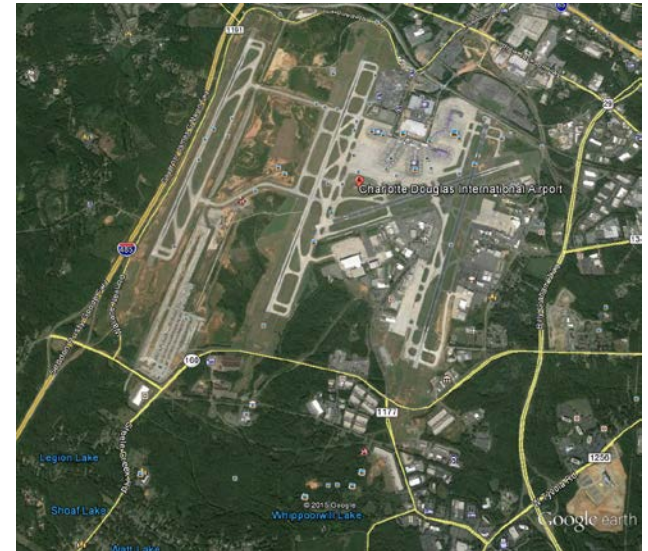


Runway 36L Inspection Data

American Airlines 1851

Charlotte Douglass International Airport
Charlotte, North Carolina

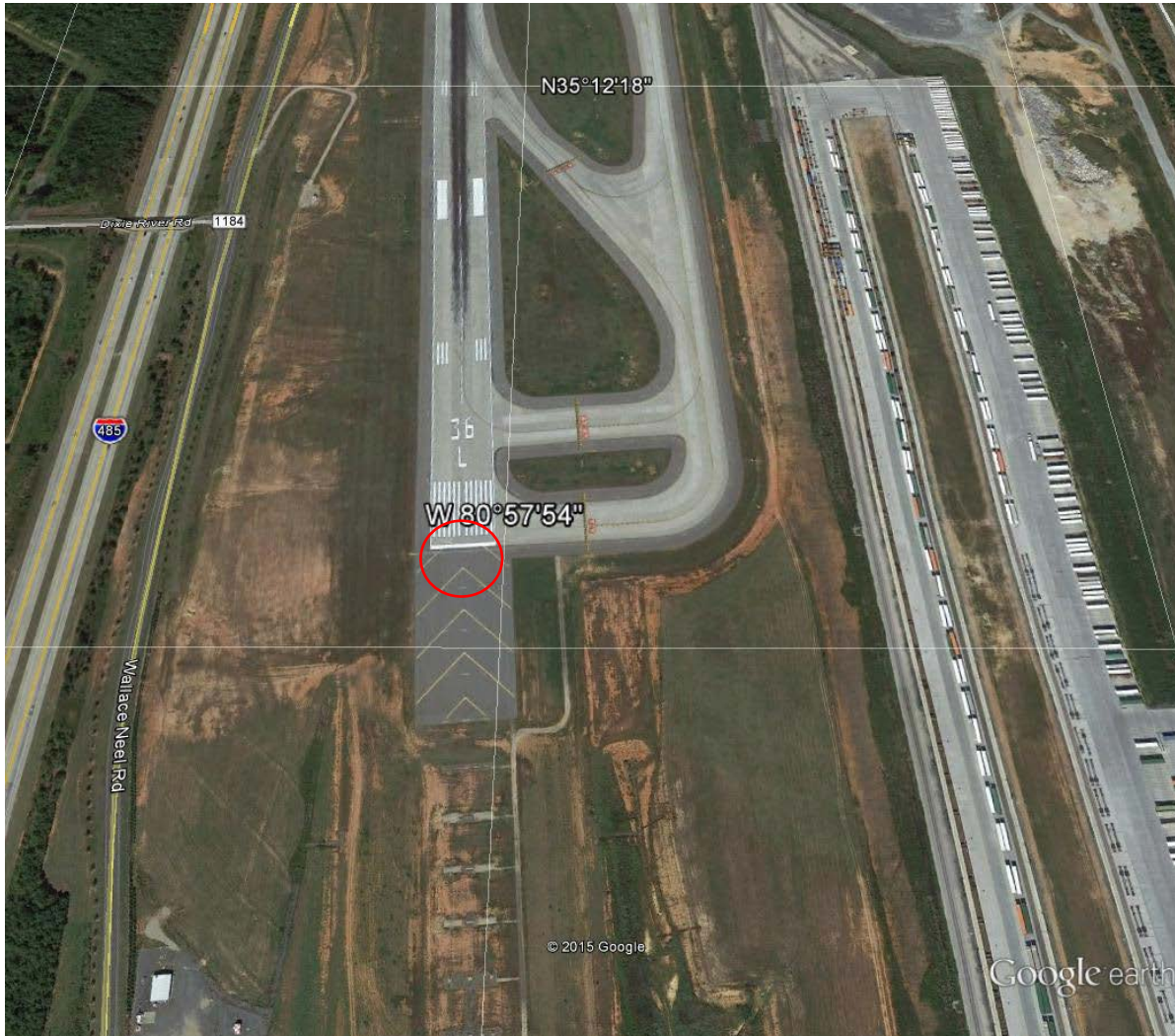
August 16, 2015



Accident Summary - American Airlines 1851

On Saturday evening, August 15, at approximately 6:34 pm eastern daylight time, American Airlines Flight 1851, an Airbus A321, N564UW, descended below glideslope flight path to Runway 36L at the Charlotte Douglas International Airport touching down prior to the runway threshold. The landing gear and aft fuselage impacted the approach lighting system lights and runway end identifier lights. The crew initiated a go-around and landed successfully on runway 36C at Charlotte airport. The crew taxied the aircraft to the gate where the captain found damage to the aircraft upon a walk-around post flight inspection.

Area of Runway Inspection – RWY 36L



- **Runway** - Hardsurface concrete 9000'X150' grooved surface
- **Markings:** Good Condition
- **Surface:** Good Condition
- **Under-run** – Asphalt
- **Lighting** – Good Condition

Runway Foreign Object Debris Walkdown

A runway Foreign Object Debris Walkdown was performed the evening of the accident and following morning of Sunday, August 16, 2015 in an effort to open the runway. Debris was found corresponding to runway lights and their structure as well as aircraft components and metal skin.



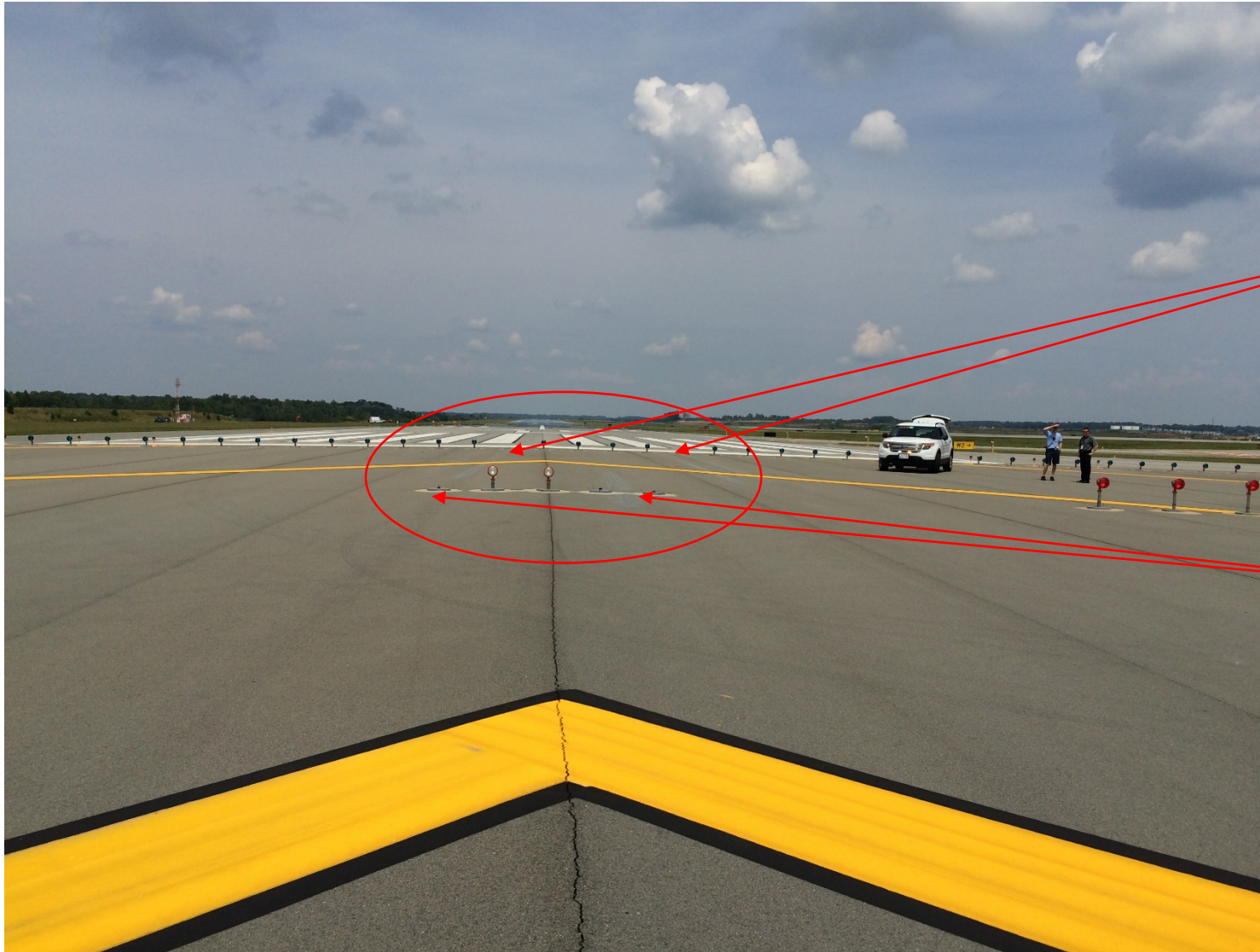
Damage Area of Runway and Lights



Airport Runway damage was limited to:

- Runway under-run;
- Approach Lights;
- Runway End Identifier Lights

View Toward Runway – Lighting System Damage



- REIL – Light Damage
 - 2 lights

- ALSF2 Light Damage
 - 3 lights

Runway Light Damage – Approach Lights



ALSF2: Standard 2,400 foot high intensity approach lighting system

ALSF-2 system (High Intensity Approach Lighting System With Sequenced Flashing Lights) consists of 247 steady burning lights: including green threshold lights (49 lights), red side row-bar lamps (9 rows, 54 lamps), and high intensity steady burning white lights (144), plus an additional 15 flashing lights commonly referred to as strobes. The strobes flash in sequence starting with the strobe farthest from the runway and ending with the strobe closest to the runway threshold. The lights are spaced at 100' intervals from the runway threshold outward to 2400'.

Three ALSF-2 Lights were sheared off at the base

Runway Light Damage — Runway End Identifier Lights



The **Runway End Identifier Lights (REIL)** system provides rapid and positive identification of the end of the runway. The system consists of two synchronized, unidirectional flashing lights. The lights are positioned on each corner of the runway landing threshold, facing the approach area and aimed at an angle of 10 to 15 degrees.



2 REIL Lights were sheared off at the base

Runway Tire Marks



Right Main Gear

MLG
Touchdown is
prior to last row
of ALSF2 lights.



Left Main Gear

Runway Impact – Aft Fuselage Scrap Marks



~ 42' x ~3' Scrape Mark

Initial point is ~ 106' from threshold