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# The Guild of Air Pilots and Air Navigators

## Australian Region

Patron: HRH The Prince Philip, Duke of Edinburgh KG KT  
Grand Master: HRH The Prince Andrew, Duke of York KG KCVO ADC  
Australian Region Chairman: John Whittington MBA Grad Dip Mktg BSc

## Press Release

20<sup>th</sup> August 2007

### **The Guild of Air Pilots and Air Navigators Announces New Threat and Error Management Training Programme for GA and Regional Airlines**

The Guild of Air Pilots and Air Navigators (GAPAN), in conjunction with the Australian Transport Safety Bureau (ATSB), is proud to launch new Threat and Error Management (TEM) training that will assist GA and regional airline pilots to better assess and mitigate risks that can occur during the conduct of a flight.

The programme will be formally launched at the 2007 Human Factors in Transport Conference in Melbourne today by the Executive Director of the ATSB, Kym Bills and the Chairman of the Australian Region of GAPAN, John Whittington.

“I am delighted and grateful that the Australian Government has supported this programme through the ATSB with a grant of \$250,000 to GAPAN as it collaborates with this safety initiative.” said John Whittington.

“I am also extremely appreciative that the Deputy Prime Minister has formally announced the roll-out of the public section of this today, which will reach out with its safety enhancements through flight instructors and training staff in commercial aviation operations. This will provide the most efficient means to ‘spread the message’ by aiming to train the trainers, who have the greatest opportunity to increase the understanding of TEM.”

“ICAO defines Threat and Error Management as ‘the development of countermeasures to human performance vulnerabilities in [flight deck] / [cockpit] operations’. TEM therefore is an approach to flying that seeks to equip the pilot with the skills to recognise and counter everyday problems which, if ignored, will result in accidents or incidents.” explained Bill McIntyre, GAPAN’s Education and Training Chairman and Project Manager for the TEM Programme.

“Not all threats can be anticipated. The unexpected technical problem, the un-forecast thunderstorm, and the near miss with unreported VFR traffic are all examples of ‘random’ threats. It is unrealistic to make contingency plans to try to cover unexpected events. And yet experience shows that many threats can be anticipated and that old ‘grey beards’ may be better at anticipating trouble than the freshman. So the first step is to identify likely threats. Once a threat has been identified, it must be managed.

“When you start flying, you learn how to perform many tasks properly, all at the same time (an example may include the many automatic and simultaneous skills that are needed when approaching to land). Some operators have been studying how to go beyond that degree of reliability, by changing their paradigm from ‘how to do it right’, to ‘how to stop it ever going wrong’, which supported the development of TEM. Studies have been going on in airlines, looking at how some pilots identify, miss or avoid ‘wrong’ things from the outset, and then

how those ‘wrong’ things are then dealt with. It is now time to spread the knowledge underpinning this safety tool beyond airline operations, so that all pilots may benefit from the use of TEM. This programme will help pilots flying single engine aircraft up to multi engine turboprops to spot problems before they become problems, and to manage problems so they do not create further problems.”

John Whittington added “The intent of this programme is to introduce Australian pilots to TEM and to provide a platform that assists pilots to understand the first principles and practices of TEM before his or her first solo, and then continue to build on these skills all the way through to the ATPL level. GAPAN recognises that pilots who could develop a proactive strategy to manage threats would improve their chances of avoiding the errors that commonly result from mismanaged threats.”

Glenn Elms, GAPAN’s Technical and Air Safety Director for Australia provided some background on TEM principles and what that means in the future. He said “After many years’ research into human factors, and from the many documented histories of mismanaged threats, errors and undesired aircraft states in both the Line Operations Safety Audit (LOSA) database and ATSB archives, the University of Texas defined a framework for airmanship – now known as the threat and error management model. With this work, they’ve enabled us to bring Airmanship training into the 21<sup>st</sup> century.

“It is now an International aviation requirement by ICAO for all pilots to be trained in Threat and Error Management (TEM). We also understand that CASA will shortly legislate TEM as a requirement for Australian pilots with the introduction of Civil Aviation Safety Regulation Part 61.”

## **About the Seminars**

Commencing in August, GAPAN instructors will provide TEM “train the trainer” training at eleven key locations throughout Australia – see dates below.

These seminars will assist the aviation industry’s instructors and Chief Pilots teach a set of operational tools and skills which act as counter measures to identify and manage safety issues as they affect aviation operations – be it flying from Sydney to LA in a Boeing, or Deniliquin to Goondiwindi in a Mooney.

The TEM seminars have been developed from the long-running and internationally accepted methodology of the Line Operations Safety Audit (LOSA) from the University of Texas, a programme that has been supported by ICAO. The University of Texas has reviewed and endorsed the GAPAN TEM course.

Seminar participants will be provided with the knowledge and tools (eg facilitator’s workbook, DVD, reference material, etc) to train other pilots in TEM principles and operation.

The TEM seminars target both single pilot GA and multi-crew charter and regional airline operations. Through the generosity of the Australian Transport Safety Bureau (ATSB) the seminars will initially be free to industry. Future seminars are likely to be at the participant’s cost.

Bookings can be made by emailing [tem@gapan.org.au](mailto:tem@gapan.org.au) and will be confirmed by email.

More information on TEM is available on the GAPAN website [www.gapan.org.au](http://www.gapan.org.au).

City	Seminar	Date	Time	Venue
Adelaide	GA (Single Pilot)	Monday 17th September	08:30 - 17:00	Stamford Grand Mosley Square, Glenelg
	Multi Crew	Sunday 16th September	08:30 - 17:00	
Alice Springs	GA (Single Pilot)	Friday 7th September	10:30 - 18:30*	Crowne Plaza Barrett Drive, Alice Springs
	Multi Crew	Saturday 8th September	08:30 - 17:00	
Brisbane	GA (Single Pilot)	Thursday 30th August	08:30 - 17:00	Bardon Conference Centre, Mt Cootha 390 Simpsons Road, Bardon
	Multi Crew	Wednesday 29th August	08:30 - 17:00	
Cairns	GA (Single Pilot)	Tuesday 4th September	08:30 - 17:00	Cairns Colonial Club Resort 18-26 Cannon Street, Cairns
	Multi Crew	Monday 3rd September	08:30 - 17:00	
Canberra	GA (Single Pilot)	Friday 24th August	08:30 - 17:00	The Brassey of Canberra Belmore Gardens and Macquarie Street, Barton
	Multi Crew	Saturday 25th August	08:30 - 17:00	
Darwin	GA (Single Pilot)	Thursday 6th September	08:30 - 17:00	Museum & Art Gallery of NT Conacher Street, Bullocky Point
	Multi Crew	Wednesday 5th September	08:30 - 17:00	
Hobart	GA (Single Pilot)	Friday 14th September	08:30 - 17:00	The Mid City Hotel 25 Hunter Street, Hobart
	Multi Crew	Saturday 15th September	08:30 - 17:00	
Melbourne	GA (Single Pilot)	Thursday 13th September	08:30 - 17:00	Dingley International Hotel 334-348 Boundary Road, Dingley
	Multi Crew	Wednesday 12th September	08:30 - 17:00	
Perth	GA (Single Pilot)	Monday 24th September	08:30 - 16:30	Royal Aero Club of WA Jandakot Airport
	Multi Crew	Tuesday 25th September	08:30 - 17:00	
Sydney	GA (Single Pilot)	Tuesday 28th August	08:30 - 17:00	Bankstown Sports Club Corner Greenfield Parade & Mona Street, Bankstown
	Multi Crew	Monday 27th August	08:30 - 17:00	

## About the Guild of Air Pilots and Air Navigators (GAPAN)

The Guild, formed in 1929 and now with members in all parts of the world, has the objective to establish and maintain the highest standards of air safety through the promotion of good airmanship among air pilots and air navigators. In doing this it has a long history of Guild members encouraging professionalism and higher standards in pilots through education and setting examples for others to follow. Members join an organisation which has counted Sir Charles Kingsford Smith, Charles Ulm, and Bert Hinkler as fellow members and has made substantial contributions to air safety in Australia and overseas with activities such as:

- Co-founding the National Airspace User Advisory Committee (NAPAC)
- Initiating the international standards on calculating runway friction coefficients
- Formulating the initial Australian AFR/BFR guidelines
- Initiated and chaired the committee which produced the Australian Standard on cable marking

Further information is available at [www.gapan.org.au](http://www.gapan.org.au) (Australian Region) and [www.gapan.org](http://www.gapan.org) (international).

### Media contacts:

John Whittington, Australian Region Chairman, 0419 539 539 or [chairman@gapan.org.au](mailto:chairman@gapan.org.au)

TEM Specialists:

- Bill McIntyre, Education and Training Committee Chairman, 0407 930 717 or [tem@gapan.org.au](mailto:tem@gapan.org.au)
- Glenn Elms, Technical and Air Safety Director, 0414 959 119 or [airsafety@gapan.org.au](mailto:airsafety@gapan.org.au)