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

**OPERATIONAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT
ATTACHMENT 22: AA FLIGHT MANUAL REQUIREMENTS TO
CONTINUE APPROACH BELOW DA/DH dated 8/15/99**

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

DCA99MA060

Attachment 22

to Operational Factors Group Chairman's Factual Report

DCA99MA060

AA Requirements to Continue Approach Below DA/DH dated 8/15/99

5. MISSED APPROACH

5.1 General

American Airlines has a no-fault go-around policy, recognizing that a successful approach can end in a missed approach. Captains are required to execute/order a missed approach if the aircraft is not stabilized by 1000' AFL (IFR) or 500' AFL (VFR), or if in the pilot's judgement a safe landing cannot be accomplished within the touchdown zone, or the aircraft cannot be stopped within the confines of the runway.

5.2 Missed Approach Procedure

- A. When a landing cannot be accomplished and, upon reaching the MAP defined on the approach chart, the pilot must comply with the missed approach procedure or with an alternate missed approach procedure specified by ATC.
- B. Protected areas for a missed approach assume that the maneuver is initiated at the MAP and not lower than the DH or MDA. Reasonable buffers are provided for normal maneuvers. However, no consideration is given to an abnormally early turn. Therefore, when an early missed approach is executed, pilots should, unless otherwise cleared by ATC, fly the instrument approach procedure as specified on approach plate to the MAP at or above the DH or MDA, but not above any altitude crossing restrictions, before executing a turning maneuver.
- C. Following the missed approach, request clearance for specific action; i. e., to alternate airport, another approach, etc.

5.3 Descent Below MDA / DH FAR 121.651

- A. "No pilot may operate an aircraft below the authorized MDA, or continue an approach below the authorized DH, unless:
 - 1. The aircraft is 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 such a descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing.
 - 2. The flight visibility is not less than the visibility prescribed in the standard instrument approach procedure being used; and,
 - 3. Except for Category II or Category III approaches where any necessary visual reference requirements are specified by the authorization of the Administrator, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot:

