

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

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

**OPERATIONAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT  
ATTACHMENT 43: AA TAKEOFF AND LANDING SIMULATOR  
TRAINING OBSERVATION by CAPTAIN DAVE TEW**

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

**DCA99MA060**

## **Attachment 43**

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

**DCA99MA060**

**AA Day-6 Simulator Observation by Captain Dave Tew**

Observation: Flight Simulator Period of MD-80 Landing and Takeoff Training  
Date: July 20, 1999  
Location: AA Flight Training Academy  
Time: 1830 - 0100  
Present: Dave Tew

This period of the MD-80 simulator training was dedicated to landings and takeoffs. The instructor was Captain Rick Wetzel.

The pre-simulator briefing contained in part: a discussion of crosswinds and their effects on takeoffs and landings, a discussion of how a captain should brief his F/O concerning CRM, a discussion on the effects of spoilers not extending upon landing, a discussion of the effects of reverse power on the rudder [rudder blanking] and that 1.3 EPR should be the maximum used on wet runways.

During the training period, the instructor failed the ground spoilers during 7 approaches to landing and after the airplane landed, the crew twice noticed that the ground spoilers had failed to extend. When the spoilers failed to extend after landing, both times the F/O manually extended the spoilers. AA procedures were that the Captain was to manually extend the spoilers if they did not extend during landing.

During approximately 10 landings under simulated wet runway condition, both pilots applied 1.6 EPR on the reverse power after touchdown. Reverse power of 1.6 EPR is the normal power setting used by AA on dry runways. The AA maximum reverse power setting for landing on a wet/slippery runway is 1.3 EPR. This was noticed late in the simulator period by the instructor and was corrected on the spot.

During the simulator session, the students asked the instructor about the choice of brakes to use during landing on a wet runway. His response was that medium autobrakes should be used. This was not in agreement with the AA procedures which state that aggressive manual or maximum autobrakes should be used on wet runways.

