX/MCT detent, an ECAM caution will be generated. In this case, move the thrust levers to TOGA detent and execute a max thrust takeoff in accordance with ECAM direction. When the thrust levers are moved to the TOGA detent, the warning will be cancelled. (See Pilot Handbook, 2d.1.2).

If the thrust levers are not moved to the TOGA detent prior to 80 knots, the "RETARD" auto callout will sound. Should this occur, perform a rejected takeoff.

The following change to Pilot Handbook 2d.6.4, *Rejected Takeoff, Recommended Guidelines*, will not be reflected in Revision Cycle 5, but will be included in a subsequent revision:

Between 80 Knots and V1. US Airways recommends a rejected takeoff for items such as engine failure, aircraft aural fire warning, predictive windshear warning or caution, the occurrence of the "RETARD" auto callout, or the perception the aircraft is unsafe or unable to fly.

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