

The flight from Phoenix to Charlotte (CLT) was the first leg of a turn. I signed in for my trip at 6:30 am local time. We noticed a temporary forecast for 1/4 mile at CLT so the Captain consulted our dispatcher. The dispatcher noted in the conversation that the visibility was expected to be three miles at arrival time. They also discussed the MEL for the center autopilot being inoperative and our aircraft would be downgraded CAT 1. We pushed on schedule at 7:30 am local time. Pushback, taxi out, takeoff and climb out were normal. I was the flying pilot. We changed altitudes multiple times seeking a smoother ride during cruise which was otherwise normal.

Approximately 300 miles out, we updated the Charlotte arrival ATIS. It reported 1/4 mile visibility, 2 BKN, 5 OVC with ILS approaches to 36L. I referenced our Operating Manual (OM) protocol for CAT 1 ILS Approaches. We followed the SOP of building, bugging, braking, and briefing the approach. We briefed the ILS 36L approach noting the decision altitude of 944 feet and required RVR of 1800. VREF for planned flaps 30 landing was determined to be 125 with a target speed of 130 with autobrakes 2 selected. We also discussed the restriction of 100 feet above the TDZE as the minimum autopilot/autothrottle disconnect altitude, per the OM. Descending on downwind, a new ATIS was announced, the Captain requested the current RVR for 36L and all reporting points were above 2000. We were vectored to final while descending to 2500 MSL and cleared for the ILS 36L. We were configured and stabilized at 1000 feet with standard callout that speed was slightly fast but correcting. A second stabilized callout was made at 500 feet. Approaching decision altitude, I saw the runway lights and continued the approach using automation. I disconnected the automation prior to the 100 feet above the TDZE. At 50 AGL the aural countdown seemed fast and I put my hand on the throttles to push them up. We then landed hard in the touchdown zone of 36L. We taxied into the gate, checked on the inflight crew, and called AA maintenance.

First Officer Eric Edwards