

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

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

**OPERATIONAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT
ATTACHMENT 41: AA WEATHER GUIDANCE**

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

DCA99MA060

Attachment 41

to Operational Factors Group Chairman's Factual Report

DCA99MA060

AA Weather Guidance



1.3 Ceiling

The ceiling is defined as:

1. (FAA, National Weather Service) - the height above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obscuration, not classified as "thin" or "partial."
2. (ICAO) - the height above the ground or water of the base of the lowest layer of cloud below 6000 meters (20,000 feet) covering more than half the sky.

1.4 Visibility-Takeoff and Landing Minimums

- A. **Prevailing Visibility:** the visibility value in the main body of the latest weather report is controlling for takeoff, landing and for instrument approach procedures for all runways of an airport. Visibility information contained in the remarks section of the report such as "TWR VSBY" or "SFC VSBY" is for information only and does not modify the main body of the report for purposes of determining weather minima.
- B. **RVR (Runway Visual Range) or RVV (Runway Visibility Value):** if the latest weather report and/or an oral report from the control tower contains a visibility value specified as RVR or RVV for a specific runway of that airport, that value of RVR or RVV is controlling for takeoffs, landings and straight-in instrument approaches for that particular runway. (FAR 121.655)

1.5 Surface Wind

- A. Operations will be suspended whenever wind gusts of 50 knots or more occur with such frequency that a Captain might experience such windspeeds during taxi, takeoff, or landing maneuvers.
- B. **Aircraft Operating Limitations:** the latest surface wind for use for crosswind and/or headwind and tailwind limitations will be that in the latest weather observation unless a more recent oral report is available from an operating control tower or, if from an FSS on the field when no control tower is operating.
- C. **Wind Direction:** the wind direction given in a surface weather observation is given in degrees true, except for oral reports given by the control tower, FSS on the field, in the ATIS broadcast, on an AWOS and ASOS broadcast, which are instead, reported in degrees magnetic.

1.6 Surface Temperature

If local temperature is not available from the current surface observation, ATIS, or local ATC, contact Dispatch/Meteorology to acquire an estimated temperature based on temperatures from surrounding airports and climatology. This temperature is used for takeoff performance calculations.

