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OPERATION CIRCULAR 15 OF 2010

Subject: Go-around following unstablised approach

1. Majority of the incidents/ accidents in the aviation industry are caused due to a chain of events going wrong and not due to an isolated failure of particular component or due to non-adherence to a one particular procedure.
2. To reduce these incidents/ accidents, checklists normal / non-normal, SOP's and CRM training are regularly done to enhance the awareness of all involved in aviation. Despite these safeguards being in place, series of failures to comply with the laid out procedures lead to such occurrence.
3. The last line of defense on the cockpit is good CRM, whereby despite a critical failure in the cockpit, good CRM practices could still save the day and make it to a safe landing.
4. Subtle incapacitation is associated with non-response to particular stimuli, as the crew is deeply involved in a particular maneuver. To assist in identifying subtle incapacitation, the PNF is expected to give two calls before taking any further action. In case the response is there from the PF towards the correction expected by the virtue of his action, it is taken as satisfactory. But the case where the response from the PF is absent or inadequate and the situation continues to deteriorate is something that needs to be addressed.
5. In a situation like this, even if the PF assumes that the situation is not alarming and it is safe to continue, PF should take cognizance of the input

coming from the PNF and PF either should have briefed him in advance for the non standard procedure or should abandon the approach and carry out the missed approach, giving due consideration to the possibility of an undesirable occurrence. **The action to take over controls by the PNF should only be in the case of total / subtle incapacitation.** A situation of conflict in the cockpit is most undesirable for flight safety and would lead to a hazardous situation and needs to be avoided in all circumstances.

6. The following steps are recommended progressively if flight safety continues to be threatened.
 1. First call – “Approach not stabilized.”
 2. Second Call - If insufficient, incorrect or no response from flying pilot, loudly say “Go around Captain”.
 3. If no response from Captain, the pilot monitoring/ PNF shall announce, loudly “My controls Captain” and transmit to ATC “Go Around” and immediately initiate appropriate go around procedure safely with all available automation.

Such a situation may arise in case of a visual approach, a non-precision approach or a precision approach being dictated manually in VMC condition. In no case should aeroplane continue unstabilised approach below 200 feet AAL. Therefore, these actions must be inducted from about 500 feet AAL. **It is to be remembered that this is the last ditch effort to remain in the envelope of flight safety and, therefore, pilot flying shall ensure that the flight conduct is such that the above steps are not warranted.**

Sd/-
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