

## Flight Crew Statements, AA2172/16FEB SRQ Go Around

### Captain, Pilot Flying (PF):

I was flying (PF) flight 2172 on 16 February 2023 from CLT to SRQ. I was well rested, having a full night's sleep the previous night. I also had proper nutrition, and lunch at home prior to the 1450 commute from EYW to CLT. The flight was uneventful, and the weather at SRQ was CAVU light winds from SE. An early visual approach clearance was given, and the aircraft was established on the centerline outside of 5 nm. Sometime just prior to 3nm tower controller issued a take-off clearance to a Rouge flight. The crew commented that it seemed late for that clearance because Rouge was in sight and still on taxiway "A" at least one thousand feet from the runway threshold. A decision was made and announced to continue the approach and monitor traffic. Just prior to the transition to landing flare, a go-around was commanded by me, and the tower was advised. It was my observation that traffic was still on the runway. Separation was not an issue as Rouge was at least 5k feet down the runway and still increasing speed. A return for an uneventful landing was accomplished.

### FO, Pilot Monitoring (PM):

On 02/16/2023, I started a two-day sequence feeling adequately rested and nourished. To start the day, I flew a NAS turn out of CLT followed by flight 2172 CLT - SRQ. On our approach to landing on flight 2172, Sarasota tower cleared us to land on runway 14; as the PM, I read back the clearance. At around 3nm from Runway 14, Sarasota tower clears ROU1633 for take-off on runway 14 and notifies us of the departing traffic ahead. The captain and I identify the departing traffic as a potential threat. We briefly discuss our threat mitigation plan, which is to go around in the event that the departing ROU1633 is still on the runway when we transition from approach to landing. As we approached the landing threshold of runway 14, it appeared that ROU1633 was still on the takeoff roll and not airborne. We decided to execute our threat mitigation plan and go around. I notified Sarasota tower of the go-around, and we followed heading and altitude instructions for a subsequent uneventful approach and landing on runway 14.