SUMMARY

Towards the end of the 2000's, the BEA observed that a number of public air transport accidents or serious incidents were caused by a problem relating to "aeroplane state awareness during go-around" (ASAGA), which may otherwise be described as a loss of control of the flight path during or at the end of a go-around manoeuvre (GA). Other events revealed inadequate management by the flight crew of the relationship between pitch attitude and thrust, with go-around mode not engaged, but with the aeroplane close to the ground and with the crew attempting to climb.

Moreover, these events seemed to have some common features, such as startle effect, the phenomenon of excessive preoccupation by at least one member of the crew, poor communication between crew members and difficulties in managing the automatic systems.

A study was thus initiated with a view to:

- Listing and analysing the factors common to these events;
- Suggesting strategies to prevent their recurrence.

The following organisations were invited to participate in the study:

- Air France
- Corsair
- XL Airways France
- The Organisme du Contrôle en Vol (OCV) (the French flight safety organisation)
- The Direction de la Sécurité de l'Aviation Civile (DSAC) (the French civil aviation safety directorate)
- The manufacturer Airbus
- The manufacturer Boeing
- The National Transportation Safety Board (NTSB)
- The European Aviation Safety Agency (EASA)
- The International Civil Aviation Organisation (ICAO)
- The Institut Supérieur de l'Aéronautique et de l'Espace (ISAE) (School of aerospace engineering)
- A pilot specialising in human factors and pilot training
- Dédale, a company specialising in human factors and risk management.

During the study, contacts were made with the FAA and with the international Commercial Aviation Safety Team (CAST).

The first phase of the work was a statistical study, primarily of data provided by the BEA and ICAO. During a second phase of the study, significant events were selected and analysed. Subsequently, a survey was sent out to airline pilots and simulator sessions were performed on Boeing 777 and Airbus A330.

All the results were then analysed and presented to the participants in the study.

The report includes 34 safety recommendations.