

# NOTICE

## U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8400.68

6/21/04

Cancellation  
Date: 6/21/05

### SUBJ: USE OF AUTOBRAKES FOR LANDINGS IN ADVERSE CONDITIONS

**1. PURPOSE.** This notice is for principal operations inspectors (POI) of certificate holders under Title 14 of the Code of Federal Regulations (14 CFR) part 121 and part 135. Each POI shall convey the information in this notice to the respective certificate holder. This notice will remind the POI and certificate holders of the circumstances surrounding a specific accident and recommends the use of autobrakes for landings in adverse conditions caused by weather, e.g., a wet or slippery runway or high crosswind. This notice responds to National Transportation Safety Board (NTSB) safety recommendation A-01-54.

**2. DISTRIBUTION.** This notice is distributed to the division level in the Flight Standards Service in Washington headquarters; to the branch level in the regional Flight Standards divisions; to the Flight Standards District Offices, and to the Regulatory Standards Division at the Mike Monroney Aeronautical Center. This notice is also distributed electronically to the division level in the Flight Standards Service in Washington headquarters and to all regional Flight Standards divisions and district offices. This information is also available on the Federal Aviation Administration's (FAA) Web site at:  
<http://www.faa.gov/avr/afs/notices/8400/N8400-68.doc>.

### **3. BACKGROUND.**

**a. The Accident.** In June 1999, an accident occurred in which an MD-82 airplane crashed after it overran the end of a runway while landing in adverse conditions caused by severe weather in the airport area. The captain and 10 passengers were killed; the first officer, the flight attendants, and 105 passengers received serious or minor injuries; and 24 passengers were not injured. Impact forces and fire destroyed the airplane.

**b. NTSB Safety Recommendation.** Among the recommendations to the FAA was the following, known as A-01-54:

“For all 14 Code of Federal Regulations Part 121 and 135 operators, require the use of automatic brakes, if available and operative, for landings during wet, slippery, or high crosswind conditions, and verify that these operators include this procedure in their flight manuals, checklists, and training programs.”

**c. FAA Response.** The FAA agrees with the safety intent of this recommendation, but finds that appropriate use of autobrakes does not necessarily apply identically among all airplane types

and models, or among all autobrake systems. Hence, the FAA strongly recommends implementation of the NTSB's recommendation, with certain conditions, as shown in paragraph 4b.

**4. ACTION.** POIs affected by this notice should make the information below pertaining to NTSB safety recommendation A-01-54 known to the director of safety of each certificate holder operating under part 121, or to the director of operations of each certificate holder operating under part 135. This information may be conveyed by copy of this notice or by referring the respective director to the following URL:

<http://www.faa.gov/avr/afs/notices/8400/N8400-68.doc>

**a. The Accident, Including the Background and Safety Intent of NTSB Safety Recommendation A-01-54.** More information relating to this safety recommendation may be obtained from the NTSB's Public Inquiries Branch at (800) 877-6799, or (202) 314-6551, or from the NTSB's public Web site at: <http://www.nts.gov/ntsb/query.asp>.

**b. The NTSB's and the FAA's Shared Recommendation that the Following Practices be Followed Regarding Use of Autobrakes for Landings in Adverse Conditions:**

(1) Autobrake systems, when available and operative, should be armed and confirmed armed by both pilots, in accordance with manufacturers' recommended procedures for the airplane and autobrake system regarding landing on a wet or slippery runway, or landing in a high crosswind, or in accordance with equivalent approved company procedures. Those procedures should be reflected in the respective flight manual, checklists, and training program used by the pilot; or

(2) When recommended procedures are not specified by the applicable manufacturers regarding landing on a wet or slippery runway, or landing in a high crosswind, autobrake systems, when available and operative, should be armed and confirmed armed by both pilots when preparing to land in any of those conditions. Those procedures should be reflected in the respective flight manual, checklist, and training program used by the pilot.

**5. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS).** Document the conveyance of the information contained in this notice for each air carrier affected:

- a. Use PTRS code 1307, Convey Non-Reg. Info.
- b. Enter "N840068" in the "National Use" field (without the quotes).
- c. Once the above information has been provided to the air carrier, close out the PTRS.

**6. DISPOSITION.** This notice will not be incorporated into Order 8400.10, Air Transportation Operations Inspector's Handbook. Questions concerning this notice should be directed to the Air Carrier Training Branch, AFS-210, at (202) 267-9836.

/s/ James J. Ballough  
Director, Flight Standards Service