

NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety
Washington, D.C. 20594

May 14, 2001

Errata/Addendum to Group Chairman's Factual Report

OPERATIONAL FACTORS

DCA99MA060

A. ACCIDENT

Operator: American Airlines, Inc.
Location: Little Rock, Arkansas
Date: June 1, 1999
Time: 2351 Central Daylight Time
Airplane: McDonnell Douglas MD-82, N215AA Serial Number 49163

ERRATA

D. DETAILS OF THE INVESTIGATION; section 7.1, page 21

Replace: "Autobrakes on a MD-80, if armed, are applied approximately two seconds after touchdown."


With: Autobrake landing mode on an MD-80 was activated when spoilers were deployed either automatically or manually with throttles retarded and brake pedals released. When the automatic ground spoiler system is armed and the throttles are at idle, the spoilers will automatically extend after main wheel spin-up during touchdown, or after the nose strut compresses (and thereby actuates the ground shift mechanism). Automatic braking, if selected, is delayed after spoiler deployment for approximately 1 second in MAX position and 3 seconds in MED or MIN positions, to allow for normal nosewheel touchdown while maintaining a predictable stopping distance.

ERRATA

D. DETAILS OF THE INVESTIGATION; section 7.3.2, page 22, Landing Roll Expanded Procedures.

Delete: "and without Intermediate Reverse Thrust Detent installed" and footnote #69.

Submitted by



Dave Tew

Operational Factors Group Chairman

DTW
5/14/01