

The Way Forward

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Main points of this meeting

- **Many factors in LOC-I, mainly in 3 categories:**
 - Environment-induced
 - System-induced
 - Pilot-induced
- **Accident analyses give good information**
- **Instruction of basic UPRT skills is critical - proper training vs negative training**
- **Integration of knowledge and practice in generic and type-specific**
- **Human factors, including:**
 - startle (and its management) - “brain stall”
 - pilot alertness (and mitigation through medical analysis)
- **ICAO, FAA, TCAA, EASA materials are “out there”**
- **SAA, KQ are leaders in Africa in UPRT**

The way forward

- Where are we today?
- Where do we wish to be in the long-term future?
- What is the path to getting there, including interim steps?
- What are the challenges?
- What are the opportunities?

Today

- These are my personal observations!
- A few major airlines in Africa (200-plus pilots)
 - Kenya Airways
 - SAA
 - Air Namibia
 - Ethiopian
 - Egyptair
 - Royal Air Maroc
- MANY small operators with several a/c types

Major concern is overall safety

- LOC-I is just one of the threats
- Must also better understand other threat areas, and regional differences
- Need to bring this information together
- Today:
 - Global mandate to deal with LOC-I (US Law, EASA rules, etc)
 - High risk in Africa (training, operating environment)

Long-term objectives

- Structurally enhance safety through quality systems
 - SMS
 - Include training (initial, conversion, recurrent)
- Sustainable (economic/environmental) aviation sector
- Competitive/partnered with foreign carriers

The path to getting there

- Need a common platform - Pan-African LOC-I Initiative
- Collect data on
 - best practices
 - pilot training needs
 - regulatory needs
 - facilities required
 - impact analysis (cost, benefits)
- Define for different categories of aviation the requirements in a stepwise implementation process

Challenges

- Economic realities
- Political realities
- Thin operations requiring a different approach
- Are local capabilities sufficient?
- Organizational issues
- Beware of older training methods (UA, aerobatics)
- *Not cutting corners!*

Opportunities

- Training for LOC-I is both type-specific and generic
- Academic instruction through AURTA
- Could develop generic skills through:
 - on-aircraft training
 - simulator training in a different type
- Examples of fully-integrated programs available (SAA)
- Insurance underwriters

Opportunities

- Strong will to move forward
- Several examples to “piggy back” on
- Access to expertise for support:
 - definition of your specific requirements
 - creation of acceptable local regulatory framework
 - definition of graduated training footprint
 - provision of cost-effective and training-effective products
 - engagement of local skills and infrastructure

Biggest “bang for the buck”

- Distribute knowledge-base to all pilots in Africa, integrated into regulation
- Develop a common African regulation for LOC-I/UPRT
- Develop a stepwise plan for five years
 - Assign an accredited organization (Qualified Entity) to deliver training to pilots and simulator instructors
 - Implement UPRT capabilities in FSTD’s

Regional UPRT Centre

- Possible location: Rand Airport (Johannesburg)
- Classroom/CBT facilities
- FSTD's for type-specific or generic skills
 - FFS (A320)
 - FTD (737)
- Trained UPRT instructors to provide
 - Train-the-Trainer for Simulator Instructor
 - Individual pilot training on UPRT
 - CPL/MPL/ATPL
 - UPRT block training