CBTA MPL PROGRAM PRESENTATION

25-JANUARY 2024

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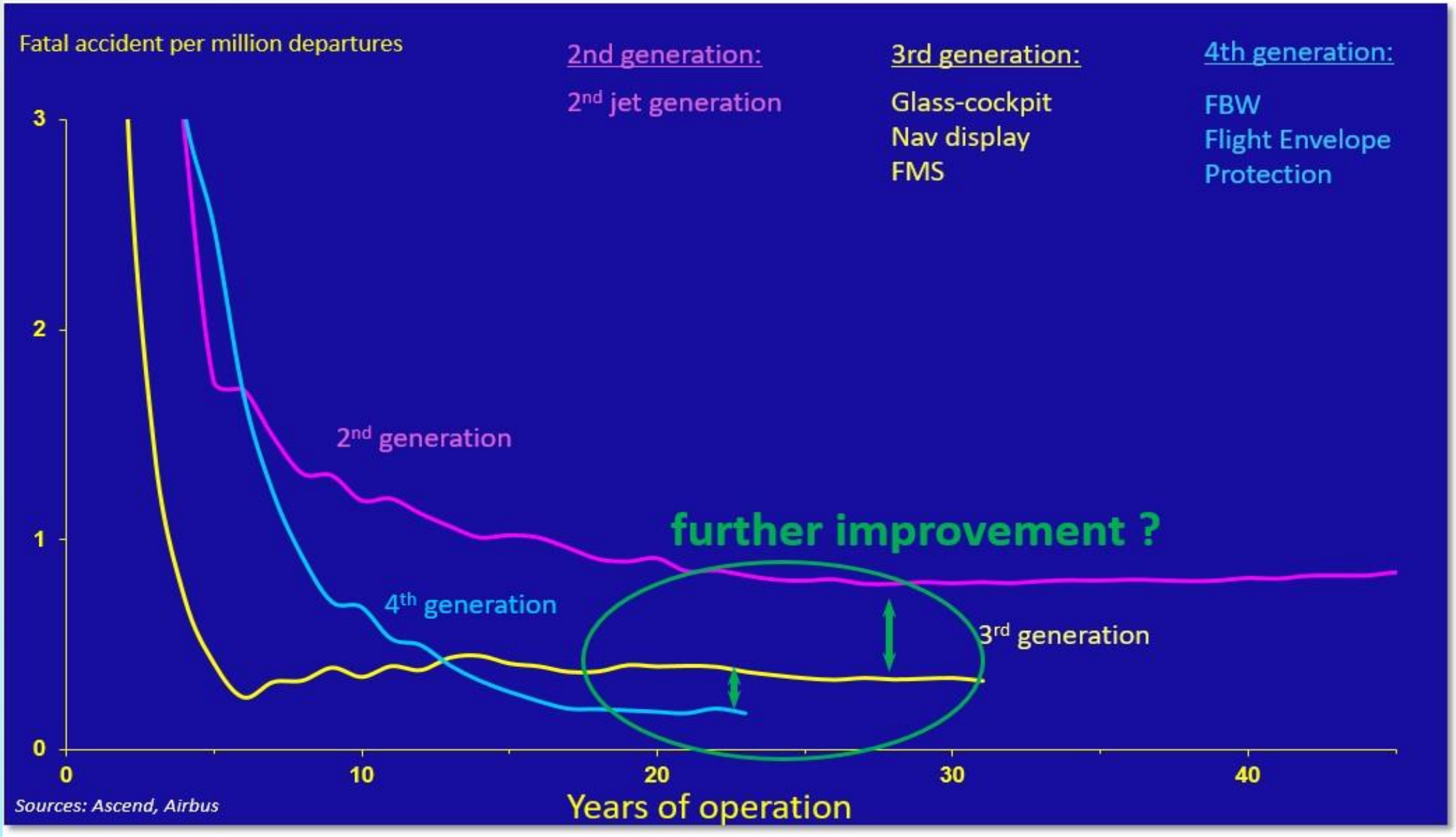
Despite the continuous development of the aviation industry, the way how pilots are trained, remained the same for decades.

Nowadays, after the recent events, the need to improve the efficiency of training became an important need for the aviation industry to keep the safety at the highest level possible in contrast with the fast increasing of the traffic.


Caravelle
Early Commercial Jets
1st Generation
A300
More Integrated Autoflight
2nd Generation
A300-600
Glass Cockpit, FMS & TAWS
3rd Generation
A320
Fly-By-Wire
4th Generation



Competency-based training and assessment (CBTA) principles

1) Relevant competencies are clearly defined for a particular role within an aviation discipline.
2) Competencies can be trained for, observed and assessed consistently.
3) Common understanding of the competency requirements.
4) Clear performance criteria are established by the training provider for assessing competence.
5) Evidence of competent performance is valid and reliable.
6) Link between competencies and training, required performance and assessment.
7) Assessment based on multiple observations across multiple contexts.
8) Demonstration of an integrated performance of all the required competencies.

Task-Based Training

➔ Ever growing number of tasks to train
➔ Train only for predicted situations
➔ Isolated task training: difficulty to adapt
➔ More time spent on checking
➔ Generic training
➔ Limited level of performance in complex and evolving environments

LOW RESILIENCE

Competency-Based Training

➔ Finite number of competencies to train
➔ Train for unpredicted situations
➔ Multi scenario-based training strengthens ability to adapt
➔ More time spent on training
➔ Individualized training
Increased level of performance in complex and evolving environments

HIGH RESILIENCE

Why CBTA matters?

1) Enables individuals to reach their highest level of operational capability while
ensuring a basic level of competence as a minimum standard.
2) Enables individuals to cope with predictable and unforeseen situations.
3) Is relevant to the job and the context in which the job will be performed
4) Is geared towards learning rather than passing a test
5) Makes full use of available training tools and methodologies
6) Supports continuous learning and performance improvement

CBTA-EBT CORE COMPETENCIES

KNOW	Application of Knowledge
PROC	Application of Procedures
FPM-A	Aeroplane Flight Path Management, Automation
FPM-M	Aeroplane Flight Path Management, Manual Control
COM	Communication
LEAD	Leadership and Teamwork
PSDM	Problem Solving and Decision Making
SITA	Situation Awareness and Management of Information
WORK	Workload Management

CBTA Concept – Delivery Methods

Maneuvers Training

- New Teaching Styles
- New Flying tasks
- Trained in isolation

Scenario-based Training

- Repetition with varying conditions
- In contest of realistic flight
- Develops competencies and resilience
- Enhancing understanding and retention

In-seat Instruction

- Intervention training
- Avoid negative training
- Encourage for demonstration

MPL COURSE STRUCTURE

BAA Training. Vietnam	BAA Facilities Abroad.	BAA Training Vietnam	BAA Trainig Vietnam.	BAA Training Vietnam	According to the customer
ATPL Theory	Core VFR/IFR	Basic	Intermediate	Advance	Base training	Line training
Classroom 792 H 28 weeks	SEP 58:30 H 8 weeks FNPT II/MEP 30:00 4 weeks	Classroom 76 H 3 weeks A320 FBS/FFS 36 H 5 weeks	Classroom 102 H 4 weeks A320 FBS/FFS 108H 10 weeks	Classroom 32 H 2 week A320 FBS/ FFS 48 H 6 weeks	A320 1 H/ 1:30 According to CAAV	According to airline OM-D

Total Flight Training Time 282H

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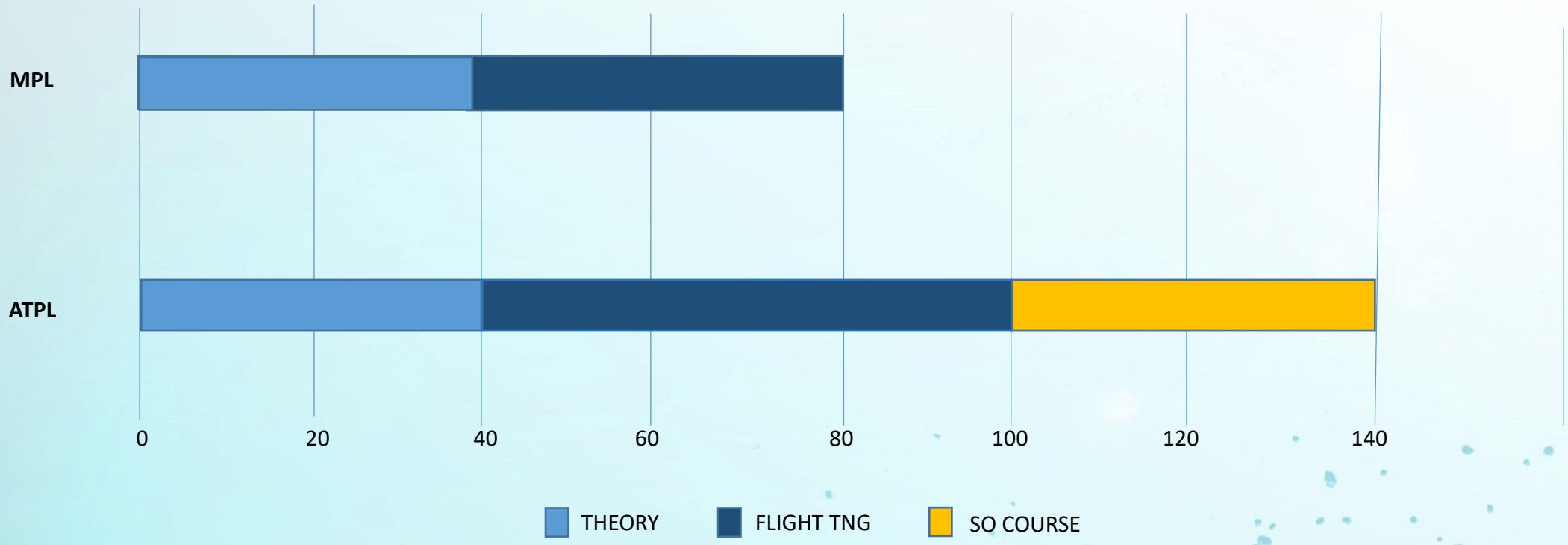
FUNDAMENTALS TO BAA TARINING VIETNAM MPL TRAINEES:
PRIMARY OBJECTIVE OF THIS PRESENTATION IS TO **RAISE YOUR EXPECTATIONS** OF CADET PERFORMANCE,

1. **HIGH EXPECTATIONS** (higher than before) NEVER to be lowered
   Cadets are already belonging to the operators and have high cascaded objectives,
   If a Cadet is not prepared, they **DO NOT train** – resource given to a prepared Cadet,
2. Provide the TOOLS, RESOURCES and OPPORTUNITY to learn
   The CADETS are responsible for THEIR training progress,
3. Reinforce that a Cadet is the **SAME AS ALL OTHER PILOTS**

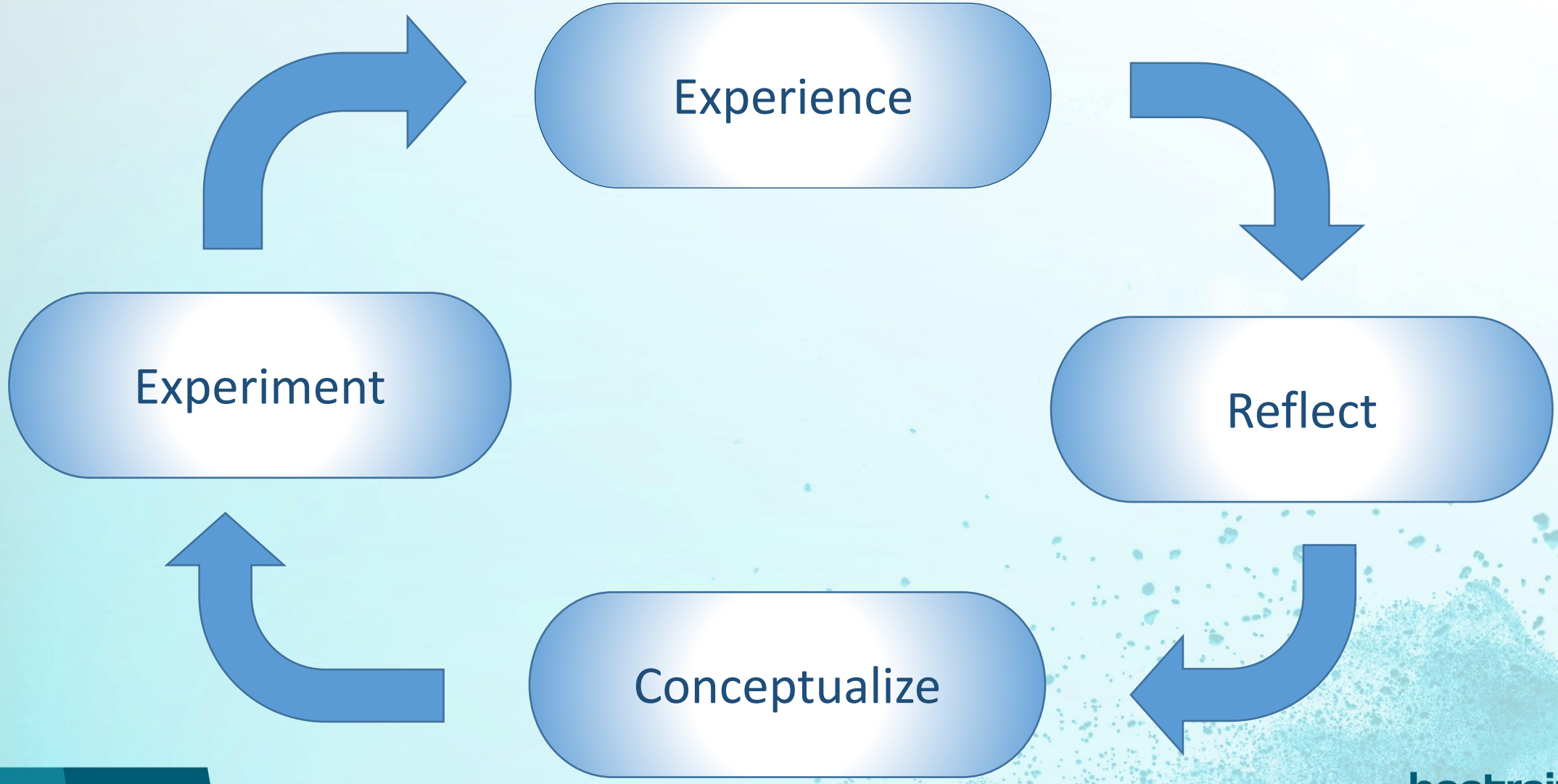
Success is no accident. It is hard work, perseverance, learning, studying, sacrifice and most of all, love of what you are learning to do.

ATPL VS. MPL (Time)
WEEKS of Training

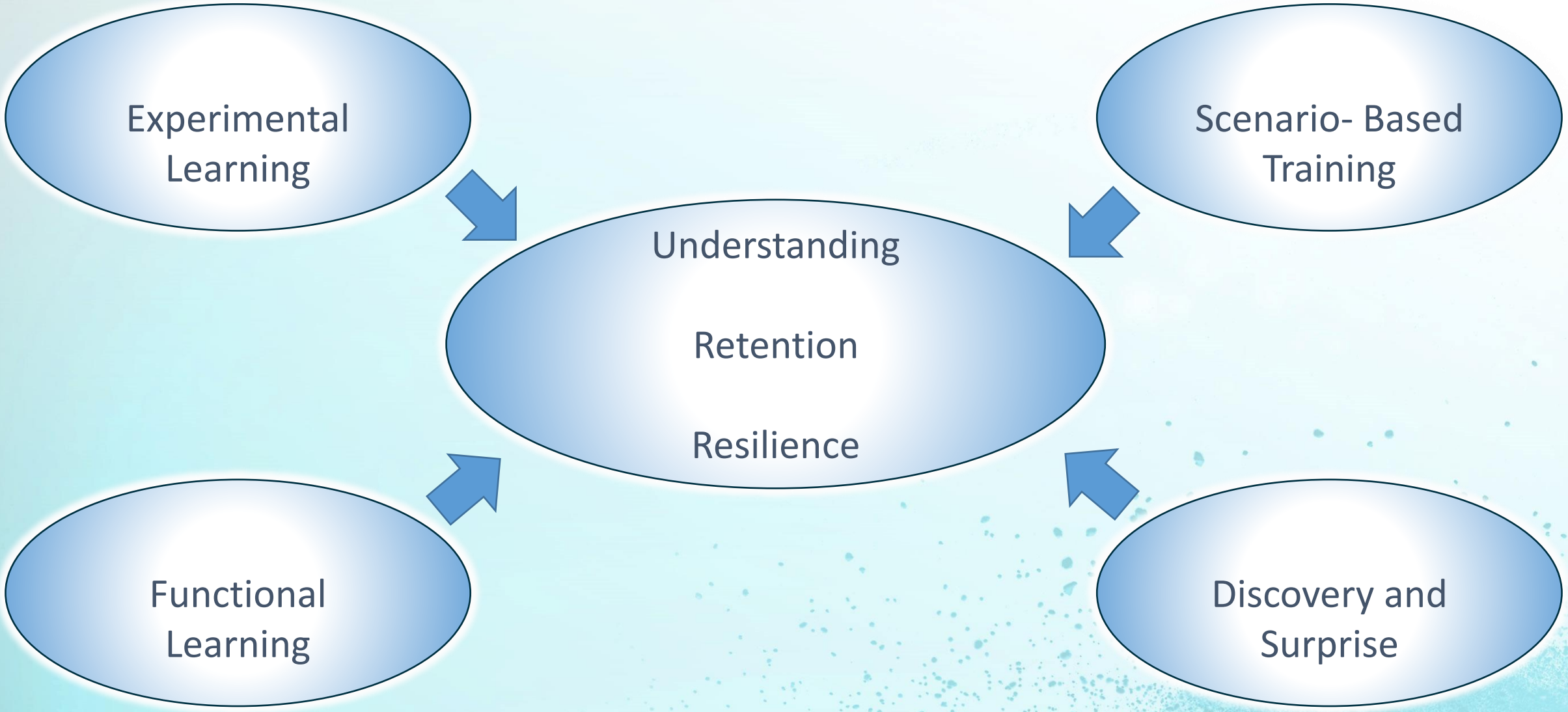


MPL Line Training	ATPL Line Training
AVRG 48 sectors, program is 42 sectors	AVRG 95 sectors, the program was 84 sectors

Experiential Learning



CBTA MPL - Summary



KEY POINTS

- MPL Cadet Admission Assessment according ICAO 9868
- High quality Train the Trainers standardization program (Var 9.053)
- High quality Traning devices.
- High quality and real scenarios training.
- On time trainee performance monitoring and follow up.
- Understanding of the needs and how to enhance the performances of the new pilots generation (Millennials).
- A new modern and efficient training method to enhance the Safety and Keep Vienamese Aviation at high standards.