



Video Self-study notes

“Thank God It’s Friday”

FOR SELF-STUDY

These notes are for use by those undertaking self-study to accompany the Unstabilised Approach video clips. The aim is to provide notes to stimulate thoughts around the issues that arise whilst playing each of the clips.

The notes contain a short summary of the key events, a series of questions, and learning points. Answers are given at the end. You may also wish to download the full transcripts.

The Q&A examples are included to use as an optional discussion guide: the answers given are not necessarily the only ones and other local rules or SOPs may also apply.





“Thank God It’s Friday”

Summary

- It is a quiet day at the landing airport and at the radar approach position - traffic is relatively light.
- The weather is generally good but it had been raining heavily at the airport earlier, and there are thunderstorms in the area.
- E-line 222 is on the approach for landing and asks for a straight-in approach, which is approved.
- The captain is advised of a change in the surface wind speed at the airport. However, the crew do not register the transmission which also requests whether they still wish to continue with the straight-in approach. Moreover, the approach controller does not hear the aerodrome controller’s subsequent warning that the wind speed has increased further.
- Following another request, the captain confirms that he intends to continue with the straight-in approach but neither he nor the approach controller is aware of another significant change in wind-speed direction and strength.
- E-line 222 is cleared to land but the aerodrome controller’s intended wind check on final is partially blocked by another transmission.
- The aircraft lands, but ends up stuck in the mud.

Questions

- Q1:** What factors should have been considered for the approach to runway 12?
- Q2:** What information could the approach controller have given to the pilot flying E-line 222?
- Q3:** Do you believe the captain would have landed if he had been aware of the actual wind increase?

For further discussion:

- Do you know of any similar incidents?
- In your own experience, do aircraft often ask for a runway other than the runway in use?
- Do you systematically check for changes to wind speed/direction?
- How do you ensure that safety significant information such as changing wind direction, runway surface condition etc. are communicated to pilots?



Learning Points

- All controllers need to be constantly alert to the potential impact of rapidly changing weather conditions and the need to frequently update cockpit crews, particularly during the latter stages of an approach.
- If you promise a wind check on short final – give it!

Answers

- A1:** The possibility of wind shear on the approach, the cross wind component and whether the runway surface was still wet after the recent heavy rain.
- A2:** Track distance throughout the approach.
- A3:** No, probably not, would most likely have re-positioned for into wind runway.