

**Annex I to ED Decision 2015/027/R**

**'AMC and GM to Part-ORO — Issue 2, Amendment 4'**

The Annex to ED Decision 2014/017/R of 24 April 2014 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 marked with ~~strikethrough~~;
- (b) new or amended text is highlighted in grey;
- (c) an ellipsis (...) indicates that the remaining text is unchanged in front of or following the reflected amendment.

**SUBPART FC — FLIGHT CREW**

1. A new GM1 ORO.FC.230(a);(b);(f) is added:

**GM1 ORO.FC.230(a);(b);(f) Recurrent training and checking**

EVIDENCE-BASED RECURRENT TRAINING AND CHECKING OF FLIGHT CREW CONDUCTED IN FLIGHT SIMULATION TRAINING DEVICES (FSTDs)

ICAO developed Doc 9995 'Manual of Evidence-based Training', which is intended to provide guidance to civil aviation authorities, operators and approved training organisations in the recurrent assessment and training of pilots by establishing a new methodology for the development and conduct of a recurrent training and assessment programme, titled evidence-based training (EBT).

'Evidence-based training (EBT)' means training and assessment based on operational data that is characterised by developing and assessing the overall capability of a trainee across a range of core competencies rather than by measuring the performance during individual events or manoeuvres.

ICAO Doc 9995 is the reference document for operators seeking to implement EBT. The purpose of this guidance material (GM) is to enable the implementation of EBT according to the principles established in ICAO Doc 9995 taking into account the European regulatory framework.

In the current regulatory framework it is possible to achieve a mixed implementation of EBT. Implementation of a mixed EBT programme means that some portion of the recurrent assessment and training is dedicated to the application of EBT. This includes the Licence Proficiency Check (LPC) and the Operator Proficiency Check (OPC).

As it is possible to combine LPC and OPC in ORO.FC, this GM is applicable to both checks. Therefore, the EBT training programme described in this GM refers to the recurrent training and checking of flight crew, including LPCs and OPCs.

The EBT training programme takes into account the differences between aircraft of different generations and the effect of these differences on training. The operator should acquire a thorough knowledge of ICAO Doc 9995 before implementing this GM. For applicability, see ICAO Doc 9995 Chapter 3.

## **EBT programme**

Within the current regulatory framework the operator may undertake a mixed implementation of the baseline EBT programme according to this GM. The baseline EBT programme is defined in ICAO Doc 9995 Chapter 4.3.1 and in Appendices 2 to 7.

The baseline EBT programme provides the flexibility to adapt programmes according to specific operator risks. Elements of the enhanced EBT programme may be implemented according to the definition and process described in ICAO Doc 9995 Chapter 5.

The operator should contact the competent authority in order for them to assess the application of the process described in ICAO Doc 9995 including, where applicable, the results from data analyses to support the enhanced EBT programme.

## **Personnel providing training and checking in EBT (Refers to AMC1 ORO.FC.230(d))**

ICAO Doc 9995 Chapter 6, which is additional to EU regulations, contains the guidance for the training and assessment of personnel involved in the conduct of EBT.

## **Equivalency of malfunctions/Malfunction clustering (Refers to ICAO Doc 9995 Paragraph 3.8.3)**

According to the concept of ICAO Doc 9995 Chapter 3.8.3, major failures reduce the capability of the aircraft or the ability of the crew to cope with operating conditions to the extent that there would be a significant reduction in functional capabilities, significant increase in crew workload or in conditions impairing crew efficiency.

Clusters of major failures of aircraft systems are determined by reference to malfunction characteristics and the underlying elements of crew performance required to manage them. Malfunction clustering may be used to guide the operator towards the implementation of an EBT programme according to AMC1 ORO.FC.230(a)(4)(i)(A) and ORO.FC.145(d).

## **Conduct of Licence and Operator Proficiency Checks**

The EBT programme described in ICAO Doc 9995 contains modules with three phases: the evaluation phase, the manoeuvres training phase, and the scenario-based training phase. In order to comply with the existing regulatory framework, LPC and OPC requirements are fulfilled by a combination of the evaluation phase and the manoeuvres validation phase, which replaces the manoeuvres training phase described in ICAO Doc 9995. The manoeuvres validation phase is defined in Section 3 below. This is a form of mixed implementation, which is described as follows:

- 1. Evaluation phase:** This includes check scenarios referred to in Part-FCL Appendix 9 within an accepted EBT programme.

In order to facilitate the provision of simple and realistic scenarios in accordance with ICAO Doc 9995 Chapters 3.8 and 7.4, the evaluation phase is not intended to be a comprehensive assessment of all Part-FCL Appendix 9 items; nevertheless, the list below includes the items that should be included in the evaluation phase only.

Part-FCL or Part-ORO reference	Description
Part-FCL Appendix 9  Paragraph 6	<i>The examiner may choose between different skill test or proficiency check scenarios containing simulated relevant operations developed and approved by the competent authority. Full-flight simulators and other training devices, when available, shall be used, as established in this Part.</i>
Part-FCL Appendix 9  Paragraph 16	<i>The test/check should be accomplished under instrument flight rules (IFRs), if instrument rating (IR) is included, and as far as possible be accomplished in a simulated commercial air transport environment. An essential element to be checked is the ability to plan and conduct the flight from routine briefing material.</i>
Part-FCL Appendix 9  Item 1.4	<i>Use of checklist prior to starting engines, starting procedures, radio and navigation equipment check, selection and setting of navigation and communication frequencies.</i>
Part-FCL Appendix 9  Item 1.6	<i>Before take-off checks.</i>
Part-FCL Appendix 9  Item 3.9.1*	<p><i>Adherence to departure and arrival routes and ATC instructions.</i></p> <p><i>The starred item (*) shall be flown solely by reference to instruments. If this condition is not met during the skill test or proficiency check, the type rating will be restricted to VFR only.</i></p>

**2. Manoeuvres validation phase:** The purpose of the manoeuvres validation phase is to check the handling skills necessary to fly critical flight manoeuvres so that they are maintained to a defined level of proficiency. This replaces the manoeuvres training phase described in ICAO Doc 9995 Chapter 7.5. Manoeuvres in this context are not part of line-oriented flight scenario; they are a sequence of deliberate actions to achieve a prescribed flight path or to perform a prescribed event to a prescribed outcome.

All remaining items listed in Part-FCL Appendix 9, and not included in the evaluation phase, should be included here.

**3. Scenario-based training phase:** The purpose of the scenario-based training phase is to further develop pilot core competencies in a learning environment. This does not form part of any LPC or OPC requirement.

It should be noted that if the operator is following an alternative means of compliance to ORO.FC.230(b) Operator Proficiency Check, the equivalence of using EBT evaluation and manoeuvres validation phases may no longer exist.

2. A new GM1 ORO.FC.A.245 is added:

**GM1 ORO.FC.A.245 Alternative training and qualification programme**

It is possible to implement EBT in accordance with ICAO Doc 9995 in the framework of an approved alternative training and qualification programme (ATQP). GM1 ORO.FC.230(a);(b);(f) may be used to guide the operator towards EBT according to ORO.FC.A.245 of Commission Regulation (EU) No 965/2012.

An operator holding approval for ATQP and wishing to implement EBT may use the guidance material in GM1 ORO.FC.230(a);(b);(f) for the conduct of the Licence Proficiency Check, or where the Licence Proficiency Check and Operator Proficiency Check are combined. For this purpose, the evaluation phase is equivalent to the line-oriented evaluation (LOE) described in ORO.FC.A.245(d).