UPRT & AEROBATICS
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CAMiGUiN AViATiON

15 FAQ about On-Airplane (OA) UPRT

1. **What is the main purpose of OA UPRT?**
   To teach pilots about human factors as they relate to an upset. While each lesson of a syllabus has its own inherent purpose, they all contribute to the key objective of OA UPRT, which is to expose students to their own unique psychological (startle) and physiological (G-forces) responses to upsets and all-attitude exposure (PCAR IS 2.3.3.3, Page IS-29) .

2. **Why do I need OA UPRT?**
   The regulations require it. But wait, there is so much more! In dealing with startle, students have to learn to get involved with the airplane, to fly the AoA by feel, with their fingertips. OA UPRT teaches this vital flying skill. Taught correctly, OA UPRT is used as a tool to elevate overall flying skills of aspiring and current pilots (PCAR 2, 3, and 8).

3. **Are there different kinds of OA UPRT courses?**
   Yes, there are two. The standard OA UPRT course is required for most pilots. It takes about three to five flights to complete. Trainer-the-Trainer OA UPRT is for aspiring OA UPRT FI. It has an aerobatic component in addition to FI-specific UPRT, and takes around 25 flights to complete (PCAR IS 2.3.3.3, Pages IS-30 and IS-32).

4. **What will students completing an OA UPRT program receive?**
   A certificate and logbook entry. The certificate is issued by the ATO that has CAAP approval to teach the specific UPRT course. The logbook entry is signed by the certified UPRT instructor (PCAR IS 2.3.3.3, Page IS-30).

5. **When will I have to furnish my OA UPRT certificate and logbook entry?**
   Every time you apply for your first type-rating, CPL, FI, and MPL (PCAR 2: Pages 2.3-5, 2.3-12, 2.3-13, 2.3-21, respectively).

6. **Do ATPL need OA UPRT?**
   Applicants for the ATPL may receive OA UPRT credit for previous training completed on a certified Level-D FSTD programmed for flight in the extended envelope, if it can be demonstrated that startle and G-force exposure was equivalent on the FSTD as to that experienced on an actual airplane (PCAR IS 2.3.3.3, Page IS-33).

7. **Does OA UPRT have re-currency?**
   No. OA UPRT certification is a once-in-a-lifetime event. UPRT on Level-D FSTD programmed for flight in the extended envelope is re-current, and typically implemented by the airliners at yearly intervals.

8. **Are students required to obtain a type-rating for the aircraft used during standard UPRT?**
   No. The PCAR do not specify a type-rating requirement for standard OA UPRT. The objective of OA UPRT is not for students to learn to command or land aerobatic aircraft. Instead, it is to expose them to the psycho-physiological effects of upsets, which can be safely achieved using any type of aerobatic-certified aircraft.

9. **Are FI required to obtain a type-rating for the aircraft used during Train-the-Trainer UPRT?**
   No, and yes. Train-the-Trainer programs consist of aerobatic training and FI-specific UPRT. Aerobatic experience can be attained on certified aerobatic aircraft that FI do not have a type-rating for. However, for the FI-specific UPRT component, FI should be trained on the type they are going to use for instructing at their ATO (PCAR IS 2.3.3.3, Page IS-32).

10. **What's the difference between OA UPRT and aerobatics?**
    Aerobatics has pilots execute pre-determined maneuvers, while OA UPRT deals with pilot reactions to unexpected events. But, they also have similarities. For example, for novice aerobatic students initial lessons feel anything but pre-determined, and almost always lead to startle. So, some UPRT lessons may use aerobatic maneuvering to achieve certain training objectives (PCAR IS 2.3.3.3, Page IS-29).

11. **Does On-Airplane UPRT cover Spin-Training?**
    It depends on the ATO. Technically, it is not a requirement. But it can be a valuable addition if taught by an experienced instructor. For example, executing a few spins removes them as an unknown from most pilots' conscience, making them great *Confidence Builders*. Spins can also be used to emphasize key flying concepts, such as *Unloading Controls to Recover from Upsets*.

12. **Can an ATO sub-contract UPRT from another ATO?**
    Yes. The same way an ATO can sub-contract flight simulators from another ATO, or maintenance services from an AMO, UPRT can be sub-contracted from a specialized UPRT ATO.

13. **What is the procedure for sub-contracting UPRT?**
    Simple. The 'client' ATO advises CAAP in the form of a letter that a legal agreement has been established to sub-contract OA UPRT from the 'service provider' ATO.

14. **When sub-contracting UPRT, who is liable in case of accidents?**
    The specialized UPRT ATO (service provider).

15. **How does the acquisition of aerobatic airplanes affect insurance costs?**
    We don't know. Talk to your insurance provider, but it's likely a function of perceived risks involved, your previous accident record etc.