

TBM 940 – UPRT Training, A Little-Known Use



Philippe de Segovia fell into aviation at the age of 14, when he started flying gliders. He was able to combine his passion for aviation with his professional life, first as a journalist for aviation magazines such as Aviation & Pilote, of which he was editor-in-chief, then for 25 years as communications manager for SOCATA and then Daher aircraft, including of course the TBM. He is also secretary of the Heritage Avions Morane-Saulnier association.

Among the lesser-known uses of the TBM is training. In the early days of the TBM program, the concept of the single-engine turboprop was considered by flight schools training future airline pilots as a teaching tool to bridge the gap between basic professional training and entry into airline type rating training.

In the current period of severe pilot shortages, airlines are struggling to find sufficiently experienced candidates, and the wealthiest are turning to so-called ab-initio programs. These involve training students who have never flown before to become airline pilots in what can seem like an extremely short period of time. The typical program around the world consists of training a co-pilot to qualify on the Airbus A320 or Boeing 737 in less than 18 months. For flight schools working for airlines, the solution is often simple and effective: provide practical training in a country with a sunny climate and little air traffic. This often means that pilots arrive at their qualification training without having encountered icy conditions or winter weather, and without ever having had to deal with rapid arrivals at busy airports. This can lengthen the qualification training period and disrupt the entire system.

With this in mind, Airbus and Boeing have raised their entry requirements for training and are asking airlines to provide “Entry-Level Training” modules.

However 'no prophet is acceptable in his hometown' and this concept never really took off...except in Africa, with the Nigeria College of Aviation Technology. This education institution based in Zaria, Kaduna State, funded by the Nigerian Federal Ministry of Aviation, selected the TBM 850 to complement their ab-initio airline pilot training program in 2010. The TBM 850 complete the syllabus based on SOCATA TB 9 for primary training, TB 20 for advanced training, and Beech Baron 58 for multiengine course to prepare the pilots to the Type rating course on Boeing 737 simulator.



The EPNER [*École du Personnel Navigant d'Essais et de Réception*], or Flight Test and Acceptance Personnel School] also regularly welcomes flight operations inspectors from the DGAC [*Direction générale de l'Aviation civile*] 's PN/EPN division as part of UPRT [Upset Prevention and Recovery Training] training. This training, delivered on TBM 940 aircraft, is designed to prevent and provide training in the recovery of loss of control and has become a strategic and regulatory priority in the pilot training curriculum.

EPNER, one of the five leading pilot schools in the Western Hemisphere and based at the Istres flight test center, is dedicated to training flight test crews involved in test flights.





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