

ADVANCED UPSET PREVENTION AND RECOVERY TRAINING (UPRT)



OVERVIEW

Advanced Upset Prevention and Recovery Training (UPRT) provides physiological and psychological exposure geared toward upset prevention and recovery which creates a frame of reference that can be transferred to the FSTD environment later in their career. The practical and application of skills acquired during on-aeroplane UPRT provides experience and confidence that cannot be fully acquired in the simulated environment alone.

The objective of this training, is the trainee to understand how to cope with the physiological and psychological aspects of dynamic upsets in aeroplanes and to develop the necessary competence and resilience to be able to apply appropriate recovery techniques during upsets.

THE THEORETICAL TRAINING

The Theoretical training comprises 5 hours Ground school and includes:

- A review of basic aerodynamics typically applicable to aeroplanes upsets in transport category aeroplanes, including case studies of incidents involving potential or actual upsets.
- Aerodynamics relevant to the aeroplane and exercises used in the practical training, including differences to aerodynamics.
- Possible physiological and psychological effects of an upset, including surprise and startle effect.
- Strategies to develop resilience and mitigate startle effect.
- Memorizing the appropriate procedures and techniques for upset recovery.

THE FLIGHT TRAINING

The Flight Training will be basic UPRT exercises and flight at critically low air speeds, recognition of and recovery from incipient and full stall events in take-off, clean and landing configurations. The training will be 4 hours UPRT flight instruction in accordance with FCL.745.A and includes:

Exercises to demonstrate:

- The relationship between speed, attitude and AoA.
- The effect of g-load on aeroplane performance, including stall events at different attitudes and airspeeds.
- Aerodynamic indications of a stall including buffering, loss of control authority and inability to arrest a descent.
- The physiological effects of different g-loads between -1 and 2.5G.
- Surprise and the startle effect.

Training in techniques to recover from:

- Nose high at various bank angles.
- Nose low at various bank angles.
- Spiral dives.
- Stall events.
- Incipient spin.

Training to develop resilience and to employ strategies to mitigate the startle effect.

This course is completed when the student can demonstrate the required skill sets to effectively employ upset avoidance strategies and, when necessary, affectively recover the aeroplane to the originally intended flight path.

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COST ANALYSIS OF THE COURSE

Type of Service	Aircraft & FNPT	Flight hrs (Minimum)	Duration (Average)	Installment Payment Plan (for minimum hrs)
Theoretical Training (5 hours)			1 day	✈ € 1,250 will be paid at enrollment
Flight Training	SEP	4 hrs	2 days	
		4 hrs	3 days	€ 1,250