



Tenth Regional Aviation Safety Group — Pan America Plenary Meeting (RASG-PA/10)
Quito, Ecuador, 20-21 June 2019

Agenda Item 3: Operational safety risks
3.4 NACC & SAM Risk mitigation activities

UPSET PREVENTION AND RECOVERY TRAINING IMPLEMENTATION

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This information paper presents to the RASG-PA/10 audiences, the tasks undertaken in the SAM region, supporting the State's upset prevention and recovery training implementation.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety
<i>References:</i>	<ul style="list-style-type: none"> • Annex 1 – Personnel licensing • Annex 6 Part I – Operation of aircraft – International Commercial Air Transport - Aeroplanes

1. Introduction

1.1 LOC-I number of accident reduction is one of ICAO priorities and that is why it has established specific training requirements in order to mitigate and reduce LOC-I events. Supported by the International Committee on Aviation Training in Extended Envelopes (ICATEE) and the FAA Aeronautical Regulation Committee (ARC), ICAO has improved its standard and recommended practices and related guidance material as a consequence. Commercial pilot and multiple crew pilot airplane training, as well as, air transport pilot training and type rating using flight simulation training devices (FSTD), are established in Annex 1 – Personnel licensing, Annex 6 – Aircraft operation, Part I – International commercial air transport – Airplanes, and Procedures for air navigations services – Training (PANS-TRG, Doc. 9868), starting on November the 13th 2014.

1.2 ICAO Annex 6 - Part I, amendment number 38, set down the related standards under Chapter 9, Section 9.3 - Flight crew member training programs.

2. Tasks developed to support UPRT implementation

2.1 The ninth Flight Operations Experts Panel (Lima, 5th to 9th of August 2013), reviewed LAR 121 in order to incorporate the standards established in Annex 6, Parts I, II and III, amendments 38, 32 and 19 respectively. The General Board issued the final approval on November the 17th, 2014.

2.2 Paragraph 121.1520 (b) (5) on LAR 121 set the requirements, on upset prevention and recovery training for flight crew members, to be included in the operator's training program.

2.3 On the other side, during the twenty seventh General Board Ordinary Meeting, held on November the 17th of 2014, the Personnel Licensing and Aeronautical Medicine Experts Panel approved amendment number 172 to Annex 1 with requirements for training on prevention and recovery from loss of control. It was included in LAR 61 as a requirement for multiple crew pilots, type rating for airplanes requiring two pilots or more and air transport pilot licensing.

2.4 Between the 28th and the 30th of November 2017, the first UPRT Workshop was held in ICAO South American Regional Office and LATAM CAE Lima flight training centre, with participation of SAM State's flight operations inspectors and both FAA and CAE Canada instructors. During the workshop, all participants attended ground training and B 767 flight simulator training. The main goal was to enhance knowledge and expertise about the nature of loss of control in flight, the contributing factors, and the way to control it. The new standard and recommended practices about UPRT training were carefully analysed and students were able to train the principal recovery manoeuvres in a B 767 flight simulator.

2.5 Likewise, the second UPRT Workshop was carried out on the 5th and the 6th of June 2018, in Sao Paulo, Brasil. This time participation included CAR/SAM State's flight operations inspectors and again both FAA and CAE Canada instructors. The workshop was sponsored by both ICAO HQs and RASG-PA and the target was to show to the CAR/SAM flight operations inspectors, the UPRT manoeuvres in an A-320 UPRT qualified flight simulator. The workshop schedule split into a day of ground training and a day on flight simulator training and eleven CAR/SAM flight operations inspectors participated on it.

2.6 Taking into consideration the UPRT requirement and under the expertise of a CAR/SAM flight operations inspector, the Regional Safety Oversight Cooperation System (SRVSOP) developed the guidance material to meet the need to approve UPRT training programmes, between the 17th of February and the 16th of March 2019. Such material consists of the Advisory Circular for upset prevention and recovery training programs approval and the Operations Inspector Manual - Part II - Volume II – Chapter 26 - UPRT programs approval. In the same way, between the 29th and the 25th of June 2019, the syllabus for CAA's UPRT inspector training was developed.

3. Upcoming activities

3.1 In order to continue with the UPRT implementation, the SRVSOP General Board (JG) will be required to include in the activities scheduled for this year or in the early 2020, an UPRT inspector training for the SRVSOP States members, covering operators training curricula and UPRT simulators approval.

3.2 Actually, a working group follows up the State's implementation progress, and not only SRVSOP States but also SAM States take participation. Under this workflow, they share implementation plans so as to promoting: the establishment of specific UPRT requirements, changes in the training organizations FSTDs in order to gain UPRT qualification, technical staff training on FSTDs qualification or other State's approval acceptance and air operators UPRT implantation.

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