

21 Committed Safety Enhancements

21 Committed Safety Enhancements Policies and Procedures



1. Industry will develop/implement Risk Management tools
2. Industry will develop a process to enhance flight crew proficiency
3. FAA/Industry will develop standard operating procedures for loss of control related accidents
 - Some Q's exist in Section B (stalls)
 - Could add a Q. or include in Section C

21 Committed Safety Enhancements Policies and Procedures (cont'd)



Aircraft Design

4. FAA will issue guidance on Continuing Airworthiness
5. FAA will issue guidance on Critical System Maintenance
6. FAA will amend guidance to include recommendations surrounding autoflight designs for new type designs - Not until implemented
7. Manufacturers will implement Flight Deck Equipment Upgrades for new type designs (i.e. interactive checklists) – Not until implemented
8. FAA/JAA will amend guidance to include recommendations regarding Displays and Alerting Systems for new designs
 - 6, 7, and 8 could be approached to get to the guidance, not to see if the changes have been made. We could do a section C on automation
9. FAA/JAA will issue amended icing certification criteria for criteria for new airplane designs not equipped with evaporative systems

21 Committed Safety Enhancements Policies and Procedures (cont'd)



Runway Incursions

10. Enhanced airport surveillance equipment
11. Ground operations (121/135) standard operating procedures (SOPs)
 - Could be a Section C that is broader than Runway Incursions
12. Vehicle operators standard operating procedures (SOPs)
13. Clearance readback requirements standard operating procedures (SOPs)
 - Could be Section C that is broader than Runway Incursions
14. Pilot Training
15. ATC Enhanced Tower Controller Training
16. ATC CRM

21 Committed Safety Enhancements Policies and Procedures (cont'd)



Flight Crew Training

17. Advanced Maneuvers Training will be provided by all operators – Part of Section C Training
18. Industry will incorporate a human factors-related training guide into training programs and SOPs

Precision approach implementation (PAI) (FAA and Industry will develop)

19. Recommended procedures, displays and training that will enable pilots of commercial aircraft to fly a stabilized vertical path to the runway for all instrument approaches - Need Clarification
20. Criteria and guidance for reduced landing minima – Could be a Section C
21. Laterally and vertical guided approach paths to runway ends not served by Instrument Landing System (ILS)