


OPERATIONS ADVISORY NOTICE (OAN)		 Transport Malta Flight Operations Inspectorate Civil Aviation Directorate Transport Malta Centre Triq Pantar Lija LJA 2021 Malta
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Subject: Introduction of mixed Evident Based Training		

1.0 INTRODUCTION

EASA have formally introduced the concept of Evidence Based Training - EBT through Commission Regulation (EU) 2020/2036 published on the 9 December 2020. This is part of a global safety initiative, and operators seeking implementation of mixed EBT (progression into baseline EBT), may refer to a myriad of documentation available.

2.0 IMPLEMENTATION

In order for an Operator to implement Mixed EBT, TM-CAD requires that an application is filed by the Operator through Centrik in order for the Authority to study the proposed programme implementation, maintenance and suitability. EBT is a paradigm shift and instructors play a key role in the delivery of the programme and therefore EASA found it necessary to add an EBT course in the Aircrew Regulation.

2.1 Application Requirements

In order to obtain operational approval for the introduction of a mixed EBT programme, TM requires the Operator to complete the following:

1. EBT Application and Implementation Checklist (Form 424) and all related OM Amendments;
2. Safety Risk Assessment related to the introduction of mixed EBT, identifying the associated risks and ensuring that they are appropriately managed and mitigated, demonstrating that an equivalent level of safety is achieved;
3. the Management of Change assessment and Implementation Plan;
4. a Gap Analysis to evaluate the regulatory requirements for mixed EBT;
5. a comprehensive mixed EBT programme based on competencies prepared by the core of the training team, and including two TREs/TRIs, with milestones and progress measurements and targets that include an ongoing assessment of the programme with regular minuted meetings;
6. an operator's EBT instructor standardisation has been established aiming towards instructor concordance. The Operator must issue an EBT instructor certificate;
7. the EBT programme is suitable for the intended and that the necessary tools are in place including an EBT Pilot Handbook.

Finally before applying for the introduction of mixed EBT programme, operators are requested to contact their Principal Inspector at TM CAD to organise a meeting to discuss specifically their preparation, application and documentation for the introduction of EBT.

Reference Material -

ICAO Doc 9995 (Uncontrolled Copy)

EASA Information.

Flight Operations Inspectorate