

# The Second MID Region Safety Summit

27- 29 April 2014  
Muscat, Oman

## Controlled Flight into Terrain

### Session #7 Presentation #1





ICAO

UNITING AVIATION

## *Second MID Region Safety Summit*

# *Controlled Flight Into Terrain (CFIT)*

**Mashhor Alblowi**

Regional Officer, Flight Safety  
ICAO MID Regional Office

*Second MID Region Safety Summit)  
(Muscat, Oman, 27-29 April 2014)*



## Global Priority

□ 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)

World	2008	2009	2010	2011	2012	Average
Number of CFIT Accident	5	4	4	2	3	3.6
Accident per Million departure	0.17	0.14	0.13	0.07	0.1	0.12
% of RS Accident vs Total Accident	4%	4%	3%	2%	3%	3%

MID	2008	2009	2010	2011	2012	Average
Number of CFIT Accident	0	0	0	0	0	0
Accident per Million departure	0	0	0	0	0	0
% of RS Accident vs Total Accident	0%	0%	0%	0%	0%	0%

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.



## CFIT under RASG-MID SEIs

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.*





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THANK YOU

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**Coffee Break**  
**10:30 – 11:00**

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