



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

March 9, 2017

Attachment 12 – Minimum Equipment List [Excerpt]

OPERATIONAL FACTORS

DCA17IA020

Item: 27-07

Auto Speed Brake System

OPERATIONAL RESTRICTION - Performance Impact
EFFECTIVITY - N276EA, N277EA, and N278EA ONLY
REMARKS OR EXCEPTIONS

May be inoperative provided:

- a) System is deactivated,
- b) Operations are conducted in accordance with AFM, and
- c) Speed Brake Load Alleviation System is considered inoperative.

PLACARD

Install INOP Placard (EAL-F-TO-004) on speedbrake control lever.

Maintenance Procedure:

Accomplish this task to prepare the airplane for flight with the auto spoiler system inoperative (AMM 27-00-00-040-802)

SUBTASK 27-00-00-710-007

1. Make sure that the manual speedbrake operates correctly.

SUBTASK 27-00-00-010-001

2. Open this circuit breaker and install safety lock:

F/O Electrical System Panel, P6-2

<u>Row</u>	<u>Col</u>	<u>Number</u>	<u>Name</u>
B	9	C00440	FLIGHT CONTROL AUTO SPEED BRAKE

SUBTASK 27-00-00-930-006

3. Attach an INOP placard to the speed brake control lever.

Operations Procedure:

1. Prior to takeoff, make sure that the speed brake lever is in the full down detent.
2. Base landing performance on manual speed brakes.
3. Extend speedbrakes manually for rejected takeoff or landing.
 - a. For rejected takeoff:
 - A. Simultaneously close the thrust levers, disengage the autothrottles and apply maximum manual wheel brakes or verify operation of RTO autobrakes.
 - B. Manually raise SPEED BRAKE lever.
 - C. Apply the maximum amount of reverse thrust consistent with conditions.
 - b. For landing, use the SPEED BRAKE DO NOT ARM non-normal checklist (QRH 9.16).

END
