

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

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

**OPERATIONAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT
ATTACHMENT 20: AA DC-9 OPERATING MANUAL REQUIREMENTS
TO CONTINUE APPROACH BELOW DA/DH**

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

DCA99MA060

Attachment 20

to Operational Factors Group Chairman's Factual Report

DCA99MA060

AA Operating Manual Requirements to Continue Approach Below DA/DH

Execute a missed approach if not completing the landing.	Call out – "Decision Altitude."
	Callouts: <ul style="list-style-type: none">• "100" AGL on Radio Altimeter• "50, 40, 30, 20, 10" AGL on Radio Altimeter (if automated voice callouts are inoperative)

Requirements to Continue Approach Below DA / DH (FAR 121.651)

- Airplane must be continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal maneuvers, and where that descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing.
- Flight visibility must not be less than the visibility prescribed in the standard instrument approach procedure being used.
- Except for Category II or Category III approaches where any necessary visual reference requirements are specified by authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot:
 - Approach light system, except that the pilot may not descend below 100 feet above the touchdown zone elevation using the approach lights as a reference unless the red terminating bars or the red side row bars are also distinctly visible and identifiable.
 - Threshold
 - Threshold markings
 - Threshold lights
 - Runway End Identifier Lights (REIL)
 - Visual Approach Slope Indicator (VASI)
 - Touchdown zone or touchdown zone markings
 - Touchdown zone lights
 - Runway or runway markings
 - Runway lights

If Go-Around Required (Prior to Touchdown)

An autopilot/ autothrottle (if engaged) go-around is recommended. (If ground contact is made during an autopilot go-around, revert to manual control.)

