Controlled Flight into Terrain

Session #7
Presentation #1
Second MID Region Safety Summit

Controlled Flight Into Terrain (CFIT)

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Second MID Region Safety Summit
(Muscat, Oman, 27-29 April 2014)
ICAO continues to prioritize action in three areas of aviation safety:

1- improving runway safety;

2- reducing the number of Controlled Flight Into Terrain (CFIT) accidents; and

3- reducing the number of loss of control in-flight accidents and incidents.

CFIT Accident over 12 per cent of all fatal accidents
Global Priority

- CFIT Accident over 12 per cent of all fatal accidents,
- While ICAO and other organizations have undertaken a number of initiatives which have met with some success, the data would suggest that additional efforts should be considered.
## ACCIDENTS

### Controlled Flight Into Terrain (CFIT)

<table>
<thead>
<tr>
<th></th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
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<td>World</td>
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<tr>
<td>Number of CFIT Accident</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>3.6</td>
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<tr>
<td>Accident per Million departure</td>
<td>0.17</td>
<td>0.14</td>
<td>0.13</td>
<td>0.07</td>
<td>0.1</td>
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<tr>
<td>% of RS Accident vs Total Accident</td>
<td>4%</td>
<td>4%</td>
<td>3%</td>
<td>2%</td>
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<td>3%</td>
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<td>MID</td>
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<td>Number of CFIT Accident</td>
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<td>Accident per Million departure</td>
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<td>% of RS Accident vs Total Accident</td>
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Annually Scheduled Commercial Departures

*Source: ICAO-iSTARS*
Regional Safety Indicator and Target

• **Indicator:** Number of CFIT related accidents per million departures.

• **Target:** Maintain CFIT related accidents below the global rate.
Developed 3 SEIs to mitigate CFIT are prioritized as follows:

1) The construction, approval and implementation of RNAV(GNSS)/RNP-AR procedures to all runways not currently served by precision approach procedures;

2) Promote, implement and mandate best practice Standard Operating Procedures with respect to CFIT amongst Aircraft Operators and Air Navigation Service Providers; and

3) Mandate the incorporation of the latest standard CFIT warning and prevention technology onboard operators' aircraft and within ANSP's facilities.
CFIT under RASG-MID DIPs

The PBN SG to support PBN-related actions under the CFIT DIPs such as the implementation of RNP AR and APV procedures for the Non-Precision Approach Runways (RASG-MID and MIDANPIRG agreement):

Draft DIP

1. Identify and prioritize the airports/runways which require specific PBN approaches by 30 June 2014.

2. Concerned States, CANSO, IATA and IACO to establish a Work Force to develop an appropriate detailed action plan for the implementation of PBN approaches at the identified airports/runways by end of 2014.

3. 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 commencing Q4 2013.
Coffee Break
10:30 – 11:00

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