

Collaborating to address

LOSS OF CONTROL IN-FLIGHT

Upset Prevention and Recovery Training Workshop



Yann RENIER, IATA
Presented by Henry Defalque, ICAO

Module 3 – Day 1

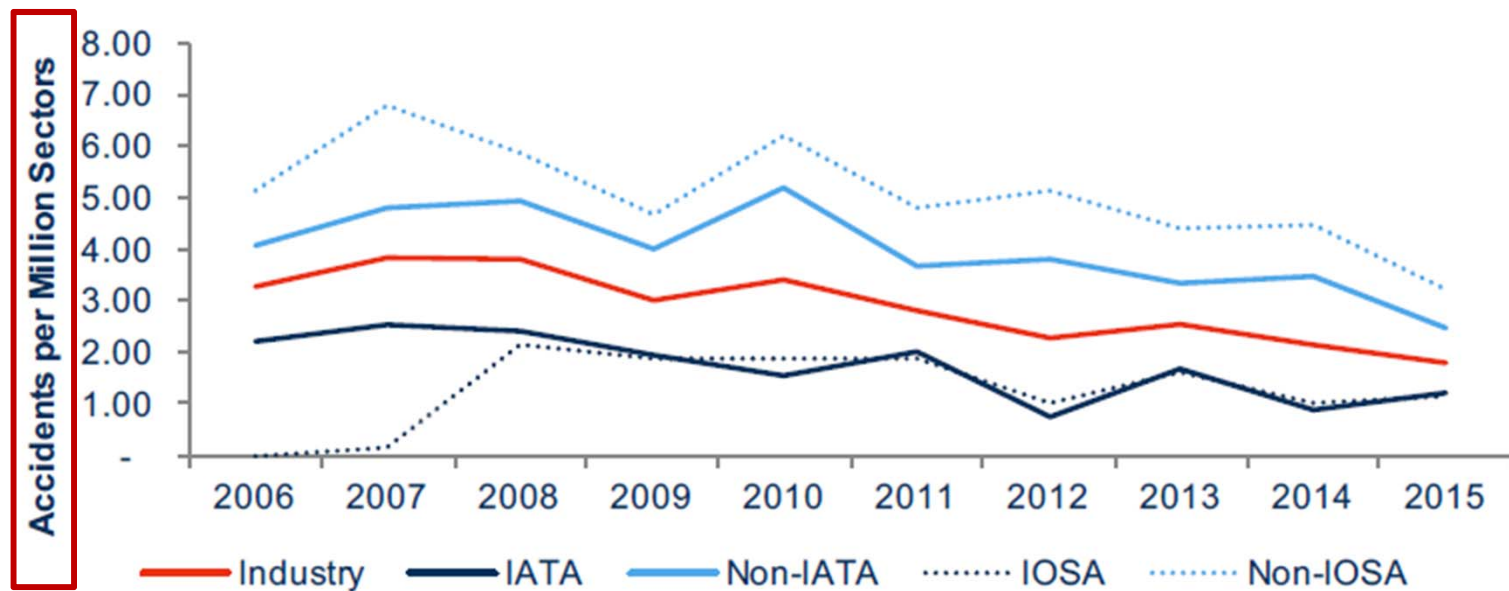
Implementing UPRT in an airline

Flight Plan

- *Safety Data*
- Regulatory matters
- Training content
- Instructor qualification
- FSTD requirements
- Evaluation

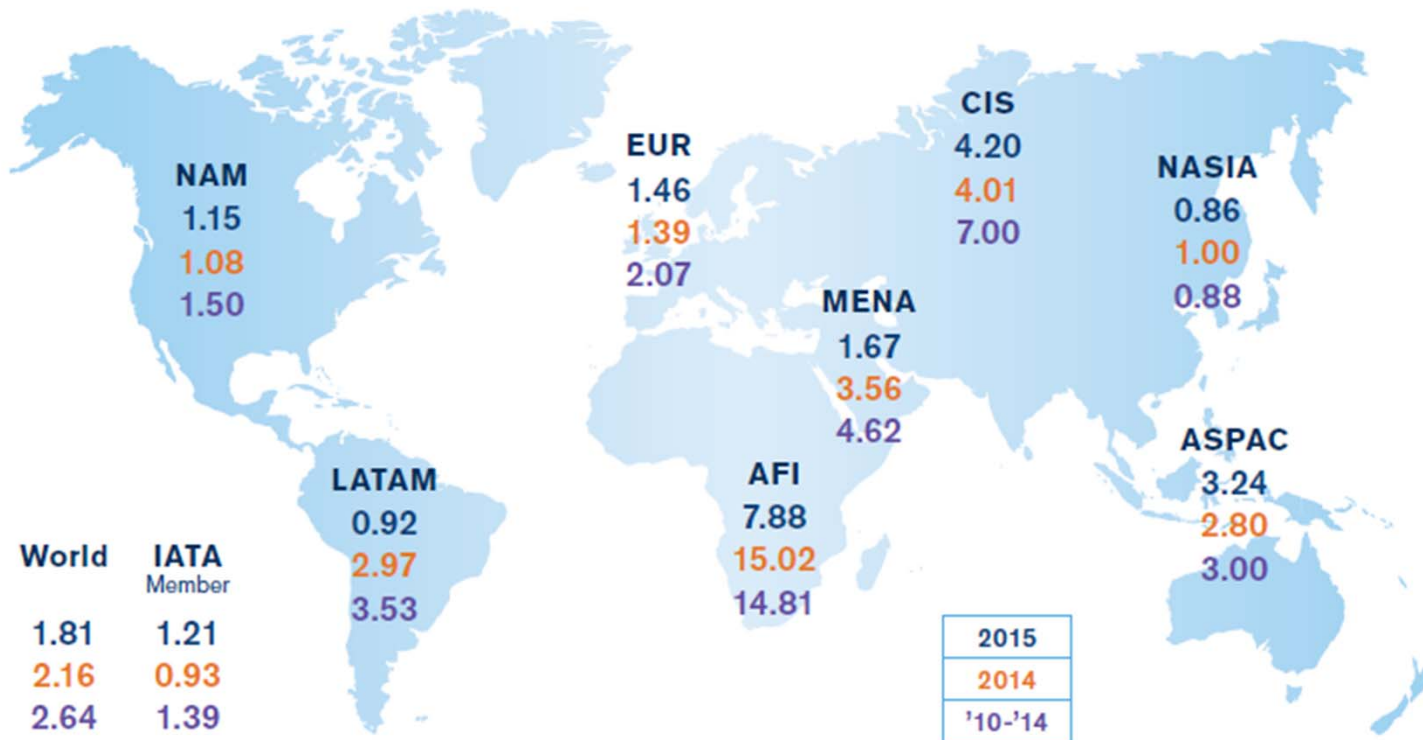
Safety data: big picture

Jet & Turboprop Aircraft

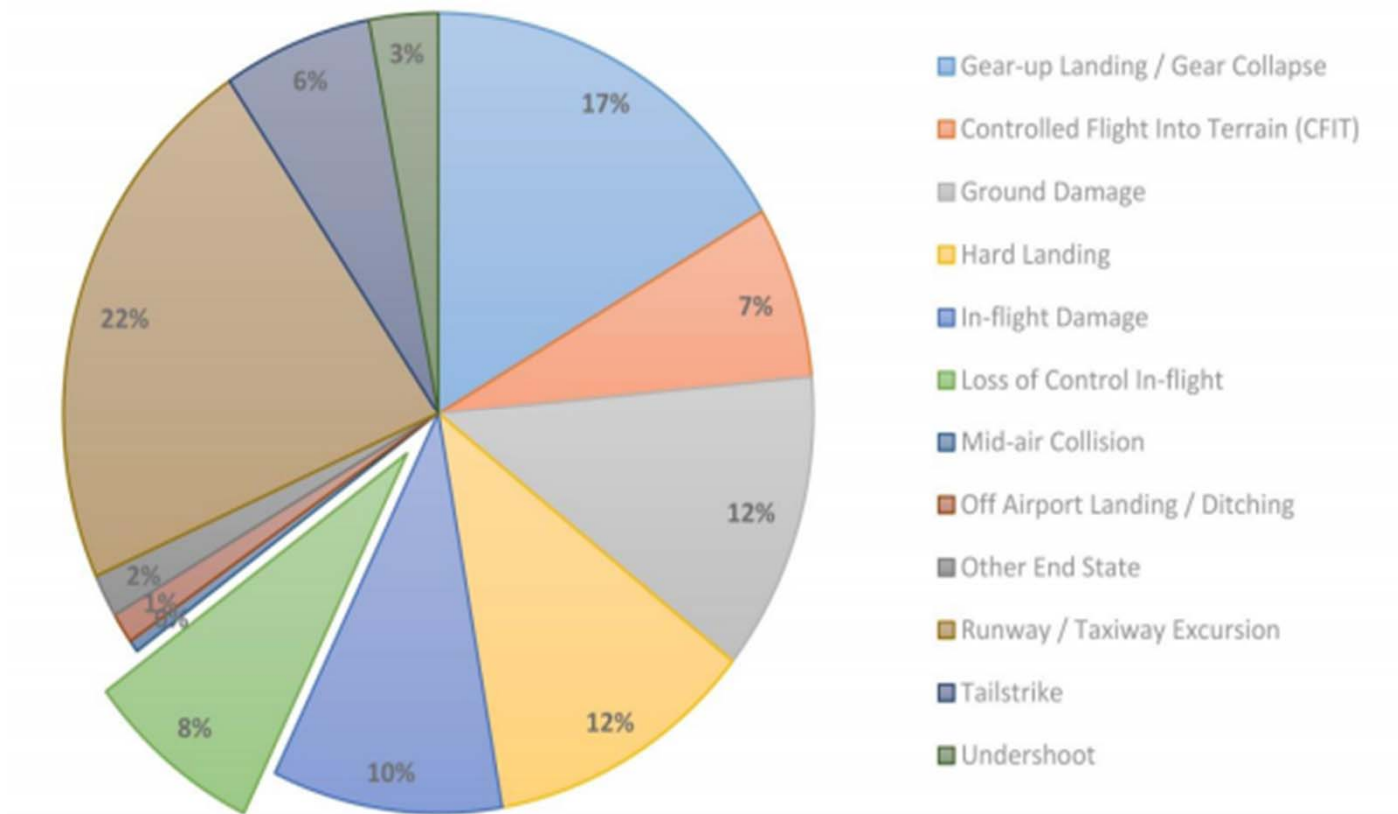


Accident per million sectors per region of operator APR 2016

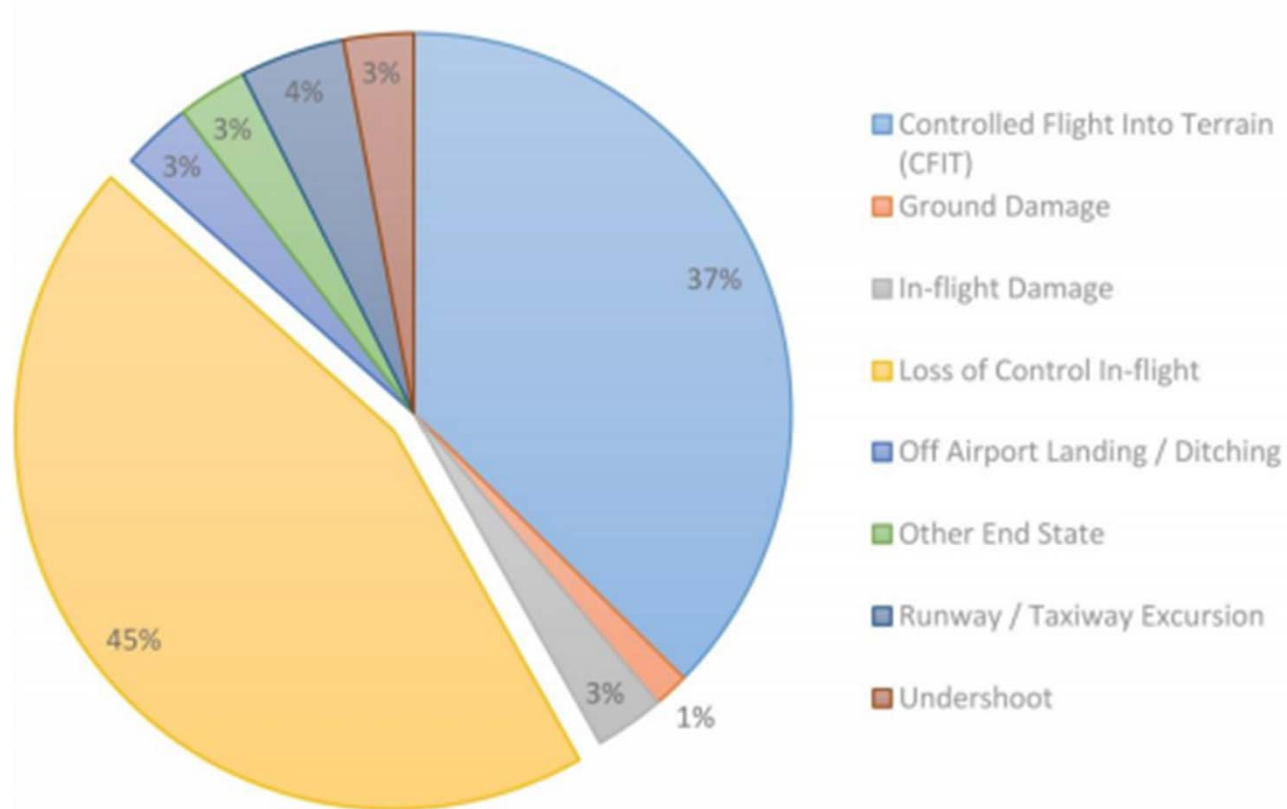
Jet & Turboprop Aircraft



Global Accidents (2011-2014)









Global Fatal Accidents (2011-2014)



Accident count

2015	Number of accidents: 3	Number of fatalities: 82	<div>Accident Count % from total</div> <table><tr><td>IATA Member</td><td>33%</td><td>16%</td></tr><tr><td>Full-Loss Equivalents</td><td>91%</td><td>81%</td></tr><tr><td>Fatal</td><td>100%</td><td>97%</td></tr><tr><td>Hull Losses</td><td>100%</td><td>97%</td></tr></table>			IATA Member	33%	16%	Full-Loss Equivalents	91%	81%	Fatal	100%	97%	Hull Losses	100%	97%
IATA Member	33%	16%															
Full-Loss Equivalents	91%	81%															
Fatal	100%	97%															
Hull Losses	100%	97%															
2011-2015	Number of accidents: 31	Number of fatalities: 1083															



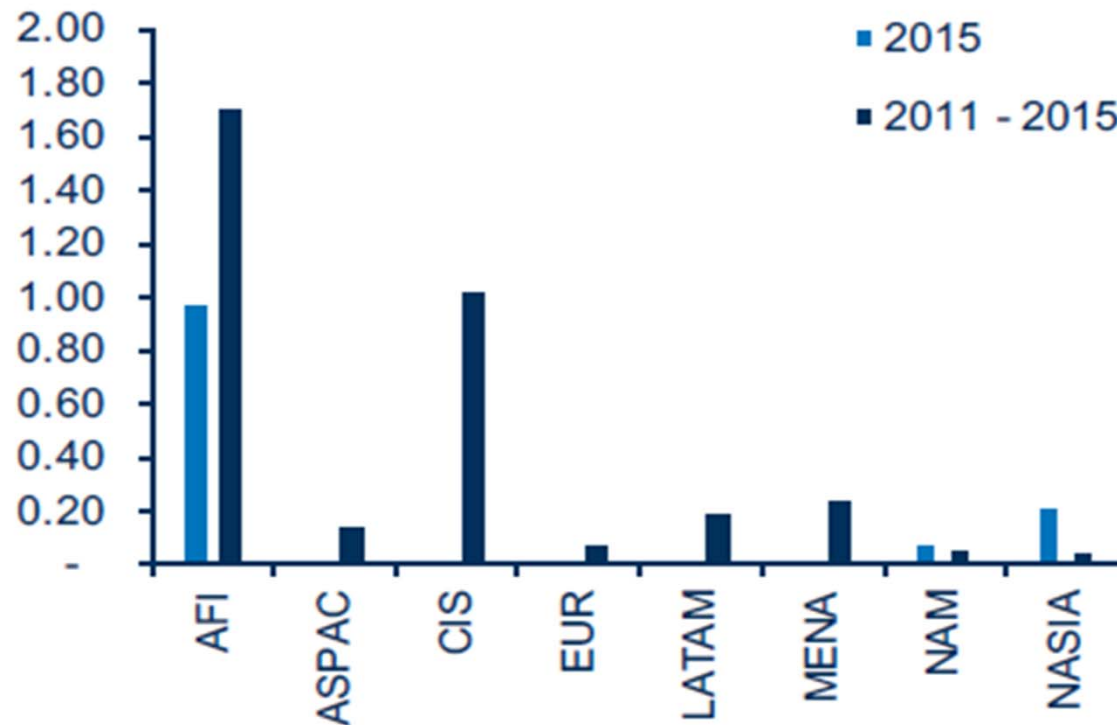
	<div> Passenger</div>	<div> Cargo</div>	<div> Ferry</div>	<div> Jet</div>	<div> Turboprop</div>
2015	33%	67%	0%	0%	100%
2011-2015	68%	32%	0%	32%	68%

LOC-I Accidents by Region (2011-2015)

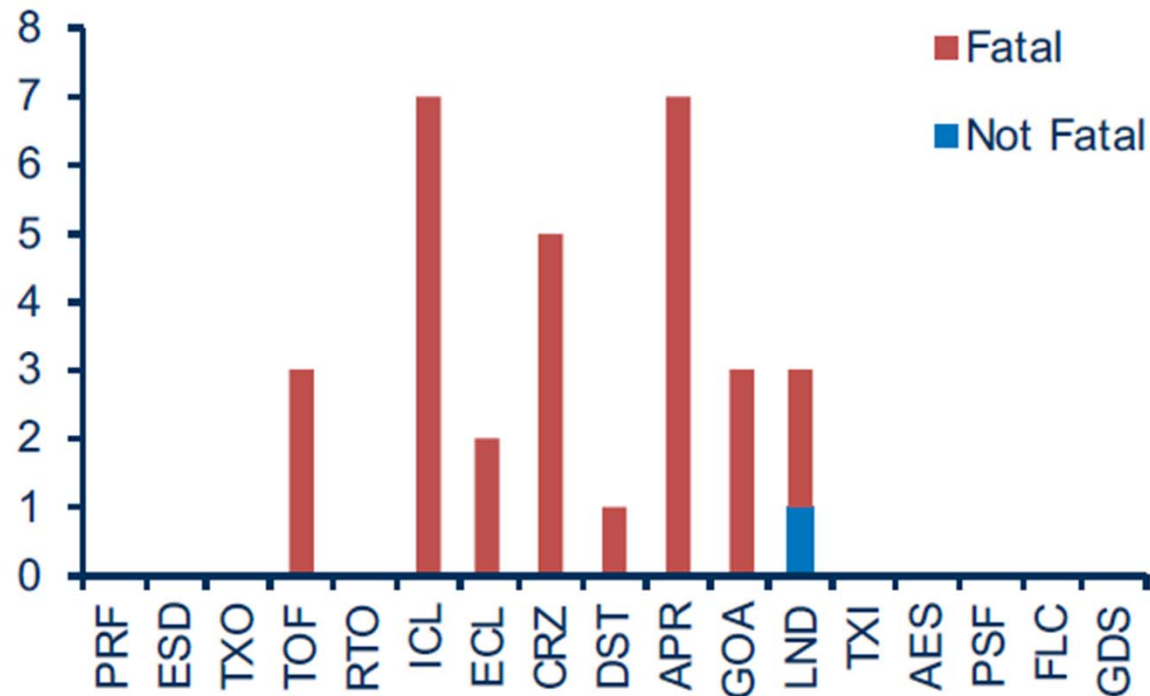


LOC-I Accidents by Region (2011-2015)

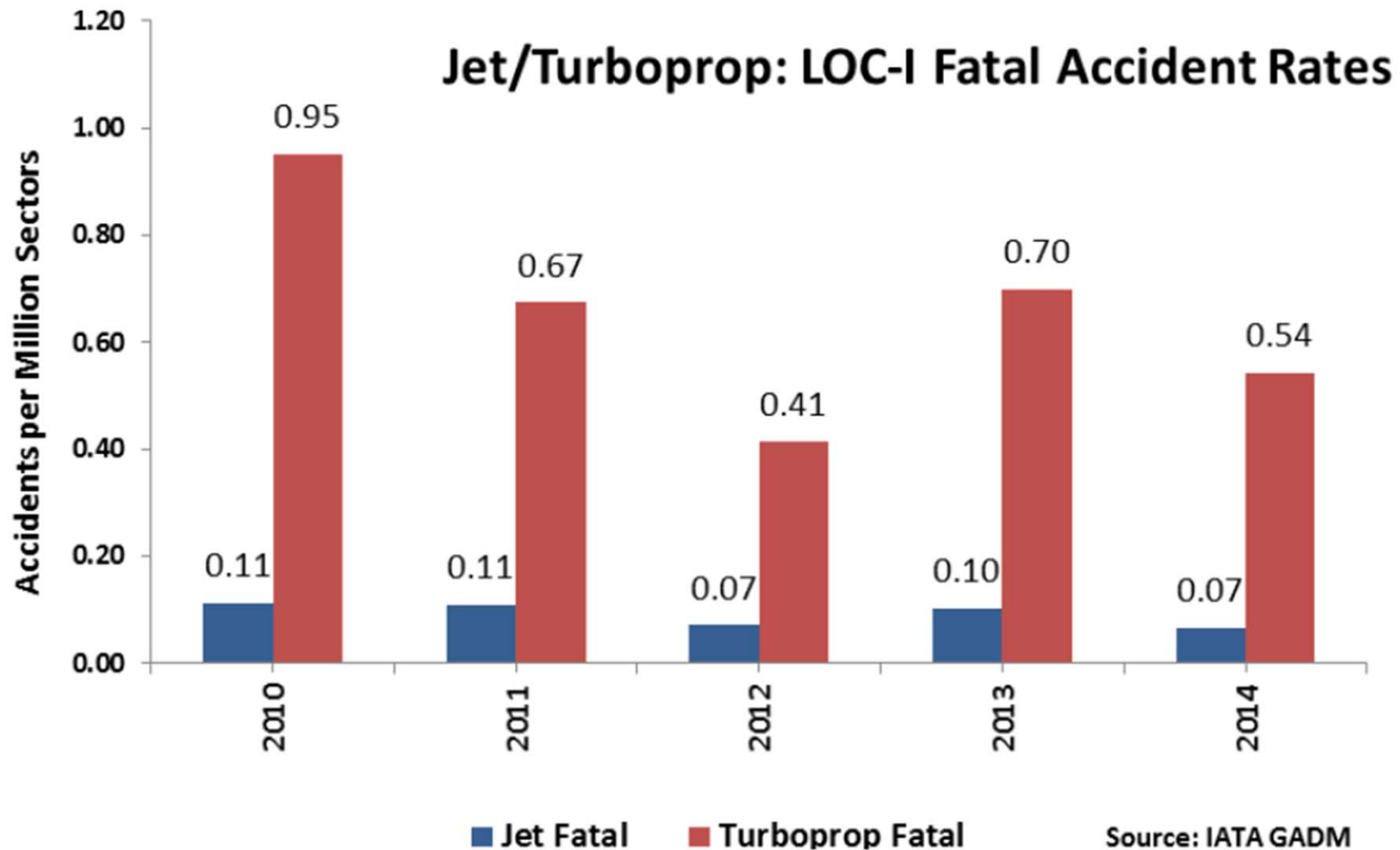
Accidents per Million Sectors



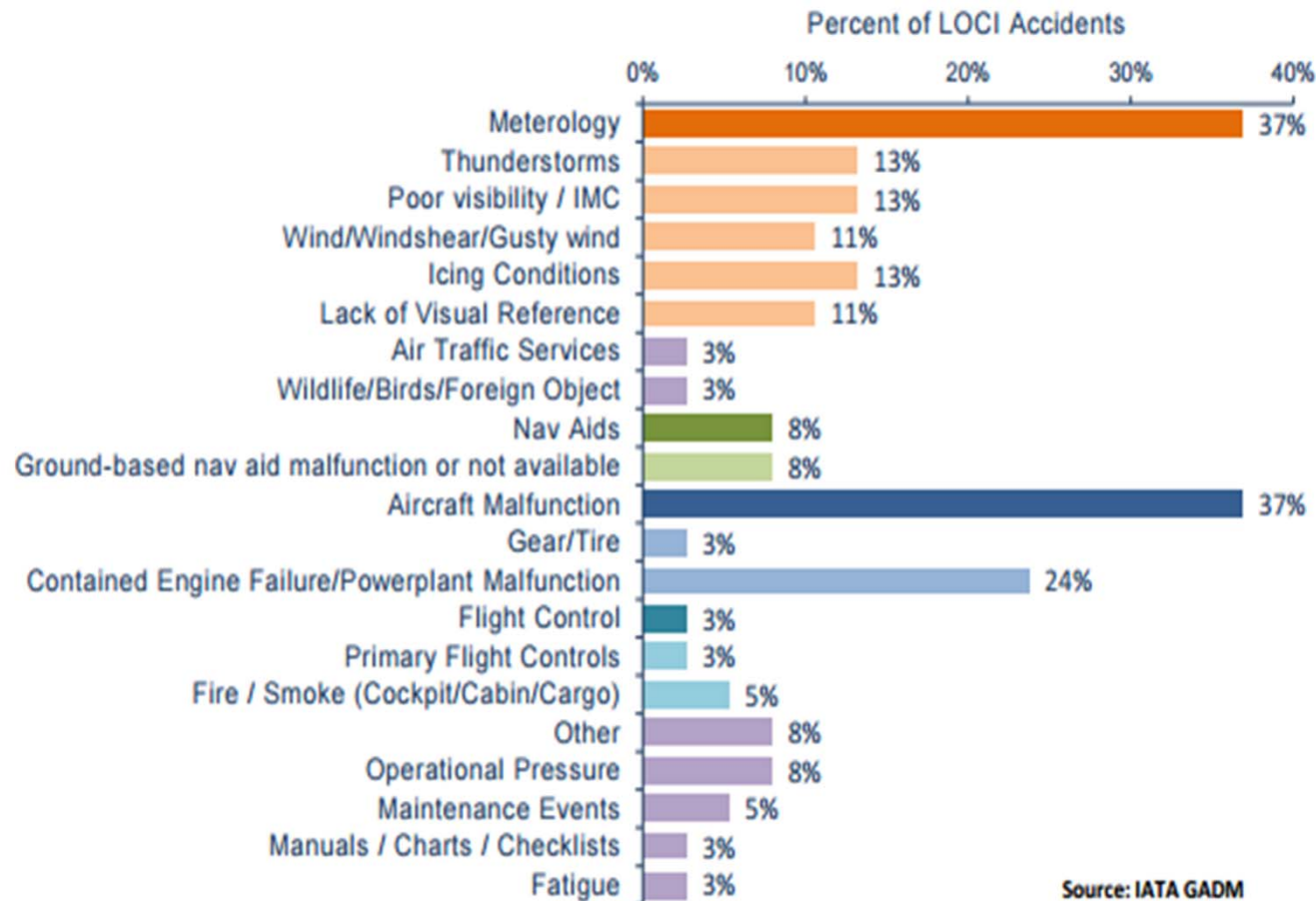
LOC-I Accidents by Phase (2011-2015)



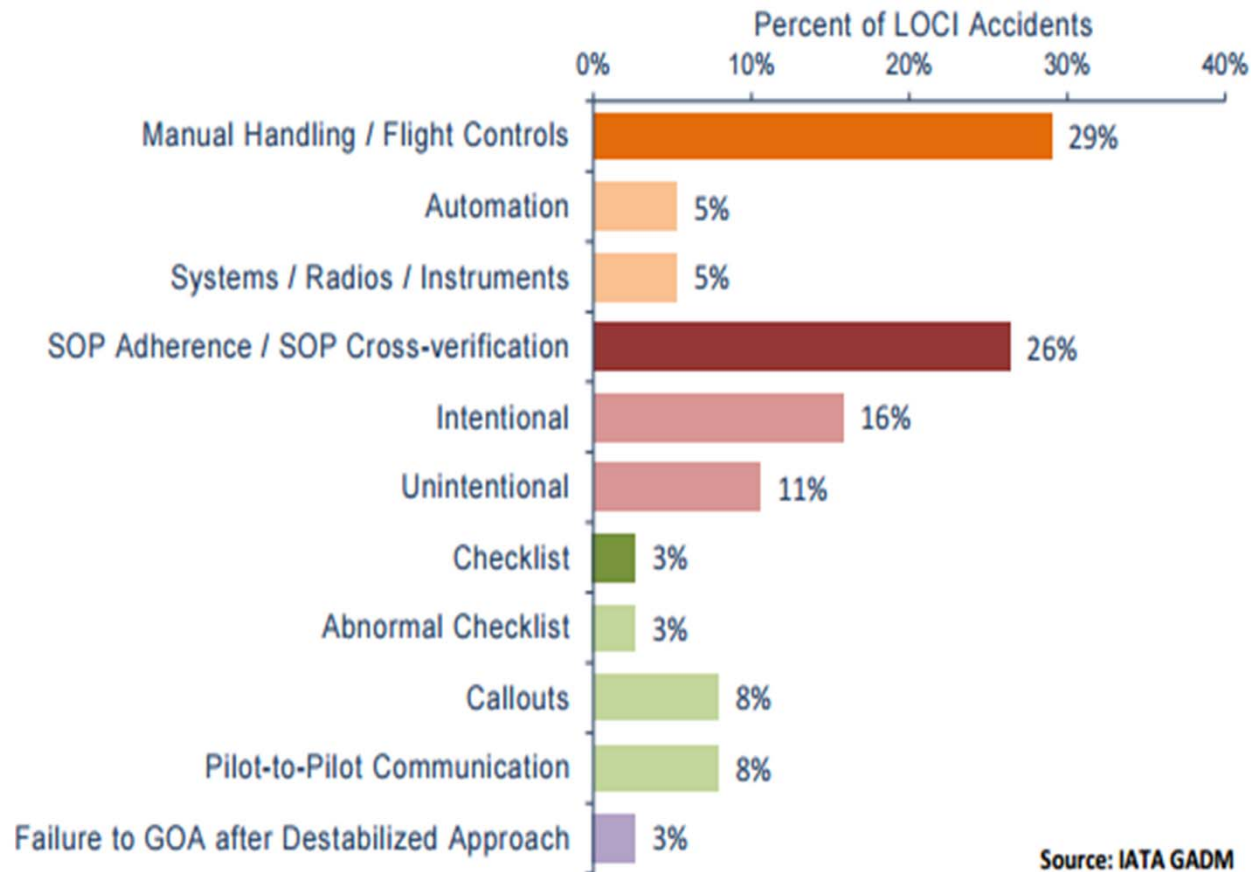
LOC-I Accidents by Propulsion Type



Environmental & Airline Threats



Flight Crew Errors



<http://www.iata.org/whatwedo/safety/Pages/loss-of-control-inflight.aspx>



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Home > Programs > Safety > Loss of Control In-flight (LOC-I)

[Back to Programs](#)

Safety

- Audits
- Safety Data Management a...
- Safety Management Systems
- Integrated Management Sol...
- Cabin Safety
- Health and Safety
- Runway Safety
- Loss of Control In-flight (LOC-I)
- Drones & Remotely Piloted ...

Loss of Control In-flight (LOC-I)



Loss of Control In-flight (LOC-I) remains one of the most significant contributors to fatal accidents worldwide. LOC-I refers to accidents in which the flight crew was unable to maintain control of the aircraft in flight, resulting in an unrecoverable deviation from the intended flight path.

LOC-I can result from a range of interferences including engine failures, icing, or stalls. It is one of the most complex accident categories, involving numerous contributing factors that act individually or, more often, in combination.

Reducing this accident category, through understanding of causes and possible intervention strategies, is an industry priority.



Available studies & reports on IATA website

- SAFETY REPORT 2015 Issued April 2016
- Loss of Control In-Flight Accident Analysis Report
- Environmental Factors Affecting Loss of Control In-Flight: Best Practice for Threat Recognition & Management
- Loss of Control In-flight (LOC-I) Prevention: Beyond the Control of Pilots

Flight Plan

- Safety Data
- *Regulatory matters*
- Training content
- Instructor qualification
- FSTD requirements
- Evaluation

References & regulatory frame work

- 2008/2017 Airplane Upset Recovery Training Aid (AURTA) Revision 2/3
- 2010 FAA SAFO 10012 (Recovery from stall does not mandate a predetermined value for altitude loss)
- 2012 FAA AC No: 120-109 Stall and Stick Pusher Training
- 2013 FAA SAFO 13002 (encourage manual flying)
- 2013 EASA SIB No.: 2013-02 Stall and Stick Pusher training
- 2013 EASA SIB No.: 2013-05 Manual Flight Training and Operations
- 2013 TCAA AC 700-031
- 2013 FAA NOTICE N 8900.241
- 2013 ICATEE Research and Technology Report (FSTD)
- 2014 ICAO Annex 1 – Amdt.172; Annex 6 – Amdt.38; PANS-TRG – Amdt. 3; Doc 10011
- 2015 FAA AC No: 120-111
- 2015 EASA SIB No.: 2015-07 (low speed high altitude)
- 2015 EASA ED Decision 2015/012/R Amendment to Acceptable Means of Compliance and Guidance Material to Part-Definitions and Part-ORO of Regulation (EU) No 965/2012

References & resources

- 2008/2017 Airplane Upset Recovery Training Manual
- 2010 FAA SAFO 10012 (Recovery from loss of altitude)
- 2012 FAA AC No: 120-109 Standard for Upset Prevention and Recovery Training
- 2013 FAA SAFO 13002 (encompassing altitude loss)
- 2013 EASA SIB No.: 2013-01
- 2013 EASA SIB No.: 2013-02
- 2013 TCAA AC 700-031
- 2013 FAA NOTICE N 8900.1
- 2013 ICATEE Research and Guidance Material to Part-Definitions and Part-Requirements
- 2014 ICAO Annex 1 – Part 1
- 2015 FAA AC No: 120-109
- 2015 EASA SIB No.: 2015-01
- 2015 EASA ED Decision 2015/012/Rev. 1 and Guidance Material to Part-Definitions and Part-Requirements



Guidance Material and Best Practices for the Implementation of Upset Prevention and Recovery Training

Effective June 2015

3 Doc 10011

1st Edition

Annex 1 of Compliance on (EU) No 965/2012

Regulatory

☐ FAA:

All part 121 Carriers / until **12 March 2019**
Initial, transition, upgrade, recurrent
(FAA notice N 8900.241 of 11/4/13)



☐ EASA:

EASA ED 2015/012/R (Air Operations)
CAT Operators / since **04 May 2016**
Conversion course, recurrent
Licensing (Aircrew expected **08 April 2018**)



Regulatory, FAA example



FAR 121.423 (Extended Envelope Training)

- FAR 121.423 requires the following manually controlled maneuvers:
 - Slow Flight
 - Loss of reliable airspeed
 - Instrument departure and arrival
 - Recovery from bounced landing
 - Upset Recovery maneuvers
- FAR 121.423 also requires experience of full stall and stick pusher recovery procedures
 - Instructor-guided
 - Upgraded simulator modeling required
- Extended Envelope Training is required during:
 - Initial
 - Transition
 - Upgrade
 - Differences
 - Requalification
 - Recurrent

UPRT Introduction

Flight Plan

- Safety Data
- Regulatory matters
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Initial training

ref IATA guide

The ideal complete UPRT program	
Academic Preparation	Exposure to flight within the full range of the FAA25/CS25 certification g-envelope, all attitude exposure, essential human factor training. <ul style="list-style-type: none">• Adapting to all attitudes• Adapting to g-exposure (-1g to 2,5g)• Overcoming surprise and startle• Developing counter-intuitive recovery skills• Developing AOA awareness• Recovery from aerodynamic stall• Recovery from all attitude aeroplane upsets
On-aeroplane UPRT MPL, CPL	
Academic Preparation	Non type-specific upset prevention and recovery training, consolidation of OEM recommendations
Non-type-specific UPRT in FSTDs MPL, CPL	

Conversion & Recurrent training *ref IATA guide*

Academic Preparation	Type-specific upset prevention and recovery training including SOPs, OEM recommendations and operator training methodologies
Type-specific UPRT in FSTDs Operator training (type rating, conversion, recurrent, command upgrade) and MPL	

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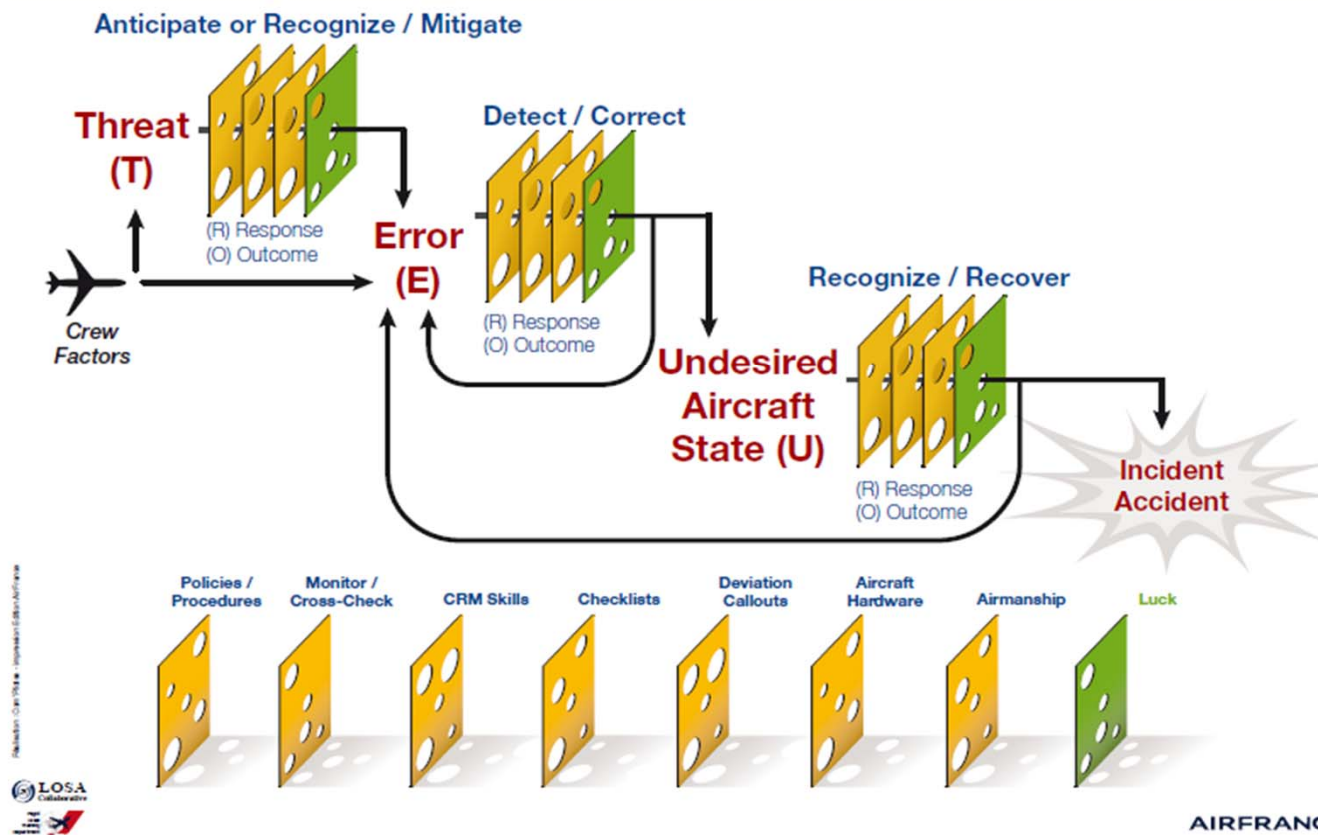
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- B. Causes and contributing factors of upsets*
- C. Safety review of accidents and incidents relating to upsets*
- D. G-awareness*
- E. Energy management*
- F. Flight path management (manual handling skills included)*
- G. Recognition (importance of monitoring)*
- H. Upset prevention and recovery techniques*
- I. System malfunction (fbw)*
- J. Specialized training elements*
- K. Human Factors (importance of TEM)*

K. Human Factors importance of TEM

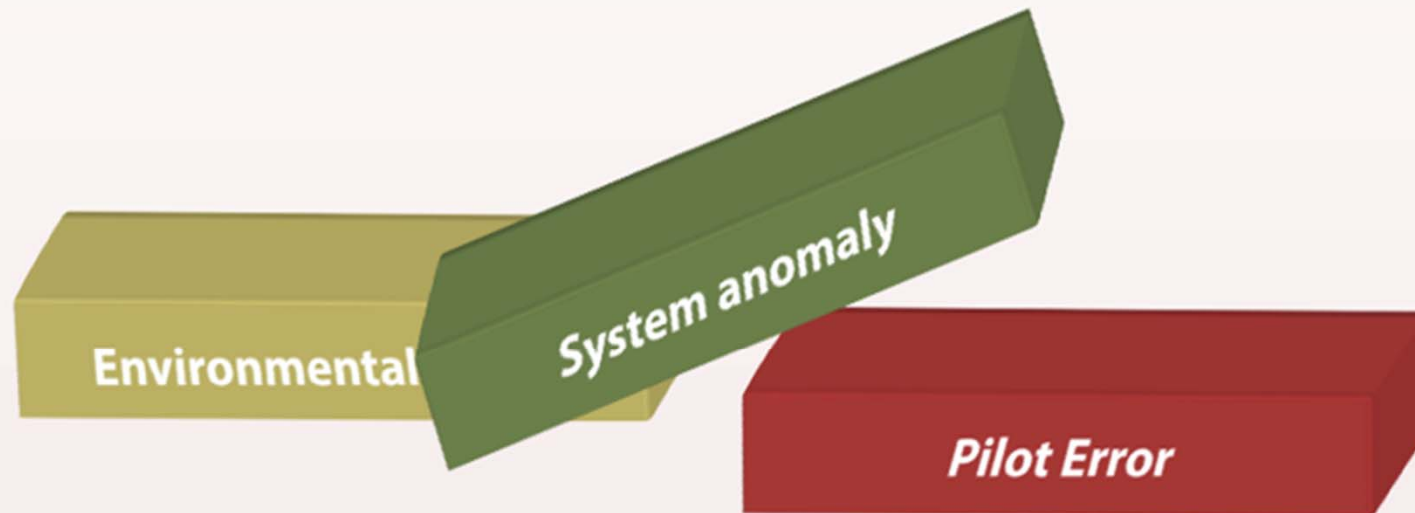
<i>Subjects and training elements</i>	<i>Academic training</i>	<i>On-aeroplane training — CPL(A)/MPL</i>	<i>Non-type-specific FSTD training — (CPL(A)/MPL)</i>	<i>Type-specific FSTD training</i>	<i>AURTA, Revision 2, references</i>
ii) inattention, fixation, distraction	•	•	•	•	
iii) perceptual illusions (visual or physiological) and spatial disorientation	•	•	•	•	
iv) instrument interpretation	•	•	•	•	
2) startle and stress response					
i) physiological, psychological, and cognitive effects	•	•	•	•	
ii) management strategies	•	•	•	•	
3) threat and error management (TEM)					
i) TEM framework	•	•	•	•	
ii) active monitoring, checking	•	•	•	•	
iii) fatigue management	•	•	•	•	
iv) workload management	•	•	•	•	
v) crew resource management (CRM)	•	•	•	•	

K. Human Factors importance of TEM

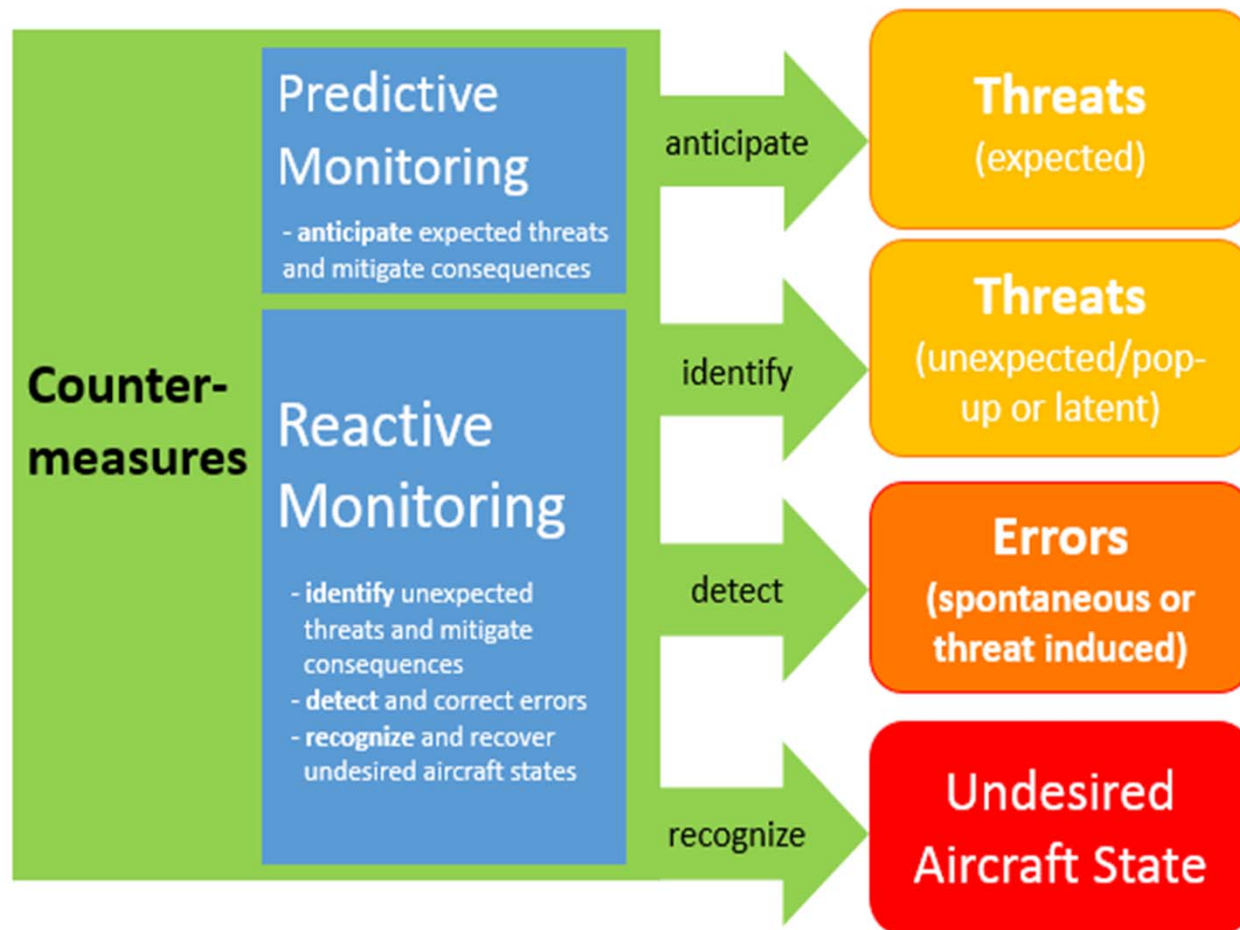
Threat and Error Management (TEM)



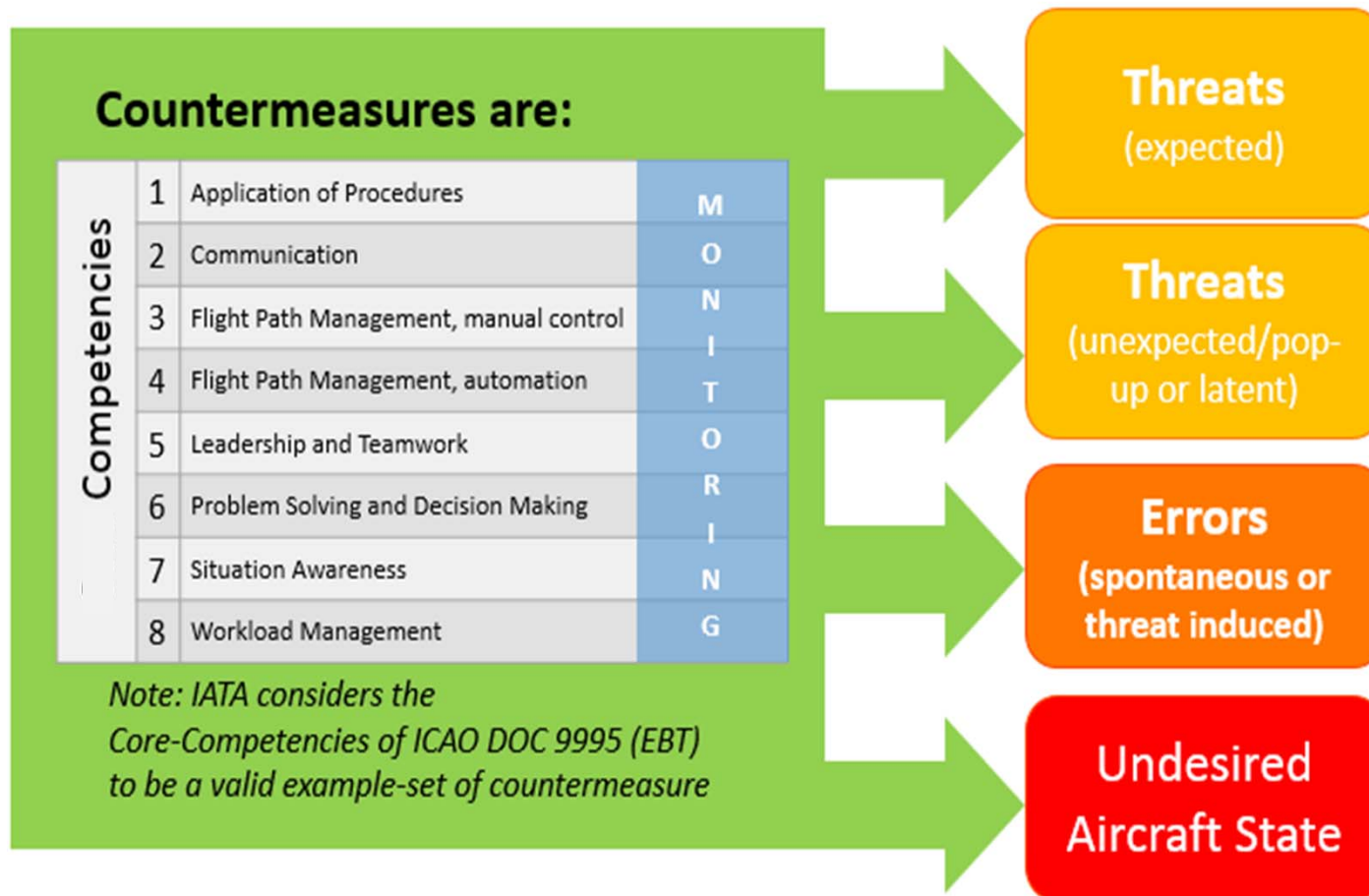
Cascading effect



*G. Recognition: importance of **monitoring***



Monitoring & Competencies



https://m.youtube.com/watch?v=QVaQYhd_Qy0



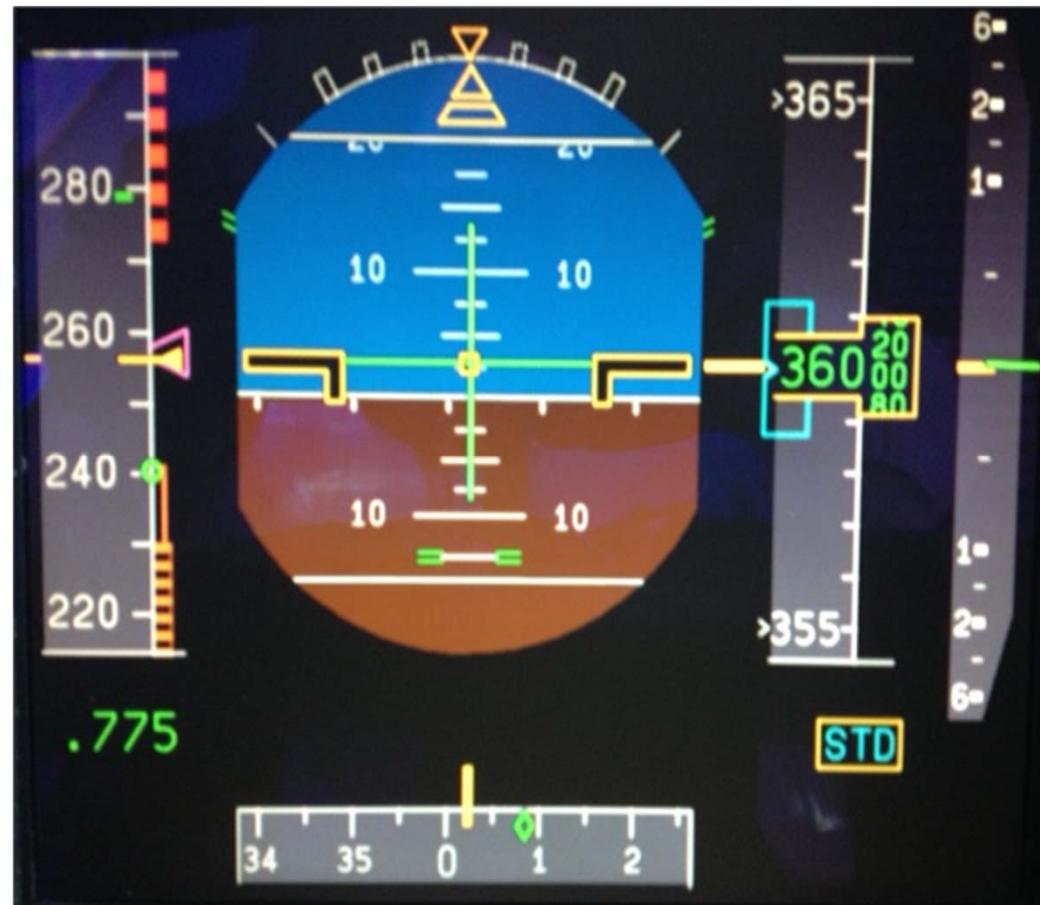
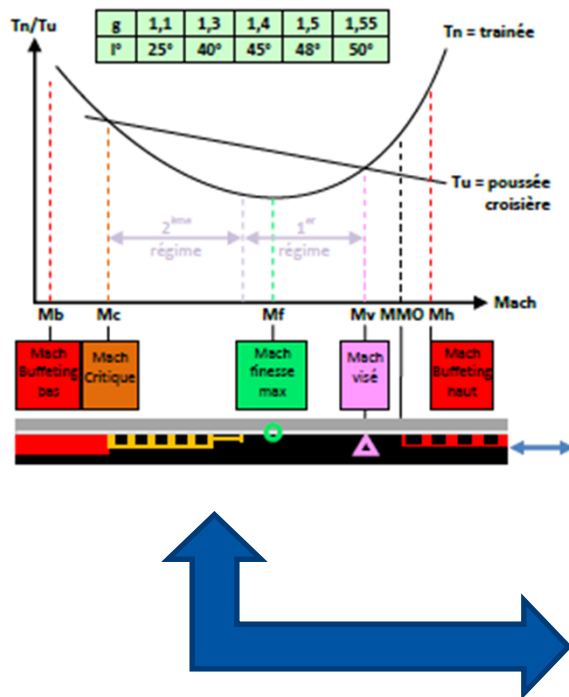
ICAO Doc 10011

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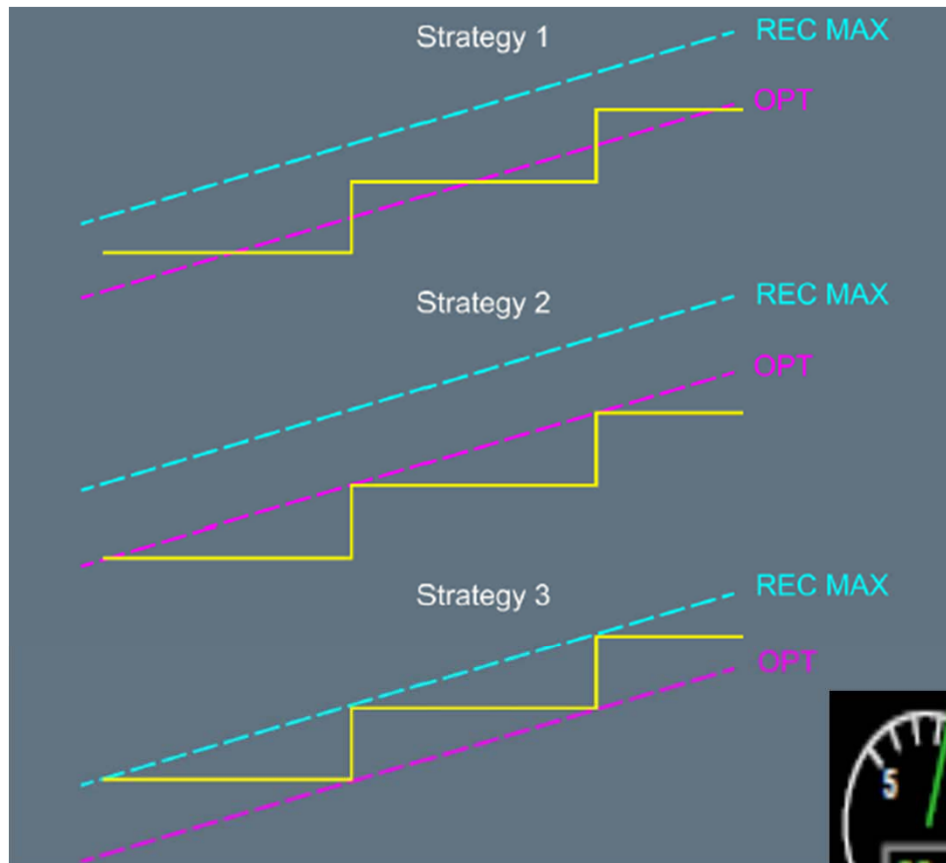
ICAO Doc 10011

<i>Subjects and training elements</i>	<i>Academic training</i>	<i>On-aeroplane training — CPL(A)/MPL</i>	<i>Non-type-specific FSTD training — (CPL(A)/MPL)</i>	<i>Type-specific FSTD training</i>	<i>AURTA, Revision 2, references</i>
A. <i>Aerodynamics</i>					section 2.5
1) general aerodynamic characteristics	•	•	•		
2) advanced aerodynamics	•	•	•	•	
3) aeroplane certification and limitations	•	•		•	
4) aerodynamics (high and low altitudes)	•	•	•	•	
5) aeroplane performance (high and low altitudes)	•	•	•	•	
6) angle of attack (AOA) and stall awareness	•	•	•	•	

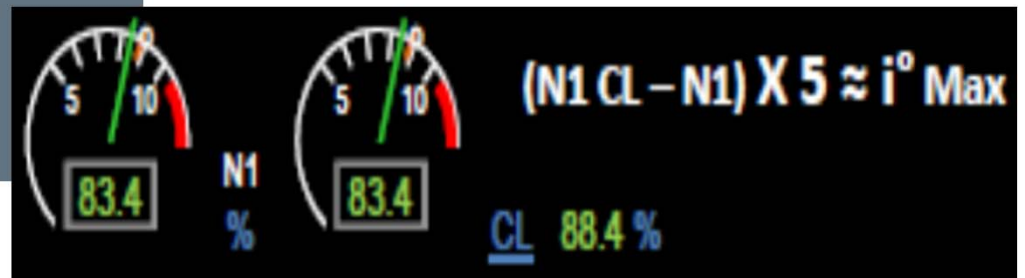
Academics & Practical application



Academics & Practical application



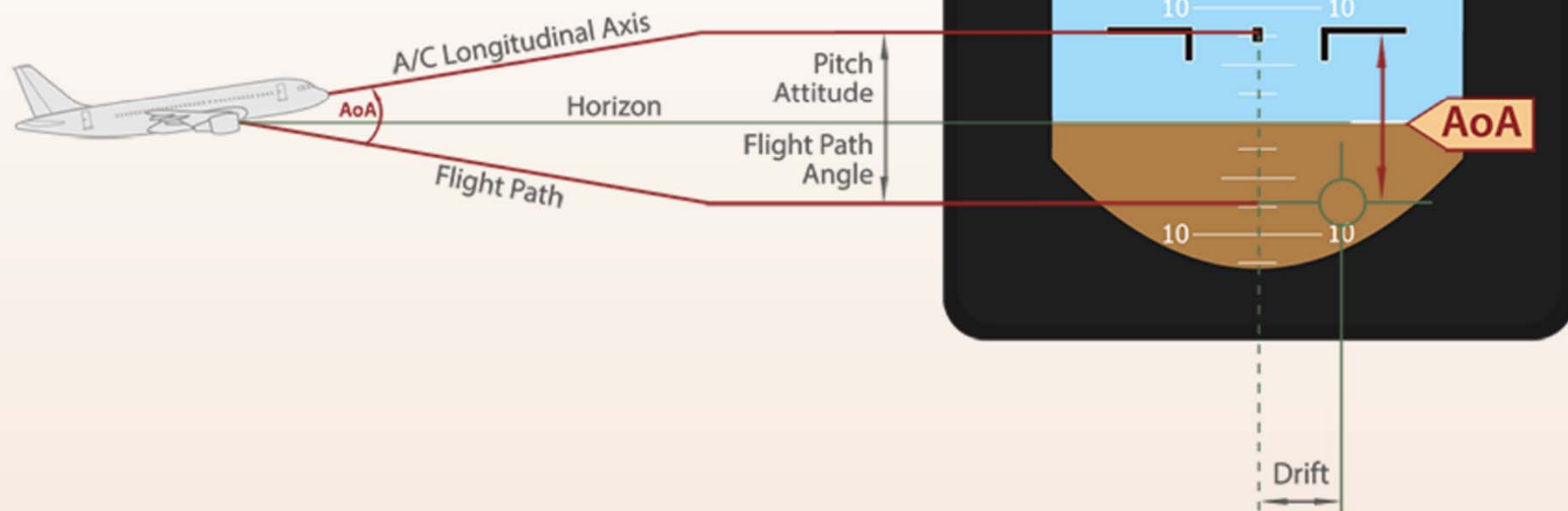
I Max = Max Bank angle



Academics & Practical application

How is AoA defined?

- AoA - the difference between aircraft pitch and flight-path angle



Academics & Practical application



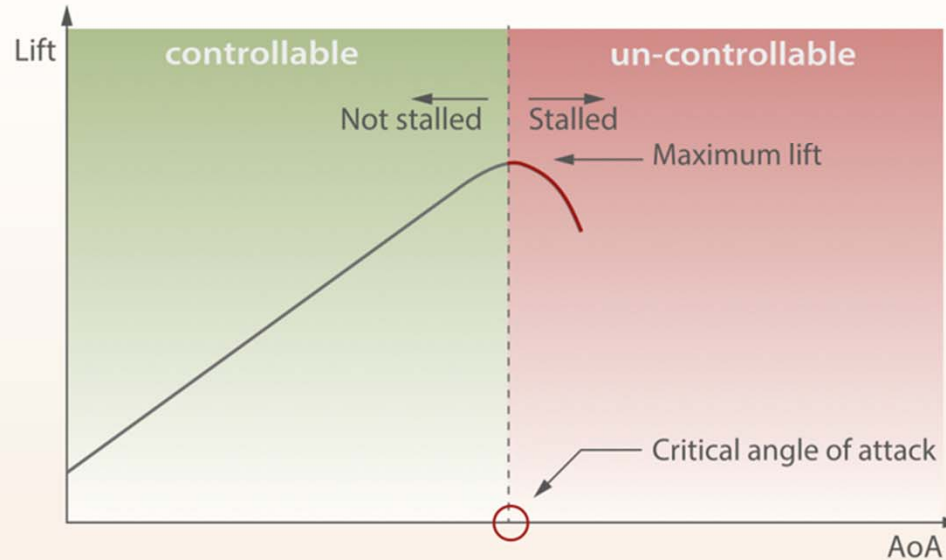
3 Airplane at Work

3.2 The Critical AoA 1/2

UPRT

26/124

- How is the critical AoA defined?



Academics & Practical application



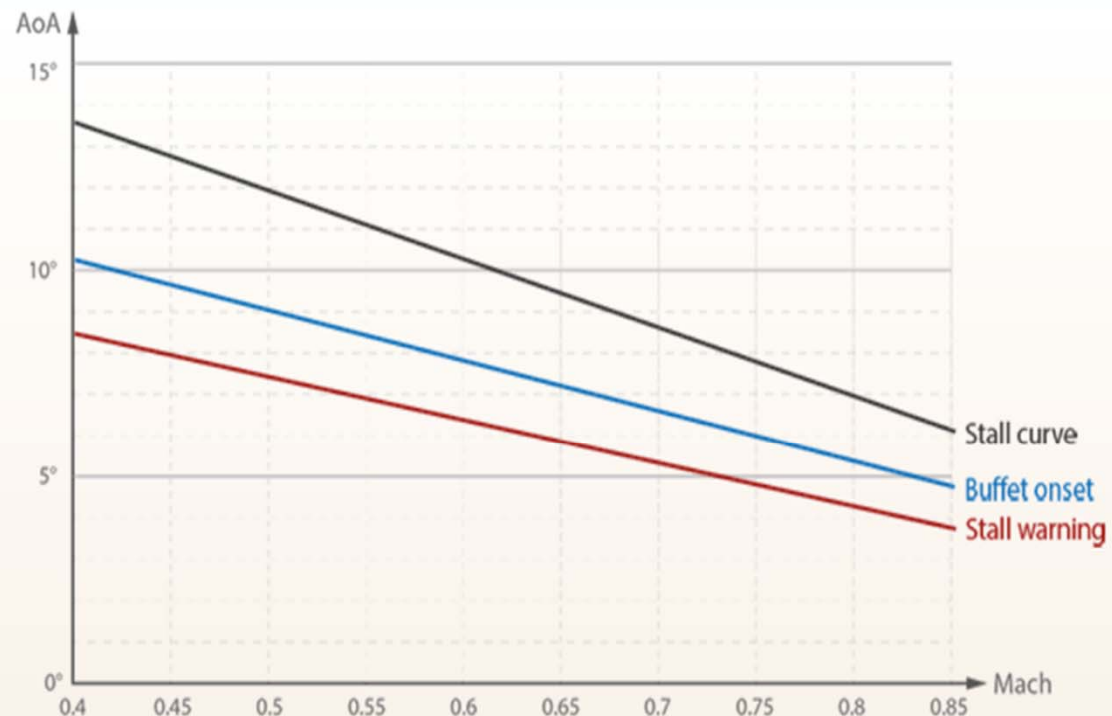
3 Airplane at Work

3.2 The Critical AoA 2/2

UPRT

27/124

- The critical AoA (at a given airplane configuration) depends on Mach No.



Academics & Practical application



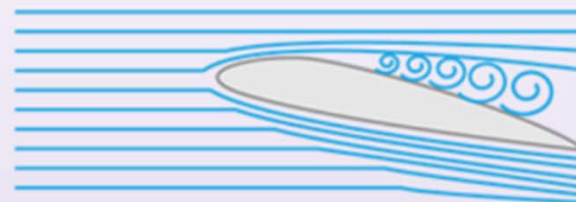
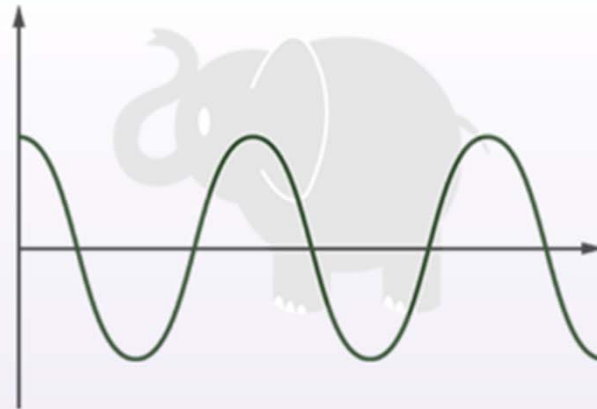
4 How the airplane talks to you

4.1 High AoA / Stall Warning

UPRT

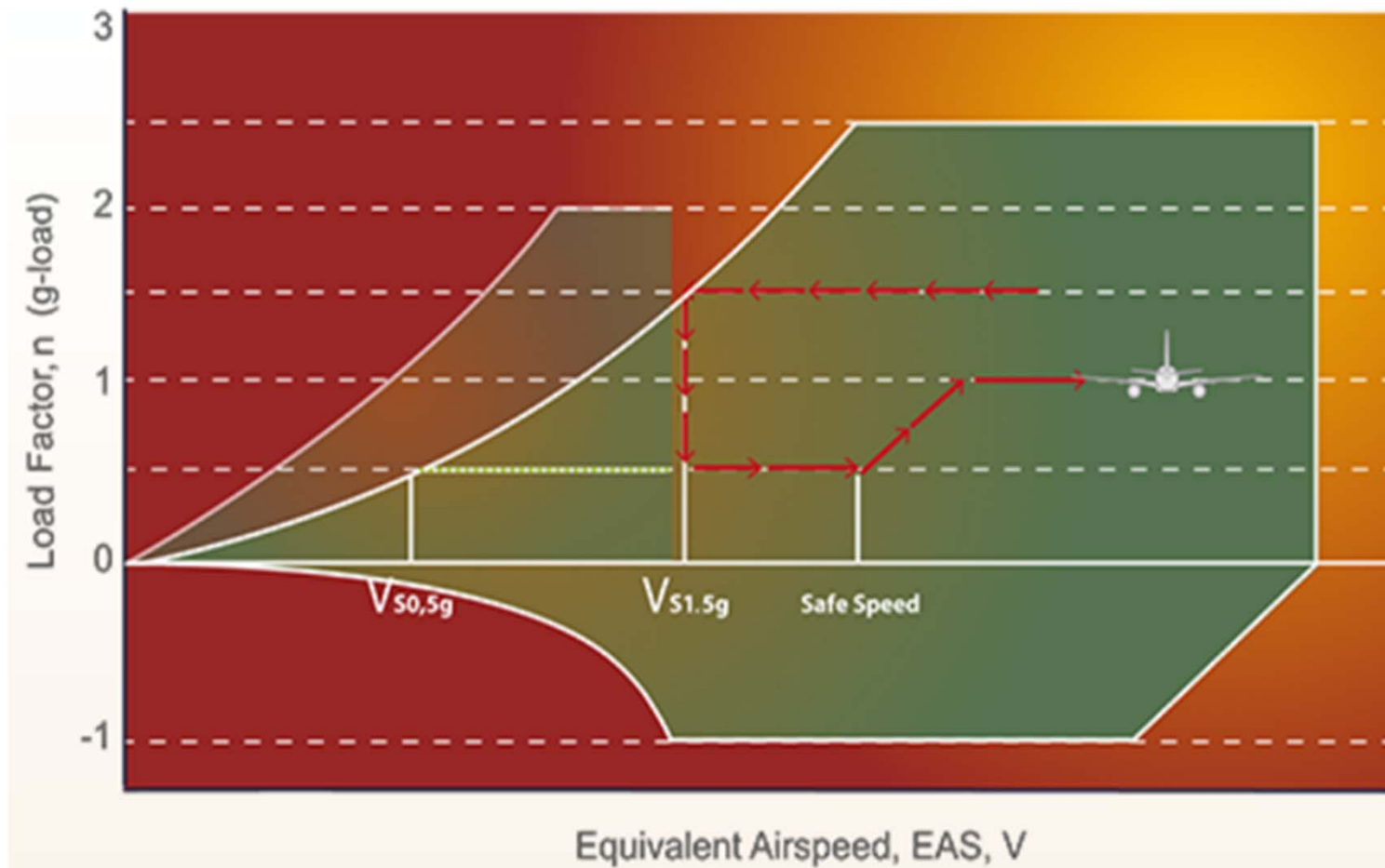
Natural Indications

- Aerodynamic buffeting
- Reduced roll stability and aileron effectiveness
- Reduced elevator authority
- Inability to maintain altitude or arrest rate of descent



Academics & Practical application :

Stall speed



ICAO Doc 10011

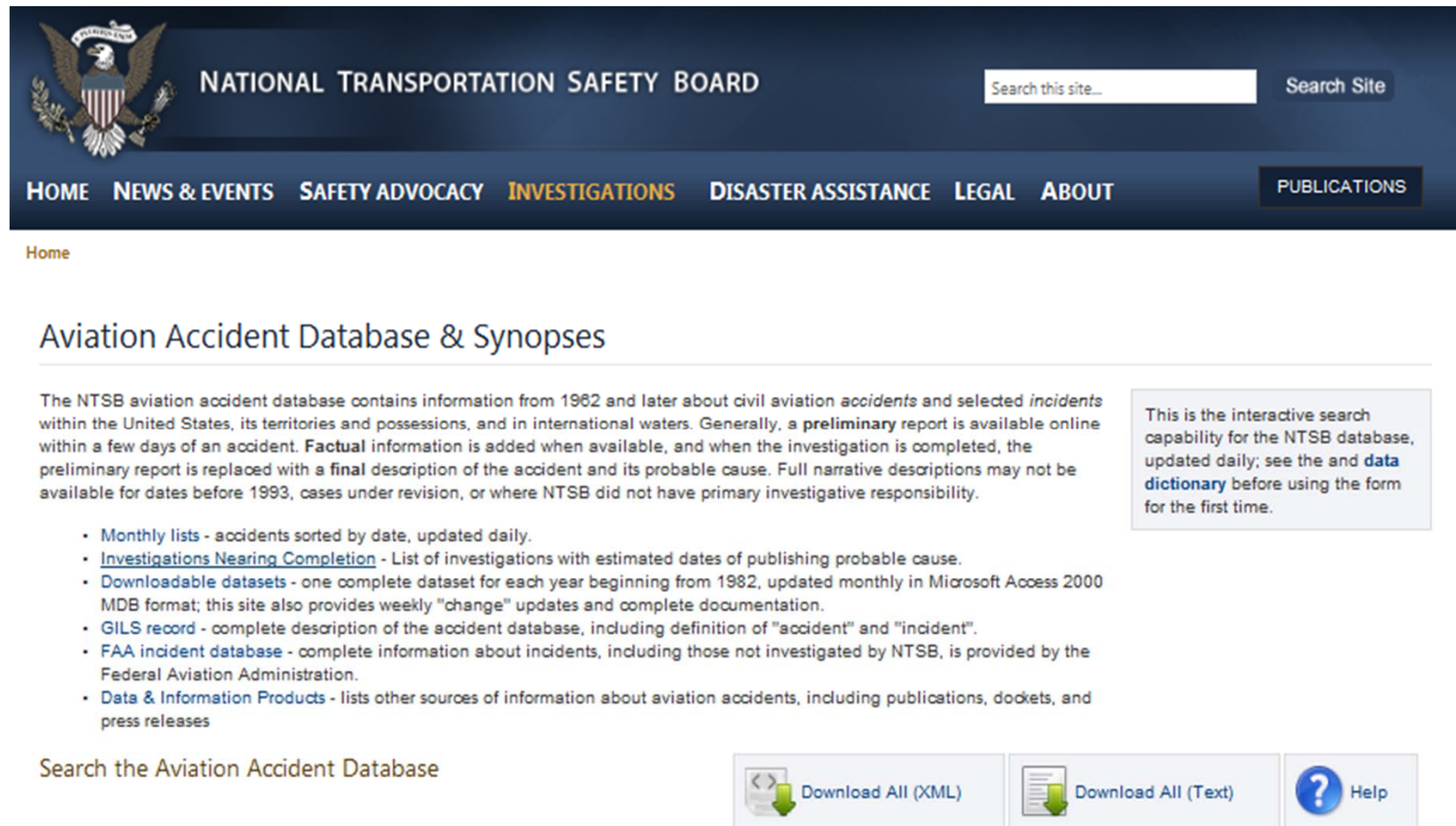
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C. Safety review of accidents and incidents relating to upset

The screenshot shows a web browser window with the BEA website. The address bar displays 'https://www.bea.aero/no_cache/en/safety-studies/'. The website has a blue header with the BEA logo and navigation links: 'The BEA', 'The safety investigation', 'Investigation reports', 'Safety studies' (which is underlined), and 'Search'. Below the header, the main content area is titled 'Access to studies'. A table lists a study titled 'Aeroplane State Awareness during Go-Around (ASAGA)' with a link to the 'HTML' version. The study description states: 'Towards the end of the 2000's, the BEA observed that a number of public air transport accidents or serious incidents were caused by a problem relating to "aeroplane state awareness during go-around" (ASAGA). Other events revealed inadequate management by the flight crew of the relationship between pitch attitude and thrust, with go-around mode not engaged, but with the aeroplane close to the ground and with the crew attempting to climb.'

Study Title	Format
Aeroplane State Awareness during Go-Around (ASAGA) Towards the end of the 2000's, the BEA observed that a number of public air transport accidents or serious incidents were caused by a problem relating to "aeroplane state awareness during go-around" (ASAGA). Other events revealed inadequate management by the flight crew of the relationship between pitch attitude and thrust, with go-around mode not engaged, but with the aeroplane close to the ground and with the crew attempting to climb.	HTML

C. Safety review of accidents and incidents relating to upset



The screenshot shows the NTSB website header with the eagle logo, the text "NATIONAL TRANSPORTATION SAFETY BOARD", a search bar, and navigation links: HOME, NEWS & EVENTS, SAFETY ADVOCACY, INVESTIGATIONS, DISASTER ASSISTANCE, LEGAL, ABOUT, and PUBLICATIONS. Below the header, the page title "Aviation Accident Database & Synopses" is displayed. The main content area includes a paragraph about the NTSB aviation accident database, a list of links to various datasets, and a search bar. A callout box on the right highlights the interactive search capability. At the bottom, there are buttons for "Download All (XML)", "Download All (Text)", and "Help".

NATIONAL TRANSPORTATION SAFETY BOARD

Search this site... Search Site

HOME NEWS & EVENTS SAFETY ADVOCACY **INVESTIGATIONS** DISASTER ASSISTANCE LEGAL ABOUT PUBLICATIONS

Home

Aviation Accident Database & Synopses

The NTSB aviation accident database contains information from 1982 and later about civil aviation *accidents* and selected *incidents* within the United States, its territories and possessions, and in international waters. Generally, a **preliminary** report is available online within a few days of an accident. **Factual** information is added when available, and when the investigation is completed, the preliminary report is replaced with a **final** description of the accident and its probable cause. Full narrative descriptions may not be available for dates before 1993, cases under revision, or where NTSB did not have primary investigative responsibility.

This is the interactive search capability for the NTSB database, updated daily; see the [data dictionary](#) before using the form for the first time.

- [Monthly lists](#) - accidents sorted by date, updated daily.
- [Investigations Nearing Completion](#) - List of investigations with estimated dates of publishing probable cause.
- [Downloadable datasets](#) - one complete dataset for each year beginning from 1982, updated monthly in Microsoft Access 2000 MDB format; this site also provides weekly "change" updates and complete documentation.
- [GILS record](#) - complete description of the accident database, including definition of "accident" and "incident".
- [FAA incident database](#) - complete information about incidents, including those not investigated by NTSB, is provided by the Federal Aviation Administration.
- [Data & Information Products](#) - lists other sources of information about aviation accidents, including publications, dockets, and press releases

Search the Aviation Accident Database

Download All (XML) Download All (Text) Help

ICAO Doc 10011

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IATA recommends to combine UPRT with manual flying skills training

- Continuous use of auto flight systems could lead to degradation of the pilot's manual handling skills and ability to recover the aircraft from an upset
- Manual handling errors have been increasing. Operators and authorities have recognized that operators need to enhance the manual flying skills of flight crews.
- This includes new guidance by regulators, OEMs, and the review of the operator's **policy** to promote manual flying and manual throttle/thrust operation where appropriate in line operations, and the respective adaptation of recurrent training programs in FSTDs.

Scenario-Based Training and Upset Prevention

- Training scenarios should be designed in a way that crews can develop the competencies to recognize and manage threats, errors and undesired aircraft states successfully and to achieve a safe outcome.
- The ultimate training objective of scenario-based training is to avoid or arrest a divergence from the intended flight path as early as possible and secure the intended flight path.
- Scenarios leading to upsets, despite correct intervention by the crew, are not recommended.

Maneuver-Based Training and Upset Recovery

- The instructor, not the crew, takes responsibility for the creation of the upset condition. Training starts after the upset condition has been established.
- Reasons/causes for upset conditions may be taken from case studies but should not be the responsibility of the crew under training.
- The ultimate training objective is to effectively apply recovery actions and to return the aircraft to a stabilized flight path.

“OEM recommendation”



6 Recovering from Upsets

6.2 Nose-High Recovery 1/3

UPRT



Nose HIGH Recovery

„NOSE HIGH“ (or callout by operator)

1	Autopilot.....disconnect	MONITOR airspeed and attitude
2	Autothrust/Autothrottle.....OFF	
3	APPLY as much nose-down control input as required to obtain a nose-down pitch rate	throughout the recovery and
4	THRUST.....adjust (if required)	ANNOUNCE any continued divergence
5	ROLL.....adjust (if required)	
6	When airspeed is sufficiently increasingRECOVER to level flight	

“OEM recommendation”

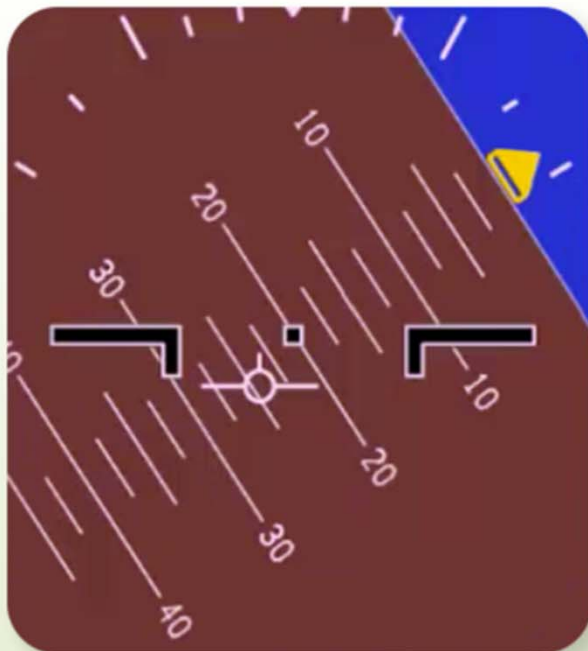


6 Recovering from Upsets

6.3 Nose-Low Recovery

UPRT

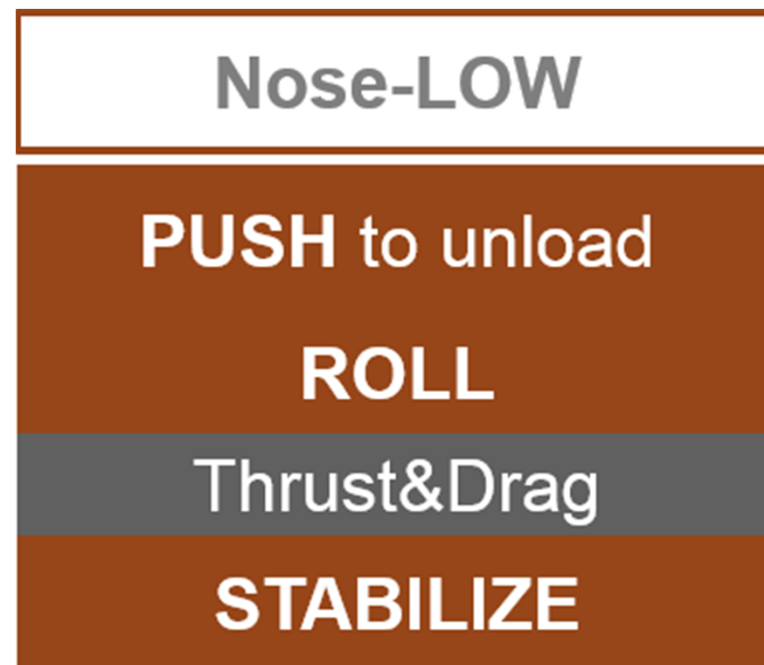
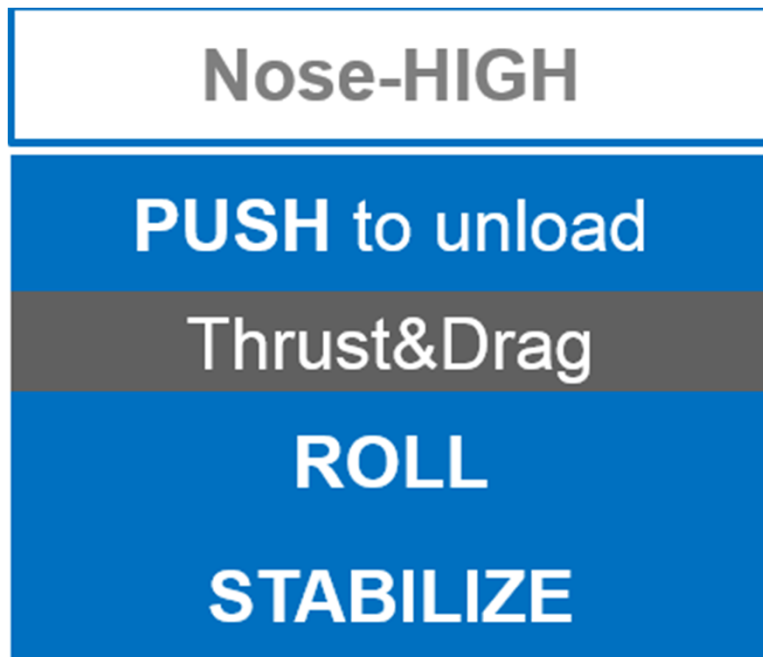
78/124



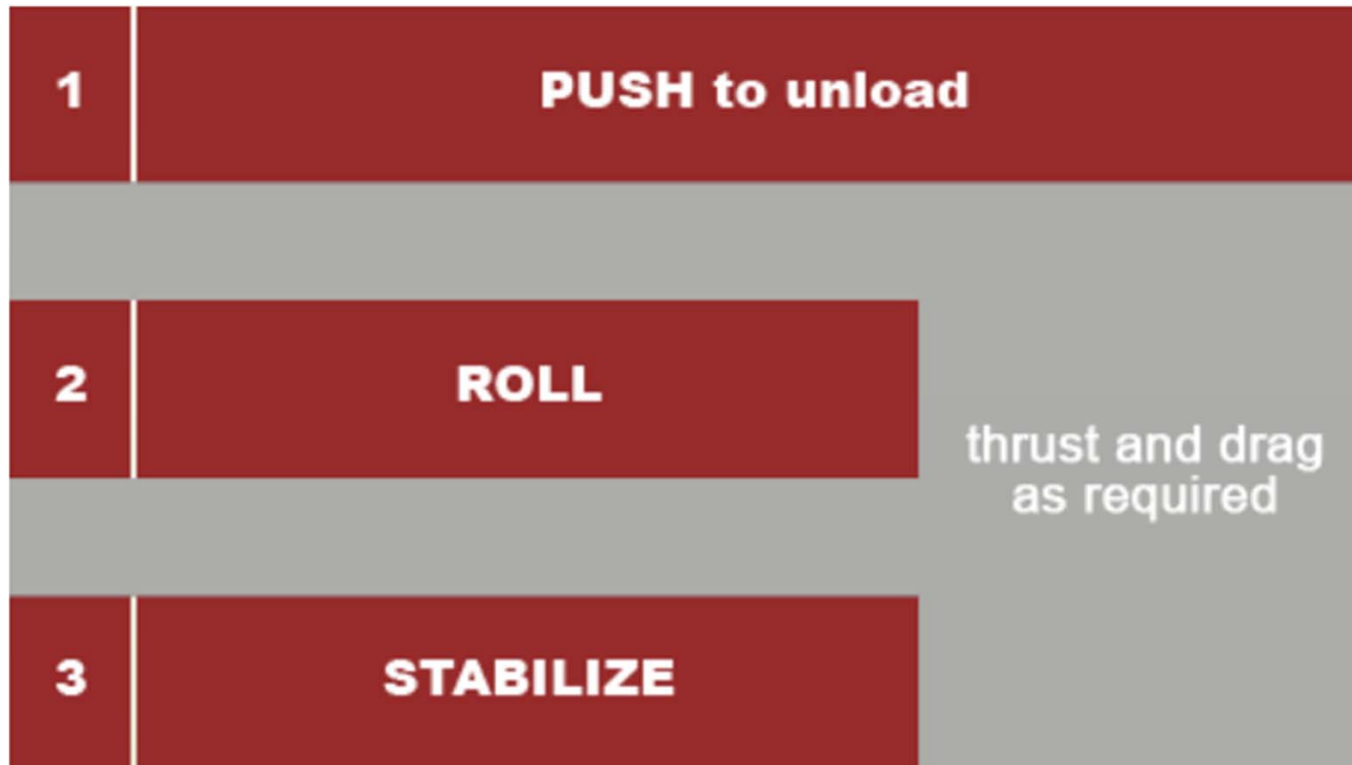
Nose LOW Recovery

“NOSE LOW” (or callout by operator)		MONITOR airspeed and attitude throughout the recovery and ANNOUNCE any continued divergence
1	Autopilot.....disconnect	
2	Autothrust/Autothrottle.....OFF	
3	RECOVERY from stall if required	
4	ROLL in the shortest direction to wings level	
5	THRUST and DRAG.....adjust (if required)	
6	RECOVER to level flight	

LH Learning methodology



LH learning methodology



Stall event

STALL RECOVERY	
Ident: PRO-ABN-10-00013768.0001001 / 02 MAY 13	
Applicable to: ALL	
As soon as any stall indication (could be aural warning, buffet...) is recognized, apply the immediate actions:	
NOSE DOWN PITCH CONTROL.....	APPLY
<i>This will reduce angle of attack</i>	
<u>Note:</u> In case of lack of pitch down authority, reducing thrust may be necessary.	
BANK.....	WINGS LEVEL
● When out of stall (no longer stall indications) :	
THRUST.....	INCREASE SMOOTHLY AS NEEDED
<u>Note:</u> In case of one engine inoperative, progressively compensate the thrust asymmetry with rudder.	
SPEEDBRAKES.....	CHECK RETRACTED
FLIGHT PATH.....	RECOVER SMOOTHLY
● If in clean configuration and below 20 000 ft :	
FLAP1.....	SELECT
<u>Note:</u> If a risk of ground contact exists, once clearly out of stall (no longer stall indications), establish smoothly a positive climb gradient.	

UnloadType specific

Example of training syllabi

Module	Content	Terminal training objectives
1	Advanced Manual Flying Skills	<ul style="list-style-type: none">- Handling characteristics - airplane response to <u>specific</u> primary and secondary flight control inputs- Gain confidence for appropriate application of manual flight control inputs required during upset prevention and recovery conditions- Energy awareness
2	AOA awareness	<ul style="list-style-type: none">- Vn diagram in practical application, loading and unloading- Stall is independent from attitude and speed- Stall recovery is based on AOA-reduction only - must be separated from the application of thrust- High Altitude ops
3	Recoveries	<ul style="list-style-type: none">- Apply the OEM-recommendations- Separate “push/unload” from “roll”, control thrust at the correct time during recovery- Apply the airplane specific STALL-RECOVERY SOP correctly- Increase resilience by managing surprise and startle, and develop counterintuitive actions

Flight Plan

- Safety Data
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PERSONNEL PROVIDING FSTD UPSET PREVENTION AND RECOVERY TRAINING (UPRT)

ref GM5 ORO.FC.220&230

Standardisation and training should ensure that personnel providing FSTD UPRT:

- (1) are **able to demonstrate** the correct upset recovery techniques for the specific aeroplane type;
- (2) understand the importance of applying type-specific Original Equipment Manufacturers (OEMs) procedures for recovery manoeuvres;
- (3) are able to distinguish between the applicable **SOPs and the OEMs recommendations** (if available);
- (4) understand the **capabilities and limitations of the FSTD** used for UPRT;
- (5) are aware of the potential of negative transfer of training that may exist when training **outside the capabilities of the FSTD**;

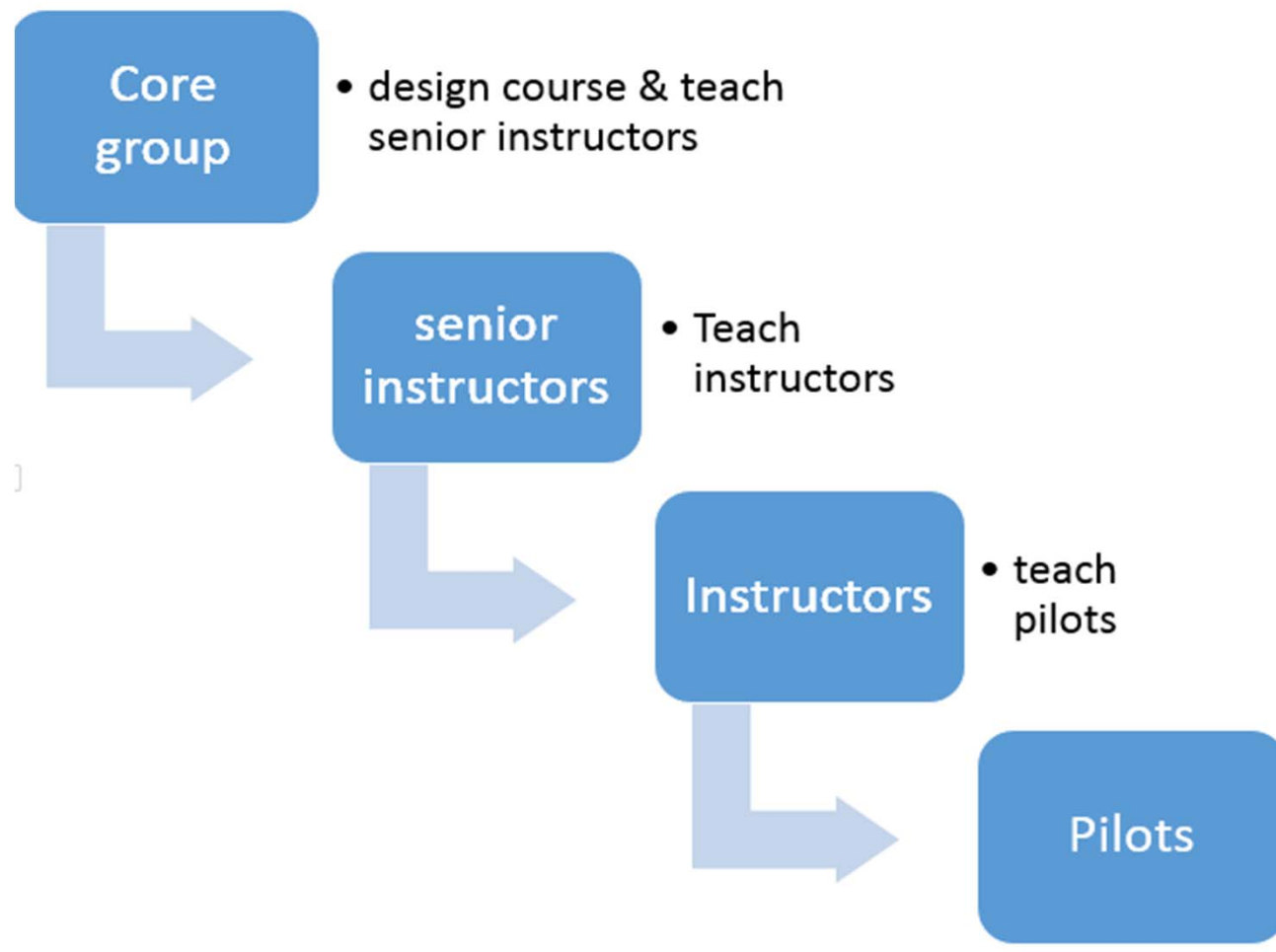
PERSONNEL PROVIDING FSTD UPSET PREVENTION AND RECOVERY TRAINING (UPRT)

ref GM5 ORO.FC.220&230

Standardisation and training should ensure that personnel providing FSTD UPRT:

- (6) understand and **are able to use the IOS** of the FSTD in the context of effective UPRT delivery;
- (7) understand and are able to use the **FSTD instructor tools available for providing accurate feedback** on flight crew performance;
- (8) understand the importance of **adhering to the FSTD UPRT scenarios** that have been validated by the training programme developer; and
- (9) understand the **missing critical human factor aspects** due to the limitations of the FSTD and convey this to the flight crew receiving the training.

Instructors UPRT qualification process



IATA recommends for the “core group”

Pre-studies and Academic instructor training
On-aeroplane UPRT (human factors – counter intuitive behaviors)
FTSD training

Core group & On-Aeroplane UPRT

- Ab initio ATO (example LH)
- Flight test school (example AF)
- Specialized ATO (example Delta Airline)

All Instructors: initial training

- Academics ½ day up to 1 day
- Practical FFS instruction 4H00
- Examples of exercises:
 - ✓ Uncommanded FLAPS retraction during climb
 - ✓ High pitch attitude protection and Steep Turns at FL 100
 - ✓ Steep Turns at high altitude
 - ✓ STALL RECOVERY (at high altitude)
 - ✓ Uncommanded flight controls inputs
 - ✓ Demo low speed protections
 - ✓ STALL RECOVERY (at low altitude)

Flight Plan

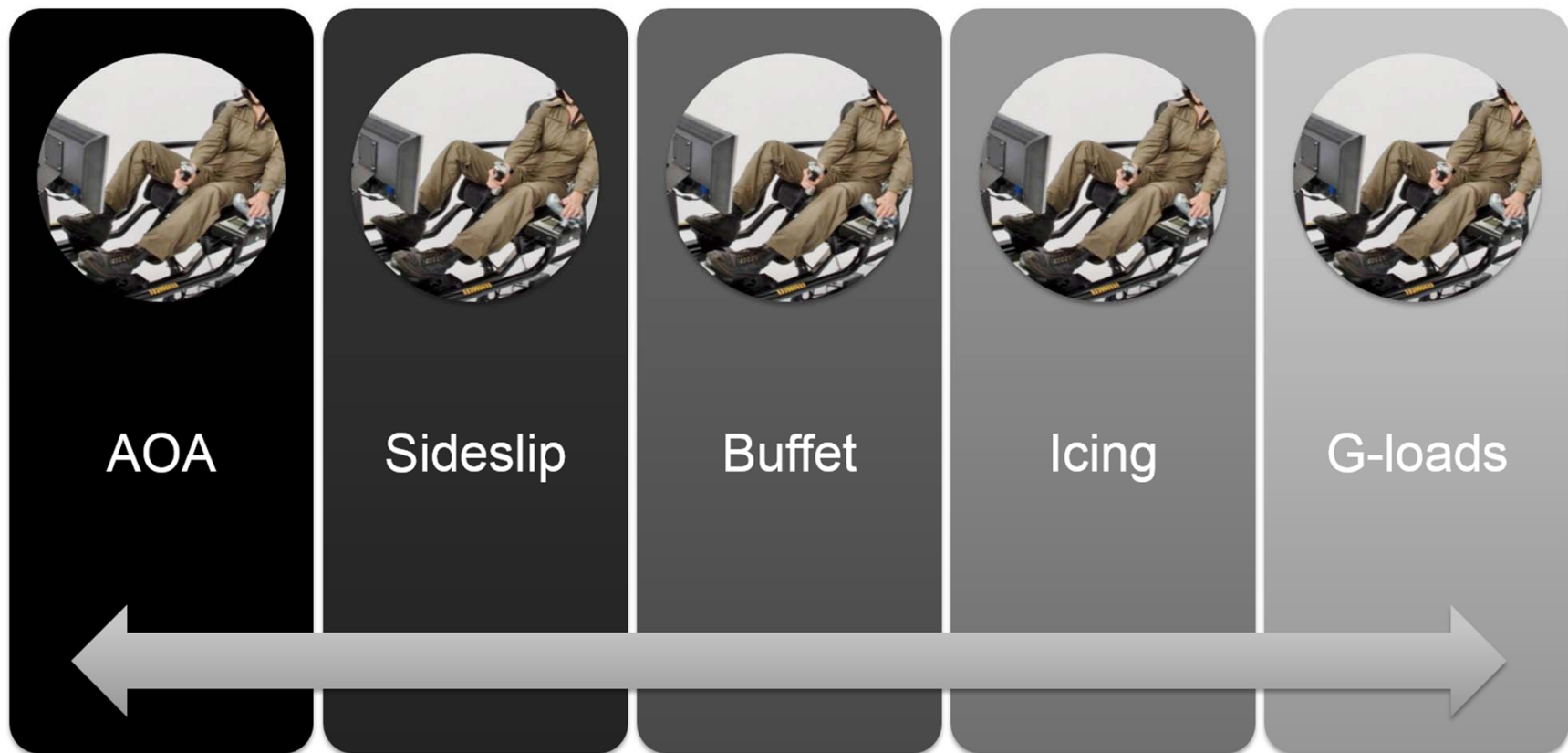
- Safety Data
- Regulatory matters
- Training content
- Instructor qualification
- *FSTD requirements*
- Evaluation

FSTD Requirements

See Doc 9625, 4th edition

- The FFS level C and D if maintained in the VTE (Validated Training Envelope) are suitable for UPRT initial and recurrent training sessions. For the time being, EASA does not require full stall exercises.
- FSTD Enhancements (Stall modelling)
 - To be evaluated by a competent authority
- Recognition of FSTD motion limitations
- Additional IOS displays or tools

FSTD limitations

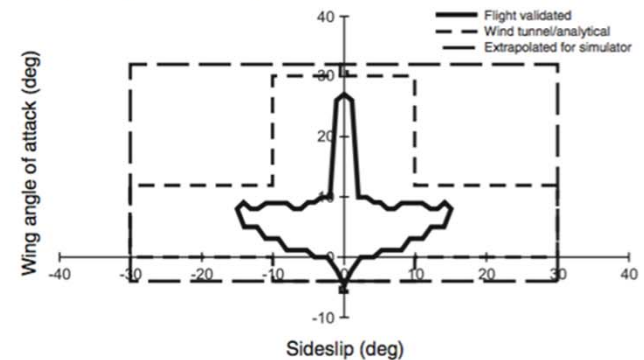


FSTD limitations

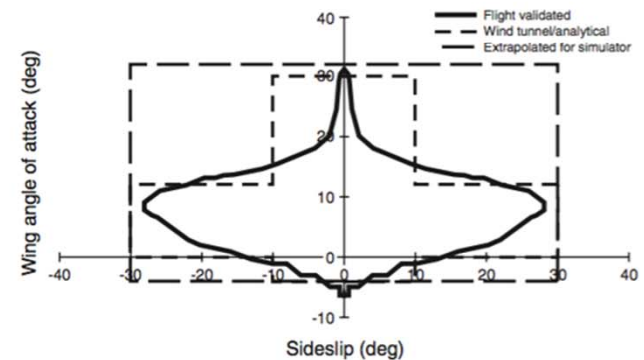
VTE

- No pitch limit
- No roll limit
- At high AOA (alpha)
very narrow sideslip limits (beta)

777 Flaps Up Alpha/Beta Envelope



777 Alpha/Beta Envelope



FSTD Limitations

- G-loads below 1g
- G-loads above 1g
- FSTD motion limitations

FSTD motion limitations

Motion systems of modern full flight simulators are only capable of delivering **less than 10% of the real g-loads**.
When training upset recovery the simulation environment, they cannot deliver the real sensations.

These human factors play a key role in UPRT.
To compensate for the shortcomings of FSTD motion this CBT and your instructor will emphasize on human factors, especially during counterintuitive actions.

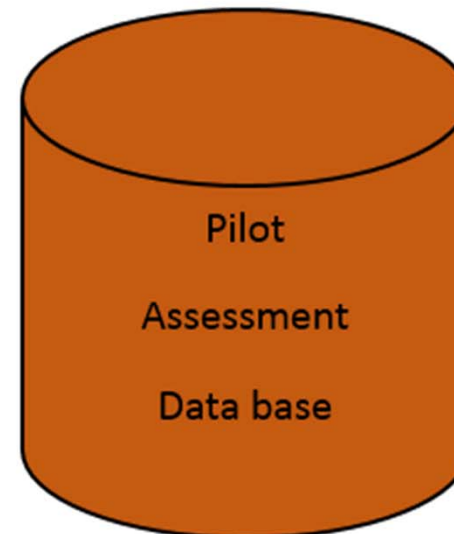
Flight Plan

- Safety Data
- Training content
- Instructor qualification
- Training delivery
- FSTD requirements
- *Evaluation*

Evaluation of training course effectiveness

- Assessment of exercises
 - Pilot proficiency assessment
 - Pilots' feedback
 - Instructors' Observations
 - Line Check/observation
 - FDM (FOQA) improvements
- } Not discussed here

Exercise / Pilot Assessment



Pilot Proficiency: Competencies

(Doc 9995 – Manual of Evidence-Based Training)

- Aircraft Flight Path Management, manual control
- Aircraft Flight Path Management, automation
- Application of Procedures
- Communication
- Situation Awareness
- Workload Management
- Leadership and Teamwork
- Problem Solving and Decision Making

Technical

Human Performance

Assessment and training topic	Frequency	Flight phase for activation	Description (include type of topic, being threat, error or focus)	Desired outcome (includes performance criteria OR training outcome)	Example scenario elements	Application of procedures	Communication	Flight path management, automation	Flight path management, manual control	Leadership and teamwork	Problem solving and decision making	Situation awareness	Workload management
Generation 4 Jet — Recurrent Assessment and Training Matrix						Competency map							
Evaluation and scenario-based training phases	Upset recovery	ALL	An airplane upset is defined as an airplane in flight unintentionally exceeding the parameters normally experienced in line operations or training. 1. Pitch attitude greater than 25° nose up. 2. Pitch attitude greater than 10° nose down. 3. Bank angle greater than 45°. 4. Within pitch and bank angle normal parameters, but flying at airspeeds inappropriate for the conditions.	Recognize upset condition Take appropriate action Assure aircraft control Maintain or restore a safe flight path Assess consequential issues Manage outcomes	Upset recognition: Demonstration of the defined normal flight envelope and any associated changes in flight instruments, flight director systems, and protection systems. This should take the form of an instructor-led exercise to show the crew the points beyond which an upset condition could exist			x	x			x	x
		TO APP			Upset recognition and recovery — Severe wind shear or wake turbulence during take-off or approach			x	x		x	x	
		CLB DES			Upset recognition and recovery — as applicable and relevant to aircraft type, demonstration at a suitable intermediate level, with turbulence as appropriate; practice steep turns and note the relationship between bank angle, pitch and stalling speed				x			x	
		CRZ			Upset recognition and recovery — at the maximum cruise flight level for current aircraft weight, turbulence to trigger overspeed conditions (if FSTD capability exists, consider use of vertical wind component to add realism)			x	x		x	x	
		CRZ			Upset recognition and recovery — at the maximum cruise flight level for current aircraft weight, turbulence and significant temperature rise to trigger low speed conditions (if FSTD capability exists, consider use of vertical wind component to add realism)	x			x			x	
		CRZ			Upset recognition and recovery — demonstration at a normal cruising altitude, set conditions and disable aircraft systems as necessary to enable trainee to complete stall recovery according to OEM instructions	x			x			x	
		APP			Upset recognition and recovery — demonstration at an intermediate altitude during early stages of the approach, set conditions and disable aircraft systems as necessary to enable trainee to complete stall recovery according to OEM instructions	x			x			x	

Pilot Proficiency: competencies

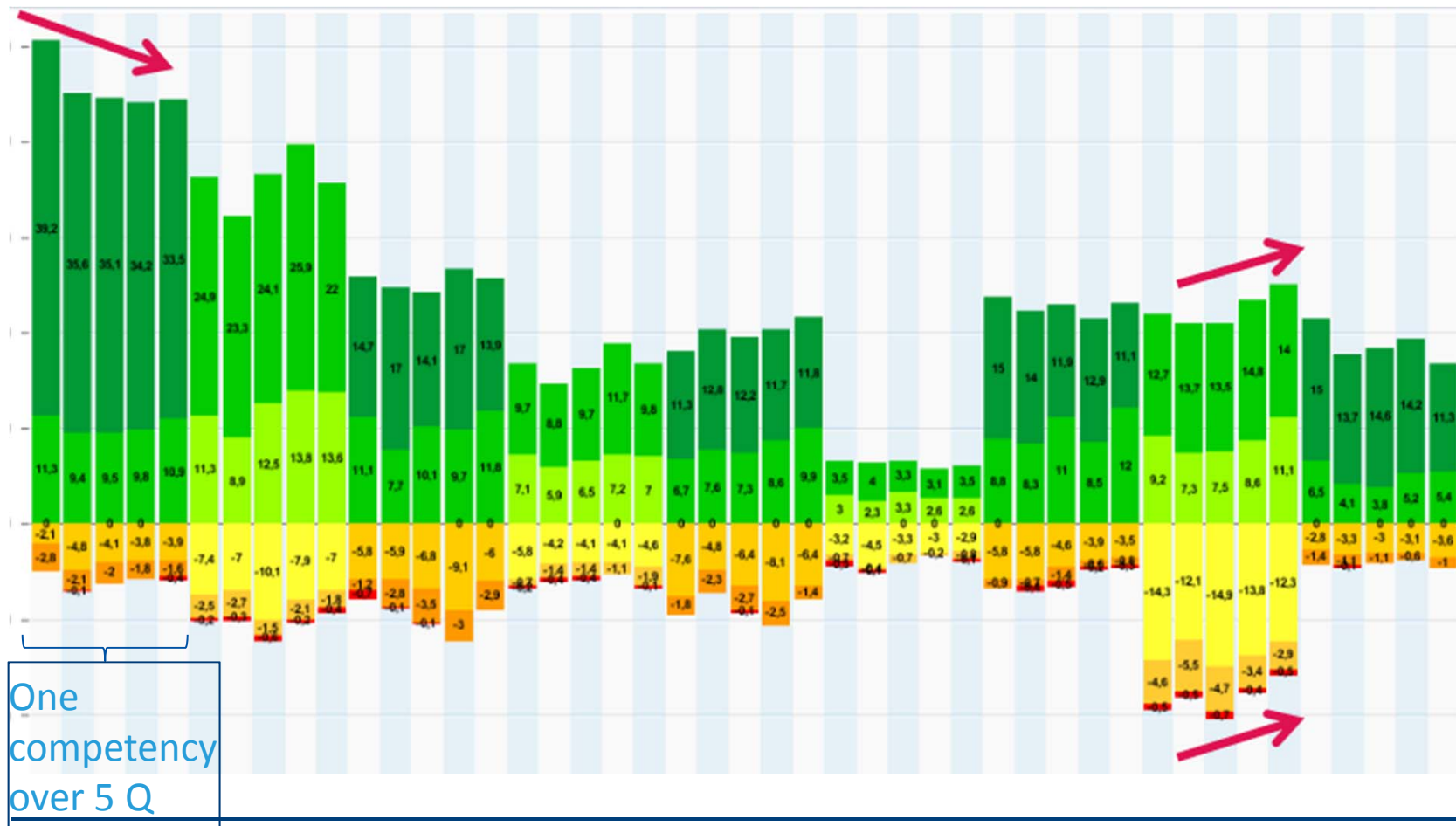


- ✓ MAN
- ✓ AUTO
- ✓ PRO
- ✓ COM
- ✓ SA
- ✓ WOR
- ✓ LEA
- ✓ DEC

Pilot Proficiency: Core competencies

- Aircraft Flight Path Management, manual control
- Aircraft Flight Path Management, automation
- Application of Procedures
- Communication
- Situation Awareness
- Workload Management
- Leadership and Teamwork
- Problem Solving and Decision Making

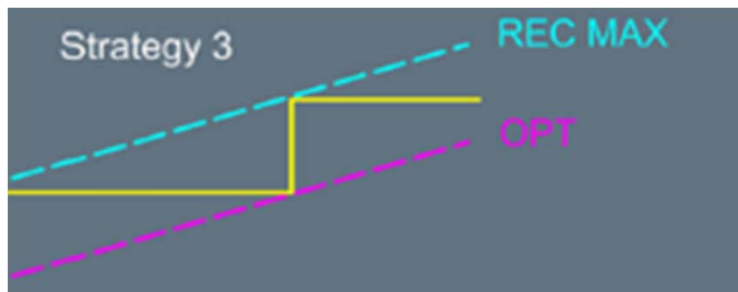
Competencies trends



Line ops checks / observations

Area of special emphasis, example:

➤ Flight level choice

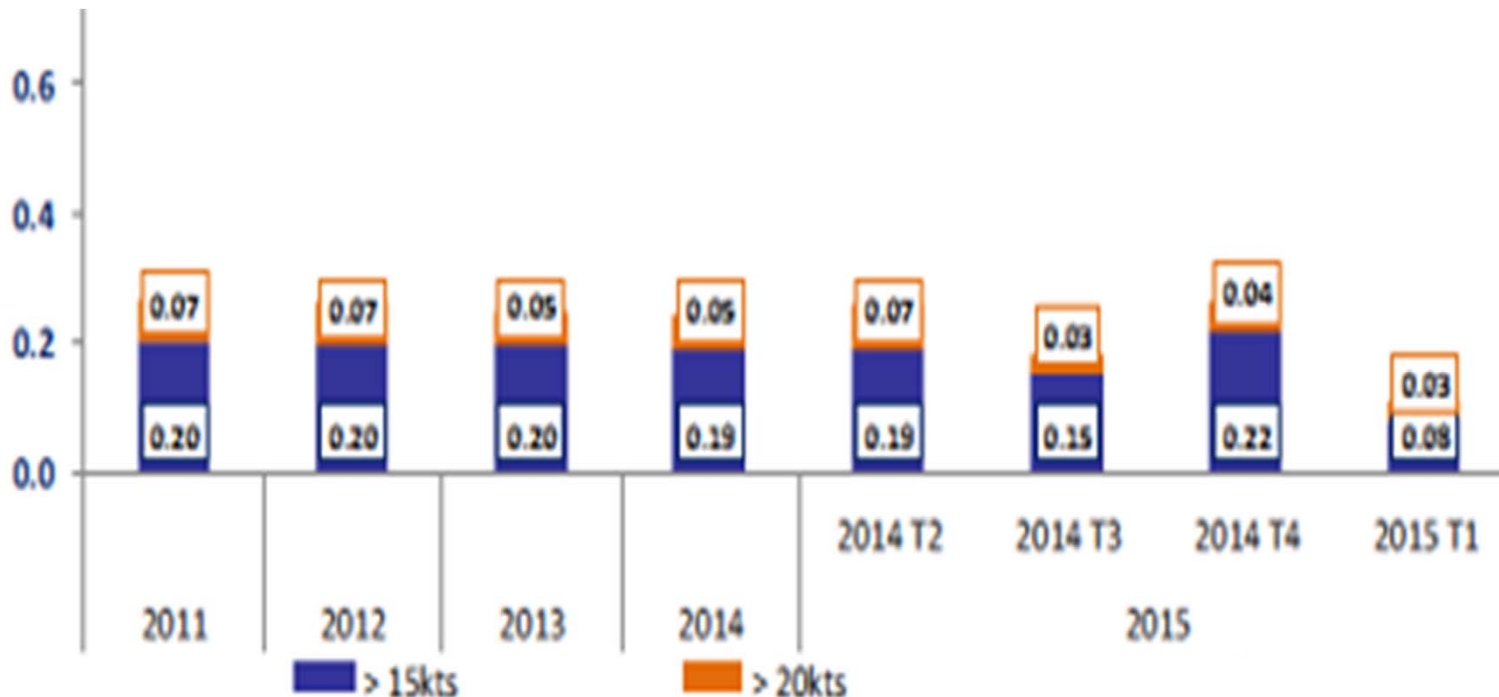


➤ Radar tilt selection

➤ Weather avoidance (icing, ...)

Flight data monitoring

Speed below design maneuvering speed



Flight Safety and UPRT

- Global approach
- Safety culture promotion
- Crew debriefing promotion
- ASR customization
- Weather event trends (precursor)

Crew debriefing Example

An Operator's Debriefing Example

TEM: Did we anticipate/identify all threats? Did we develop the proper mitigation strategies? Did we detect and correct our errors? Did we recognize and recover undesired aircraft states? Which countermeasures worked effectively?

Procedures: As a crew, did we make any procedural error? How did we detect and correct the error?

Pending questions: Are there any phases of flight to clarify (CRM...)?
Any report to be completed? (Air Safety Report, Technical Log...)

Improvements: What could we have done better?

Take away UPRT

- Program development: Time and Resources
- Instructor ADD-ON training: Essential
- Content: Practical and Basic knowledge
- FSTD: Remain in VTE

Train to Proficiency

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