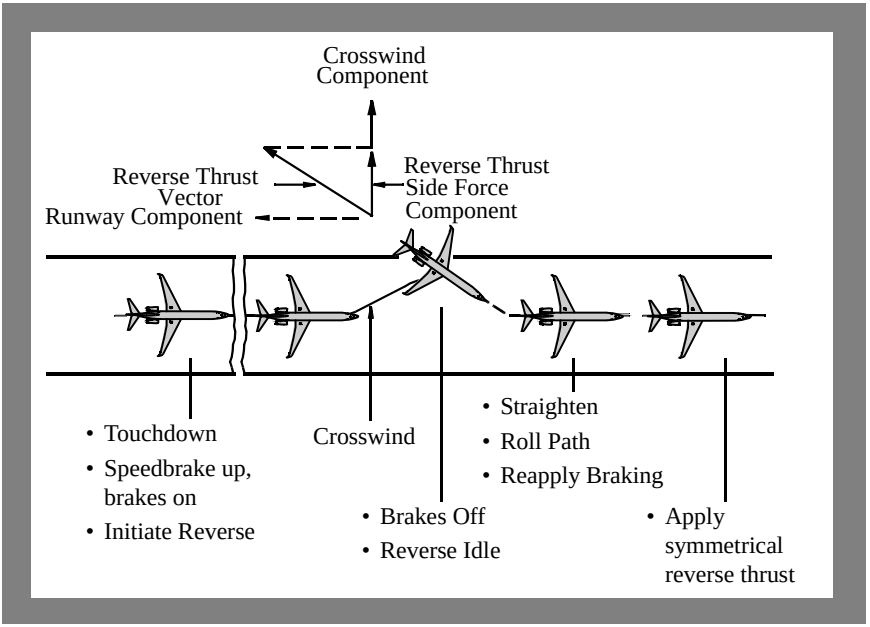
Attachment 16

To Operations Group Factual Report

DCA15FA085

Reverse Thrust and Crosswind

Reverse Thrust and Crosswind (All Engines)



This figure shows a directional control problem during a landing rollout on a slippery runway with a crosswind. As the aircraft starts to weathervane into the wind, the reverse thrust side force component adds to the crosswind component and drifts the aircraft to the downwind side of the runway. Also, high braking forces reduce the capability of the tires to corner.

To correct back to the centerline, release the brakes and reduce reverse thrust to reverse idle. Releasing the brakes increases the tire-cornering capability and contributes to maintaining or regaining directional control. Setting reverse idle reduces the reverse thrust side force component without the requirement to go through a full reverser actuation cycle. Use rudder pedal steering and differential braking as required to prevent over correcting past the runway centerline. When directional control is regained and the aircraft is correcting toward the runway centerline, apply maximum braking and symmetrical reverse thrust to stop the aircraft.

Note: Use of this technique increases the required landing distance.

Reverse Thrust - Engine Inoperative

Asymmetrical reverse thrust may be used with one engine inoperative. Use normal reverse thrust procedures and techniques with the operating engine. If directional control becomes a problem during deceleration, return the throttle to the reverse idle detent.