

Flight Safety Advisory Circular

FSAC No: 88/003/O

August, 1999

Subject:

TO AVOID USING “AERODYNAMIC BRAKE” FOR DECELERATION AT LANDING.

Background:

During the 2nd quarter of 1999, there were two tail strikes involving a B757 and A321 aircraft at TSA and TNN respectively.

Recommendation:

National carriers should re-emphasize the S.O.P. of aircraft operations. After main landing gear touchdown, crew should fly the nose gear to the runway, using speedbrake and thrust reverser to reduce airspeed. In order to avoid tail strikes, do not use aerodynamic brake” to reduce airspeed after touchdown.