EASA

UPRT OPERATOR CONVERSION COURSE

As of May 2016, EASA requires all operators to incorporate upset awareness, prevention and recovery (UPRT) into their pilot training programs. This document outlines the specific UPRT topics and elements necessary to be incorporated into the existing non-phased / operator conversion course training footprint imposed by ED Decision 2015/12/R.

Elevate your training.

Ground School Topics (3 Hours)

OPERATOR CONVERSION COURSE & NON-PHASED RECURRENT

AERODYNAMICS

- General aerodynamic characteristics
- Aeroplane certification and limitations
- Aerodynamics
- Aeroplane performance
- Angle of attack (AOA) and stall awareness
- Stick shaker or other stall-warning device activation (as applicable)
- Stick pusher (as applicable)
- Mach effects (if applicable to the aeroplane type)
- Aeroplane stability
- Control surface fundamentals
- Use of trims
- Icing and contamination effects
- Propeller slipstream (as applicable)

CAUSES OF AND CONTRIBUTING FACTORS TO UPSETS

- Environmental
- Pilot-induced
- Mechanical (aeroplane systems)

SAFETY REVIEW OF ACCIDENTS AND INCIDENTS

- Safety review of accidents and incidents relating to aeroplane upsets

G-LOAD AWARENESS AND MANAGEMENT

- Positive / negative / increasing / decreasing g-loads
- Lateral g awareness (sideslip)
- g-load management

ENERGY MANAGEMENT

- Kinetic energy vs potential energy vs chemical energy (power)

FLIGHT PATH MANAGEMENT

- Relationship between pitch, power and performance
- Performance and effects of differing power plants (if applicable)
- Manual and automation inputs for guidance and control
- Type-specific characteristics
- Management of go-arounds from various stages during the approach
- Automation management
- Proper use of rudder

RECOGNITION

- Type-specific examples of physiological, visual and instrument clues during upsets
- Pitch / power / roll / yaw
- Effective scanning (effective monitoring)
- Type-specific stall protection systems and cues
- Criteria for identifying stalls and upsets

SYSTEM MALFUNCTION

- Flight control defects
- Engine failure (partial or full)
- Instrument failures
- Loss of reliable airspeed
- Automation failures
- Stall protection system failures including icing alerting systems

Simulator Session Topics (3 Hours)

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MANUAL HANDLING SKILLS

- Flight at different speeds, including slow flight, and altitudes within the full normal flight envelope
- Procedural instrument flying and manoeuvring including instrument departure and arrival
- Visual approach
- Go-arounds from various stages during the approach

ADDITIONAL NON-PHASED ELEMENT

- Recovery techniques