TCCA Regulatory Approaches to Address LOC-i

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TCCA Regulatory Approaches to Address LOC-i

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Has TC changed regulatory approaches to address LOC-I?

TCCA Regulatory Changes Related to LOC-I

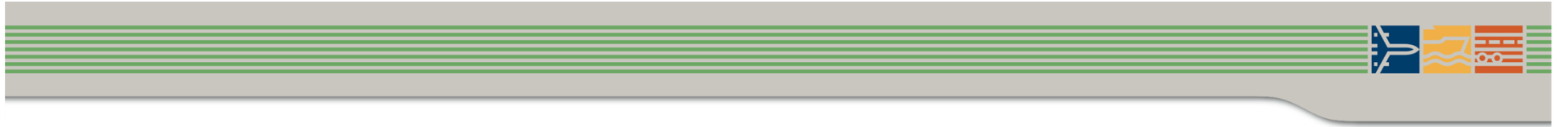| Regulatory Tool	Reference	Status	Remarks
Advisory Circular	AC 700-031 – Prevention and Recovery from Aeroplane Stalls	Current http://www.tc.gc.ca/eng/civilaviation/opssvs/managementservices-referencecentre-acs-700-1793.html	Replaced CBAAC 0247 published in 2005 Based on FAA AC 120-109; References FAA AURTA
Flight Test Guide	•TP 14727/14728 PPC and Aircraft Type Rating Flight Test Guides; •TP14762 – AQP Evaluator Manual	ACP/AQP Bulletin 01/14 to take effect June 1, 2014 http://www.tc.gc.ca/eng/civilaviation/standards/commerce-operationalstandards-acp-bulletins-4137.html	Criteria changed to be consistent with AC 700-031
Advisory Circular – LOC-I	TBD	•Planned 2014 •Will Replace CBAAC 0169; Aeroplane Upset Training Published in 2000	•To be based on draft FAA AC 120-UPRT; •Combine UPRT and Stall Prevention and Recovery into one AC?

TCCA Regulatory Changes Related to LOC-I Cont'd

Regulatory Tool	Reference	Status	Remarks
Commercial Training Standards	Part VI and VII of CARS	Planned	•Remove criteria to have a stall recovery procedure whether ground contact imminent or not; *Condition* of flight vs. *Configuration*. •Make Upset training requirements more consistent
AFM	N/A	Current	Introduction of Stall Recovery Procedure into AFM for Canadian manufactured aeroplanes;
Aviation Safety Letter	TBD	Planned 2014	Write Article to inform Canadian pilots of TC efforts in stall and upset prevention.

TCCA Regulatory Changes Related to LOC-I Cont'd

Regulatory Tool	Reference	Status	Remarks
TBD	ICAO UPRT SARPs and UPRT Manuals	Planned	•Incorporate ICAO SARPS and Manual into our regulatory framework for LOC-I Prevention •Update TCCA training requirements from ab-initio to type rating training; •Incorporate into MPL and ATO requirements

Questions