

Development needs, a common approach to CBTA for all licences



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Requirements for a common approach



- Relevant dimensions/aspects to be considered for a common approach to CBTA for all licences:
 - ICAO state letter from 2018-08-29 as a common basis and source of information for all stakeholders provides information of the scope of changes and **a timeline (2020-11-05) for the applicability** of the proposed amendments
 - Scope of the development goals and diversity of licences and the target populations
 - Instructors, examiners and inspectors as key enablers for the introduction of CBTA
 - European legal basis for the task
 - Change management as an integral part of the process



- Envisages changes to ICAO Annex 1 and PANS TRNG for the introduction of CBTA



- Defines a timeline until 5th of November 2020 for the applicability of the proposed CBTA related amendments



- Scope includes pilot licences but also amendments for licences for ATCOs, FOOs and aircraft maintenance personnel
- CBTA will be based on data collection and analysis, thus data standards must be established and ownership regulated

Scope of development goals



- Scope of CBTA introduction for pilots will include
 - GA-related licenses (PPL, SPL, TMG, *LAPL?*)
 - Licenses for CAT OPS (ATPL, CPL, MPL)
 - Licenses (GA & CAT) for aeroplanes and helicopters



- Qualification of instructors and examiners but also inspectors of NAAs



- Operator related trainings must be considered:
 - EBT
 - Type rating in combination with OCC



■ Practical:

- ICAO competency framework and related processes must be applied as described in PANS TRNG Amd. 5
- CBTA workflows must be followed
- Instructors, course developers, examiners and inspectors must be trained and standardised



■ Legal:

- EASA RMT.0194 must be successfully completed, i.e. amendments to Parts FCL, ORA and ARA will be made
- Interim solution to enable start of development processes as “sandbox exercises” alongside RMT to relate practical experience to RMT drafting process

- Introduction of CBTA is a significant paradigm shift for the entire aviation system
- Application of basic SMS principles mandate a thorough risk analysis and mitigating measures
- Involve all stakeholders / duly consider their inputs
- Lessons learned from introduction of Regulations Aircrew and Air Operations must be applied – in a joint effort by all stakeholders. EASA, NAAs and industry must cooperate and start NOW!
- Communication and cooperation are paramount for success and that means improving safety!
- This workshop can only be the beginning!

Conclusions



- ICAO state letter and resulting global activities set a timeline for the introduction of CBTA
- CBTA means a significant paradigm shift for development and application of training and for the related approval and oversight processes
- The scope of the resulting development goals for the aviation system must be formulated in cooperation with all stakeholders
- Associated risks must be identified and mitigated
- Effective change management must be applied in coordination with all stakeholders

Thank you for your
attention!
