



- APRAST 5 – Bangkok, Thailand: Sep 16-19, 2014

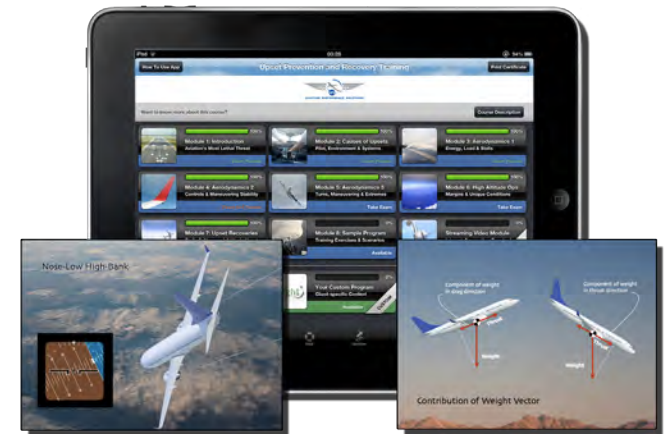
Impact on ATOs by ICAO UPRT

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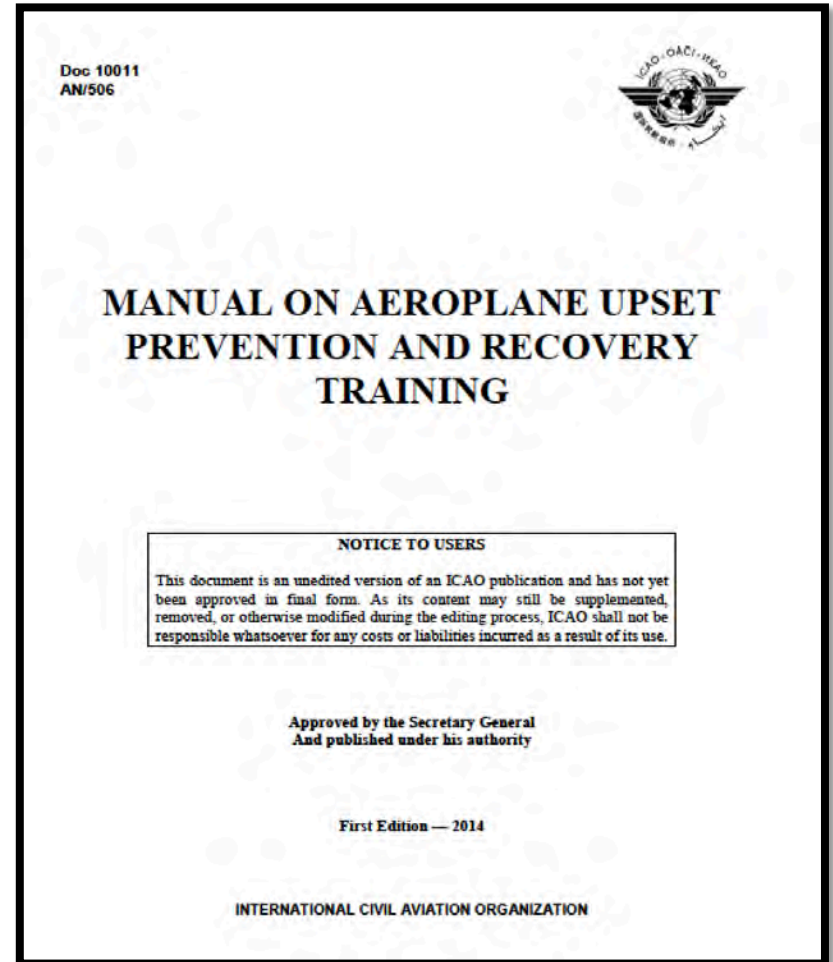
Overview

- Navigating the Manual
- Airline UPRT Decision Considerations
- Core Resource Requirements
- High-level ATO Impact
 - Flight Schools
 - Airline Training Providers
 - Integrated Programs



ICAO Manual on AUPRT

- In development since 2009
 - Royal Aeronautical Society's ICATEE
 - 40 Organizations
 - 80 Members
 - 16 WG Meetings
- 2012: ICATEE, FAA, EASA and ICAO Combined Efforts (7 meetings)
 - LOCART
- Diversity of organizations including NAAs, OEMs and SMEs.



tinyurl.com/icao10011

Navigating ATO Relevant Sections

- Entire Manual: High level Resource
- Section 3: Aeroplane Training
 - SMS: airplanes, ops, maneuvers and instructors
- Section 4: FSTD Fidelity Requirements
- Section 5: UPRT Instructors
 - Academic / On-aeroplane / FSTD
- Section 6: Regulator Oversight

6. Regulatory Oversight

- Competency Based Training Preferred
 - Targeted competencies vs. events
- SMS
 - On-aeroplane maneuvering and aeroplane certification
 - Instructor competence
 - Avert negative training (includes sim fidelity)
- QA and SMS Evaluations
 - Approval process
 - Sustainable outcomes
 - Graduated UPRT integration options
- Approval and On-going Surveillance

Airline UPRT Decision

- UPRT Qualified Instructors
 - A few Subject Matter Experts, or
 - All Simulator Instructors?
Decision may vary with airline size
- UPRT Time and Resource Impact
 - Add time for UPRT?
 - Re-allocate time for UPRT
 - Evidence Based Training Approach (V₁ cuts, etc ...)
 - Regulator Dependent
 - Must Demonstrate Equivalent or Higher Level of Safety



Platforms & Mediums



- Academic Delivery
 - Distance Learning
 - Live Instructor-led
- On-Aeroplane
 - Acrobatic Category
 - Utility vs. Normal Category
- Simulators
 - Fidelity Requirements
 - Instructor Tools

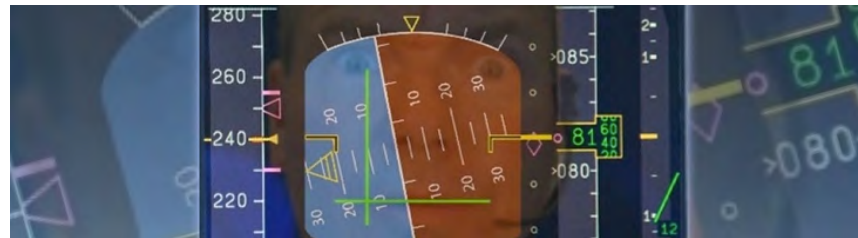
Human & Technical Resources



- Qualified UPRT Instructor
 - Ground Instructor
 - Simulator Instructor
 - On-Aeroplane Instructor
- Training Program
 - Compliant with ICAO and Resulting NAA Guidance
 - Transferrable and Complimentary to Future UPRT Training
- Facility Considerations
- SMS

Core URPT Resource Requirements

Platforms and Mediums



Academic Delivery

- Web-based
 - Internet Accessible
 - Inter-browser Compatible
 - LMS
 - Track Activity
 - Record Results (optional)
- Tablet Solutions
 - Potentially web-disconnected
 - Tracking
- Live Instructor-led
 - More later on Ground UPRT Instructors

On-Aeroplane Platform

- Acrobatic Capable
 - Availability
 - Expanded All-attitude Training
 - Positively Transferrable Training
- Non-Acrobatic Capable
 - Normal vs. Utility Category
 - Maneuvering Limitations



Simulators

- Motion vs. Non-motion
- Fidelity Requirements
- Enhancements
 - Flight Envelope
 - > Full Stall Training
 - Instructor Operating Station



Human and Technical Resources



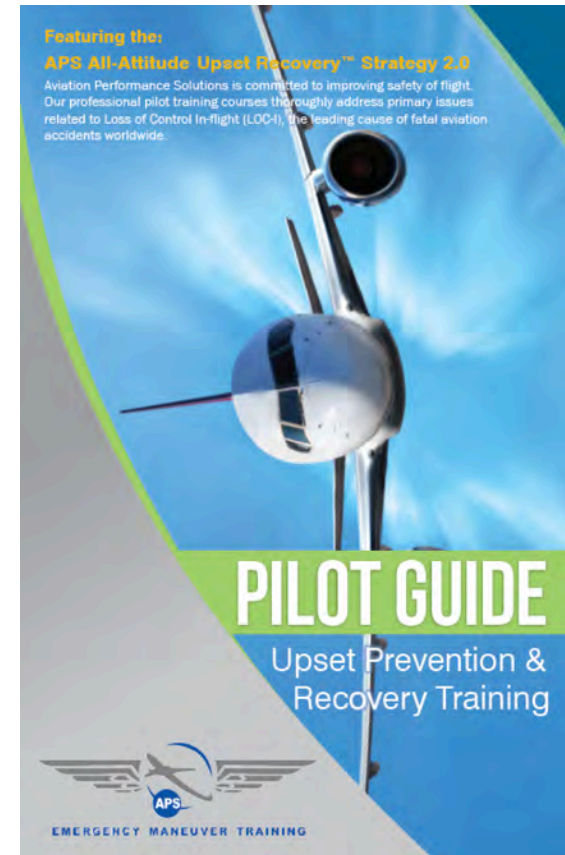
Qualified UPRT Instructor

- Video Presentation Later on This Next
- The Most Crucial Part of UPRT Delivery
 - Experience Level
 - Positive vs. Negative Training (Baseline)
 - Averting Negative Transfer of Training (Much more difficult to accomplish)
 - Qualifying
 - Specialized Knowledge
 - Specialized Skills
 - Error Analysis
- Ground vs. Simulator vs. On-Aeroplane



Training Program

- Compliance with ICAO and Resulting NAA Guidance
- Transferrable and Complimentary to Future UPRT Training

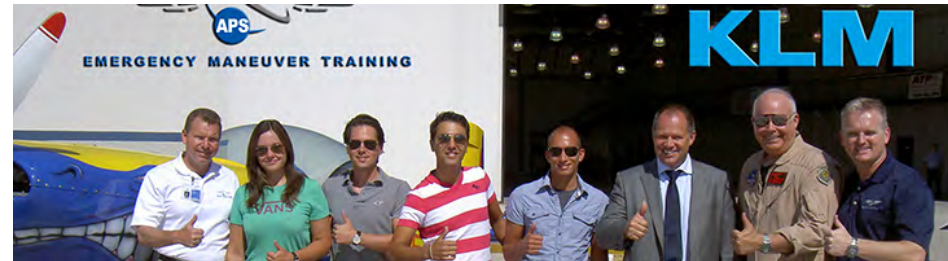


Facility Considerations

- **Specialized or Full Service UPRT**
 - **Flight Schools**
 - Internal Capability
 - Airplane storage
 - Video / data resources
 - Outsource
 - **Training Centers**
 - Simulator Operations
 - Briefing Facilities
 - **Location and Proximity to Clients**



Flight School Impact



Flight School Impact

- Approved Program
- Appropriate Training Platform
- Qualified Instructors
- SMS



Airline Training Providers

Training Centers (eg. CAE)

Internal Training (ie. Airline)



Airline Training Provider Impact

- Approved Training Program
- Appropriate Simulator Platforms
- Qualified Instructor





Integrated Programs

Integrated Programs

- MPL for Example
 - Phase 1 / 2
 - On-Aeroplane UPRT
 - Phase 3 / 4 (CRM)
 - Non-type Specific UPRT, and/or
 - Type Specific UPRT





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