UPRT During the Pandemic
Deviations and some examples

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Outline

- **A few deviations during pandemic**
- **Example UPRT session during pandemic**

Exemptions during pandemic

- **There were no UPRT exemptions**
    - Scheduled carriers obtained other exemptions (donning oxygen masks, some recurrent proficiency check items, etc.)
    - See faa.gov/coronavirus/regulatory_updates

Example recurrent UPRT session during the pandemic (July 2021)

- **A320**

- **Academic – 1 hr 20 mins**

- **Simulator – 2 hrs 30 mins**

- **Third or fourth recurrent UPRT session for each**

- **Both pilots completed proficiency check day before**

Example content recurrent academic

- **Discuss manual flying proficiency practice**
  - One pilot flies with A/T off a couple times a month
  - Other pilot flies with A/T off once or twice a flight
  - Both noted common error of not matching thrust lever with N1 first
- **Review of A FLOOR → TOGA → TOGA LK → Getting out of it**
- **Re-automating techniques**

Example content recurrent academic

- **Review of how sidestick takeover pushbutton work and lights**
- **Discussion of conditions causing autopilot to disconnect**
- **Bank angle limit reduction when in alpha prot**
- **Low speed stability differences in control law degradations**
- **Unreliable airspeed procedure (relevant review of AF447)**
  - Examples of unreliable airspeed events at the operator

Example content recurrent simulator

1. **Freeplay**
2. **Practice automation recovery technique – attention to flight mode annunciators**
3. **A/T off & back on in various conditions…TOGA LK, etc**
    -   Again focus on flight mode annunciators
    -   Reminder on pushing instinctive disconnect button for 15 sec, then no more A/T rest of the flight
4. **Entry into Alpha Floor**
    -   Review of appropriate CRM at operator for this
    -   Observe transition to TOGA LK, and then steps for proper return to desired flightpath
5. **Sidestick takeover**
    -   Review of procedure, appropriate CRM, lights

Example content recurrent simulator

6. **Flying in ALTERNATE LAW**
   – Demonstration of protections available
   – Transitions in and out of DIRECT LAW with landing gear
   – Showing that disconnecting A/T reduces trim workload

7. **Low speed demonstration**
   – Manually fly below VLS in ALTERNATE LAW
   – Finger on trim wheel for trim awareness
   – Demonstrate that cannot engage A/P below VLS

8. **One pilot flies to upset, other closes eyes, recovers at stall warning**
   – Pitch 15, roll 67;   then pitch -15, roll 67;   One pilot did not pull thrust on latter case

Example content recurrent simulator

9. **Approach to stall on final**
    – One pilot instinctively responded with thrust instead of AOA
10. **Both pilots discuss the good and the bad**

BREAK

11. **Set up for windshear recovery (but got a dual FMGC failure that caused initial misdiagnosis)**
12. **TCAS RA with an added distraction**
13. **Sidestick failure with other side taking over**
14. **High altitude full stall (dark and stormy conditions)**

Example content recurrent simulator

15. RA climb at FL350…caused going into VLS, which has happened in their operations
16. Both pilots discuss the good and bad

BREAK

17. Windshear recovery (first time, cleaned up too early)
18. TCAS RA with an added distraction
19. Sidestick failure with other side taking over
20. High altitude full stall (dark and stormy conditions)
21. Bounced landing

Summary

- **Operator takes UPRT very seriously and goes above regulatory requirements**

- **Allows for considerable practice in and out of automation**

- **My only criticism is, while their discussions are excellent, I would recommend repeating practical events to proficiency (they know this)**