

Collaborating to address

LOSS OF CONTROL IN-FLIGHT

Upset Prevention and Recovery Training Workshop



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Module 4 – Day 1

Planning regional UPRT implementation

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- ATOs Delivering On-Aeroplane UPRT
 - Airline Operators
 - CAAs
 - Questions to be Answered
 - Building a Roadmap

ATOs Delivering On-Aeroplane UPRT

- SMS considerations
- Capabilities of the aeroplanes in use must be suitable for the UPRT tasks
- Development of appropriate procedures and training programme in actual flight
- Advanced instructor training

Can ATOs implement such programmes?

ATO or airline operators delivering UPRT in FSTDs

- UPRT programmes need to be developed
- Capabilities of the FSTD must be suitable for the UPRT tasks
- UPRT FSTDs will require some software updates
- Enhanced instructor training

Can ATOs or airlines implement such programmes?

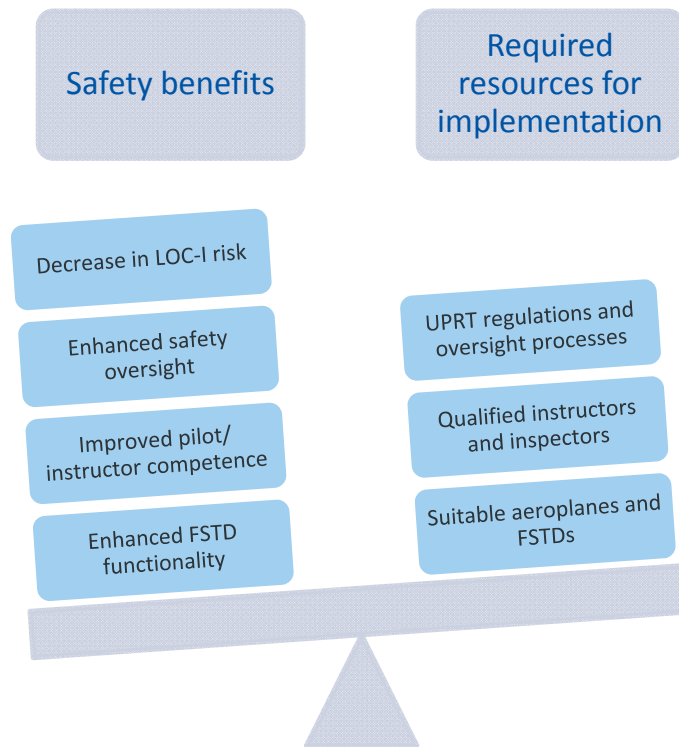
Airline Operators

- Bridge training required for existing pilots
- Introduce UPRT into recurrent/conversion training programmes.

How will airline operators do this?

CAAs

- Develop UPRT regulations based on risk assessment
 - Optimise safety outcomes within available resources



CAAs

- Enhanced inspector training
 - UPRT oversight requires approval of:
 - the training organisation
 - the instructor qualification
 - No checking of the instructor
 - the UPRT programme
 - No direct testing of the trainee needed
 - Inspectors must be able to assess whether the FSTD or aeroplane to be used is qualified for the training programme.

Can CAAs effectively oversee such programmes?

Questions to be Answered

- How will you assess the gaps between where you are now with regards to training and where you need to be to implement safe and effective UPRT?
- Do you need expert assistance? What sort?
 - FSTD upgrades
 - Assessment of aeroplane capabilities for UPRT
 - Programme development (training tasks)
 - Development of instructor qualification programmes
 - Avoidance of negative training
- What is your timeline?



Building a Roadmap

- Promulgation of UPRT regulations
 - Development of regulations
 - Development of guidance
- Implementation of:
 - Inspector training
 - FSTD upgrades
 - Ab initio on-aeroplane UPRT development*
 - Type-ratings UPRT development*
 - Airline UPRT development*
 - Bridge training of existing pilots

** Includes Instructor training*





ICAO NAIROBI UNITING AVIATION

NO COUNTRY
LEFT BEHIND



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU