



ICAO Provisions for Upset Prevention and Recovery Training

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ICAO



Outline

- Objective
- Outcomes
- Process
- Timelines
- Remarks
- Future Work



Objective

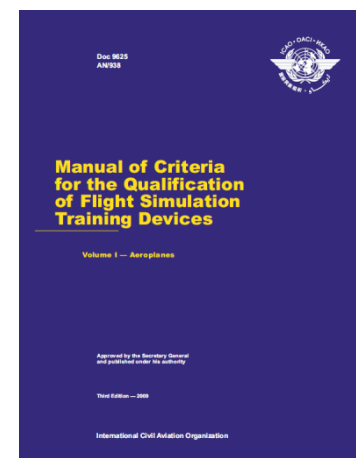
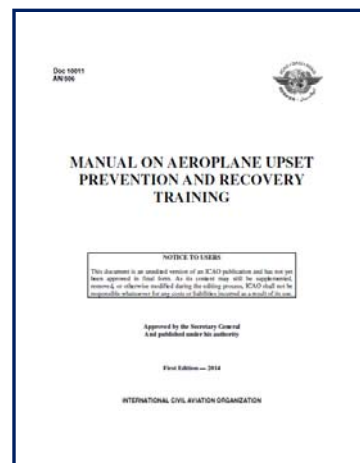
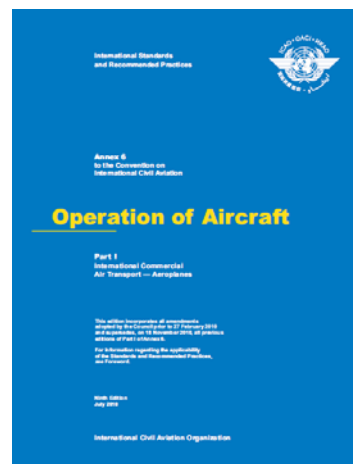
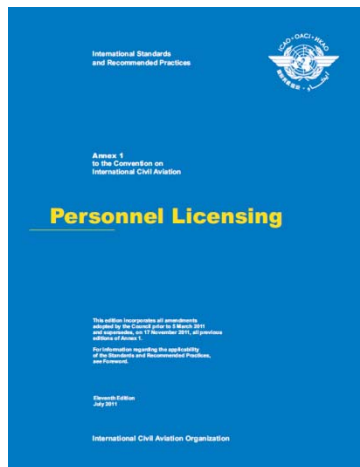
- Mitigating loss of control in-flight accidents is an ICAO Safety Priority
- Upset prevention and recovery training for pilots is one means to address this priority.
- Only aeroplane pilots were considered



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Outcomes



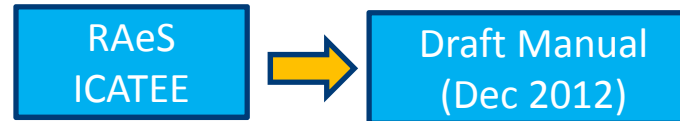


Process - How does ICAO work?

- **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)

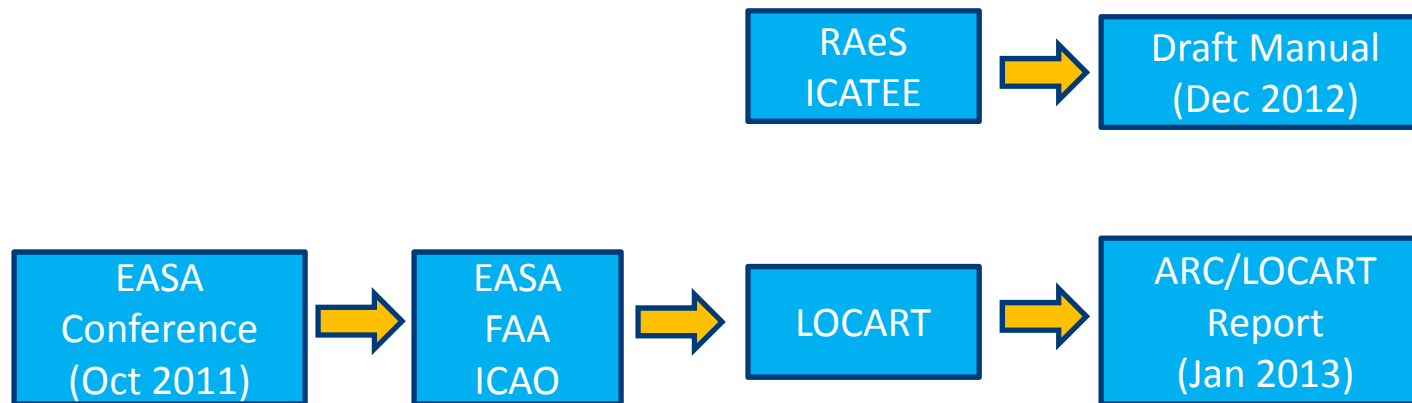


Process



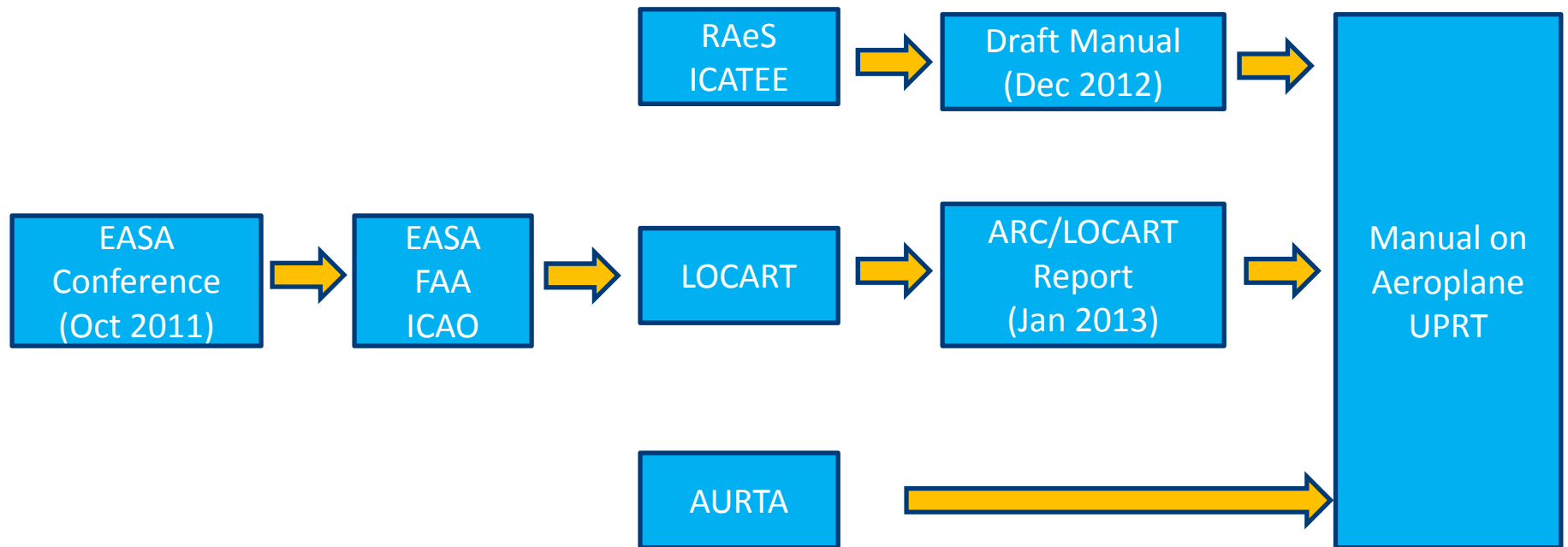


Process



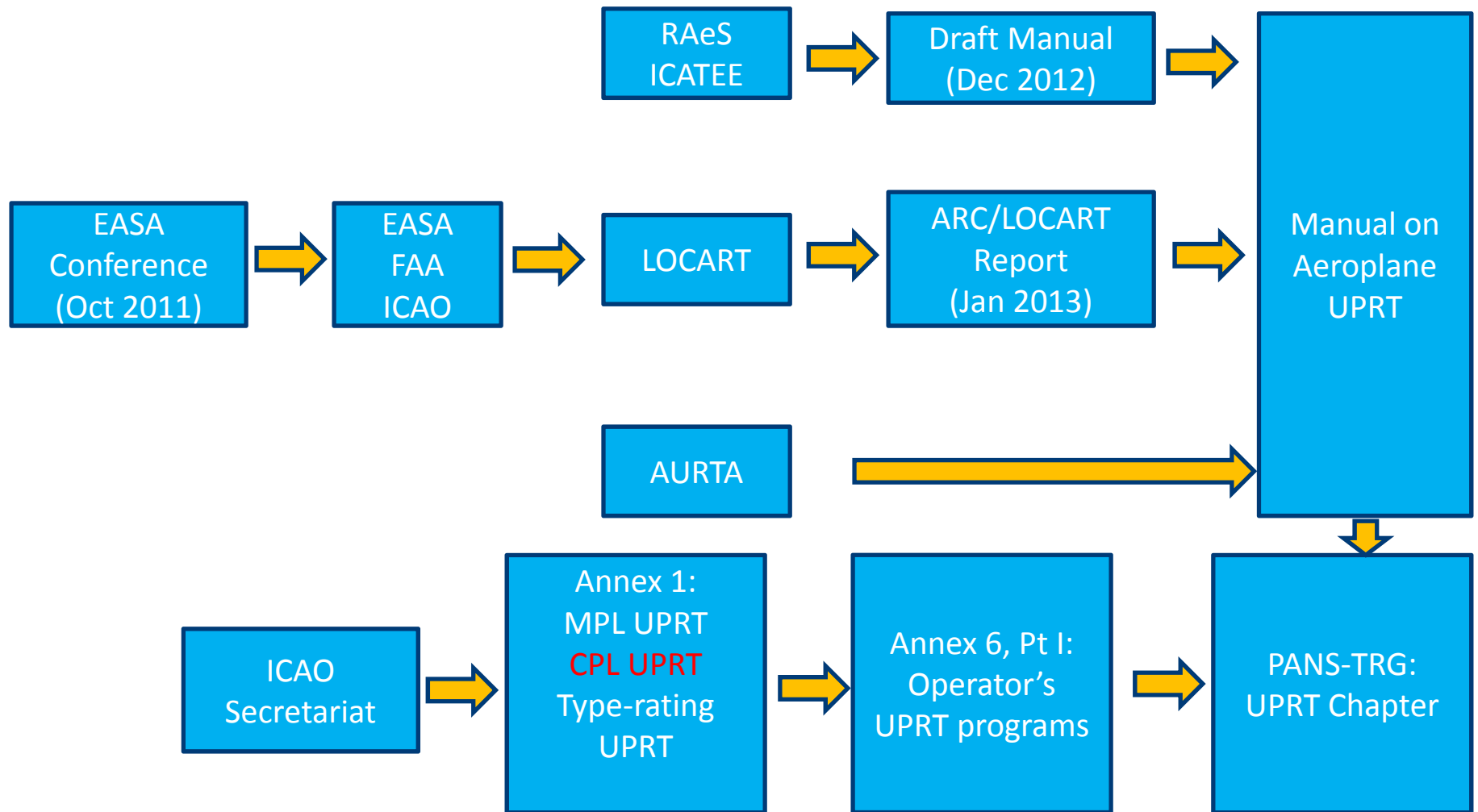


Process





Process





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:



- 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





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and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
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Montréal

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Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
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Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU