



SAFE SKIES.
**SUSTAINABLE
FUTURE.**



| ICAO



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On-Aeroplane UPRT

An Overview



This Presentation

The Purpose of this presentation is to give an overview of the On-Aeroplane Upset Prevention and Recovery Training that we at Ultimate High provide.



Types of UPRT

The ICAO UPRT Manual (document 10011) mandates three types of Upset Prevention and Recovery Training



Types of UPRT

- Academic
- FSTD or Simulator
- On-Aeroplane



Types of UPRT

Academic UPRT

Required by CARs for CPL(A) or MPL training and also a part of recurrent line training



Types of UPRT

FSTD or Simulator UPRT

Required by CARs for recurrent line training where a suitable, qualified simulator is available.

* *'suitable, qualified' because of the danger of negative training.*



Types of UPRT

On-Aeroplane UPRT

Required by CARs for CPL(A) or MPL training and also a part of recurrent line training where no suitable or qualified simulator is available.



Types of UPRT

On-Aeroplane UPRT

Carried out in suitable light aeroplanes by qualified instructors to develop the knowledge, awareness and experience of aeroplane upsets and unusual attitudes, and how to effectively analyse the event and then apply correct recovery techniques.



On-Aeroplane Upset Prevention and Recovery Training

Is there a syllabus or do we just make it up as
we go along?



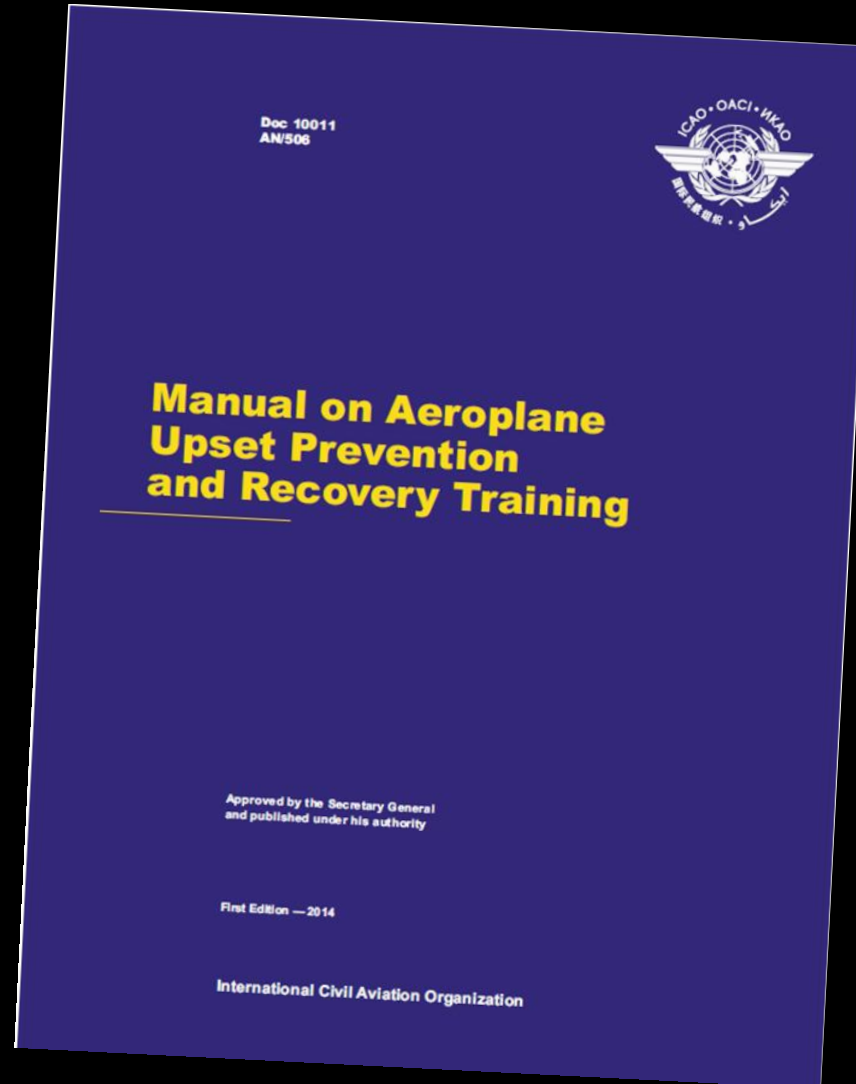
On-Aeroplane Upset Prevention and Recovery Training

Fortunately, guidance is available and we at Ultimate High draw on this to create the various On-Aeroplane UPRT syllabi.



On-Aeroplane UPRT SARP

The key document
containing definitive
ICAO SARPs



On-Aeroplane UPRT SARPs

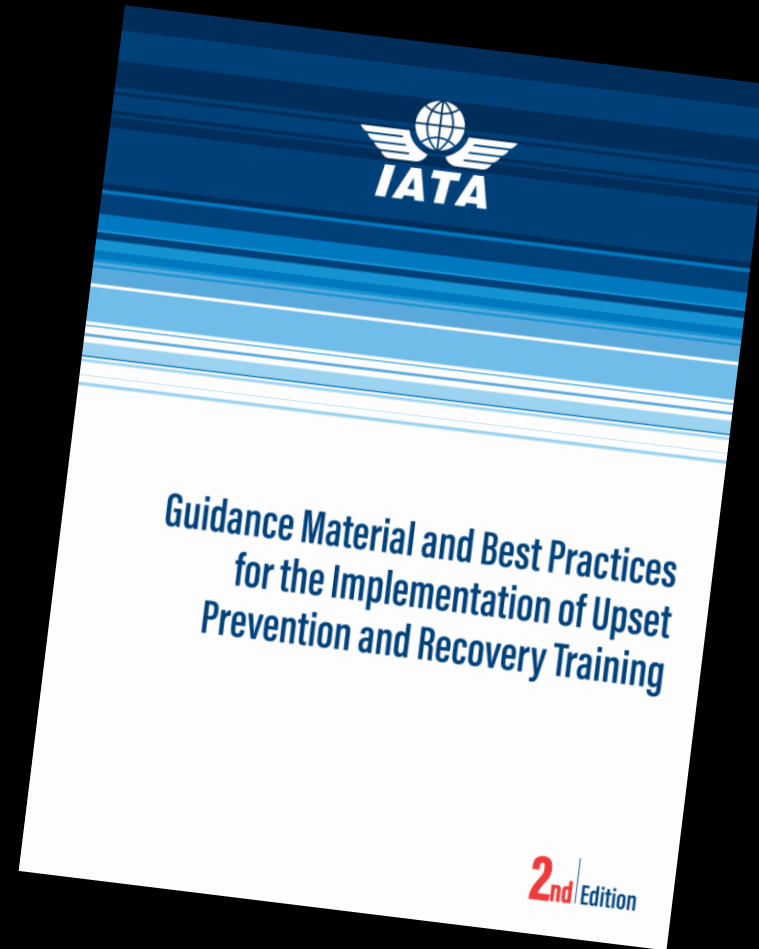
And another important ICAO document -

AMENDMENT No. 3 TO THE PROCEDURES
FOR AIR NAVIGATION SERVICES TRAINING
(Doc 9868)



On-Aeroplane UPRT SARPs

IATA's UPRT
Guidance Material is
well developed,
informative and
compliments the
ICAO Manual



On-Aeroplane UPRT SARP

In Europe Ultimate High refers to EASA and UK regulation, AMCs and GMs



On-Aeroplane UPRT SARPs

CASSOA has a Model
LOC-i and UPRT
Advisory Circular for
its member States



**ADVISORY
CIRCULAR**
CAA-AC-OPS005
August 2024

LOSS OF CONTROL IN FLIGHT (LOC-I) AND UPSET PREVENTION AND RECOVERY TRAINING (UPRT)

1.0 PURPOSE

This Advisory Circular (AC) provides guidance to Air Operator's Certificate (AOC) holders, Approved Training Organization (ATO) providers conducting operations, and other organizations using type-rated aircraft for training with checking capability for the implementation, operation, and approval of Upset Prevention and Recovery Training (UPRT) programs to ensure pilots are trained in the correct recovery responses and to integrate UPRT considerations into Crew Resource Management (CRM) training programs.

2.0 REFERENCES

- a. The Civil Aviation (Air Operator Certification and Administration) Regulations
- b. The Civil Aviation (Operation of Aircraft for Commercial Air Transport) Regulations
- c. The Civil Aviation (Personnel Licensing) Regulations
- d. The Civil Aviation (Approved Training Organization) Regulations
- e. ICAO Manual on Aeroplane Upset Prevention and Recovery Training, ICAO 10011 AN/56
- f. ICAO Annex I, Amendment 172 on UPRT
- g. ICAO Annex II, ED decision 2019/005/R
- h. ICAO Annex 19, Safety Management
- i. Airplane Upset Prevention Recovery Training Aid (AUPRTA) – Revision 3 (by an industry and government working group) or any future revision.



Challenges of On Aeroplane UPRT

In On-Aeroplane UPRT there are a number of threats.

ICAO warns about the dangers inherent in On-Aeroplane UPRT.

ICAO's UPRT Manual (and the IATA UPRT Manual) contain mitigation strategies to achieve acceptable levels of safety.



Challenges of On Aeroplane UPRT

- Instructor qualification and experience,
- Suitability of aircraft,
- Operations base,
- Safety culture and,
- UPRT programme syllabus.



Challenges of On Aeroplane UPRT

Ultimate High developed its UPRT on-aeroplane syllabus by following UK CAA Technical Guidance Material - which itself is a copy of EASA's Acceptable Means of Compliance and Guidance Material. This material follows ICAO SARPs in the ICAO Manual and in ICAO Annexes.

In East and Central Africa CASSOA has followed suit with its own UPRT Advisory Circular that has been developed from the same source material.



Challenges of On Aeroplane UPRT

CASSOA's Model Advisory Circular on LOC-i and UPRT sets out the On-Aeroplane requirements for:

- Instructor qualification and experience,
- Suitability of aircraft,
- Operations base,
- Safety culture and,
- UPRT programme syllabus.



On Aeroplane UPRT - The Movie

The short video that follows explains how Ultimate High carries out On-Aeroplane UPRT and features two students who are experienced commercial pilots undergoing bridge training, and one CPL student pilot undergoing on-aeroplane training.



On Aeroplane UPRT - The Movie



On Aeroplane UPRT

Any Questions,
please?

