Aircraft Manufacturers Flight Training Association: AMFTA

AIRBUS BOEING COMAC EMBRAER

AMFTA President - Capt Jean-Michel Bigarré
EATS - Portugal, 7 - 9 November 2023

AIRCRAFT MANUFACTURERS
FLIGHT TRAINING ASSOCIATION

AMFTA

"As Aircraft Manufacturers, our primary goal is flight efficiency and safety"

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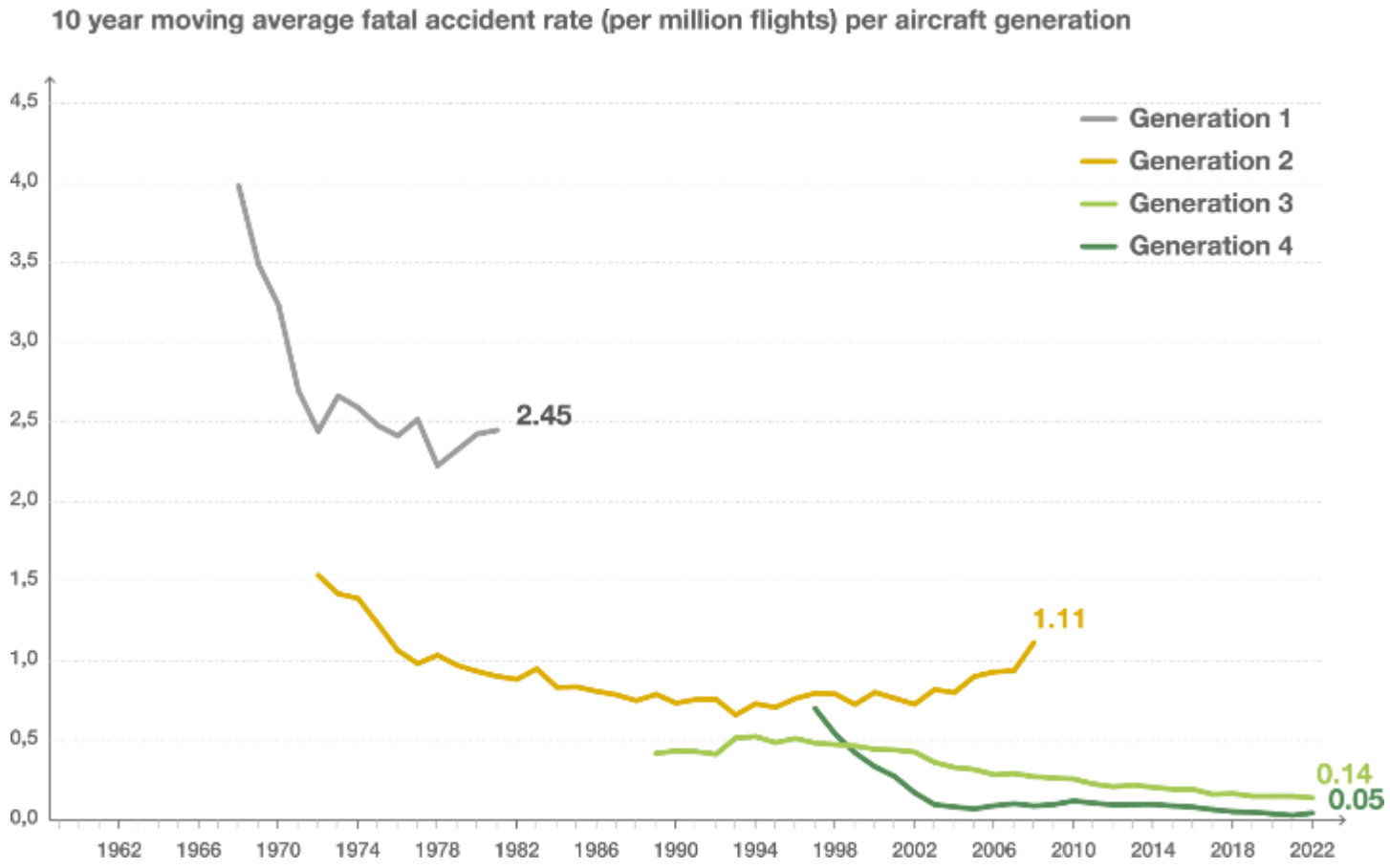
2023 - Aircraft Accident Rate

Evolution of Accident Rates by Aircraft Generation



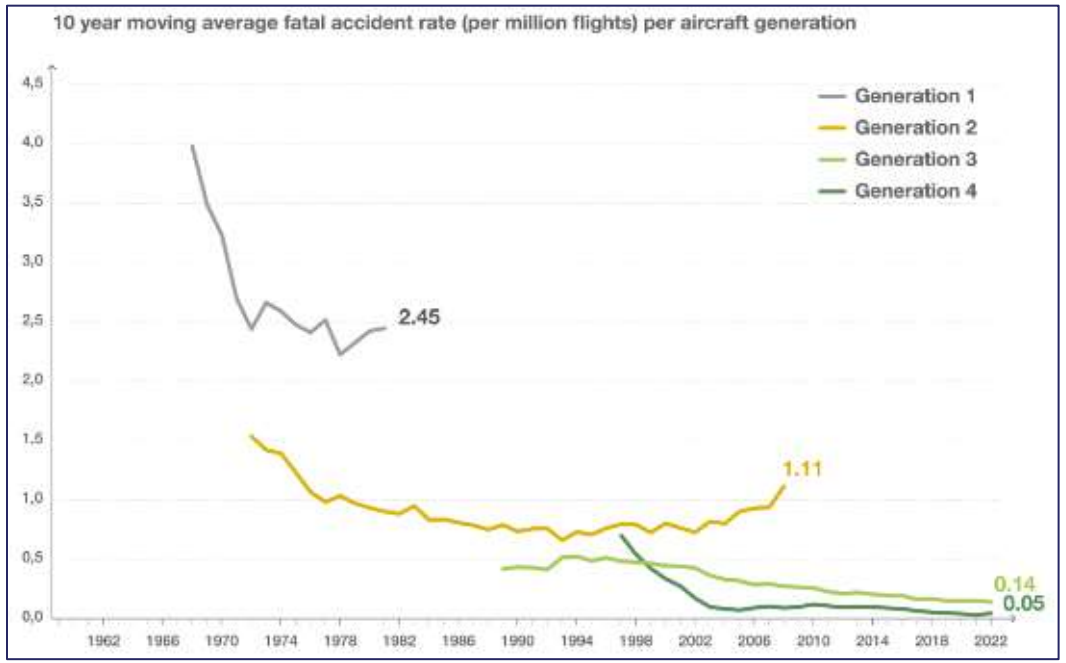
Western-built jets above 40 seats

Source: ICAO,Cirium & Airbus database

- ✓ Good statistics & records
- ✓ Access to regulations
- ✓ Aircraft reliability improvements

How can we obtain 0.000…?

Evolution of Accident Rates by Aircraft Generation



Goal: 0.0000….

Consider other risks - which ones?

Consider the environment & context:

are they conducive to be able to apply the right competencies?

Consider the new complexity and new liability in pilot operations

Let’s take a few examples…

Before Flight: Training

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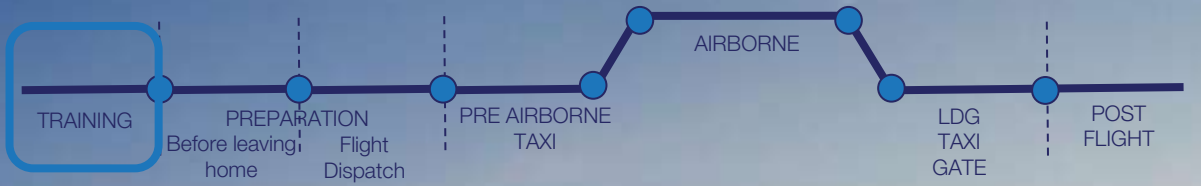
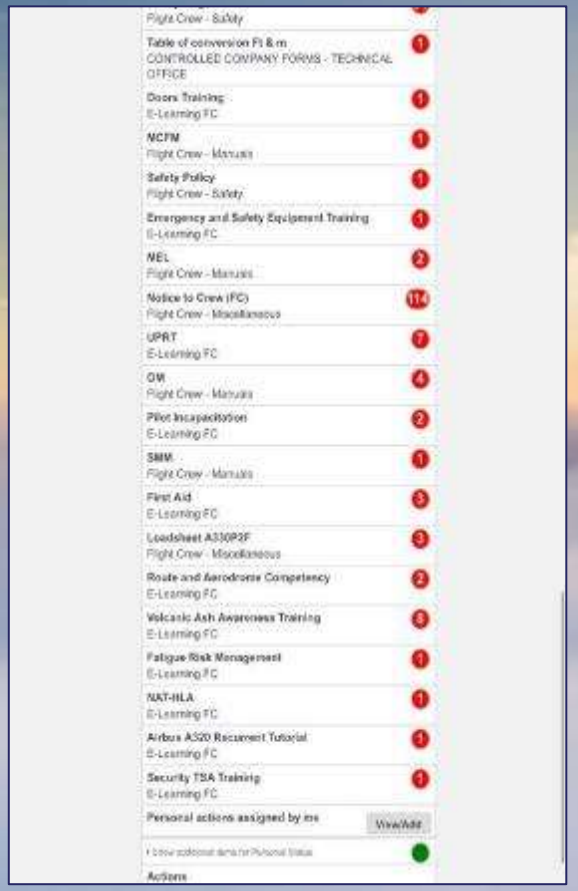
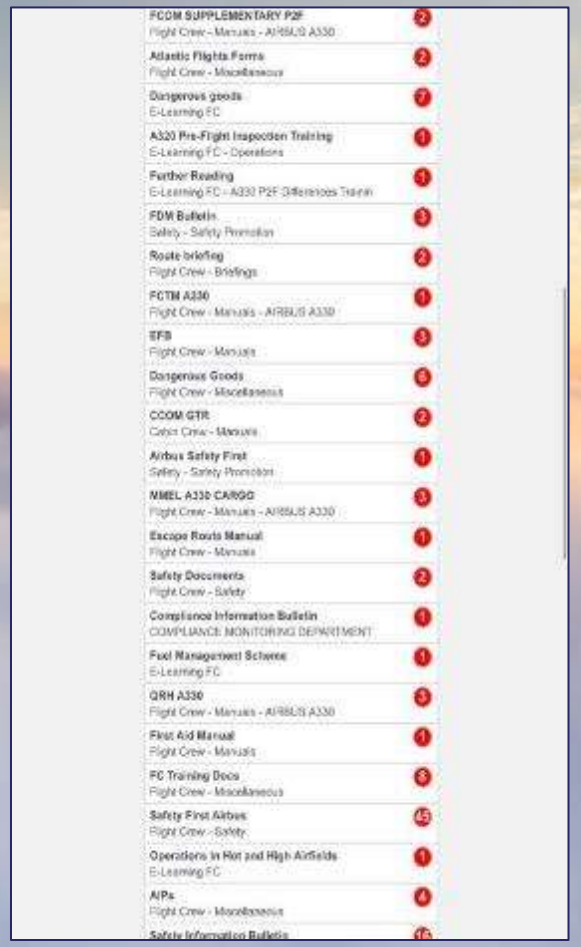
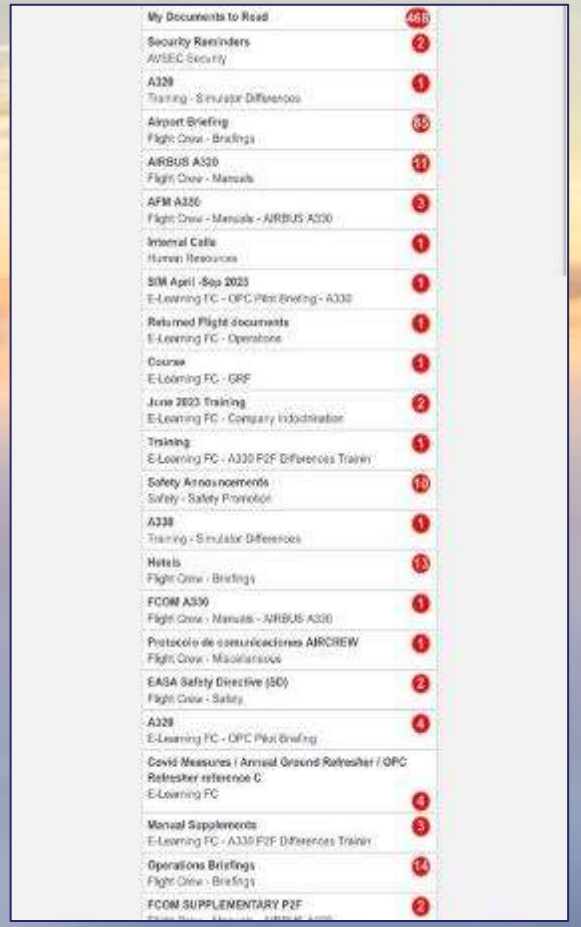
Before Flight: Training



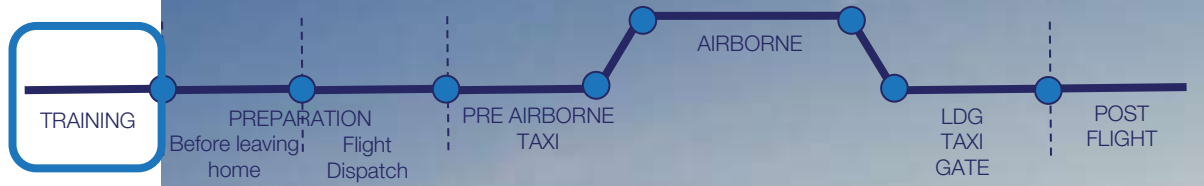






Before Flight: Training

Sim session vs compliance



Sim session - programme compliance

- LPC/OPC Training programme
- Appendix 9 (FCL)
- Right Hand Seat (RHS)
- Left Hand Seat (LHS)
- LVO RHS
- UPRT
- …/…

Often leading to overloaded sessions

E-Learning

e-Learnings…

Do we feel we have done something useful and efficient?

Let’s switch to the flight phase - is it better?

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Pilot documentation: relevant or compliant?

NOTAMS

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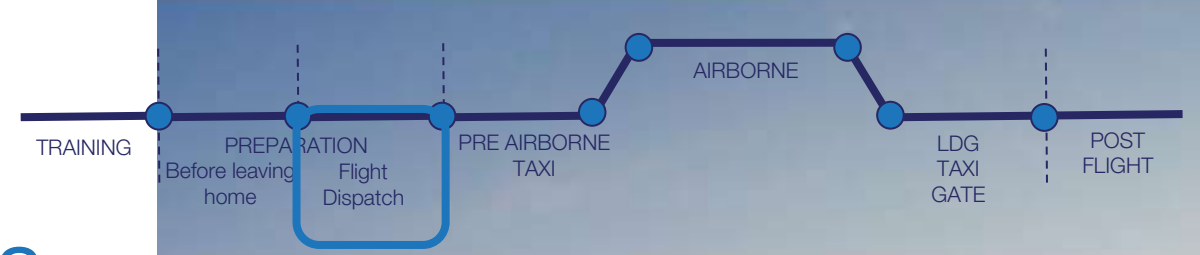

Flight Preparation

Pilot documentation support is becoming:

- ➔ too focused on analytics
- ➔ too long
- ➔ too complex

Leading to:

- ➔ loss of confidence
- ➔ loss of efficiency
- ➔ loss of situational awareness

Burning precious available time on it, instead of focusing on operational preparation

What do we train pilots for?

- Problem Solving and Decision Making
- Situational Awareness ….
- Leadership and Teamwork
- Communication
- Workload Management
- Flight Path Management Automation
- Flight Path Management Manual Control
- Application of Procedures …
- Application of Knowledge

We train to be:

- ➔ knowledgeable
- ➔ ready
- ➔ efficient
- ➔ safe
- ➔ resilient

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Do we create the environment for pilots to achieve this?

RISKS

Incorrect use of Data

Poorly trained instructors

Ill-adapted tools

Essentials Required

All stakeholders that support aircraft and pilot operations should participate and ask themselves the following:

What does the pilot need?
Is what I provide:

- Useful? ☐
- Usable? ☐
- Adapted to the context? ☐
- Efficient? ☐
- Accessible? ☐
- Reliable? ☐

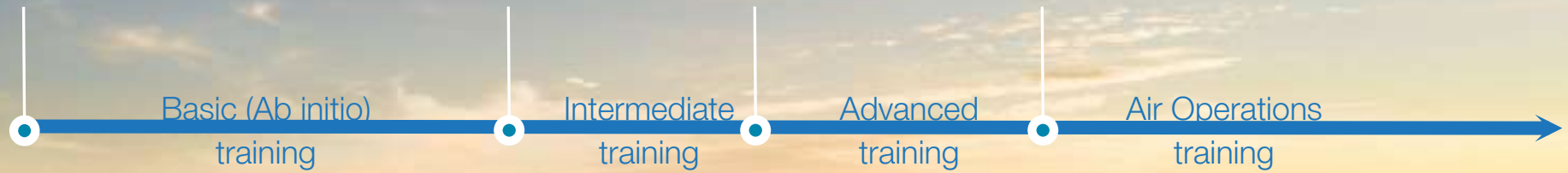
Once I have defined what I need,
I make it compliant

Consider the final user's real needs,

to avoid falling into the
'tick the box' trap…

Aviation Growth & Training

Pilot competencies are key: AMFTA is working on this from Basic to Advanced training



Continue our path to support the industry

- We continue to harmonize pre-requisites globally
- We continue to align our policy on which competence and when
- We work on how to support global pilot competencies implementation

Aviation Community

The Community needs to review and come together to:

Work on our own competencies & ways of working

Guarantee the right environment for pilots & aircraft to operate safely & efficiently

The entire aviation community is affected. AMFTA & the Manufacturers are doing their part

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All stakeholders need to consider their own area of responsibility:

Regulators ⇒ Airline Operators ⇒ Subcontractors ⇒ the Engineering office ⇒ individual Employee

Think about the final user's needs

SIMPLE **RELIABLE** **EFFICIENT**

AMFTA

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THANK YOU