

Global Collaboration on Safety: Preventing Loss of Control

Panel 9

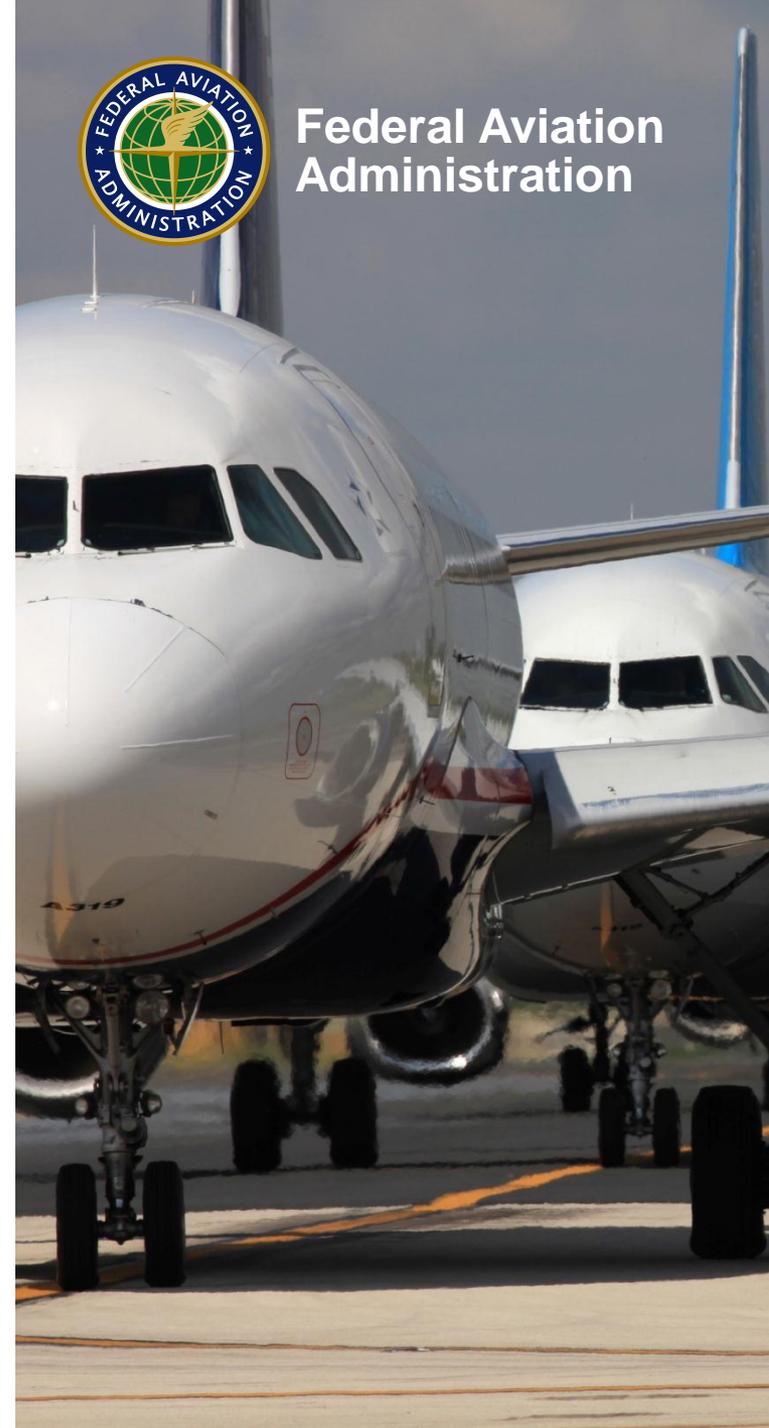
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Aviation Safety Conference**

**By: John M. Allen, Director FAA Flight
Standards Service**

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**Federal Aviation
Administration**



Global Collaboration in Aviation Safety – Loss of Control

Panel Moderator:

– John M. Allen

- Director, Flight Standards Service, FAA

Panel Members:

– Jean Marc Cluzeau

- Head of Flight Standards, EASA

– Luc Bertier

- Vice President of Safety and Quality, Air France

– Mike Varney

- Senior Director Flight Crew Training Policy, Airbus

– Terry McVenes

- Director, Operational Regulatory Affairs, Boeing Commercial Airplanes



Global Collaboration in Aviation Safety – Loss of Control

Actions FAA has taken:

- **Convened an Aviation Rulemaking Committee (ARC)**
- **Worked with EASA and ICAO**
 - Organized ARC meetings in Montreal
 - Studied global LOC problem
 - Developed internationally-harmonized upset prevention and recovery training



ARC Member Organizations

- Boeing
- Airbus
- CAE
- Flight Safety International
- ALPA
- A4A
- CAPA
- RAA
- ATR
- Bombardier
- Embraer
- Flight Safety Foundation

CAA Participants

- EASA
- Transport Canada
- UK CAA
- Australia CASA
- France DGAC
- Argentina
- China



Global Collaboration in Aviation Safety – Loss of Control

Key ARC Findings

- Change the training paradigm from Upset Recovery/Unusual Attitude Training to Upset *Prevention* and Recovery Training (UPRT).
 - *Prevention* refers to pilot's actions to avoid any divergence from a desired airplane state.
 - *Recovery* refers to any pilot's actions that return an airplane that is diverging in altitude, airspeed, or attitude to a desired state from a developing or fully developed upset.
- Awareness and prevention training (including principles of energy management) is aimed at avoiding incidents.
- Recovery training is aimed at reducing accidents that could result from an unavoidable upset event.



Global Collaboration for Aviation Safety- Loss of Control

- **Previous FAA and industry efforts for stall training have resulted in several publications and revisions**
 - SAFO
 - InFO
 - PTS
 - Advisory Circular
- **Simulator (Part 60) rulemaking underway**
- **LOCART/ARC output will be basis for new Advisory Circular on Upset Prevention and Recovery Training**



Global Collaboration for Aviation Safety- Loss of Control

EASA also has publications arising from FAA/EASA collaboration:

- **SIB #: 2013-02, Stall and Stick Pusher Training, Issued: 22 January 2013**
- **SIB #: 2013-05, Manual Flight Training and Operations, Issued: 23 April 2013**



Global Collaboration on Safety – Loss of Control

1. **What is your perspective on the future of pilot training and use of automation as it pertains to the issue of loss of control?**
2. **Where is the training for loss of control best accommodated, in *ab initio* training or in more advanced airline training?**
3. **Is loss of control training best done in actual aircraft flying, in high fidelity simulators, or both?**
4. **What lessons learned can we use for future harmonization initiatives?**
5. **What were some of the challenges of working with such a diverse panel?**
6. **What are some of the benefits you can identify from taking such a broad collaborative approach?**

