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EXHIBIT NO. 2J**

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

**OPERATIONAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT
ATTACHMENT 9: APPROACH BRIEFING REQUIREMENT –
AA FLIGHT MANUAL**

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

DCA99MA060

Attachment 9

to Operational Factors Group Chairman's Factual Report

DCA99MA060

Approach Briefing Requirement – AA Flight Manual

3. APPROACH PROCEDURES

3.1 Low Visibility Approaches

A. Approaches conducted with a reported RVR of less than 4000 feet or visibility less than 3/4 mile are subject to the following restrictions:

1. Maximum landing weight will be based on Airport Analysis "wet" runway requirements.
2. The crosswind component shall not exceed 15 knots. (See chart on page 20 for crosswind limits below RVR 1800 or 1/2 mile.)
3. Specific procedures for each type of low visibility approach are located in the respective Operating Manuals.
4. The aircraft LMP indicator must display the correct equipment status, or better, required for the type approach being conducted.

3.2 First Officer With Less Than 100 hrs (FAR 121.438)

A. If the First Officer has less than 100 hours of flight time in the type aircraft being flown and the Pilot In Command is not a qualified Check Airman, due to FAA regulations the PIC must make all takeoffs and landings in the following situations:

1. At all special requirement airports.
2. The prevailing visibility in the latest WX report at the airport is at or below 3/4 mile.
3. The RVR for the runway to be used is at or below 4000 feet.
4. The runway to be used has water, snow, slush, or similar conditions which may adversely affect airplane performance.
5. The braking action on the runway is reported less than good.
6. The crosswind component of the runway is in excess of 15K.
7. Windshear is reported in the vicinity of the airport.
8. Any other condition which the PIC determines it prudent to exercise the PIC's prerogative.

3.3 Approach Briefing

Prior to every approach, the Captain will ensure the FO (and FE if applicable) are briefed on the arrival, the instrument approach to be conducted, and the runway of intended landing. The Captain will specify which pilot will fly the approach and landing, particularly if it will be other than the "pilot flying." Refer to the OM for specific approach briefing guidance.