



EASA Safety Information Bulletin

SIB No.: 2014-09
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Subject: **Aeroplane Go-Around Training**

Ref. Publication: Safety Recommendations from the Safety Study [Aeroplane State Awareness during Go-Around](#) (ASAGA) addressed by the Bureau d'Enquêtes et d'Analyses (BEA), the National Accident Investigation Board of France, to EASA.

Civil Aviation Authority of the United Kingdom (CAA-UK) [Information Notice IN-2013/198](#) Go-Around Training for Aeroplanes, issued 19 December 2013.

Publications from the [Go-around Safety Forum 2013](#) organised by EUROCONTROL, the Flight Safety Foundation (FSF), European Advisory Committee (EAC) and the European Regions Airline Association (ERA) in partnership with ECAST, ICAO, IFATCA, UK CAA, BEA France, NATS UK, IATA, ECA and DGAC France.

EASA [SIB 2010-18](#) Go-Around Callout and Immediate Response, published on 30 June 2012.

Applicability: NAAs, Operators, Training Organisations

Description: Poorly performed go-arounds can result in various types of accidents such as Loss of Control in Flight and Mid Air Collision.

In their study called "ASAGA" (see hyperlink above), the BEA has established that over the past years a number of commercial air transport accidents and serious incidents can be attributed to the flight crew's lack of aeroplane state awareness during a go-around. Other events also revealed inadequate management of the relationship between pitch attitude and thrust by the flight crew. Moreover, these events seem to have some common elements, such as flight crew:

- Suffering from startle and surprise effects;
- Experiencing tunnel vision;
- Exhibiting poor communication skills;
- Having difficulties in managing the aeroplane automation.

This is information only. Recommendations are not mandatory.

The study also listed and analysed the factors common to these events and made recommendations to prevent them from recurring.

Furthermore, worldwide accident and incident data has identified a number of incidents during which a go-around, carried out in a fully serviceable aeroplane, resulted in the loss or near-loss of the aircraft. In 2013, the UK CAA noted that the number of go-arounds reported in the Mandatory Occurrence Reporting database was increasing. Further analysis performed by the UK CAA established that altitude busts and flap and/or landing gear limit speed exceedances are frequently linked with go-arounds events.

Also, the [Summary Report](#) of the [Go-around Safety Forum 2013](#) hosted by EUROCONTROL, suggests, amongst other findings, that:

- The majority of accidents over the last 10 years have occurred during the approach, landing and go-around flight phases;
- One in ten go-around reports record a potentially hazardous go-around outcome, including exceeded aircraft performance limits or fuel endurance;
- The different heights at which a go-around could be initiated during an approach presents different challenges and risks.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under EU [748/2012](#), Part 21.A.3B.

Recommendation(s): As part of its on-going regulatory review and rulemaking process, EASA, together with aviation experts, is currently reviewing the various safety recommendations that have been addressed to the Agency by the BEA in the ASAGA study.

In this context, the aim of this SIB is to raise awareness on the risks associated with unexpected or poorly executed go-around manoeuvres and to encourage operators to specifically address these risks in their Management Systems.

EASA recommends that training organisations and operators place more emphasis on conducting go-around manoeuvres with all engines operating in a Flight Simulator Training Device during initial and recurrent training programmes.

The go-around training should take into account the following elements:

- Training should include un-planned go-arounds that expose crews to the surprise and startle effect;

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- Training should include go-arounds from various altitudes during the approach and in various aeroplane configurations and different weights;
- Training should also include bailed landings (between Decision Altitude and touchdown and after touchdown unless thrust reversers have been activated);
- In addition to full thrust all engine go-arounds, pilots should be trained in the use of the “limited thrust” go-around option, when available, as it reduces the risk of the airframe structural limits being exceeded. It also reduces the risk of the pilot being exposed to somatogravic illusion and disorientation effects, thereby reducing the risk of loss of control in flight;
- Training should always be performed in accordance with the Aircraft Flight Manual and the operator’s Standard Operating Procedures and crews should be provided with guidance on the correct use of the auto-flight modes relevant to the various aforementioned training scenarios.

Contact(s):

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