

Aviation Safety Bulletin

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Subject :

While attempting a visual approach from a position higher than the normal glide path, the crew of the airline concerned, as a result of inadequate CRM, mishandled the “Go Around” maneuver and allowed the aircraft to progress into an unusual attitude.

Background :

This overseas event occurred with the First Officer acting as PF and Captain as PNF. When cleared for visual approach by ATC, the crew did not descend in time, resulting in an approach high above expected glide path followed by a decision to go around. As a result of unclear transfer of control and improper CRM, The Captain actuated the GO Lever without notifying the FO (still PF), who was hesitant about what to do, causing a close call abnormal event.

Recommendation :

- 1.Establish a clear procedure for transfer of control, either by CALL-OUT or appropriate CRM, between PF and PNF.
- 2.Call-out when a change in Flight Mode Annunciation indicates an abnormal situation.
- 3.Indoctrinate the crew with the correct procedure for upset recovery either in annual recurrent training or by other means.
- 4.Enhance the screening mechanism to detect low standard and low proficiency pilots,

during conduct of major training syllabi $\frac{3}{4}$ such as FMC/CRM/
AUTOMATION/UPSET RECOVERY.