



## **NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety  
Washington, D.C. 20594

March 9, 2017

### **Attachment 9 – Flight Crew Operations Manual - Procedures**

# **OPERATIONAL FACTORS**

**DCA17IA020**



## Landing Roll Procedure

Pilot Flying	Pilot Monitoring
If an autoland was accomplished, disengage the autopilot. Control the airplane manually.	
Verify that the thrust levers are closed. Verify that the SPEED BRAKE lever is UP. Without delay, fly the nose wheel smoothly onto the runway.	Verify that the SPEED BRAKE lever is UP. Call "SPEED BRAKES UP." If the SPEED BRAKE lever is not UP, call "SPEED BRAKES NOT UP."
Monitor the rollout progress.	
Verify correct autobrake operation.	
<b>WARNING: After the reverse thrust levers are moved, a full stop landing must be made. If an engine stays in reverse, safe flight is not possible.</b>	
Without delay, move the reverse thrust levers to the interlocks and hold light pressure until the interlocks release. Apply reverse thrust as needed.	Verify that the forward thrust levers are closed. When both REV indications are green, call "REVERSERS NORMAL". If there is no REV indication(s) or the indication(s) stays amber, call "NO REVERSER ENGINE NUMBER 1", or "NO REVERSER ENGINE NUMBER 2", or "NO REVERSERS".
By 60 knots, start movement of the reverse thrust levers to be at the reverse idle detent before taxi speed.	Call "60 KNOTS."
After the engines are at reverse idle, move the reverse thrust levers full down.	
Before taxi speed, disarm the autobrake. Use manual braking as needed.	