

ESCOLA DE AVIAÇÃO AEROCONDOR
PT.ATO.002.01

**AIRSPACE INFRINGEMENTS
AND
RUNWAY EXCURSIONS**



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History of EAA

- EAA was first created in 1979
- Integrated in GESTAIR in 2001
- Integrated in G Air Group in 2013

- Provides training courses for:
 - Professional pilots (A) and (H)
 - Private pilots (A) and (H)
 - Flight Instructors (A) and (H)
 - Instrument ratings
 - Class ratings (A)
 - Type ratings (H)
 - Flight Operations Officers



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Flight instruction hours

1979 to 2000100 000 (estimated)

2001 to 2012188 003

Average 2001 to 2012.....±15 600 per year



Students from different countries and cultures

- Portugal
- Spain
- Angola
- Italy
- Dubai
- Arab Emirates
- Ireland
- United Kingdom
- Hong Kong (expected in 2014)

In 2013 the number of students is ± 170 , of which ± 30 are portuguese.



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Reported accidents and incidents

Total number (1979/2013).....25

Airspace infringements	Runway excursions	Other
6	9	10

Airspace infringements+ Runway excursions account for 60% of reported events.

- Airspace infringements include:
 - 1 violation of a dangerous area
 - 1 situation of conflicting traffic between 2 training aircrafts
 - 3 conflicting situations in Tires traffic circuit.



- Runway excursions include:
 - 1 blown tire *
 - 5 losses of control at landing* #
 - 1 Brake fail at landing*
 - 1 loss of brakes during taxi

- Other events include:
 - 1 CFIT
 - 1 Bird strike
 - 1 engine fail (helicopter) with an autorotation
 - 1 precautionary landing (helicopter) with low fuel level

- * Resulted in runway excursions
- # Students in first solo flights



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Accidents/incidents per year

1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	
1										
1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	
							1			
2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	
1	1		1	3	1	2	5		2	
2011	2012	2013								
1	1	5								



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Analysis of accidents/incidents

1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991
1										
1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
						1			1	1

The number of incidents reported is too low to be true.
The lack of culture of reporting may be the cause.
These are the cases analysed by DGAC(1991 and 1998) and GPIAA)



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Analysis of accidents/incidents

2003	2004	2005	2006	2007	2008
	1	3	1	2	5

From 2004 to 2008 there was an increase in reported incidents.

The main reasons are:

- An increase in number of students
- Inexperienced Flight Instructors (most of them were contracted by Air Operators)
- Origin of the students (Portugal, Italy, Angola, Dubai)



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Analysis of accidents/incidents

2010	2011	2012	2013
2	1	1	5 *

- Remarkable is the number of occurrences in 2013.
- What does this mean?
 - As by April 2013 an SMS started to be implemented
 - One important feature is the report of occurrences
 - And the protection of reporters
 - * 5 events
 - ❖ 1 helicopter autorotation (loss of helicopter, no injuries)
 - ❖ 1 precautionary landing (low fuel level after a x-country flight (helicopter))



EAA operation has many possible hazards.

- A growing number of students
- Origin and culture of the students
- The level of english
- The constraints of Tires aerodrome
- The adaptation of teachers and flight instructors to the different kinds of students
- Students solo flights
- Flights over inhabited areas
- Simultaneous flights with flights of other training organisations
- Lack of emergency landing areas in the vicinity of Tires

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How do we deal with it?

The Safety Manager will show what is being done in the next presentation.

THANK YOU