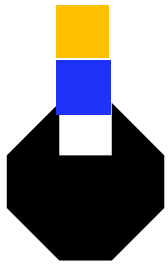
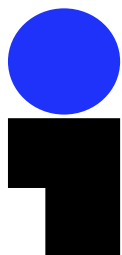


# Assessment of pilot response to EGPWS guidance material



For the system to work as designed, aircraft operators should keep the software and terrain/obstacle/runway database up to date. The proper and timely responses to EGPWS warnings can result in significantly reducing the risk of a CFIT accident.



## Response to an EGPWS alert activation

Flight crew should demonstrate taking the correct action and perform appropriate recovery manoeuvres needed in response to a caution and warning.

In the case of a warning, flight crew should follow the warnings without hesitation as soon as triggered.

- During night or in instrument meteorological conditions (IMC), apply the procedures immediately in response to caution and warning level alerts. Do not delay reaction for diagnosis.
- During daylight or in visual meteorological conditions (VMC), take positive corrective action until the alert stops or a safe trajectory is ensured.

Pilots must refer to the recovery manoeuvres defined in their AFM or AFM Supplement, and they must follow specific guidance as defined for their aircraft model.

### Caution level alert

- Take immediate corrective action as necessary to recover safe terrain clearance.
- Advise ATC of situation as necessary.

### Warning level alert

- Aggressively position throttles for maximum rated thrust.
- Apply maximum available power as determined by emergency need. The pilot not flying (PNF) should
- set power and ensure that takeoff / go-around power and modes are set.
- If engaged, disengage the autopilot and smoothly but aggressively increase pitch toward "stick shaker" or Pitch Limit Indicators to obtain maximum climb performance.
- Continue climbing until the warning is eliminated and safe flight is assured.
- Advise ATC of situation.

### Operators:

- Assess and consider equipping their aircraft with EGPWS equipment;
- Ensure the use of GPS that feeds direct to EGPWS;
- Put in place a training program to ensure flight crew can respond effectively to EGPWS cautions and warnings; are aware of factors that can reduce effectiveness of EGPWS and are trained to mitigate the effects of EGPWS degradation;
- Have procedures in place to ensure that EGPWS software and terrain, runway and obstacle databases are current and continually updated;
- Have procedures in place to ensure that EGPWS equipment remains activated and serviceable at all times;
- Include CFIT avoidance maneuvers in recurrent training.



## Guidance material

[Performance assessment of pilot compliance to EGPWS](#)

To access the guidance material, jointly written by IATA and Honeywell, please visit: [iata.org/whatwedo/safety/Documents/IATA\\_Guidance\\_Performance\\_assessment\\_of\\_pilot\\_response\\_to\\_EGPWS.pdf](https://iata.org/whatwedo/safety/Documents/IATA_Guidance_Performance_assessment_of_pilot_response_to_EGPWS.pdf)