



EASA
European Aviation Safety Agency

The Rulemaking Group Perspective

Capt. Philip Adrian

Chair of RMT. 0581 “Loss of Control Prevention and Recovery Training”

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The RM Group Perspective

➤ Intent:

- To incorporate ICAO SARPS and ICAO Doc 10011 guidance based on LOCART into European rules and regulations
- To align (as much as possible) with “early adopters”
- To create a complete UPRT solution for a pilot career

➤ Participants:

- Chaired by Philip Adrian (Boeing/MPS)
- Major OEMs
- IATA and individual Airlines
- ICATEE representation
- FAA (observer) and several EU NAAs
- Large and small training organizations
- UPRT specialists



The RM Group Perspective

- The work of the RMT was split in 2 parts:
 1. Accelerated Rulemaking based on EASA requirement to implement Recurrent Training requirements as early as possible, and;
 2. Development of the Opinion 6/2017 to the European Commission, as well as development of supporting EASA AMC and GM.
- Opinion 6 included all proposals for type rating, on aeroplane and relevant instructor training



The RM Group Perspective

➤ Training affected:

- On Airplane UPRT training for professional pilots
- Type Rating Training
- Instructor Training

➤ Type Rating Training

- Contrary to “popular belief”, there is NO requirement for training within the post stall regime during European type rating training
 - The term “stall event” covers everything from approach to stall and beyond
 - Focus should be on understanding the ‘type specific’ characteristics of the aeroplane during stall event and upset conditions, so that recovery can be made at the first indication.



The RM Group Perspective

- “Tool” usage during Licensing phase
 - On Airplane UPRT training must be done within the SMS system of the ATO
 - Risk analysis must take in consideration possible student errors
 - Instructor training must address common errors and risks
 - Task to tool analysis will lead to the appropriately qualified aeroplane

- “Tool” usage during Type Rating Training
 - FSTD must be qualified for the task. For Recovery, currently FFS is specified, but for prevention, any device that allows the tasks to be completed will suit the training
 - Instructor training must address common errors and risks, as well as limitations of the device used
 - No additional data envelope is required



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➤ Other issues

- Adaptation of the term “Upset” from numbers to broader definition

‘Aeroplane upset’ means an undesired aircraft state characterised by **unintentional divergences from parameters normally experienced during operations**. An aeroplane upset may involve pitch and/or bank angle divergences as well as inappropriate airspeeds for the conditions.’

- AUPRTA (UPRT rev 3) has been issued and is fully aligned
- Creation of a UPRT “Tiger Team” formed from knowledgeable experts to support implementation for ATO’s, airlines and NAAs is being considered



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Questions?

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