

SESSION 6

Reducing the Pilot Training Carbon Footprint

Sustainable Pilot Training Webinar

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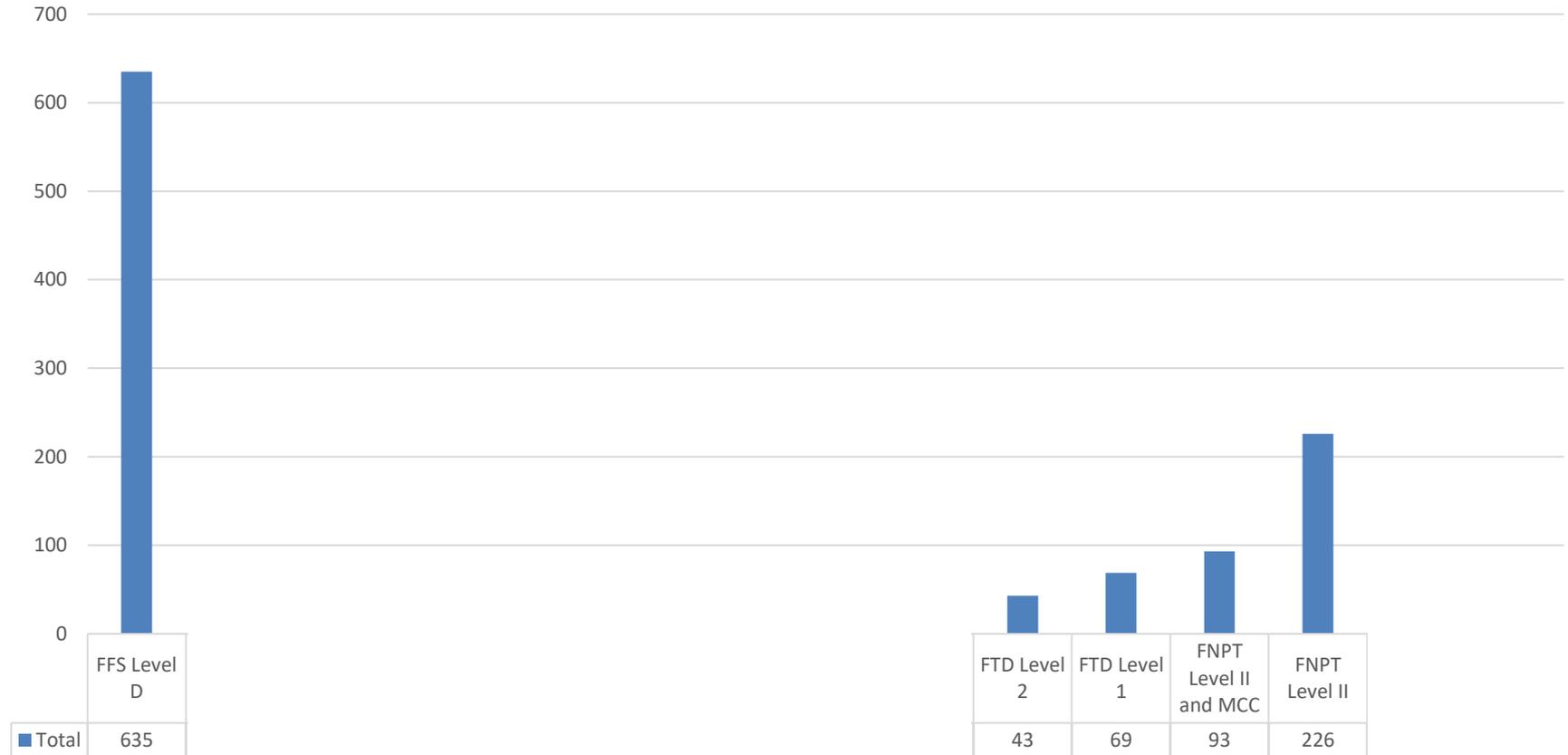
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Sustainable Pilot Training - Context

- Existing paradigm in regulatory pilot training follows a tool to task approach
- Focus traditionally on use of;
 - Full flight simulator: a high fidelity but costly device in type rating training,
 - The actual aircraft in licensing training
- FFS availability and accessibility restricted, leading to high travel footprint
- Use of other types of simulators and crediting limited by regulatory framework
- Innovations are providing opportunities to shift the paradigm



FSTDs with EU qualification certificate



Sustainable Pilot Training – Paradigm Shift

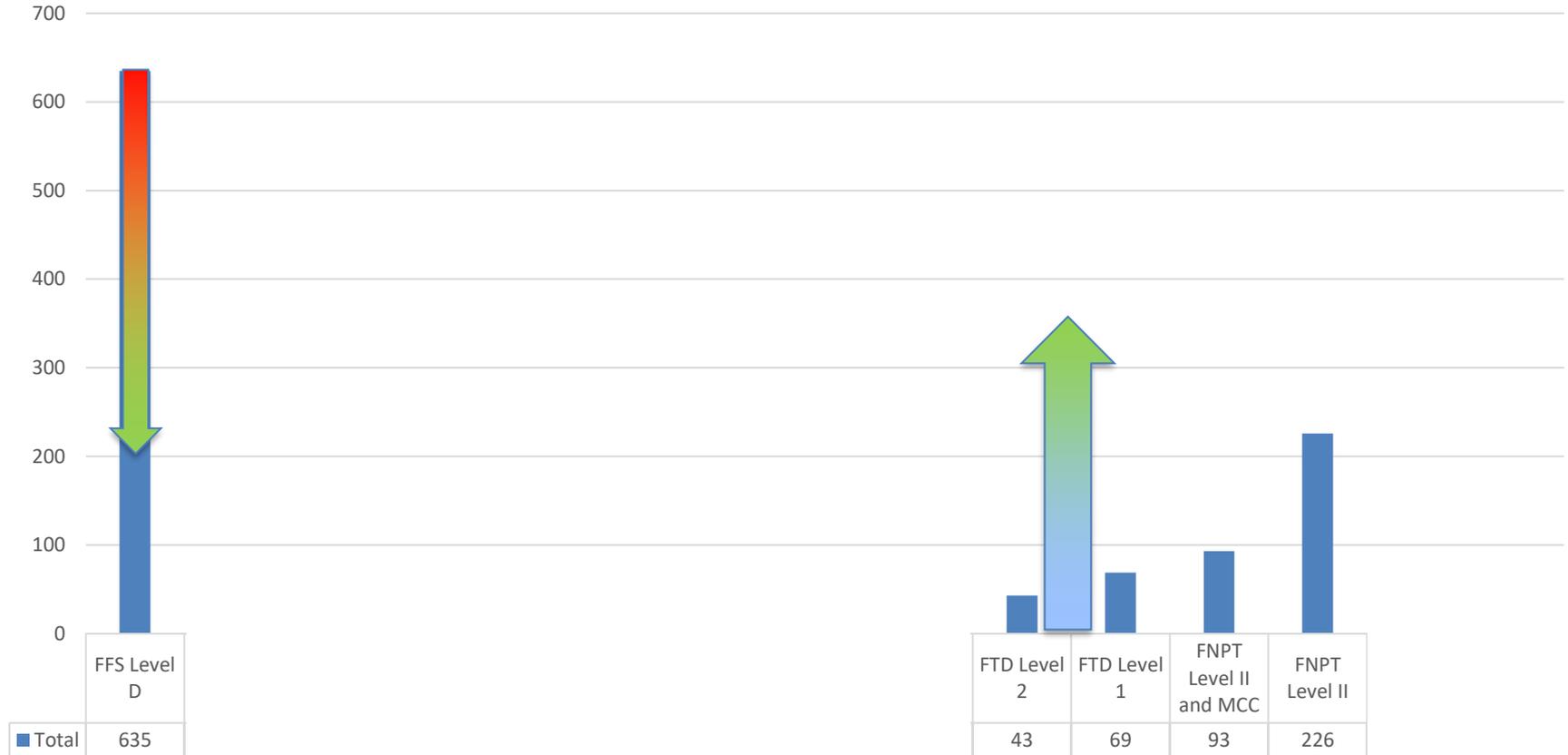
- Follow task (or competency) to tool approach
- To ensure better fit between training need and tool used
- Distinguish between ‘Training’ versus ‘Training to Proficiency’
- Better use of competency-based training and assessment concept

Enabling other Simulators/Simulation Devices

- EASA working to clarify and standardise capabilities of qualified simulators (FTD/FNPT) -> FSTD Capability Signature (FCS)
- Enable training providers to reshape typical training footprint: fewer FFS but more tailored, cost-effective and energy efficient simulators
- EASA exploring how to enable/promote greater use of other simulation devices (VR/AR/MR) that meet training needs



FSTDs with EU qualification certificate



Increasing the crediting for simulation devices?

95 hours of dual instruction, of which up to 55 hours may be instrument ground time;

Applicants for a PPL(A) shall have completed at least 45 hours of flight instruction in aeroplanes or TMGs, 5 of which may have been completed in an FSTD, including at least:

in the case of an FI(A) and (H), at least 30 hours of flight instruction, of which 25 hours shall be dual flight instruction, of which 5 hours may be conducted in an FFS, an FNPT I or II or an FTD 2/3;

When the type rating course has included less than 2 hours of flight training in the aircraft, the skill test may be conducted in an FFS and may be completed before the flight training in the aircraft.

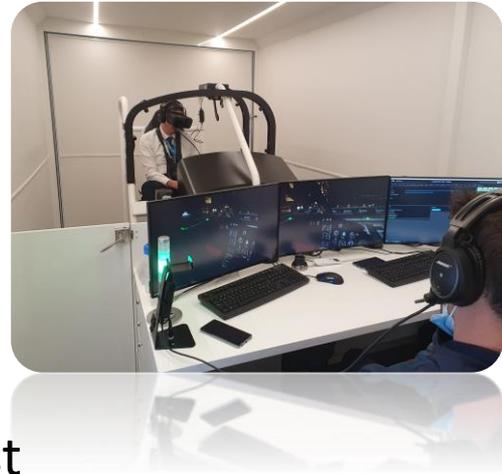
Increasing the crediting for simulation devices?

- Innovative other simulation devices are showing greater capabilities in meeting training needs
- Introduction of Competency-Based Training and Assessment (CBTA)
- Regulatory frameworks under review (ICAO, EASA)
- EASA plans to launch a research to determine what training tasks really need an aircraft instead of simulation device



Increasing the crediting for simulation devices?

- Could this lead to:
 - Type rating base/circuit training on the FFS instead of the aircraft?
 - Greater number of training hours on more capable simulation devices (VR based FNPT/FTDs), less on the aircraft?
 - More training opportunities closer to home?
 - A (significant) reduction in the footprint, whilst maintaining/increasing the safety level due more and better training with focus on task to tool approach)?



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Sustainable Pilot Training Webinar **Questions**

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