

# Unstable Approaches during Reduced Operations

*Please note: this Safety Bulletin is based upon IATA Operations Notice Number: 002/2020.*

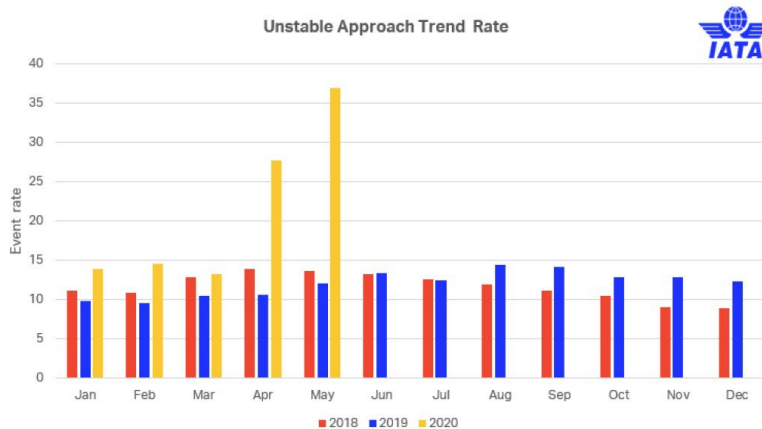
## UNSTABLE APPROACHES

The purpose of this Operations Notice is to inform the aviation industry of the increased number of Unstable Approaches as recorded in the IATA FDX (Flight Data Exchange) database.

Alerting the industry to the risks of Unstabilized Approaches, as a precursor to high impact events, IATA wishes to highlight the importance, and to outline the elements of, a stabilized approach. IATA urges operating crew to follow airline Standard Operating Procedures (SOP); adhere to stabilized approach criteria; and review actions required to conduct a missed approach and go-around.

## PROBLEM STATEMENT

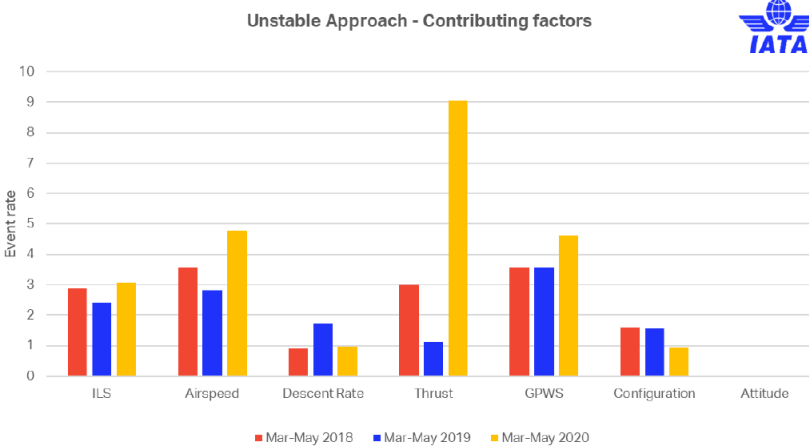
IATA's FDX shows an increase in unstable approaches per 1000 operations, when compared to the past two years, over the first half of 2020.



A stable approach is an essential factor to reduce the likelihood of runway excursions, hard landings and other high impact events. The data shows deviations from normal flight operations and that help us identify potential areas of concern in flight safety, as airline operations grow again after COVID-19.

## FACTORS CONTRIBUTING TO UNSTABLE APPROACH EVENTS

The IATA FDX database identified High Airspeed and Low Engine Thrust as key contributing factors to the Unstable Approaches observed:



## RECOMMENDATIONS

- Consult your internal FOQA/FDM program to identify if Unstable Approach parameters are being triggered - perform a Safety Risk Assessment if needed.
- Consult with the COVID [Resources page on IATA Website](#)
- Consult with the [3rd edition of IATA, IFALPA, IFATCA and CANSO Unstable Approaches Risk Mitigation Policies, Procedures and Best Practices](#):
  - Highlight that pilots should adhere to company stable approach criteria;
  - If unable to fulfil stable approach criteria during final approach and landing, a go-around should be initiated.

Any significant deviation from planned flight path should be announced and promptly corrected. In order to ensure the safety of the flight, a go-around is required if the approach cannot be continued within stabilized approach parameters.

It is important to highlight that the decision to execute a go-around is not, in any way, an indication of poor flight crew performance but rather prudent decision-making. There should be a clear non-punitive go-around policy.