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Coordinated Initiatives in Pilot Training

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2017

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Coordinated Initiatives

Overview

- Training needs vs training platform
- Competency Based Training and Assessment
- Timelines for Applicability



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Training Needs vs Training Platform



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‘Training needs drive the training platform’

- ICAO Doc 9625 amendment 4 - Matrix
- Draft EASA CS-FSTD/Part-FCL Matrix ([NPA 2017-13](#))
- Example - UPRT ([Opinion 06/2017](#)) vs CS-FSTD ([NPA 2017-13](#))
- Type Rating Training ([Opinion 05/2017](#))
 - More flexibility, cater for emerging technologies
 - Availability/Accessibility of FFS for training, testing and checking
- ORO.FC to be harmonised with Aircrew training paradigm



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Workload Management

Application of Procedures

Communication

Competency Based Training and Assessment

Situation Awareness

Leadership and Teamwork

Aircraft Flight Path
Management


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Coordinated Initiatives – Competency Based Training and Assessment

Will our focus on competencies make our pilots more resilient?

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- Evidence Based Training (EBT) ‘mixed implementation’
 - Airline Pilot Standards (APS) MCC
 - CPL, ATPL, IR Theoretical Knowledge Training – New concept KSA100
 - EBT Baseline (recurrent training)
 - CBTA all licences and ratings
 - Concept Paper on Instructors - 2017
 - ICAO CBTA TF - 2018
 - Ex-poste evaluation examiner requirements - 2018
 - Ex-poste evaluation Part-FCL - 2018



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Timelines for Applicability

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Latest Timelines – Applicability

‘When can you expect to use these changes?’

- APS MCC -> December 2017
- Update Part-FCL -> April 2018
- MPL landings -> April 2018
- UPRT Initial licensing -> April 2019
- 1st Update CS-FSTD -> December 2019 (retroactively)
- EBT Baseline -> April 2020
- Updated/restructured Learning Objectives, including KSA100
-> December 2020



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**Thank you
Questions?**



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