



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



ICAO 
SAFE SKIES.
SUSTAINABLE FUTURE.

WORKSHOP ON LOSS OF CONTROL-IN FLIGHT (LOC-I), UPSET PREVENTION AND RECOVERY TRAINING(UPRT) and AIRCRAFT OPERATION(OPS)

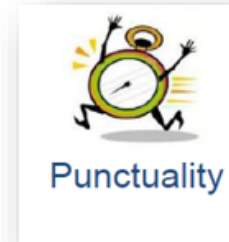
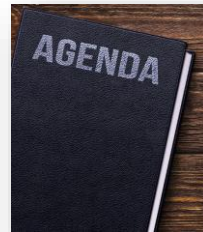
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Organized by ICAO ESAF
Nairobi, Kenya 27-29 October 2025

Papa Issa Mbengue

Regional Officer, OPS, ICAO ESAF, Nairobi

House keeping



OBJECTIVES OF THE WORKSHOP

LOC-I and UPRT

- ✓ Continue raising awareness on LOC-I and mitigation measures in the AFI Region
- ✓ UPRT from the perspectives of CAAs, air operators and ATOs
- ✓ Help enhance and implement the safety enhancement initiatives as per the AFI-RASP:
 - SEI-1 : Assist States and stakeholders implement LOC-I safety mitigation actions through promotion/sensitization through the organization of an annual workshop on LOC-I and UPRT
 - SEI-2 : Implementation of the RASG-AFI 5-year LOC-I and UPRT Plan of Action
 - SEI-4 :Factor in Error and Threat Management by applying all ICAO pilot competencies (Flight path management, Automation, Manual flying, Communication, Leadership and Teamwork, Workload management, Problem solving and Decision making)

OPS-SMS

- ✓ Performance-based SARPs
- ✓ AOC variations
- ✓ Manufacturer documents

Programme

Day 1 – Monday, 27 October 2025

Time	Activity	Remarks
09:00 – 09:30	Opening Ceremony <ol style="list-style-type: none"> Opening remarks DG KCAA or representative Opening remarks Representative of Regional Director ICAO ESAF Group Photo	ICAO ESAF & KCAA Representatives
0930 – 10:00	Presentation 1 <ol style="list-style-type: none"> Introduction to the Workshop 	ICAO presentation-ESAF RO- Papa Issa Mbengue
10:00 – 10:30	Presentation 2 <ol style="list-style-type: none"> LOC- I and Threat and Error management 	Ms Jennifer-IATA
10:30 – 11:00	Tea Break	
11:00 – 12:00	Presentation 3 <ol style="list-style-type: none"> KQ CBTA (Kenya Airways –Enhanced CBTA as a training tool for UPRT- LOC-I FTC ATO- UPRT at the initial stages 	Capt. Abubakar Capt. Wachira
12:00 – 13:00	Presentation 4 <ol style="list-style-type: none"> Manual flight path control and monitoring skills 	Capt. John Steinnes
13:00 – 14:00	Lunch Break	
14:00 – 15:30	Presentation 5 <ol style="list-style-type: none"> On-Airplane Training-Ultimate High Academy On-Airplane Instructors-Ultimate High Academy Startle effect 	Ultimate High Academy-Capt. Tim Ultimate High Academy-Emma
15:30 – 16:30	PANEL 1, Q & A Discussions on Training from Various presenters	Training perspective- KQ, Boeing, Ultimate High Academy, FTC
End of Day 1		

Programme

Day 2 – Tuesday, 28 October 2025

Time	Activity	Remarks
09:00 – 10:00	Presentation 6 <ol style="list-style-type: none"> GPWS and ACAS impact on aircraft upset LOC-G, Vortices, Wind Shear, Stall Protection Systems Manufacturer Documents 	Capt. John Steinnes-Boeing
10:00 – 10:30	Tea Break	
10:30 – 11:15	Presentation 7 <ol style="list-style-type: none"> FDM Programme set up, requirements and link to LOC-I/ UPRT/ SMS & Training 	Kenya Airways Capt. Haig Anyonyi
11:15 – 13:00	Presentation 8 <ol style="list-style-type: none"> Industry Presentations & UPRT <ol style="list-style-type: none"> Turbo props- JJ Caravans- ALS Helicopter- Tropic Muhwai Ltd 	JJ Capt. Kwinga/ Capt. Stone ALS Capt. Mudassir Capt. Chris Major Samoei
13:00 – 14:00	Lunch Break	
14:00 – 15:30	Case Study sessions of 4-5 Groups Case Study Review and Discussion	KCAA/NCMC/Boeing
15:30-16:00	Manual flight path control and monitoring skills (Follow-up)	Capt. John Steinnes-Boeing
16:00 – 16:30	PANEL 2 Q & A – Case Study/ FDM & Industry	TBD
End of Day 2		

Programme

Day 3 – Wednesday, 29 October 2025

Time	Activity	Remarks
09:00 – 10:30	Presentation 9 1. Fuel Management, operational efficiency & SMS 2. PPC on Aircraft &UPRT 3. SMS/MOC & AOC Changes	748 Air Services KCAA Astral Aviation
10:30 – 11:00	Tea Break	
11:00 – 11:30	Panel 3 Q & A	Reaction from Operational Presentations
	Presentation 10	
11:30 – 12:00	1. LOC-I Plan of Action	KCAA- AFI LOCI 5-Year Roadmap
12:00 – 13:00	2. Implementing UPRT in Africa -IDT	Dr. Sunjoo
13:00 – 14:00	Lunch	
14:00-14:30	3. On-Airplane under CASSOA UPRT Advisory Circular	Ultimate High Academy
14:30-15:00	Way Forward and Workshop Resolutions	ICAO
15:00 – 15:30	Closing Ceremony 1. Remarks by the ICAO Regional Officer – Papa Issa Mbengue 2. Remarks DG KCAA or representative	ICAO ESAF & KCAA Representatives
End of Day 3		

Capt. John Steinnes

- B 737 Chief Technical Pilot for Boeing, Flight Technical and Safety, Aircrew Operations, Boeing Test and Evaluation
- B 737 Fleet Manager: Since Sep 2011
- Manager B737 instructors and training programs and B-777 Lead Instructor Pilot: Apr 2010 - Sep 2011
- Captain/Check Airman, Alaska Airlines: Mar 1990 - Sep 2007
- Commander/Operations Officer/Pilot, 1 MAS Squadron, United States Air Force: May 1980 - May 1990

Dr. Sunjoo Advani

- President, International Development of Technology (IDT)
- In 2009, Dr. Advani initiated the Royal Aeronautical Society working group ICATEE, a team of 75 members that defined the fundamental training and technology requirements for UPRT.
- Work supported by ICAO and leading to the development of ICAO Doc 10011, the Manual on Aeroplane UPRT.
- Currently supports several airlines in implementing Competency-Based UPRT programs.

Jennifer Aisha Yeates

2019 - Present

Assistant Director Operations, Safety and Security – Operational Safety, IATA Africa and Middle East based in Lagos Nigeria.

2015 – Present

Specialist Mentor and Counselling Psychotherapist (part time), ASYARF Foundation (NGO)

2015 - 2019

Head of Flight Operations, Bristow Helicopters

Deputy Head of Flight Operations and Standards, Bristow Helicopters

Quality and Safety Auditor, Bristow Helicopters

2010 - 2015

Chief Pilot Officer and Flight Operations Inspector, Nigerian Civil Aviation Authority

2010 - 2015

Flying Instructor, Nigerian College of Aviation Technology

2007 - 2010

Pilot and Safety Officer, Nigerian Civil Aviation Authority

Education & qualifications

Institute of Glasgow, 2021 – Diploma CBT, Diploma CPC

University of Roehampton, 2019 - MSc. Psychology

Bournemouth, 2015 - Check Airman, Flight Examiner Training

Sunrise Aviation Orlando, 2013 - ATPL

Anglo Continental Bournemouth, 2011 - Rater Aviation English

Bonus Aviation Training School Cranfield, 2010 - Flying Instructor License (ME/IR)

Nigeria College of Aviation Technology, 2007 - CPL

Emma Carter

- Pilot with United Kingdom, EASA and FAA commercial and instructional privileges
- Flight Instructor Advanced PPL and PPL
- 9,000 hours almost all on small aeroplanes of which 3500 instructional hours
- Aerobatic instructor and an On-Aeroplane UPRT instructor.
- Various flying experiences in Africa
- Aviation auditor

Tim Cooper

2000-2015

- Owner and founder and Accountable Manager of Ndege Juu Ya Africa, a regional air operator with 9 aircraft.
- Prepared successfully company for Oil and Gas Producers' Association Audit
- Recognised the dangers of LOC-I. First company in the region to introduce UPRT into its Operations Manual.

2015-Today

- Aviation journalist on UK's leading print GA Pilot Magazine.
- Owns and flies aerobatics as a PPL in two aircraft at Goodwood Aerodrome in the south of England.
- Joined with Ultimate High Academy to introduce On-Aeroplane UPRT into Africa through a Joint Venture with the Kenyan ATO, Flight Training Centre

Facilitators from KCAA and Air Operators

Lawrence Amukono, NCMC KCAA

Capt. Mulee Mutuku, FOI, KCAA

Loise Mwangi, SSPC, KCAA

Capt. Reshma Shah, FOI, KCAA

Capt Haig, Kenya Airways

Capt. Ted Githua, Kenya Airways

Capt. Michael Kwinga/ Capt. James Strong, Jambojet

Capt. Jay Chandler, Everett Aviation

Maurice Juma, 748 Air Services Limited

Capt. Mudassir Khan, ALS

SARPs

- Pilots must be trained in upset *prevention* and recovery in order to meet:
 - Licensing requirements for CPL and MPL
 - MPL *must* include on-aircraft UPRT to be conducted by an ATO (Standard)
 - CPL *should* include on-aircraft UPRT to be conducted by an ATO (RP)
 - Licensing requirements for multi-crew type-rating
 - Commercial air transport pilot training programme requirements
- Applicable: 13 Nov 2014
- Where?

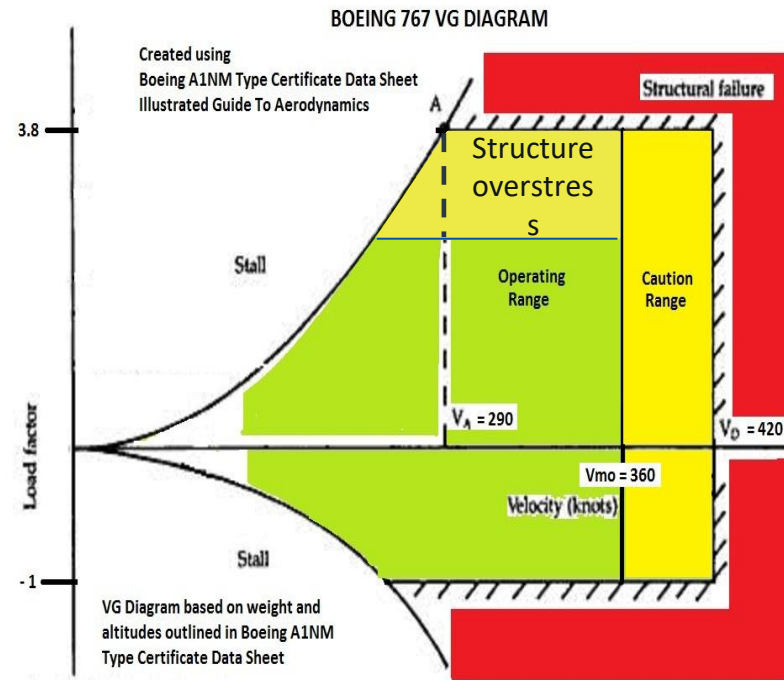
SARPs

1. Professional pilots to be trained in upset *prevention* and recovery:
 - Licensing
 - *On-Aeroplane:* MPL
CPL should be trained
 - *In FSTD:* Multi-crew type rating
 - Commercial air transport training programmes in FSTD
 - Initial (conversion)
 - Recurrent

SARPs

2. Pilots must be trained *throughout* the normal flight envelope (green), including the outer edges.

- Approach to stall
- High Altitude



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[illegible]

AIR OPERATORS (For the two main international air operators in each State)

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		Cabo Verde		Cameroon		Cote d'Ivoire		Eswatini		Kenya		Mozambique		Senegal		Sierra Leone		Tanzania		Togo		Uganda	
		YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO
1	Does the training programme include UPRT?																						
1.1	For initial training?																						
1.2	For recurrent training?																						
1.3	For difference training?	N/A																					
1.4	As a specialized training?	N/A																					
1.5	Does the training programme include Threat and Error Management?																						
1.6	Is the training programme based on OEM recommended procedures?																						
1.7	Has a UPRT implementation plan/strategy been established?																						
2	In case the training programme does not include all UPRT components and elements:															N/A							
2.1	Which elements are included?																						
2.2	Does the training programme include upset prevention only?																						
2.3	Does the training programme include stick pusher training only?																						
3	Does the training programme include academic training?																						
4	Does the training programme include On-airplane training?																						
4.1	If Yes, what type of airplane is used?																						
5	Does the training programme include FSTD training?																						Uganda Airlines Outsourced
5.1	If Yes, is the FSTD suitable for UPRT?																						Lufthansa Aviation Training Outsourced
6	Have your instructors been trained in UPRT?																						
7	Have operation manuals been updated?															N/A							
8	Have SMS that address LOC-I related events been implemented?															N/A							
8.1	Have FDAP been implemented?																						PDM
8.2	Has the SMS identified contributory factors/parameters to LOC-I?																						
8.3	Does the SMS provide for measuring LOC-I risks?																						
9	Indicate any additional safety initiatives (stemming from previous workshops)															N/A							KQ Pride Center ISTD Demonstrated Low Level UPRT

APPROVED TRAINING ORGANIZATIONS (ATOs) (For the two main ATOs in each State)

		Cabo Verde		Cameroon		Cote d'Ivoire		Eswatini		Kenya		Mozambique		Senegal		Sierra Leone		Tanzania		Togo		Uganda	
		YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO	YES	NO
1	Have training programmes been amended to include UPRT?															N/A							
2	Do procedures and Quality system provide for UPRT?															N/A							
3	Have instructors been trained in UPRT?															N/A							
4	Are the FSTDs suitable for UPRT practical training?															N/A							
5	Are the airplanes used suitable for UPRT practical training?	N/A														N/A							
6	Does the SMS include LOC-I risk factors?															N/A							



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