

**DOCKET NO.: SA-519  
EXHIBIT NO. 2FF**

**NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.**

**OPERATIONAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT  
ATTACHMENT 31: AA AUTO BRAKES GUIDANCE**

**American Airlines flight 1420  
Little Rock, Arkansas  
June 1, 1999**

**DCA99MA060**

# **Attachment 31**

**to Operational Factors Group Chairman's Factual Report**

**DCA99MA060**

**AA Auto Brakes Guidance**

At higher elevation airports (4000 feet or more), if temperature at time of landing is significantly higher than planned, or if diverting to another high elevation airport, refer to the Performance Manual to determine if flaps 11 will be required for go-around.

#### Landing Flaps

##### *Flaps 28*

Normally used:

- On dry runways which are more than 7000 feet in length.
- At airport elevations above 6000 feet, but may be required at other airports.

#### **NOTE**

Landing with Flaps 28 helps conserve fuel by reducing drag compared to Flaps 40.

##### *Flaps 40*

- **REQUIRED** when anti-skid system (all or part) is or may be inoperative.
- **RECOMMENDED** at airport elevations of 6000 feet or less when:
  - landing with a tailwind,
  - landing on wet / slippery runways,
  - landing on runways 7000 feet or less in length,
  - braking action is reported less than good,
  - in the Captain's judgment use of Flaps 40 is prudent.

#### **NOTE**

At typical landing weights, Flaps 40 helps reduce overall stopping distance slightly.

### **3. Auto Brakes**

Use MIN or MED autobrakes at Captain's discretion.

Use aggressive manual braking or MAX autobrakes on short or slippery runways.

