



Prevention of runway excursions









Runway Excursions

- ▶ FSF DATA shows that unstable approaches are primary cause of Runway Excursion.
- ▶ GA Decision have multiple parameters and factors
 - ▶ Speed
 - ▶ Lateral deviation
 - ▶ Vertical deviation
 - ▶ Aircraft configuration



Other factors

▶ PILOTS/ATC/AIRLINE

- ▶ Unfamiliar with the airport
- ▶ Fatigue/FRMS
- ▶ Operational Pressure
- ▶ Fill in the Blanks
- ▶ Not adequate Airport/Airplane

▶ Regulator/AIRPORT

- ▶ Lack of regulation
- ▶ Not ICAO compliance
- ▶ Vision
- ▶ Safety Analysis
- ▶ Airport Information

NEED for CHANGE

EVS operations

4. OPERATIONAL CREDITS

4.1 Aerodrome operating minima are expressed in terms of minimum visibility/RVR and MDA/H or DA/H. When aerodrome operating minima are established, the combined capability of the aeroplanes equipment and on-ground infrastructure should be taken into account. Better equipped aeroplanes may be able to operate into lower natural visibility conditions, lower DA/H and/or operate with less ground infrastructure. **Operational credit means that the aerodrome operating minima may be reduced in case of suitably equipped aeroplanes.** Another way to grant operational credit is to allow visibility requirements to be fulfilled, wholly or partly, by means of the on-board systems. HUD, automatic landing or vision systems, which were not available at the time when the criteria for aerodrome operating minima were originally established.

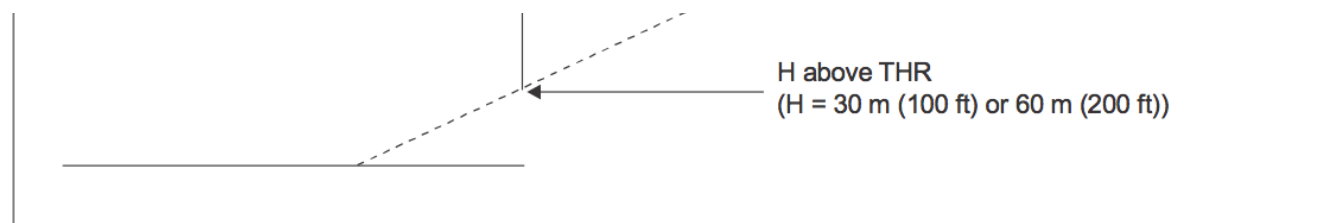


Figure H-1. EVS operations — transition from instrument to visual references



Messures to prevent RE

- ▶ AIRLINES/PILOTS
 - ▶ NON Punitive Culture
 - ▶ Motivate the report culture
 - ▶ CREW Training
 - ▶ Up to date SOP's
 - ▶ Real senarios
 - ▶ CRM/Comunication
 - ▶ OPT
 - ▶ Integrate cultural elements
 - ▶ FRMS
 - ▶ Adequate Fly planning
 - ▶ No airports code below aircraft code

16:49 71%

PERFORMANCE - LANDING - ENROUTE

AIRPORT INFO ADD AIRPORT NOTAM MEL CDL SEND OUTPUT

787-9 GEN1B76A

ARPT **MMMG / HMO** 20/30 FLAP LANDING WT: 17000 KG

RWY **23** OFF A/I VREF ADD: 5

COND **DRY** ALL BRKS **CALC**

WIND **0 KT** NONE NNC

(0 HW/0 XW) KT

OAT **30 C**

(86 F)

QNH **29.92 IN HG**

(1013.2 HPa)

787-9/GENX-1B76A

Enroute Landing Data for 17000 KG:

Vref30+5: **148 KT**

Operational Landing Distance: MAX MANUAL 1521 M

AUTO BRK 1 3098 M

AUTO BRK 2 2821 M

AUTO BRK 3 2552 M

AUTO BRK 4 2219 M

MAX AUTO 1824 M

Landing Distance Available: 2300 M

TAKEOFF LANDING-DISPATCH LANDING-ENROUTE WEIGHT & BALANCE

Measures to prevent RE

- ▶ ATC/STATES/AIRPORT
 - ▶ ICAO compliance
 - ▶ Adequate infrastructure according to critical airplane
 - ▶ Adequate and updated information to TO/LANDING aircraft
 - ▶ Wind, breaking action, etc.
 - ▶ LIMIT cross wind?





Thank you

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