

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.151

National Policy

Effective Date:
3/25/11

Cancellation Date:
3/25/12

SUBJ: Verification of Go-Around Callout Written Policy (Parts 121, 135, and 91K)

- 1. Purpose of This Notice.** This notice provides guidance to principal operations inspectors (POI) with oversight responsibilities of Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 125, and 135 certificate holders and 14 CFR part 91 subpart K (part 91K) program managers. This notice requires a special emphasis inspection to determine an operator's voluntary compliance with Safety Alerts for Operators (SAFO) 10005, Go-Around Callout and Immediate Response.
- 2. Audience.** The primary audience for this notice is Flight Standards District Office (FSDO), Certificate Management Team (CMT), and certificate management office (CMO) aviation safety inspectors (ASI) having oversight of parts 121, 125, and 135 certificate holders and part 91K program managers. The secondary audience includes the Flight Standards branches and divisions in the regions and headquarters (HQ).
- 3. Where You Can Find This Notice.** You can find this notice on the My FAA employee Website at http://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators may find this information on the Federal Aviation Administration's (FAA) Web site at <http://fsims.faa.gov>.
- 4. Background.**

 - a. Accident.** In 2007, an Embraer ERJ-170 overran the end of the runway while landing during snowy conditions. On final approach, at an altitude of about 80 feet above ground level (AGL), the captain, the pilot monitoring (PM), stated he could not see the end of the runway and stated, "Let's go [around]." The first officer, the Pilot Flying (PF), then stated he had the end of the runway in sight and continued the approach. The National Transportation Safety Board (NTSB) determined that the probable cause of this accident was the failure of the flightcrew to execute a missed approach when visual cues for the runway were not distinct and identifiable. The first officer's response to the captain's go-around callout was not an immediate go-around maneuver.
 - b. Result.** As a result of its investigation, the NTSB issued recommendation A-08-18. This recommendation suggested that the FAA should "require all part 121, 125, 135, and part 91K operators to have a written policy emphasizing either the PF or the PM may make a go-around

callout and the response to a go-around callout by the PF is an immediate go-around.” In response to the NTSB, the FAA published SAFO 10005, which recommended that operators should publish or reinforce existing written policy emphasizing that:

- Either the PF or PM may make a go-around callout; and
- The flying pilot’s immediate response to a go-around callout by the PM is the execution of the go-around maneuver.

5. Discussion and Guidance. POIs responsible for parts 121, 125, and 135 certificate holders and part 91K program managers will survey and report on each of their operators’ status on SAFO 10005 recommendations that operators should publish or reinforce existing written policy that either the PF or PM may make a go-around callout, and the flying pilot’s immediate response to a go-around callout by the PM is the execution of the go-around maneuver. The POIs will then document if the operator voluntarily complied (i.e., either currently had in place or has revised the appropriate manuals, approved training programs, standard operating procedures, and training modules as described in SAFO 10005) or if the operator has not voluntarily complied.

6. Action. Within 120 days of the effective date of this notice, POIs should enter a PTRS record indicating this inspection has been accomplished. The POI should do the following:

- Open a PTRS record using code 1621,
- Appropriate 14 CFR part: 121, 125, 135, or 91K,
- Operator designator (121/125/135/91K), and
- If voluntarily complied enter CALL-YES in the “National Use” field.
- If not voluntarily complied enter CALL-NO in the “National Use” field.

7. Disposition. This is a one-time inspection and the information in this notice will not be incorporated into FAA Order 8900.1, Flight Standards Information Management System (FSIMS). Direct questions regarding this notice to Air Carrier Operations Branch, AFS-220, at 202-267-8166.

for



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