Flight Safety Conference

29th – 30th November 2023

Securing VFR operations

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Accident Investigator

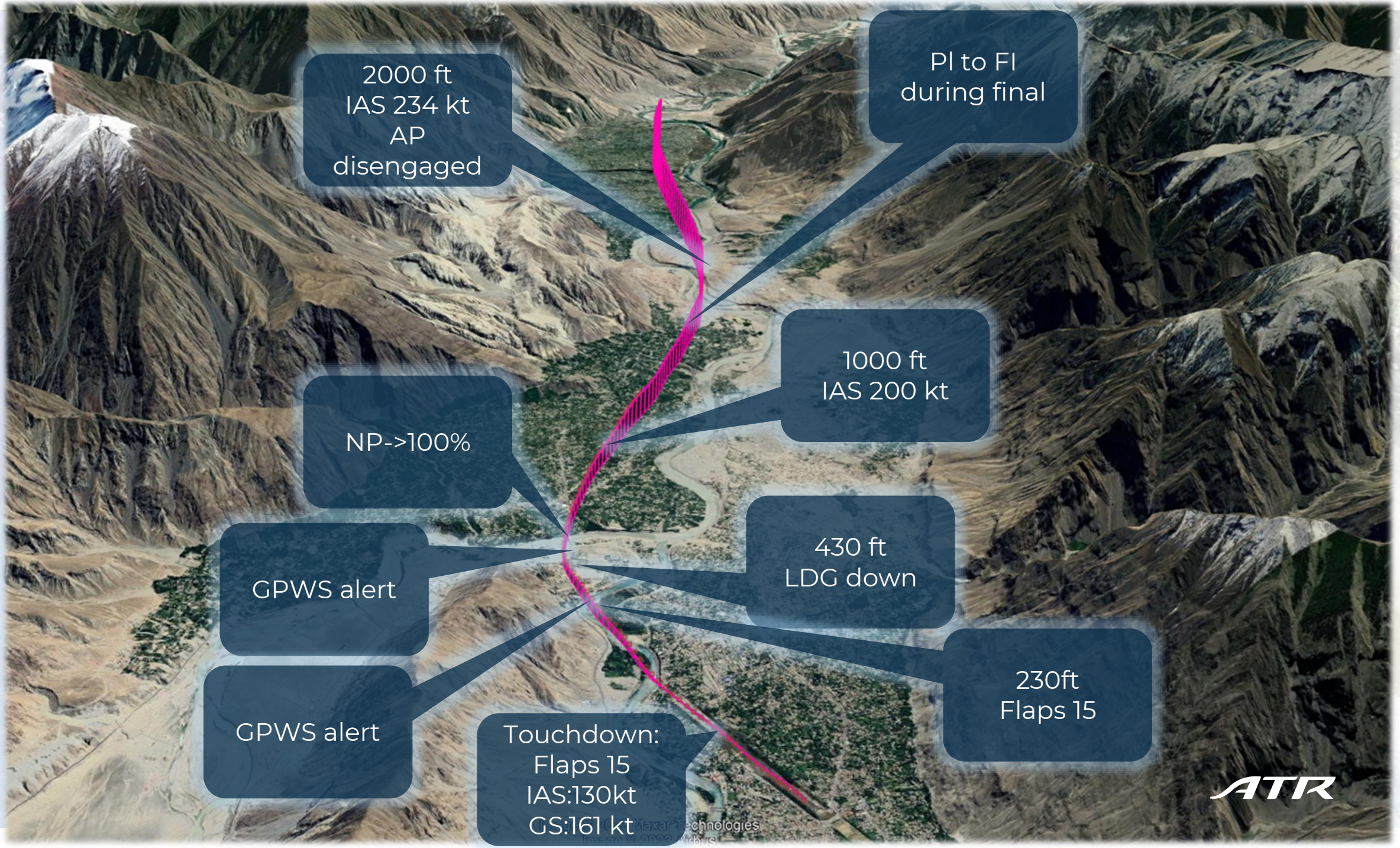
Léo MAUPU
Flight Operations Support Manager

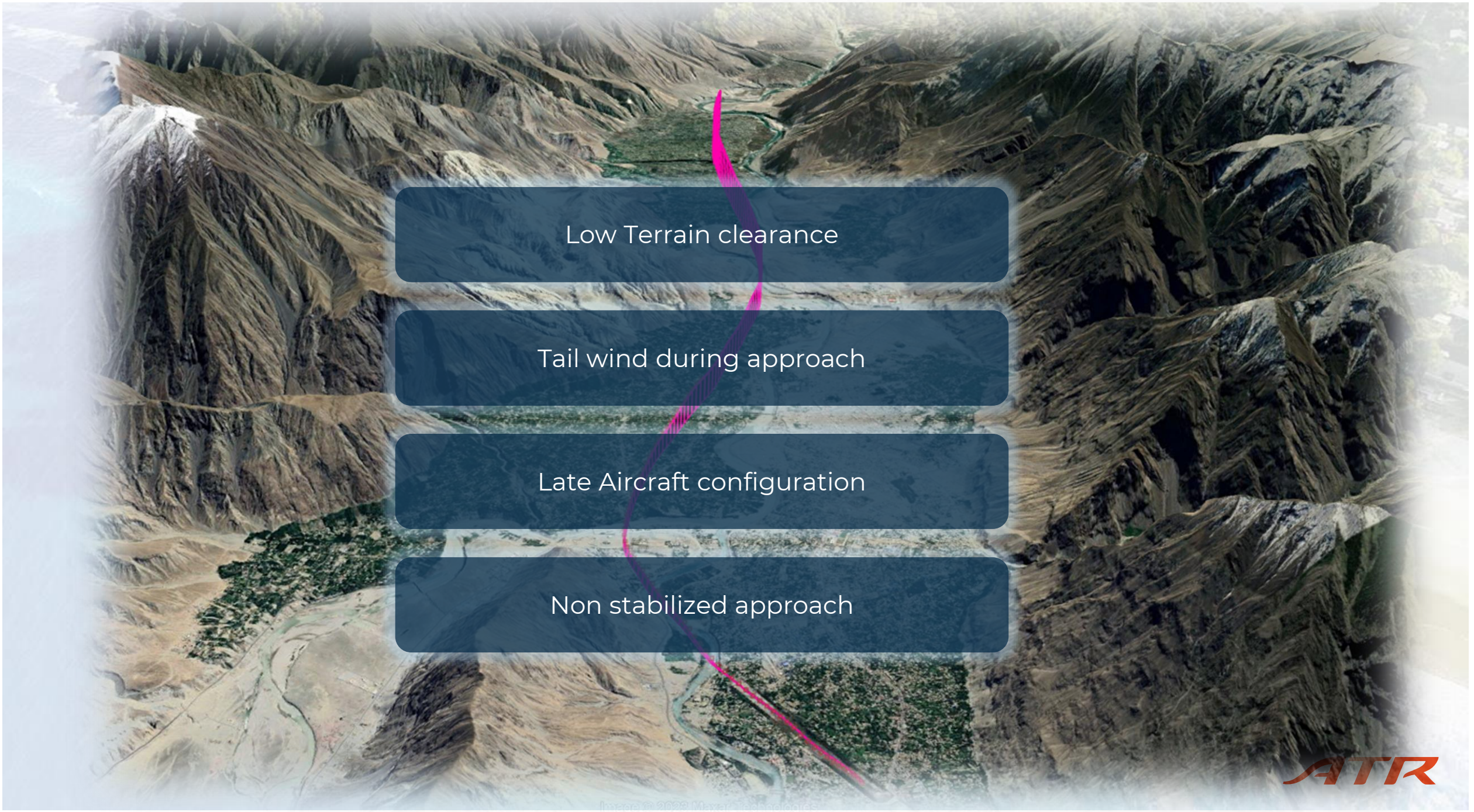
Securing VFR operations

- Factual description

  - ATR42-500
  - Recorded take off weight:18600kg

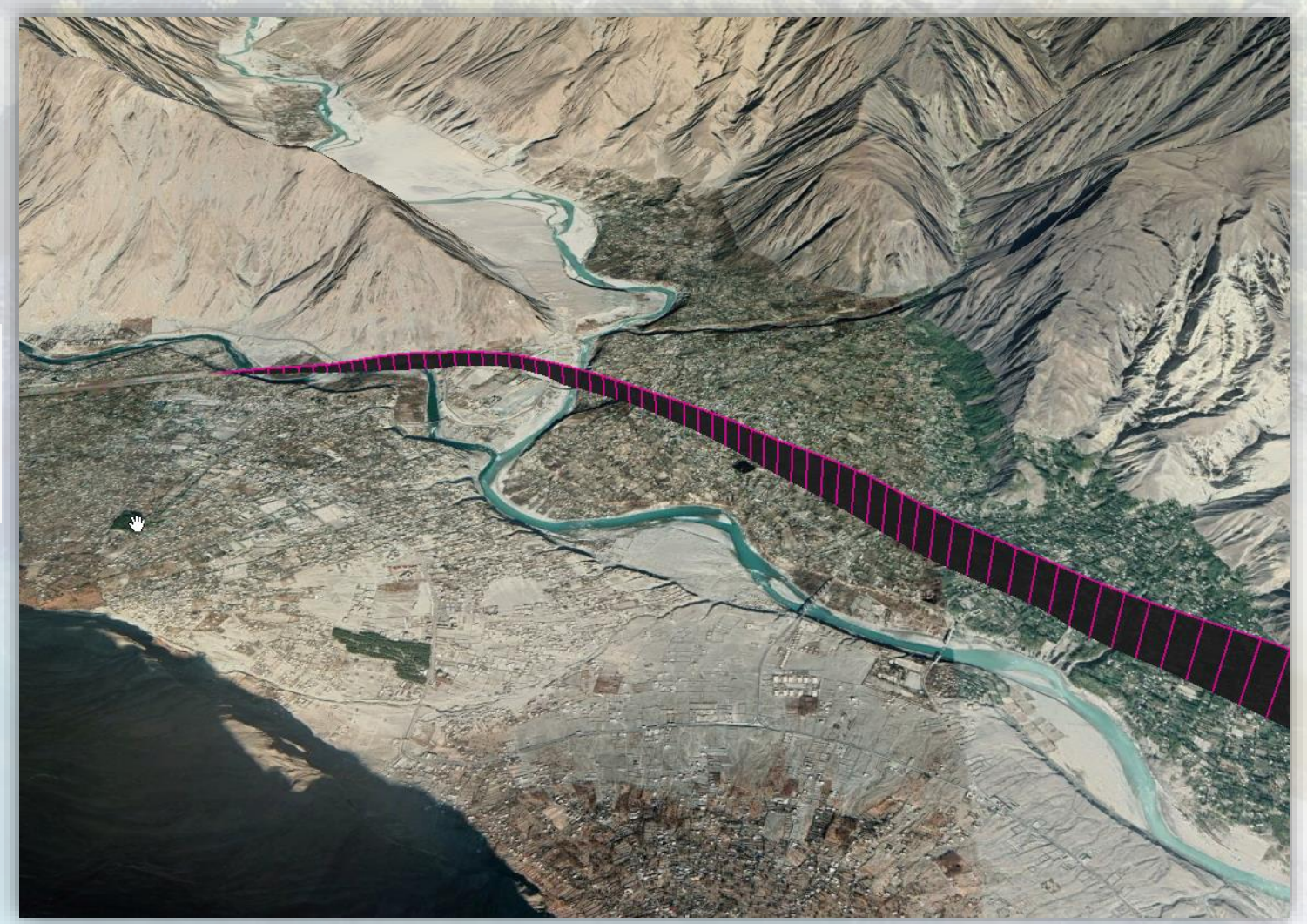
“WHILE LANDING ON THE RUNWAY 25, AIRCRAFT SKIDDED OFF THE RUNWAY AND STOPPED IN THE OVER RUN OF RUNWAY 25 AT THE DISTANCE OF 41 FEET FROM THRESHOLD OF RUNWAY 07”


2000 ft
IAS 234 kt
AP
disengaged
PI to FI
during final
1000 ft
IAS 200 kt
NP->100%
430 ft
LDG down
GPWS alert
230ft
Flaps 15
GPWS alert
Touchdown:
Flaps 15
IAS:130kt
GS:161 kt
ATR


Low Terrain clearance
Tail wind during approach
Late Aircraft configuration
Non stabilized approach

Securing VFR operations

Reduce to white bug plus 10 knots so as to be in landing configuration at the broken bridge i.e. VAPP speed landing Flaps. Before landing checklist should be complete before the final turn. The final turn should be 5300 to 5400 (500 to 600 ft. AGL)



Securing VFR operations

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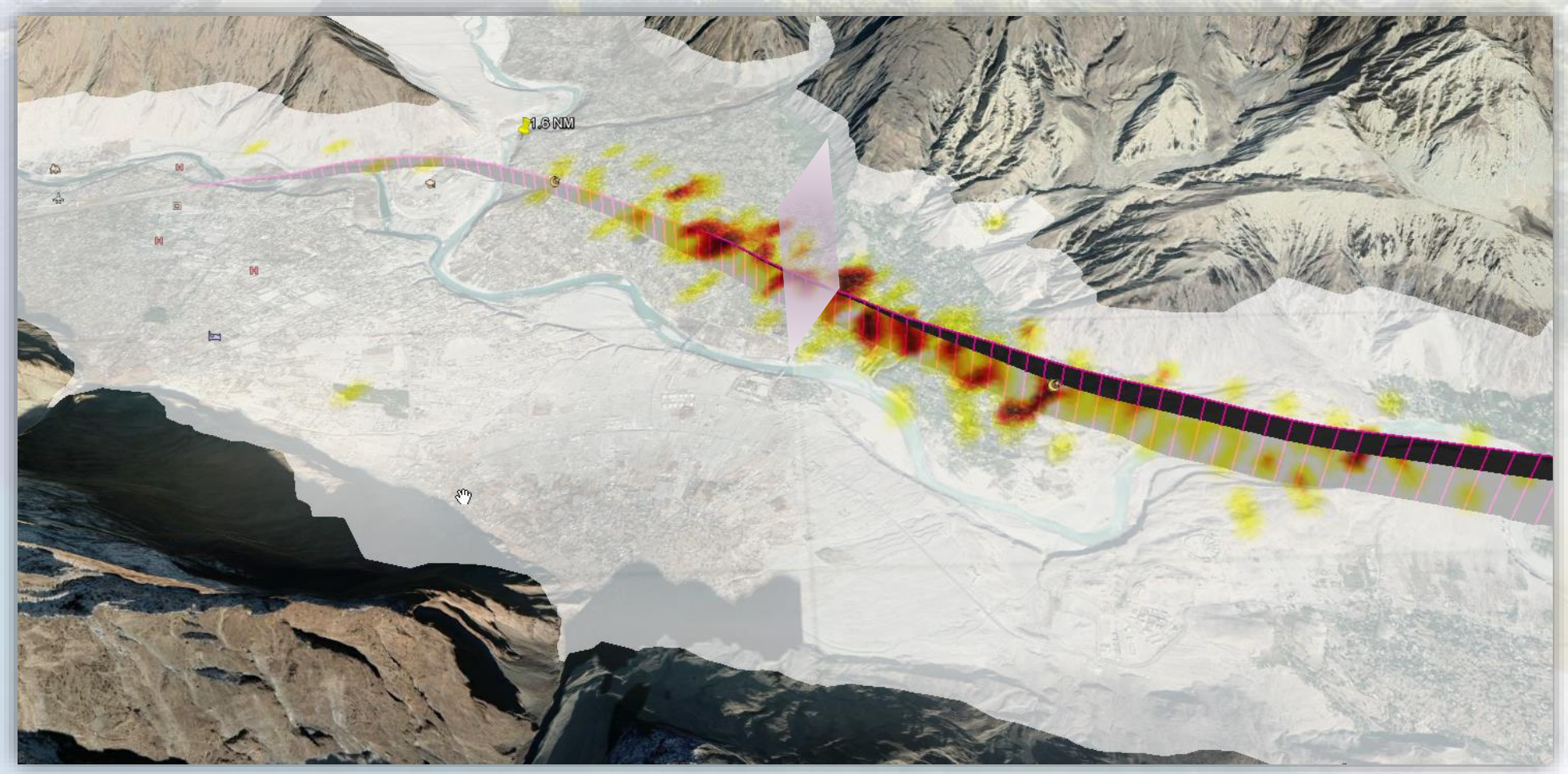

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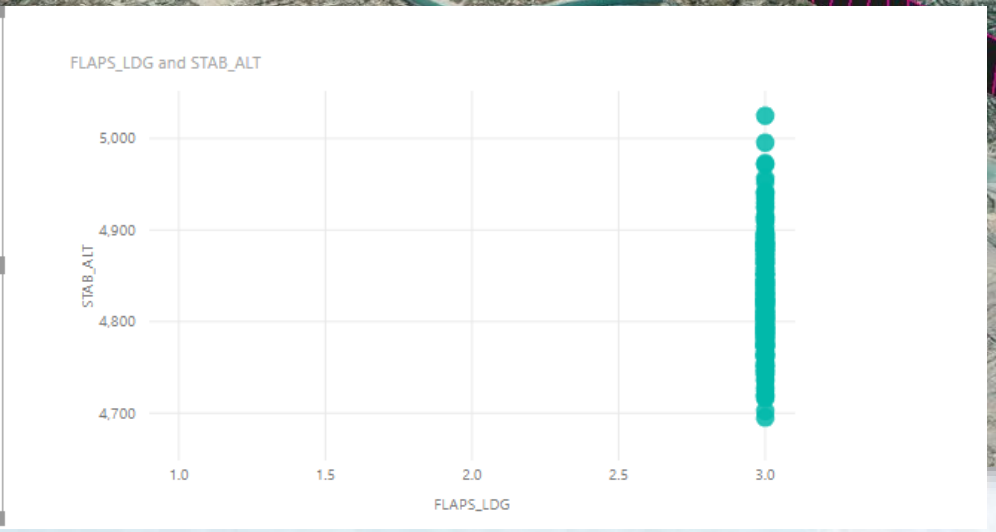
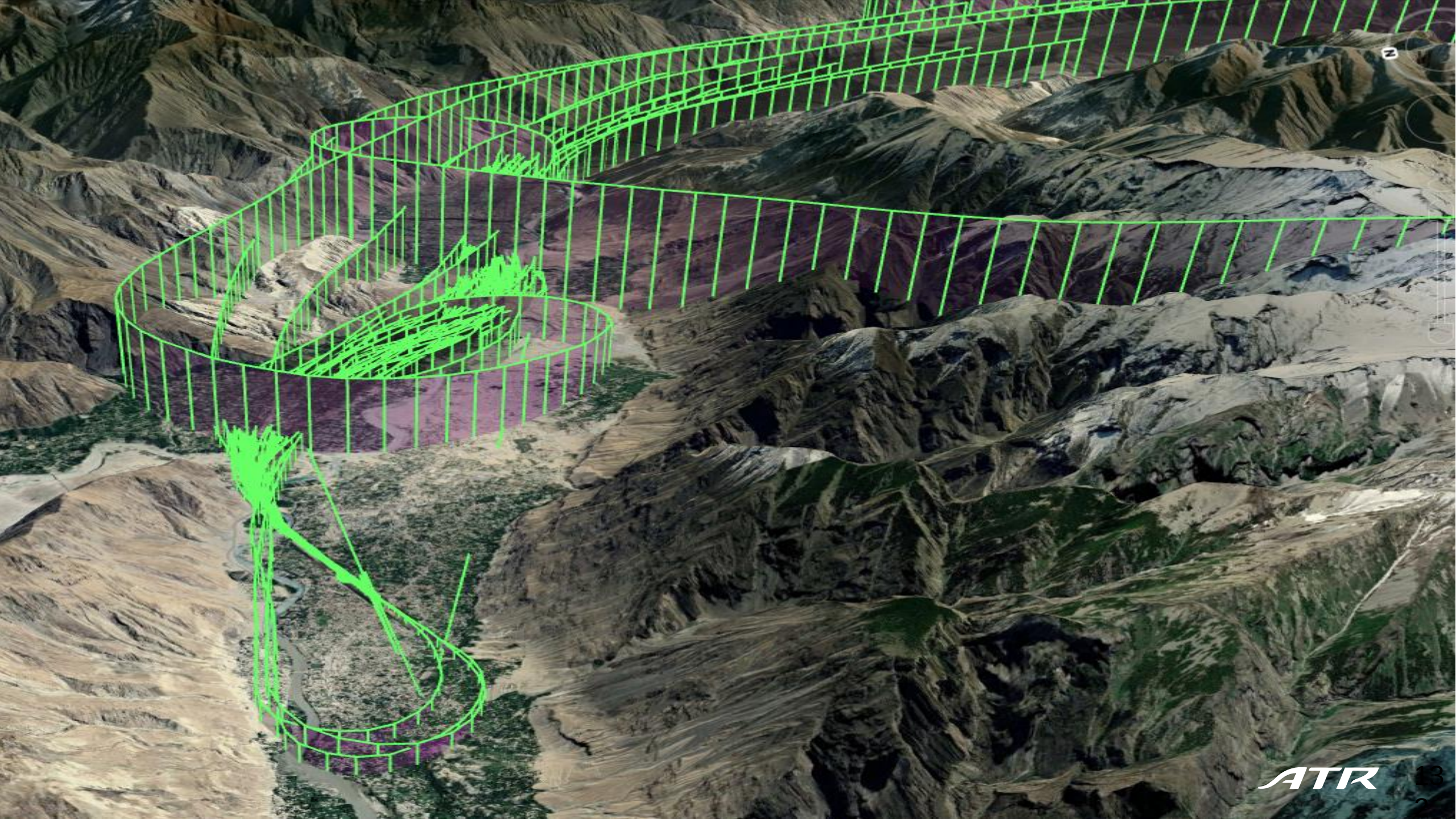


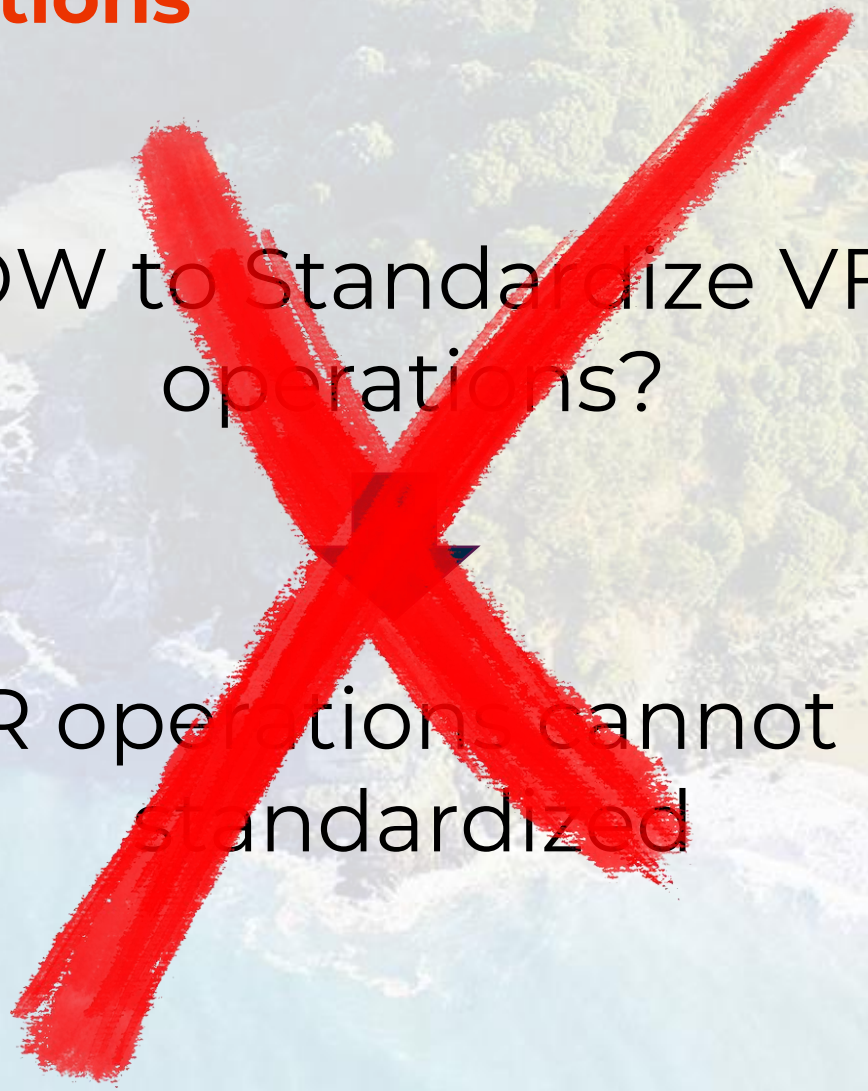
Securing VFR operations

Precursors were present in the data



Securing VFR operations

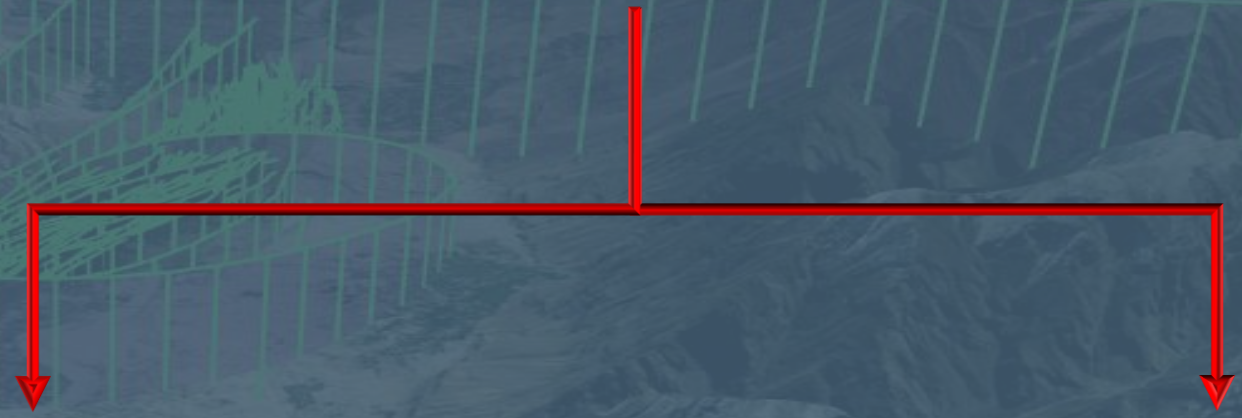
HOW to Standardize VFR operations?



VFR operations cannot be standardized

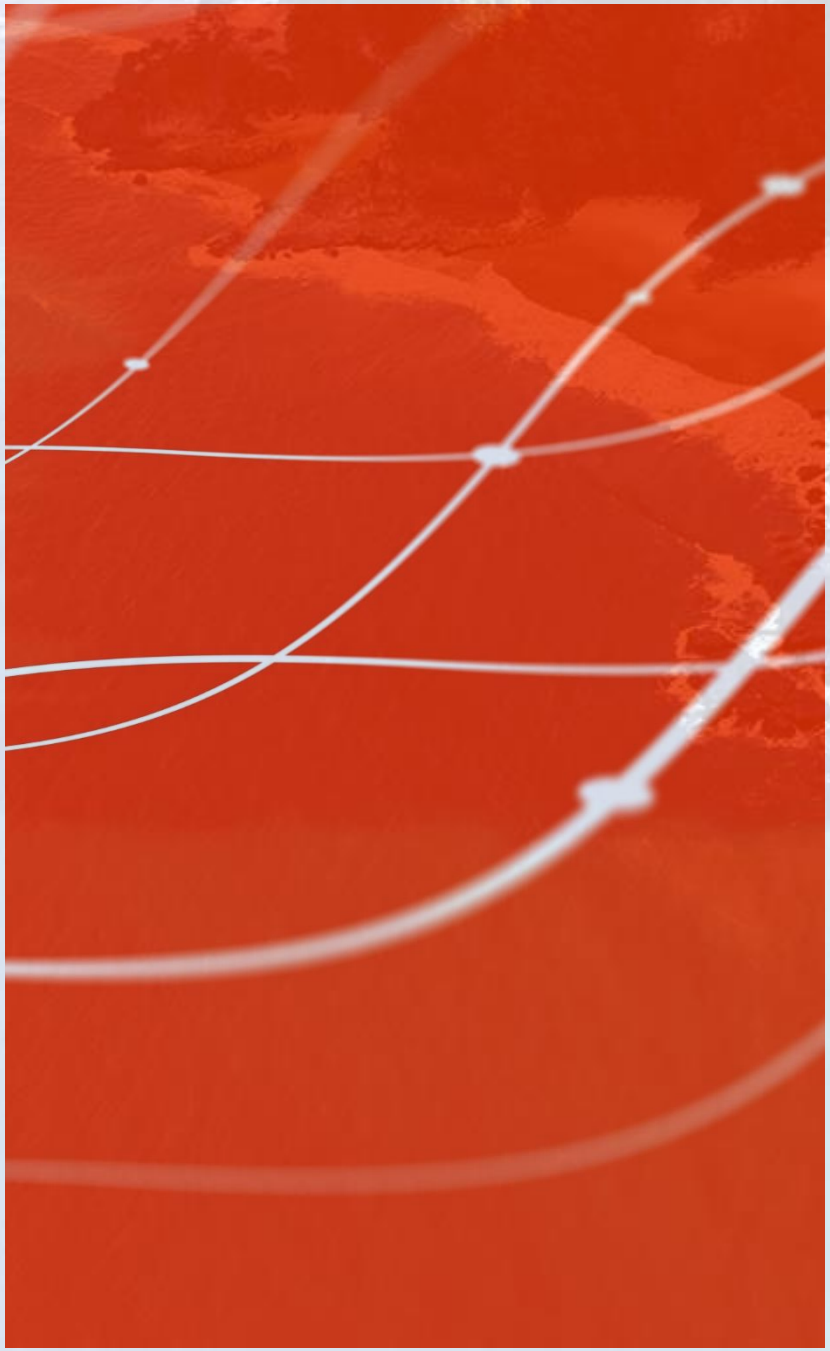
Securing VFR operations

HOW to Standardize VFR operations?



Turning VFR into IFR

Helping the flight crew with precise guidelines in the operating manual



Flight Ops engineering role

Flight Operations Engineering can support flight crew to securing VFR operations

- Analyze environment prior the flight
- Standardize the approach
- Study escape route
- Documentation
- Training

Environment analysis

- Analyze
- Standardize
- Escape route
- Documentation
- Training

Understand the environment.

- Aerodrome prerequisite
- Type of traffic on airport
- Prevailing weather
- Local weather phenomenon
- Relief and obstacles

Proximity between runway and road.

Max crosswind : 25 kt

Standardize the approach

- Analyze
- Standardize
- Escape route
- Documentation
- Training

Visual aids & reports

Altitude, speed, configuration guidance

GPS report points

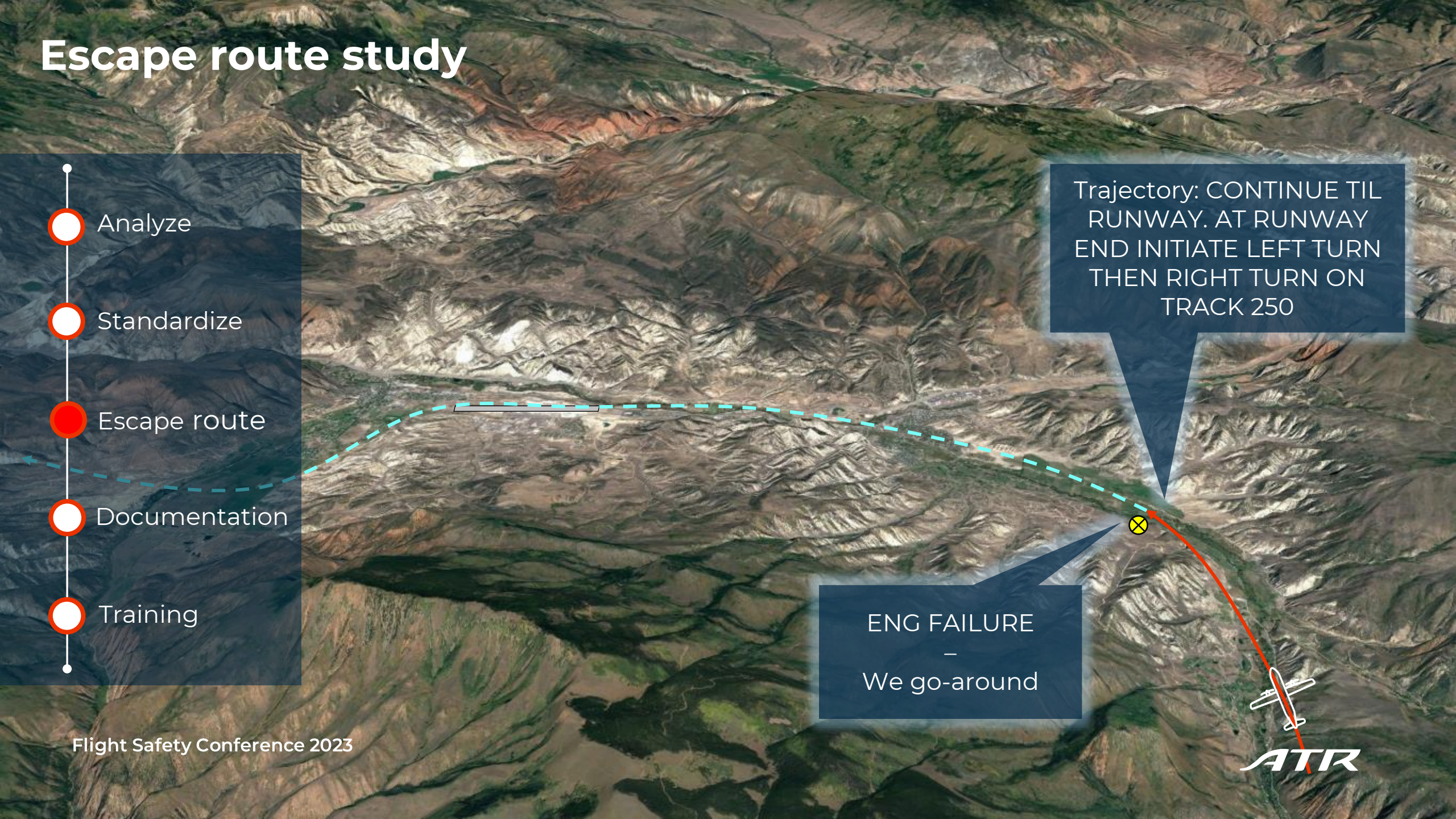
Escape route study

- Analyze
- Standardize
- Escape route
- Documentation
- Training

Provide options to flight crew

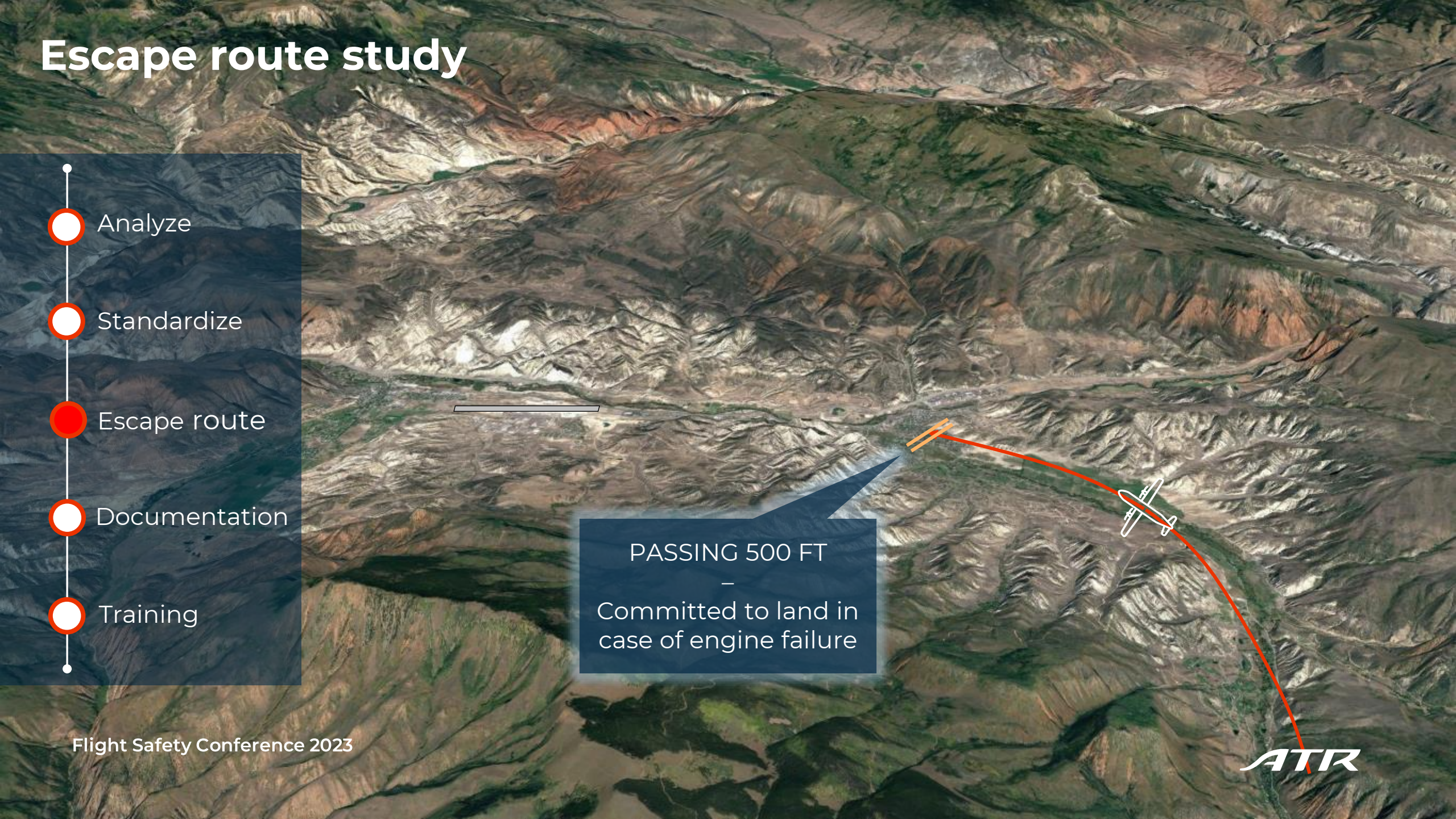
Escape route study

- Analyze
- Standardize
- Escape route
- Documentation
- Training

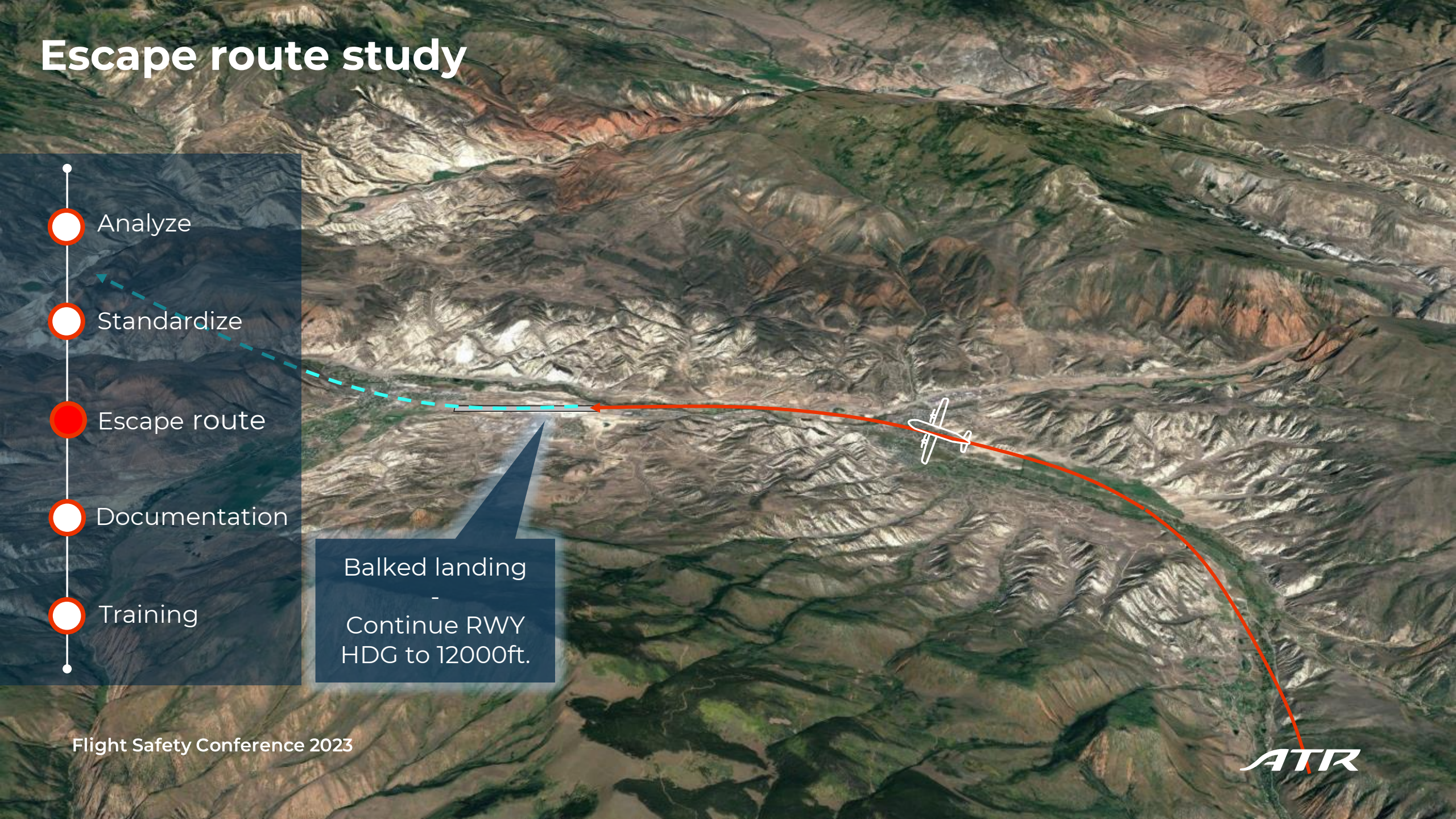


Escape route study

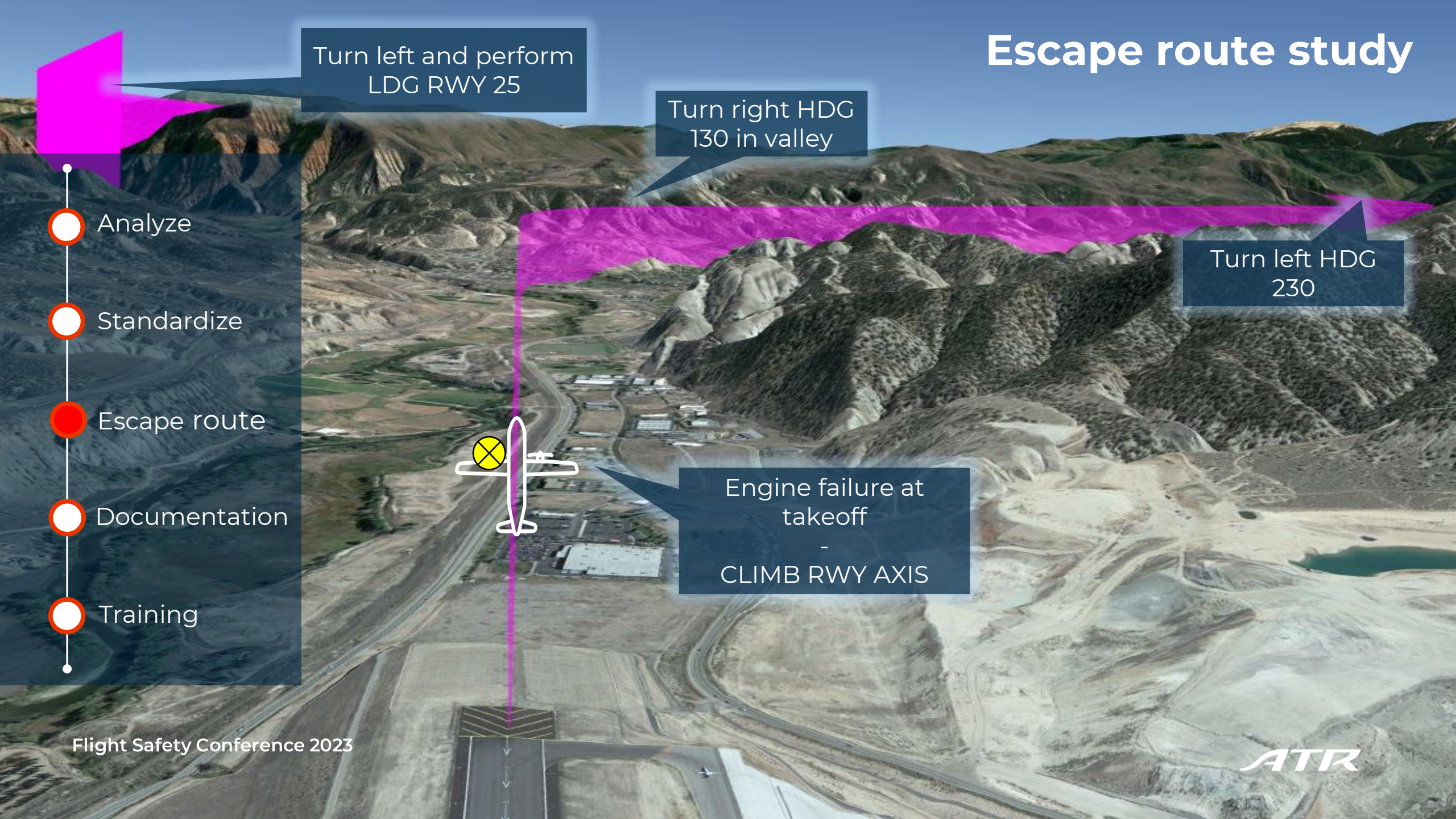
- Analyze
- Standardize
- Escape route
- Documentation
- Training



Escape route study



Escape route study



Documentation

- Analyze
- Standardize
- Escape route
- Documentation
- Training

OM/C 03-01-02	KEGE - Briefing chart

Revision n°1

GENERAL LIMITATIONS

MINIMUM VISIBILITY = 5000m

MAXIMUM AUTHORIZED WIND 30 KTS OMNIDIRECTIONAL

POINT OF ATTENTION

PARAGLIDING ACTIVITY AND SECTOR 8

VISUAL APPROACH RWY 25:

MAXIMUM LANDING WEIGHT = 21600 KG

THE THREE RED FLASHING LIGHT MUST BE OPERATIVE

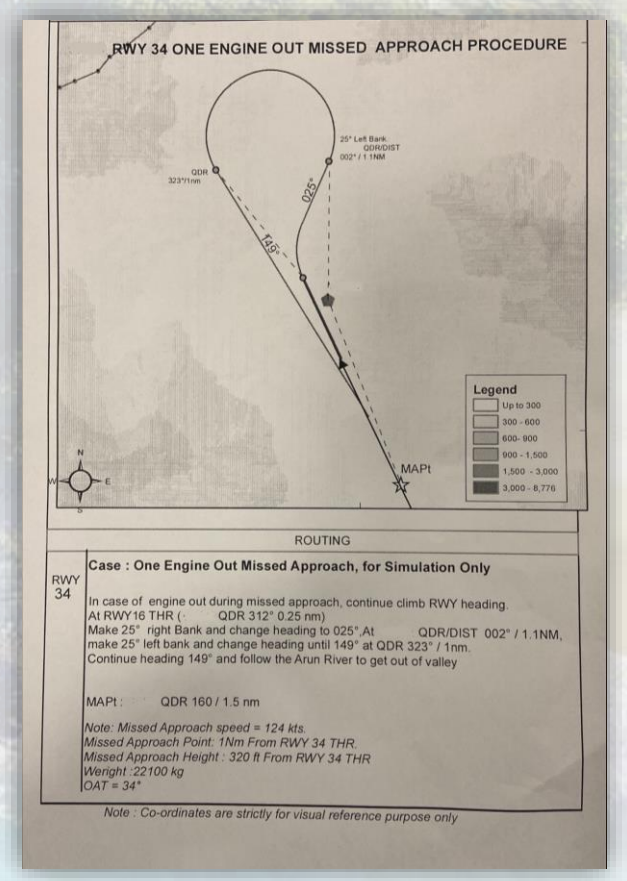
BASE TURN SHOULD BE INITIATED AT 8500 FT MAXIMUM 170 KT.

ONE ENGINE OUT MISSED APPROACH: CONTINUE RWY AXIS. PASSING THR RWY07 INITIATE RIGHT TURN QDR 283. CLIMB UNTIL 8000FT UNTIL MSA.

DEPARTURE RWY 25:

ENGINE OUT PROCEDURE: CLIMB RWY AXIS AND TURN RIGH HDG 130 IN VALLEY. AT 4200FT TURN LEFT HDG 230. AT 5500FT TURN LEFT HDG 238 THEN PERFORM LDG RWY 25.

OM/C – Briefing page



Customized VFR approach chart

Enhance OM part C

- Prescribe trajectory
- Aircraft performance
- Company waypoint
- Visual landwark
- Stabilisation policy
- Charts

Documentation

- Analyze
- Standardize
- Escape route
- Documentation
- Training

Train in simulator

Include scenario with escape route.

Customize scene to improve immersion

Key messages

Documentation
Avoid improvision

Briefing
Common project

Monitor
Flight
Operation Quality Assurance

Active PM
Crosscheck

"Flight crew is always the last barrier but should not be the only one."