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

**OPERATIONAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT
ATTACHMENT 23: AA WIND LANDING LIMITS**

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

DCA99MA060

Attachment 23

to Operational Factors Group Chairman's Factual Report

DCA99MA060

AA Wind Landing Limits

4. WIND LANDING LIMITS

- A. Pilots shall secure the latest surface wind direction and velocity prior to making a landing at an airport.
- B. Except in an emergency, landings will not be attempted whenever wind gusts exceed 50 knots.
- C. The following maximum landing crosswind components apply:

Aircraft	Visibility 4000 RVR / 3/4 mile or greater	Visibility less than 4000 RVR or 3/4 mile but not less than 1800 RVR or 1/2 mile	Visibility less than 1800 RVR or 1/2 mile
	Dry Max Demonstrated		
F100	30 knots	↓	↓
DC-9	30 knots		
727	29 knots		
737	36 knots		
757	30 knots		
767	29 knots		
777	38 knots		
A300	32 knots		
DC-10	31 knots		
MD-11	35 knots		

- D. A maximum tailwind component of 10 knots for landing applies to all aircraft unless otherwise specified in the airport analysis (including Category II / III). (Ops Specs)
- E. Dispatchers shall notify other flights, when pilots report windshear conditions.
- F. If, in the Captain's judgement, environmental conditions or braking reports indicate that the runway is wet or slippery, the maximum acceptable crosswind should be reduced to 20 knots, or if the runway is icy or braking reported as poor, the maximum acceptable crosswind should be reduced to 10 knots (except F100 / 15 knots wet or slippery / 5 knots icy or braking reported as poor).
- G. If the runway width is less than standard, as defined in Section 6, the maximum crosswind allowed is 20 knots.

