

International Civil Aviation Organization (ICAO)

**Regional Aviation Safety Group
(Asia & Pacific Regions)**

Asia Pacific Regional Aviation Safety Team

Preamble

Background on Regional Aviation Safety Group – Asia & Pacific (RASG – APAC)

The Regional Aviation Safety Group Asia-Pacific (RASG-APAC) was established in 2011 by the Council of ICAO. The RASG-APAC is tasked with improving aviation safety in the Asia & Pacific regions by developing and implementing a work programme, in line with the ICAO Global Aviation Safety Plan, aimed at identifying and implementing safety initiatives to address known safety hazards and deficiencies in the region.

The Asia Pacific Regional Aviation Safety Team (APRAST), a sub-group of the RASG-APAC, assists the RASG-APAC in its work by recommending safety interventions which will reduce aviation safety risks.

The full commitment and active participation of APAC States/Administrations and the industry partners is fundamental to the success of the RASG-APAC in reducing aviation safety risks and accident rates in the Asia and Pacific regions.

Disclaimer

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Feedback/Enquiries

Should there be any feedback or queries with regard to this report, please address them to:

Duangtawan Pinpimai
AEROTHAI
duangtawan.pi@aerothai.c.th

or

RASG/APRAST Secretariat
ICAO Asia and Pacific Office
apac@icao.int

Guidance material on Unstabilized Approach

Unstable Approaches : Air Traffic Control Consideration

Introduction

The purpose of this document is to provide guidance materials guidance to assist in the improvement of runway safety, especially in decreasing ATC's contribution to unstabilized approach.

Background of Safety Enhancement Initiative (SEI)

RASG - APAC/3 in June 2013 endorsed the guidance material as a safety tool under the category of Runway Excursion (RE) prevention.

CANSO was assigned the champion of this SEI. The material has been developed through the contributions of CANSO Members: UK-NATS, FAA-ATO.

Applicability to States / Industry

While this SEI is primarily applicable to aerodrome operators, State regulators may find its content of useful reference too.

<i>Stakeholder(s)</i>	<i>Actions</i>
ANSP	1. Review the contents of the SEI output. 2. Review existing procedures and training program for ATC that may affect the stability of an approach against recommended best practices within the SEI output. Assessment and revision (if necessary) of procedures, training program, and training materials should be conducted accordingly. 3. Coordinate and work with the regulator and air operators in mitigating the risk of unstablized approach in the context of SEI outputs.
Aircraft operators	1. Note the existence of SEI output
Procedure designers	1. Review the contents of the SEI output. 2. Review existing training material for procedure designers that may affect the stability of an approach against recommended best practices within the SEI output. Assessment and revision (if necessary) of training materials should be conducted accordingly.

SEI Contents / Phases

The guidance material explains issues on unstabilized approaches that involve ATC's operational task, inter alia. Readers will have improved awareness of ATC contribution to unstabilized approaches such as

- Lack of or wrong information about distance to touchdown
- Delayed Descent Instructions
- Late runway change or approach type change
- Vectoring into short final distances

Even though the SEI was originally focused towards ANSPs, updated guidance is available below that includes aircraft operators, regulators, and procedural designers. All domains are encouraged to make use of the following guidance materials:

https://www.iata.org/contentassets/7a5cd514de9c4c63ba0a7ac21547477a/examining-unstable-approaches_risk-mitigating-efforts.pdf

<https://skybrary.aero/sites/default/files/bookshelf/2268.pdf>

<https://flightsafety.org/toolkits-resources/past-safety-initiatives/approach-and-landing-accident-reduction-alar/>

Action/Comments by RASG

This SEI was endorsed in RASG - APAC/3 in June 2013.

This SEI was added to the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2020-2022 as Action item A.I.6 and retained in the 2023-2025 edition of the AP-RASP. In accordance with the RASG Procedural Handbook, this SEI was reviewed for validity and currency and respective changes were approved at APRAST/15 and APRAST/22.