

**NATIONAL TRANSPORTATION SAFETY BOARD**

Office of Aviation Safety

Washington, D.C. 20594

August 4, 2009

**ADDENDUM 1 TO THE**

**OPERATIONS / HUMAN PERFORMANCE**

**GROUP CHAIRMEN'S FACTUAL REPORT**

**DCA09MA021**

Insert the following sentence after paragraph 1 in *Section 1.16.1. Observational Study in a CAL B-737-500 Training Simulator*.

The simulator was configured with a starting fuel quantity of 20,000 lbs, a starting gross weight of 116,800 lbs, and a starting center of gravity of 21.5% MAC.

Insert the following sentences after paragraph 1 in *Section 1.16.1.2. Strength of Crosswind and Subjective Difficulty of Takeoff*.

The flying pilot was briefed in advance on the wind condition for each takeoff. Each takeoff began with the airplane fully stopped at the beginning of the runway. A monitoring pilot located in the right seat made standard airspeed callouts. An observer seated behind the two pilots recorded the flying pilot's subjective difficulty rating after each takeoff was completed.

Add the following sentences to the end of paragraph 1 in *Section 1.16.1.3. Takeoff and Rejected Takeoff Scenarios*.

Each scenario began with the airplane fully stopped at the beginning of the runway. In each case the simulator was programmed to present a steady 35-knot direct crosswind. A monitoring pilot located in the right seat made standard airspeed callouts and also called out 90 knots. An observer behind the two pilots called out elapsed time intervals and recorded notes.