Summary:

Unstable Approach

- Unstable approach trends for 1000-500 are down trending
- Unstable approach trends for 500 to threshold are slightly trending up
- Egregious unstable approach trend is slightly down
- Go-Around rate given an unstable approach for 1000-500 is up trending and 500 to threshold appears stable/slightly down . Go-around for Egregious has insufficient events to trend
- It appears that precision like approach (e.g. RNAV RNP approach) are not always utilized when available
- Challenging approaches to airports runways such as MHTG rwy 02 can cause an unstable approach event to occur even though the airplane is on path and on speed. In the case of MHTG rwy 20, this is due to high angle glideslope (e.g 5.3 degree) and turn to final (1/2 mile from threshold) . Special conditions for approach are appropriate and appear to be managing the risk.

LOC

- Overbank and stall trends appear stable

TCAS

- TCAS event trend appears stable

Summary Continued:

TAWS

- Mode 1 and Mode 2 alert trending downward
- Pre -218 EGPWS software is considered to be significant factor in the occurrence of Mode 2 alerts during landing. (The observed Mode 2 alerts during landing are of the nuisance variety would essentially disappear with EGPWS software 218+)
- EGPWS software version can influence the occurrence of mode 2 alerts during takeoff as well , also nuisance (e.g. MMSD – airplanes departing over rising terrain)
    - Note: Most of the observed Mode 2 warnings during TO are occurring over runway and appear to represent low risk and may be bad data.

Airport Ranking

- Highest ranking airports are predominantly being driven by Mode 2TAWS alerts on takeoff just over runway (e.g. TIST, SVMI, MKJS) – not high risk, see above
- Mode 2 TAWS warnings on landing appear to be occurring from EGPWS with pre 218 software – not high risk, see above..
- Mode 1 sink rate alerts at MHTG are consistent with the 5.3 degree approach angle/PAPI (MHTG is a special use airport – risks appears to be addressed)