

Pilot Statement

FROM: Captain Paul McNutt

DATE: August 24, 2015

RE: Flight crew statement for US Airways Flight 1851, 15 August 2015

While operating an Airbus A321 from ATL to CLT we encountered windshear during landing that resulted in a tail strike. There were numerous rain showers in the Charlotte area; however, we received no arrival delays. We planned and briefed the ILS to 36L. We subsequently were vectored to intercept final for the ILS to runway 36L. The CLT tower was reporting that previous planes had experienced airspeed fluctuations of +/- 15 knots on final, but planes were continuing to land. We configured for landing at a normal distance. I selected flaps full and autobrakes low due to the runway being wet. Just prior to 1000 feet AGL we passed under a rain shower encountering brief moderate rain and some momentary airspeed fluctuations. I noticed the wind shift from a 10-15 knot headwind to a 10-15 knot tailwind. At 1000 feet I called unstable, airspeed, correcting. By 800 feet AGL the momentary airspeed fluctuations and wind had stabilized. At 500 feet AGL the airplane was still within stabilized approach parameters with light winds. The runway was in sight with light rain falling.

The rest of the approach was normal until just about over the runway when the aircraft entered an unseen and unreported windshear. The airplane alerted us with a "Windshear, Windshear" warning. I immediately advanced the thrust levers to TOGA and rotated to the FD pitch bars on the PFD. Shortly thereafter, the main landing gear made a brief, firm contact with the runway before becoming airborne again and climbing. After the windshear warning ended I transitioned to a normal go-around as I neither felt or suspected that we had a tail strike.

We reported the go-around and the windshear event to the tower. Once cleaned up and stable on downwind I checked with the flight attendants making sure that they and the passengers were not injured. The first FA reported back that everyone was uninjured and reported nothing that would indicate that a tail strike had occurred. After our windshear report to ATC for runway 36L, CLT approach moved everyone over to 36C. We made a

normal, visual approach and landing to runway 36C, then taxied to gate B3. At the gate I notified CLT maintenance to come out and stow a couple of 02 masks that had fallen down in the back of the plane. At this point I still did not know that I had a tail strike, but because of the momentary firm contact with 36L, I wanted to inspect the plane and make sure that there was no damage. A rain shower passed over the airport shortly after we got to the gate and the ramp was temporarily closed. I checked with the deplaning passengers to make sure that everyone was fine. When the ramp reopened, maintenance and I inspected the aircraft. This is when I discovered that I had damage to the airplane. Upon noticing that the lav service door was missing, I immediately returned to the cockpit and called CLT ground to inform them of possible FOD on runway 36L. Log book entries and notifications to dispatch, scheduling and chief pilot were then made.

Pilot Statement

FROM: First Officer Julien Vanniccu

DATE: August 24, 2015

RE: Flight crew statement for US Airways Flight 1851, 15 August 2015

On Saturday, August 15th 2015, we were operating flight 1851 from ATL to CLT. As we started our descent into the CLT area, we noticed a few scattered rain showers, but nothing that was impacting the arrival flow to the airport. Coming from ATL, we were assigned to runway 36L. We prepared the aircraft for the approach as we were vectored for the 36L ILS. While getting established on final, we noticed a few rain showers off the approach path and while we had the runway insight at all times, we confirmed the choice of autobrakes low since the runway appeared to be wet.

Once we were established on the approach, we heard reports of airspeed fluctuating +/- 15 kts on final from the preceding aircraft. Around the FAF, we went through a short rain shower. Once on the other side, we both observed +/- 10 kts airspeed fluctuations as previously reported, the wind briefly shifted from a headwind to a tailwind, before coming back to a headwind again, at which point we were stabilized, on speed and on approach path, all within parameters for a normal landing.

Around 40 ft AGL, I noticed the airspeed rapidly decreasing. By the time I could articulate it, we got the Windshear Alert, around 10 ft off the ground. As trained, we executed a windshear recovery by applying TOGA. As the A/C pitched to initiate the recovery, the main landing gear came in brief but firm contact with the runway and soon we were airborne again, following our windshear recovery procedure. We cleaned up the aircraft and prepared it for the next approach. In the meantime, we alerted tower of our go-around and provided the necessary Windshear Alert information. Once on downwind, the Captain made a PA to advise the passengers of the situation and also checked on the flight attendants to make sure everybody in the cabin was doing fine. He was assured everything was normal, besides a few O2 masks that had deployed.

At this point, CLT switched all the 36L arrivals to the 36C runway. We were vectored appropriately to intercept the 36C ILS. During the approach, we had the runway in sight at all times and we experienced the same type of airspeed fluctuations; but this time by FAF, everything was normal, the aircraft and the approach were stable and led to a normal landing.

We parked the A/C at gate B3 and had maintenance come onboard to stow the O2 masks. The light rain showers had developed into bigger thunderstorms and the ramp was closed for about 20 minutes. Since we were assigned to another flight and the Captain wanted to perform a walk-around to make sure the aircraft was not damaged during the go-around, I went ahead of the Captain to get the next flight ready. About one hour later, the Captain told me about the damage to the A/C and advised me we were off the trip and had to conform to the post-incident procedures.