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Safety Recommendation:

United Airlines should review their guidance material on aircraft upset recognition and startle factor in its recurrent and CRM training programs in the context of the recently published documents, 'High Altitude Operations, Supplement #1 to the Airplane Upset Recovery Training Aid', and FAA AC 120-111, 'Upset Prevention and Recovery Training'

Response:

6 October 2016

Flight Training is currently implementing updated training for upset recovery in accordance with the guidance provided in FAA AC 120-111. Continuing Qualification training for 2016 (CQ16) on the B757/767 fleet already includes Maneuvers Based Training (MBT) and Scenario Based Training (SBT), the latter of which provides for the startle factor. Training is not required by FAA until 2019, and United will have the FAA AC 120-111 training recommendations implemented by that time. Boeing is actively supporting the development of simulator data for this type of training, and United is working with Boeing to enhance our ability to better train for these types of events. In regards to CRM training, MBT and SBT during Continuing Qualification (CQ) events expose pilots to the application of CRM/TEM in these dynamic situations.

AAIU Comment:

The AAIU considers the status of this Safety Recommendation to be "Implemented, Closed"