



Twenty - Eighth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/28)

ICAO SAM Regional Office, Lima, Peru, 4 to 5 May 2017

Agenda Item 9: Items/Briefings of Interest to the RASG-PA ESC

SRVSOP STABILIZED APPROACH INITIATIVES

(Presented by SRVSOP)

| EXECUTIVE SUMMARY | |
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| This working paper presents a brief outlook on the SRVSOP’s initiatives on stabilized approaches | |
| Action: | The meeting is invited to take note and comment on the initiative |
| <i>Strategic Objectives:</i> | <ul style="list-style-type: none"> • Safety |
| <i>References:</i> | <ul style="list-style-type: none"> • Annex 6 Part I • Doc. 8168 • Third Meeting of SAM Region Air Navigation and Flight Safety Directors(AN&FLS/3) |

1. Background

1.1 During the Third Meeting of SAM Region Air Navigation and Flight Safety Directors (AN&FLS/3) held in Lima in August 2016, a revision was made of the status of the Bogota Declaration.

1.2 Although the objective of 20% reduction of Runway Excursions (RE) rate was achieved, runway safety events remain a high-risk accident occurrence category. Therefore the meeting agreed on the need to maintain efforts to keep risk at an acceptable level.

1.3 A conclusion was adopted aimed to create a working group of experts to define a Stabilized Approach Criteria and Parameters for the Region, as a first step towards harmonisation between Industry and States.

1.4 The objectives behind this task are to:

- develop an adequate framework for unstable approaches study and analysis within the region;
- provide common stabilized approach criteria, including specific, adequate and practical parameters to support approach and landing decision making by crew members.; and
- establish a baseline of stabilized approach parameters among the SAM States in order to measure the number of unstabilized approaches in a harmonized way.

2. Analysis

2.1 In the above context, a group of experts from the States was created in order to:

- determine baseline stabilized approach parameters that are appropriate to the nature of the region's operations conditions;
- decide on best level of stabilized approach provisions (i.e. regulation, advisory circular, etc.)
- draft LAR amendments (if needed)
- develop guidance for operators
- promote regional harmonization

2.2 Flight Safety Foundation's recommended elements of a stabilized approach are being used as a baseline, including the *New Stabilized Approach and Go-Around Guidelines, Pre-Descent and Landing, and Pre-Approach, briefing guidance and Safe Landing Guidelines* included in the FSF Final Report on the Go-Around Decision Making and Execution Project (2017).

2.3 Group conclusions are expected by mid-May 2017. In case LAR amendments are recommended by the group, these changes will be considered by the upcoming SRVSOP's Operations Experts Panel Meeting to be held in Lima in July 2017.

2.4 An Advisory Circular will be published containing guidance for service providers during the 3rd quarter of 2017.

3. Conclusions

3.1 An adequate and harmonized regulatory framework and guidance on unstable approaches will allow for better understanding of root causes of runway excursions and other runway safety issues in the region, and will also enable safer operations.

4. Suggested action

4.1 RASG-PA ESC is invited to:

- a) take note of information being provided in this working paper; and
- b) make comments on the content of the initiative.

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