



International Civil Aviation Organization

Upset Prevention and Recovery Training Workshop

Istanbul, Turkey, 5 August 2015

SESSION 1: WHAT THE UPRT PROVISIONS SAY AND WHY	
09:00 - 1030	<ul style="list-style-type: none"> • Why do we need UPRT SARPs? • How did we proceed? • What do the ICAO provisions say? • What are the big changes? • What are the implications? • What guidance is out there? • Example of implementation
1030 - 1100	<i>Coffee Break</i>
SESSION 2: UPRT IN FSTDs AND AEROPLANES	
1100 - 1230	<ul style="list-style-type: none"> • Considerations for airlines <ul style="list-style-type: none"> ○ Safety management • Training platforms and mediums <ul style="list-style-type: none"> ○ Pros and cons ○ Avoiding negative training ○ Training scenarios • Human technical resources <ul style="list-style-type: none"> ○ Who should train and who should test? ○ Instructor qualifications
1230 - 1330	<i>Lunch</i>
SESSION 3: IMPLEMENTING UPRT IN AN AIRLINE	
1330 - 1500	<ul style="list-style-type: none"> • Planning Implementation • Identifying Training Priorities • Academic Training Essentials • Practical Training for Current Pilots and Licensing • Integrating UPRT into Existing Training Programmes • Training Instructors • Training Delivery • FSTD Requirements • Evaluation
1500 - 1530	<i>Coffee Break</i>
SESSION 4: PLANNING REGIONAL UPRT IMPLEMENTATION	
1530 - 1700	<ul style="list-style-type: none"> • Group work <ul style="list-style-type: none"> ○ GAP analysis to identify assistance and resources needed