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SESMA is BA's FDM programme

Implemented ATQP in BA in 2008

Now managing BA's EBT programme

This presentation will cover:

- Approach training in ICAO Doc 9995
- Principles established by rule-making group
- Draft rules for EBT approach training



From ICAO Doc 9995:

- Described as “Equivalency of approach types” based on underlying elements of flight crew performance
- Equivalent groups of approaches can be determined using eight characteristics
- Demonstrated proficiency in one type of approach can be considered equivalent to proficiency for other approach types in same group

EBT Approach Training

ORO.FC.231 (f)

Approach type	Aligned Approach	Non Aligned	Auto Approach	Manual Approach	Precision Approach	NPA Approach	Internal Guidance	External Guidance	Visual Segment	Non-Std Path	Low Vis Ops
ILS Cat I	Y		Y	Y	Y			Y			
ILS Cat II/III LTS/OTS	Y		Y		Y			Y			Y
NPA Fully Managed	Y	Y	Y			Y	Y	Y/N	Y	Y	
NPA Managed Lateral/Selected Vertical	Y	Y	Y			Y	Y	Y	Y	Y	
NPA Fully Selected	Y	Y	Y			Y		Y	Y	Y	
Circling		Y	Y	Y		Y			Y	Y	
Visual	Y	Y		Y					Y	Y	
PRM/LDA/SOIA	Y	Y	Y		Y			Y	Y	Y	

Problems:

- It doesn't produce groups of approaches
- There's no guidance on frequency of approach training in Doc 9995

Looking at the eight characteristics:

- Straight in / visual alignment / circling approach
- Level of automation
- Precision / non precision approach
- Internal / external guidance
- Visual segment
- Special airport procedures (e.g. PRM, RNP-AR)
- Non-standard glide path
- Low visibility operations

Variable lateral path

Level of automation

Type of approach

Internal / external guidance

Manoeuvring required

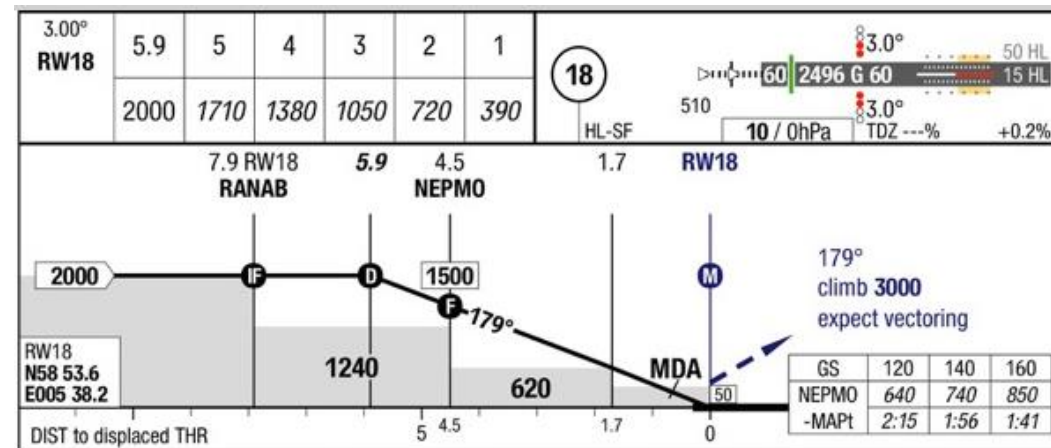
Type of approach

Variable vertical path

Type of approach

Principles established by the rule-making group:

- There are five approach *characteristics* which require different elements of flight crew performance
- Additionally, Part-SPA has approaches that require *specific approval* and which need to be considered as part of EBT approach training



Principles established by the rule-making group:

- Approaches requiring *specific approval* are primarily skill-based and so should be included in the Manoeuvres Training phase
- Approaches with different *characteristics* require a broader range of crew competencies and so should be included in the Evaluation and Scenario-based Training phases
- The EBT baseline training matrix should state the frequency of approach training for both these phases

Implementing Rule for approach training in EBT:

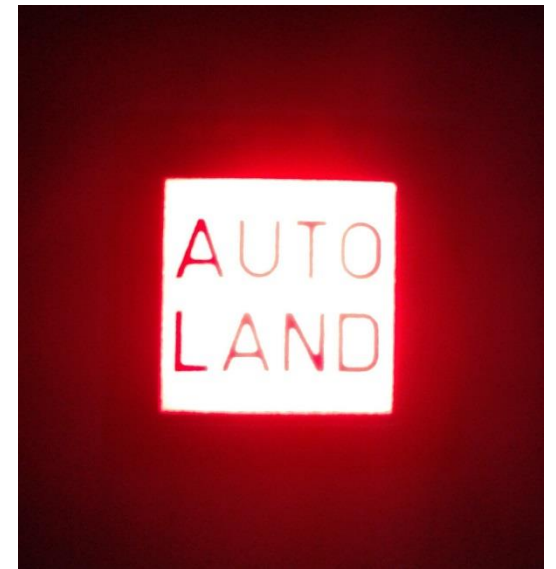
- At least one approach with each *characteristic* shall be included in Evaluation or Scenario-based Training **every year**
- Approaches requiring *specific approval* shall be included in Manoeuvres Training **every three years**

What this means:

- Regular training to competence in managing approaches with different characteristics
 - = more emphasis on competency-based training
- As a back-stop, make sure all the approach procedures are practised over a three-year cycle
 - = less emphasis on event-based training

Definitions and examples for each of the five *characteristics* are given in the AMC and GM:

- Non-standard vertical path
- Non-standard lateral path
- Manoeuvring in the visual segment
- Levels of automation
- Reduced approach/runway lighting or guidance



Questions are welcome at the end of the session

