EASA
European Union Aviation Safety Agency

Introduction to CBTA: EASA's Perspective

Competency Based Training and Assessment (CBTA) Workshop

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Your safety is our mission.

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Introduction to CBTA – Practicalities

- → Health & Safety EASA Building
- → Use of Slido – www.sli.do Event code #CBTA
- → Until 31 May – FCL@easa.europa.eu – subject ‘CBTA’

Introduction to CBTA – EASA's Perspective

- → The Wider Context
- → Considerations
- → Today's Regulatory Framework
- → EASA Actions
- → This Workshop

Introduction to CBTA – The Wider Context

→ Need for pilots

→ Pace of Innovation

→ Needs of Next Generations

Introduction to CBTA – Considerations

- Maintain safety standards in a more complex and busy enviroment with quickly changing roles and needs
- Traditional regulatory training rigid, inflexible and one size fits all approach
- With the application of CBTA;
  - Ensure training path optimised and tailored to individual needs
  - Enable better use of innovative training tools/methods to match the individual training needs
  - Cater better for different levels of automation, types of operations

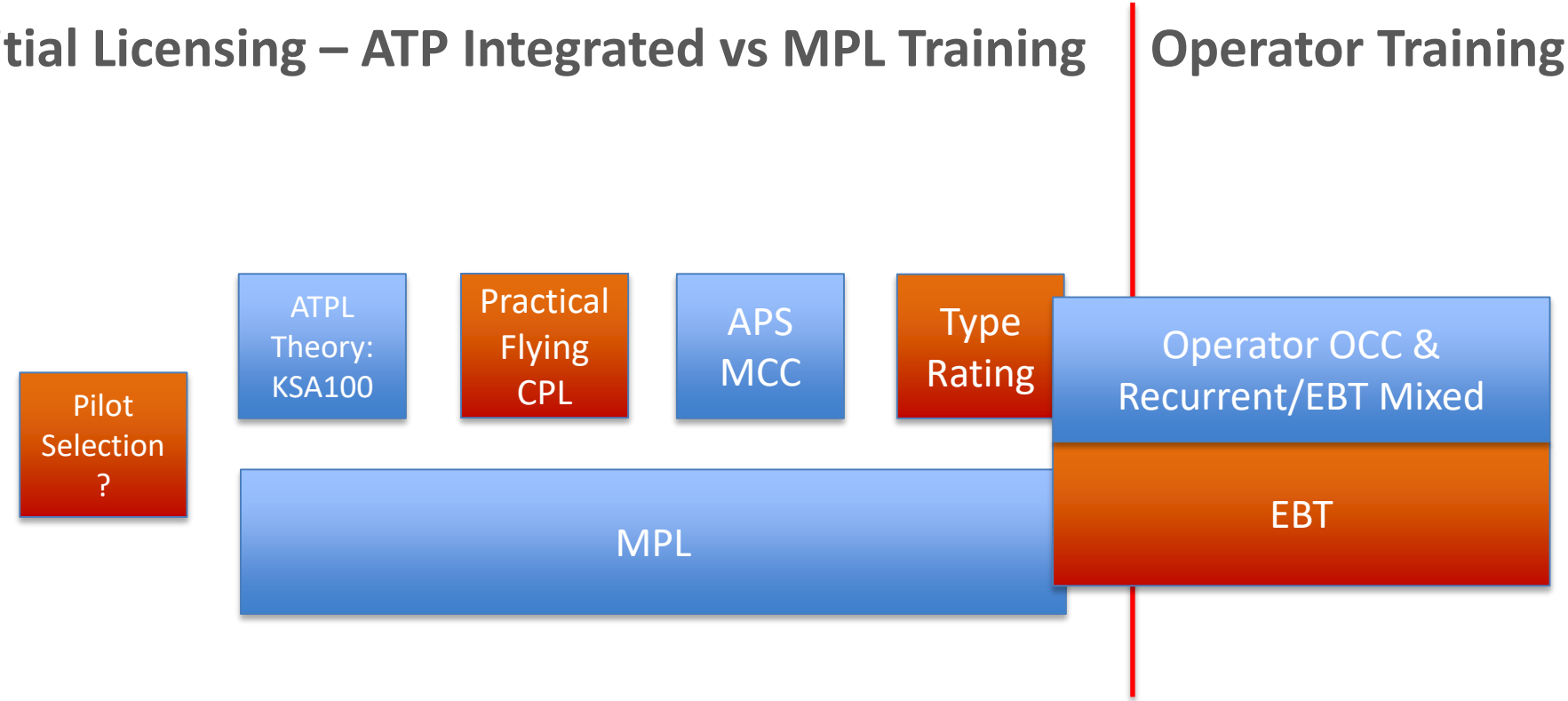
Introduction to CBTA – Levels of Automation

Level of automation	Each level of automation needs different pilot competencies and training
Today - Conventional	**The aircraft control 100% by the pilot with the support of automation**
Today - UAS	**The UA control is 100 % by the remote pilot with support of automation**
Low	**The UA has control of at least one vital function, but the remote pilot remains in control**
Partial	The UA can take over heading and altitude under certain conditions, but the remote pilot remains responsible for safe operation
Conditional	The UA can perform all functions given under certain defined conditions
High	The UA has a backup system, so if one function fails, the UA will still be in operation. The remote pilot is not involved anymore
Full	The UA is able to use all functions by itself to plan the intended flight, based on autonomous learning systems. There is no remote pilot involved

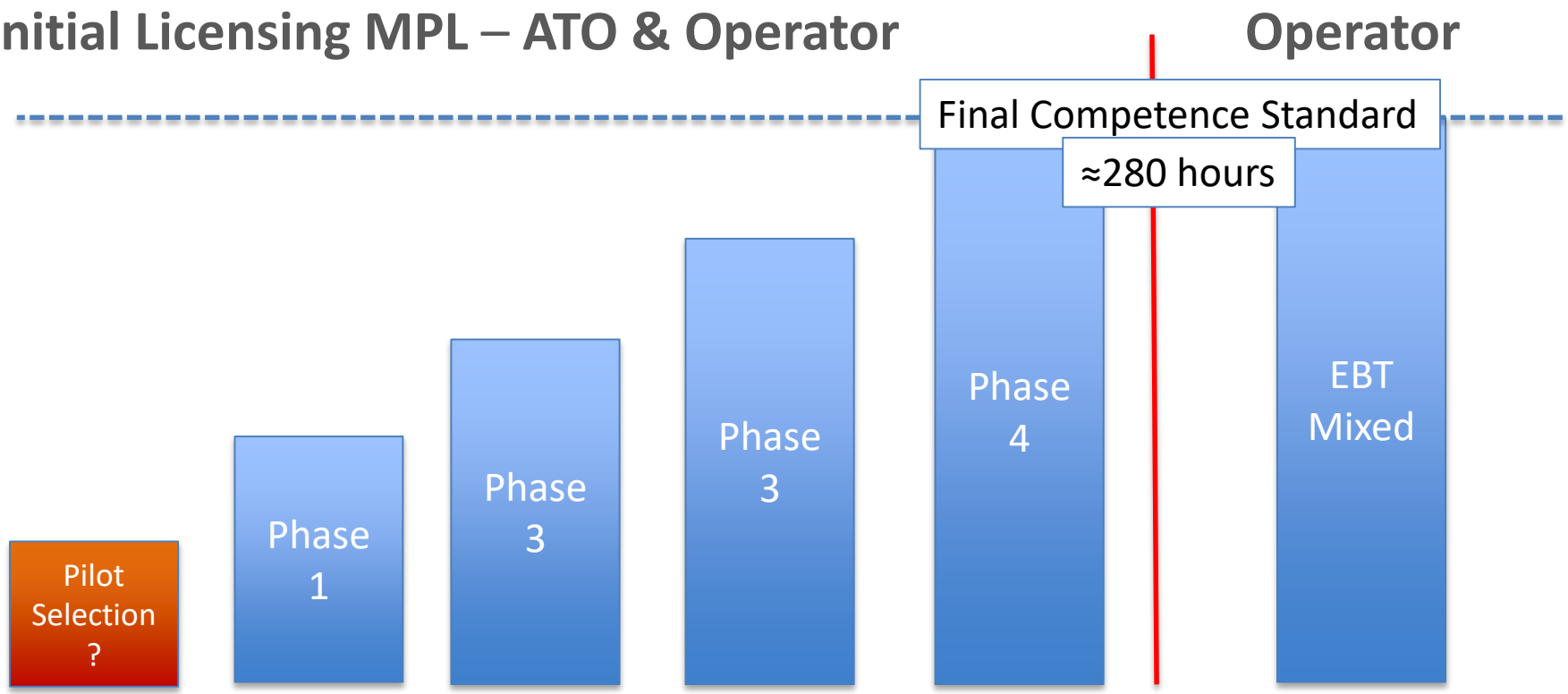
Introduction to CBTA – Types of Operations

- → Short / Long / Super long haul,
- → International UAS cargo
- → Only En-route, Take-off, or landing
- → Urban environment
- → Air taxi
- → Only tourist flight across the Rhine
- → Surveillance flights
- → Control of fleet

Introduction to CBTA – Today's Framework



Introduction to CBTA – Today's Framework



Introduction to CBTA – EASA Actions

- ICAO CBTA TF - 2019
- Ex-post Evaluation of the European Pilot Training System – June 2019
- EASA CBTA Manual – Q4/2019
- Rulemaking to
  - Commence development licensing framework for UAS, VTOL – Q2/2019
  - Commence expanding CBTA into the licensing framework – Q4/2019
  - Enable use of more innovative devices (FSTD)/tools in training – Q2/2020
  - Enable full EBT – Q4/2020

Introduction to CBTA – EASA Actions

- Dedicated EASA TFs setup to consider:
  - CBTA
  - Instructor shortage
  - Examiner standards
  - Language proficiency
  - Technological Innovations
  - NGAP

Introduction to CBTA – EASA's Perspective

- → The Wider Context
- → Considerations
- → Today's Regulatory Framework
- → EASA Actions

Introduction to CBTA – This Workshop

- → Do you agree that there is a need for (more) CBTA?
- → Is there a need to foster and achieve a common understanding of CBTA's main aspects in order to move forward?
- → What are the needs to further support CBTA implementation?
- → Do you agree that the maturity of the organisations and aviation authorities is a pivotal point for success in implementing CBTA?

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Questions

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