SE 23

Approach and Landing Accident Reduction
Joint Safety Implementation Team

Implementation Plan
for
Flight Crew Training

Statement of Work:

Ensure that Part 121 air carriers implement syllabi that train and evaluate aircrews on stabilized approaches, unusual attitudes, and upset recoveries. Specific topics related to stabilized approaches should include: crew resource management, go around criteria, approaches with system malfunctions, non-normal conditions, emphasis on basic airmanship, approach briefings, approach and missed approach procedures.

Lead Organization for Overall Project Coordination (LOOPC):

AFS-1

Outcome:

Substantially reduce or eliminate Approach and Landing (A&L) accident rate by the incorporation of A&L training into flight crew qualification programs (approved training programs) of all Part 121 air carriers. This training will increase the pilots' ability to recognize and cope with airborne situations that would otherwise overtax their knowledge and skills.

Output #1/SE 23 (COMPLETED)

Develop an ALAR JSIT Training Guide, using the Flight Safety Foundation CFIT and ALAR training guide and similar documents as reference material, that addresses the topics contained in Output 3 below.

Resources : ATA Training Committee (LOOC), ALPA, RAA|, APA and AFS-200.

Timeline : 180 Days

Action : The organizations identified under resources above will convene a working group and develop the necessary training guide working collaboratively.

Output #2/SE 23 (COMPLETED)

Issue a Handbook Bulletin strongly recommending that air carrier effectively address the specified topics under their approved flight crew qualification programs (approved training programs).

Resources: AFS-200 (LOOC), ATA, ALPA, APA and RAA

Timeline: 60 days after development of the Training Guide.

Actions: Handbook Bulletin drafted by AFS-200 listing specified training and procedures, flight crew qualification programs revised by air carriers, if required, approval of revised qualification programs granted by the assigned POI.

Output #3/SE 23

Utilizing the ALAR JSIT Training Guide, conduct a review of all Part 121 air carriers by their assigned Principal Operations Inspector (POI's) and Directors of Safety (or designees) to determine which air carriers effectively address the following topics under their flight crew qualification programs (approved training programs):
- Stabilized Approaches
- Go Around Gates and Missed Approach Criteria
- Approach Procedures and Briefings
- Non Normal Aircraft Conditions
- CRM Courses and Training
- Basic Airmanship Skills
    - Specific turbojet, high speed, versus propeller, low speed aircraft characteristics for transitioning pilots if appropriate
    - Basic instrument and visual airmanship.
- Transfer of Aircraft Control
- Upset recoveries, unusual attitudes, mountain flying, heavy aircraft operations.

Resources: AFS-1, (LOOC), AFS-200, POI's, ATA, APA, ALPA, Directors of Safety and RAA.

Timeline: 60 days after issuance of Handbook Bulletin

Actions: Through Regional Flight Standards Division Managers, AFS-1/AFS-200 will request POI's, working together with the Directors of Safety, to conduct a review of their assigned Part 121 air carriers and identify those carriers that do not provide the specified training and procedures within their approved Part 121 flight crew qualification programs.

~~**Output #4/SE 23**~~

~~Industry and Employee Groups will coordinate with the Director of Safety to ensure their air carriers establish effective flight crew qualification programs (approved training programs) as specified in Output 1 and in turn report to their respective CAST member representative on implementation progress.~~

Resources: ATA (LOOC), RAA, NACA, , ALPA, APA and Air Carriers.

Timeline: 300 days after initial review.

Action: Industry Groups and Employee Groups will communicate to their member operators the importance of addressing these specified topics in their respective flight crew qualification programs. Operators will report to CAST representatives to ensure through their respective Directors of Safety that these topics have been addressed in their approved qualification programs.

Output #5/SE 23

Through Regional Flight Standards Division Managers, AFS-1/AFS-200 will request POI's to conduct a re-review of all Part 121 Air Carriers utilizing the CFIT/ALAR JSIT Training Guide and to determine that all carriers effectively address, the specified topics in their flight crew training programs (approved training programs).

Resources: AFS-1 LOOC), AFS-200, POI's, Air Carriers.

Timeline: 300 days after initial review.

Action: All Part 121 Air Carrier will evaluate their flight crew qualification programs, those that do not contain the specified topics will submit revised qualification programs, if appropriate. POIs will approve the revisions incorporating training and evaluation in the specified topics.

Relationship to Current Aviation Community Initiatives:

- Previous Flight Safety Foundation Report on ALAR accidents issued in 1998.
- Flight Safety Foundation ALAR Training Aid (template aid 4th Qtr 2000).
- Previous CFIT and ALAR reports published by the JSAT in 1999.
- Part 121 rulemaking in progress regarding Stabilized Approaches, Basic Airmanship, Upset and Unusual Attitudes Recovery.
- Most Part 121 air carriers are conducting voluntary Selected Event Training, some including added training events, simulator periods, and training days to their flight crew qualification programs in response to recent accidents and pilot input.

Performance Goals and Indicators for Outcomes/Outputs:

- Goal: Substantial reduction of ALAR accidents involving Part 121 air carriers
    - Indicator: 80% accident reduction of ALAR accidents by 2007

- Goal: All 121 Air Carriers have training and evaluation in their flight crew qualification   programs (approved training programs) in the specified topics .
    - Indicator: 100% compliance by all Part 121 Air Carriers

Programmatic Approach:

Organizational Strategy

ALAR JSIT has identified Captain Rick Williams, Delta Airlines, as the project lead for ALAR Flight Crew Training. The project lead will work with AFS-200, ATA, and RAA to draft a Handbook Bulletin. Thereafter, the project lead will coordinate activities outlined in the implementation plan, and will provide progress reports, when requested, to the ALAR JSIT. Implementation is a shared responsibility between the FAA and the air carriers. . The Lead Organization for Overall project Coordination (LOOPC) is AVR-1. The Lead Organizations for Output Coordination (LOOC) are identified in each Output of this Implementation Plan. The roles and responsibilities of the LOOPC and LOOC are described in the CAST approved JSIT Process Document.

Implementation Activities

Upon request by AFS-1/AFS-200, a review of their assigned Part 121 air carriers will identify to the Principal Operations Inspector those air carriers that do not presently provide the specified training to their flight crews. A Handbook Bulletin will be prepared by AFS-200, in collaboration with industry partners specifying guidance to the POI's and minimum training expectations. A re-review will determine that all Part 121 air carriers provide training in the specified topics.

Key Products and Milestones:

• Develop Training Guide	180 Days
• Handbook Bulletin drafted by (AFS-200) development of	60 days after
	Training Guide
• Review conducted by POI's	60 Days after issuance of HBAT
• Revised programs, if needed, submitted and approved	300 days after review
• Re-review conducted by POI's	300 days after review

Plan and Execution Requirements:

The Training Guide and Handbook Bulletin should be user friendly, and clearly written with specific examples, to facilitate the current thoughts on recommended practices for flight crew qualification program updates with respect to these listed outcomes.

Risk Description:

- Training Guide and/or Handbook Bulletin challenged by POI's
- Handbook Bulletin challenged by carriers
- Possible added training cost for carriers
- May require rule making

Risk Mitigation Plan:

Many of the air carriers presently provide training in the specified topics. Cooperation between FAA and industry organizations would avert the exhaustive rule making process and obtain the desirable result of a substantial reduction or elimination of Flight Crew related Approach and Landing accidents.

Impact on Non Part 121 or International Applications:

This project could impact commercial and corporate operators utilizing smaller aircraft in that flight training naturally appears to gravitate to the highest standard. The project would also have international applications. However, the JAA and ICAO are both represented on the CAST and the ALAR JSIT and have agendas for the reduction of ALAR accidents. Information is routinely exchanged between those organizations and CAST and ALAR JSIT.