

Video Self-study notes

“The Late Change”

FOR SELF-STUDY

These notes are for use by those undertaking self-study to accompany the Unstabilised Approach video clips. The aim is to provide notes to stimulate thoughts around the issues that arise whilst playing each of the clips.

The notes contain a short summary of the key events, a series of questions, and learning points. Answers are given at the end. You may also wish to download the full transcripts.

The Q&A examples are included to use as an optional discussion guide: the answers given are not necessarily the only ones and other local rules or SOPs may also apply.





“The Late Change”

Summary

- E-Line 123 is at high level and commencing descent to an airport on a routing that is familiar to the aircraft Captain.
- A busy approach controller is teamed with an experienced colleague, each responsible for approaches to RWY 04 LEFT and RWY04 RIGHT respectively. The controller handling E-Line 123 is very busy while his more experienced colleague is lightly loaded.
- The approach controller attempts to sequence E-Line 123 ahead of other traffic but when a requested reduction in speed cannot be accommodated, he decides to opt for an approach to RWY 04R.
- There is insufficient time remaining to establish a fully stabilised approach and so the aircraft captain initiates a go-around.

Questions

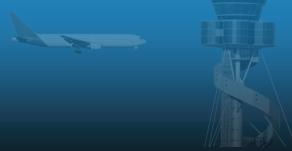
Q1: What action should have been taken by the crew of E-line 123 following the acknowledgement by the co-pilot of the request to reduce speed to 160 knots?

Q2: What actions on the flight deck should a runway change cause?

Q3. What factors need to be taken into account when deciding to offer a change of runway at a late stage in the approach procedure?

Q4: How could the approach controller have assisted the flight crew of E-Line123?

Q5: In what ways may ATC have contributed to E-Line123’s unstabilised approach?



Learning Points

- Be aware that any change of runway will significantly increase the cockpit workload on the flight crew who will need to re-set the FMS and re-brief the approach and go-around procedure
- Assist the flight crew by periodically giving track miles from touch down.

Answers

A1: The controller should have been advised that they could not reduce to 160kts at this phase of the approach.

A2: Input in the FMS; runway, approach method, minima, go around procedure. A new approach briefing is recommended.

A3: The change of runway requires a crew re-brief and resetting of the FMS/radio setup which takes time not generally available at a late stage of an approach. Such changes should be exceptional because, as in this case, they may result in an inability to stabilise the approach.

A4: The approach controller could have assisted the flight crew with distance from touch down.

A5: Through late descent, shortcut and late runway change.