

Dear flight instructors and student pilots,

Safety is paramount in aviation so this is the reason why we are ALL, and not only the safety managers, responsible to provide constant vigilance and to identify hazards that could lead to aviation safety.

After years of operation clean from deviation, incidents and accidents, our program lately started to suffer from following safety issues:

- One airspace infringement*
- One RWY incursion*

Although these events luckily didn't led to loss of material and human being, their sudden appearance should require us to look for root reasons and to take the necessary actions to prevent re-occurrence and its inherent risk of loss of material and human being.

It would be a major mistake to think that these events are without relation with our way of operation and that no action is required.

Analysis will quickly reveal that these safety incidents are in direct relation with the important increase of production if we are starting to suffer from executed lately.

All these changes do provide an increase workload on the shoulder of the flight instructors. Indeed these front liners have to cope with increasing teaching loads, leading to increased risk of saturation and its inherent risk of mistake and incident / accident.

As new flight safety officer of CAE OAABR I would like to remind all trainers of following golden rules:

- 1) Primary task of FI-SP is safety*
- 2) Be aware that training is among the highest risky flying activity due to:*
 - Pilot at the commands being in training, thus under competent*
 - Manoeuvres are highly demanding (Stalls, PFL, OEI...)*
 - Environment is hostile (High traffic density, uncontrolled areas, low altitude)*
- 3) Terminate training anytime safety is at risk*
- 4) In case of saturation terminate training*
- 5) Don't show safety complacency as you are the safety culture educator*

Please remember that while there should be constant vigilance to identify hazards, increased vigilance should be exercised during situations involving organizational or operational change or at other times such as those listed below:

- When major structural changes are made to the company*
- Times of rapid growth*
- When there is significant staff changeover*
- When many employees are inexperienced*
- When new equipment, procedures or processes are introduced*

*"Always there to listen and discuss problems flight safety related" Stefaan.braem@cae.com
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Safety is pronging the "just culture" so do act, report if you see, hear something that could be dangerous. With your reporting we can learn a lot and PREVENT incidents and/or accidents.

Reporting is NOT linked to punishment so I strongly invite you to do it to keep up the good flight safety reputation of CAE.

ASR's are at disposition in EBAW and in the building of CAE. They can be posted in the box even anonymous.

*Stefaan Braem
CAE OAABR Flight safety officer*