

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

December 8, 2008

Errata 1 to Operational Factors/Human Performance Group Chairmans' Factual Report

OPERATIONAL FACTORS / HUMAN PERFORMANCE

DCA07MA310

A. ACCIDENT

Operator: American Airlines, Inc.
Location: Lambert – Saint Louis International Airport (STL), Saint Louis, Missouri
Date: September 28, 2007
Time: 1313 Central Daylight Time
Airplane: McDonnell Douglas MD-82, N454AA Serial Number 49559

D. ERRATA

1.0 HISTORY OF FLIGHT

- Pages 2-8 – where AARF was used, insert ARFF as a replacement.
- Page 3, paragraph 2 – the sentence “The F/O discharged both fire agent bottles into the left engine because the ENG FIRE light remained illuminated after the first bottle had been discharged” should be amended by deleting “because the ENG FIRE light remained illuminated after the first bottle had been discharged.”
- Page 3, paragraph 2 – the sentence that reads “Items on the Engine/Fire/ Damage/ Separation called for.....” should be amended to add the word “checklist” after the word Separation and before the word called.
- Page 5 paragraph 3 – after the sentence “As a result of the fuel spillage, the ARFF commander decided he wanted the passengers to disembark from the airplane.” Add the sentence: The captain decided to disembark the passengers after hearing this.

6.4 Electrical Abnormal Indications

- 6.4 Electrical Abnormal Indications should be amended to read 6.4 Electrical Indications
- Page 10 - Add the following sentences to the end of the paragraph: Due to the electrical abnormalities, the cockpit door kept opening during the event. The crew tried several times to keep the door closed.

6.8 Loss of Hydraulic Fluid

- Page 12, paragraph 2, sentence 2 – multiple electrical systems should be corrected to read multiple electrical system.

6.9 Emergency Evacuation Guidance

- Page 14, paragraph 2 – the sentence that states: During recurrent training, ground evacuation was a variable maneuver..... should be amended to read: During recurrent training, ground evacuation was a variable scenario.....

Submitted by

David Tew
Operations Group Chairman