

RMT.0599 Review of ORO.FC Evidence-Based Training

Ascanio Russo – Aircrew Flight Crew Licensing expert.

Your safety is our mission.

Why and What is Evidence Based Training (EBT)



Boeing 737-500



→ Douglas DC-9- series
32 P&W JT8D

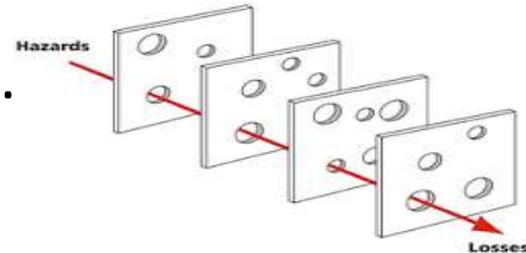


Airbus 350 XWB

Do these aircrafts look the same?...

Why and What is Evidence Based Training (EBT)

- Flight crew need to be trained for **today's operational risks**
 - Account for technological innovations and changing operational environment.
 - More emphasis on non-technical human factors.
 - Improve efficiency and effectiveness of training.
- EBT enables a data-driven training system
 - Continuous standardised training data needed.
 - 'Just culture' and data protection ensured.



EASA Rule development.

Programing phase

Rule development phase

Proposal

From various sources

Ranking

Decided by stakeholders

EPAS

European plan for aviation safety

RIA

Regulatory Impact Assessment

CRD

Common Response Document

Proposal

BIS

Ranking

Draft EPAS

EPAS

ToR

RIA

NPA

CRD

Opinion

BIS

Best intervention strategy

Draft EPAS

ToR

Terms of Reference

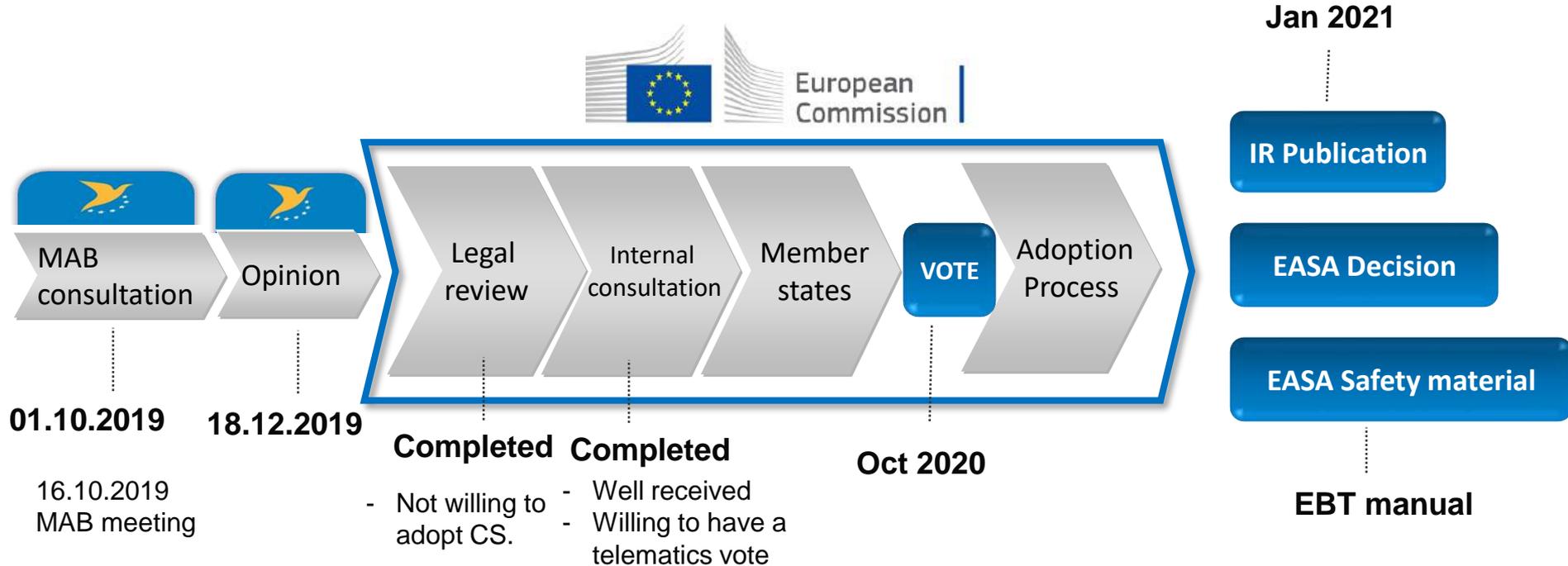
NPA

Notice of Proposed Amendment

Opinion

/ Decision...

European commission.



EBT Regulatory Innovations

- EBT removes licence and operators proficiency checks
- Checks replaced by continuous competency-based assessments
- This means:
 1. A continuous assessment covering both FCL & OPS
 2. Revalidation of licence based on data/evidence
 3. Instructors conduct all training and assessments
 4. Examiner no longer directly involved in assessments

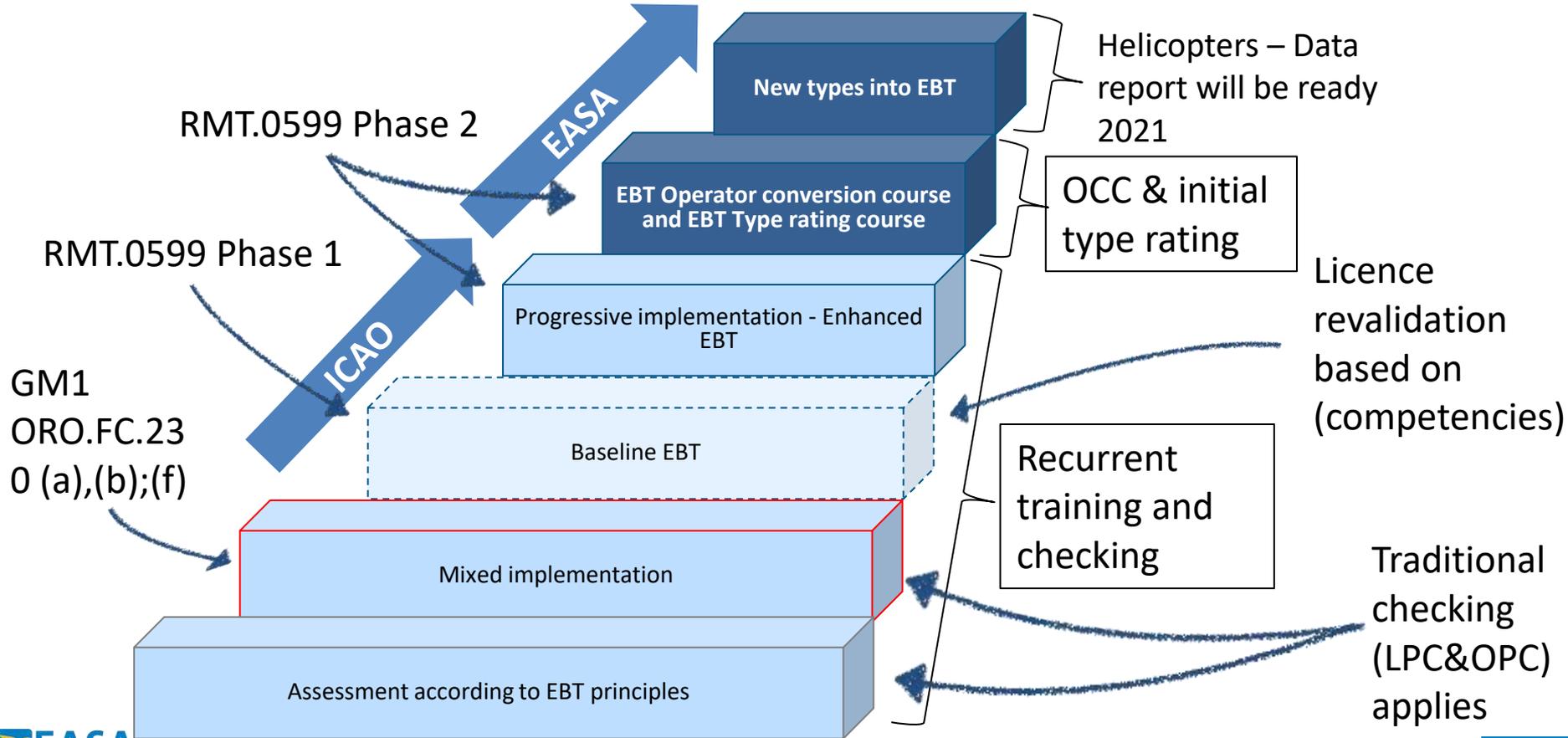
Regulatory updates – Soft law.

- New AMC – 3 years of mixed implementation before EBT.
 - 2 years for the majority of the EBT elements such as malfunction clustering, instructor training..etc.
- ORCA/E – Observe, record, classify, assess/evaluate.
- Resilience – New AMC + GM
- Training system performance
 - Clear classification of training data – Level 1, Level 2, Level 3 - GM
- ICAO Instructor competencies – GM
- No programme will be provided for GEN 2 Jet.

Regulatory updates – Soft law.

- Monitoring of line flights – light version of the Line oriented safety assessment from FAA
 - Form provided by EASA
 - ADREP and IATA taxonomy.
- Equivalence of malfunctions – Malfunctions clustering
 - Improve text to reflect the documentation provided by some manufactures

EBT implementation. (Phases).





Advice to stakeholders

- Follow the official documentation of your regulator, ICAO, and EASA.
- If you use private consultants contact reliable organisations such IATA, NLR.
- EBT is a worldwide global initiative that was created and developed by many organisations. No single organisation or person can claim the original idea or ownership of EBT and its principles.
- EBT is long journey: 1-2 years of EBT principles and 2-3 of EBT mixed.
 - Instructor training (emphasis on facilitation).
 - Instructor concordance.
 - Feedback loop.

- ▶ During the meeting held at ICAO on July 2019, the following considerations were expressed with regard to the inclusion of CBTA for all licences and ratings in the current framework of Annex 1:
 - ▶ a phased approach should be considered for the licensing community to gain experience before any considerations are made to amend the current required hours or time;
 - ▶ a way to monitor how CBTA is used for licensing purposes should be developed with a view, over time, to assess the continued relevance of referencing experience in hours or time.

✓ What EASA is doing for CBTA

- Ex-post Evaluation of the EU Pilot Training regulation
- Commence expanding CBTA into the licensing framework
- Enable use of more innovative devices in training
- Enable full EBT

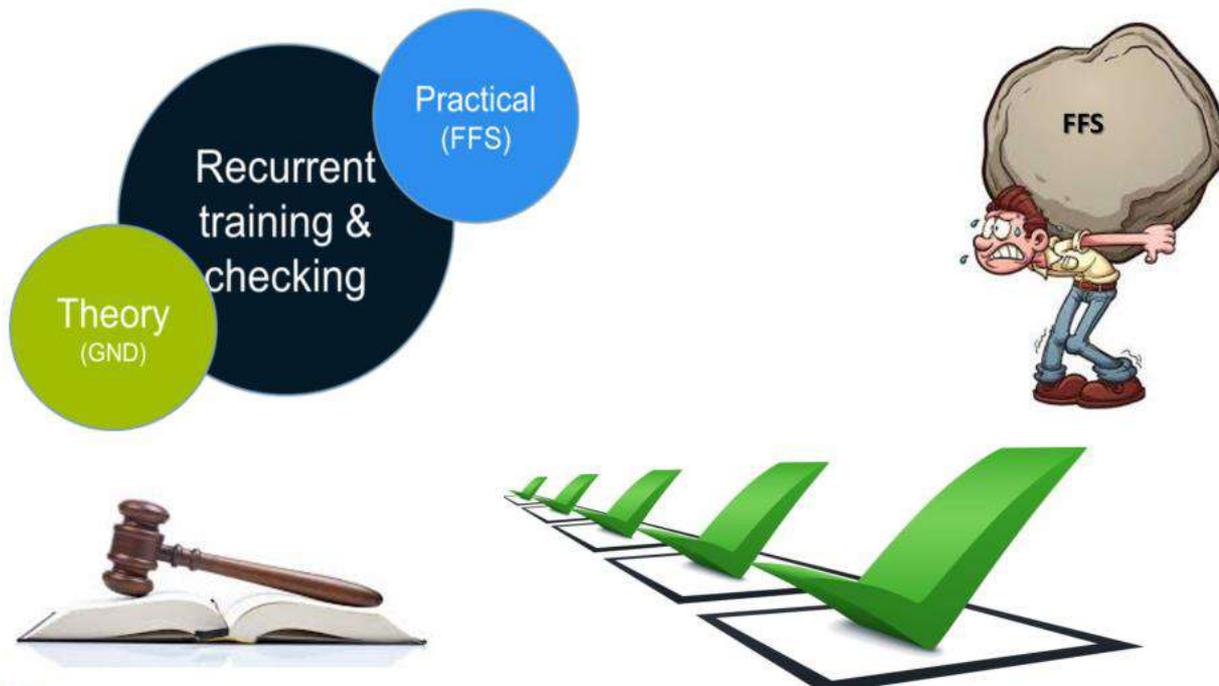
✓ Dedicated EASA TFs setup to consider:

- CBTA implementation needs
- Instructor shortage – RMT 0194
- Examiner standards - FEM
- Technological Innovations – RMT 0196

✓ Identified needs and way forward

- ✓ there is a need to expand the CBTA concept;
- ✓ there a need to achieve a common understanding of CBTA's main aspects in order to move forward;
- ✓ there a need to understand how to support CBTA implementation further;
- ✓ the maturity of the organisations and aviation authorities is a pivotal point for success in implementing CBTA.

RMT.0196 - Where we are today?



RMT.0196- Our vision for the future





- ▶ Primary documentation
 - EASA EBT checklist: <https://www.easa.europa.eu/sites/default/files/dfu/EBT%20Checklist%20V2.0.pdf>
 - ED Decision 2015/027/R Implementation of evidence-based training (EBT) within the European regulatory framework <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2015027r>. It includes:
 - [EASA Notice of proposed of Amendment 2018-07\(B\)](https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-07%28B%29.pdf): <https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-07%28B%29.pdf>
 - EASA OPINION EBT (3 documents):
 - 1- [Annex to Opinion Reg. 965/2012 Air OPS](#)
 - 2- [Annex to Opinion Reg.1178/2011 Air CREW](#).
 - 3- [Appendix to Opinion](#) (Acceptable means of compliance, Guidance Material and Explanatory note).
 - ICAO Doc 9995 AN/497 Manual of Evidence-based Training First Edition – 2013.
- ▶ For info:
 - ToR RMT.0696 Implementation of Evidence-Based Training within the European regulatory framework <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0696>.
 - ToR (+ Concept Paper) RMT.0599 Evidence-based and competency-based training <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-concept-paper-rmt0599>.
 - IATA Data Report for Evidence-Based Training August 2014 1st edition.
 - ICAO PANS Training DOC 9868.
 - IATA Evidence-Based Training Implementation Guide July 2013.

Draft Opinion 08/2019

Evidence-Based Training (EBT)

Questions?

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