



National Transportation Safety Board



Source: Jehan M. Ghouse, www.airliners.net

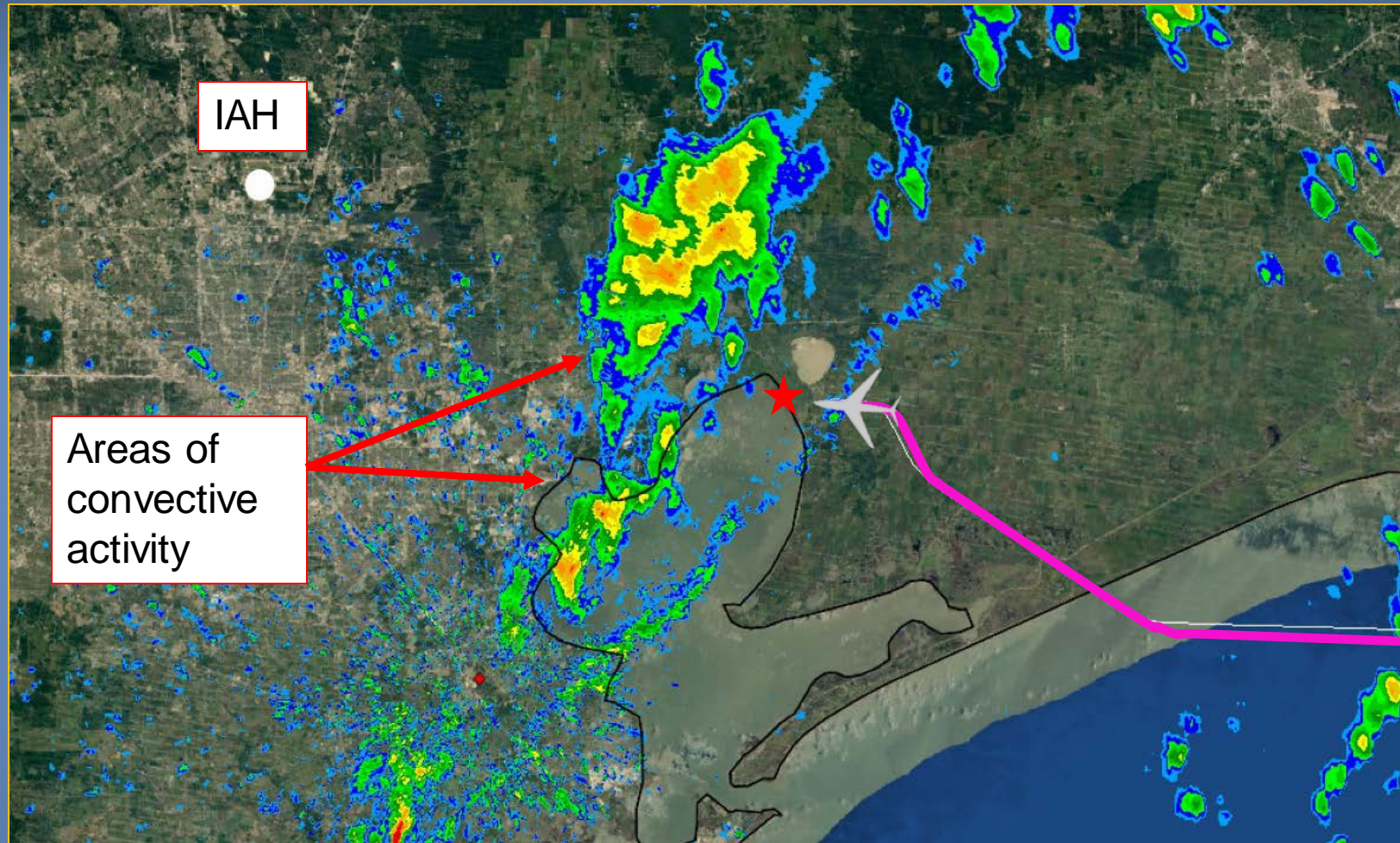
Atlas Air Inc., Flight 3591
Boeing 767-375BCF
Trinity Bay, Texas
February 23, 2019

Investigator in Charge
Presentation

Initial Information

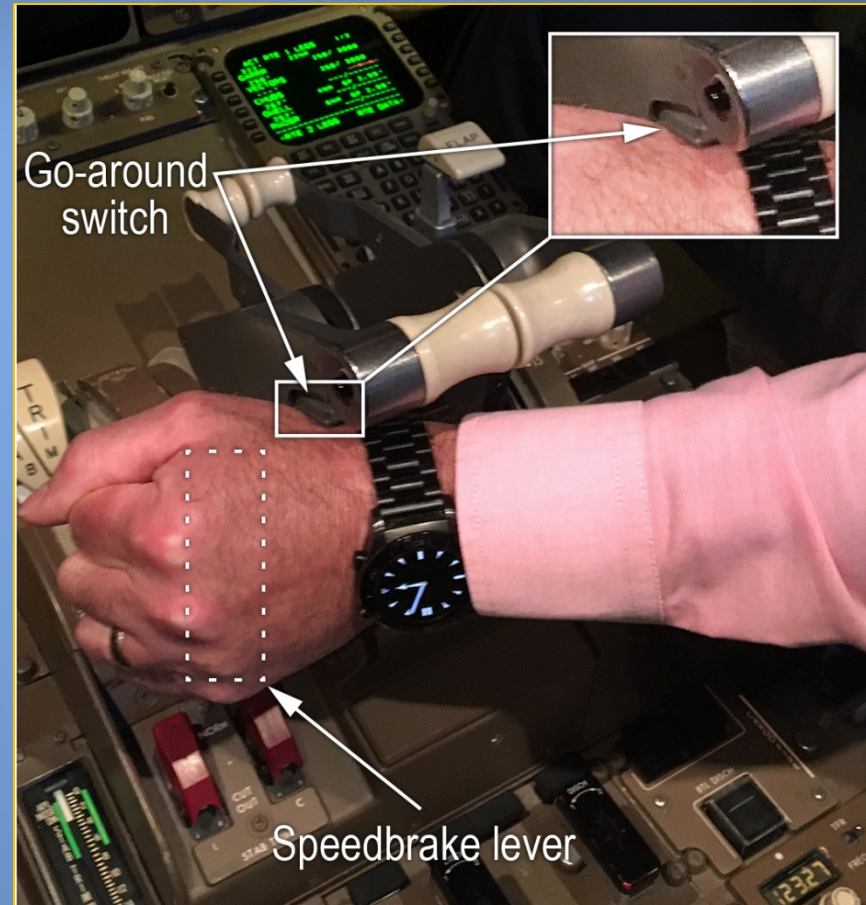
- Scheduled flight from Miami to Houston
- Small area of convective weather
- First officer (FO) was pilot flying
- Crew discussed weather deviation
- FO had display issue, “EFI switch”
- Air traffic control (ATC): expedite descent

Flight Path and Weather



Descending on Autopilot

- Speedbrakes extended for expedited descent
- Procedure: Guard speedbrake handle
- FO's arm close to go-around switches



Flight Deck Events

12:38:34

232 kts

GO AROUND

6,151 ft

CAM [Sound of click.]

Altitude (feet)

8,000

6,000

4,000

2,000

0

Cloud Base

5 NM

Distance

SPD BRK

Down Arm

EXT

Thrust Levers

Max

Idle

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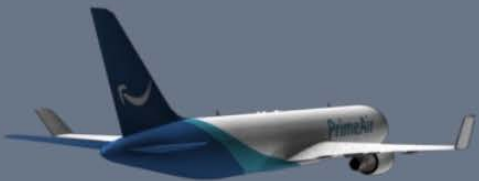
Down Arm

EXT

Max

Idle

Flight Deck Events




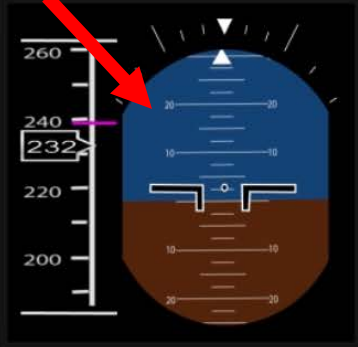
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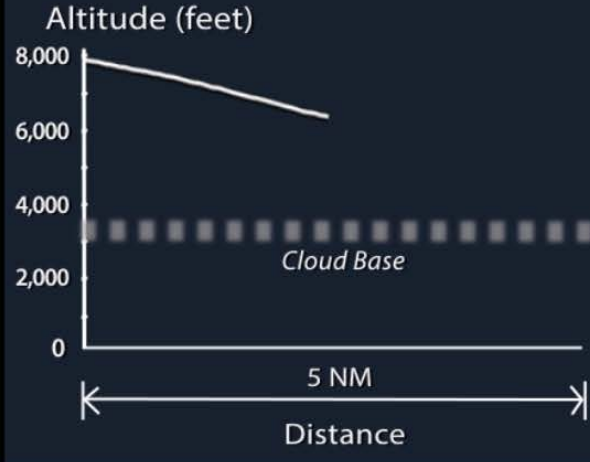






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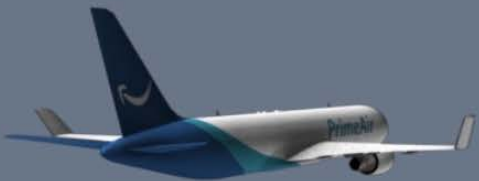
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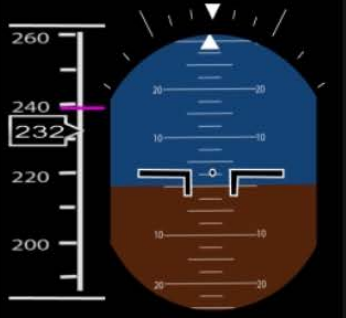


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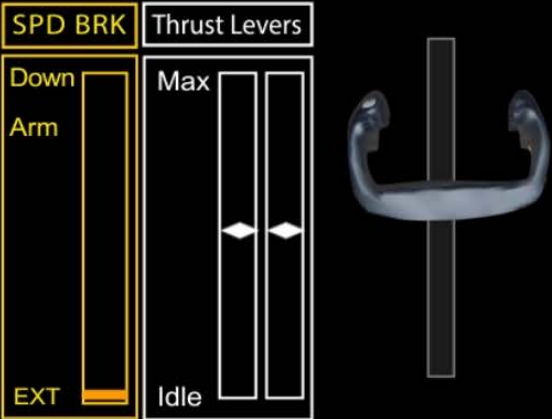
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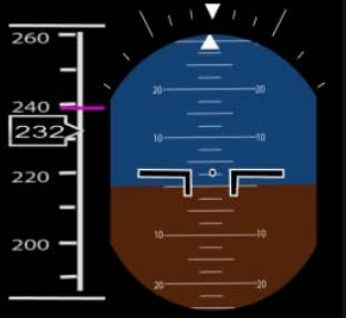
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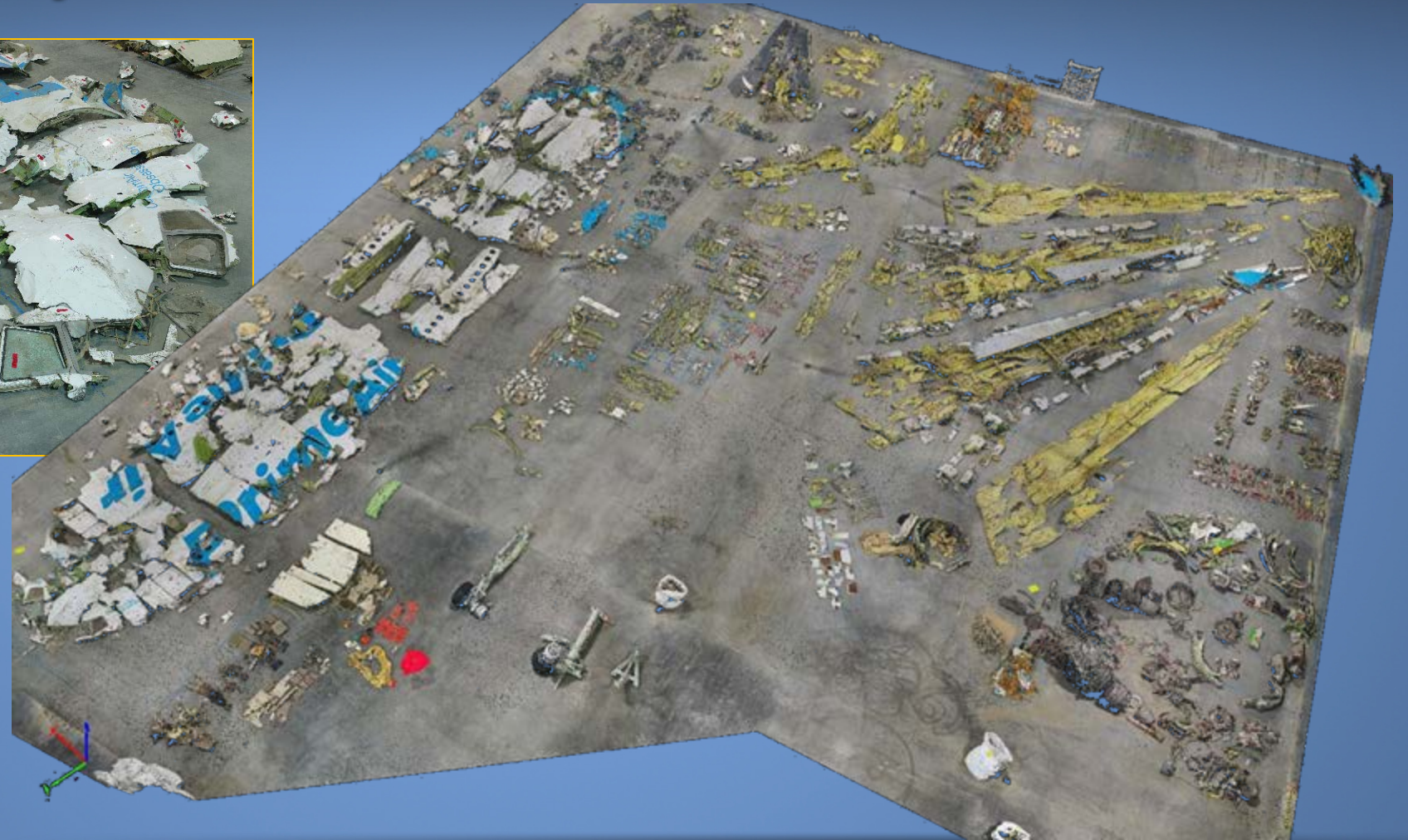


National Transportation Safety Board

Aircraft Recovery



Aircraft Layout



Exclusions

- Fire
- Wind shear/severe weather
- Trim runaway/control systems issues
- Cargo shift
- Terrorism/intentional act

Safety Issues

- Inadvertent activation of go-around mode
- FO's inappropriate response and associated somatogravic illusion
- Captain's delayed awareness and ineffective response
- FO's employment history
- Industry hiring process deficiencies
- Cockpit image recording devices

Parties to Investigation

- Federal Aviation Administration
- Atlas Air Inc.
- The Boeing Company
- GE Aviation
- International Brotherhood of Teamsters
- National Air Traffic Controllers Association
- Rockwell-Collins Inc.



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