

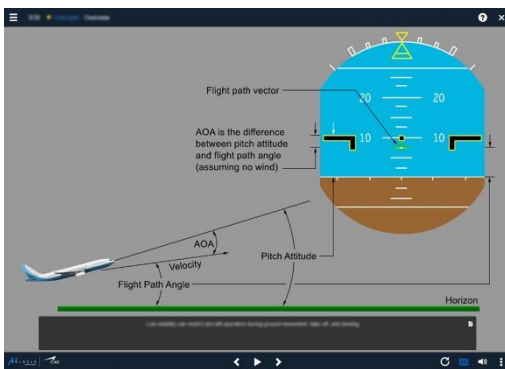


SUMMARY

This course covers airplane undesirable aircraft states (UAS) and Loss of Control Inflight (LOCI) / aircraft upset focussing on, aerodynamics and flight dynamics, recognition, prevention and recovery techniques.

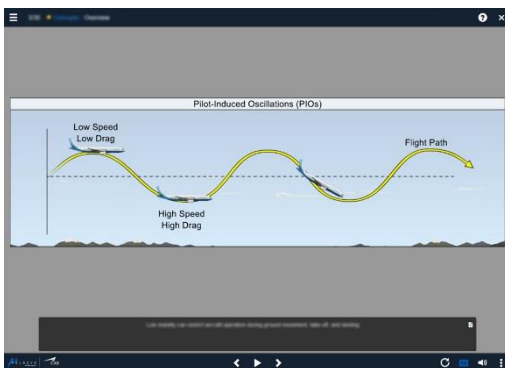
The course includes relevant high-altitude aerodynamics, including aircraft performance factors. Factors leading to UAS, and Upset including environmental, aircraft-related and pilot-induced factors are covered. Recommendations for recovery from UAS / LOCI are also discussed.

The course is available in versions for Boeing and Airbus aircraft., Also available is an optional supplementary lesson covering propeller driven aircraft, focussed on lower altitude operations with emphasis on operation in that environment regarding wing stalls and tailplane stalls.



TARGET POPULATION

The Pelesys Upset Prevention and Recovery Training course is designed for Professional Pilots requiring initial or recurrent training.



REGULATORY COMPLIANCE

- ICAO / EASA / FAA / Transport Canada
- Maintain compliance with IOSA standards

Versions Available:
Standard
FAA
Propeller
(Supplementary)

Course Length:
1 hr 50 min
1 hr 55 min
30 min

LESSON 01: Fundamentals

In this lesson we cover:

- LOCI Statistics
- Flight Dynamics
- Aerodynamics
- Undesired Aircraft States
- Jet Upset

LESSON 02: Factors Leading to Airplane Upset

In this lesson we cover:

- Environmental factors such as:
 - Clear Air Turbulence
 - Thunderstorms
 - Icing
- Airplane induced factors such as:
 - Automation
 - System Failures
 - Autopilot-Pilot Coupling
- Pilot induced factors such as:
 - Monitoring and Feedback
 - Crew Resource Management
 - Mode Confusion

LESSON 03: Jet Upset Avoidance Strategies

In this lesson we cover:

- Key Points for Avoidance of UAS
- Clear Air Turbulence Avoidance Strategies
- Aircraft Induced UAS Avoidance Strategies
- Human Factors Related UAS Avoidance Strategies

LESSON 04: Jet Upset Recovery

In this lesson we cover Airbus / Boeing applicable methods for recovery from Loss of Control Inflight (LOCI) / Jet Upset events including:

- High Altitude and Low Altitude Stall
- Asymmetric Flight Conditions
- Overspeed
- Recognition of Abnormal Attitude Law (Airbus)
- Fly By Wire Specify Handling (Airbus / Boeing)

LESSON 05: Propeller Aircraft (Optional)

In this lesson we cover:

- Differences in airplane upset from turbojet powered aircraft
- Unique properties of Propeller driven aircraft in the approach to stall and stall regime.
- Tailplane stall:

Note: There are two versions of the Propeller module based on tail type:

- T-tail aircraft
- Conventional tail aircraft

It is the Operator's responsibility to ensure only the correct module is available to students for the applicable types.

LEARNING TIME AND RUN TIME

This course has a learning time of: (run time plus additional time per page to account for understanding learning points)

- 1 hr 50 min (Standard) / 1 hr 55 min (FAA) / 30 min (Propeller)

This course has a run time of: (the base time for each page to be completed)

- 1 hr 17 min (Standard) / 1 hr 21 min (FAA) / 15 min (Propeller)

Exam Generation System (EGS) Banked Questions

The total amount of banked questions for this course is:

Lesson Title	Standard Questions	FAA Questions	Propeller Questions
Fundamentals	9	9	--
Causes of Airplane Upsets	6	5	--
Airplane Upset Avoidance Strategies	2	2	--
Recovery Techniques	9	12	--
Propeller Airplane Upset	--	--	5
	26	28	5

REFERENCE MATERIAL

This course has been designed to meet the required ground training elements outlined in:

EASA:

- EASA AMC1 ORO.FC.220 & 230

FAA:

- FAA CFR 121.423 – Pilot: Extended Envelope Training
- LOCART FAA ARC 208 – Final Report
- ICATEE – Final Report
- FAA AC 120-109A - Stall Prevention and Recovery Training
- FAA AC 120-111 - Upset Prevention and Recovery Training
- FAA AC 61-67C
- ICAO Airplane Upset Prevention and Recovery Training Aid (AUPRTA) Rev. 2

ICAO:

- ICAO AUPRTA Rev 3
- ICAO Doc 10011 Manual on Aeroplane Upset Prevention and Recovery Training

TC:

- TC AC 700-031 - Prevention and Recovery from Aeroplane Stalls
- TC AC 600-006
- TC AC 700-042
- CBAAC 0169

The operator remains responsible for obtaining approval from the regulatory authority.

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