

ALERT BULLETIN

AB 2004:145/3-81

12/2/04

633843

TO: Airbus Industries, Airport Manager, Kennedy International Airport (JFK), NY

INFO: FAA (ASY-300, AFS-200, AFS-300, AFS-900, AAI-200, SEA-AEG, ANM-100, AEU-100, FSDO 15 NYC, AEA-620), AASC, ASAP, AMFA, ALPA, APA, AIA, ATA, IAM, IATA, ICAO, ICASS, IFALPA, NATA, NTSB, PAMA, RAA

FROM: Linda J. Connell, Director
NASA Aviation Safety Reporting System

SUBJ: A319 - JFK RUNWAY 31L DEPARTURE ANOMALY

We recently received an ASRS report describing a safety concern which may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the following:

ASRS received a captain's report of an incident in which an A319 departing JFK Runway 31L full length experienced dual IRU failures (Numbers 2 and 3) on rotation. The aircraft lost primary flight display and navigation display on the first officer's side of the cockpit, and the flight director on the captain's side. Both autopilots and autothrust were also lost. An emergency was declared and the aircraft returned to JFK for landing. The aircraft reverted to direct law flight characteristics after the landing gear was lowered. Company maintenance informed the flight crew that A319 departures from a specified gate at JFK using Runway 31L full length have had this problem at least a dozen times in the past 2 years. The reporter did not speculate on a cause for these incidents, but noted that the flight crew had discussed "the rough runway or a magnetic mass in the gate vicinity" as possibly being contributory to the loss of IRU function.

(Keywords: Emergency, IRU Failure)

To properly assess the usefulness of our AB service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Michael Jengo at (650) 969-3969 or mjengo@mail.arc.nasa.gov.



Aviation Safety Reporting System
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ACN: 633843

Time

Date : 200410

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : JFK.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : JFK.Tower

Make Model : A319

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 633843

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Person / 4

Function.Other Personnel : Dispatcher

Events

Anomaly.Aircraft Equipment Problem : Critical

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ECAM

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed In Emergency Condition

Consequence.Other : Maintenance Action

Narrative

ON OCT/TUE/2004, XA00Z ON TKOF ROLL RWY 31L JFK. LATE TKOF ROLL DUAL INERTIAL REFERENCE UNIT FAILURES #2 AND #3. FO WAS FLYING, WE CONTINUED THE TKOF ROLL AND SHORTLY AFTER GETTING AIRBORNE FO LOST PRIMARY FLT DISPLAY AND NAVIGATION DISPLAY ON HIS SIDE. I, THE CAPT TOOK OVER CTL FLYING. WE ALSO LOST CAPT'S FLT DIRECTOR, BOTH AUTOPLTS AND AUTOTHRUST. ACFT REVERTED TO ALTERNATE LAW FLT CHARACTERISTICS. WE CONFERRED WITH DISPATCH AND DECIDED TO RETURN TO JFK FOR LNDG. WE DECLARED AN EMER. AFTER LNDG GEAR WAS LOWERED ACFT REVERTED TO DIRECT LAW FLT AS ADVERTISED. LNDG WAS UNEVENTFUL. TAXIED BACK TO GATE. WE AS FLT CREW WERE UNAWARE OF THIS PROB WITH INERTIAL REFERENCE FAILURES AT JFK USING FULL LENGTH RWY 31L FOR TKOF. MAINT INFORMED US THIS HAS HAPPENED AT LEAST A DOZEN TIMES IN THE PAST 2 YRS. THERE SHOULD BE SOMETHING IN THE SYSTEM TO NOT ALLOW A319'S FROM USING RWY 31L AT JFK FULL LENGTH UNTIL SOMEONE RESOLVES THIS ISSUE. EVIDENTLY IT IS ALWAYS AN A319 USING RWY 31L FULL LENGTH AFTER DEPARTING GATE AT JFK. (USUALLY ONLY ONE INERTIAL REFERENCE UNIT FAILS.) THIS COULD BE VERY DANGEROUS IN IFR WITH DUAL INERTIAL REFERENCE UNIT FAILURES. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR SAID HIS AIRLINE NOW PUTS A RESTRICTION ON USING RWY 31L FULL LENGTH. THAT NOTICE IS IN THE REMARKS SECTION OF THE RELEASE. HIS COMPANY MAINT STATED THAT AIRBUS 319 DEPARTURES FROM SPECIFIED GATE USING RWY 31L FULL LENGTH HAVE HAD THIS PROB BEFORE. FOLLOWING THIS INCIDENT, MAINT RESET THE COMPUTERS, REALIGNED IRU'S AND RELEASED THE AIRPLANE. THE CREW DEPARTED AGAIN ON RWY 31L BUT TAXIED PAST TXWY 'Y' INTERSECTION BEFORE INITIATING TKOF. THE RPTR COULD NOT SPECULATE ON A CAUSE BUT THEY HAD DISCUSSED THE ROUGH RWY OR A MAGNETIC MASS IN THE GATE VICINITY. THE RPTR STATED THAT HE WAS SURPRISED BY THE CTL RESPONSES IN DIRECT LAW. THE ACFT WAS SLOW TO RESPOND AND FELT MUSHY.

Synopsis

AN A319 DEPARTING JFK GATE, RWY 31L FULL LENGTH, EXPERIENCED DUAL IRU FAILURES (#2 AND #3) AT ROTATION.