

This is to confirm that the

“Flight Path Management at High Altitudes Training”

(Flight Path Management during unreliable airspeed indication and other failures at high altitude)

provided by infoWERK Medien & Technik GmbH, setup on the LMS Training Portal, is in compliance with:

AMC1 ORO.FC.120&130 Operator conversion training and checking & recurrent training and checking

Operators flying above FL300 must integrate such training into their conversion and recurrent training programs. Operators may apply changes to these course modules to meet their specific operational requirements (when applicable):

The course covers the following elements which shall be covered over a period not exceeding 3 years: (for recurrent training)

High-Altitude Flight Physics: Basic flight physics principles concerning flight at high altitude, with a particular emphasis on the relative proximity of the critical Mach number and the stall, pitch behaviour, and an understanding of the reduced stall angle of attack when compared with low-altitude flight.

Automation Interaction: Interaction of the automation (autopilot, flight director, auto-throttle/auto-thrust) and the consequences of failures inducing disconnection of the automation.

Handling Unreliable Airspeed and Failures: Consequences of an unreliable airspeed indication and other failures at high altitude and the need for the flight crew to promptly identify the failure and react with appropriate (minimal) control inputs to keep the aircraft in a safe envelope.

Fly-by-Wire (FBW) Degradation: Degradation of fly-by-wire (FBW) flight control laws/modes and its consequence on aircraft stability and flight envelope protections, including stall warnings.

Stall Recovery Procedures: The requirement to promptly and accurately apply the stall recovery procedure, as provided by the aircraft manufacturer, at the first indication of an impending stall. Differences between high-altitude and low-altitude stalls must be addressed.

Manual Control Takeover: Procedures for taking over and transferring manual control of the aircraft, especially for FBW aeroplanes with independent side-sticks.

Task Sharing and Crew Coordination: Task sharing and crew coordination in high workload/stress conditions with appropriate call-out and acknowledgement to confirm changes to the aircraft flight control law/mode.

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