



ECA

European Cockpit Association

EUROCONTROL
Go-around Safety Forum 2013

Pilot decision-making



Pilot decision-making

Rejected Take-off

- > Mind-set „go“
- > Take-off is aborted only for severe safety reasons (during high speed, i.e. >80 kts)
- > RTO manoeuvre is briefed before Take-off
- > Clear and unambiguous SOPs for RTO



Pilot decision-making

Rejected Take-off



- > Analysis from short haul operation.
- > **22.000** flights operated, **85%** analysed.
- > Extremely rare manoeuvre (less than **10** per year).
- > **100%** success rate of this procedure.

Pilot decision-making

Go-around

Flight Safety Foundation

Year in Review

IASS 2011



- > About **3,5 to 4%** unstable approaches
- > Busy airport roughly **2 Go-arounds per hour** due to unstable approaches?

Pilot decision-making



97% of all unstable approaches are **continued** to land.

Pilot decision-making

Why continue an unstable approach?

- > Mindset still “go”?
- > Unexpected and not briefed/prepared.
- > Schedule, ATC, fuel, night curfews...
- > No clear SOPs for Go-Arounds from other than DA/not fully configured aircraft.
- > No training for un-configured/unstable Go-Arounds.



Pilot decision-making

Better training is needed!

- > Raw data scanning of instruments.
- > Manual flying skills.
- > Monitoring duties of not flying pilot.
- > Always expect and prepare plan B.
- > Reduce Pilots' reluctance to fly Go-Arounds by making them more confident of their own piloting abilities/flying skills.



Thank you!

Keep in touch

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