


| | | |
|--|---|---|
| OPERATIONS ADVISORY NOTICE (OAN) | |  Transport Malta Civil Aviation Directorate Flight Operations Inspectorate Security Gate 1 Luqa Airport Luqa LQA 3000 Malta |
| OAN Number: 06/14 | Issue Date: 14th April 2014 | |
| Subject: Aeroplane Go-Around Training | | |

1.0 Introduction

There have been a number of incidents whereby poorly performed go-arounds in fully serviceable aircraft have resulted in either the loss of the aircraft or incidents such as altitude busts or exceedence of flap and/or landing gear limit speed.

The purpose of this OAN is to raise awareness of the risks associated with poorly executed or unexpected go-arounds and to encourage operators to address these risks in their Management Systems.

2.0 Action

Go-arounds with all engines operating are practiced during initial type rating training, however EASA has recommended that training organisations and operators should place greater emphasis on conducting go-around manoeuvres with all engines operating in a Flight Simulator Training Device during initial and recurrent training.

Go –around practice with all engines operating should include unplanned go-arounds to expose crew to the surprise effect and should be practiced from various altitudes during the approach and in various aircraft configurations and differing weights.

Training must always take into consideration the Aircraft Flight Manual and Operator Standard Operating Procedures and appropriate guidance should be given to crews in relation to the use of auto-flight modes relevant to the various training exercises. Reference to the EASA Safety Information Bulletin SIB 2014-09 and the Flight Safety Foundation article on Go-Arounds in www.skybrary.aero is suggested to enhance more effective training on this subject.

3. Recommendation

Operators are encouraged to review their recurrent training programme and modify as necessary to incorporate appropriate go-around training.

Flight Operations Inspectorate