



July 2, 2001

NTSB and Party Coordinators:

Attached, please find corrected copy of page 8 of APA's 1420 submission.

The errata includes:

**2.2.12 McDonnell Douglas/Boeing All Operators Letter, February 15, 1996**

Correction:

There was no similar statement or guidance found in the AA DC-9 Operating Manual.


**2.2.13 McDonnell Douglas Flight Crew Operating Manual (Apr/98)**

Correction:

There was no similar statement or guidance found in the AA DC-9 Operating Manual.

Thank you for your attention to the above. Please discard the original page 8 and replace with the attached corrected copy.

Regards,

  
Captain Chris Zwing  
APA Party Coordinator  
AA 1420

The Cockpit Voice Recorder Group Chairman's Factual Report does not reflect recorder capture of the statement.

### **2.2.11 Runway Conditions - Landing**

AA Flight Manual Part I Section 10.6.4 stated "When ATIS or Tower states 'Braking action advisories in effect, it means PIREPS of "poor" or "nil" have been received or runway conditions are deteriorating rapidly."<sup>11</sup>

Neither the ATC Group Chairman's Factual Report or the CVR Group Chairman's Factual Report reflects the issuance by ATC of Braking Action Advisories.

### **2.2.12 McDonnell Douglas/Boeing All Operators Letter, February 15, 1996**

McDonnell Douglas/Boeing AOL-9-058 stated "A landing on a runway with a braking action of 'poor' is undesirable and should not be planned unless other factors make this imperative."<sup>12</sup>

There was no similar statement or guidance found in the AA DC-9 Operating Manual.

### **2.2.13 McDonnell-Douglas Flight Crew Operating Manual (Apr 1/98)**

McDonnell-Douglas Flight Crew Operating Manual section 2 page 48 stated "If spoiler lever does not move aft or does not remain at EXT position, PNF call "No Spoilers."<sup>13</sup>

There was no similar statement or guidance found in the AA DC-9 Operating Manual.

### **2.2.14 AA Landing Guidance for Spoiler**

AA DC-9 Operating Manual Normals page 75 (12-21-98) stated "If Spoiler Lever does not move back to the full act (EXT) position, the Captain, regardless if which pilot is making the landing, will manually deploy the spoilers."<sup>14</sup>

The Systems Group Factual Report page 4 stated "The cockpit spoiler handle was found in the full aft position."

The Public Hearing testimony transcript (page 990) in the questioning of Mr. Neal Gilleran, Boeing Commercial Aircraft Company states that the spoiler handle is not recorded on the DFDR.

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<sup>11</sup> Operational Factors attachment 24

<sup>12</sup> Operational Factors attachment 35

<sup>13</sup> Operational Factors attachment 34

<sup>14</sup> Operational Factors attachment 33