

FLEET BULLETIN

A319/320/321
16-05
April 8, 2016
1 of 2

Subject: Flaps 2 Takeoff

History

Airbus has always offered Flaps 1, 2, or 3 as normal takeoff settings for the A320 family. However, the performance gain from using Flaps 2 was seen previously as minimal for the A319/320. Therefore, takeoff flap settings were limited to Flaps 1 and 3 only.

However, Flaps 2 offers significant additional payload capability for the A321. To standardize across the fleet, Flaps 2 will now be offered as a WDR/TDU option for all aircraft.

WDR/TDU

WDRs for all fleet aircraft may include multi-flap lines with Flaps 2 as an option, or may use only Flaps 2 for a particular runway. At right is a sample WDR created for an A321, note Flaps 1 and 2 as options for runway 36R, while 36L uses Flaps 1 and 35R Flaps 2 only respectively.

The only change for TDU is the "2" designation when a Flap 2 takeoff setting is required. As with a Flap 3 takeoff, there is no trim setting change for Flap 2.

- QUATLDDDL.LACARS WDR UPDATE
FLT 7965/18MAR SHIP 3001 MCO-ATL RLS 1
WDR DATE/TIME 18FEB 2039Z
PAX 20/148 JS/0 FA/4 KIDS/0
CARGO 0.99/2.97/0/0.80/0

FUEL TOTAL 19.0 TAXI 0.2
TANK 9.5/0/9.5
RMWT 170.4 ZFWT 151.4 ZFWCG 27.0
TOWT 170.1 TOCG 24.6
FLAP/STAB 01/-1.0 UP 02/-1.0 UP

WX 05615KT 22C A30.29

MCO36R 12005FT 09HW 12XW
T/F CLIMB RATE WIND V1 VR V2
D52/01 173.7 171.5 56 56 59
D51/01 175.8 173.4 54 56 59
D50/01 177.9 175.2 51 56 59
DT0/01 220.1 207.7 43 54 59
W52/02 174.8 170.4 49 51 52
WTO/02 221.8 211.7 38 48 51
ATTN MULTI FLAP

MCO36L 12004FT 09HW 12XW
T/F CLIMB RATE WIND V1 VR V2
D53/01 171.6 170.8 55 56 59
D52/01 173.7 172.9 53 56 59
D51/01 175.8 175.0 52 56 59
DT0/01 220.1 210.4 43 54 59
W53/01 171.6 170.8 53 56 59
WTO/01 220.1 210.4 43 54 59

MCO35R 9001FT 09HW 12XW
T/F CLIMB RATE WIND V1 VR V2
D51/02 176.9 171.6 47 51 52
D50/02 179.0 173.0 47 51 52
D49/02 181.1 174.4 46 50 51
DT0/02 221.8 199.0 38 48 51
W51/02 176.9 170.9 39 51 52
WTO/02 221.8 199.0 38 48 51

RMKS-NOTES-MEL
NONE

FLT 7965/18MAR SHIP 3001 MCO-ATL RLS 1
TOWT 170.1 TOCG 24.6
FLAP/STAB 01/-1.0 UP 02/-1.0 UP
END ACARS WDR

Procedure

Crews should brief for increased awareness for Flap 2 takeoffs. While likely less common for the A319/320, they will be more prevalent with the A321.

Note: Use caution as the "2" on the WDR could be misread for a "3", especially if the crew is expecting a Flaps 3 takeoff. Careful verification of the required flap setting in the Taxi and Before Takeoff checklists will trap this error.

Pitch attitude during takeoff and climb is between that with Flaps 1 and 3. Clean up is to Flaps 1 initially, with Flaps UP commanded on reaching "S" speed.

Summary

Flap setting 2 for takeoff offers additional performance capability in certain circumstances. Pilots should look for Flap 2 WDR and TDU performance options for all fleet aircraft.

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