

EMERGING SAFETY ISSUES – SAFETY SUPPORT TEAM

Third Africa-Indian Ocean (AFI) Aviation
Safety & Security Symposium – Malabo,
Equatorial Guinea

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Introduction

- This presentation provides an update on the work of the RASG-AFI Safety Support Team (SST) on Emerging Safety Issues (ESI)
- It highlights progress made in the following areas of the SST mandate:
 - **Loss of Control-in Flight (LOC-I);**
 - **Runway Safety (RS); and**
 - **Controlled Flight In-Terrain (CFIT).**
- At the end of the presentation we will propose a way forward in addressing these challenges in the AFI Region.
- Kenya was designated, under RASG-AFI as the Champion for the ESI SST

Introduction

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- Aviation Safety Targets for Africa were established in Abuja in 2012 and outlined LOC-I, RS and CFIT to be critical to Aviation Safety.
- The Abuja Safety Targets were intended to progressively reduce the African accident rate to be in line with the global average by the end of 2015.
- The establishment of the ESI SST is therefore in synch with the Abuja Safety Targets for Africa.

Introduction

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- The Abuja Safety Targets required States to:
 - Reduce runway related accidents and serious incidents by 50% by the end of 2015;
 - Reduce controlled flight into terrain (CFIT) related accidents and serious incidents by 50% by the end of 2015; and
 - Reduce Loss of Control in Flight (LOC-I) related accidents/serious incidents by 50% by the end of 2015.

LOC-I

- LOC-I is recognised worldwide as a major cause of fatal accidents and hull loss.
- According to ICAO ADREP database for the period 2008 – 2015 there have been five (5) LOC-I related accidents in the AFI region.
- Kenya with the support of the ICAO ESAF Regional Office organized a LOC-I symposium in Nairobi from 22 – 24 June 2015

LOC-I

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- The LOC-I Symposium identified implementation challenges as being:
 - Establishment of UPRT training;
 - Upgrade of FSTD;
 - UPRT guidance do not support smaller turboprop (non-swept wing) aircraft
- Outcome of the symposium were presented at the Third meeting of RASG-AFI in Yamoussoukro, Cote d'Ivoire in December, 2015

LOC-I

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- Kenya in conjunction with the ICAO ESAF Regional Office plan to organize a follow-up workshop on LOC-I.
- The workshop is expected to include practical demonstrations.
- Workshop will be co-organized with a State with FSTDs with proper modelling of full flight envelope and relevant instructor tools
- States with FSTDs with proper modelling of full flight envelope and relevant instructor tools are welcome to host the workshop.

LOC-I

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- A five year action plan recommended in Yamoussoukro is provided for the consideration of the meeting.
- Objectives of the workshop:
 - To present a five-year plan to all stakeholders, as adopted by the RASG-AFI/3 meeting held in Yamoussoukro
 - To provide further guidance on the implementation of the recommendations stemming from the Nairobi LOC-I Symposium
 - To provide guidance on the implementation of UPRT in light of ICAO Doc 10011 and IATA guide on UPRT
- Outline of the five-year plan:

No.		Action by	States with EI of over 60%	States with EI of less than 60%
1.	Amendment of regulations to reflect SARPs on UPRT	<ul style="list-style-type: none"> - CAAs - RSOOs 	- 31 December, 2016	- 30 June, 2017
2.	Establishment of requirements for training on UPRT	<ul style="list-style-type: none"> - ATOs - AOCs - RSOOs 	- 31 December, 2017	- June, 2018
3.	Define Instructor requirements			
4.	FSTD requirement for UPRT training	- CAAs		
5.	Establishment of crew qualification requirements	- CAAs		
6.	Establishment of CAA inspector requirements	- CAAs		
7.	<p>GAP Analysis of certain State industries on what is in place:</p> <ul style="list-style-type: none"> - Define pilot bridging training - Define regional level needs and training requirements <p><i>Note: GAP Analysis in UPRT Training GAP Analysis questionnaire</i></p>	- CAAs	- 30 June, 2018	
8.	Approval of FSTDs	- CAAs	- 30 September, 2018	
9.	Core instructor training.	- CAAs	- 30 September, 2019	
10.	Core inspector training.			
11.	Training of operational personnel	- AOCs	- 30 September, 2020	

Runway Safety

- Runway Safety is a global safety priority.
- Establishment of Runway Safety Teams (RST) is considered an indicator of effective measures to reduce runway related accidents and serious incidents.
- Through the ESI – Support Team Runway Safety (RS) Go-Teams have been established with the aim of:
 - Coordinating and focusing collaborative, multidisciplinary assistance for the implementation of specific solutions to runway safety

Runway Safety

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- Objectives of the RS Go-Team include assist and support States in the establishment and implementation of RST at International Airports through:
 - Technical assistance;
 - Training;
 - RS assessment and gap analysis expert advice; and
 - Provision of guidance material

Runway Safety

cont. ...

- RS Go-Teams allow the use of coordinated and regionally deployed expertise.
- RS Go-Team missions are undertaken in two phases:
 - 3 day on-site visit (starts with 2 day preparatory workshop)
 - 2 day follow-up mission (30 days after initial mission).
- As at the end of 2015 eleven (11) initial missions had been conducted.

Runway Safety

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- States are urged to:
 - Fast track the establishment of **Runway Safety Teams (RST)** at all International Airports in line with the Abuja Safety Targets; and
 - Appoint focal points for coordination with all SST and monitor and report to ICAO Regional Offices on Runway Safety activities.

Controlled Flight Into Terrain (CFIT)

- There has been no action has been taken in respect of CFIT
- Way forward:
 - Kenya will be proposing the establishment of a project on CFIT and undertake to develop and implement a project document on CFIT in the course of 2016

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The End

6/28/2016