

This was the first flight of the day PHX -CLT. Prior to departure, I discussed the planned arrival weather in CLT with the dispatcher. The dispatcher and I discussed the center autopilot inop MEL, lack of autoland capability and the need to have no lower than CAT 1 weather. KORF was the alternate and planned arrival fuel was 16200 lbs. I assigned the First Officer as the pilot flying since he had flown into CLT the week prior on this same trip. We discussed the MEL, planned approach and planned arrival weather.

Approximately 1.5 hours prior to the arrival, we received the ATIS into CLT which was a special. The First Officer and I conducted an arrival briefing well prior to the top of descent. Special emphasis was noted for the vis required for the approach. We continued to check for any special ATIS update during the arrival. On the downwind leg at approximately 4000 feet, the latest ATIS was issued ATIS "X" 220/3 kts, 1/8sm FG OVC 200 14/14 30.13. I queried the controller about the RVR reports for 36L and was told 2800, 2600, 2900. Again, the F/O and I discussed the approach and the plan to land if the runway was in sight, and to disconnect the automation by a minimum of 100 feet above the TDZE. At approximately 100 ft above DH we noted approach lights in sight and just prior to mins the touchdown zone markings were in sight. Just prior to touchdown, I noticed the airspeed slightly below VREF. Touchdown was firm, but the aircraft did not bounce. The First Officer continued the roll out to 60kts and I took control. On post flight, it was evident that we had a tailstrike. I pulled the circuit breaker of the CVR, and called the CLT tower about possible debris on the runway.

Captain Michael Walsh