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IMPLEMENTATION OF UPRT - JAMBOJET EXPERIENCE

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JOURNEY TOWARDS UPRT

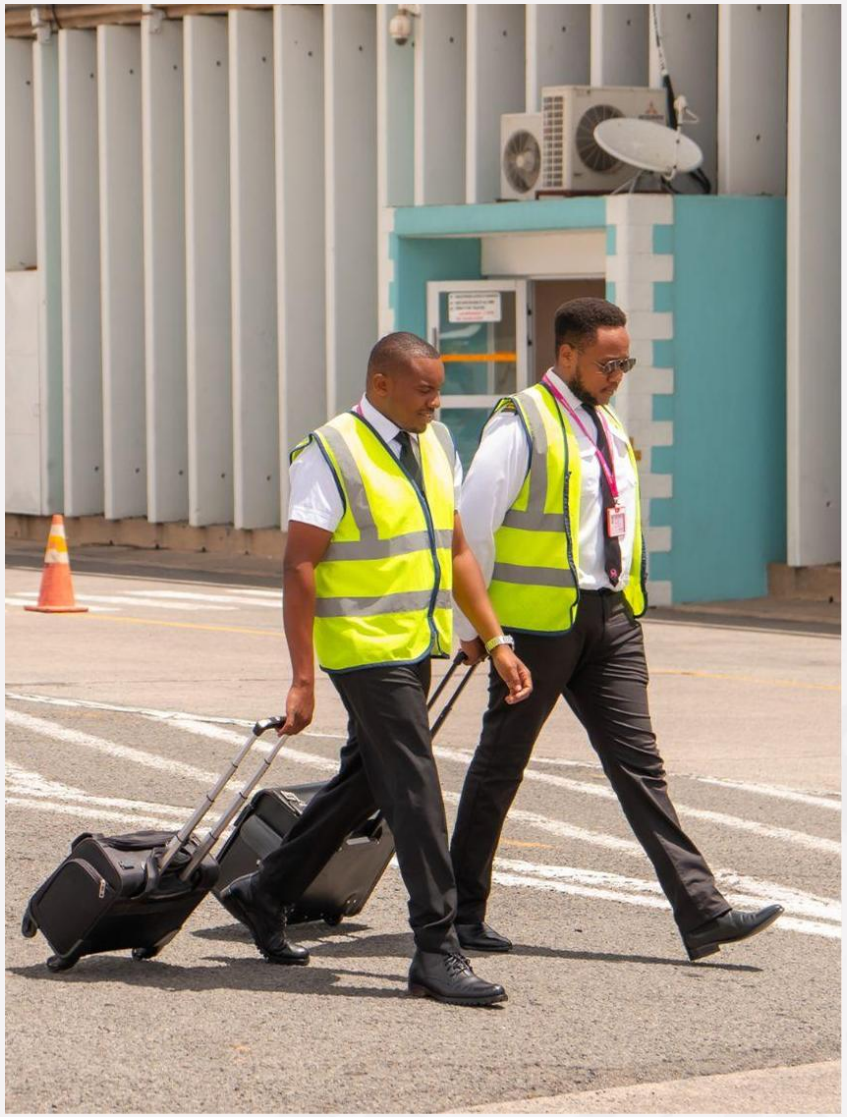
- Evolution towards UPRT
- Requirements for UPRT
- Training for DCPs
- Rolling Out of UPRT
- Observable UPRT benefits

EVOLUTION TOWARDS UPRT

- Prior to UPRT the industry recognized the need to train pilots to handle unusual attitudes
- Unusual Attitude training was traditionally done by placing a candidate in unusual attitude and thereafter asking them to recover
- Current accident statistics in relation to greatest fatalities and accidents resulting from LOC-I
- Major root cause of LOC-I accidents
- Industry decides to address this problem – The beginning of UPRT
- Successful UPRT requires that pilots and training pilots have a solid understanding of flight aerodynamics and appreciate the different aerodynamic factors in play for turbo props when compared to jet aircrafts
- A need for an expert driven approach and guide on UPRT was therefore necessary

REQUIREMENTS FOR UPRT

- Requirements by both CAA and IATA (as an IOSA-certified operator)
- Based on above requirement, plans to develop and implement a UPRT program commenced.
- In 2024, with support/collaboration from Kenya Airways, we co-joined in an UPRT Training for DCPs by IDT. The training included 2 days ground theory and 1 day of simulator training. In addition, trainees were expected to have reviewed the ground school modules in advance of the 2-day ground school theory.
- Fundamental to UPRT is the requirement that those involved in delivering a UPRT must be trained by an approved institution.
- The training involved several DCPs for purposes of building capacity and continuity.
- UPRT programs need to meet UPRT objectives



TRAINING FOR DCPS

- Initial training by IDT (an EASA recognized UPRT organization), and Approved for UPRT by KCAA.
- IDT course consisted of ground school portion and a simulator portion
- Subsequent training of additional UPRT DCPs is done inhouse.
- DCPs have access to IDT's UPRT app, specific for trainers

ROLLING OUT TRAINING FOR COCKPIT CREW

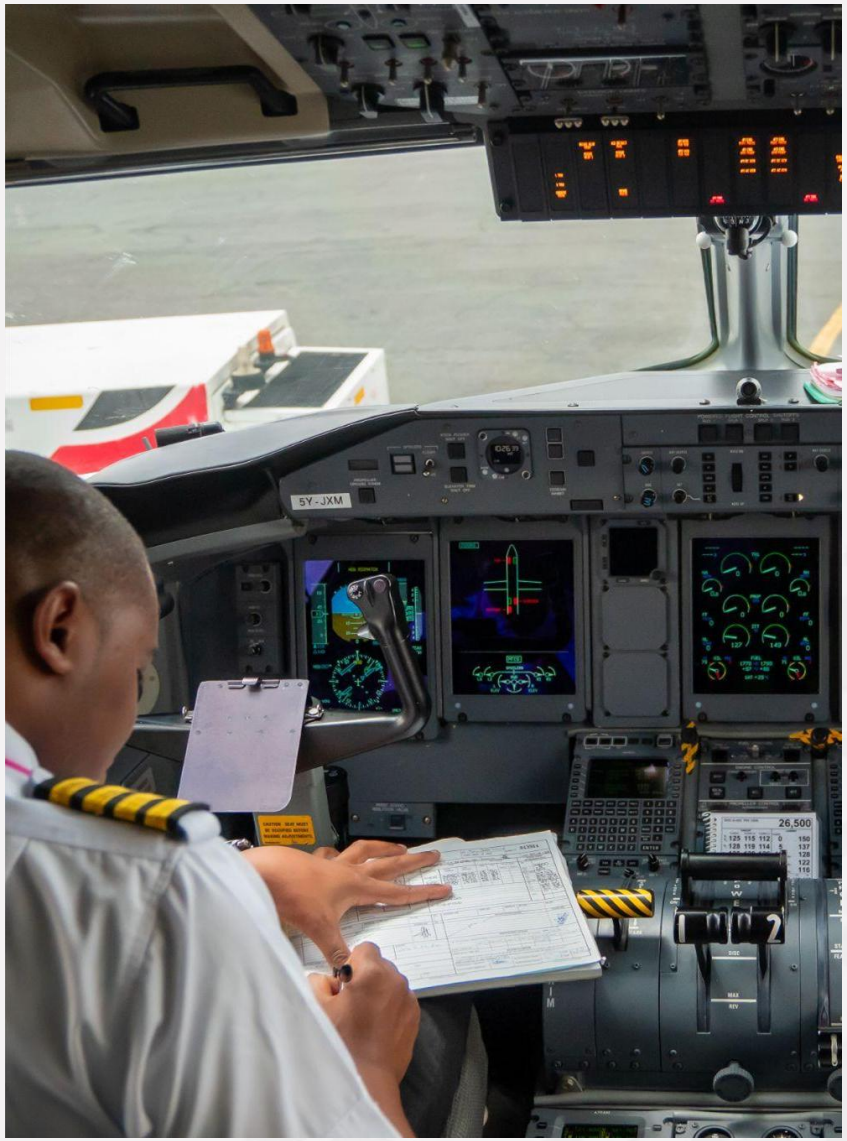
Following initial **DCP UPRT training** in November 2025 we have planned to roll out the program in two phases

Phase one - 2025

- Ensure DCPs are comfortable and proficient with delivering UPRT as well as ensure standardization
- To do so we have initially rolled out a basic UPRT that will enable DCPs get comfortable with UPRT.
- Trainees and instructors go through the EASA UPRT module available on our CBT platform
- The CBT current material is aimed at thoroughly acquainting trainees with the aerodynamics of flight, a key fundamental for a successful UPRT program. Related industry incidents and accidents are reviewed.
- We are using a scenario based approach, to teach, the industry approved generic upset recovery technique. We also review related in house UPRT ASRs and FDM data.

Phase two - 2026

- Starting January 2026, instructors and trainees will migrate to the UPRT IDT app that has specific modules and related exercises that are also tailored to the Q-400.
- Each Simulator training cycle will review specific UPRT modules



OBSERVABLE UPRT BENEFITS

- Crew have a better understanding and appreciation of the aerodynamics of flight and how this ties in with UPRT
- They are also more aware of instrument indications and other indications that indicate an impending upset
- Incidents and accidents discussed have further solidified their UPRT understanding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Thank You!
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