

Survey to identify Runway Excursion guidance based on Air Carriers Information

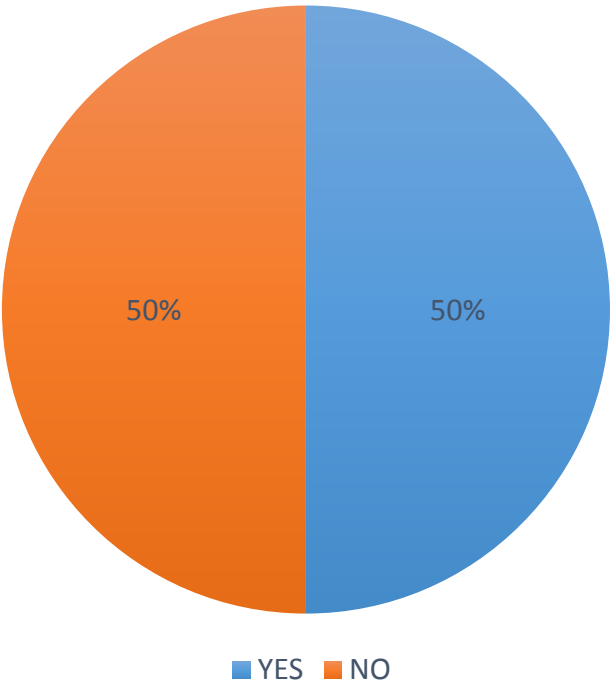
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November, 2016

RE precursors

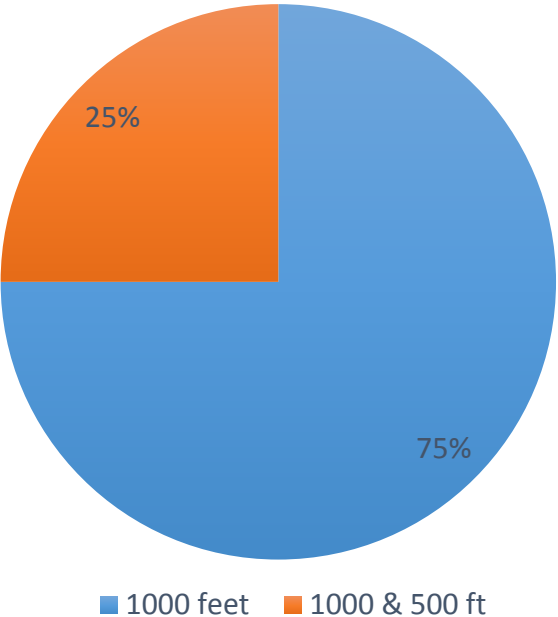
- During Approach
- During flare
- During Landing roll



Does your organization use the approach gate to prevent Unstable approaches? (15 miles away of Rwy at Min clean speed)

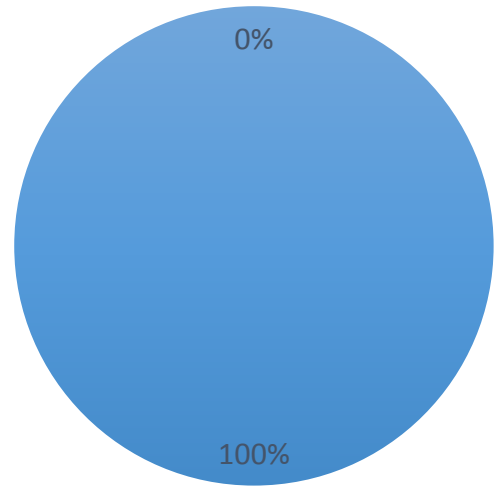


Which final gate does your organization use for the stabilized approach concept?





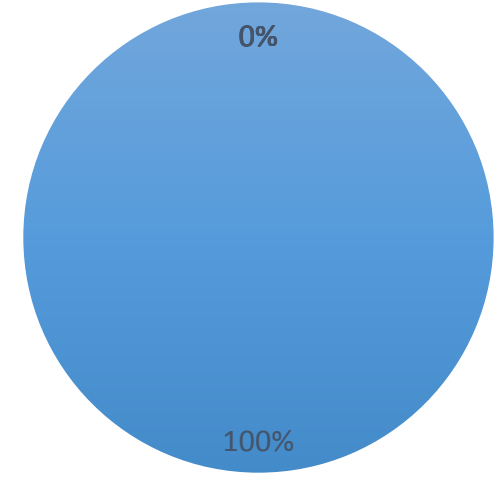
Does your organization have a special phraseology or callouts for stabilize and/or unstable approach?



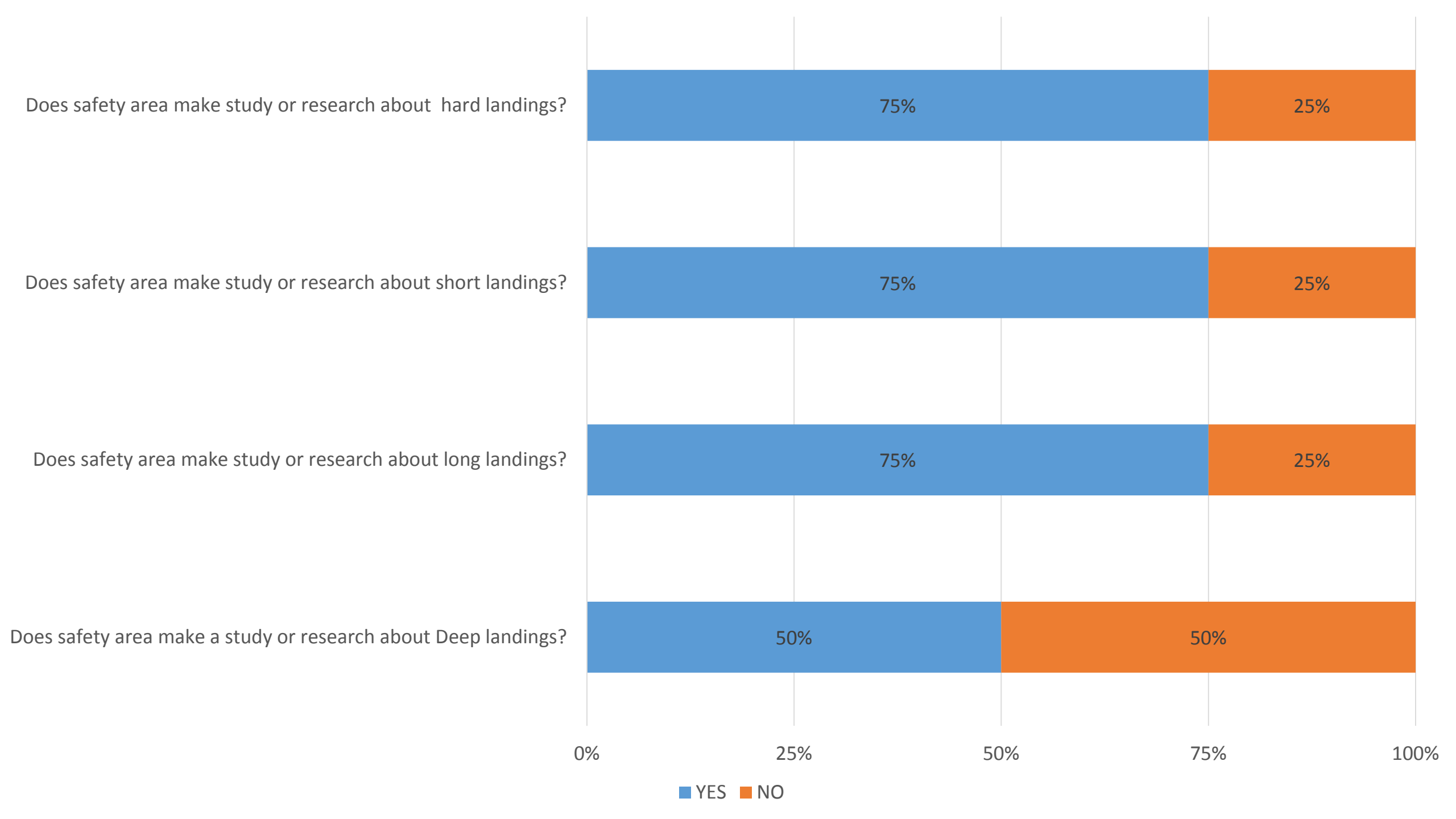
■ YES ■ NO

STABLE CONTINUE
UNSTABLE GO AROUND

With how many parameters does your organization commit pilots to execute go around?



■ One ■ Two ■ Three ■ Four ■ Five ■ Other



Does safety area make study or research about hard landings?

75%

25%

Does safety area make study or research about short landings?

75%

25%

Does safety area make study or research about long landings?

75%

25%

Does safety area make a study or research about Deep landings?

50%

50%

0%

25%

50%

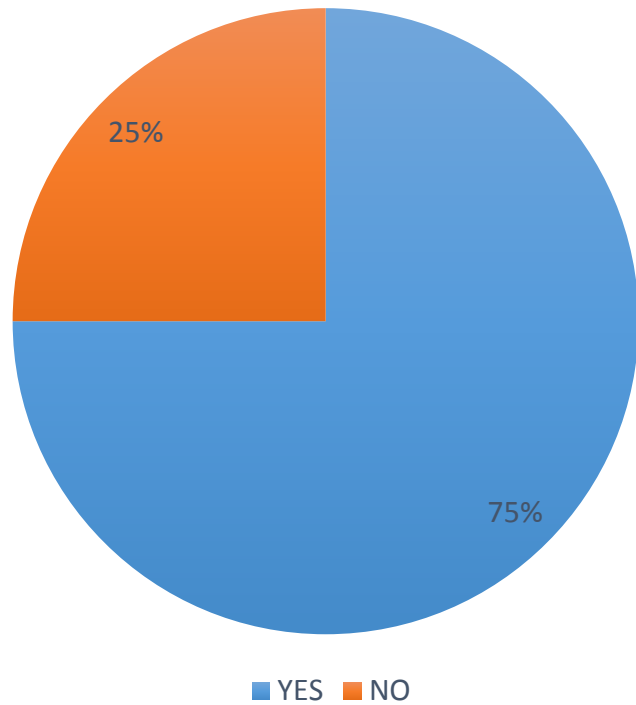
75%

100%

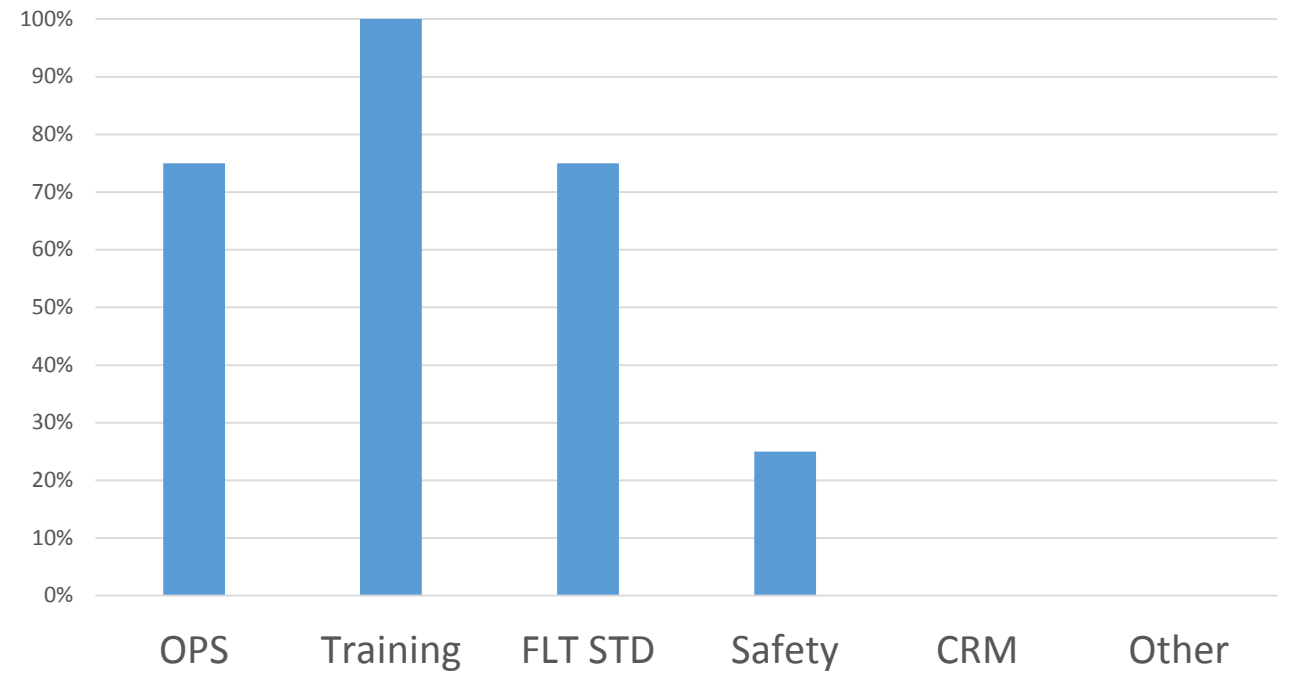
■ YES ■ NO



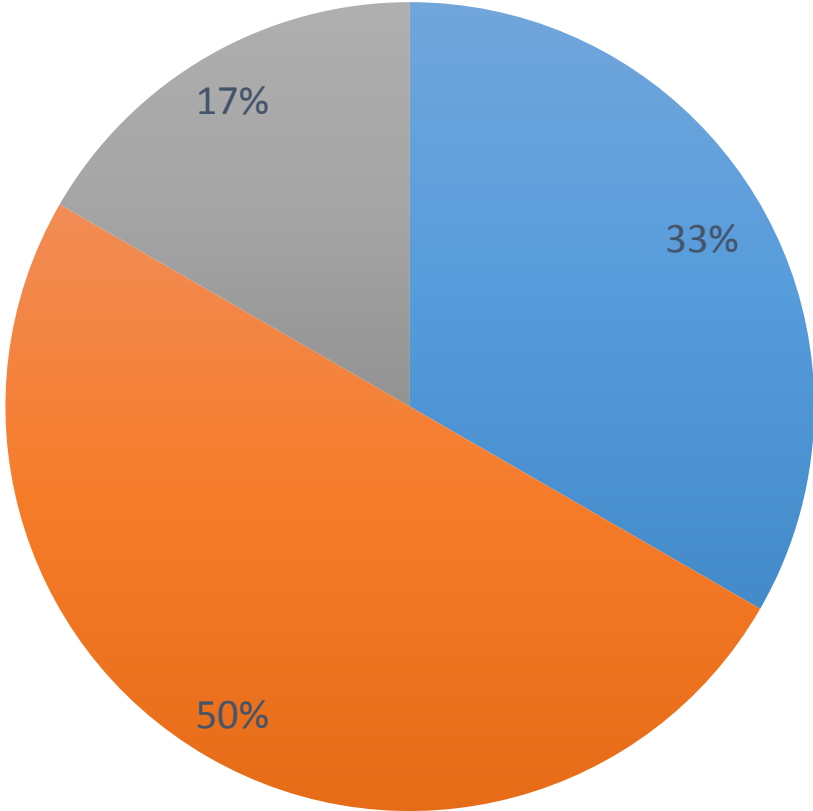
Does your organization have a rejected landing procedure?



Based on the results, which areas lead corrective actions? (May be more than one)

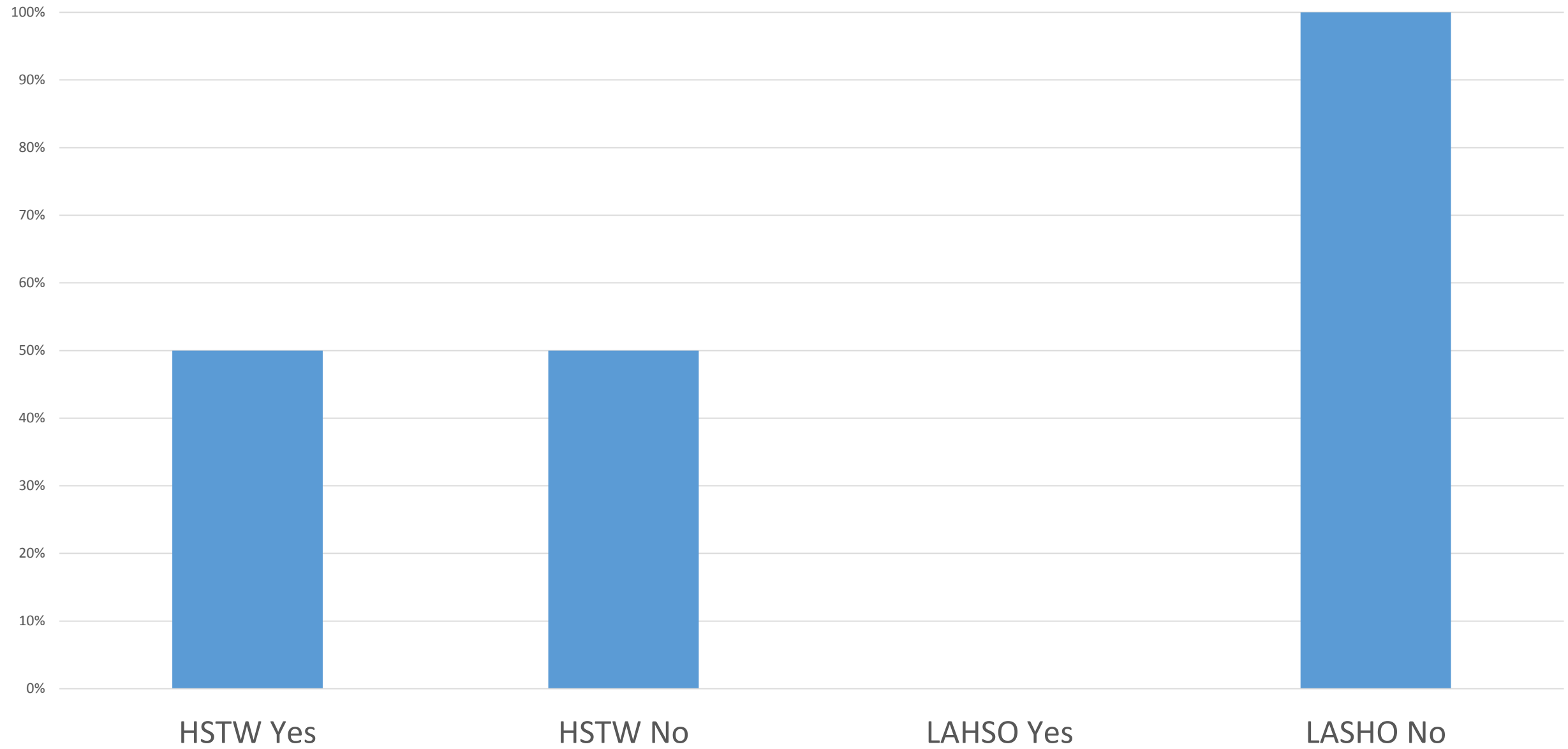


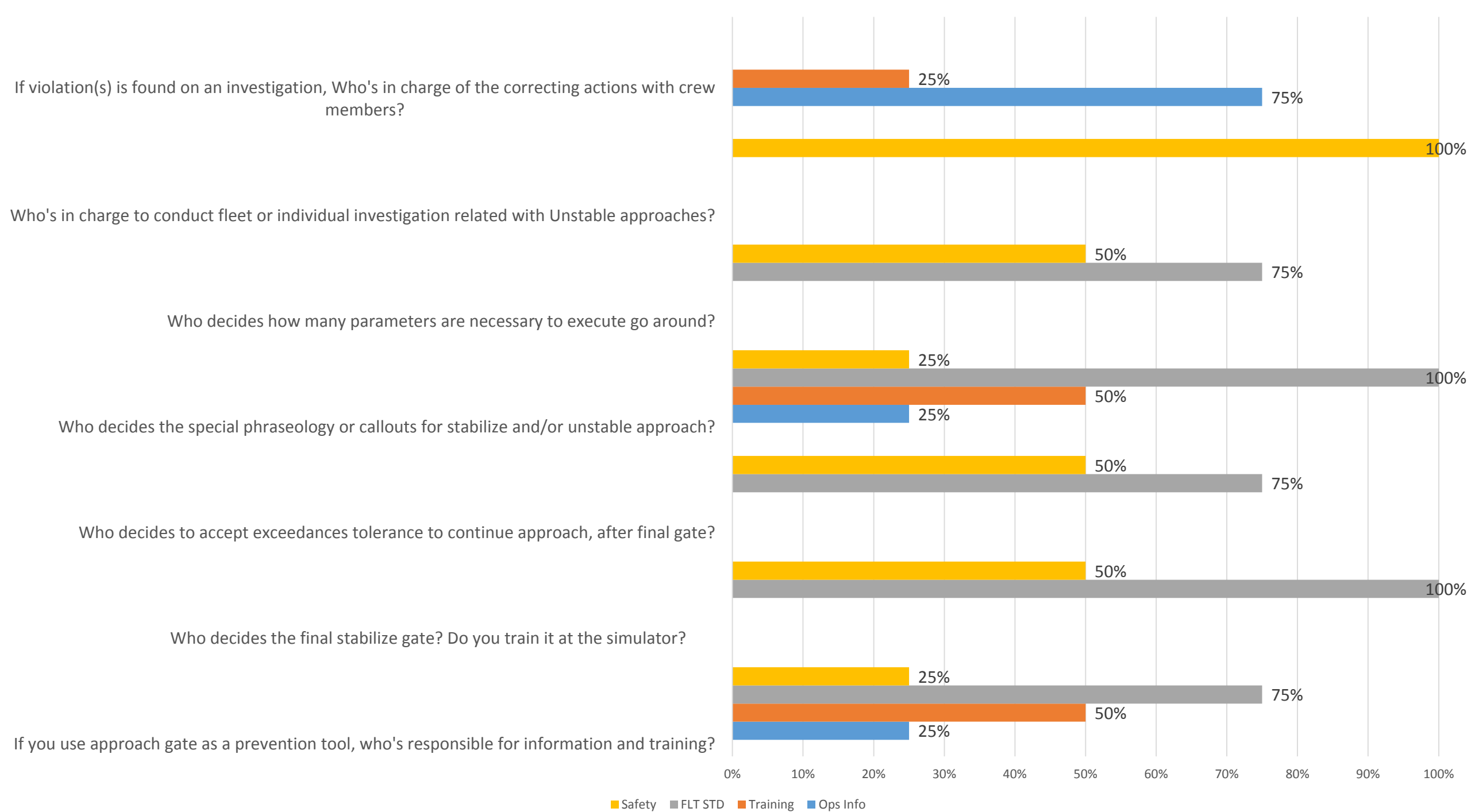
Pilots use deaccelerating devices according with which technique?



■ Normal Technique ■ Fuel conservation ■ Noise abatement

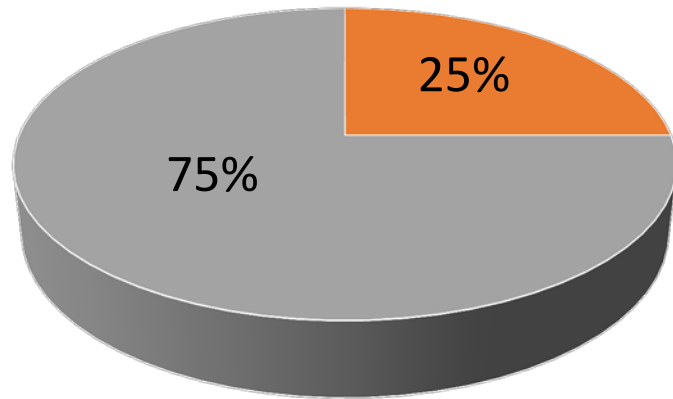
Are your pilots trained and authorized to use high speed taxiways or comply with LAHSO







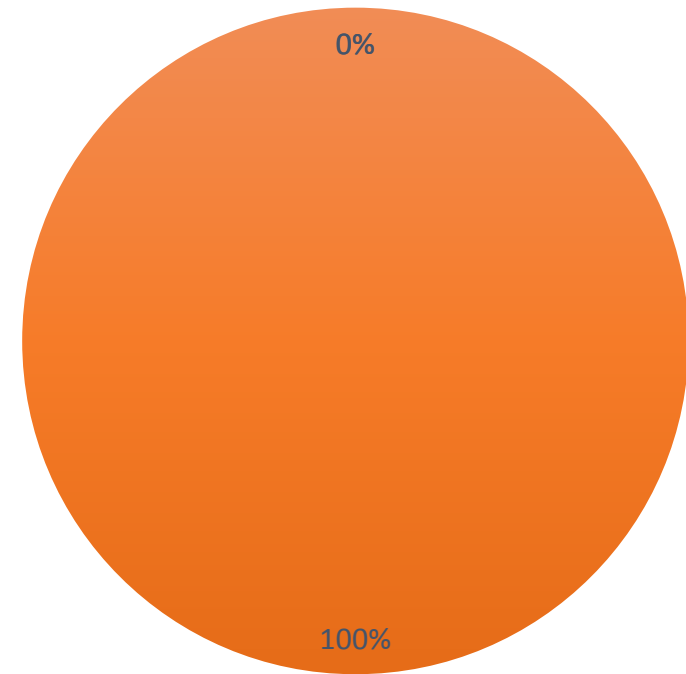
After an unstable approach, does your organization conduct a all fleet or individual investigation?



■ Fleet ■ Individual ■ Both

- Corrective actions
- Differences between errors and violations
- Confidentiality
- Just culture

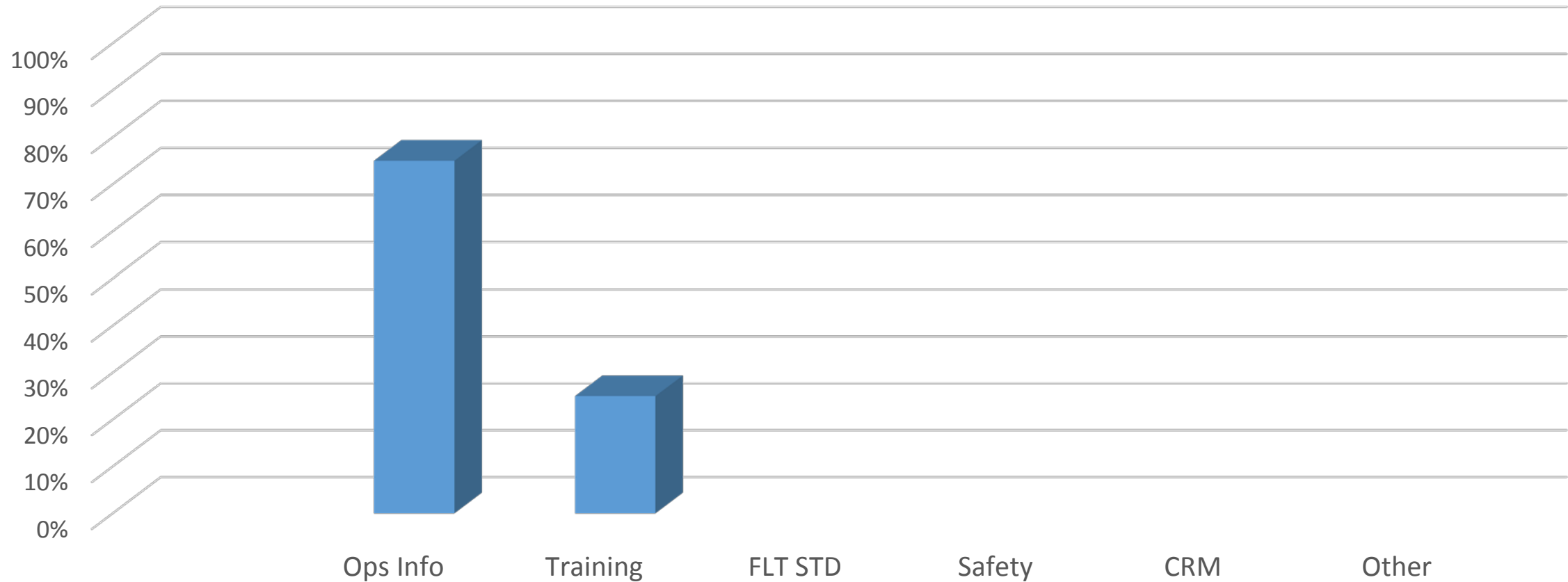
If violation(s) is found on an investigation, Do you share that information with other areas for corrective actions?



■ YES ■ NO

Differences between correcting actions coming from Operations or training...

If violation(s) is found on an investigation, who's in charge of the correcting actions with crew members?



Do you train on ground schools o simulator, high speed taxiways or comply with LAHSO operations?

Do you train in sim rejected landing procedure?

Do you train in sim Hard Landings?

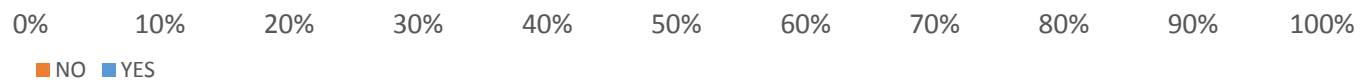
Do you train in sim short Landings?

Do you train in long Landings?

Do you train in sim deep Landings?

Do you train in sim tail or cross wind?

Do you train in sim final stabilize gate?



RE DIP



Approach



Infrastructure



Landing Technique



Braking



RE Guideline

- APPROACH

- Unstable approach;
- High airport elevation or high-density altitude, resulting in increased groundspeed;
- Airplane landing weight;
- A wet or contaminated runway.

- Flare/Landing Technique

- Effect of excess airspeed over the runway threshold;
- Landing with a tailwind;
- Landing beyond the touchdown point;
- Downhill runway slope;
- Excessive height over the runway threshold;

- RTO Roll/Braking

- Delayed use of deceleration devices.

- Infrastructure

- Runway Condition
- ATC

- All this information is based in AC 91-79A, other material is available for operators, controllers and general industry participants