GREEN DOT AVIATION LTD.

UPRT

GreenDot Aviation Ltd.
EASA SI.ATO.024
www.greendot-aviation.com & www.aatc-bkk.com
INTRODUCTION

GreenDot Aviation Ltd. introduces UPRT – Upset Prevention and Recovery Training, to the commercial aviation training environment. We are a professional training company located in Slovenia (EU), and are the exclusive Airbus Training providers for AATC in Bangkok, Thailand.

WHY UPRT?

LOC-I (Loss of Control In flight) is the leading cause of aircraft accidents and FAA and EASA are implementing regulations to ensure pilots are correctly trained to prevent further fatal occurrences.

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<tr>
<th>Sed quis libero</th>
<th>TOTAL FATAL ACCIDENTS</th>
<th>NUMBER OF Fatalities</th>
<th>2005-2014</th>
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</thead>
<tbody>
<tr>
<td>LOC-I (Loss of Control Inflight)</td>
<td>17</td>
<td>1656</td>
<td></td>
</tr>
<tr>
<td>CFIT (Control Flight Into Terrain)</td>
<td>16</td>
<td>803</td>
<td></td>
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<tr>
<td>RE (Runway Excursions)</td>
<td>16</td>
<td>743</td>
<td></td>
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<tr>
<td>UNK (Unknown)</td>
<td>3</td>
<td>202</td>
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ABOUT US
GreenDot Aviation Ltd. is located in Slovenia (EU) but operating from AATC in Bangkok, Thailand under the approval SI.ATO.024. We are happy to offer our expertise in UPRT Training to you, our valued client. Our tried and tested system is based over many years of cumulative experience shared between our trainers. We pride ourselves on setting up our clients for success in UPRT Training and are sure that you will leave our sessions more prepared than you have ever been before to face any circumstance in flight with a successful and safe outcome. Our Instructors are trained by APS (Texas & Arizona) and Lufthansa LFT in Frankfurt – Germany.

WHY DO WE HAVE TO DO UPRT?
As of May 2016, EASA requires all operators to incorporate upset awareness, prevention and recovery (UPRT) into their pilot training programs. This document outlines the specific UPRT topics and elements necessary to be incorporated into the existing training imposed by ED Decision 2015/12/R.

TRAINING SESSIONS
Our training sessions are meticulously planned by our training department and are designed in a manner geared toward the maximization of efficiency. Your time is valuable, and so is ours, so our goal is to best prepare you while taking up the least amount of your time possible. Our experienced UPRT Instructors will conduct your training. Training sessions will be comprised of both activities and lectures that will touch upon the following subjects: LOC-I, Aerodynamics, Stall, Prevention and Recovery techniques.

BASIC UPRT PROGRAMME

- 1 DAY GROUND SCHOOL 0900 – 1800 hours
  (An instructor led classroom discussion and presentation on UPRT, regulations, causes, aerodynamic principles, prevention and strategies)

- 1 DAY FFS (A320 or A330)
  (A 4 hour simulator session per crew with additional 2 hours of brief and de-brief time)

Cost: on request
**GROUND SCHOOL**
**(INSTRUCTOR LED 8-9 HOURS INTERACTIVE TRAINING)**

During the ground school, your instructor will guide you through the following subjects:

**AERODYNAMICS**
- General aerodynamic characteristics
- Aeroplane certification and limitations
- Aeroplane performance
- Angle of Attack (AoA) and stall awareness
- Stall warning (synthetic and natural)
- Mach effects
- Aeroplane stability
- Control Surface fundamentals

**CAUSES AND CONTRIBUTING FACTORS TO UPSETS**
- Environmental
- Pilot induced
- Mechanical (aeroplane systems)

**SAFETY REVIEW OF ACCIDENTS AND INCIDENTS**
- Safety Review of accidents and incidents relating to aeroplane upsets

**G-LOAD AWARENESS AND MANAGEMENT**
- Positive/negative/increasing/decreasing G-loads
- G-Load management

**ENERGY MANAGEMENT**
- Kinetic energy vs Potential energy vs Chemical energy

**FLIGHT PATH MANAGEMENT**
- Relationship between pitch, thrust and performance
- Performance and effects of differing power plants
- Automation management
- Proper use of rudder

**RECOGNITION**
- Examples of physiological, visual and instrument cues during upset
- Pitch/Thrust/Roll/Yaw
- Effective scanning and monitoring
- Stall protection systems and cues
- Criteria for identifying stalls and upsets

**SYSTEM MALFUNCTIONS**
- Flight control defects
- Engine failure (partial or full)
- Unreliable Airspeed
- Fly-by-wire protection degradations
- Stall protection system failures including icing alerting systems
FFS Session (A320 or A330) 4 hours per crew

FIRST HALF OF THE FFS IS RECOGNITION & PREVENTION

LOW ALTITUDE UPRT HANDLING
- Take off and departure
- Review of normal, alternate, direct laws
- Review of flight characteristics at low altitude
- Various handling exercises in all laws at low altitude

HIGH ALTITUDE UPRT HANDLING
- Review of flight characteristics at low and high altitude (comparing)
- Manual flight at high altitude
- High altitude slow down
- Approach to stall and recovery
- Low altitude performance exercises
- Various exercises allowing the trainee to gain knowledge and experience with the aircraft in various stages of flight in different laws

SECOND HALF OF THE FFS SECTION IS RECOVERY

NOSE HIGH RECOVERIES
- Three iterations of nose high recoveries with specific guidance on how to implement CRM principles

NOSE LOW RECOVERIES
- Two iterations of nose low & nose low bank/over-bank recoveries with specific guidance on how to implement CRM principles
- LOFT: Specific high altitude and low altitude LOFT exercises, designed to give the trainee experience in real life situations and develop his/her confidence

COME AND JOIN US AT AATC IN BANGKOK, THAILAND, WHERE THE GREENDOT AVIATION TEAM WILL EXPERTLY GUIDE YOU THROUGH YOUR UPRT TRAINING AND IMPLEMENTATION. ELEVATE YOUR TRAINING AND LET US PREVENT YOU BEING “UPSET”!!!

Contact:

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