



International Civil Aviation Organization

**Third Meeting of the RASG-MID Steering Committee
(RSC/3)**

(Cairo, Egypt, 9 – 11 December 2014)

Agenda Item 3: Regional Performance Framework for Safety

**UPDATE ON DEVELOPMENT AND IMPLEMENTATION
OF SEIS & DIPS RELATED TO LOC-I**

(Presented by LOC-I Coordinator)

SUMMARY

This paper provides updates on the development and implementation of Safety Enhancement Initiatives (SEIs) and the Detailed Implementation Plans (DIPs) to mitigate risks of LOC-I.

Action by the meeting is at paragraph 3.

REFERENCES

- RASG-MID/3 Report

1. INTRODUCTION

1.1 The RASG-MID/3 meeting (Kuwait, 27 - 29 January 2014) reviewed and endorsed the SEIs related to LOC-I as at **Appendix A**.

1.2 The meeting reviewed the DIP related to LOC-I and agreed that the DIP should be further reviewed and finalized taking into consideration the outcome of the LOC-I Symposium, which will be held in Montreal, 20- 22 May 2014, and the Guidance Material contained in the Manual on Aeroplane Upset Prevention and Recovery (Doc 10011), which will be published during the First Quarter of 2014. Accordingly, the meeting agreed that the implementation of the DIP related to LOC-I could not be initiated before May 2014.

2. DISCUSSION

2.1 The LOC-I Symposium, (Montreal, 20- 22 May 2014) explored a range of topics relating to this global safety priority while being provided with a cross-section of ICAO's latest LOCI-related guidance and tools (related documentation can be found on <http://www.icao.int/meetings/LOCI/Pages/default.aspx>).

2.2 The Manual on Upset Prevention and Recovery Training, UP&RT (ICAO Doc. 10011) First Edition — 2014, provides guidance to CAAs, operators and ATOs for instituting best UP&RT practices into their training programmes, to comply with the UP&RT requirements in Annexes 1 and 6.

2.3 The UP&RT excerpts in PANs-TRG (ICAO Doc. 9868) April 2014, identify procedures to be used by training organizations and air operators when providing upset prevention and recovery training for aeroplane flight crew.

2.4 Annex 1 UP&RT excerpts (Amendment 172) outline the minimum upset prevention and recovery training standards and recommended practices to meet aeroplane flight crew licensing requirements.

2.5 Annex 6, Part I UP&RT excerpts (Amendment 38) outline the minimum upset prevention and recovery training standards that international commercial air transport operators are required to implement in aeroplane flight crew training programmes.

2.6 The meeting is expected to review updated DIPs based on the outcome of the LOC-I Symposium and the latest developments of ICAO related SARPs and Guidance Materials.

3. ACTION BY THE MEETING

3.1 The meeting is invited to note the information provided in this working paper and agree on the next course of action with regard to the development and implementation of DIPs related to LOC-I.

APPENDIX A

No	Safety Enhancement Action	GASP Safety Initiative (ICAO Doc 10004)	Best Practices Supporting GASP Safety Initiative (ICAO Doc 10004, Appendix 2)	Safety Impact	Changeability	IC Indicator	Priority	Possible Champion	Time Frame	Notes
RAST-MID/LOC-I/1	Training to prevent LOC-I: Human Factors and Automation	<p>Safety Management Standardization:</p> <p>Implementation of risk-based standardization</p> <p>Safety Oversight Standardization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<p>BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-STD-S-12 BP-STD-S-13</p>	High	Moderate	P2	2	IATA/ICAO/ Manufacturer	Long Term	This safety enhancement collects and provides advanced maneuver training material and encourages Part 121 operators to use these materials to implement advanced maneuver ground and flight training using appropriate flight training equipment. Emphasis should be given to stall onset recognition and recovery, unusual attitudes, upset recoveries, effects of icing, energy awareness and management, and causal factors that can lead to loss of control.
RAST-MID/LOC-I/2	Policies and Procedures to prevent LOC-I, including clear SOPs, Risk management, Communication, and flight crew proficiency	<p>Safety Management Standardization:</p> <p>Implementation of risk-based standardization</p> <p>Safety Oversight Standardization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<p>BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-STD-S-12 BP-STD-S-13</p>	Medium	Eassy	P4	1	IATA/ICAO/ Manufacturer	Short Term	OPERATORS: This safety enhancement ensures that all airline operators publish and enforce clear, concise, and accurate flight crew SOPs. These SOPs should include expected procedures during pre/post flight and all phases of flight; i.e., checklists, simulator training, PF/PM duties, transfer of control, automation operation, rushed and/or unstabilized approaches, rejected landings and missed approaches, inflight pilot icing reporting, and flight crew coordination. Operator instructors and check airmen should ensure these SOPs are trained and enforced in their aircrew proficiency and standardization programs. STATES: Verify that Policies and Procedures are in place and actively followed.
RAST-MID/LOC-I/3	Training to prevent LOC-I – Advanced Maneuvers – Implement Ground and Flight Training (1-3)	<p>Safety Management Standardization:</p> <p>Implementation of risk-based standardization</p> <p>Safety Oversight Standardization:</p> <p>Promotion of Compliance with National Regulations and Adoption of Industry Best Practices</p>	<p>BP-GEN-1 BP-GEN-2 BP-GEN-4 BP-STD-S-12 BP-STD-S-13</p>	High	Moderate	P2	3	ICATEE	Long Term	Advanced Maneuvers Training (AMT) refers to training to prevent and recover from hazardous flight conditions outside of the normal flight envelope. Examples include in-flight upsets, stalls, ground proximity and wind shear escape maneuvers, and inappropriate energy state management conditions.