

NATIONAL TRANSPORTATION SAFETY BOARD
Office of Research and Engineering
Washington, D.C. 20594

June 11, 2012

Aircraft Performance Study – Addendum 1

The Boeing Company performed an additional landing performance analysis of the 757-200 in May of 2012 to support the NTSB. The performance analysis assumed:

- Gross weight of 194,000 lbs
- Temperature of 27°F
- 5 knot headwind
- Flaps 30
- Runway altitude of 6451 ft
- Runway slope of -0.60%
- Maximum braking
- 800 ft air distance
- Good, wet runway conditions
- No thrust reversers
- Speed brakes deployed 9 s after touchdown

The result of the performance analysis was that the aircraft would require 4900 ft of runway to stop after touchdown. For the 600 ft air distance of the incident aircraft, the configuration would have stopped the aircraft 5500 ft down the 6300 ft runway. Figure 1 below shows the results of the May 2012 analysis with previous landing distance analyses for Good, Wet runway conditions.

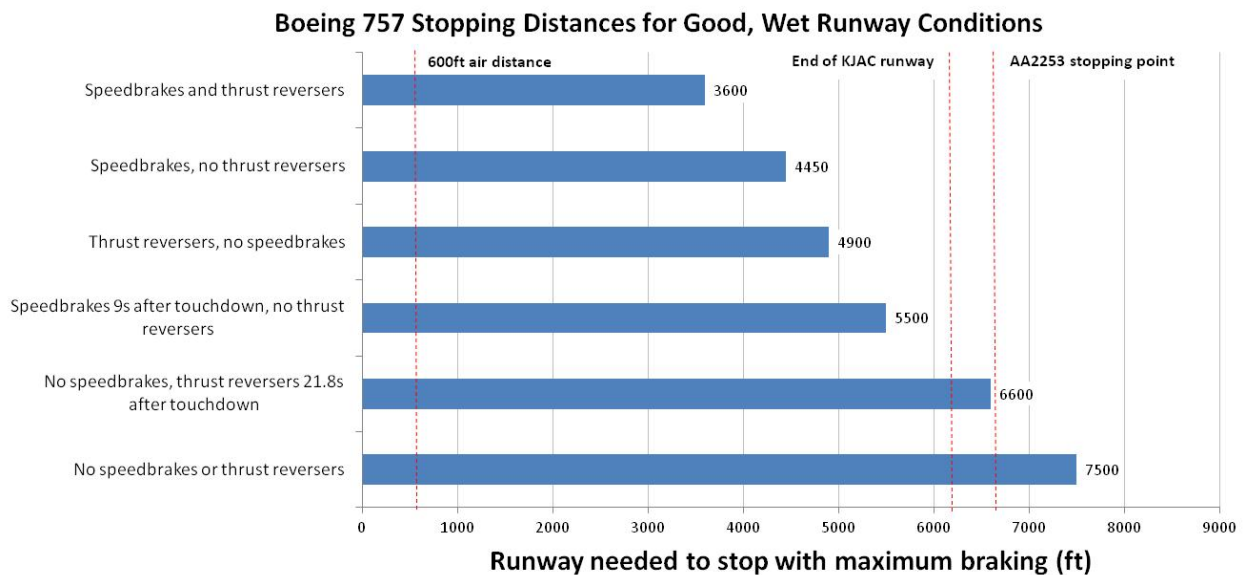


Figure 1. Landing distances for Good, Wet runway conditions for the 757-200.

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