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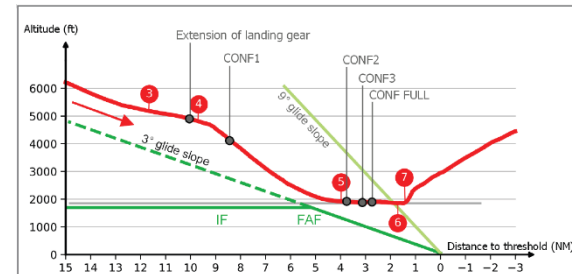
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✈ **SAFETY DIGEST**

▶ Incident to the Airbus A318 registered F-GUGD on 20/12/2019 near Hyères
▶ Vidéo
The summary below focuses on flight crew operational procedures.

Acquisition of a false glide slope signal on approach, increase in pitch attitude with autopilot engaged, activation of the flight envelope protections
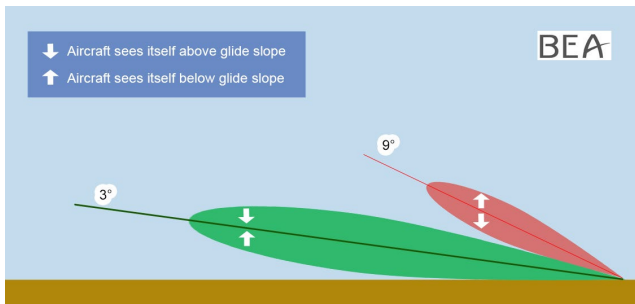
SCENARIO

o During the approach briefing, the crew planned for an ILS 05
o Tailwind mentioned by the crew, only related to landing performance
o Too high on profile, speed brakes extended
o The crew rejects the controller's proposal for a holding pattern to reduce height
o Attempt to intercept from above while managing high speed
o Loss of situational awareness
o Failure to detect
    o the aircraft levelling off at 1900 ft (selected altitude),
    o the pitch up movement on acquiring a false glide slope signal
o "Low energy" alarm activated and TOGA thrust applied

CONTRIBUTING FACTORS

To the underestimation of the threat posed by a strong tailwind for approach
o Other threats possibly perceived as more serious, such as windshear or landing performance
o The threat was therefore not easily identifiable during flight preparation

To a false glide slope signal being captured and undetected pitch up
o Insufficient monitoring of the glide path by the PM and the PF during the approach
o Crew not having a clear objective in terms of altitude and distance to the threshold
o Crew's little experience in intercepting glide slope from above

SAFETY LESSONS

@Pilots: taking into account tailwind during approach
o Tailwind during approach has an impact on stabilization…
o … and reduces time before runway
o It is a factor that increases workload
o Importance of ATC input

@Operations managers: interception of glide slope from above
o Intercepting the glide slope from above is a rectification manoeuvre
o The PF and the PM have to carry out additional actions with respect to SOP
o Need a specific framework (policy) and/or sufficient training