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

**OPERATIONAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT
ATTACHMENT 16: AA DC-9 OPERATING MANUAL STABILIZED
APPROACH CONCEPT**

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

DCA99MA060

Attachment 16

to Operational Factors Group Chairman's Factual Report

DCA99MA060

AA DC-9 Operating Manual Stabilized Approach Concept

Stabilized Approach Concept

General

The stabilized approach concept requires that, before descending below the specified minimum stabilized approach altitude, the airplane should be -

- in the final landing configuration (gear down and final flaps),
- on Approach Speed,
- on the proper flight path and at the proper sink rate,
- and at stabilized thrust.

These conditions should then be maintained throughout the rest of the approach.

The minimum recommended stabilized approach altitudes are:

- VFR – 500 feet AFL
- IFR – 1000 feet AFL

In all cases, select landing flaps by 1000 feet AFL.

