
Attachment 13

**Operations Group Chairman's
Factual Report**

DCA06MA009

First Officer's Handwritten Notes

FLIGHT 1248

AIC



5:00am

Bruce Sutherland capt 32662 Steve Oliver
FA's ① Rhonda Fleming 56485 ② Holly Carr ③ YAO, HSI AOMING

Bruce FP myself NFP

Not sure if I flew with Bruce very comfortable w/ him.
Very smooth professional pilot

Enroute started thoroughly discussing use and procedures for
Autobrakes use. Ran numbers over an hour prior to landing
then went through entire new procedures

Approached MDW on Goshorn arrival got several ATIS
changes + Ran OPC for all conditions ICE on wet fair
wet poor < 4000 RVR

Briefed ILS 31CZ - Issued holding instructions at
on BUT arrival. Entered programmed FMC
then sent ACARS msg to Dispatch. Computed ~~Auto~~ Divers.
Gas between us. 8500-9000 to head to alternate.
Got diversion plan from dispatch. They suggested SIC
Leave FAF at 9.5. Did several turns in hold
while they were planning 31C

OPC calculations ICE on wet fair - 500 Auto max
flaps to 4000 RVR ICE on wet poor 30' Autobrakes max
weight just under 120,000# wind I believe approx 8KTS
we both discussed that poor not acceptable.
RVR 4000 we discussed no more than 8KT Tail per dim

Cleared out of hold Rv for ILS 31C
Approach fully configured + stabilized prior to
Fast F40 on Speed.

1000' on speed on GP - HGS Down at 1000' Bruce Selected 1
6000 1st half Poor 2nd Half. AIC 2in Front of us
Clearance between 500-1000' AGL
AIC immediately in front of JB reported
fair 1st half
Poor 2nd half.

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After landing clearance obtained callouts continued
I believe at 500' call or 400' call Bruce
called out landing. ^{once} Bruce transitioned
outside we started to head about 1 dot high.
I called out "got you a little high" It stayed
between 1-2 dots high to T.D. No float
from T.D. I believe Autobrakes worked
Nose wheel came down quickly and firmly.

from here I am not sure how much time
went by (seconds) I was looking outside
to evaluate distance remaining. I wasn't
happy with alt deceleration so I jumped
on brakes as well. I called Brakes several
times. Then looked to ensure speeds up.
I looked at TR's. Bruce's hands were on
them in the down position. I pulled his
hands off and went to May Reverse

It became clear we weren't going to stop in rim

After we came to a stop I ran evc checklist
After we were sure emergency assistance was on we

Bruce was talking out cockpit window to a ground
person. I said we've gotta get those people
out of here. 2-3 times. We got up
Bruce had me go out front door and help
people off slides. after we were sure plane
was clear we went to meeting place

no mention of difficulty with TR's.