

## Advanced training program working group meeting notes

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Dear all,

Thank you to those who were able to join us at yesterday's meeting. These were the items discussed:

### 1. Debrief about the workshop in Brazil. Main highlights:

- a. Forums like this workshop are of great value to airlines and regulators, as they bring knowledge from experts and players that have experience in the implementation of advanced training programs. We need to keep bringing them to airlines and authorities where we need implementations done, as they are eye openers on both sides. It is also important to have the participation from the majority of airlines and regulators, to maximize the benefits of these workshops. As we had agreed in a previous working group, this workshop would also consider airlines and regulators from outside Brazil. However, we had very low participation from those, even if confirmed. For future events, it will be important to adhere to the commitments made at the working group level.
- b. Our regional message to industry and regulators is that each airline is unique and has its own needs and so the training programs, even under similar or same advanced training philosophies (AQP, EBT, CBTA, mixed training) will be different. There needs to be flexibility in the approach and each airline to decide the best program (and program customization) for their operation.
- c. We need to engage regulators and pilot unions from the initial phase of implementation. Inspectors and Instructors need to go through the same training, to maximize the success of any program.
- d. The SARSPs from ICAO on EBT are being reviewed and we expect a new update of Doc 9995 in around 2 years. The latest implementation document from IATA, released Feb 24, has not been incorporated into this review yet, but EASA will take it into consideration at the working group level.
- e. Data is key for any advanced training program and there were different experiences shared in this respect, from airlines and regulators. It was also agreed that data sharing at a regional level can be of great value, but we are not mature yet to make this happen. However, we can keep sharing knowledge and experience among the group to keep enhancing consistency, standards and cooperation among members.
- f. There is no need to use the level D FFS in all the training sessions of advanced training programs, but airlines can use high fidelity FTDs to conduct part or all of the training. We had the opportunity to see a demo on an airline-made VPT by LATAM, where additional training credits could be performed from a traditional program.
- g. We will be sharing the presentations and the conclusions from the roundtables per country (Brazil, Mexico, Panama & Colombia, Peru & Chile), at the LATAM section of Halldale's

Leaders Forum. Please give us a few days to have them ready.

## 2. Opportunity of workshop in Peru

- a. We discussed the possibility to do a smaller scale workshop in Peru, during the ALTA's Safety, Flight Operations and Training Summit in Lima, from June 18-20. given we will have experts in the subject on site and expecting participation from airlines and regulators of Peru and other close countries. ALTA is currently speaking to potential sponsors (Boeing and CAE) as the cost is ~US\$6K.
- b. The objective is to reach airlines and regulators of Peru and Chile, given that they are both targets for implementation.
- c. The workshop would be conducted in the afternoon of the 20th, after the Summit ends. If CAE is the sponsor, we would have the workshop at their training facility in Lima, close from the airport, but lunch and transportation would be provided to participants.
- d. The panel sessions to be held would be as follows:
  - i. Advanced pilot training programs basic concepts and worldwide trends
  - ii. Airlines panel - showcasing those with implementations done and showcasing those that wish to implement (needs, objectives, benefits reached/foreseen, etc.)
  - iii. Human Factors and Data panel - to discuss training for Instructors and Inspectors, as well as the use of data
- e. All participants at the meeting yesterday indicated their agreement to conduct the workshop, as the effort would be worthy to bring the knowledge to Peru and facilitate the conversation between airlines and regulators operating in that area (Peru and Chile).

At ALTA we will continue discussing with potential sponsors and we will advise you about the final agenda and logistics, so airlines can advise their POs in advance, to guarantee their participation.

Please let me know your comments, questions or concerns, especially of those who could not attend the meeting yesterday.

I want to thank again Aldo and Mauro and the LATAM group for making the workshop in Brazil possible. The level of effort was tremendous and we had a very successful event.

Best regards,

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