EMERGING SAFETY ISSUES – SAFETY SUPPORT TEAM

LOC-I & UPRT WORKSHOP

Addis Ababa Ethiopia

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Introduction

- Kenya was designated, under RASG-AFI as the Champion for the ESI SST

- 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 area of **Loss of Control-in Flight (LOC-I)**;

- At the end of the presentation we will propose a way forward in addressing LOC-I issues.

Introduction   cont. ...

- 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.

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Introduction   cont. ...

- The Abuja Safety Targets required States to:
    - Reduce Loss of Control in Flight (LOC-I) related accidents/serious incidents by 50% by the end of 2015.

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LOC-I

- LOC-I is recorgnised 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   cont. …

- 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

- Recommendations from the symposium in Nairobi were presented to the Third meeting of RASG-AFI in Yamoussoukro, Cote d'Ivoire in December, 2015

LOC-I   cont. ...

- Kenya in conjunction with the ICAO ESAF Regional Office planned to organize a follow-up workshop on LOC-I.

- With the kind consideration of the Ethiopian CAA this workshop is being held here in Addis Ababa.

- This workshop is expected to include practical demonstrations in FSTDs with proper modelling of full flight envelope and relevant instructor tools

LOC-I   cont. ...

- 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
- A five year action plan recommended in Yamoussoukro is provided for the consideration of the meeting.

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Outline Of The Five-year Plan

No.	Action	Action by	States with EI of over 60%	States with EI of less than 60%
1.	Amendment of regulations to reflect SARPs on UPRT	- CAAs - RSOOs	- 31 December, 2016	- 30 June, 2017
2.	Establishment of requirements for training on UPRT	- 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.	GAP Analysis of certain State industries on what is in place: - Define pilot bridging training - Define regional level needs and training requirements *Note:* *GAP Analysis in UPRT Training* *GAP Analysis questionnaire*	- 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	

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Regulatory framework

- Amendment 172 to Annex 1 applies

- State need to review regulatory framework to ensure implementation of Amendment 172 to Annex 1

- Regulations will make provisions for inclusion of UPRT in pilot training

- Target completion date:
  - 31 December, 2016 (for States with EI over 60%)
  - 30 June, 2018 (for States with EI below 60%)

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Establishment of Training Requirements

- States will be required to establish training requirements for UPRT

- Against such training requirements will training be acceptable

- ATOs and AOCs will be required to implement such training requirement

- Guidance for the requirements:

    - *Procedures for Air Navigation Services – Training (PANS-TRG, Doc 9868); and*

    - *Manual on Aeroplane Upset Prevention and Recovery Training (Doc10011)*

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Other requirements

- After the establishment of regulatory framework and training requirements the following have to be put in place:
  - Define Instructor requirements;
  - Flight Simulation Training Devices (FSTDs) requirements for UPRT training;
  - Establishment of crew qualification requirements;
  - Establishment of CAA inspector requirements
- Target completion date:
  - 31 December, 2017 (for States with EI over 60%)
  - 30 June, 2018 (for States with EI below 60%)

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GAP Analysis

- There is need to conduct a GAP analysis for State to establish:
  - Nature of pilot training in place; and
  - Training needs and requirements in States and the Region
- GAP analysis questionnaire to be developed
  - Action Item applicable to States with EI over 60% with target date of 30 June, 2018

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FSTD Approval & Training

- CAAs to ensure that FSTD meeting the requirements for UPRT are approved for use by the industry
  - Action Item applicable to States with EI over 60% with target date of 30 September, 2018

- Training for CAA inspectors and industry (ATO & AOC) instructors to be undertaken to allow roll out of training
  - Action Item applicable to States with EI over 60% with target date of 30 September, 2019

- Training for operational personnel within the industry to be undertaken
  - Action Item applicable to States with EI over 60% with target date of 30 September, 2020

Benefits of the Action Plan

- Allows for collaborative approach in dealing with the challenges associated with implementation of Annex 1 requirements (Amendments 172 refers)

- Allows for phased approach in implementation of UPRT training requirements

- Allows for gradual attainment of target in line with other Safety Initiatives such as Abuja Safety Targets

- Allows States with different EI to focus on different items at given times

- Provides ample platform for sharing resources and gradual building of capacity in CAAs and regulated entities

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THE END

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