



Introduction to ALAR Briefing Notes

The Flight Safety Foundation (FSF) Approach-and-landing Accident Reduction (ALAR) Briefing Notes were produced to help prevent ALAs, including those involving controlled flight into terrain. The briefing notes are based on the data-driven conclusions and recommendations of the FSF ALAR Task Force, as well as data from the U.S. Commercial Aviation Safety Team (CAST) Joint Safety Analysis Team (JSAT) and the European Joint Aviation Authorities Safety Strategy Initiative (JSSI).

Generally, each briefing note includes the following:

- Statistical data related to the topic;
- Recommended standard operating procedures;
- Discussion of factors that contribute to excessive deviations that cause ALAs;
- Suggested accident-prevention strategies for companies and personal lines of defense for individuals;
- Summary of facts;
- Cross-references to other briefing notes;
- Cross-references to selected FSF publications; and,
- References to relevant International Civil Aviation Organization standards and recommended practices, U.S. Federal Aviation Regulations and European Joint Aviation Requirements.

Developed as an aid to education and training, the briefing notes can be used by a variety of aviation professionals in company management, flight operations and air traffic control for:

- Assessment of risk exposure;
- Development/enhancement of accident-prevention strategies for companies and personal lines of defense for individuals;

- Development/enhancement of standard operating procedures/best practices;
- Development/enhancement of simulator training;
- Development/enhancement of crew resource management;
- Information in company bulletins;
- Safety features in publications;
- Classroom discussions/lectures; and,
- Self-study.

The briefing notes have been prepared primarily for operators and pilots of turbine-powered airplanes with underwing-mounted engines (but can be adapted for those who operate fuselage-mounted turbine engines, turboprop-powered airplanes and piston-powered airplanes) and with the following:

- Glass flight deck (i.e., an electronic flight instrument system with a primary flight display and a navigation display);
- Integrated autopilot, flight director and autothrottle systems;
- Flight management system;
- Automatic ground spoilers;
- Autobrakes;
- Thrust reversers;
- Manufacturer's/operator's standard operating procedures; and,
- Two-person flight crew.

The information in the briefing notes is not intended to supersede operators' or manufacturers' policies, practices or requirements, and is not intended to supersede government regulations.