



## Civil Aviation Authority of Sri Lanka

# AVIATION SAFETY NOTICE

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- Recipients : 1. Holders of Air Operator Certificate issued by DGCA,  
2. Prospective applicants for Air Operator Certificate for commercial Air Transport Operations.
01. Subject : Guidance for operations on training programmes for the use of terrain awareness and warning system (TAWS)
02. Nature : Compulsory
03. Issue No : 01
04. Status : New
05. Effective Date : With immediate effect
06. Validity : Until further notice
07. Contact Person : Inquiries may be directed, preferably by letter to, Assistant Director Operations, Civil Aviation Authority, No. 64, Galle Road, Colombo 3, Sri Lanka. Telephone: 94 11 2 441 523
08. Availability : A copy of this document is available for reference at the technical library of the Civil Aviation Authority. Copies can be collected at reproduction cost.
09. Applicability : Holders of Air Operator Certificate issued by DGCA for commercial air transport operation.
10. Comments : Comments (if any) on the contents of this Aviation Safety Notice may be forwarded to the contact person. However the Aviation Safety Notice will come into effect on the date shown therein notwithstanding any objection or comment made by any person or party unless and until an amendment to the Aviation Safety Notice is issued afresh by the Director General.

11. Notice : Requirements for Flight Operations to be satisfied by holders of Air Operator Certificates issued by DGCA for operation of aircraft for commercial purposes is specified in the Attachment hereto.
12. Action Required : For strict compliance by the holders of Air Operator Certificates for Commercial Air Transport Operation.
13. Checklist : Not applicable

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Director General of Civil Aviation and  
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## **GUIDANCE FOR OPERATIONS ON TRAINING PROGRAMMES FOR THE USE OF TERRAIN AWARENESS AND WARNING SYSTEM (TAWS)**

### **1. GENERAL**

- a. This ASN contains performance-based training objectives for Terrain Awareness and Warning System (TAWS) pilot training.
- b. The training Objectives cover five areas: theory of operation; pre-flight operations; general in-flight operations; response to TAWS cautions; and response to TAWS Warnings.
- c. The term 'TAWS' in this ASN means a Ground Proximity Warning System (GPWS) enhanced by a forward looking terrain avoidance function. 'Alerts' include both 'cautions' and 'warnings'.
- d. The contents of this ASN are intended to assist operators who are required to develop and conduct training programmes. The information it contains has not been tailored to any specific aeroplane or TAWS equipment, but highlights features typically available where such systems are installed. It is the responsibility of each individual operator to determine the applicability of the contents of this ASN to each aeroplane and TAWS equipment installed, and their operation. Operators should refer to their Aeroplane Flight Manual and/or Aeroplane/Flight Crew Operating Manual for information applicable to specific configurations. If there should be any conflict between the contents of this ASN and those published in the other documents described above, then information contained in the AFM or A/FCOM will take precedence over that contained in this ASN.

### **2. RELATED CIVIL AVIATION REGULATIONS**

*ANS No 030 Ref. OPS/2003/02 of 10 July 2003.*

### **3. BACKGROUND**

- a. The introduction of ground proximity warning system (GPWS) equipment in 1978 resulted in a significant reduction in controlled flight into terrain (CFIT) accidents. However, CFIT accidents do still occur, not only to those aeroplanes that have no GPWS, but also to GPWS-equipped aeroplanes that encounter terrain rising too rapidly ahead of them or that descend below a safe approach path when in a landing configuration. It was with these shortcomings in mind that avionics manufacturers developed a solution to which the International Civil Aviation Organisation (ICAO) responded by publishing Standards and Recommendations concerning retrofit action it believes can or should be taken.
- b. GPWS feeds inputs to its computer from a downwards-looking radio altimeter, an air data computer, an instrument landing system (ILS) glideslope signal, and flap and gear selector lever positions: its outputs include visual and aural alerts and warnings when it detects by rate-of-change of position that the aircraft is closing with terrain. To satisfy the ICAO requirement that GPWS should now include a predictive terrain hazard warning function, a terrain awareness and warning system has recently been developed. The predictive function is



achieved by feeding the aeroplane's known position (as determined by a flight management system (FMS) or by a global positioning system (GPS)) to a terrain data base, enabling the computer to predict terrain ahead and to the side of the aeroplane's flight path. Terrain features can then be displayed to the flight crew. TAWS therefore overcomes shortcomings associated with GPWS in that it produces earlier alerts and warnings of significant terrain that lie ahead at all stages of flight. Furthermore, with reference to terrain around airfields, it can warn of descent below safe vertical profiles when the aircraft is in a landing configuration and there is no ILS glideslope signal present. Pilots' situational awareness is greatly improved by means of terrain features displayed before them. This displayed information, related to flight path and altitude, means that the alerting and warning capabilities TAWS possesses are less likely to be needed than if GPWS alone were installed. (Note: the acronym EGPWS (Enhanced GPWS) that has been in use for some time describes only one TAWS solution - other solutions are now in the course of development or in production.)

#### 4. SCOPE

- a. The scope of this ASN is designed to identify training objectives in the areas of: academic training; manoeuvre training; initial evaluation; and recurrent qualification. Under each of these four areas, the training material has been separated into those items which are considered essential training items and those which are considered desirable. In each area, objectives and acceptable performance criteria are defined.
- b. No attempt is made to define how the training programme should be implemented. Instead, objectives are established that define the knowledge a pilot operating TAWS is expected to possess and the performance expected from a pilot who has completed TAWS training. However, the guidelines do indicate those areas in which the pilot receiving the training should demonstrate his/her understanding, or performance, using a real-time, interactive training device, ie a flight simulator. Where appropriate, notes are included within the performance criteria which amplify or clarify the material addressed by the training objective.

#### 5. PERFORMANCE BASED TRAINING OBJECTIVES

##### a. TAWS Academic Training

This training is typically conducted in a classroom environment. The knowledge demonstrations specified in this section may be completed through the successful completion of written tests or by providing correct responses to non real-time computer based training (CBT) questions.

- (1) **Theory of operation.** The pilot should demonstrate an understanding of TAWS operation and the criteria used for issuing cautions and warnings. This training should address the following topics:



(a) System Operation

Objective: To demonstrate knowledge of how TAWS functions.

Criteria: The pilot must demonstrate an understanding of the following functions:

(i) Surveillance

- The GPWS computer processes data supplied from an air data computer, a radio altimeter, an ILS/MLS/MM (multi-mode) receiver, a roll attitude sensor, and flap and gear selector position sensors.
- The forward looking terrain avoidance function utilises an accurate source of known aircraft position, such as may be provided by a flight management system (FMS) or global positioning system (GPS), and an electronic terrain database. The source and scope of the terrain, obstacle and airport data, and features such as the terrain clearance floor, the runway picker, and geometric altitude (where provided) should all be described.
- Displays required to deliver TAWS outputs include a loudspeaker for voice announcements, visual alerts (typically amber and red lights), and a terrain awareness display (that may be combined with other displays). In addition, means must be provided for indicating the status of TAWS and any partial or total failures that may occur.

(ii) Terrain Avoidance

- Outputs from the TAWS computer provide visual and audio synthetic voice cautions and warnings to alert the flight crew about potential conflicts with terrain and obstacles.

(b) Alert Thresholds

Objective: To demonstrate knowledge of the criteria for issuing cautions and warnings.

Criteria: The pilot should be able to demonstrate an understanding of the methodology used by TAWS to issue cautions and alerts and the general criteria for the issuance of these alerts to include:



- Basic GPWS alerting modes specified in the ICAO Standard:
  - Mode 1: excessive sink rate;
  - Mode 2: excessive terrain closure rate;
  - Mode 3: descent after take-off or go-around;
  - Mode 4: unsafe proximity to terrain;
  - Mode 5: descent below ILS glide slope (caution only).
- An additional, optional alert mode:
  - Mode 6: radio altitude call-out (information only).
- TAWS cautions and warnings that alert the flight crew to obstacles and terrain ahead of the aircraft in line with or adjacent to its projected flight path (forward looking terrain avoidance (FLTA) and premature descent alert (PDA) functions).

(c) TAWS Limitations

Objective: To verify that the pilot is aware of the limitations of TAWS.

Criteria: The pilot should demonstrate a knowledge and understanding of TAWS limitations identified by the manufacturer for the equipment model installed. Items might include:

- Navigation is not to be predicated on the use of the terrain display.
- Unless geometric altitude data is provided, use of predictive TAWS functions is prohibited when altimeter subscale settings display QFE.
- Nuisance alerts can be issued if the aerodrome of intended landing is not included in the TAWS airport database.
- In cold weather operations, corrective procedures should be implemented by the crew unless TAWS has in-built compensation such as geometric altitude data.
- Loss of input data to the TAWS computer could result in partial or total loss of functionality. Where means exist to inform the crew that functionality has been degraded, this should be known and the consequences understood.



- Radio signals not associated with the intended flight profile (eg ILS glide path transmissions from an adjacent runway) may cause false alerts.
- Inaccurate or low accuracy aircraft position data could lead to false or non annunciation of terrain or obstacles ahead of the aircraft.
- MEL restrictions should be applied in the event that TAWS becomes partially or completely unserviceable. (It should be noted that basic GPWS has no forward-looking capability.)

(d) TAWS Inhibits

Objective: To verify that the pilot is aware of the conditions under which certain functions of TAWS are inhibited.

Criteria: The pilot should demonstrate a knowledge and understanding of the various TAWS inhibits including:

- A means of silencing voice alerts;
- A means of inhibiting ILS glide path signals (as may be required when executing a ILS back beam approach);
- A means of inhibiting flap position sensors (as may be required when executing an approach with the flaps not in a normal position for landing);
- A means for inhibiting the FLTA and PDA functions;
- A means for selecting or deselecting the display of terrain information;

together with appropriate annunciation of the status of each selection.

(2) **Operating Procedures.** The pilot should demonstrate the knowledge required to operate the TAWS avionics and interpret the information presented by TAWS. This training should address the following topics:

a) Use of controls

Objective: To verify that the pilot can properly operate all TAWS controls and inhibits.

Criteria: Demonstrate the proper use of controls including:

- The means by which, before flight, any equipment self-test functions can be initiated



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- The means by which TAWS information can be selected for display;
  - The means by which all TAWS inhibits can be operated and what the consequent annunciation mean with regard to loss of functionality.

(b) Display Interpretation

Objective: To verify that a pilot understands the meaning of all information that can be annunciated or displayed by TAWS.

Criteria: The pilot should demonstrate the ability to properly interpret information annunciated or displayed by TAWS including:

- Knowledge of all visual and aural indications that may be seen or heard;
- Response required on receipt of a caution;
- Response required on receipt of a warning;
- Response required on receipt that partial or total failure of TAWS has occurred (including annunciation that the present aircraft position is of low accuracy).

(c) Use of Basic GPWS or Use of the Forward Looking Terrain Avoidance Function Only.

Objective: To verify that a pilot understands what functionality will remain following loss of the GPWS or of the forward looking terrain avoidance function.

Criteria: The pilot should demonstrate knowledge of the following:

- How to recognise uncommanded loss of the GPWS function, or how to isolate this function, and what level of CFIT protection then remains (essentially, the forward looking terrain avoidance function).
- How to recognise uncommanded loss of the forward looking terrain avoidance function, or how to isolate this function, and what level of CFIT protection then remains (essentially, basic GPWS).

(d) Crew Co-ordination

Objective: To verify that the pilot adequately briefs other crew members on how TAWS alerts will be handled.





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Criteria: The pilot should demonstrate that the pre-flight briefing addresses procedures that will be used in preparation for responding to TAWS cautions and warnings including:

- What action will be taken, and by whom, in the event that a TAWS caution and/or warning is issued.
- How multi-function displays will be used to depict TAWS information at take-off, in the cruise, and for the descent, approach, landing (and any go-around). (This will be in accordance with procedures specified by the operator, who will recognise both that it may be more desirable that other data is displayed at certain phases of flight, and that the terrain display has an automatic 'pop-up' mode in the event that an alert is issued.)

(e) Reporting Requirements

Objective: To verify that the pilot is aware of the requirements for reporting alerts to the controller and other authorities.

Criteria: The pilot should demonstrate the following:

- When, following recovery from a TAWS alert or caution, any transmission of information should be made to the appropriate air traffic control unit;
- What written report is required to be made, how it is to be made, and whether any cross-reference should be made in the aircraft technical log and/or voyage report (in accordance with procedures specified by the operator) following a flight in which the aircraft flight path has been modified in response to a TAWS alert, or if any part of the equipment appears not to have functioned correctly.

(f) Alert Thresholds

Objective: To demonstrate knowledge of the criteria for issuing cautions and warnings.

Criteria: The pilot should be able to demonstrate an understanding of the methodology used by TAWS to issue cautions and warnings and the general criteria for the issuance of these alerts to include:

- Awareness of the modes associated with basic GPWS including the input data associated with each.
- Awareness of the visual and aural annunciations that can be issued by TAWS, and how to identify which are cautions and which are warnings.



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**b. TAWS Manoeuvre Training**

The pilot should demonstrate the knowledge required to respond correctly to TAWS cautions and warnings. This training should address the following topics:

**(1) Response to Cautions**

Objective: To verify that the pilot properly interprets and responds to cautions.

Criteria: The pilot should demonstrate that he understands the need, without delay:

- to initiate action required to correct the condition that has caused TAWS to issue the caution,

and

to be prepared to respond to a warning if this should follow.

- If a warning does not follow the caution, to notify the controller of the new position, heading and/or altitude/flight level of the aircraft, and what the commander intends to do next.

- The proper response to a caution might require the pilot:

to reduce a rate of descent and/or to initiate a climb;

to regain an ILS glide path from below, or to inhibit a glide path signal if an ILS is not being flown;

to select more flap, or to inhibit a flap sensor if the landing is being conducted with the intent that the normal flap setting will not be used;

to select gear down;

to initiate a turn away from the terrain or obstacle ahead and towards an area free of such obstructions if a forward looking terrain display indicates this to be a good solution and the entire manoeuvre can be carried out in clear visual conditions.

**(2) Response to Warnings**

Objective: To verify that the pilot properly interprets and responds to warnings.

Criteria: The pilot should demonstrate that he understands the need, without delay:

- to initiate a climb in the manner specified by the operator,

and



**to maintain the climb** until visual verification can be made that the aircraft will clear the terrain or obstacle ahead, or until above the appropriate sector safe altitude (if certain as to the location of the aircraft with respect to terrain) even if the TAWS warning stops. If, subsequently, the aircraft climbs up through the sector safe altitude but the visibility does not allow the crew to confirm that the terrain hazard has ended, checks should be made to verify the location of the aircraft and to confirm that the altimeter subscale settings are correct,

- Also, and when the workload permits, the crew should notify the controller of the new position and altitude/flight level, and what the commander intends to do next.
- The manner in which the climb should be made will reflect the type of aircraft and the method specified by the aircraft manufacturer (but reflected in the operations manual) for performing the escape manoeuvre. Essential aspects will include the need for an increase in pitch attitude, selection of maximum thrust, confirmation that external sources of drag (eg spoilers/speedbrakes) are retracted, and respect of the stick shaker or other indication of eroded stall margin.
- TAWS warnings must never be ignored. However, the pilot's response may be limited to that appropriate for a caution only if:  
the aeroplane is being operated by day in clear visual conditions,  
and it is immediately obvious to the pilot that the aircraft is in no danger in respect of its configuration, proximity to terrain or current flight path.

### c. TAWS Initial Evaluation

- (1) Pilot understanding of the academic training items should be assessed by means of a written test.
- (2) Pilot understanding of the manoeuvre training items should be assessed in a flight simulator (if available) equipped with TAWS visual and aural displays and inhibit selectors similar in appearance and operation to those in the aircraft the pilot will fly, and the results assessed by a synthetic flight instructor, synthetic flight examiner, type rating instructor or type rating examiner.
- (3) The range of scenarios should be designed to give confidence that proper and timely responses to TAWS cautions and warnings will result in the aircraft avoiding a CFIT accident. To achieve this objective, the pilot should demonstrate taking the correct action to prevent a caution developing into a warning and, separately, the escape manoeuvre needed in response to a warning. These demonstrations should take place when the external visibility is zero, though there is much to be learnt if, initially, the training is given in 'mountainous' or 'hilly' terrain with clear visibility. This training should comprise a sequence of scenarios, rather than be included in line orientated flying training (LOFT).
- (4) A record should be made, after the pilot has demonstrated competence, of the scenarios that were practised.



#### **d. TAWS Recurrent Training (Annual)**

- (1) TAWS recurrent training ensures that pilots maintain the appropriate TAWS knowledge and skills. In particular, it reminds pilots of the need to act promptly in response to cautions and warnings, and of the unusual attitude associated with flying the escape manoeuvre.
- (2) An essential item of recurrent training is the discussion of any significant issues and operational concerns that have been identified by the operator. Recurrent training should also address changes to TAWS logic, parameters or procedures and to any unique TAWS characteristics of which pilots should be aware.

### **6. REPORTING PROCEDURES**

#### **a. Verbal Reports**

Verbal reports should be made promptly to the appropriate air traffic control unit:

- Whenever any manoeuvre has caused the aircraft to deviate from an air traffic clearance;
- When, subsequent to a manoeuvre that has caused the aircraft to deviate from an air traffic clearance, the aircraft has returned to a flight path that complies with the clearance;
- When air traffic issue instructions that, if followed, would cause the crew to manoeuvre the aircraft towards terrain or obstacle that, it would appear from the display that a potential CFIT occurrence is likely to result.

#### **b. Written Reports**

Written reports should be submitted in accordance with the operator's occurrence reporting scheme:

- whenever the aircraft flight path has been modified in response to a TAWS alert (false, nuisance or genuine).

Written reports should be made in the aircraft technical log:

- whenever a TAWS alert has been issued and is believed to have been false; or,
- if it is believed that a TAWS alert should have been issued but was not.

#### **c. Within this ASN, and with regard to reports:**

- The term 'false' means that TAWS issued an alert that could not possibly be justified by the position of the aircraft in respect to terrain, and it is probable that a fault or failure in the system (equipment and/or input data) has been the cause.



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- The term 'nuisance' means that TAWS issued an alert that was appropriate but not needed because the flight crew could determine by independent means that the flight path was at that time safe;
  - The term 'genuine' means that TAWS issued an alert that was both appropriate and ' necessary.

These terms have value in assessing, only after the occurrence is over and to facilitate subsequent analysis, the adequacy of the equipment and the programs it contains. It is not intended that flight crew should attempt to classify an alert into any of these three categories when visual and/or aural cautions or warnings are annunciated.

## **7. APPLICABILITY**

All Operators who are required to operate aeroplanes equipped with TAWS as per the requirements of the Civil Aviation Regulations ASN No. 30 must ensure the flight crew are provided the minimum training and follow procedures as stipulated in this ASN. The Operator is required to maintain relevant records of all ground and simulator training provided to the flight crew for perusal by the CAA as and when required.