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

**OPERATIONAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT  
ATTACHMENT 18: AA WEATHER DETERIORATION GUIDANCE**

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

**DCA99MA060**

# **Attachment 18**

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

**DCA99MA060**

**AA Weather Deterioration Guide**



### 3.4 ILS Approach Procedures

- A. At airports with FAA Approach Control, the issuance of a clearance for an ILS approach implies normal ILS operation. At airports where the ILS is monitored by the local FAA FSS, pilots shall establish communications with the FSS prior to beginning an ILS approach to ensure receipt of advisory information on the availability and operation of the ILS.
- B. When radar monitoring of an ILS approach is available, such service shall be used as a backup for the ILS throughout the approach. Whenever substantial disagreement between the ILS and radar monitored ground track or glide path occurs, the approach shall be abandoned if visual contact has not been established and a normal approach confirmed.

### 3.5 Weather Deterioration After Approach has Started (FAR 121.651)

- A. After the aircraft is established on the final approach segment, if the weather is reported to be below published minima, the approach may be continued to the appropriate DH or MDA, and landing may be accomplished in accordance with the conditions for the type approach being conducted.
- B. The final approach segment for an ILS approach begins on the glide slope at the glide slope intercept altitude as shown in the profile. When ATC directs a lower than published glide slope/path altitude, it begins at the resultant actual point of glide slope/path intercept.
- C. The final approach segment for a nonprecision approach begins at the final approach fix, or if no final approach fix is charted, at the point where the procedure turn intercepts the final approach course. On an ASR approach, the point at which descent to the minimum descent altitude is authorized is the final approach fix unless an altitude limiting stepdown fix is prescribed.
- D. Foreign countries may have provisions different from FAR 121.651 which will be specified in that country's ATC pages in Flight Manual Part II.

### 3.6 Descent During Approach

Radar vectors may provide course guidance to the final course or fix. When operating on an unpublished route or while being radar vectored, the pilot, when an approach clearance is received, shall maintain the last altitude assigned until the aircraft is established on a segment of a published route or instrument approach procedure unless a different altitude is assigned by ATC. After the aircraft is so established, published altitudes apply to descent within each succeeding route or approach segment unless a different altitude is assigned by ATC. Upon reaching the final approach course or fix, the pilot may complete the instrument approach in accordance with a procedure approved for the facility.

