

TO GO-AROUND OR NOT TO GO-AROUND

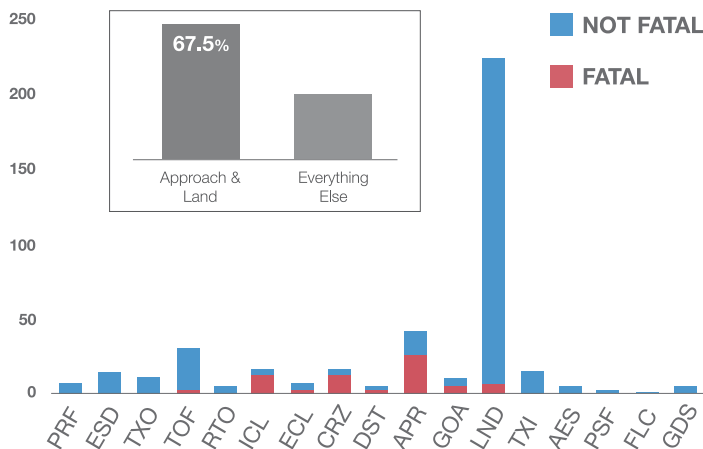
Understanding why pilots **almost** never go-around. Join Presage and Flight Safety Foundation in unpacking pilot non-compliance to one of the most critical decisions in flight operations, and what to do about it.

Do you know your flight crew's compliance rate to your go-around policy? Do you know how to improve your compliance rate? Have you been successful at making change? What is its impact to your business? Go-arounds carry their own risk, what's the impact of more go-arounds?

This workshop will give attendees a detailed understanding of:

- The safety issue
- The risks associated with continuing unstable to a landing
- The risks of a go-around

Accidents per Phase of Flight (2011-2015)



SOURCE: IATA, ACTF

Using the Presage Group Inc. psychological model of non-compliance (the same one used for the Flight Safety Foundation project), attendees will gain an understanding of:

- The psychological drivers behind non-compliance
- High and low-level strategies to make improvements in their own organizations
- The challenges and hurdles in making improvements
- Industry examples of results of successful policy and procedural changes

The Go-Around policy is arguably the industry's most important policy when it comes to reducing aviation accidents. Designed specifically to mitigate the risk of our most common types of accidents, it is very rarely complied with, and industry efforts to improve compliance have produced little results. Flight Safety Foundation recognized this serious industry weakness and recently published its report of the *Go-Around Decision-Making and Execution Project*.

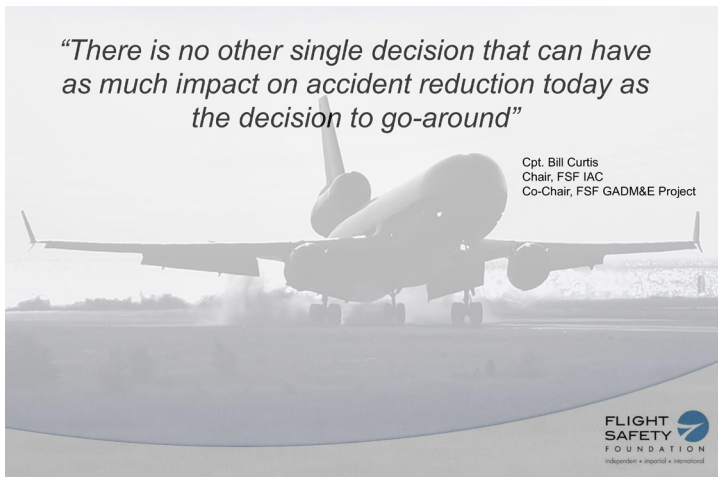
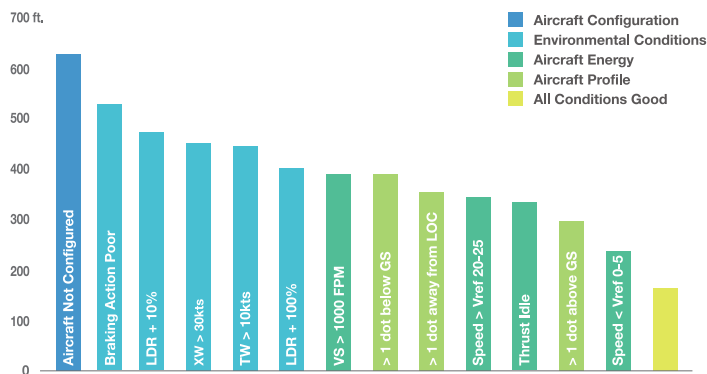
It's an interactive workshop where a *virtual* airline, created with the help of the attendees, will be used as an example airline working through this critical safety issue. The virtual airline data will come from a combination of real time data from attendee inputs (anonymously), and aggregated data from Presage's archives. The result of this exercise will be an airline that has produced actionable policy and procedural changes to improve their go-around compliance.

How do I, as the head of Safety or Flight Operations, move my airline with Flight Safety Foundation's guidance material on Go-Around Decision-Making and Execution to improved compliance to our go around policy?

1 STARTS WITH AN UNDERSTANDING OF THE OPERATIONAL LANDSCAPE AND ITS RISK

2 UNDERSTANDING THE MENTAL MODEL OF THE PROFESSIONAL PILOT DURING THE APPROACH AND LANDING PHASE OF FLIGHT

The Lowest Altitude a Pilot Feels It Is Safe to Conduct a Go-around



3 PROVEN METHODOLOGY— GROUNDED IN SCIENCE

Did you know that the Presage Group provided the science for the investigation and analytics behind Flight Safety Foundations Go-Around Decision Making and Execution Project and is actively involved with a number of airlines in creating mitigations that significantly reduce the risks associated with unstable approach and landings and increase compliance to go-around policies?

Ability To Predict Compliance

Predictor Variables	Predictive Accuracy of Go-Around Decision
Flight Instability Factors (fight path deviation, Vref+ 20, +1000ft/min sink rate, etc.)	60%
Environment Factors (weather, winds, runway conditions, ATC late vectoring, etc.)	61%
Presage: Psychological Drivers for Non-compliance	86%

Presage Human Factors, on their own, were **20%-points** more predictive of GA compliance than were objective instability and environmental factors combined (66%)

4 PROVEN RESULTS

"The Presage Group has been integral in helping us understand and interpret pilot behavior in the last 1000 feet to landing. Continuation bias and procedural incentives to continue to land were roadblocks to improving safety. With the help of the Presage Group, we were able to leverage data from our own pilots to challenge industry norms, and double the number of go-arounds from unstable approaches while simultaneously reducing unnecessary go-arounds."

Capt. John Gronlund
Director Flight Operations
Porter Airlines

For more information, contact us at:



Presage Group Inc.

Tel: +1 289 799 8500
info@presagegroup.com
presagegroup.com



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