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| **PERSONNEL LICENSING DEPARTMENT****CHECKLIST FOR UPSET PREVENTION AND RECOVERY TRAINING - UPRT**  |
| **Name of Organisation:** |
| By signing below, I, as an authorised person of NAME OF THE ATO, hereby confirm that the information given on this form are entirely true, accurate, and complete.  Signature(Name - Last Name) Date: DD MMM YYYY |
| Official Use Only |
| **Evaluation Result:** **🞏 Accept 🞏 Reject**  |
| **This compliance check form has been verified by:*****Signature*****Name – Last Name** |
| **Date performed: DD MMM YYYY** |

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| **Instructions**1. ATO is to conduct a self-assessment as part of its compliance check by providing manual references into the ‘Compliance checked by ATO’.
2. Each check list item shall be assessed and given a result either **‘Satisfactory-(S)’, ‘Unsatisfactory- (U)’ or ‘N/A’** by marking “X”
3. **‘S’ refers to satisfactory level. It** shall be given if the ATO is able to provide valid contents and details that comply with the requirements.
4. **‘U’ refers to unsatisfactory level. it** shall be given if the ATO is provide insufficient contents/details that comply with the requirement as well as impractical/non-realistic process or procedures that do not reflect an actual context and operations of the ATO.
5. **‘N/A’** shall be given to indicate when information in a certain table cell is not provided, either because it does not apply to a particular case in question or because the answer is not available
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| **No** | **Required Information** |
| 1 | This UPRT training is part of  |  | CPL Course |  | MPL Course |  | Type-rating |
| 2 | Type of Provider |  | ATO |  | AOC |  | Other, please specify |
| 3 | Total hours of academic training*≥ 5 hours*  | xxx | Hours |  |  |  |
| 4 | Total hours of practice training*≥ 3 hours*  | xxx | Hours |  |  |  |
| 5 | UPRT Templates for ON-AEROPLANE Training have been used? | *Ref: A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 3* |   Yes No |
|   | UPSET RECOVERY TEMPLATES (MULTI-CREW TRANSPORT TYPE AEROPLANE) have been used? | *Ref: A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 4* |   Yes No |
| 5 | Instructor(s) ref. GM-CAAT 2019 No. 15 |
| Name – Last Name  | License no. | Completed an approved Instructional Programme | Passed skill tests by CAAT | Undergone Trainings as indicated in GM-CAAT 2019 No. 15(3) | Undergone periodic training provided by AOC or ATO |
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**NOTE: Platforms of Training Codes**

* Academic = (A);
* Aeroplane CPL/MPL = (B);
* Non-type FSTD MPL = (C);
* Type specific FSTD = (D)

| **Subjects and Training elements** |
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| **Element A**: Aerodynamics | **Compliance checked by training provider** | **Reference** *Eg. Section 1, Part 4, No. 5 Organisational Structure, p. xx* | CAAT Officials Use Only |
| **No** | **Item** | Regulatory requirement(s) | Yes | No | **N/A** |  | S | U | **N/A** | Remarks |
| 1 | Lesson Plan and Training hours | A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 21. General aerodynamic characteristics (A); (B); (C)
2. Advanced aerodynamics (A); (B); (C); and (D)
3. Areophane certification and limitations (A); (B); and (D)
4. Aerodynamics (high and low altitudes) (A); (B); (C); and (D)
5. Aeroplane performance (high and low altitudes) (A); (B); (C); and (D)
6. Angle of attack (AOA) and stall awareness (A); (B); (C); and (D)
7. Stick shaker activation (A); (C); and (D)
8. Stick pusher activation
9. Mach effects – if applicable to aeroplane type
10. Aeropane stability (A); (B); (C); and (D)
11. Control surface fundamentals (A); (B); (C); and (D)
12. Trims
13. Icing and contamination effects (A)
14. Propeller slipstream (as applicable) (A); (C); and (D)
 |  |  |  |  |  |  |  |  |
| 2 | Training Location and Training Devices  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 Appendix 4, Appendix 5 |  |  |  |  |  |  |  |  |
| 3 | Methods of Performance Evaluation  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 No. 15 |  |  |  |  |  |  |  |  |
| 4 | Passing Requirements | CAAT-ATO-B.E.2562, Section 2, Clause 18 |  |  |  |  |  |  |  |  |

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| **Subjects and Training elements** |
| **Element B**: Causes and contributing factors of upsets | **Compliance checked by training provider** | **Reference** *Eg. Section 1, Part 4, No. 5 Organisational Structure, p. xx* | CAAT Officials Use Only |
| **No** | **Item** | Regulatory requirement(s) | Yes | No | **N/A** |  | S | U | **N/A** | Remarks |
| 1 | Lesson Plan and Training hours | A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 21. Environmental (A) and (D)
2. Pilot-induced (A) and (D)
3. Mechanical (A) and (D)
 |  |  |  |  |  |  |  |  |
| 2 | Training Location and Training Devices  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 Appendix 4, Appendix 5. |  |  |  |  |  |  |  |  |
| 3 | Methods of Performance Evaluation  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 No. 15 |  |  |  |  |  |  |  |  |
| 4 | Passing Requirements | CAAT-ATO-B.E.2562, Section 2, Clause 18 |  |  |  |  |  |  |  |  |

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| **Subjects and Training elements** |
| **Element C**: Safety review of accidents and incidents relating to aeroplane upsets | **Compliance checked by training provider** | **Reference** *Eg. Section 1, Part 4, No. 5 Organisational Structure, p. xx* | CAAT Officials Use Only |
| **No** | **Item** | Regulatory requirement(s) | Yes | No | **N/A** |  | S | U | **N/A** | Remarks |
| 1 | Lesson Plan and Training hours | A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 2: (A); (B); and (D) |  |  |  |  |  |  |  |  |
| 2 | Training Location and Training Devices  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 Appendix 4, Appendix 5 |  |  |  |  |  |  |  |  |
| 3 | Methods of Performance Evaluation  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 No. 15 |  |  |  |  |  |  |  |  |
| 4 | Passing Requirements | CAAT-ATO-B.E.2562, Section 2, Clause 18 |  |  |  |  |  |  |  |  |

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| **Subjects and Training elements** |
| **Element D**: G-awareness | **Compliance checked by training provider** | **Reference** *Eg. Section 1, Part 4, No. 5 Organisational Structure, p. xx* | CAAT Officials Use Only |
| **No** | **Item** | Regulatory requirement(s) | Yes | No | **N/A** |  | S | U | **N/A** | Remarks |
| 1 | Lesson Plan and Training hours | A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 2:1. Positive/negative/increasing/decreasing g loads (A); (B); (C) and (D)
2. Lateral g-awareness (sideslip) (A); (B); (C) and (D)
3. G-load management (A); (B); (C) and (D)
 |  |  |  |  |  |  |  |  |
| 2 | Training Location and Training Devices  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 Appendix 4, Appendix 5 |  |  |  |  |  |  |  |  |
| 3 | Methods of Performance Evaluation  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 No. 15 |  |  |  |  |  |  |  |  |
| 4 | Passing Requirements | CAAT-ATO-B.E.2562, Section 2, Clause 18 |  |  |  |  |  |  |  |  |

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| **Subjects and Training elements** |
| **Element E**: Energy management | **Compliance checked by training provider** | **Reference** *Eg. Section 1, Part 4, No. 5 Organisational Structure, p. xx* | CAAT Officials Use Only |
| **No** | **Item** | Regulatory requirement(s) | Yes | No | **N/A** |  | S | U | **N/A** | Remarks |
| 1 | Lesson Plan and Training hours | A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 2:1. Kinetic energy vs. potential energy vs chemical energy (power) (A); (B); (C) and (D)
2. Relationship between pitch and power and performance (A); (B); (C) and (D)
3. Performance and effects of differing engines (A); (B); (C) and (D)
 |  |  |  |  |  |  |  |  |
| 2 | Training Location and Training Devices  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 Appendix 4, Appendix 5 |  |  |  |  |  |  |  |  |
| 3 | Methods of Performance Evaluation  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 No. 15 |  |  |  |  |  |  |  |  |
| 4 | Passing Requirements | CAAT-ATO-B.E.2562, Section 2, Clause 18 |  |  |  |  |  |  |  |  |

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| **Subjects and Training elements** |
| **Element F**: Energy management | **Compliance checked by training provider** | **Reference** *Eg. Section 1, Part 4, No. 5 Organisational Structure, p. xx* | CAAT Officials Use Only |
| **No** | **Item** | Regulatory requirement(s) | Yes | No | **N/A** |  | S | U | **N/A** | Remarks |
| 1 | Lesson Plan and Training hours | A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 2:1. Manual handling skills (A); (B); (C) and (D)
 |  |  |  |  |  |  |  |  |
| 2 | Training Location and Training Devices  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 Appendix 4, Appendix 5 |  |  |  |  |  |  |  |  |
| 3 | Methods of Performance Evaluation  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 No. 15 |  |  |  |  |  |  |  |  |
| 4 | Passing Requirements | CAAT-ATO-B.E.2562, Section 2, Clause 18 |  |  |  |  |  |  |  |  |

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| **Subjects and Training elements** |
| **Element G**: Recognition | **Compliance checked by training provider** | **Reference** *Eg. Section 1, Part 4, No. 5 Organisational Structure, p. xx* | CAAT Officials Use Only |
| **No** | **Item** | Regulatory requirement(s) | Yes | No | **N/A** |  | S | U | **N/A** | Remarks |
| 1 | Lesson Plan and Training hours | A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 2:1. Type – specific examples of instrumentation during developing and developed upset (A); (B); and (D)
2. Pitch/power/roll/yaw (A); (B); (C) and (D)
3. Effective scanning (effective monitoring) (A); (B); (C) and (D)
4. Stall protection systems and cues (A); (C) and (D)
5. Criteria for identifying stalls and upset (A); (B); (C) and (D)
 |  |  |  |  |  |  |  |  |
| 2 | Training Location and Training Devices  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 Appendix 4, Appendix 5 |  |  |  |  |  |  |  |  |
| 3 | Methods of Performance Evaluation  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 No. 15 |  |  |  |  |  |  |  |  |
| 4 | Passing Requirements | CAAT-ATO-B.E.2562, Section 2, Clause 18 |  |  |  |  |  |  |  |  |
| **Subjects and Training elements** |
| **Element H**: Upset prevention and recovery techniques | **Compliance checked by training provider** | **Reference** *Eg. Section 1, Part 4, No. 5 Organisational Structure, p. xx* | CAAT Officials Use Only |
| **No** | **Item** | Regulatory requirement(s) | Yes | No | **N/A** |  | S | U | **N/A** | Remarks |
| 1 | Lesson Plan and Training hours | A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 2:1. Timely and appropriate intervention (A); (B); (C) and (D)
2. Nose-high/wings-level recovery (A); (B); (C) and (D)
3. Nose-low/wings-level recovery (A); (B); (C) and (D)
4. High bank angle recovery techniques (A); (B); (C) and (D)
5. Consolidated summary of Aeroplane recovery techniques (A); (B); (C) and (D)
 |  |  |  |  |  |  |  |  |
| 2 | Training Location and Training Devices  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 Appendix 4, Appendix 5 |  |  |  |  |  |  |  |  |
| 3 | Methods of Performance Evaluation  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 No. 15 |  |  |  |  |  |  |  |  |
| 4 | Passing Requirements | CAAT-ATO-B.E.2562, Section 2, Clause 18 |  |  |  |  |  |  |  |  |

| **Subjects and Training elements** |
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| **Element I**: System malfunction section | **Compliance checked by training provider** | **Reference** *Eg. Section 1, Part 4, No. 5 Organisational Structure, p. xx* | CAAT Officials Use Only |
| **No** | **Item** | Regulatory requirement(s) | Yes | No | **N/A** |  | S | U | **N/A** | Remarks |
| 1 | Lesson Plan and Training hours | A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 2:1. Flight control anomalies (A); (B); (C) and (D)
2. Power failure (partial or full) (A); (B); (C) and (D)
3. Instrument failures (A); (B); (C) and (D)
4. Automation failures (A); (C) and (D)
5. Fly-by-wire protection degradations (A); (C) and (D)
6. Stall protection system failures, including icing alerting systems (A); (C) and (D)
 |  |  |  |  |  |  |  |  |
| 2 | Training Location and Training Devices  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 Appendix 4, Appendix 5 |  |  |  |  |  |  |  |  |
| 3 | Methods of Performance Evaluation  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 No. 15 |  |  |  |  |  |  |  |  |
| 4 | Passing Requirements | CAAT-ATO-B.E.2562, Section 2, Clause 18 |  |  |  |  |  |  |  |  |

| **Subjects and Training elements** |
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| **Element J**: Specialised training elements sections | **Compliance checked by training provider** | **Reference** *Eg. Section 1, Part 4, No. 5 Organisational Structure, p. xx* | CAAT Officials Use Only |
| **No** | **Item** | Regulatory requirement(s) | Yes | No | **N/A** |  | S | U | **N/A** | Remarks |
| 1 | Lesson Plan and Training hours | A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 2:1. Spiral dive (graveyard spiral) (A); (B); (C) and (D)
2. Slow flight (B); (C) and (D)
3. Steep turns (B); (C) and (D)
4. Recovery from approach to stall (B); (C) and (D)
5. Recovery from stall, including uncoordinated stalls (aggravating yaw) (B); (C) and (D)
6. Nose-high/high-speed recovery (A); (C) and (D)
7. Nose-high/low-speed recovery (B); (C) and (D)
8. Nose-high/low-speed recovery (B); (C) and (D)
9. Nose-low/high-speed recovery (B); (C) and (D)
10. Nose-low/low-speed recovery (B); (C) and (D)
11. High bank angle recovery(B); (C) and (D)
12. Line-oriented flight training (LOFT) or line-operational simulation (LOS) (C) and (D)
 |  |  |  |  |  |  |  |  |
| 2 | Training Location and Training Devices  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 Appendix 4, Appendix 5 |  |  |  |  |  |  |  |  |
| 3 | Methods of Performance Evaluation  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 No. 15 |  |  |  |  |  |  |  |  |
| 4 | Passing Requirements | CAAT-ATO-B.E.2562, Section 2, Clause 18 |  |  |  |  |  |  |  |  |

| **Subjects and Training elements** |
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| **Element K**: Human Factors | **Compliance checked by training provider** | **Reference** *Eg. Section 1, Part 4, No. 5 Organisational Structure, p. xx* | CAAT Officials Use Only |
| **No** | **Item** | Regulatory requirement(s) | Yes | No | **N/A** |  | S | U | **N/A** | Remarks |
| 1 | Lesson Plan and Training hours | A-CAAT-UPRT B.E. 2562, GM-CAAT-UPRT 2019 Appendix 2:1. Situation awareness
2. Human information processing (A); (B); (C) and (D)
3. Inattention, fixation, distraction (A); (B); (C) and (D)
4. Perceptual illusions (visual or physiological) and spatial disorientation (A); (B); (C) and (D)
5. Instrument interpretation
6. Startle and stress response
7. Physiological, psychological, and cognitive effects (A); (B); (C) and (D)
8. Management strategies (A); (B); (C) and (D)
9. Threat and error management
10. TEM framework (A); (B); (C) and (D)
11. Active monitoring, checking (A); (B); (C) and (D)
12. Fatigue management (A); (B); (C) and (D)
13. Workload management (A); (B); (C) and (D)
14. CRM (A); (B); (C) and (D)
 |  |  |  |  |  |  |  |  |
| 2 | Training Location and Training Devices  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 Appendix 4, Appendix 5 |  |  |  |  |  |  |  |  |
| 3 | Methods of Performance Evaluation  | CAAT-ATO-B.E.2562, Section 2, Clause 18GM-CAAT-UPRT 2019 No. 15 |  |  |  |  |  |  |  |  |
| 4 | Passing Requirements | CAAT-ATO-B.E.2562, Section 2, Clause 18 |  |  |  |  |  |  |  |  |