



**Global Collaboration on Safety: The Example of work on 'Loss of Control'**

*Panel Number 9*

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**Major Discussion Points**

- Statistics show and all recognize that LOC is a major safety issue and many initiatives are taken to address this. A major activity is the FAA initiated ARC with many international participants.
- EASA stresses that harmonization has a long history. There is now a collaborative culture between agencies, which is paramount for real collaboration. We need a bigger role of ICAO at the international level and ICAO is taking this up.
- Air France: Automation has led to a decrease in manual flying skills. The amount of procedures has grown dramatically, requiring a different approach to training. We have to train on good decision making while training handling skills is less important.
- Airbus: Competency based training is a better approach to improve pilot performance than repeating certain procedures. Have to be cognizant of limitations of training programs. Have to go to root causes understanding why pilots react in a certain manner.
- Boeing: Ab initio training is very important to set the basis for pilot competencies.
- Data collection helps in designing better focused training programmes for the future

**Questions and Comments from the Floor**

- Should regulation be prescriptive or performance based?  
EASA: we were in mode of having new rules to react to incidents. However with introduction of SSP and SMS the right way to react may be different. Identify how issues can be addressed through SMS.
- Air France: look at ways how SMS can take into account the lessons learned and to identify which data needs to be monitored. Need to do more in sharing of data
- Gulfstream: found that pilots lack competencies. Added training to train specific issues to enhance confidence. Training should focus on the job that the pilot will do. Also emphasize to do more manual flying in recurring training programs
- Flight safety international: checks are prescribed by authorities and do not leave a lot of room for other issues. ICAO has adopted new approach allowing more flexibility in checking.
- Could airlines consider giving pilots credit for voluntary flying manual.

**Outcomes/Additional Ideas**

Continue to collaborate internationally with use of all available data

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