



International Civil Aviation Organization

**Third Meeting of the RASG-MID Steering Committee
(RSC/3)**

(Cairo, Egypt, 9 – 11 December 2014)

Agenda Item 3: Regional Performance Framework for Safety

**UPDATE ON DEVELOPMENT AND IMPLEMENTATION
OF SEIS & DIPS RELATED TO CFIT**

(Presented by CFIT Coordinator)

SUMMARY

This paper provides updates on the development and implementation of Safety Enhancement Initiatives (SEIs) and the Detailed Implementation Plan (DIP) to mitigate risks of CFIT.

Action by the meeting is at paragraph 3.

REFERENCES

- PBN SG/1 Report
- RASG-MID/3 Report

1. INTRODUCTION

1.1 In accordance with the data analysis carried out by the ASRT, CFIT has been identified as one of the Focus Areas (FAs) in the MID Region.

1.2 The RSG-MID/3 meeting (Kuwait, 27 - 29 January 2014) reviewed and endorsed three (3) SEIs and one (1) DIP related to CFIT. The DIP was developed to address the top priority SEI “the implementation of PBN Approach procedures to all runways not currently served by precision approach procedures”.

1.3 The meeting noted that the MIDANPIRG/14 meeting (Jeddah, Saudi Arabia, 15-19 December 2013) tasked the PBN Sub-group to support PBN-related actions under the CFIT DIP.

2. DISCUSSION

2.1 The PBN SG/1 meeting (Cairo, Egypt, 1 – 3 April 2014) concluded that PBN would reduce in many cases the number of unstable approaches, which was identified as one of the major root causes of CFIT accidents.

2.2 The meeting reviewed and updated the DIP including the following actions:

- 1) Identify and prioritize the airports/runways which require specific PBN approaches. Aircraft Operators FOQA programmes to monitor the data (consistency and accuracy of the Operator's fleet for each selected "high risk/special airport) and provide a summary of stable/unstable approaches to MID-RAST each quarter).
- 2) Concerned States, CANSO, IATA and ICAO should establish a Work Force to develop an appropriate detailed action plan for the implementation of PBN approaches at the identified airports/runways.
- 3) Implementation of PBN approach procedures at the identified airports/runways in accordance with their associated action plans.

2.3 The meeting agreed that as a first step, States and Users should provide their inputs to the ICAO MID Regional Office related to the airports/runways with high rate of unstable approaches by 30 April 2014.

2.4 It is to be highlighted that feedback from States and Users is far below expectation. The feedback is essential to implement the DIP.

2.5 The DIP related to the top priority SEI was updated in coordination with PBN SG as at **Appendix A**.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review, update and approve the updated DIP at **Appendix A**; and
- b) urge States and Users to provide their inputs to the ICAO MID Regional Office related to the airports/runways with high rate of unstable approaches.

APPENDIX A

CFIT Detailed Implementation Plan								
								April 2014
No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
RAST-MID/CFIT/1	The implementation of PBN Approach procedures to all runways not currently served by precision approach procedures	<p>Safety Management Standardization:</p> <p>Implementation of risk-based standardization</p> <p>Safety Oversight Standardization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<p>BP-GEN-1</p> <p>BP-GEN-2</p> <p>BP-GEN-4</p> <p>BP-STD-S-12</p> <p>BP-STD-S-13</p>	High	Difficult	P3	1	Long-Term
Safety Enhancement Action (expanded)		Introduction of PBN approaches to ensure that the latest performance based navigation technology is utilized, at such airfields, to provide the highest level of safety during the conduct of an approach and landing towards the runway.						
Statement of Work		In an attempt to mitigate the risks related to CFIT, States should ensure that approach procedures are adequate and provide sufficient altitude protection during the approach and landing phase especially at the identified Higher Risk Airports. Also ensure that pilots and controllers training and guidance in the use of PBN is adequate, current, uniformly conducted and supports the optimum utilization of automation resources so that individuals can take a monitoring role.						
Champion Organization		IATA/CANSO						
Human Resources		Regulators Operational Support Service Procedure Designers Air Navigation Service Providers (ANSP)						CAA
Financial Resources		TBD						

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	Indicator	Priority	Time Frame
	Relation with Current Aviation Community Initiative	<p>IATA & ICAO are jointly developing a CFIT toolkit addressing the CFIT contributing AST safety enhancements addressing the CFIT contributing factors</p> <p>CAST safety enhancements addressing the CFIT contributing factors</p> <p>Partnership between airlines and Flight Procedures Design consulting firms such as Airbus (ProSky) & Etihad Airways for the creation of PBN approaches at specific airfields. These new technology approaches provide continuous descent operations and optimised trajectories. This will enhance flight safety which is at the heart of the PBN Implementation Plan effort.</p>						
	Performance Goal	In accordance with the MID Region Safety Strategy.						
	Indicators	In accordance with the MID Region Safety Strategy.						
	Key Milestones (Deliverables)	<ol style="list-style-type: none"> 1. Identify and prioritize the airports/runways which require specific PBN approaches. <i>Aircraft Operators FOQA programmes to monitor data (consistency and accuracy of the Operator's fleet for each selected "high risk/special airport) and provide a summary of stable/unstable approaches to MID-RAST each quarter).</i> 2. Concerned States, CANSO, IATA and ICAO to establish a Work Force to develop an appropriate detailed action plan for the implementation of PBN approaches at the identified airports/runways. 3. implementation of PBN approach procedures at the identified airports/runways in accordance with their associated action plans. 						
	Potential Blockers							
	Responsible	Core Team: IATA, CANSO, ICAO, States and Users						
	DIP Notes							

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