

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

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

**OPERATIONAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT  
ATTACHMENT 19: AA FLAP EXTENSION PROCEDURE**

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

**DCA99MA060**

# **Attachment 19**

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

**DCA99MA060**

**AA Flap Extension Procedure**



	<p><b>FLAPS &amp; SLATS ..... _ / _ / LAND</b></p> <p>When flap / slats are at landing setting, pilot-not-flying will verbally verify:</p> <ul style="list-style-type: none"> <li>• Flap / Slat Handle Position</li> <li>• Flaps Position Indicator</li> <li>• SLAT LAND Light illuminated</li> </ul> <p style="text-align: center;"><b>NOTE</b></p> <p>In icing conditions, activate tail deice approximately one minute prior to extending landing flaps.</p>
	<p><b>ANNUN LIGHTS ..... CHECKED</b></p> <p>Advise pilot-flying of the annunciator panel status.</p>

**NOTES**

**1. APU Starting**

If APU is started during approach, initiate start soon enough to ensure start cycle is complete (ram door closed, non-ram doors open) prior to the landing flare. This prevents possible damage to Ram door during landing.

**2. Flaps**

Flap Extension

Flaps should not be used for drag purposes in reducing speed – instead, they provide for operation at reduced speeds. Make final flap selection prior to 1000 feet AFL. Approach should be stabilized by 1000 feet AFL if IFR or 500 feet AFL if VFR.

**NOTE**

During *visual* approaches, maintain a minimum drag configuration as long as practicable to conserve fuel. Observe applicable speed limitations / restrictions.

Go-Around Flap Setting

Climb Limit Weight is determined by thrust, flap configuration, temperature and elevation.

Normally, when landing at airport elevations of 6000 feet or less, use Flaps 15 for go-around. Set approach bug at 15 / EXT. Some airport elevation and temperature combinations may require use of Flaps 11 for go-around.

When airplane is dispatched at a weight which requires Flaps 28° for landing and Flaps 11° for go-around, Dispatch will provide a message in the dispatchers remarks section of the Flight Plan / Release which reads: "Landing weight based on Flaps 28° for landing and 11° for go-around".

Set approach bug at 11 / EXT.

