

Instrument procedures handbook



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No binding. Book Condition: New. This item is printed on demand. Original publisher: Oklahoma City, OK : U. S. Dept. of Transportation, Federal Aviation Administration, Flight Procedure Standards Branch, 2007. OCLC Number: (OCoLC)245533506 Subject: Instrument flying -- United States -- Handbooks, manuals, etc. Excerpt: . . . percent. With very few exceptions, all U. S. turbine pow- Requiring all pilot checks, certifications, and flight ered airplanes with more than six passenger seats were reviews to incorporate performance evaluations of required to be equipped with TAWS by March 29, 2005. ground operations and test for knowledge. Increasing runway incursion action team site visits. Added training for aircrews and controllers is part of the campaign to safeguard against CFIT, as well as making Deploying high-technology operational systems greater use of approaches with vertical guidance that use such as the Airport Surface Detection Equipment-a constant angle descent path to the runway. This meas-3 (ASDE-3) and Airport Surface Detection ure offers nearly a 70 percent potential reduction. Equipment-X (ASDE-X). Another CFIT action plan involves a check of ground-based radars to ensure that the minimum safe altitude Evaluating cockpit display avionics to provide warning (MSAW) feature functions correctly. direct warning capability to flight crew (s) of both large and small aircraft operators. Like CFIT, the ALAR campaign features a menu of Statistics compiled for 2004 show that there were 310 actions, three of which involve crew training, altitude runway incursions, down from 332 in 2003. The number awareness policies checklists, and smart alerting tech-of Category A and Category B runway incursions, in nology. These three alone offer a potential 20 to 25 which there is significant potential for collision, percent reduction in approach and landing accidents. declined steadily from 2000 through 2003. There were Officials representing Safer...



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