CBTA now and then

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Topics

- ICAO 101
- CBTA where are we now
- Look ahead at pilot training and licencing

About ICAO

- UN specialized agency founded in 1944
- Chicago Convention
- SARPs based on consensus and agreement
- 193 Member States
- Enable seamless operating environment
  - Through uniform implementation of standards and technologies

How do ICAO SARPs work?

- **Chicago Convention**

- **19 Annexes**

  Annex 1 - Personnel Licensing

- **5 PANS* Documents**

  PANS-TRG (Doc 9868)

- **Guidance Material**

  Manual on Evidence-based Training (Doc 9995)

  Guidelines for Aviation English Training (Circ 323)

- **ICAO** provides SARPs, PANS and guidance material (provisions) to States

- **The States** establish laws and regulations in accordance with the SARPs and PANS

- **Service providers** develop policies and procedures to comply with State's regulations

Competency-based Training and Assessment at ICAO

- 2006 – ICAO introduced MPL
  - MPL qualifies licence holder to perform co-pilot duties
  - MPL training programmes are ab initio
- First competency-based ICAO licence
  - Focus on achieving specific competencies vs. hour requirements
  - Makes use of training technologies & methodologies
- ICAO published PANS-TRG to support MPL implementation
- 2013 – ICAO introduced EBT provisions in PANS-TRG
  - Alternative for recurrent pilot training
  - Competency-based approach

What is the mission about?

Competencies are not about *what (tasks)* you do in your job but *how* you do your job
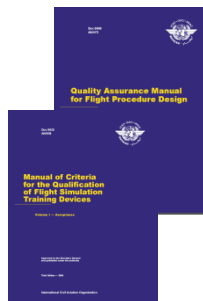
First start - MPL

EVOLUTION OF ICAO PROVISIONS ON COMPETENCIES
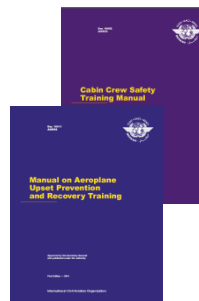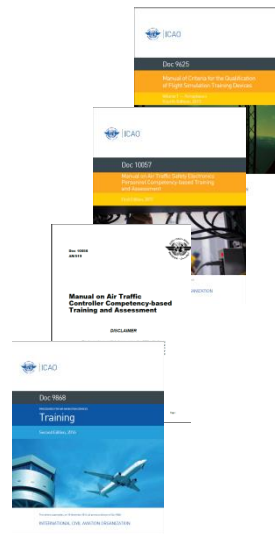
2006   2009   2012   2014   2015   2016

Where to begin?

- New definitions for competency and related terms & concepts
- New description of methodology to design competency-based training and assessment
- Amend PANS-TRG

Moving forward with CBTA

• PANS-TRG Amendment 5 established the baseline

To facilitate effective implementation of CBTA,`
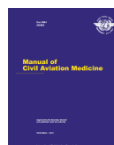*All ICAO competency provisions should align to it*

Competency-based Training and Assessment Task Force

PILOTS | Maintenance | ATC | Dispatch | ATSEP

Flight Procedure Design | Cabin Crew | DME | DG | AIM | ATO | PEL System | Inspectors | TRAINAIR Plus
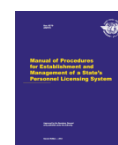
CBTA TF

ATSEP

ATC

Pilots

FO/FOOs
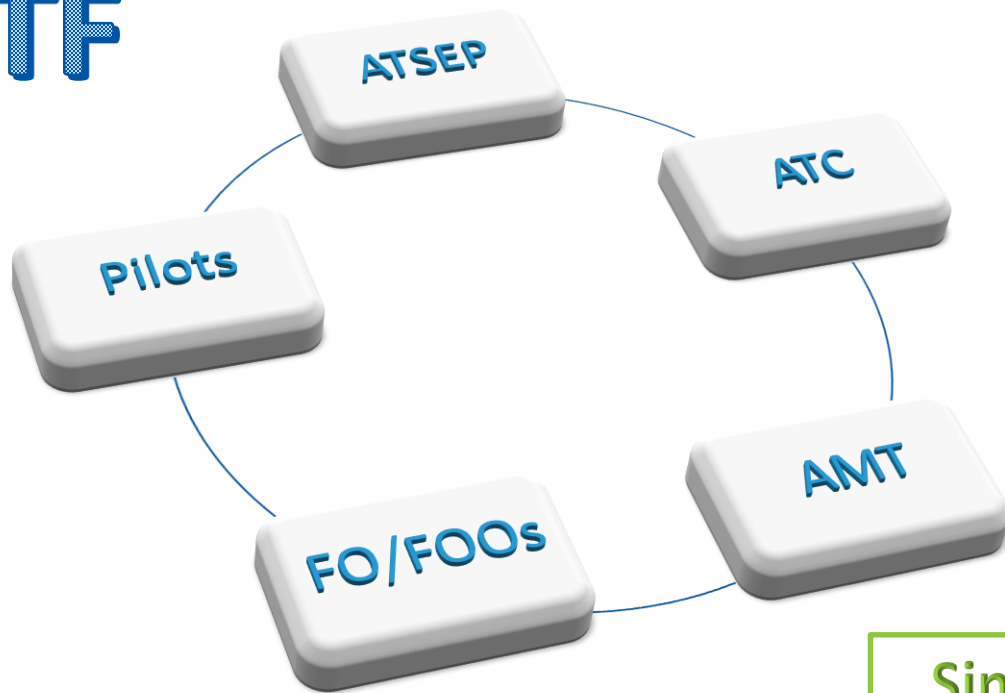
AMT

Since March 2017

Deliverables

- Alignment with ICAO competency framework
- Additional provisions in PANS-TRG (amendment 7)
- Guidance material (on going)

Target conclusion November 2020

Deliverables (Pilots)

- Alignment with ICAO competency framework
- Additional provisions in PANS-TRG (amendment 7)
- Increase credit for FSTD training
- Update of MPL provisions
- Update of EBT and UPRT guidance
- CBTA for PPL, MPL, CPL, IR and recurrent training
- Implementation guide for authorities (ongoing)

Consultation

- State letter AN 12/59.1-18/77
- Responses reviewed by the ANC
  - PANS-TRG Amendment 7 recommended
- Additional work identified
  - An exploratory meeting will be soon convened (July 2019)

Annex 1 Pilot Licensing

- New technologies – and still old training !

- What can ICAO do about it ?

Open discussions

- MPL minimum training hours
- CBTA concept for all licences – training hours
- FSTD training hours credit for EBT and CBT

Conclusion

- CBTA-TF is on schedule to conclude the alignment of ICAO provisions by the end of 2020

- EBT for recurrent training, FSTD credits to be looked at

- Doc 9625 to be updated ensure worldwide implementation

- Open – MPL hours, CBTA for all licenses, FSTD training hours credit

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Lima

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Montréal

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Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

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Asia and Pacific
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Beijing

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Bangkok

THANK YOU

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