

CRM Seminar One

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CAP 737 ISSUES





Why?

- Statistics
 - ◆ The majority of accidents have human factors as a main causal or contributing factor.
 - ◆ The outcome of a technical failure can often be ameliorated by good CRM.







Human Factor issues:

- Have been recognised by all the main aviation bodies such as:
- ICAO
- JAA
- CAA



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 - ◆ HF Digests
 - ◆ Annex 6 SARPs
 - ★ Flight Crew
 - ★ Dispatchers
 - ★ Cabin Crew



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 - ★ Flight Crew
 - ★ Dispatchers
 - ★ Cabin Crew
 - ◆ LOSA



Human Factor issues:

- Have been recognised by all the main aviation bodies such as:
- JAA
 - ◆ JAR-OPS
 - ◆ NPA 16 (now amendment 3)
 - ★ Assessment of CRM skills.
 - ◆ NPA 24
 - ◆ NPA 27



Human Factor issues:

- Have been recognised by all the main aviation bodies such as:
- CAA
 - ◆ AICs-143/93, 117/98
 - ◆ Regulatory Impact Assessment (RIA)
 - ◆ Industry Forums
 - ◆ Standards Document 29
 - ◆ CAP737



CAP 737

- Information
- Guidance
- Requirements
 - ◆ Including
 - ★ Instructor Accreditation
 - ★ Assessment



Assessment

- CRM assessment should:
 - ◆ Provide feedback to the individual and serve to identify retraining.
 - ◆ Be used to improve the training system
 - ◆ Be included in an overall assessment of a flight crew members performance.
 - ◆ IEM OPS1.943/1.945/55/65



Assessment

- New proposal.
 - ◆ Operators should establish procedures to update the CRM recurrent training programme taking into account the results of the CRM assessment of their crews. Programme revision shall be conducted over a period not exceeding 3 years.
 - ◆ Appendix 1 To JAR-OPS 1.965



Assessment

- New proposal.
 - ◆ CRM assessment “shall not be used in the evaluation of a flight crew member unless it results in an associated technical failure”
 - ◆ Appendix 1 To JAR-OPS 1.965



Recurrent Training



Assessment

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 - ◆ Operators should establish procedures to update the CRM recurrent training programme taking into account the results of the CRM assessment of their crews. Programme revision shall be conducted over a period not exceeding 3 years.
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Recurrent Training should:

- Address the needs of the operator.
- Be based on the feedback from CRM assessment.
- Include case based studies of accidents/incidents from:
 - ◆ The operator
 - ◆ Similar operations
 - ◆ Same aircraft type



Recurrent Training should not:

- Be too prescriptive, does not need to cover every detail of the CRM syllabus in the same depth as the initial CRM course.
- Be “tick in the box”



Where are we now

- TRE/TRI accreditation to be complete 30 September 04
- Ground School CRM Instructors –no grandfather rights after 30 September 04
- Operators to have an assessment system in place by 30 September 04
- Amendment to CAP 737 to give further advice on CRM for single-pilot aircraft.



Where are we now

- NPA-OPS 27 for Helicopters incorporated into JAR-OPS 3 on 1 April 2004
- NPA-OPS 24 for Cabin Crew ongoing and should be incorporated into JAR-OPS during 2004
- CAA will hold further forums the first of which will be for single-pilot CRM



Single-pilot CRM Forum

- To be held at Aviation House on 27 October 2004
- New addition of CAP 737 will be available for the forum



Thank you for your attention.

- ANY QUESTIONS?

