



EASA Safety Information Bulletin

SIB No.: 2010-18
Issued: 30 June 2010

Subject: Go-Around Callout and Immediate Response

Ref. Publications: Federal Aviation Administration (FAA) Safety Alert for Operators (SAFO) 10005, dated 01 March 2010.

Description: The FAA published the above-referenced advisory document (which is attached as page 2 of this bulletin) to recommend that all operators should provide written policy to flight crews emphasizing that either pilot may make a go-around callout and that the response to a go-around callout is an immediate missed approach.

After reviewing the information, EASA supports the recommended actions contained in FAA SAFO 10005. This Safety Information Bulletin is published to ensure that all owners and operators of aircraft, registered in European Union Member States or associated countries, are made aware of these important recommendations.

Applicability: All aeroplanes and helicopters with a flight crew of 2 pilots.

Contact: For further information contact the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.



U.S. Department
of Transportation
**Federal Aviation
Administration**

SAFO

Safety Alert for Operators

SAFO 10005
DATE: 3/1/10

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo

A SAFO contains important safety information and may include recommended action. SAFO content should be especially valuable to air carriers in meeting their statutory duty to provide service with the highest possible degree of safety in the public interest. Besides the specific action recommended in a SAFO, an alternative action may be as effective in addressing the safety issue named in the SAFO.

Subject: Go-Around Callout and Immediate Response

Purpose: To recommend that all operators should provide written policy to flightcrews emphasizing that either pilot may make a go-around callout and that the response to a go-around callout is an immediate missed approach.

Background: In 2007, an Embraer ERJ-170 overran the end of the runway while landing during snow conditions. On final approach, at an altitude of about 190 feet above ground level (AGL), the Captain, the pilot monitoring, stated he had the approach lights in sight. About 4 seconds afterward, the Captain stated the runway lights were in sight. However, when the airplane was at an altitude of 80 feet AGL, the Captain indicated he could not see the end of the runway and stated, "let's go [around]." The First Officer, the pilot flying, then stated he had the end of the runway in sight and continued the approach.

Discussion: The National Transportation Safety Board (NTSB) determined the probable cause of this accident was the failure of the flightcrew to execute a missed approach when visual cues for the runway were not distinct and identifiable. The First Officer's response to the Captain's go-around callout was not an immediate go-around maneuver. This failure to respond did not meet with the NTSB's expectation that, regardless of which pilot calls for the go-around, the needed response should be executing a missed approach. The air carrier's crew resource management (CRM) training guidance did not include this information or indicate that either pilot could call for a go-around. Also, post accident interviews with company pilots and check airmen indicated varying understanding of the role of the monitoring pilot (in particular, a monitoring captain) in initiating a go-around callout.

Approach and landing accidents remain among the highest ranked categories of airline fatal accidents. The NTSB found the unwillingness of pilots to execute a go-around and missed approach, when necessary, was the cause, at least in part, of some approach and landing accidents. It is critical to flight safety that both the pilot flying and the pilot monitoring should be able to call for a go-around if either pilot believes an unsafe condition exists. Also, although CRM principles prescribe that some cockpit decisions can be made by crew consensus, others, including the go-around callout, require immediate action, without question, because of the immediacy of the situation. The FAA will issue a Notice to incorporate Go-around guidance into Order 8900.1. AC 120-71A, "Standard Operating Procedures for Flight Deck Crewmembers" and AC 120-74A, "Flight Crew Procedures During Taxi Operations" will be revised to include this information.

Recommended Action: Directors of Operation, Directors of Safety and Directors of Training for Title 14 of the Code of Federal Regulations (14 CFR) part 121, 125, 135, and Part 91 subpart K operators should publish or reinforce existing written policy emphasizing that:

1. Either the pilot flying or the pilot monitoring may make a go-around callout, and
2. The flying pilot's immediate response to a go-around callout by the non-flying pilot is execution of a missed approach.

Contact: Questions or comments concerning this SAFO should be addressed to the Air Transportation Division, AFS-200, at (202) 267-9836.