

# Press-on-itis - Hurry syndrome

***Cor ten Hove: given the circumstances of crashed flight Martinair MP495 (such as: delayed departure, night flight/early morning arrival, bad weather conditions with one thrust reverser inoperative) considering should be given to the possible existence of press-on-itis.***

**Source:** [https://www.skybrary.aero/index.php/Press-on-itis\\_\(OGHFA\\_BN\)](https://www.skybrary.aero/index.php/Press-on-itis_(OGHFA_BN))

**1 Background** This Briefing Note (BN) takes a look at how a psychological phenomenon called press-on-itis is related to incidents and accidents. Press-on-itis is simply the decision to continue to the planned destination or toward the planned goal even when significantly less risky alternatives exist. Press-on-itis is also known as “get-home-itis,” “hurry syndrome,” “plan continuation” and “goal fixation.” No matter what it is called, press-on-itis can present a serious problem to flight safety. It is important for a pilot to understand the causes of press-on-itis and to recognize when he or she is suffering from the condition. Knowing the causes and recognizing the symptoms will allow a pilot to recover before anything goes terribly wrong.

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## **5 Press-on-itis Causal Factors**

Aircrews may succumb to press-on-itis for the following reasons:

- They want to “just get the job done” (excessive commitment to task accomplishment) and are influenced by organizational goals such as on-time arrival, fuel savings and passenger convenience
- They may be competitive - “if XXX airline made it, so can we!”:  
*[Cor ten Hove: In the case of the crash of Martinair DC-10 MP495: a few minutes before the crash a Martinair Boeing 767 landed safely at Faro airport.]*
- Personal ego that makes the crew reluctant not to achieve their objective of landing at the original destination
- "We are almost there, let's just do it and get it over with"
- "We do not want to divert, with all the associated additional work"
- They may have diverted once when everyone else landed safely and felt somewhat embarrassed about it or were questioned about their decision
- “Not getting in” may be deemed to be a loss of face
- They are over-confident that nothing will go wrong
- They welcome a chance to demonstrate their skills in challenging situations
- They have a personal commitment/appointment at the completion of the flight, or they may simply want to get to the destination
- They are fatigued
- They become task-saturated
- They focus solely on aircraft flight path control due to turbulence and other distractions
- They miss the significance of ATC calls of changing winds and runway conditions
- They lose situational awareness and are not fully aware of the potentially perilous situation
- They have not set performance limits and trigger gates that require a go-around
- They may have poor CRM skills, and, even if one of the crew members feels uncomfortable about continuing, he or she may therefore not speak up
- They do not conduct a risk assessment based on current and developing (possibly deteriorating) conditions
- They do not anticipate and plan for things that may go wrong
- They are not fully aware of their own limitations and/or the aircraft’s limitations
- They feel nothing matters if they can just get it on the runway and get it stopped.