

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

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

**OPERATIONAL FACTORS GROUP CHAIRMAN'S FACTUAL REPORT
ATTACHMENT 24: AA WET RUNWAY CONDITIONS - LANDING**

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

DCA99MA060

Attachment 24

to Operational Factors Group Chairman's Factual Report

DCA99MA060

AA Wet Runway Conditions - Landing

6.4 Runway Conditions - Landing

- A. Pools of water, wet snow, or slush accumulations of more than 1 inch, or chunks of hardened snow or ice make the runway unfit for landing except in an emergency.
- B. When ATIS or Tower states "Braking action advisories in effect," it means PIREPs of "poor" or "nil" have been received or runway conditions are deteriorating rapidly.
- C. A runway is considered dry when there is no report of snow, slush, ice, or water and no more than the following weather conditions are reported for the airport concerned:
 - 1. Scattered showers in the area.
 - 2. Intermittent drizzle of no greater than moderate intensity.
 - 3. Intermittent light rain with surface temperature above freezing.
 - 4. Light snow with surface temperatures below 28°F.
- D. Arresting Gear: A number of airports served by AA have runways equipped with arresting gear. No landing restrictions apply.

6.5 Temporary Approved Electronic Runway Lighting

If normal runway lights are inoperative, an approach may be flown to the minima specified on the approach plate using approved temporary electronic lighting.

