

AIRBUS

A350

TEMPORARY REVISION

TR132 issue 1

ELEVATOR FAILURE

DURING FLARE A350-1000

AIRPLANE FLIGHT MANUAL

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APPRO APPROVAL DATA

APPRO-TR TEMPORARY REVISIONS

Elevator Failure During Flare A350-1000.....	A
--	---

LIM LIMITATIONS

LIM-WGHT WEIGHTS AND LOADING

Minimum Weight for Landing.....	A
---------------------------------	---

LIM-OPS OPERATIONAL PARAMETERS

Tailwind for Landing.....	A
Final Approach Slope.....	B

LIM-27 FLIGHT CONTROLS

Slats/Flaps Configuration.....	A
--------------------------------	---

NORM NORMAL PROCEDURES

NORM-LDG APPROACH AND LANDING

Minimum Approach Speed.....	A
-----------------------------	---

AIRBUS

A350
AIRPLANE FLIGHT MANUAL

PRELIMINARY PAGES

TABLE OF CONTENTS

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AIRBUS A350 AIRPLANE FLIGHT MANUAL	APPROVAL DATA TEMPORARY REVISIONS
--	--

TR132 Issue 1
ELEVATOR FAILURE DURING FLARE A350-1000

Ident.: **TDU / APPRO-TR-00025975.0001001 / 29 APR 22** **EASA APPROVED**
Criteria: (350-1000) and (((115496)))
Impacted DU: NONE

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 29 APR 22 Approval reference: 10079138

Do not remove this Temporary Revision until instructed to do so.

Reason for issue: This Temporary Revision is issued to implement limitations and procedures in order to mitigate the risk of elevator failure during flare.

Applicable to: A350-1000 aircraft equipped with FCGS X13

This Temporary Revision is made up of the following Temporary Documentary Units:

APPRO-TR-00025975.0001001/29 APR 22	LIM-OPS-00025980.0001001/29 APR 22
LIM-WGHT-00025976.0002001/29 APR 22	LIM-27-00025977.0001001/29 APR 22
LIM-OPS-00025979.0001001/29 APR 22	NORM-LDG-00025983.0001001/29 APR 22

AIRBUS

A350
AIRPLANE FLIGHT MANUAL

APPROVAL DATA
TEMPORARY REVISIONS

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AIRBUS A350 AIRPLANE FLIGHT MANUAL	LIMITATIONS WEIGHTS AND LOADING
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MINIMUM WEIGHT FOR LANDING

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Minimum landing weight: 145 000 kg (319 670 lb)

AIRBUS

A350
AIRPLANE FLIGHT MANUAL

LIMITATIONS
WEIGHTS AND LOADING

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<p>AIRBUS</p> <p>A350</p> <p>AIRPLANE FLIGHT MANUAL</p>	<p>LIMITATIONS</p> <p>OPERATIONAL PARAMETERS</p>
---	--

TAILWIND FOR LANDING

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Maximum tailwind for landing: 10 kt.

FINAL APPROACH SLOPE

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Maximum published final approach slope: 3.25 °

AIRBUS

A350
AIRPLANE FLIGHT MANUAL

LIMITATIONS
OPERATIONAL PARAMETERS

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AIRBUS A350 AIRPLANE FLIGHT MANUAL	LIMITATIONS FLIGHT CONTROLS
--	--

SLATS/FLAPS CONFIGURATION

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Landing with flaps FULL is prohibited.

Note: In case of abnormal or emergency procedures impacting the landing configuration, use the landing configuration provided in the abnormal or emergency procedures.

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A350
AIRPLANE FLIGHT MANUAL

LIMITATIONS
FLIGHT CONTROLS

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<div data-bbox="210 75 344 106" data-label="Text"> <p>AIRBUS</p> </div> <div data-bbox="172 137 383 181" data-label="Text"> <p>A350 AIRPLANE FLIGHT MANUAL</p> </div>	<div data-bbox="621 59 884 129" data-label="Section-Header"> <p>NORMAL PROCEDURES APPROACH AND LANDING</p> </div>
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MINIMUM APPROACH SPEED

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■ **When landing weight is below or equal to 170 000 kg (374 786 lb):**

Minimum approach speed: VLS + 10 kt

■ **When landing weight is above 170 000 kg (374 786 lb):**

Minimum approach speed: VLS + 5 kt

Note: *In case of abnormal or emergency procedures impacting the approach speed, use the approach speeds provided in the abnormal or emergency procedures.*

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A350
AIRPLANE FLIGHT MANUAL

NORMAL PROCEDURES

APPROACH AND LANDING

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