NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

June 19, 2015

OPERATIONAL FACTORS

Operations Group Chairman's Factual Report
Errata 2

DCA13MA081

A. ACCIDENT

Operator: National Airlines
Location: Bagram, Afghanistan
Date: April 29, 2013
Time: 1527 Local Time (1057Z)
Airplane: Boeing B747-428BCF Registration Number: N949CA, Serial #25630

B. ERRATA TO

Section 13.2.4 Normal Takeoff Profile

Replace first paragraph with the following:

According to the recorded information, the pilots of the accident flight planned a normal departure profile for their takeoff from Bagram using full takeoff thrust (108 percent N_1) with flaps set to 10 degrees. According to the National Airlines FCOM, "Normal Procedures – Amplified Procedures" page NP.21.31, when cleared for takeoff, the pilot flying would advance the thrust levers to approximately 70% N_1 and allow the engines to stabilize, then push the TO/GA switch, allowing the autothrottles to engage. After takeoff thrust was set, the captain's hand would be on the thrust levers until V1 in the event of a rejected takeoff. During the takeoff roll, the pilot flying would maintain light forward pressure on the control column while the pilot monitoring would monitor airspeed indications and call out any abnormal indications. At V_R (rotation speed), the pilot flying would rotate the airplane toward an initial 15° pitch attitude, and after liftoff, follow the flight director (F/D) commands. The pilot monitoring would verify both the altimeter and vertical speed displays show a positive rate of climb and call "POSITIVE CLIMB", and then the pilot flying would command "GEAR UP."