



Safety

Controlled Flight Into Terrain

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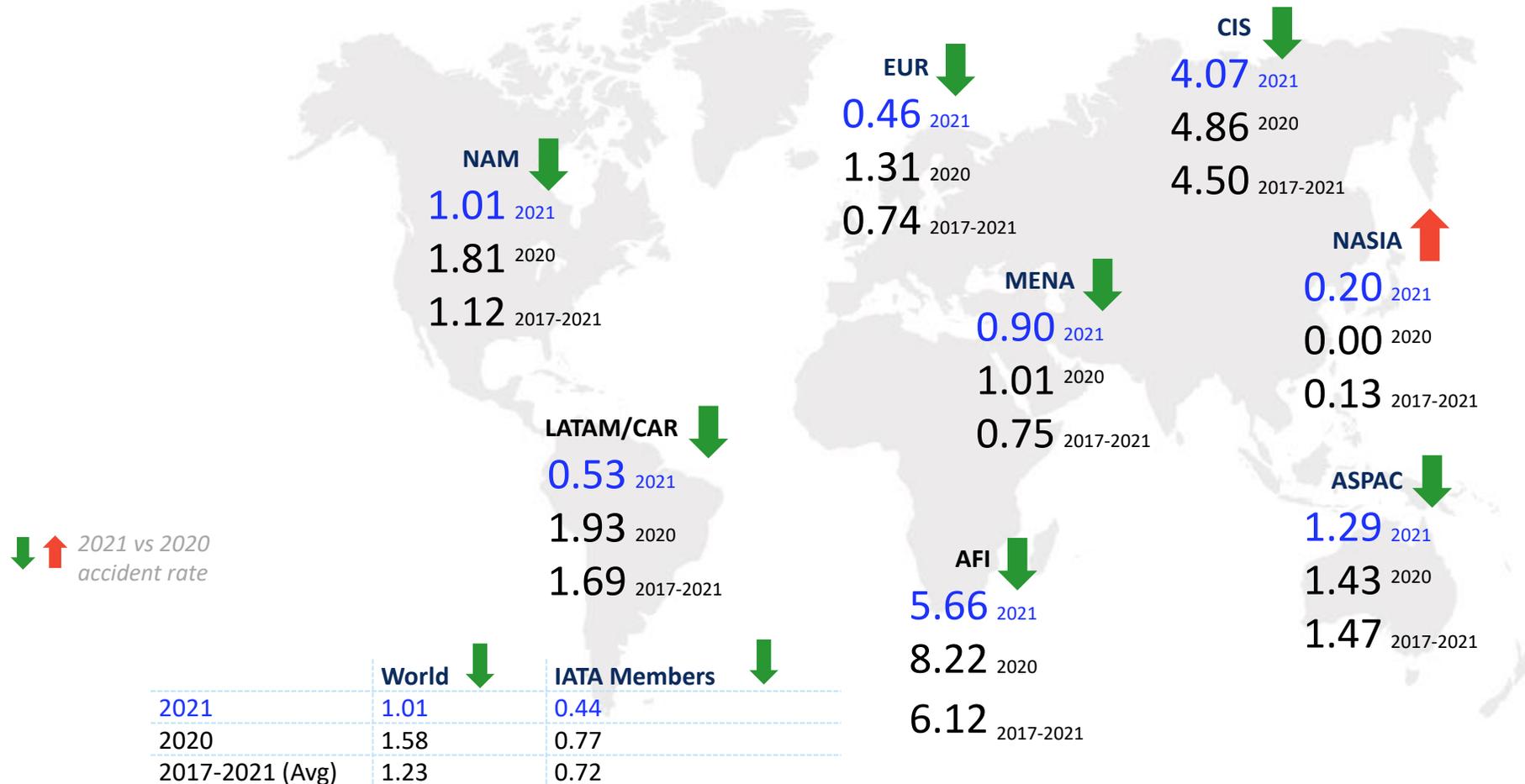




Looking at aviation today, specifically related to safety, the three most predominant HRC are RWY related, LOC-I and CFIT in that order

All Accident Rate per Region of Operator

One region of operator witnessed an increase in the accident rate per million sectors



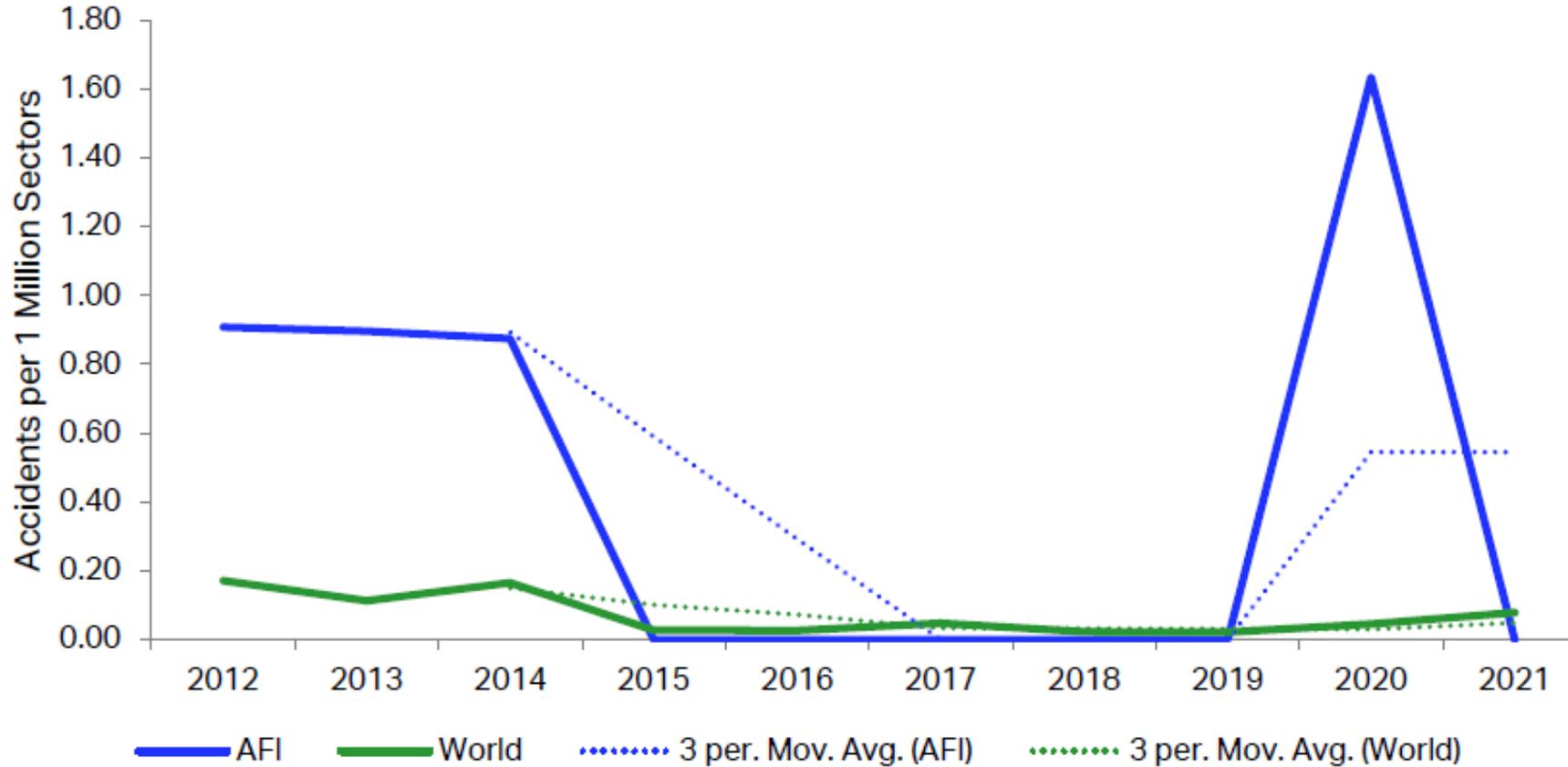
Source: IATA GADM

CFIT



Analyzing the AFI Trend

Controlled Flight Into Terrain (CFIT) Yearly Rate



Safety Data

104

120



IATA Recommendations

1.

Ensure EGPWS Software and Terrain/Obstacle/Runway database are kept up to date

2.

Ensure GPS/GNSS is used as a position source for the EGPWS

3.

Ensure a policy is in place that at least one pilot selects terrain display during critical phases of flight (such as climb and descent below MSA) for additional situational awareness. If weather is not a threat, then both pilots could decide to select terrain display

4.

Establish a training program to ensure flight crew is trained to respond to EGPWS alert effectively

5.

Recommend airlines to have procedures to ensure that EGPWS equipment always remains activated and serviceable

6.

Pilots and operators should promptly notify the respective authorities of the interference location and the relevant ATC if they experience GPS anomalies

7.

Consult with the IATA/Honeywell Performance assessment of pilot response guidance material (GM) and recommendations

States' Prevention Actions

State safety oversight is an essential tool to ensure:

- Airlines to keep the EGPWS/TAWS **software** / terrain database and software **up to date**.
- navigation references are updated in accordance with **WGS-84**.
- GNSS/GPS is used as a position source to EGPWS/TAWS,
- SOPs for the use of terrain display are implemented

[performance assessment of EGPWS Guidance Material \(GM\) and its recommendations](#)

Thank you

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