



Modernising ATPL Ground School

The safety foundations

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EASA Safety Week 2023



Modernising ATPL GS



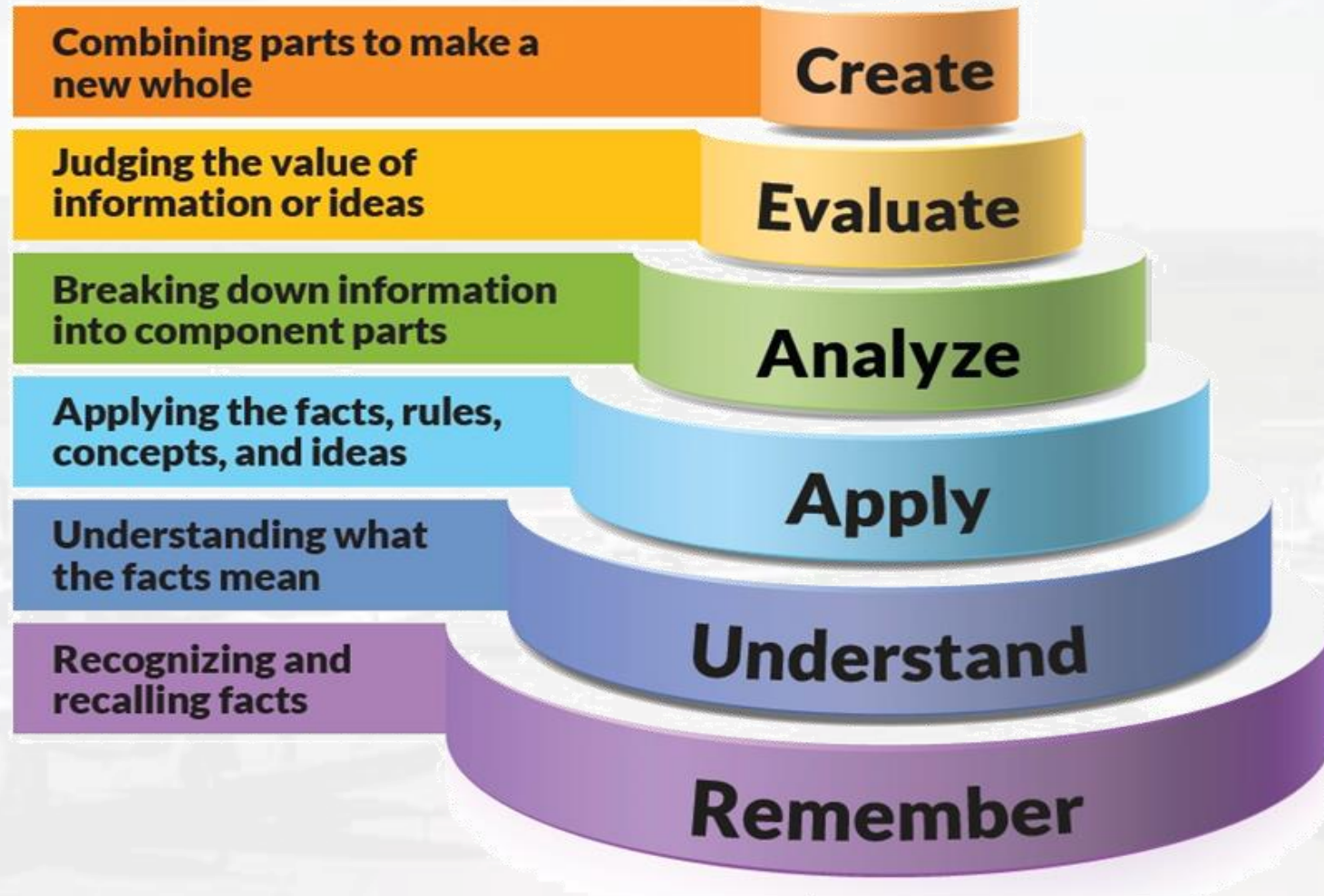
Making training effective

Course Design

KSA100 & CBTA

TKI and Assessor Training

Blooms Taxonomy – plan lessons and tests to enable students to reach many levels



Aim higher.

Pilot training with an edge.

06/06/2023

Promoting learning & retention

“A Lecture is an event where information passes from the notes of the lecturer into the notes of the students, without passing through the brains of either”

Lecture 10%

Demonstrate 30%

Discussion 50%

Practice by doing 75%

Teaching others 90%

Aim higher.

Pilot training with an edge.

Engage and Facilitate

Ask questions to recall facts and calculate answers

Guide student input/discussion to relate and apply their knowledge 'Why?' 'What?' 'Where?' 'How?'

TKI manages safe, positive and professional environment



Aim higher.

Pilot training with an edge.

Engage and Review

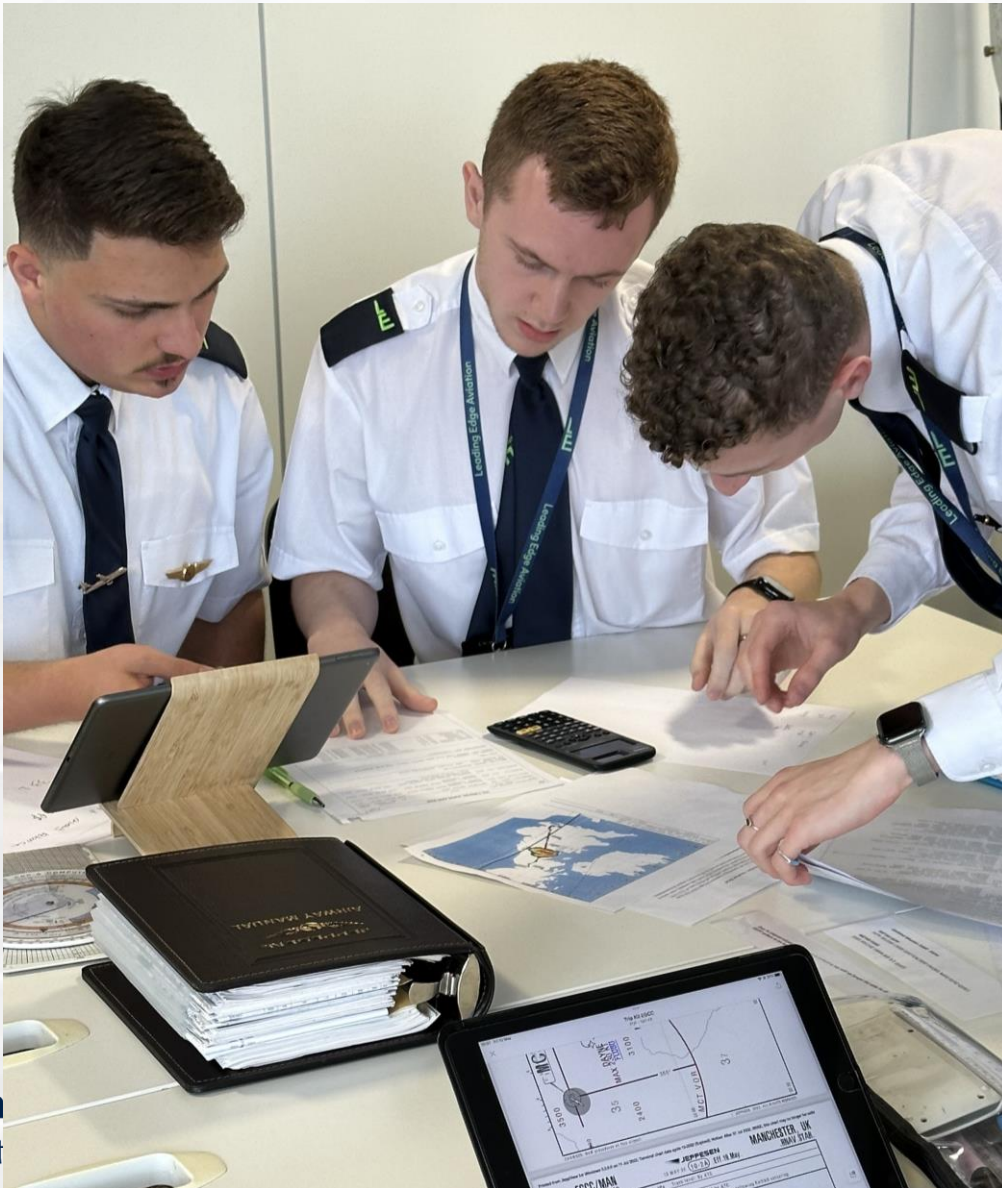
Use exercises to reinforce learning and to check understanding



Aim higher.
Pilot training with an edge.

Learn by doing

Use student centred exercises for the application of knowledge



Engage and Facilitate

Flip teaching



Aim higher.
Pilot training with an edge.

Engage; see, read and interact with e-books

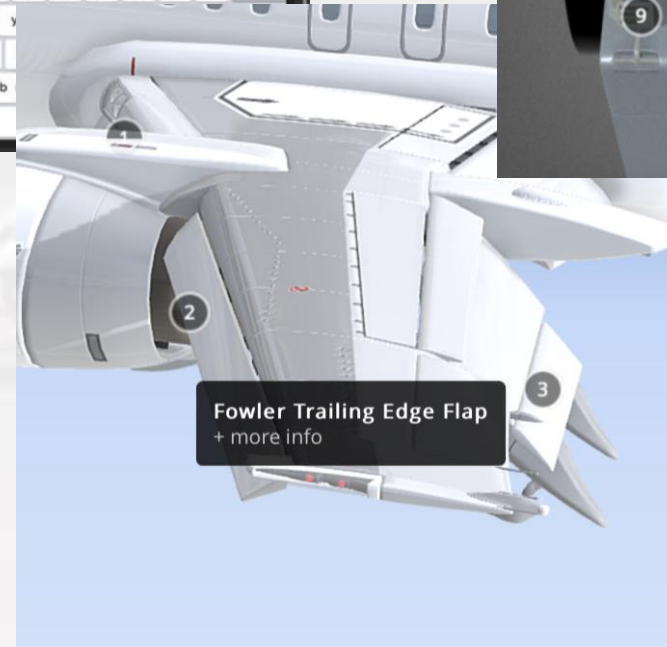
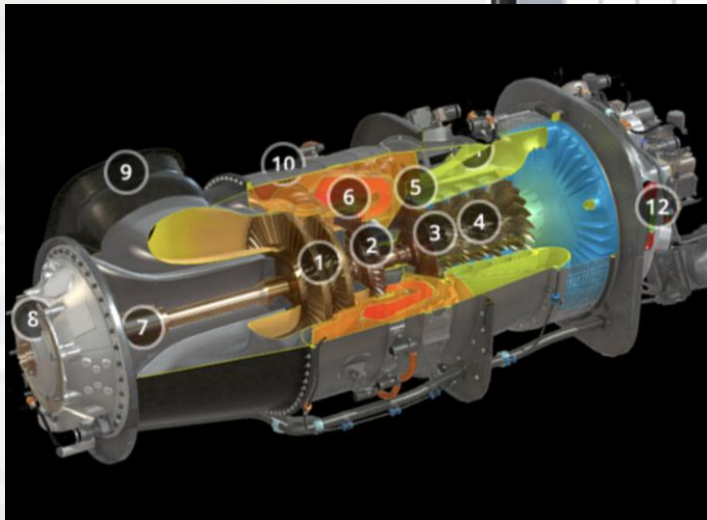
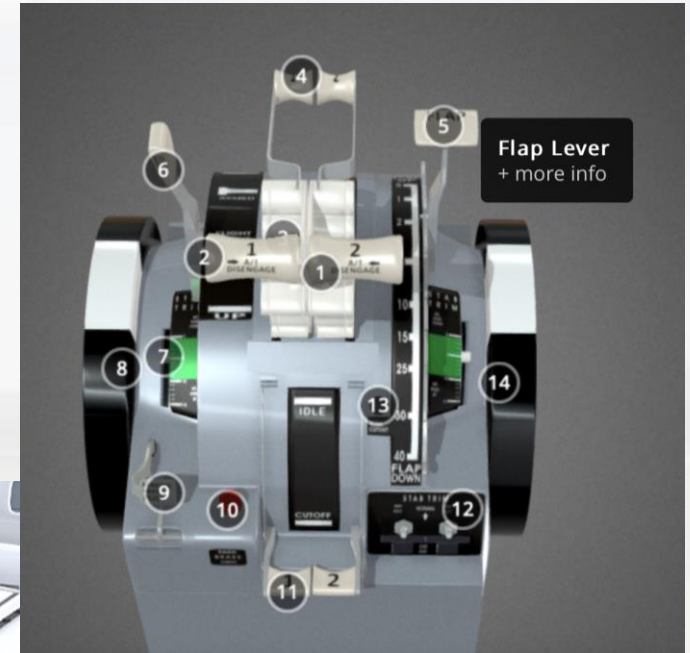
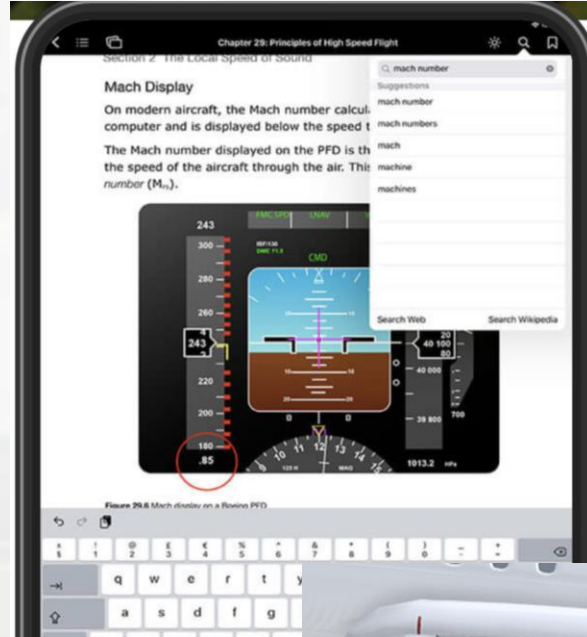
Easy to read paragraphs

Videos

Animations

3-D Models

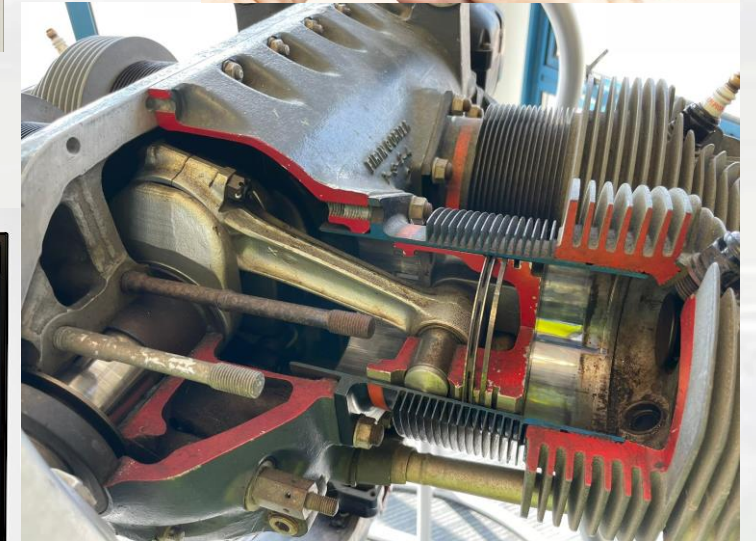
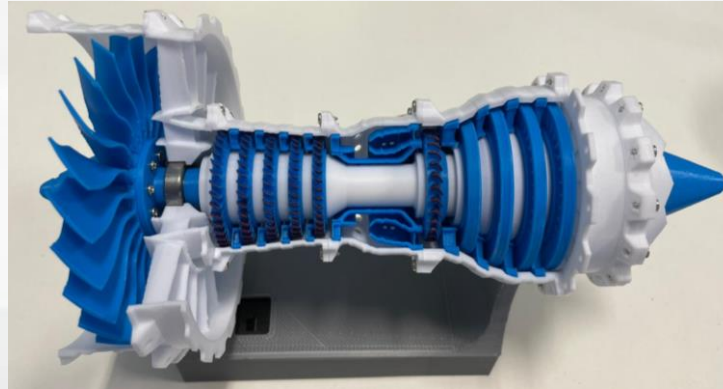
Questions



Aim higher.
Pilot training with an edge.

Engage; see, think and feel

Importance of simulators*, trainers*, visual aids and videos



Aim higher.
Pilot training with an edge.

Modernising ATPL GS



Making training effective

Course Design

KSA100 & CBTA

TKI and Assessor Training
Hiring, training and assessor
concordance



The pilot competencies (PC) were derived to enhance aviation safety

Effective teaching methods provide many opportunities for;

- seeing student's KSA100 PC observable behaviours, which can then be informally debriefed.
- enabling the development of appropriate confidence, resilience and professionalism

1. Application of knowledge
2. Application of procedures
3. Communication
4. Flight path management automation
5. Flight path management manual
6. Leadership & teamwork
7. Problem-solving decision-making
8. Situation awareness
9. Workload management

KSA100 Formal Assessments

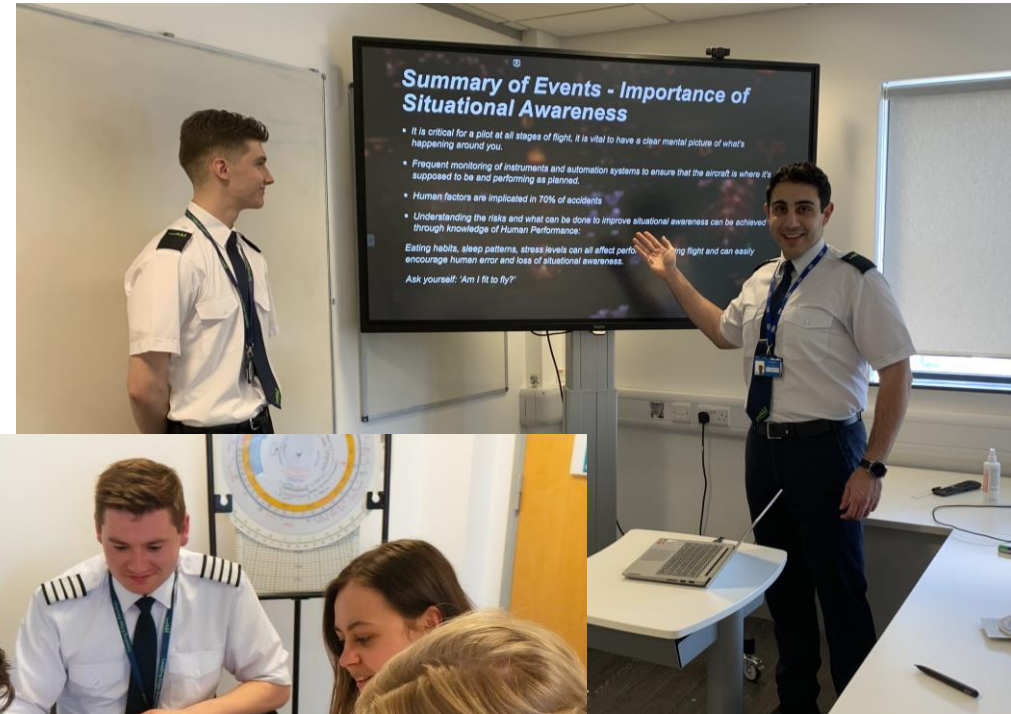


IAAPS

Requires the creation of applied, often across subject tasks, which have many natural points and planned interjections, which are likely to prompt a student To display observable behaviours for assessment

Plus, aviation mental maths

Oral Viva, Presentations, Group exercises Comms etc



Modernising ATPL GS



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Making training effective

KSA100 & CBTA

Course Design – design to build understanding & application whilst developing competencies.

Eg ADDIE

Note: importance of feedback/data



Modernising ATPL GS



Making training effective

KSA100 & CBTA

Course Design

TKI and Assessor Training

- Wider TKI sources
 - Full/Part employees and contractors
- Needs robust:
- Initial & recurrent TKI training
 - TKI subject training & assessment
 - KSA assessor training
 - Annual assessor training and concordance



ATO Industry Benefits

Robust KSA100 implementation provides ATOs experience in, and first steps towards CBTA

For the cost of TKI training, all TKIs provide more effective training

Enables more effective flight and later training due to the student's;

- greater level of TK understanding and application with TEM skills
- development of competencies
- development of appropriate confidence and greater resilience

TKIs and KSA100 assessors effectively trained moving into the airlines and across the industry bring useful training skills and often provide insight back to the ATOs

Greater safety for the individual pilot, at the ATO and in the Industry



Discussion & Questions



ATPL GS Challenges



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Economic pressures
on ATOs & students

Covid and remote learning Relaxation
of rules and impact

Student past education, effect of Covid
and Int/Mod

Supply of experienced TKIs

Retirement, airline re-employment,
loss of traditional TKI sources

Implementing KSA100 and the
introduction of CBTA