


EASA	<b>COMMENT RESPONSE DOCUMENT</b>
	<b>Proposed Special Condition for Soft Go-Around mode Applicable to A380 Issue 1</b>

**Commenter 1 : CAA UK**

**Comment # [1] – General**

This seems like a good feature to have. It will obviously need to be evaluated thoroughly throughout a range of weights and c.g. positions and at a range of atmospheric conditions, and in the presence of failure conditions.

**Comment :**

Although the engine failure case is covered, are there are other system failures that need special mention in the Special Condition? It makes no mention of the acceptability of inadvertent operation, or how the system should behave in a windshear encounter, for example.

*[All of the above should be addressed by Airbus when showing compliance with CS 25.1309.]*

**EASA position: Comments noted - No change to the Special Condition contents**

**EASA response: CS 25.1309 remains applicable & explore failure cases & their effects. Windshear encounter procedure involves the selection of TOGA and remain unchanged. However when operating in forecast windshear conditions it may be prudent to prohibit use of the SGA function provided that this is a consistent approach with FLEX take-off procedures.**

**EASA Note :**