

Hawaiian Airlines Flight 43 A321 Tail Strike on 9/23/2021

Flight 43 Captain Statement:

We departed SJC as HA 43 bound for HNL the morning of September 23rd. The flight was uneventful up until the landing. Standard Hawaiian Airlines SOPs were followed throughout the flight. Descent into the terminal area was normal. All checklists were completed as per Hawaiian Airlines SOP.

Runway 4R was used for approaches into HNL as runway 8L was closed. I have made many approaches and landings on runway 4R at HNL over the years. I felt comfortable making this approach on runway 4R. Conditions were VMC with gusty winds.

A standard approach briefing as per Hawaiian Airlines SOP was conducted for an ILS 4R approach.

The approach was flown as a visual approach backed up with the ILS for 4R for lateral and vertical guidance. Autothrust was used throughout the approach. The glide slope was intercepted at the fix PERLY at 1500 ft.

On approach to runway 4R at HNL the stable approach criteria as per Hawaiian Airlines SOP at the 1000ft AGL and 500 ft AGL gates were met. The approach remained stable up to the landing flare. Winds were reported 050 approx. 10 gusting 18. Just as I was starting to flare between the 30ft and 20ft calls I felt the aircraft sink away / have an accelerated sink rate. I pitched up a bit more to try to arrest the sink rate, got the "pitch" aural warning and then felt a firm bounce of the airplane. I decided to execute a go around. Right as I executed the go around I got another "pitch" aural warning. The go around was then normal as per Hawaiian Airlines SOP. During this entire process no indication of a tail strike was noticeable by either myself or the FO. No unusual noises.

After the go around there were no ECAM messages or any other indications that a tail strike had occurred.

We returned for another approach and landing on runway 4R. Normal landing and taxi to gate A7. At the gate I debriefed the first FA on what had happened. She made no mention of any unusual noises or indications that could indicate a tail strike.

Flight 43 First Officer Statement:

On Sep 23, 2021, at 1411Z we departed KSJC to PHNL. The planned flight routing was KSJC TECKY3 TECKY SJC BMRNG BRINY CINNY ALANN GITLE DIALO R576 DENNS MAGGI3 with a scheduled flight time of 5:05. The flight was uneventful through the taxi, takeoff, climb, cruise,

and descent phases of flight. We were vectored for the ILS approach to runway 4R at PHNL. The ILS approach was uneventful. The approach was briefed, all checklists were completed, and we were stabilized at both 1000' AFE and 500' AFE.

The approach remained uneventful until the flare was initiated at approximately 25 feet AGL. In the flare we received a "Pitch, Pitch" auto callout. Captain Snook corrected by lowering the nose, but shortly after we bounced. Immediately after the bounce we initiated a go-around.

Following the go-around, we were sequenced for an uneventful approach and landing on PHNL 04R. We never received a TAIL STRIKE ECAM. After landing we completed an uneventful taxi and shutdown at the gate.

Captain Snook debriefed the flight and go-around with the First Flight Attendant. Captain Snook, the flight attendants, and I were completely unaware that the aircraft had experienced a tail strike. As there was no indication of a tail strike, we did not complete a post flight exterior inspection.

The tail strike was identified when maintenance conducted their post flight inspection.