



# Impact Of Rulemaking On Training Organisations

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# The Future of Business Aviation Training





# Training Provider's Commitment

- Support and work with EASA, the NAAs, European Operators and European Industry to enhance Aviation Safety in Europe
- Continually refine and develop more effective and efficient training technology
- FlightSafety's ongoing commitment to deliver the highest quality in training services and equipment to the European aviation industry



# Regulator Demands

- Ensure rule changes enhance safety
- Ensure regional requirements are met
- Harmonise requirements across non-associated authorities
- Reduce cost and complexity to the operators and the industry
- Ensure regulations keep pace with changes in technology
  - Aircraft, Infrastructure, Training



# Current Status

- Year to year, safety in European business aviation has improved under the current training system
- A small number of proposed EASA rulemaking changes will dramatically affect the ability of training organizations to meet the growing training needs in Europe
- There is no added safety value to the proposed changes



# Current Status

- Over 50% of orders for new business aircraft are from this region
- Future training resources will not meet the training needs for these operators
- This must be addressed in order to meet the needs of the European aviation industry



# Business Aviation Training

- Operators do not have capable training infrastructures
  - They have diverse training requirements
  - Varying operational environments
  - Effective cost control and efficiency through the use of third party training providers
  - Dedicated training by professional training providers enhances safety and helps to reduce accidents



# Benefits of Training Providers

- Invest in and develop new training technology
- Quickly react to technological advancements
- Use dedicated training resources (continually improving abilities and qualifications)
- Reduce training costs through economies of scale
- Develop training courses for new and emerging aircraft
- Focus on enhancing aviation safety without the distractions of daily flight operations



## Additional Advantages of FlightSafety's Simulator-based Training

- 98% reduction in Carbon Emissions compared to training in an aircraft
- Average business aircraft emits 3.08 metric tons of CO<sub>2</sub> per hour. A FlightSafety simulator emits 0.07
- FlightSafety provided 690,000 hours of simulator training last year
- Electric Motion and Control loading equipped simulators reduce electricity consumption by up to 85% compared to hydraulic systems
- Saves enough fuel to heat 250,000 average homes per year



# Regulation (EC) No. 216/2008

## Objective 2e

“to promote Community views regarding civil aviation standards and rules throughout the world by establishing appropriate cooperation with third countries and international organizations.”



# Proposed Rule Changes

- SFIs must hold a professional licence issued in accordance with FCL
  - More than half of current simulator instructors can no longer hold the medical certificate required to obtain an EASA professional licence
  - Currently qualified and experienced instructors will be invalidated
  - Indeterminate whether EASA has sufficient resources to qualify the instructors needed to meet Europe's increasing training demands
  - It may not be feasible to develop non-current production aircraft training assets in Europe



# Proposed Rule Changes

- No additional provisions for SPA
  - Current requirements for SPA type ratings do not allow appropriate training for inexperienced pilots
  - Crewing for VLJs are not adequately addressed
  - Options for copilot restrictions to both MPA and SPA type ratings will help address pilot shortage



# Proposed Rule Changes

- 32 hours required for MPA course
  - Does not take into account aircraft complexity or pilot experience
  - No provision for reduction in course hours based on proficiency (proficiency based training)
  - Qualification requirements for other training devices does not add training value and inhibits use




# Proposed Rule Changes

- SFEs must hold a professional licence issued in accordance with FCL and hold a valid medical
  - No benefit to holding a medical to test and check in a simulator
  - Invalidates current qualified and experienced examiners
  - Severely limits examiner resources
  - Qualifies pilots for operators



# Potential Impact

- Reduced aviation safety
- Decrease in training resources
- Increased training cost
- More in-aircraft training
- Decreased quality of training
- Reduced support for JOEB and aircraft certification
- Less harmonisation

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- Reduced Aviation Safety
  - Rule changes do not meet the needs of the industry
  - More formal consultations and meetings are needed between the industry and EASA to affect positive change