EASA DATAPP PROJECT WEBINAR

CURRENT DIGITAL BARRIERS AND CHALLENGES FOR THE IMPLEMENTATION OF EBT/CBTA PROGRAMME

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Can we keep the pace in all dimensions?

THE DATAPP PROJECT
EASA’s Research Project
The DATAPP project focuses its research on three different aviation fields, structured and particularised each on a Case Study.

**CASE STUDIES**

- **CS3** Flight training data for EBT and CBTA
- **CS4** Digital fuel management
- **CS5** Flight data models for safety
WHAT HAVE WE DONE

- Case studies definition & work plan
- Literature review and digital solutions identification

TO DO

- Current status and limitations identification
- Propose solutions and evaluate the impact

Propose changes to the regulation & standards
- Roadmap and training material

Definition of the case study
Development of the case study
Regulatory materials and standards
DEVELOPMENT OF THE CASE STUDY

STAKEHOLDER CONSULTATION PROCESS

Big thank you to the many organizations and experts who have invested their time and effort with us to make us aware of your situation and constraints. We still have a few more with whom we hope to close conversations in the next few days!
CASE STUDY #3
FLIGHT TRAINING DATA FOR EBT/CBTA

What are the current digital & data-related barriers and challenges for the implementation of EBT/CBTA programmes?
STATUS & MATURITY

EBT involves a shift in the approach to pilot training, first steps for implementation taken in 2015 at regulatory level and operators progressively aligning to it since 2017.

EBT is evolving, since it is a relatively new concept with few operators in EBT Baseline and limitations still to be addressed.

Mature operators have acquired relevant experience and several more are on the way.

EBT must continue to be promoted as it is the future of training, with the aim to be extended to other licenses.

Almost 99% of pilots under EBT are competent*, which is a great step towards improving safety.

EBT Baseline gives flexibility for the validity of line checks, which only few operators benefit from.

Operators conducting this type of training are starting to see its benefits.

2 Operators in ATQP – EBT Mixed*, potentially transitioning to EBT Baseline.

6 Operators in EBT Baseline*, with greater experience and maturity.

18 Operators in EBT Mixed*, with the aim of reaching EBT Baseline.

Almost 99% of pilots under EBT are competent*, which is a great step towards improving safety.

* Source: EASA survey for EBT implementation status to which 9 authorities & 26 operators replied.
LIMITATIONS IDENTIFICATION

TOP 4 CHALLENGES

DIGITAL AND DATA-RELATED LIMITATIONS TO THE IMPLEMENTATION OF EBT/CBTA PROGRAMMES

1. Customisation of the EBT programmes
2. Evaluation of pilots and key training data gathering
3. Instructor Concordance Assurance Programme (ICAP)
4. Link and communication with the authorities and their role in EBT
TOP 4 CHALLENGES

1. Customisation of the EBT programmes
   - Governance framework between training and safety departments
   - Common taxonomy for training and safety departments
TOP 4 CHALLENGES

2 Evaluation of pilots and key training data gathering

- Complexity in conducting the assessment due to the large amount of data (OBs) to be captured by the instructors
- Compromised data quality due to flexible methodologies for competency assessment and data collection
- Metric on the difficulty of the programmes or modules
TOP 4 CHALLENGES

3. Instructor Concordance Assurance Programme (ICAP)

- Assessing the alignment of the instructors and creation of the “Golden Standards”
- Definition of ICAP based on representative metrics and statistical methods
- Monitoring the reliability of concordance data
TOP 4 CHALLENGES

4. Link and communication with the authorities and its role in the EBT

- Data and further support & recommendations from the authorities
- Visibility on operators' data and metrics shared by operators
- Ensuring consistency of EBT programmes
TIME TO INVESTIGATE SOLUTIONS

WHAT’S NEXT?

Now, our research will focus on defining potential working points or solutions (digital, standard or procedural) to the identified problems, as well as assessing their potential impact in case of implementation.

1. Identify potential solutions to the identified limitations

2. Evaluate the impact of different solutions proposed

3. Issue recommendations for EASA to consider in future working groups or to develop standards
WE NEED YOUR INPUTS!

This research is meaningless if we do not address the real barriers that affect your day-to-day life. Help us by explaining your limitations!

Fill out our survey to continue identifying constraints and solutions to future digital challenges.

PLEASE SCAN THIS QR CODE

OR ACCESS THE LINK
QUESTIONS & ANSWERS

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ABOUT US
About Us

Global strategy and business consulting firm specialized in logistics, infrastructure and transportation with 25+ years in the business

**AT A GLANCE**

**Aviation**

We provide in-depth knowledge of the industry (air transport, airport infrastructure, air navigation, UTM and drones, space and civil aviation)

**Maritime**

We identify opportunities to take advantages of trends in global trade, cruise markets and marina concessions, and support the development of maritime transportation and infrastructure throughout the value chain

**Land**

Leading players in the highway and railway sectors and public transport authorities trust us (the highest rate of client repetition) to achieve more efficient and sustainable transport

**Intermodal & RE**

We draw on our in-depth understanding of all modes of transport to assess and define the role of logistics zones in global supply chains and to design new strategies and modern logistics processes

**OUR DIGITAL DEPARTMENT**

Our team of hybrid profiles, supporting transportation organisations along their path towards digital transformation

**WHAT DO WE OFFER?**

- **Digital strategy**
- **Digital capabilities**
- **Digital technologies**
Introducing the panellists

OUR TEAM

Núria Alsina
Principal at ALG and head of digitalisation and advanced analytics in the Transportation practice. Aeronautical engineer with specialisation in air navigation and systems, certified in project management and scrum methodology.

Antonio Cabeza
Engagement Manager at ALG. Aeronautical engineer with a MSc in Big Data and Advanced analytics. Specialises in strategical projects in airport and air traffic operations with wide expertise in digitalisation and regulatory related projects.

Andrada Bujor
Team Leader at ALG. Aeronautical engineer with a MSc in Business Intelligence and Big Data and expertise in strategic business projects, ATM research, impact assessment and digital initiatives mainly in the European context.

Alex Olivera
Consultant at ALG. Aeronautical engineer with relevant background in data analysis and information management, cost-benefit analysis, and business development plans.

Tim Ramsdale
Flight Operations and Training Inspector / Training Standards Lead at UK CAAi with extensive experience in instructing and examining in multi-crew aeroplanes and helicopters, as well as a regulator in the UK CAA.
THANK YOU

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