



RMT 0599

Main Group

Yann RENIER

Captain (Ret) Yann RENIER

- is Head of Training & Licensing within the Safety and Flight Operations department at IATA Headquarters in Montreal.
- joined IATA in June 2016 after 26 years of commercial air carrier experience, which included both domestic and international operations.
- held operator position in management, training and line pilot, serving as a Captain, check airman and chief pilot.

Team

- Stale Rosland, CAA Norway
- Rogier Leeflang, IACA
- Phil Adrian, Boeing
- David Lord, GAMA
- Anneke Nabben, EAMTC
- Mats Engman, Swedish Transport Agency
- Benjamin Busch, ERAC

Main group tasks

1. Training-related AIROPS regulation
2. NPA AMC/GM for section 1 of ORO.FC (NCC)
3. Concept Paper on Alternative Training Media & Methods

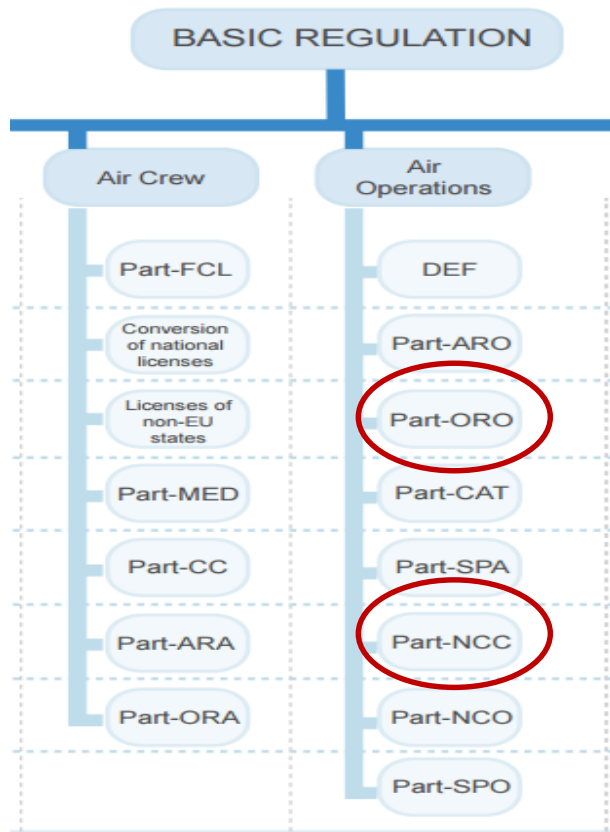
Training-related AIROPS regulation

- Inconsistencies raised during implementation
- Specific issues raised by Industry & NAA
- Outcome via NPA
- E.g: Aerodrome qualification from CAA Norway

Main group tasks

1. Training-related AIROPS regulation
2. **NPA AMC/GM for section 1 of ORO.FC (NCC)**
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NPA AMC/GM for section 1 of ORO.FC



ORO.FC Section 1:

AMC/GM = Ø

ORO.FC Section 2:

AMC/GM = CAT only

Part NCC:

25 August 2016

NPA AMC/GM for section 1 of ORO.FC

- Designation as pilot in command ORO.FC.105
- Conversion course ORO.FC.120
- Recurrent training and checking ORO.FC.130
- Provision of training ORO.FC.145

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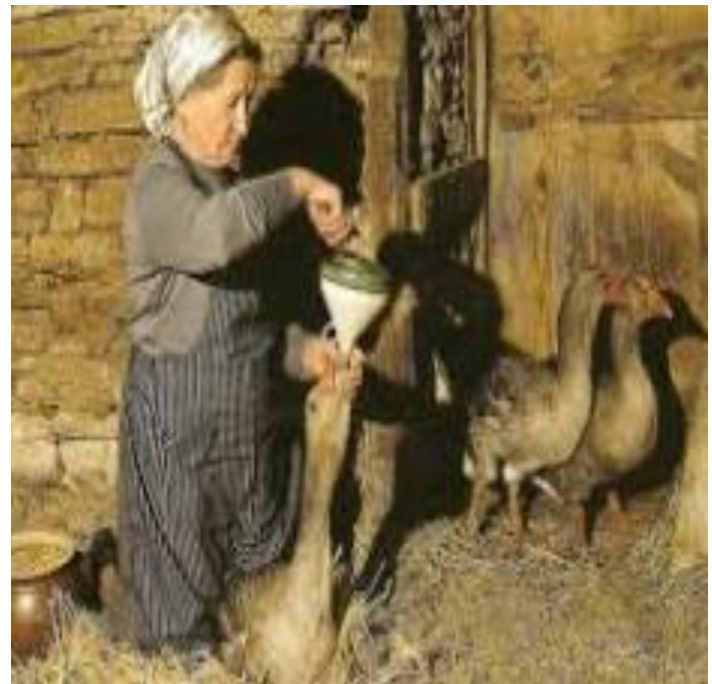
Today recurrent training & checking

- GRND refresher is ~ 2 days/ year
- FFS is ~ 4 sessions / year to review major failure & to check engine out flying skills
- GRND & FFS recurrent training and checking content overloaded with prescriptive elements
- New important elements to be trained UPRT, manual flying skills, monitoring...

GRND refresher

- A/C System
- Procedures
- Incapacitation
- Security
- Dangerous goods
- Icing condition....

My Caricatural picture



FFS sessions

- Review of major failures
- Rejected TO
- T.O engine failure
- ILS engine out
- GA engine out
- NPA engine out
- LDG engine out

My Caricatural picture



Challenges

To train efficiently the incoming demands from:

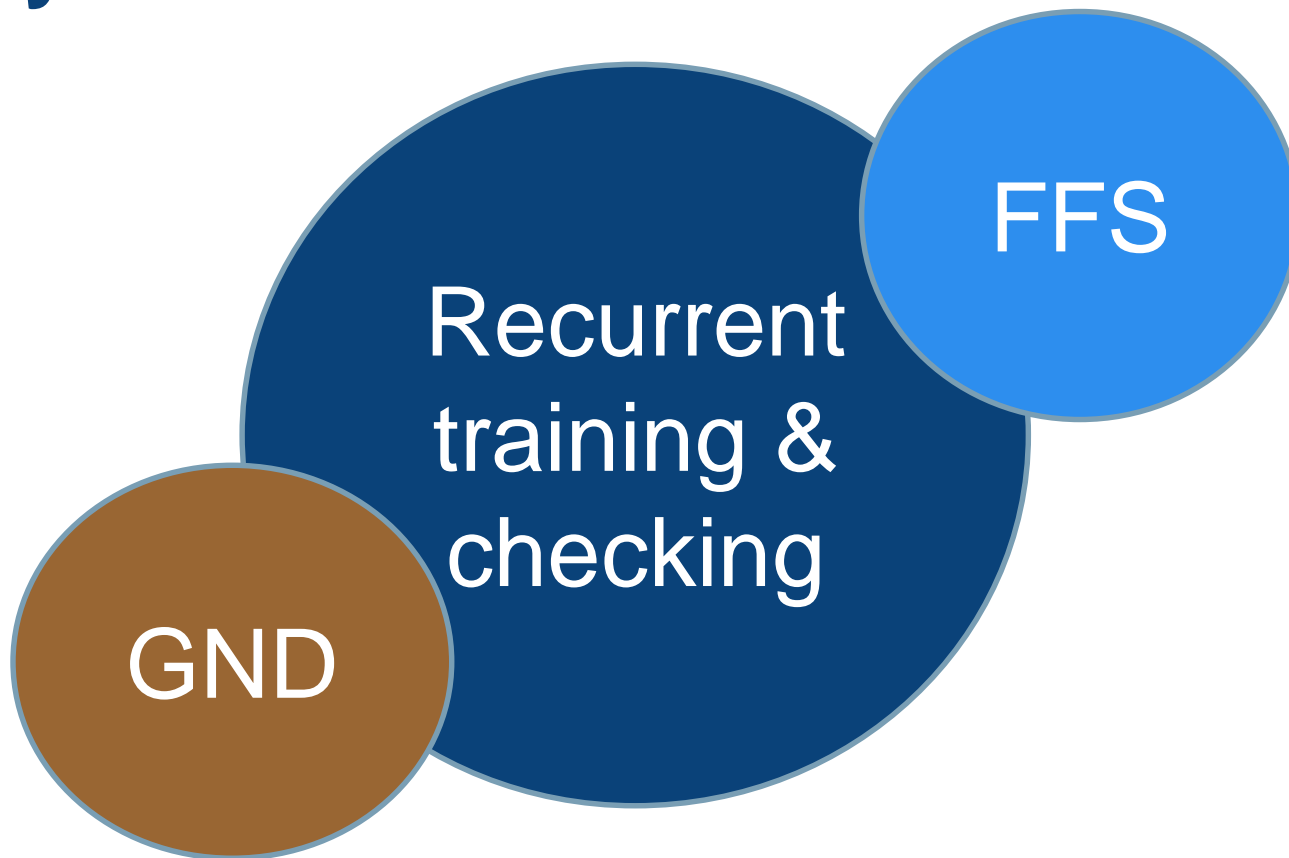
- New generations of pilot
- Future aircraft technology & design
- New operational threats

**To ensure transition from "traditional training"
to EBT/CBT**

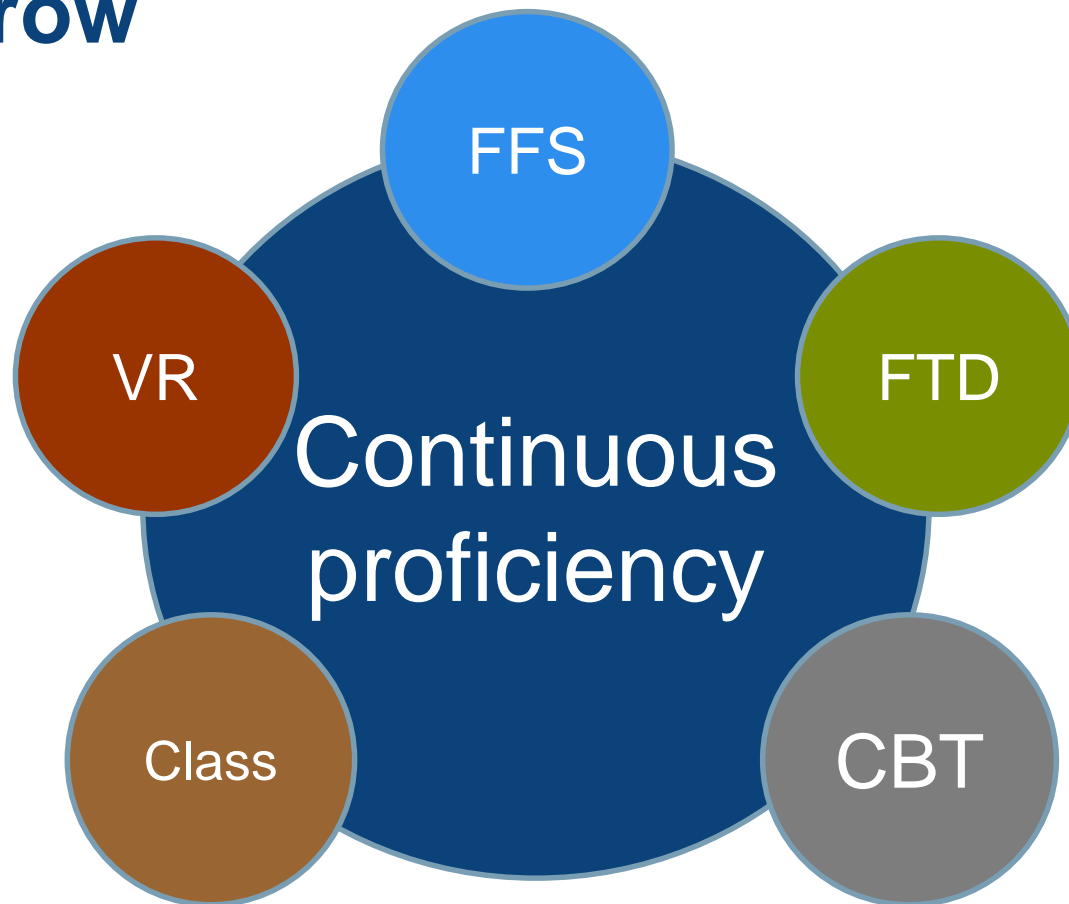
Concept Paper proposals

- To involve more the pilot in his own training
- To tailor more the training to the pilot
- To use more alternative training methods
- To use more alternative training media

Today



Tomorrow



Few words about EBT

- The aim of an EBT program is to identify, develop and evaluate **the competencies** required by pilots **to operate safely**, effectively and efficiently in a commercial air transport environment, by **managing the most relevant threats and errors**, based on **evidence collected** in operations and training.



Contact



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