

7/9/2026

FOR YOUR INFORMATION

2026-241/3-20

2370372

To: Airbus Industries

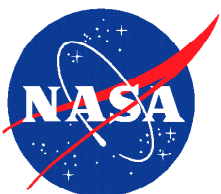
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-100, AFS-260, AIR-720, SEA-AEG), A4A, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IAM, AMFA, IBT, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: Airbus ECAM Alerts Possibly Related to Low Ambient Temperatures

We recently received ASRS reports 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 Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



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



ACN 2370372**DATE / TIME**

Date of Occurrence	202606
Local Time Of Day	0601 to 1200

PLACE

Locale	ZZZ.Airport
State	US
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	ZZZ
Make Model Name	A319
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Compressor Stator/Vane
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COMPONENT 2

Aircraft Component	PMC, Performance/Thrust Management Computer
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PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2370372

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation - Speed - All Types
Anomaly	Deviation / Discrepancy - Procedural - FAR
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Automation	Aircraft Other Automation
Result - Flight Crew	Overcame Equipment Problem
Result - Aircraft	Equip Problem Dissipated

NARRATIVE 1

Departing rwy XX in ZZZ, CA was pilot monitoring, FO was pilot flying. Right before rotate, flight crew got an ECAM message: "ENG (Engine) 2 compressor vane."

The ECAM called for the affected THR LEVER to IDLE and the affected ENG MASTER to OFF; this action essentially shutting down engine number 2.

CA cross checked the engine parameters all of which were still in the normal range, directional control was still maintained on the runway, CA elected to advance the THR LEVERS on both engines to TOGA and continued the flight.

After takeoff, CA and FO cleaned up the airplane as normal procedures.

The ECAM message went away.

CA and FO noticed the airplane exceed 250 kts below 10 thousand ft. Pilot flying turned off the autopilot, and then selected 250 kts and hand flew the aircraft, got the aircraft back to 250 kts, then reengaged the autopilot and managed the speed.

Flight crew continued to monitor the engine parameters which remained in normal range for the remainder of the flight.

CA made an entry into the logbook.

Upon landing, during taxi to gate XX, the ECAM message resurfaced again.

Cause: After maintenance had fixed the problem, CA called maintenance to ask what the problem was. Maintenance informed CA that, it was a computer error and that the airbus would do that sometimes when it gets cold outside.

The temperature in ZZZ at the time of this occurrence was 15 degrees [Fahrenheit] .

SYNOPSIS

A319 Captain reported an ECAM message prior to rotation and upon landing. The Captain stated Maintenance informed them the issue was determined to be a computer error possibly caused by cold weather conditions.