



EASA
European Aviation Safety Agency

RMT.0599 Review of ORO.FC Evidence-Based Training

Francisco Arenas – Aircrew & Senior Air Operations Regulations Officer.

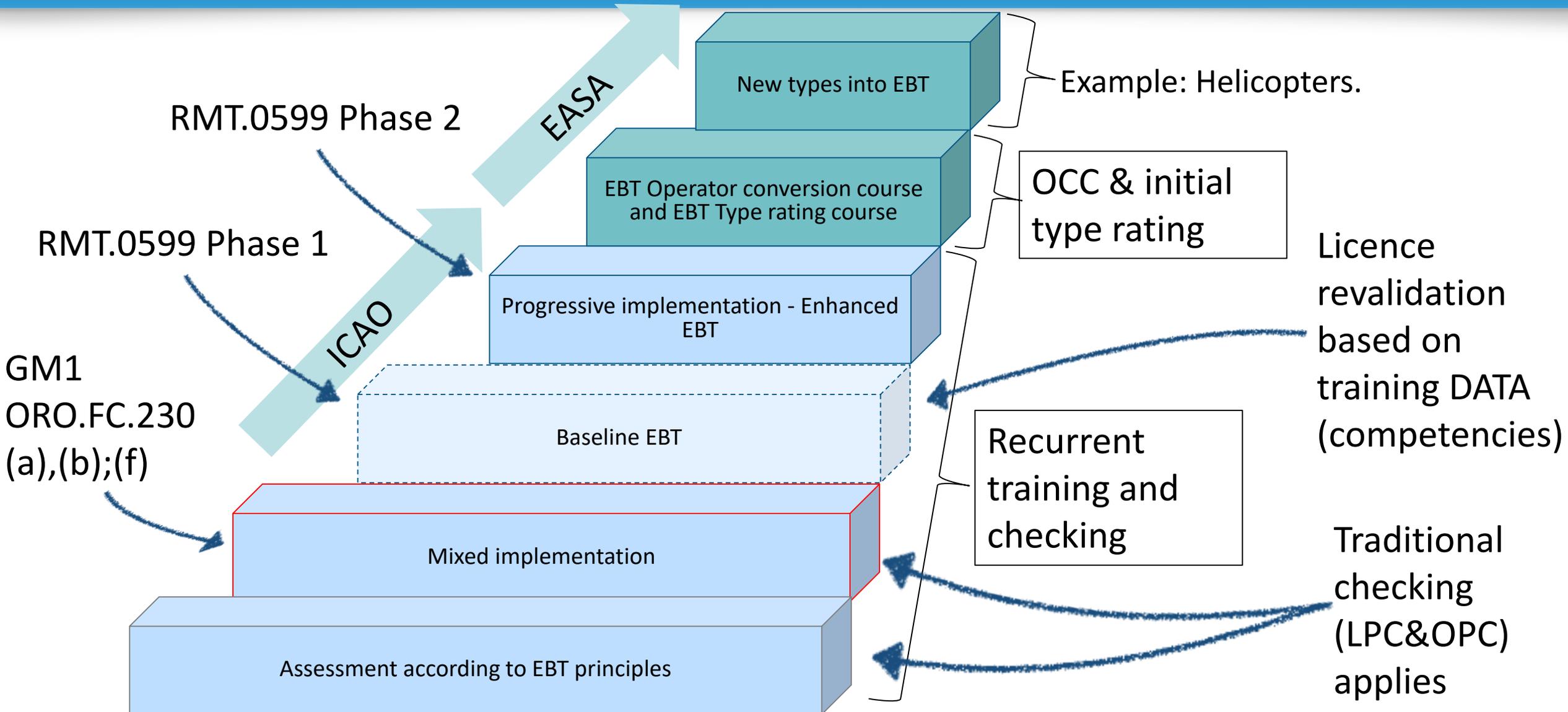
2019

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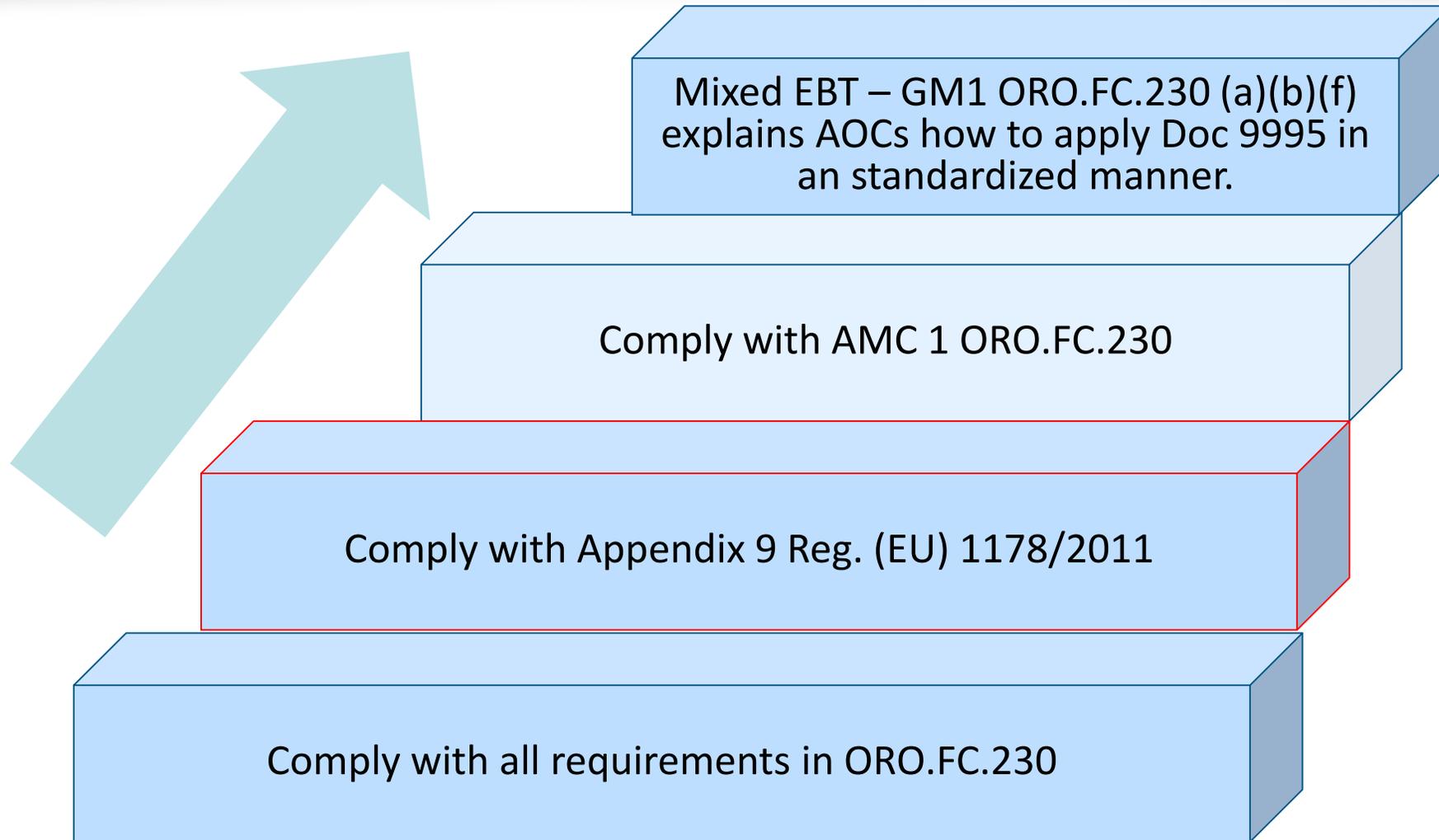


EBT implementation. (Phases).





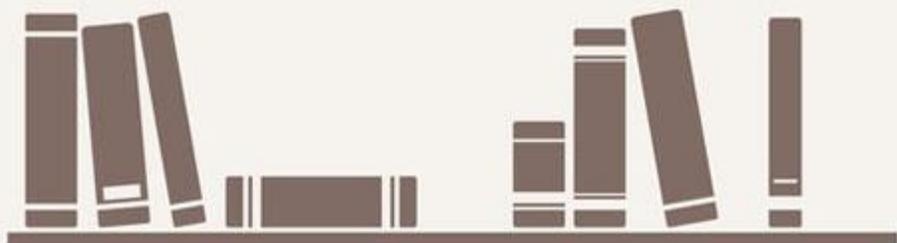
Mixed implementation EBT in Europe





GM1 ORO.FC.230 (a);(b);(f)

- 1- Explanatory note to ED Decision 2015/027/R (Dec 2016).
- 2- Oversight Transition to EBT - EASA checklist. V2.2 Jan 2019.
- 3- ICAO Doc 9995.
- 4- IATA EBT implementation guide.





► Primary documentation

- EASA EBT checklist: <https://www.easa.europa.eu/sites/default/files/dfu/EBT-Checklist.pdf>
- ED Decision 2015/027/R Implementation of evidence-based training (EBT) within the European regulatory framework <https://www.easa.europa.eu/document-library/agency-decisions/ed-decision-2015027r>. It includes:
 - Annex I to ED decision 2015/027/R: GM1 ORO.FC.230 (a); (b); (f). Recurrent training and checking to Part-ORO – Issue 2, Amendment 4; and
 - Explanatory Note to the ED Decision 2015/027/R.
- [EASA Notice of proposed of Amendment 2018-07\(B\): https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-07%28B%29.pdf](https://www.easa.europa.eu/sites/default/files/dfu/NPA%202018-07%28B%29.pdf)
- ICAO Doc 9995 AN/497 Manual of Evidence-based Training First Edition – 2013.

► For info:

- ToR RMT.0696 Implementation of Evidence-Based Training within the European regulatory framework <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-rmt0696>.
- ToR (+ Concept Paper) RMT.0599 Evidence-based and competency-based training <https://www.easa.europa.eu/document-library/terms-of-reference-and-group-compositions/tor-concept-paper-rmt0599>.
- IATA Data Report for Evidence-Based Training August 2014 1st edition.
- ICAO PANS Training DOC 9868.
- IATA Evidence-Based Training Implementation Guide July 2013.



QUESTIONS?



WHAT'S NEXT?

- Questions from the audience.

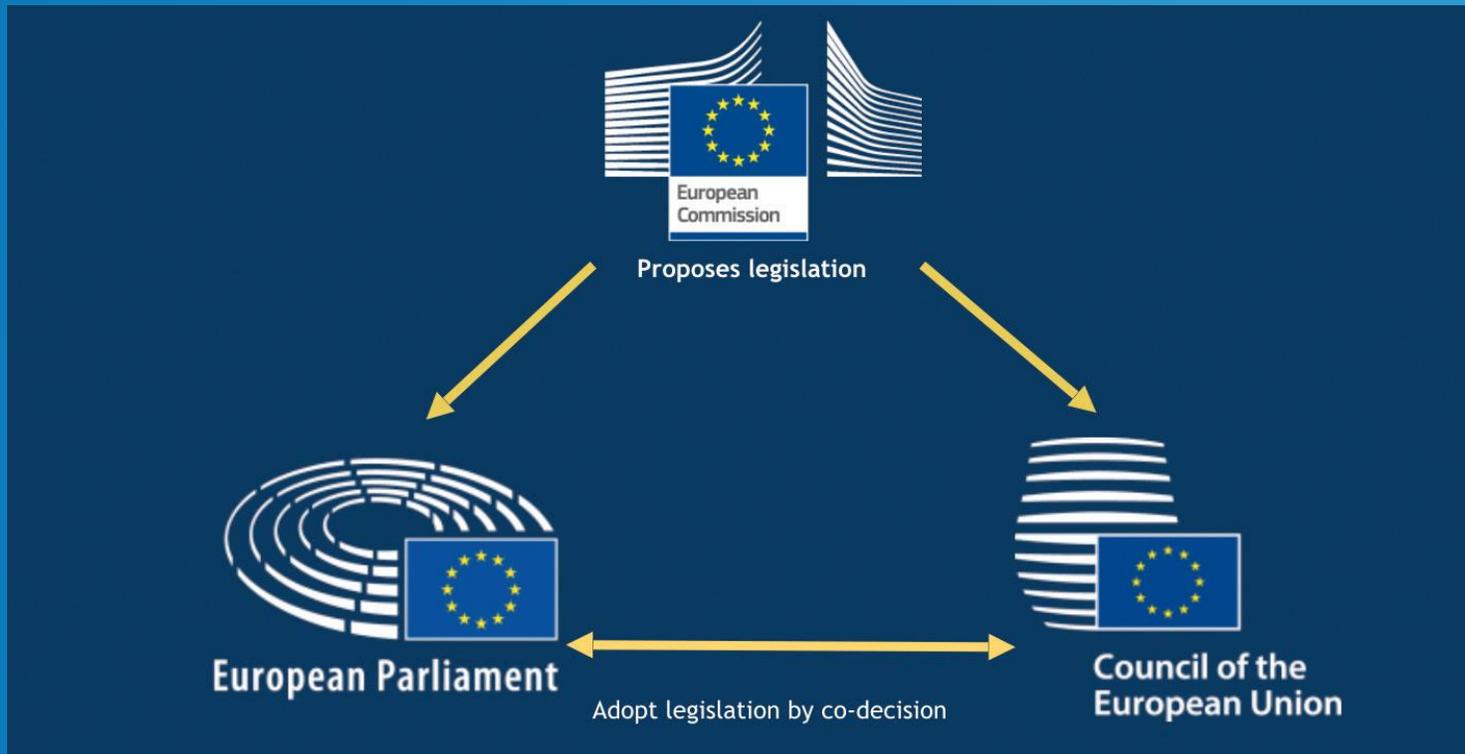
Coffee





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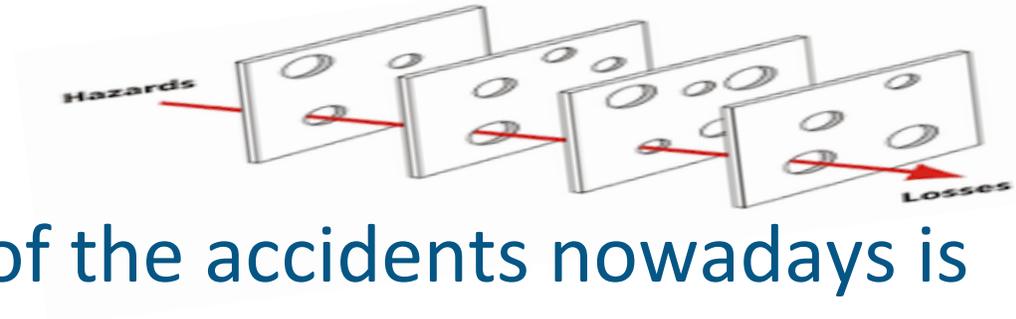
- Why the regulator introduced EBT?
 - EBT implementation phases.
- - DATA in EBT – Lawyers of data.
- - Introduction: Building blocks for EBT implementation
 - Competencies
 - Instructors
 - EBT programme
- Detailed presentation of IATA – Building blocks – Yann Renier.



Why EASA introduced EBT for Recurrent training?

- ▶ Accidents/incidents investigations show that pilots had a valid LPC at the time of the accident.
 - ▶ We need to improve – Reduce the wholes
- ▶ One of the contributing factors in most of the accidents nowadays is deficiencies in NON-TECH competencies
 - ▶ More than 50 % of fatal aircraft accidents worldwide accidents have a causal factor action of the flight crew
 - ▶ flight crew handling skills were a factor in 14 %
 - ▶ non-technical skills were a factor in more than twice (32 %)

Source: (UK, CAA)





More details of the reasons to move to EBT

- Traditional recurrent training
 - has not kept up with development and new challenges
 - does not reflect the operational risks of today's technology and environment
- Improve efficiency and effectiveness.
- There is the need for a data driven training system
 - Meaningful data! – standardise training data collection.
 - Note: ensuring just culture and data protection.



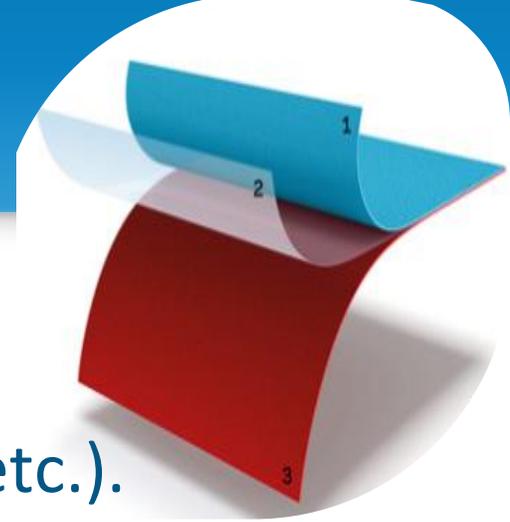
Evidence-Based training

EVIDENCE BASED





EBT: 3 layers of DATA



1. Regulator: accidents, studies, surveys,...etc.
 - Data report for Evidence-based training (IATA/ICAO/EASA...etc.).
2. Operator: operators operational data + training data
 - Recurrent assessment and training programme.
3. Instructor: assessment of crew competencies and behaviour indicators
 - Tailored training
 - Additional training.





World wide
DATA report



Generic program:
Training topics frequency
A,B,C (6months,1,3 years).



Operator's EBT
program
(airline specific)



Operator's
data (training,
SMS etc)



Evaluation
FSTD session



Training
adapted to a
particular crew



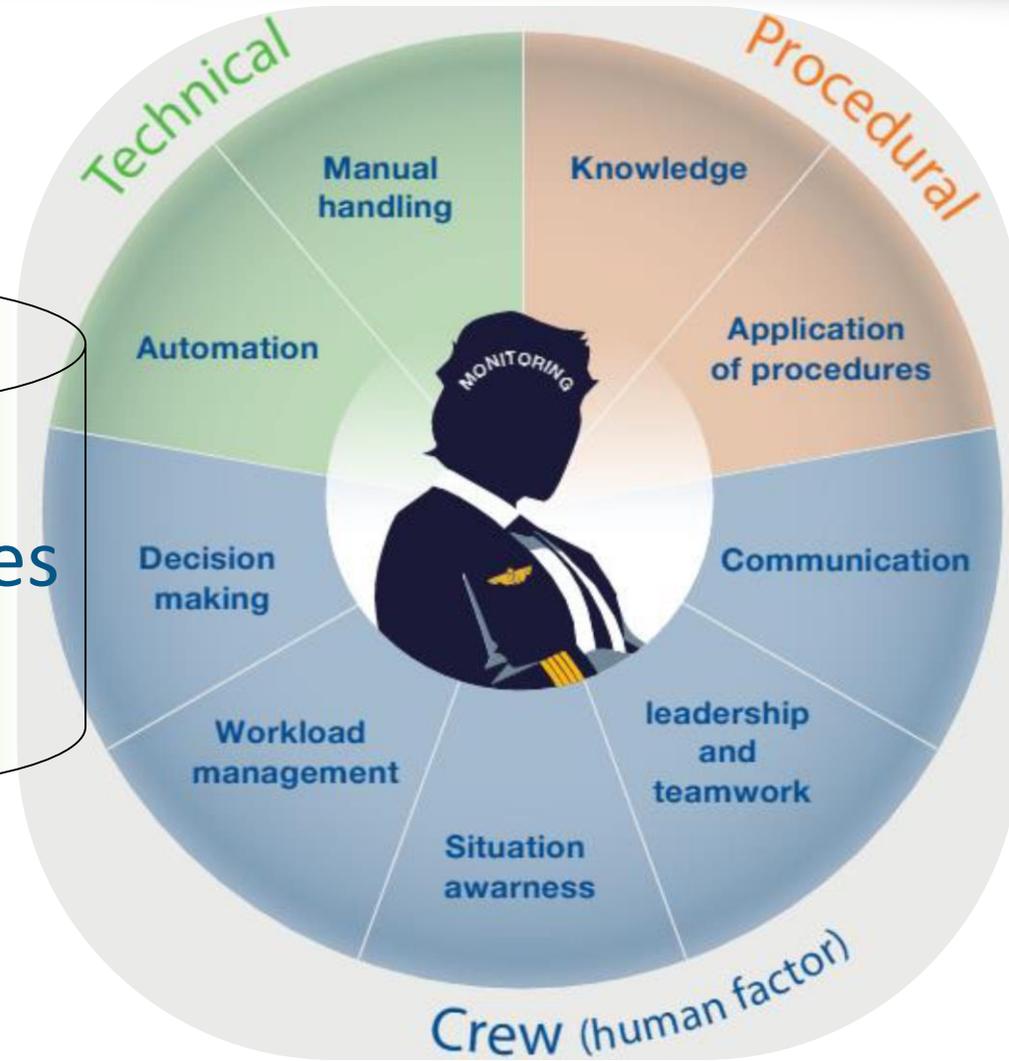
Building blocks. EBT components

EBT
programme



EBT
competencies
& grading

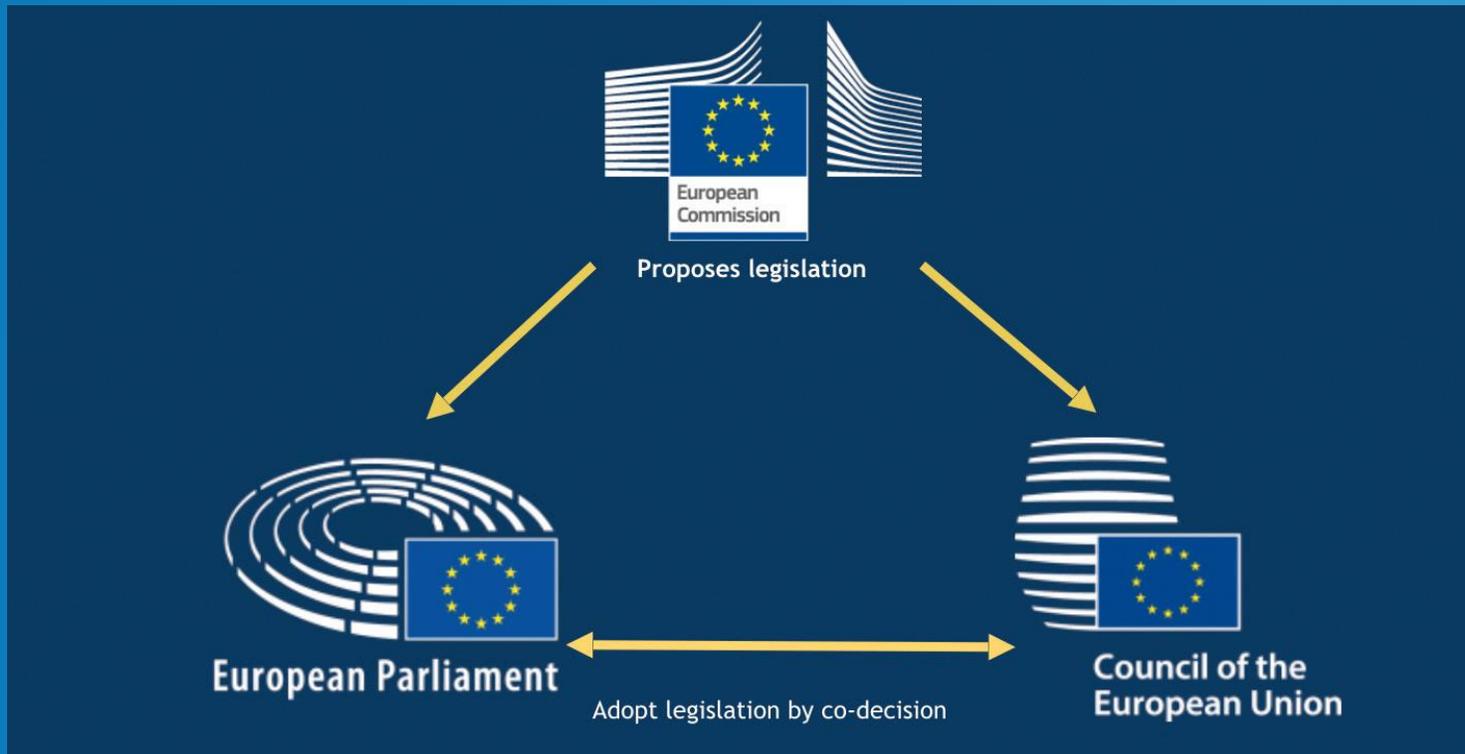
INSTRUCTORS





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