

Crew Statements (Captain)

I was the Captain and pilot flying (PF) for AAL flight 2341 MIA-LAS on 21 March 2020

Enroute we checked the weather several times, for LAS and for alternate via ACARS, and we were unable to receive ATIS info for LAS. Also checked holding and or delays on arrival at LAS with dispatch.

Weather at time of arrival: night, with scattered clouds, wind 040/8, temp 15c and clear

We were handed over to LA center and told they would be handling us for the approach and clearance to land due to LAS tower and TRACON being closed. We were slowed down as LA center was sequencing traffic arriving at LAS. Given clearance for the TYSSN5 arrival, PGS transition, and told to expect landing on 26L and we would be cleared for a visual approach once we called the field insight. We briefed the arrival and checked it for correct information in the FMC and then briefed the approach ILS 26L. We checked the landing distance since we had a slight tailwind and briefed using the ILS until we had the airport and runway insight and also our intended turnoff and taxi route to gate. We used the FMC and autopilot to fly the arrival and were cleared for the arrival, then the approach, and we intercepted the localizer course then engaged the approach mode and configured the aircraft as planned. The FO was talking with LA center and also broadcasting to area traffic our position and intended landing at LAS on 26L. We were cleared to land and we called the field insight and canceled with LA so they could sequence another aircraft. The autopilot was disconnected at approximately 400 feet AGL and autothrottles disconnected at approximately 200 feet AGL. We had an uneventful approach, and on landing flare the nose of the aircraft popped up and the attitude was corrected. We turned off at the intended exit point (A6) and taxied to the gate (D5) parked and shutdown. After shutting down the FO went outside to do an exterior post flight inspection and that is when maintenance personnel informed us of a tail scrape indication. On the ride to the hotel, I called the airport facility to inform them of possible FOD on runway 26L. I also called the ASAP hotline, then AAL IOC and dispatch to inform them of the event. No passengers or crew were injured.

Captain Daniel Burton

Crew Statements (First Officer)

On 21 March, 2020 I was the First Officer (FO) and Pilot Monitoring (PM) of American Airlines flight 2341 from KMIA to KLAS with Captain Daniel Burton serving as Captain (CA) and Pilot Flying (PF).

The flight was uneventful other than the contingencies associated with KLAS Tower and TRACON being closed, necessitating the use of the normal tower frequency - 119.9 - as a CTAF. Los Angeles Center cleared us to descend via the TYSSN5 arrival and further told us we were cleared for the ILS 26L upon reaching PRINO intersection. They subsequently gave us a frequency for closing our IFR flight plan on the ground. The weather was: light easterly winds (slight tailwind), visibility greater than ten miles, and a thin layer of broken clouds at 17,000'. The temperature and dew point were 15 and 12, respectively.

CA Burton briefed the ILS Approach and we discussed the "tower closed" procedures. I also conducted a Landing Assessment to account for the slight tailwind component. CA Burton flew a normal and stabilized ILS Approach to runway 26L. While in the flare, we encountered a slight downdraft and CA Burton applied additional up elevator to compensate. We touched down with the nose slightly higher than I am accustomed to and upon deployment of the speedbrakes, the nose pitched further up (a normal characteristic of the 757). I advised CA Burton to lower the nose, which he did. Although I was concerned about the high pitch attitude during flare and landing, we did not experience any vibrations or noises that one might associate with a tail strike and I had no reason, at the time, to suspect damage to the airplane. We taxied to gate D5 at KLAS and wished our passengers and flight attendants a pleasant evening as they disembarked. Just prior to the FA's leaving the aircraft, maintenance came aboard and advised that we had a tail strike.

I went outside and observed the damage to the airplane. While I was looking at the airplane, CA Burton also came out to inspect the damage. He subsequently made a logbook entry, notified the company, KLAS Airport Operations, and the APA Safety Committee.

First Officer Brad Donner