

Rory Kay: What is a Runway Excursion?

"If we get to that final point in the approach, which is generally 5 hundred feet above ground level, so that's about 2...2 and a half miles out on the approach. If we don't have all those boxes checked off about our configuration, our speed, our horizontal, our vertical deviation is locked on, we are absolutely on the centerline, we're going to have to abandon that approach. That's called a go around. We know what a go around is, we don't like to perform them. Controllers don't like us to perform them. The passengers don't like us to perform them. It is a lose lose situation. It is a much higher work load for the pilots. A higher workload for the controllers because they have to take us around and fit us back into what may be a very busy stream of arriving traffic already. And to be frank, it can be an alarming maneuver for a passenger to experience in the back of a plane. The closer into the runway that we execute a missed approach or go around the more alarming the maneuver can feel to some who are not used to such things."