ICAO Provisions for Upset Prevention and Recovery Training

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Outline

• Objective
• Outcomes
• Process
• Timelines
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Objective

• Mitigating loss of control in-flight accidents is an ICAO Safety Priority
• Upset prevention and recovery training for pilots is one means to address this priority.
• Only aeroplane pilots were considered
Outcomes
Process - How does ICAO work?

• Voluntary work force develops proposals for ICAO provisions and recommends changes – 3 sources:
  – RAeS’s ICATEE worked 2009-2013 to deliver a draft manual to ICAO
  – LOCART initiative (ICAO, FAA ARC, EASA, Regulators, SME, OEM,…) delivered a report
  – Using the existing Airplane Upset Recovery Training Aid (AURTA)

• ICAO:
  – Secretariat participated in ICATEE and LOCART work
  – ICAO integrated material from the 3 sources
  – Secretariat developed and ran the Annex and PANS-TRG proposals through the ICAO adoption/approval process
  – Guidance material will be published under the authority of the Secretary General (Q1 and Q3 2014)
Process

RAeS ICATEE → Draft Manual (Dec 2012)
Process

EASA Conference (Oct 2011) → EASA FAA ICAO → LOCART → ARC/LOCART Report (Jan 2013)

RAeS ICATEE → Draft Manual (Dec 2012)
Process

Process


RAeS ICATEE → Draft Manual (Dec 2012)

AURTA

Annex 1: MPL UPRT CPL UPRT Type-rating UPRT

Annex 6, Pt I: Operator’s UPRT programs

PANS-TRG: UPRT Chapter

ICAO Secretariat
Timelines of the work

• LOCART Participants:
  – 6 Regulators
  – 6 OEMs
  – 6 FSTD
  – ICATEE
  – 4 AIBs
  – 9 T.O. s
  – IFALPA
  – IATA & 7 airlines
  – FSF
  – NASA
  – Others

• Total 100 experts

Meetings:
  Jan 2012 – FAA/EASA/ICAO
  6 meetings in 2012
  (Mar-Aug)
  1 drafting meeting
  01/2013
  1 peer-review meeting
  04/2013
Timelines of deliverables

• Annexes 1 and 6, Part I and PANS-TRG:
  – Preliminary review 29 May 2013
  – Final review 26 Nov 2013
  – Adoption/approval March 2014
  – Applicability 13 Nov 2014

• Manual on Aeroplane UPRT
  – Published 3 March 2014

• Amendment to Doc 9625-1 – Q3 2014
Remarks

• Prevention is key factor being emphasized

• Harmonized approach is necessary:
  - EASA, FAA, Other Regulators, ICAO, ICATEE, Industry

• Challenge = implementation
Future work

- **Airplane Upset Recovery Training Aid, Revision 2 to be updated**
  - By OEM and with ICAO support
  - Covering turboprop and smaller aeroplanes
  - Format more user-friendly
    - xml?
  - Published as ICAO doc
    - Target: end of 2014
THANK YOU