

# Upset Prevention and Recovery Training

## Which pilots need to undergo what kind of UPRT?

### Answer

The different 'levels' of UPRT (please refer to the FAQ 'What is UPRT?') will be integrated into pilot training as follows:

- **basic UPRT**
  - all modular and integrated CPL and ATP training courses for aeroplanes as well as the integrated MPL training course
  
- **'advanced UPRT course'**
  - **Part of**
    - integrated ATP course
    - integrated MPL course
  - **Pre-requisite to**
    - training courses for single-pilot class or type ratings operated in multi-pilot operations
    - training courses for single-pilot high performance complex aeroplanes
    - training courses for multi-pilot aeroplanes
  
- **class-or type-related UPRT**
  - training courses for single-pilot high performance complex aeroplanes
  - training courses for multi-pilot aeroplanes
  - bridge course for extending privileges on a single-pilot aeroplane to multi-pilot operations

### Last updated:

22/03/2023

### Link:

<https://www.easa.europa.eu/mt/faq/44871>

## To which extent flight simulation training devices (FSTDs) can be used for upset prevention and recovery training (UPRT)?

### Answer

Training of UPRT exercises within the validated training envelope of the particular FSTD will be

possible. In this context, it needs to be highlighted that the revised Part-FCL requirements mandate the conduct of 'approach-to-stall' exercises only, with no obligation to conduct 'post-stall' exercises. For the conduct of stall or post-stall UPRT exercises, FSTDs need to be qualified in accordance with special evaluation criteria (see Section A, point 18 of Appendix 9 to Part-FCL).

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06/09/2023

**Link:**<https://www.easa.europa.eu/mt/faq/44873>**Is UPRT also be mandatory for the LAPL and the PPL?****Answer**

UPRT, as introduced into Part-FCL with amending Regulation (EU) 2018/1974, is not applicable to LAPL or PPL training.

However, to address the fact that loss of control in-flight is still a major issue in general aviation, the requirements and associated AMC applicable to training flights for revalidation of SEP and TMG class ratings/privileges are planned to be revised to outline the necessity for these training flights to cover emergency procedures (such as different stall scenarios).

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**Link:**<https://www.easa.europa.eu/mt/faq/44874>**What is UPRT?****Answer**

UPRT stands for aeroplane 'upset prevention and recovery training' and constitutes:

- aeroplane upset prevention training: a combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies to prevent aeroplane upsets; and
- aeroplane upset recovery training: a combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies to recover from aeroplane upsets.

In order to expose pilots to different 'levels' of UPRT at various stages of their professional pilot's career, Annex I (Part-FCL) to Regulation (EU) No 1178/2011 contains the following "levels" of UPRT:

- **Basic UPRT** exercises as part of all CPL and ATP integrated training courses as well as the MPL training course (phase 1 to 3).
- An '**advanced UPRT course**' including at least 5 hours of theoretical instruction as well as at least 3 hours of dual flight instruction in an aeroplane, with the aim to enhance the student's resilience to the psychological and physiological aspects associated with upset conditions.
- **Class- or type-related UPRT** during class or type rating training to address the specificities of the relevant class or type of aeroplane.

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<https://www.easa.europa.eu/mt/faq/44870>