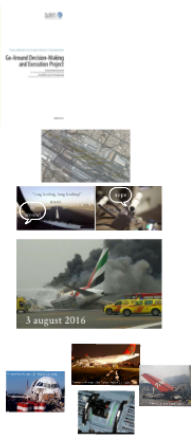


'within limits' does not mean 'have to do it'

Approach briefing and sequencing systems work as intended, providing pilots with clear information. However, pilots are responsible for their own actions. When an aircraft goes into a low level go-around, it is not the system's fault. The pilots should have been able to see the terrain and take appropriate action. The pilots should have been able to see the terrain and take appropriate action. The pilots should have been able to see the terrain and take appropriate action.

I disagree

a safety advisory system became a management representative and limited the degrees of freedom of the pilots but the auto throttle did a different interpretation so the accident was a failure of coordination between management (RAAS) and auto throttle



limiting the pilots' discretionary space will always come with unintended consequences

the auto throttle is a lousy team player



some accidents



let us listen to some experience

is a go-around normal?
 when is a go-around safe?
 some questions

how can we learn about our go-arounds?
 training?
 ATC/FIS?

approach briefing? assessment!

team roles?

to land or not to land