

The background features a light blue grid with a globe in the center. An airplane is depicted flying across the globe. On the left side, there are vertical columns of binary code (0s and 1s) enclosed in rounded rectangular boxes. The overall theme is technology and global communication.

2016 International Safety Information Exchange Seminar

9 August 2016

Taipei, Taiwan

Theme.....

- “Making our sky safer through Information Exchange and Lessons Learned”

My Topic.....

- **Controlled Flight Into Terrain - CFIT**
 - Non-Compliance with SOPs is a factor in most CFIT accidents
 - How can CFIT accidents be prevented?

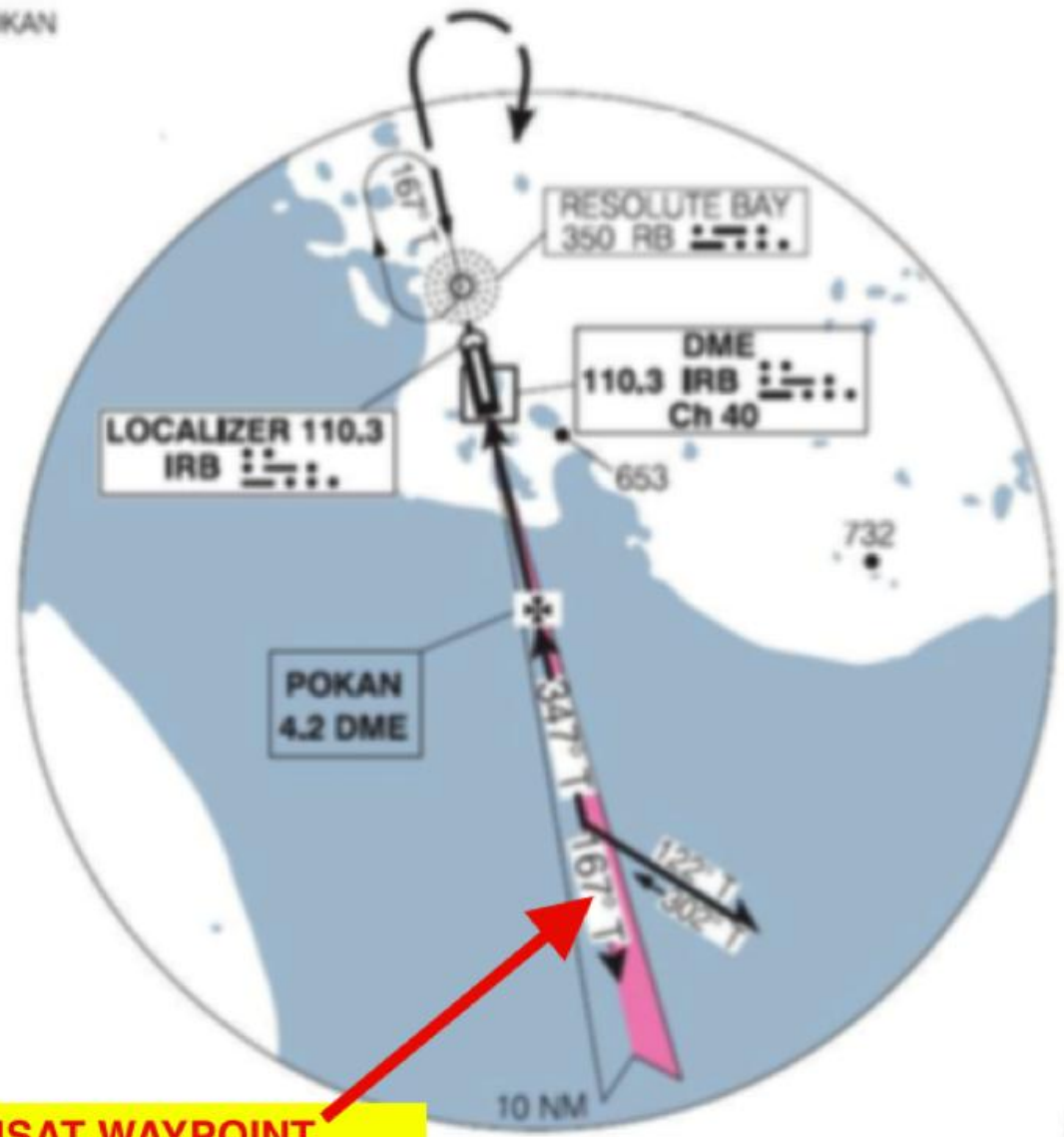
Two CFIT Accidents

- **Canadian Accident**
 - 20 August 2011
 - First Air Flight 6560
 - Boeing 737
 - Resolute Bay, Nunavut, Canada
- **Taiwan Accident**
 - 23 July 2014
 - ATR72
 - Magong Airport, Taiwan

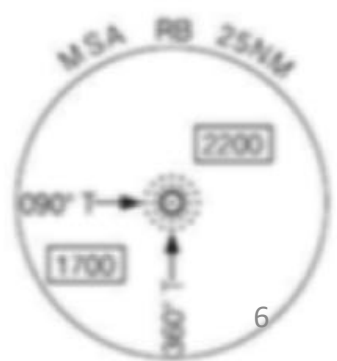


Severe turbulence may occur on approach with gusty easterly winds.

1800 from RB NDB to POKAN
167° T 6.4 NM.



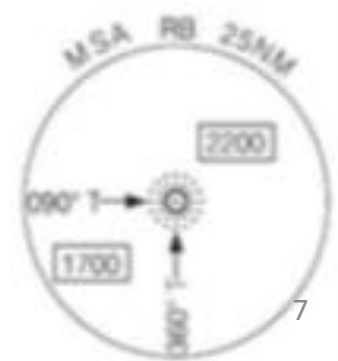
MUSAT WAYPOINT



SAFE ALT 100 NM **3600**

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SAFE ALT 100 NM **3600**



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CFIT ACCIDENTS.....

- Are one of the leading causes of accidents for Commercial Air Transport Category Aircraft
- Are almost always fatal accidents
- Typically happen in the “Descent and Approach Phase of Flight”
- Typically are related to Non-Compliance with SOPs

Accident Prevention Information Was Available

- Before the First Air accident in Canada and
- Before the ATR72 accident in Taiwan
- So why was this accident prevention information not effective in stopping these two accidents?

First Air Accident / Taiwan Accident

- Similarities:
 - Captain was the Pilot Flying
 - Pilots were concerned with weather conditions
 - Tailwind on approach
 - Inadequate approach briefing
 - Pilots ignored SOPs
 - No missed approach despite obvious irregularities with the approach
 - Fixation on completing the landing

Objective of Accident Investigation

- “The Transportation Safety Board of Canada (TSB) investigated this occurrence for the purpose of advancing transportation safety.”
 - To eliminate or reduce safety deficiencies that could lead to a similar occurrence
- “The objective of the ASC’s investigation of aviation occurrence is to prevent recurrence of similar occurrences.”

Collectively - Who has to take action?

- Government Accident Investigation Agencies (TSB in Canada – ASC in Taiwan)
- Government Regulation Agencies (Transport Canada – CAA in Taiwan)
- Airline Operators
- Individual Employees (Pilots – Mechanics – Dispatchers – etc.)
- International Safety Organizations (ICAO – IATA – Flight Safety Foundation – etc.)

ACTIONS REQUIRED BY.....

- ***Government Accident Investigation Agencies (such as - TSB in Canada, and ASC in Taiwan)***
- Government Regulation Agencies (Transport Canada – CAA in Taiwan)
- Airline Operators
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