



ICAO NAIROBI

UNITING AVIATION

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Updates on RASG-AFI Guidance/ Reporting tools and Wrap-up of the Workshop

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RASG-AFI LOC-I and UPRT virtual Workshop
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UPDATES: RASG-AFI MODEL_AC_LOC-I_AND_UPRT-REV3

Additional Chapters:

- **CHAPTER 10 - ORGANIZATIONAL SAFETY INITIATIVES (ORG SEIS) AND OPERATIONAL SAFETY RISKS INITIATIVES (OPS SEIS)**
- **CHAPTER 11 - FLIGHT DATA ANALYSIS (FDA)/SAFETY MANAGEMENT SYSTEMS (SMS)**
- **CHAPTER 12 - IN-FLIGHT INCAPACITATION AND CREW RESOURCE MANAGEMENT**
- **CHAPTER 13 - UPRT FOR RPAS**



UPDATING PROCESS OF THE RASG-AFI GUIDANCE

- Document to be posted on:
<https://www.icao.int/ESAF/Pages/LOC-I-and-UPRT-2021.aspx>
- Comments to be received by 31 January 2022
- Draft Revised Guidance by 31 March 2022
- RASG-AFI MODEL_AC_LOC-I_AND_UPRT-Rev4
by April 2022



REPORTING TOOLS-SURVEY LINKS

- **ICAO ESAF/RASG-AFI SURVEY ON THE IMPLEMENTATION OF UPRT IN THE AFI REGION - AIRCRAFT MANUFACTURERS - AIR MANUFACTURERS**
<https://www.surveymonkey.com/r/W67H99D>
- **ICAO ESAF/RASG-AFI SURVEY ON THE IMPLEMENTATION OF UPRT IN THE AFI REGION - AIR OPERATORS**
<https://www.surveymonkey.com/r/WXX99NF>
- **ICAO ESAF/RASG-AFI SURVEY ON THE IMPLEMENTATION OF UPRT IN THE AFI REGION - APPROVED TRAINING ORGANIZATIONS (ATOs)**
<https://www.surveymonkey.com/r/WBJQDLC>
- **ICAO ESAF/RASG-AFI SURVEY ON THE IMPLEMENTATION OF UPRT IN THE AFI REGION - CIVIL AVIATION AUTHORITIES**
<https://www.surveymonkey.com/r/Q3DFBVY>



REPORTING TOOLS-FORMS

- **ICAO ESAF Letter to States Ref. ES AN 9/15-0275 of 17 August 2021**
- Two forms on:
 - Organizational Safety Initiatives: ORG SEIs (including ORG-UPRT-SEIs and ORG-Additional-SEIs) and
 - Operational safety risks Initiatives: OPS SEIs (including OPS-UPRT-SEIs and OPS-Additional-SEIs)
 - Included in the RASG-AFI LOC-I Guidance
 - To be adapted according to Scope/Area of responsibility/Applicability



WRAP-UP

- **UPRT in academic and simulator training during the pandemic**
- **UPRT delivery using available resources, including unmodified simulators, and recognition/awareness as minimum training**
- Competency Fade: Degradation of the following competencies as for the Manual of Evidence-based Training ICAO Doc 9995), Appendix 1, Core Competencies and Behavioural Indicators: procedures; flight-path management, automation; flight-path management, manual flying; situation awareness and workload management
- Proposed solutions
- Training Programmes
- UPRT Training as a menu
- Thrust vs angle of attack
- Trim effects
- Feedback from SMS for training
- Exemptions during the pandemic
- Balance between Prevention and Recovery
- Negative training
- Recovery techniques same for recovery and prevention(Manage Angle of attack, Manage airplane energy, Manage Startle)
- Awareness and Recognition
- Instructor training



WRAP-UP

- Threat and Error management: Detect, Recognize, React
- Instructor competency
- Simulator capabilities and limitations
- Instructor tools-IOS/V-n diagram
- Training Programme and Flight Envelope
- Non-upgraded FSTDs
- Technique/Strategy-OEM
- Unlearning
- Training not checking
- Full integration of UPRT in pilot training programme in the future

- **Sample issues last year and lessons learnt**

- Full flight authority-speeds/loading
- Expectations/Hurdles in Reframing
- Startle/Surprises/Stress
- Resilience-CRM
- Metacognitiveness/flexibility
- Mach effect/Speeds
- Unloading before Rolling
- Effectiveness of a UPRT programme



WRAP-UP

- **Review of accident reports, risks factors and tools**
- Sample accidents analysis
- RPAS and UPRT
- IATA perspective-Data/Breaking the accident chain
- Inflight incapacitation
- Updates on RASG-AFI Guidance and reporting tools



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THANK YOU