

9/27/2016

**FOR YOUR INFORMATION**

2016-14/3-5

1304121

To: FAA (AFS-200)

Info: FAA (AVP-1, AVP-200, AFS-280, AFS-300, AFS-400, ANM-100, SEA-AEG), ALPA, ATSG, IFALPA, AMFA, APA, ASAP, ATA, IATA, CAPA, IAM, ICASS, IPA, NBAA, NATCA, NTSB, PAMA, RAA, SWAPA, TWU, Airbus

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

Re: A321 ROW/ROP False Alert

We recently received an ASRS report describing a safety concern that 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 enclosed deidentified report.

To properly assess the usefulness of our alert message 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 Dennis Doyle at (408) 541-2831 or email at [dennis.j.doyle@nasa.gov](mailto:dennis.j.doyle@nasa.gov)



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



**ACN: 1304121**

**Time**

Date: 201510  
Local Time Of Day: 1201-1800

**Place**

Locale Reference.Airport: ZZZ.Airport  
State Reference: US  
Altitude.AGL.Single Value: 0

**Environment**

Flight Conditions: VMC

**Aircraft 1**

ATC / Advisory.Tower: ZZZ  
Make Model Name: A321

**Person 1**

Function.Flight Crew: First Officer  
Function.Flight Crew: Pilot Flying  
ASRS Report Number: 1304121

**Events**

Anomaly.Deviation - Procedural: Published Material / Policy  
Detector.Person: Flight Crew  
Result.General: None Reported / Taken

**Narrative 1**

A ROW/ROP alert triggered in the cockpit during landing roll-out. Stable approach, stable landing configuration. FO pilot flying, I was caught slightly off guard when touching down. While in the flare the wheels of aircraft seemed to just hover slightly above the tarmac, not making contact. Nothing seemed out of ordinary until I realized aircraft actually touched down at the end of the landing zone paint strips. At this time I began normal landing procedures...pulling thrust to reverse while applying brake pressure, it was right in this moment of thinking that was a pretty nice landing, when ROW/ROP alert came alive. I should have clobbered throttles and [gone] around however, I believed that the thrust reversers were already being deployed therefore I jammed the brakes and continued stopping.

Everything about this flight was so routinely normal that nothing should have occurred. In reflection though, I find that more prudence should be placed on how we fly our differing fleets. [At my base] we tend to fly more A319's. Therefore it would be best if we focus a touch more on landing flaps full, versus config 3. In the 319, ref speeds are routinely low....low speeds, low weights etc. I believe had I not been a robot in thinking just use config 3 cause that's what we always do, focus on approach speeds/available landing distance for the A321. This flight for example had a Vref of 150. Had I used full flaps I think there would have been no issue, even with the tail wind landing.

**Callback 1**

The reporter states that the runway length was 7800 feet and that there was a slight tailwind and he did float through the touchdown zone, but does not feel the alert was valid. He also believes that it came too late to be complied with. The system is new to the Airbus fleet.

**Synopsis**

A321 First Officer experienced a ROPS alert during a flaps 3 landing that floated to the end of the touchdown zone. Believing the reversers are already deployed, the landing was continued and heavy braking used to stop.