
porter
Reporting and Analyzing Data Equals
Positive Safety Outcomes
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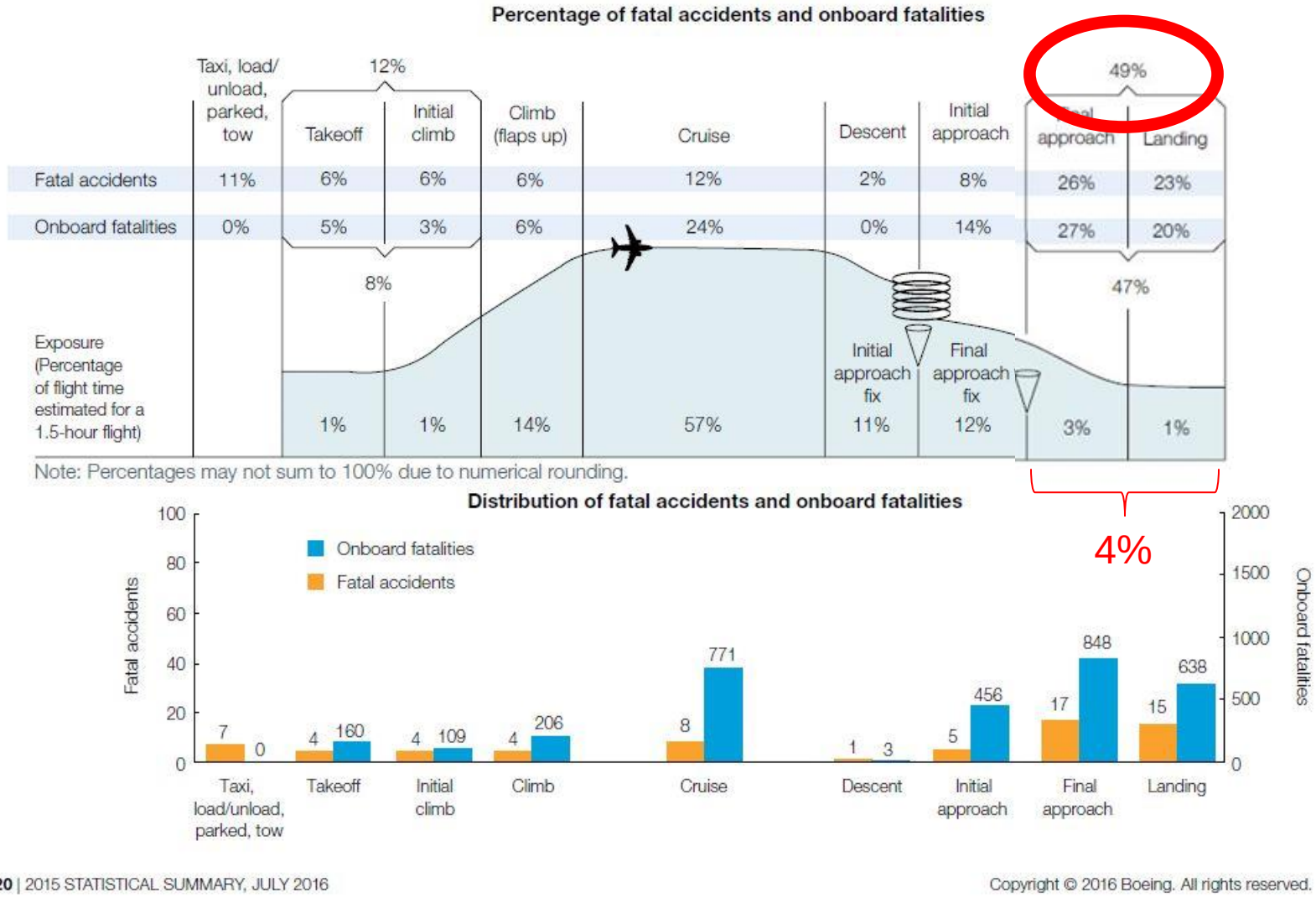
Go-Around Compliance Project:

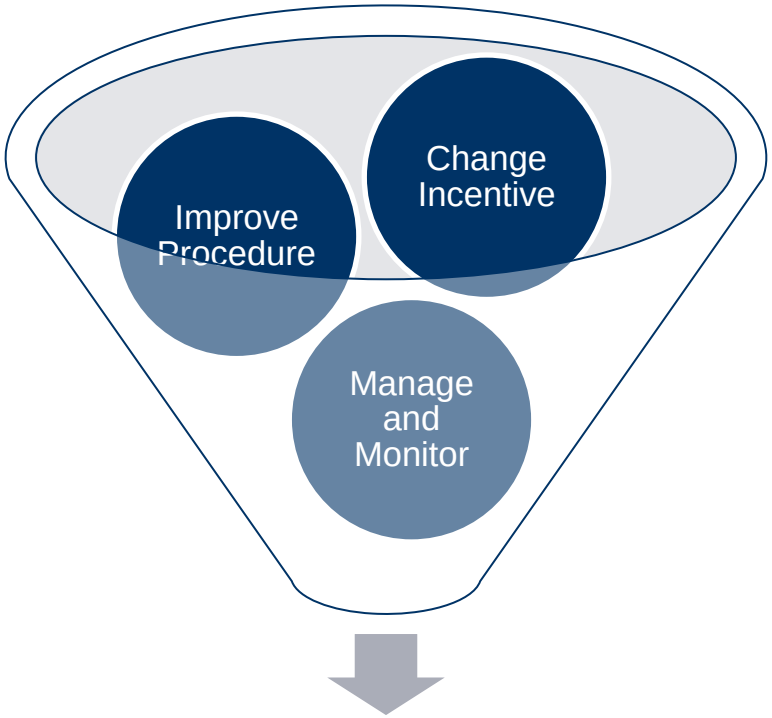
- The industry average for go-around compliance from an unstable approach is 3% (Flight Safety Foundation)
- Using Flight Data Analysis, Porter Airlines aims to improve safety in the approach and landing

The Approach and Landing Phase – Why is this Important?



Changing Company Culture

- In 2015, Porter Airlines set out to improve its go-around compliance
- With the help of the Presage Group, Porter Airlines reinvented its procedures in the last 1000’ before landing.



Safer Go Around Culture

Change Incentive Reporting Go Around
No Fault Go-Around Policy

3.20.14 No Fault Go-Around Policy

It is imperative that all pilots recognize the importance of stable approaches and touchdown zone precision when landing at all airports, and in particular, Billy Bishop Toronto City Airport (YTZ).

If stable approach criteria as per SOP 2.15.2 are not met and/or it appears the aircraft will not touch down within limits, a go-around should be performed. A go-around may be called by either pilot at any time during the approach, flare, and landing.

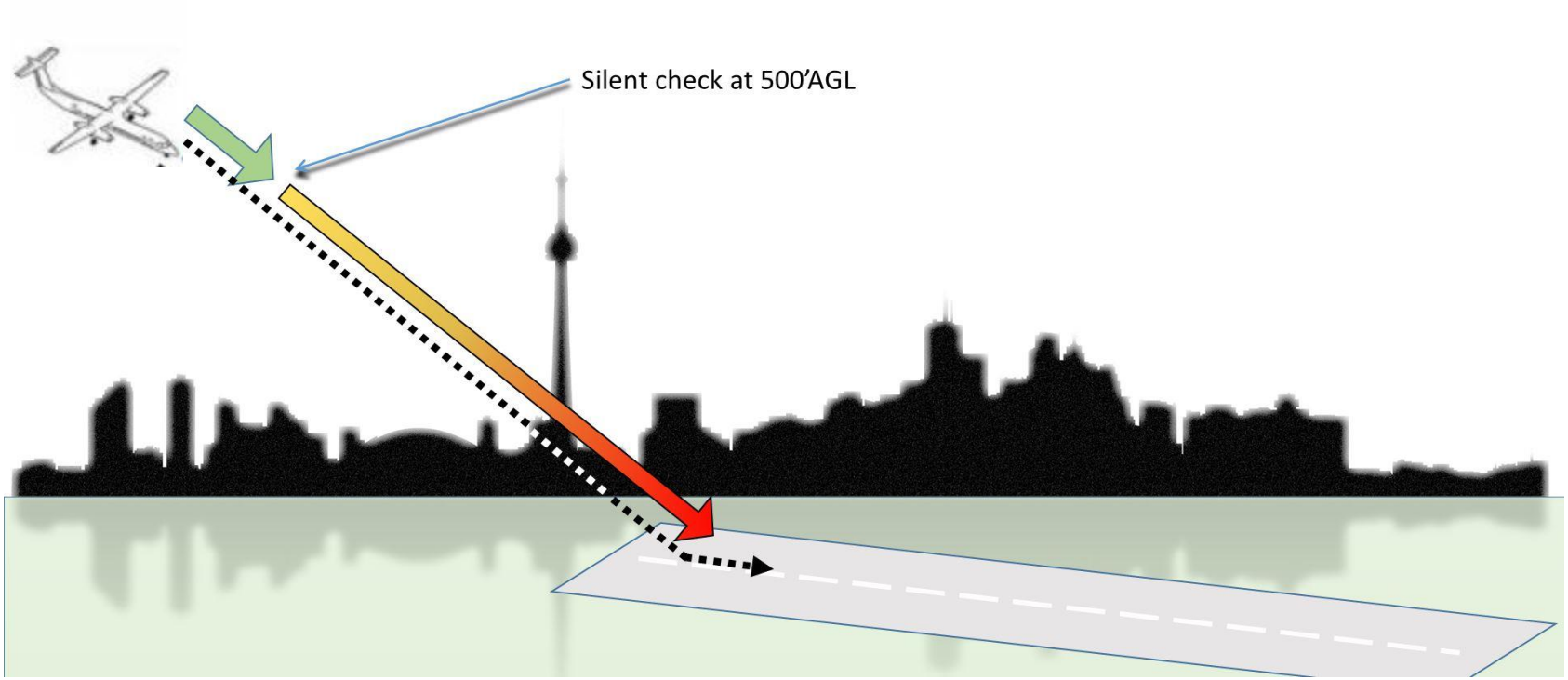
At YTZ, the main wheels of the aircraft must touch down by the end of the 1,000 ft markers (or at night at the embedded touchdown zone lights.) At all other airports, the main wheels must touch down by the end of the briefed touchdown zone limit. Should it be deemed necessary to conduct a go-around following a touchdown, advancing the power levers should result in a positive acceleration towards V_{GA}. Once a go-around or balked landing has commenced, it must be continued.

The No Fault Go-Around policy applies to ALL airports and all types of approaches in any weather conditions. Pilots are encouraged to do a go-around at any time the landing conditions are uncertain. Pilots will not be reprimanded or questioned for this action and a report will not have to be filed. If a landing is conducted following an approach flown outside the briefed stable criteria, an ASR shall be filed.

Note: As per SOP 2.16.1, planned long landings are not permitted.

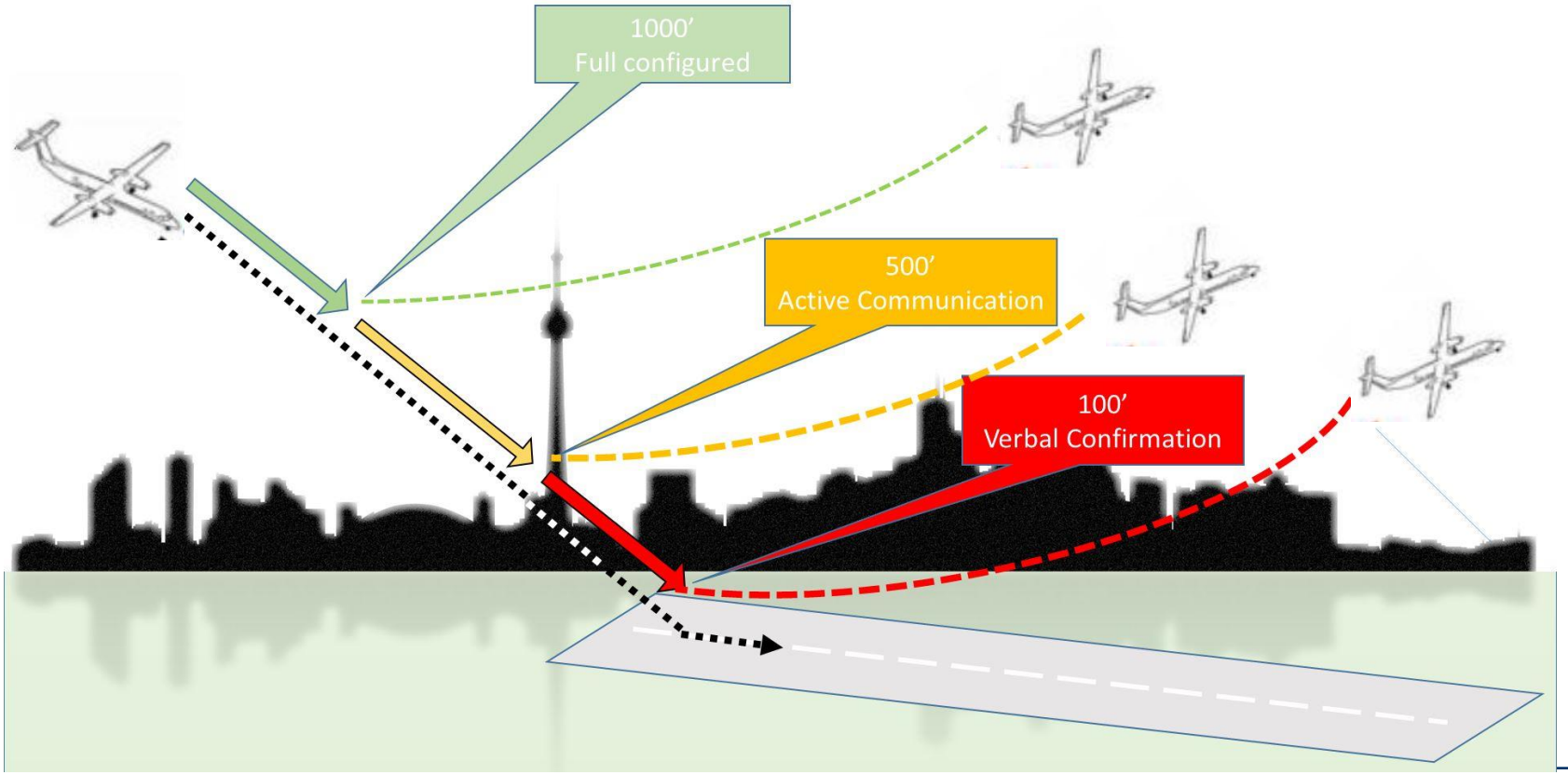
Old Procedure – Silent Stable Check at 500’ AGL

- Stable at 1000’AGL in IMC, 500’AGL in VMC – Industry Standard
- At 500’AGL, the PM had only one verbal option - to call “GO AROUND”



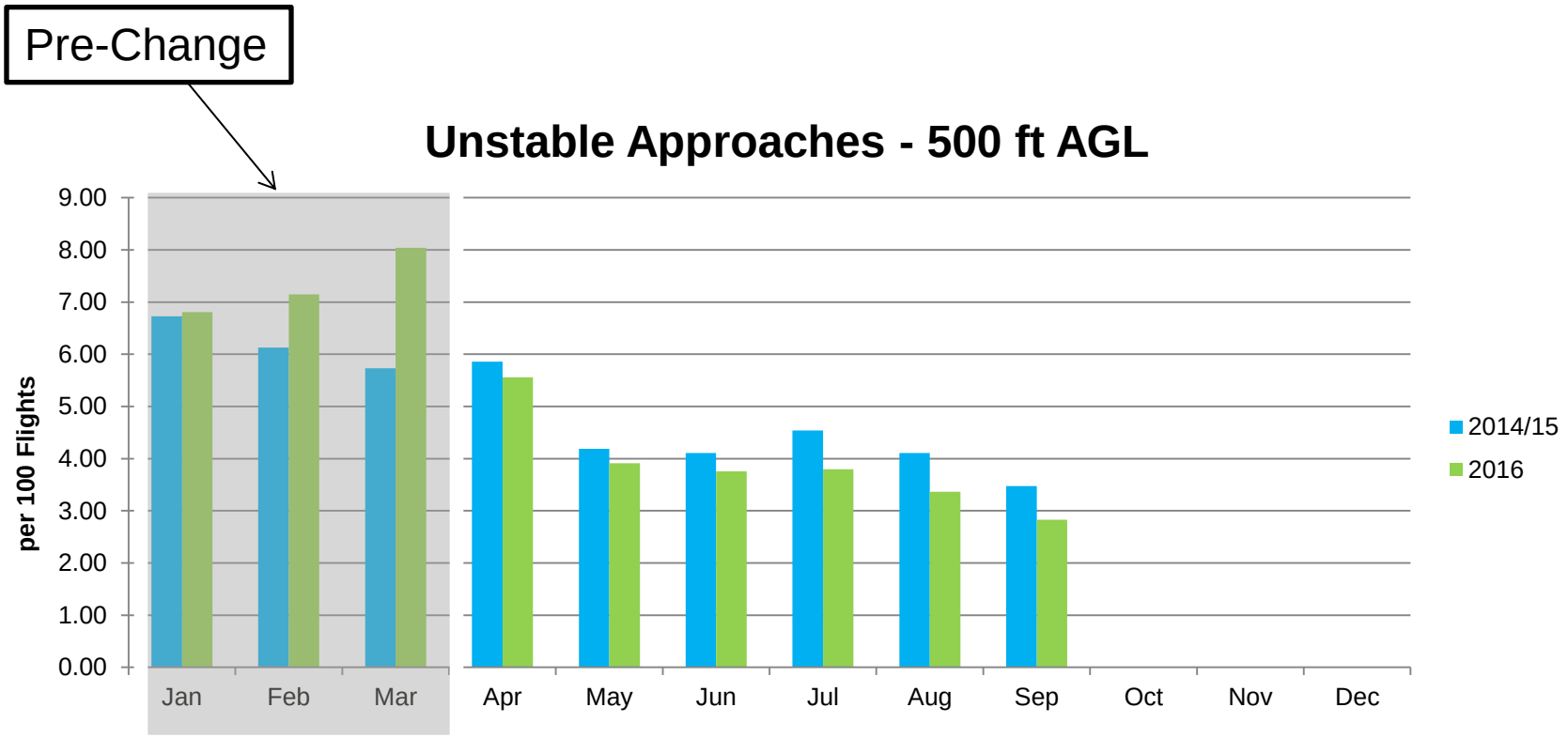
New Procedure – Active Communication below 500’ AGL

- Pilots feel that an unstable approach can be “fixed” at 500’
- Callouts warning of deviation from stable approach “primes” the brain for a go-around
- At 500’ and 100’, the PM must communicate “stable” or call out deviation



Manage and Monitor – Does This New Procedure Work??

Data – **Short Term Results**
First 6 Months



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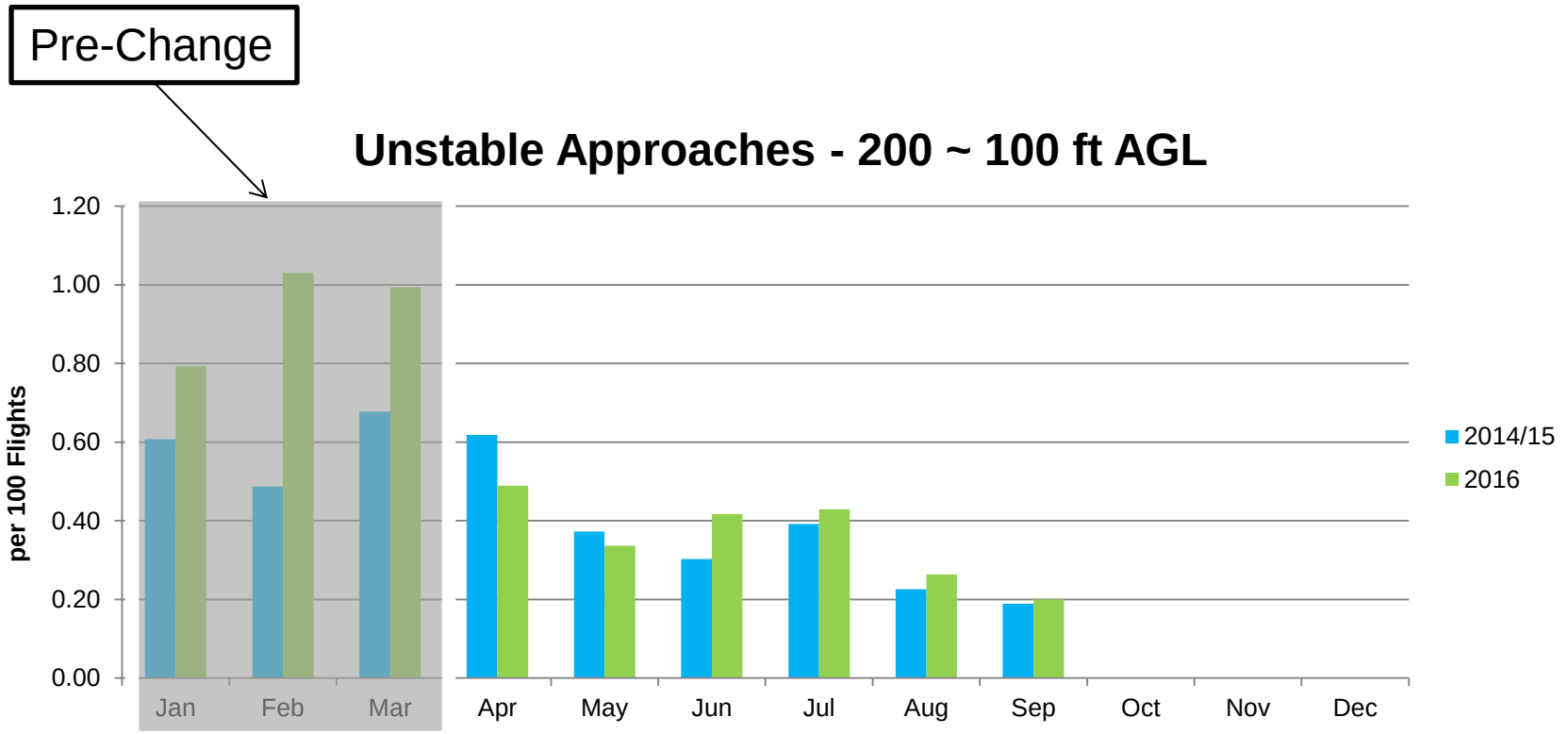
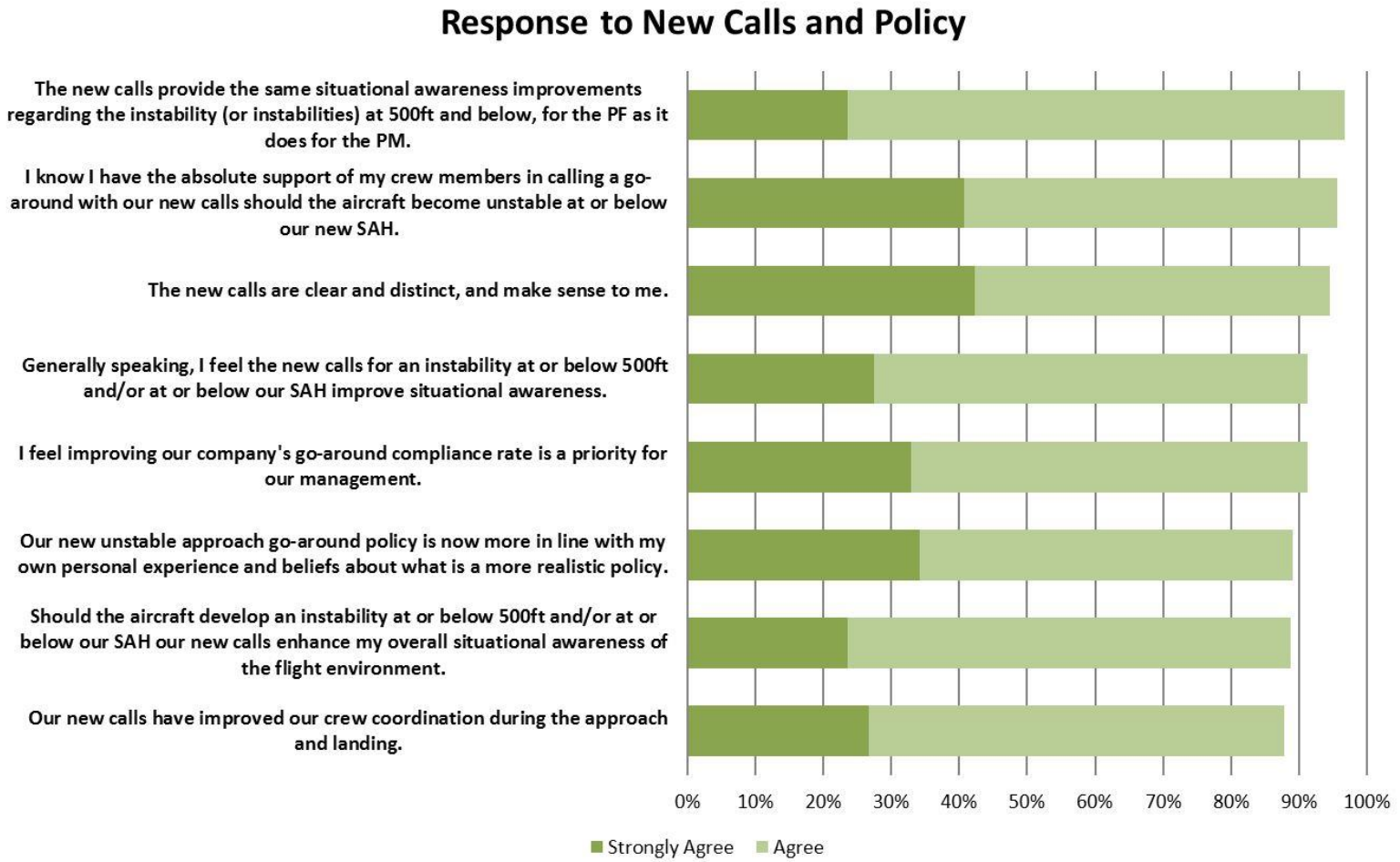
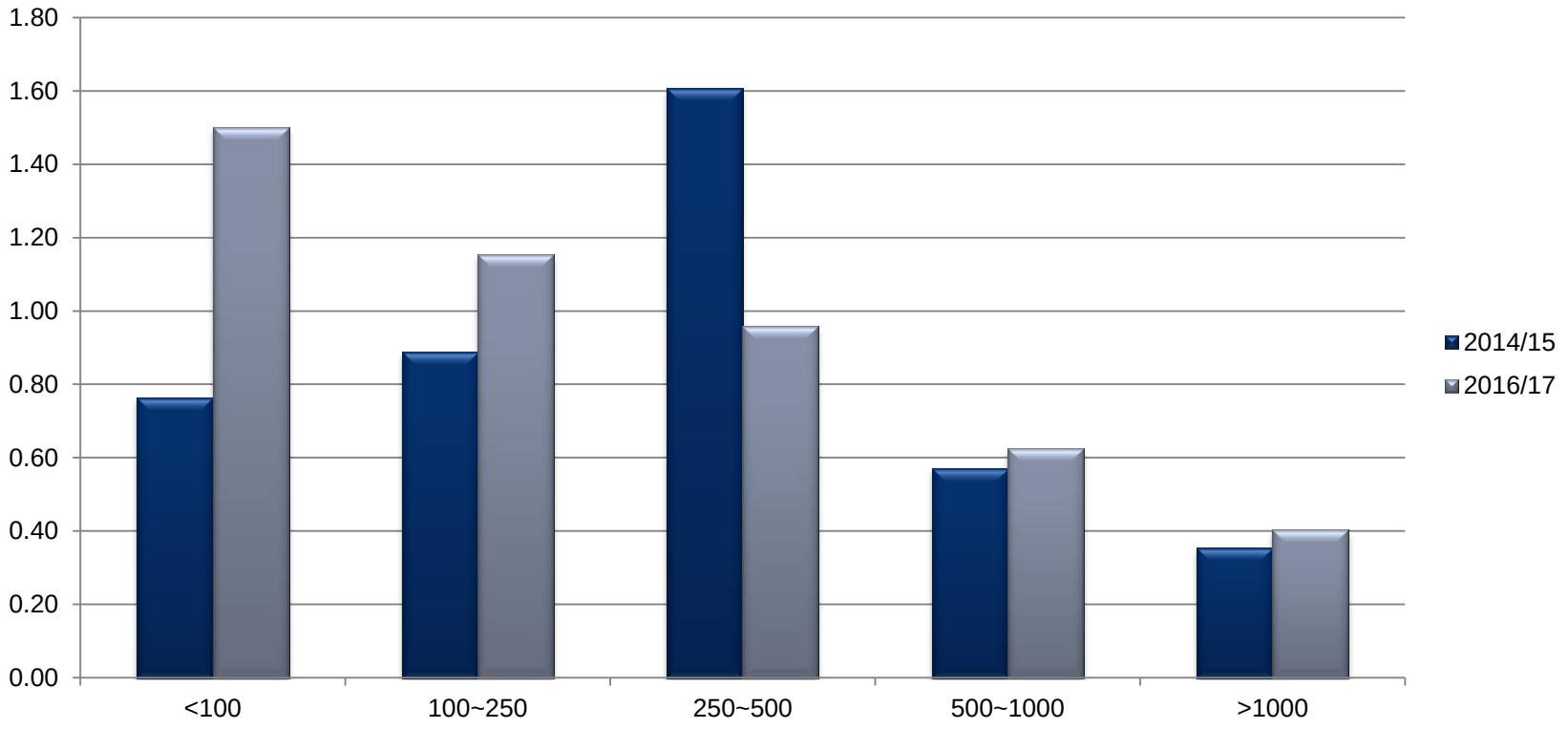


Data – 3rd Party Survey of the Porter Pilots
Almost Universal Buy-In

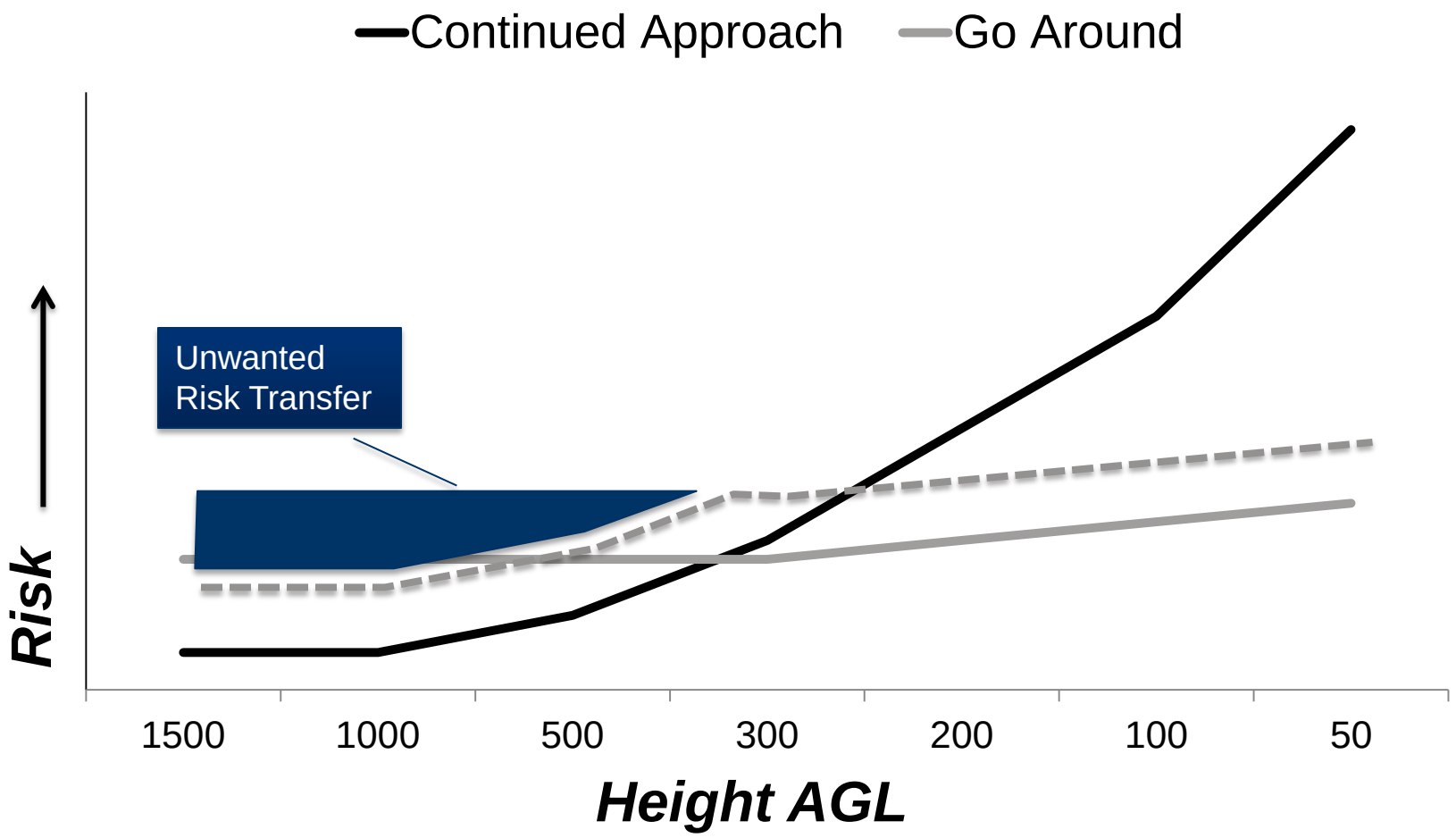


Data – Where do the Go-Arounds Occur?

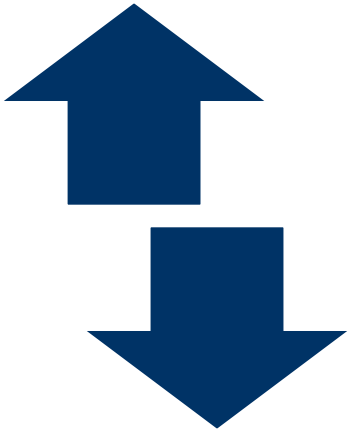


- Go Arounds from being unstable are still happing at all points 1000'AGL and below
- The increase of go arounds at 100'AGL implies that the procedure is working – **fewer unnecessary go-arounds**

Continued Approach / Go Around Risk Relationship



Data - Long Term Results



Go Arounds

Unnecessary Go Arounds

	Pre Change	Post Change
Overall Go Around Rate (per 1000 flights)	0.75	**1.73**

Thank you
Merci

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