



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

### THIRD MEETING OF THE REGIONAL AVIATION SAFETY GROUP FOR AFRICA AND THE INDIAN OCEAN REGION (RASG-AFI/3)

Yamoussoukro, Cote d'Ivoire (03 – 04 December 2015)

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**Agenda Item 4: Report on RASG-AFI Activities**

**SAFETY SUPPORT TEAM – LOSS OF CONTROL-IN FLIGHT (LOC-I)**

*(Presented by the Secretariat)*

SUMMARY
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<p>This paper provides an update on the work of the RASG-AFI Safety Support Team responsible for Loss of Control-in Flight (LOC-I) and the progress being made to cope with this challenge in the AFI region in line with the relevant Abuja Safety targets.</p>
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<p>Action by the Meeting is at paragraph 4.</p>
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<p><b>REFERENCE(S):</b></p>
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| <ul style="list-style-type: none"><li>• Report of the First Meeting of RASG-AFI (RASG-AFI/1) in Kampala, Uganda, 26 – 27 March, 2012.</li><li>• Report of the First Meeting of the RASG-AFI Steering Committee (RASC/1) in Dakar, Senegal, 19-20 March 2015.</li><li>• Way forward, LOC-I symposium held from 22 to 24 June 2015, in Nairobi, Kenya</li><li>• Declaration of the Conference of African Ministers in charge of civil aviation, Abuja, July 2012</li></ul> |
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## 1. INTRODUCTION

1.1 The First Meeting of the Regional Aviation Safety Group for Africa and the Indian Ocean region (RASG-AFI/1) in Kampala, Uganda, 26 – 27 March, 2012, established four Safety Support Teams (SSTs). The Safety Support Teams were to provide support towards the development, prioritization and implementation of safety initiatives and/or projects aimed at achieving the specific objectives of RASG-AFI. The Safety Support Team dealing with Emerging Safety Issues (ESI) is responsible for assisting States address accidents and serious incidents related to Runway Safety, Controlled Flight Into Terrain (CFIT) and Loss Of Control-in flight (LOC-I). As for LOC-I, the target is a reduction of 50% of LOC-I related

serious incidents and accidents by December 2015, as set by the high level ministerial meeting held in Abuja in 2012.

## **2. DISCUSSION**

2.1 LOC-I, has been recognized worldwide as the major cause of fatal accidents and hull loss. Though the ICAO ADREP database shows 5 (five) LOC-I accidents in the AFI region between 2008 and 2015, the associated safety risks are still relatively high. In this respect, Kenya, as the designated champion for LOC-I, with the support of the ESAF Regional Office as Secretariat and coordinator as well as the AFI-Plan and other stakeholders, organized a LOC-symposium that was held in Nairobi, Kenya, from 22 to 24 June 2015. This event was convened under the framework of a project proposal for RASG-AFI LOC-I Team Implementation (Attachment 1 of this paper), which was developed by the Champion with the support of the ESAF Regional Office.

2.2 The Symposium attracted 88 participants from 21 States of which 17 States were from Africa (11 ESAF States, 5 WACAF States, 1 North African State and 4 States from outside the Continent (Canada, Netherlands, UAE, USA). Participants from 39 entities as follows: 13 Civil Aviation Authorities (CAAs), 1 Regional Safety Oversight Organization (RSOO), CASSOA, 3 Accident and Incident Investigations Departments/Organizations, 4 training institutions, 13 Air Operators, 3 Industry Organizations, 1 Aircraft Manufacturer, and ICAO HQ. Presentations were delivered by nine experts.

- a) The objectives of the symposium were to provide a better understanding of Loss of Control-In Flight (LOC- I) issues; sensitize States on their responsibilities and provide guidance on the relevant implementation requirements and related issues; and foster a regional and collaborative approach on the way to address LOC-I and UPRT safety issues.

2.5 The symposium identified some implementation challenges related to the establishment of UPRT, in particular, training programmes incorporating training tasks, the training of instructors and CAA inspectors. The symposium also identified the need for upgraded FSTDs embodying proper modelling of full flight envelope and instructor tools to provide feedback for pilot performance. Furthermore, the symposium acknowledged that current UPRT guidance material does not address smaller turboprop (non-swept wing) airplanes.

2.6 Thirty-one recommendations on UPRT and fifteen recommendations on other mitigation measures for LOC-I were made. The recommendations are presented in the way forward and action plan included as Attachment 2 to this paper. All presentations including these recommendations were posted on the ESAF Regional Office and Kenya Civil Aviation Authority websites. Implementation follow up actions are on-going.

## **3. CONCLUSION**

3.1 Given that air traffic in Africa is on a continuous rise and that LOC-I is a complex

phenomenon with a long term implementation timeframe, efforts and initiatives should be maintained and reinforced beyond the target date of December 2015 for reducing LOC-I serious incidents and accidents.

3.2 The ESAF Regional office in close corroboration with WACAF Regional office will continue to monitor and ensure a proper follow up of the outcomes of the LOC-I Symposium and implementation issues.

#### **4. ACTION BY THE MEETING**

4.1 The Meeting is invited to:

- a) note the contents of this paper and recognize the efforts being made by the Secretariat and the Champion State in dealing with LOC-I;
- b) endorse the recommendations stemming from the Nairobi LOC-I symposium; and
- c) request the Champion, with the support of the ICAO ESAF and WACAF Regional Offices, to take advantage of the outcomes of the symposium to update and further develop the Project Document on LOC-I with a 5-yr plan of prioritized actions and pursue its implementation.

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