

**‘Acceptable means of compliance and guidance material to Annex I (Definitions) — Issue 1, Amendment 12’**

The Annex to ED Decision N° 2012/015/Directorate R of 24 October 2012 is hereby amended as follows:

The text of the amendment is arranged to show deleted text, new or amended text as shown below:

- (a) deleted text is ~~struck through~~;
- (b) new or amended text is highlighted in **blue**;
- (c) an ellipsis (...) indicates that the remaining text is unchanged.

## GM2 Annex I Definitions

### ABBREVIATIONS AND ACRONYMS

(...)

APP	approach
CLB	climb
COM	communication (EBT competency)
CRZ	cruise
DES	descent
EBT	evidence-based training
EVAL	evaluation phase
FPA	flight path management — automation (EBT competency)
FPM	flight path management — manual control (EBT competency)
GND	ground
ISI	in-seat instruction
KNO	application of knowledge (EBT competency)
LDG	landing
LOC-I	loss of control in-flight
LTW	leadership and teamwork (EBT competency)
MT	manoeuvres training phase
OB	observable behaviour
PRO	application of procedures (EBT competency)
PSD	problem-solving & decision-making (EBT competency)
SAW	situation awareness (EBT competency)
SBT	scenario-based training
TO	take-off
UPRT	upset prevention and recovery training
WLM	workload management (EBT competency)

(...)

## GM19 Annex I Definitions

### EVIDENCE-BASED TRAINING

'Behaviour' refers to the way a person responds, either overtly or covertly, to a specific set of conditions, and which is capable of being measured.

'Instructor concordance' is also called 'inter-rater reliability'.

'Conditions' refers to anything that may qualify a specific environment in which performance will be demonstrated.

'Cycle' refers to the combination of two modules where Cycle 1 comprises Modules 1 and 2, Cycle 2 comprises Modules 3 and 4, and Cycle 3 comprises Modules 5 and 6 of the 3-year EBT programme.

'Equivalency of approaches' refers to approach clustering in other industry documentation.

'Equivalency of malfunctions' refers to malfunction clustering in other industry documentation.

'Evaluation phase (EVAL)' refers to the phase where a first assessment of competencies is performed in order to identify individual training needs. On completion of the evaluation phase, any areas that do not meet the minimum competency standard will become the focus of the subsequent training. The evaluation phase comprises a complete mission as a crew but not necessarily a complete flight.

'Facilitation technique' refers to an active training method, which uses effective questioning, listening and a non-judgemental approach, and is particularly effective in developing skills and attitudes, assisting trainees in developing insight and their own solutions, resulting in better understanding, retention and commitment.

'Line-orientated flight scenario(s)' are comprised of scenario elements derived from the table of assessment and training topics.

'Line-orientated safety audit (LOSA)' is one of the tools used to help evaluate the performance of the operations. It consists of line flights that are observed by appropriately qualified operator personnel to provide feedback to validate the EBT programme. LOSA may be one of the tools used to look at those elements of the operation that are unable to be monitored by FDM or Advanced FDM programmes.

'Manoeuvres training phase' refers to the phase where skill retention is trained (body memory actions). Flight path control may be accomplished by a variety of means including manual aircraft control and the use of auto flight systems.

'Monitoring' refers to a cognitive process to compare an actual to an expected state. It requires knowledge, skills and attitudes to create a mental model and to take appropriate action when deviations are recognised.

'Observable behaviour (OB)' refers to a single role-related behaviour that can be observed. The instructor may or may not be able to measure it.

'Performance criteria' refers to statements used to assess whether the required levels of performance have been achieved for a competency. A performance criterion consists of an OB, a condition (or conditions) and a competency standard.

'Practical assessment (or EBT practical assessment)' refers to a method for assessing performance that serves to verify the integrated performance of competencies. It takes place in either a simulated or an operational environment. An EBT assessment is equivalent to a proficiency check and is performed under the instructor privilege in the context of proficiency check in accordance with Appendix 10 to Part-FCL. More information can be found in ICAO Doc 9868 'PANS-TRG'.

'Scenario-based training phase (SBT)' refers to the largest phase in the EBT programme. It is designed to maximise crew's exposure to a variety of situations that develop and sustain a high level of competency and resilience. The scenario for this phase should include critical external and environmental threats, to build effective crew interaction to identify and manage errors. A portion of the phase will also be directed towards the management of critical system malfunctions.

Scenario elements address the training topic and detail the threat and/or error that the crew are exposed to.

'Train-to-proficiency' refers to approved training designed to achieve end-state performance objectives, providing sufficient assurance that the trained individual is capable of consistently carrying out specific tasks safely and effectively.

*Note: In the context of this definition, 'train-to-proficiency' can be replaced by 'training-to-proficiency'.*