



U.S. Department
of Transportation
**Federal Aviation
Administration**

InFO

Information for Operators

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Flight Standards Service
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http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Committed-to-Stop Point on Landings

Purpose: This InFO informs operators about the importance of establishing a point, during landing, where a go-around or aborted landing procedure will not be initiated and the only option will be bringing the aircraft to a stop.

Background: On July 31, 2008, about 0945 central daylight time, the pilots of a Hawker Beechcraft airplane crashed while attempting a go-around more than 17 seconds after touchdown on a 5,500' runway. Two pilots and six passengers were fatally injured and the airplane was destroyed by impact forces. In addition, other accidents have occurred as a result of making a delayed decision to go-around after touchdown.

Discussion: These accidents might have been prevented if the pilots had committed to the landings, rather than attempting to go around with insufficient runway available. The Federal Aviation Administration (FAA) has investigated the benefits and potential risks associated with incorporating a committed-to-stop point in the Aircraft Flight Manual (AFM). Unfortunately, operational factors are too numerous and varied to establish a single committed-to-stop point. However, establishing a point where a go-around or aborted landing will not be attempted would eliminate ambiguity for pilots making decisions during time-critical events. Because of this, operators are in the best position to make this determination for their operation and type aircraft they fly.

Recommended Action: Program managers (Part 91K); directors of safety and directors of operations (Part 121); directors of operations (part 135); training managers; and pilots should establish standard operating procedures (SOP) for aircrew to determine a point after touchdown where a go-around will not be initiated. The only option will be bringing the aircraft to a stop. Approved performance data and manufacturer's procedures must be used to develop these procedures. They should be part of the approach briefing and adopted in initial/recurrent training, the operator's SOP, flight operations manual, and Crew Resource Management (CRM) training programs.

Contact: Questions or comments regarding this InFO should be directed to Air Carrier Training and Voluntary Safety Programs, AFS-280 at (202) 267-8166.