



**Twenty-Eighth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/28)**  
Santa Cruz, Bolivia, 23 – 25 May 2017

**Agenda Item 3: Information from Other Regional Aviation Safety Groups (RASGs) Meetings of Interest to the PA-RAST**

**3.2 Tasks from ESC relevant to the PA-RAST**

**SRVSOP STABILIZED APPROACH INITIATIVES**

(Presented by SRVSOP)

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

**1. Introduction**

1.1 During the PA-RAST/26 meeting held in San Jose, Costa Rica in December, a representative from SAM Regional Office presented the SRVSOP initiatives on Stabilized Approach looking for feedback.

1.2 Given the lack of feedback, the initiatives were again presented at the Executive Steering Committee Meeting (RASG-PA ESC/28).

1.3 The SRVSOP representative explained that this initiative is based on the work of a group of experts from Member States aimed to define Stabilized approach criteria and parameters for the Region as means to have an adequate and harmonized regulatory framework and guidance for safety inspectors and the operators. This work would allow proper understanding of runway excursions and other runway safety issues root causes to enable safer operations.

1.4 During the discussions was suggested that a regulatory approach to stabilized approach criteria may be counterproductive, because this criteria/parameters are closely related to operational conditions (aircraft, airline policy, etc.), on the other hand, it was mentioned that States have the need to set a minimum criteria to identify latent conditions within different aircraft operators. It was agreed that these concerns should be taken into account by the RE-SET and SRVSOP working group.

1.5 It was stated that IATA, FAA, and EASA have been working on this issue as well. The Meeting agreed that all this information should be shared with the RE SET and the SRVSOP working group to coordinate both initiatives. AIRBUS member of PA-RAST committed to share the results of the IATA/FAA/EASA work on this issue with the OPS specialist of SRVSOP, to be taken into consideration.

1.6 The Meeting established that PA-RAST should be coordinated with all these initiatives. The Meeting took note that the SRVSOP Stabilized approach initiative was previously presented to the PA-RAST/26 (Costa Rica-Dec 2016).

## **2. Analysis**

2.1 The SRVSOPs group of experts has taken into account RASG ESC comments, and agrees that inclusion of a set of reference stabilized approach parameters at a regulatory level would not be adequate.

2.2 Only CAA Safety Inspectors procedures and Acceptable Means of Compliance for operators will be developed by the SRVSOP before the end of the year based on Flight Safety Foundation's recommended elements of a stabilized approach included in the Final Report on the Go-Around Decision Making and Execution Project (2017), and other available industry publications

2.3 The group of experts noted that PA-RAST documentation is not easily available.

## **3. Conclusions**

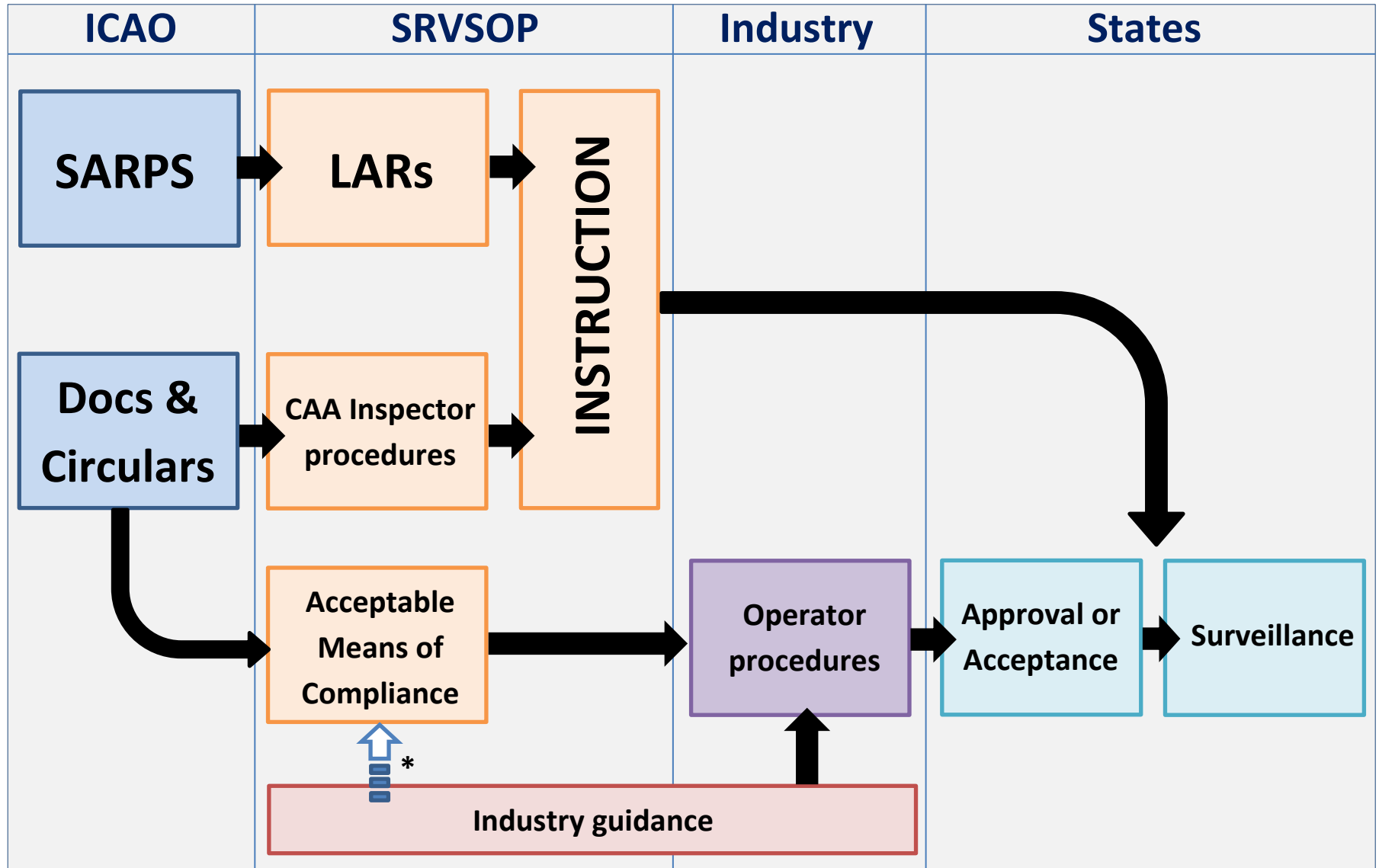
3.1 Based on ESC recommendation, the flowchart presented in the **Appendix** was developed to show the correlation between SRVSOP and PA-RAST activities. Activities of both groups are complementary, and particular attention should be given to timely communication of the initiatives on both sides at the RASGPA meetings and other appropriate forum for information and coordination purposes.

## **4. Suggested Action**

4.1 PA RAST is invited to:

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

APPENDIX A



*\*If ICAO guidance is not enough as an AMC*