



### **Allison McDonald**

Director, EBT Foundation Managing Director, SystemiQ







# Human Factors

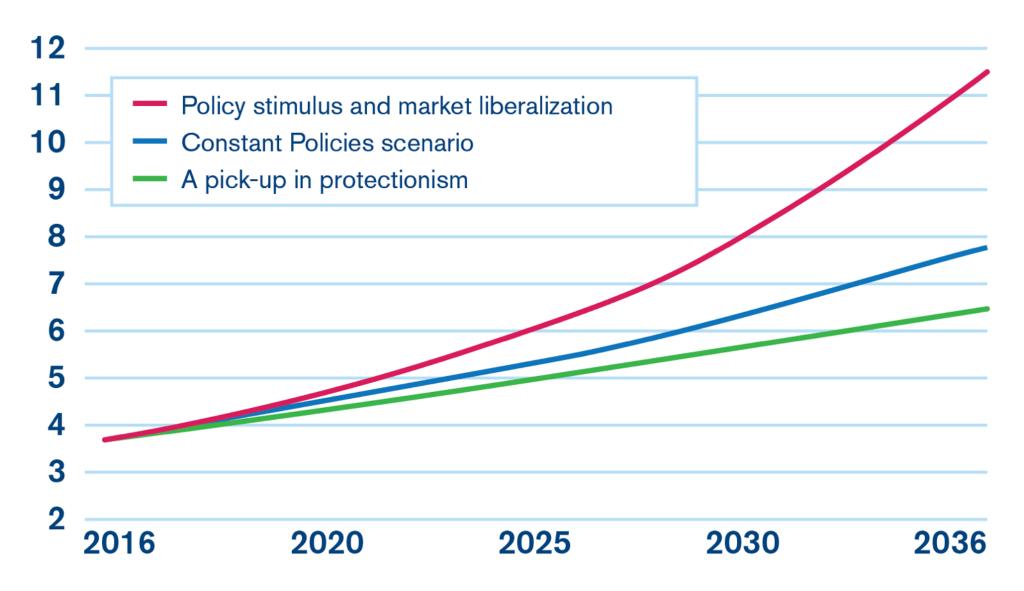
Science

Systems

Performance



# Global Passengers (billion, segment basis)





Business: **96,000** 

Helicopter: **59,000** 







## **Challenges:**

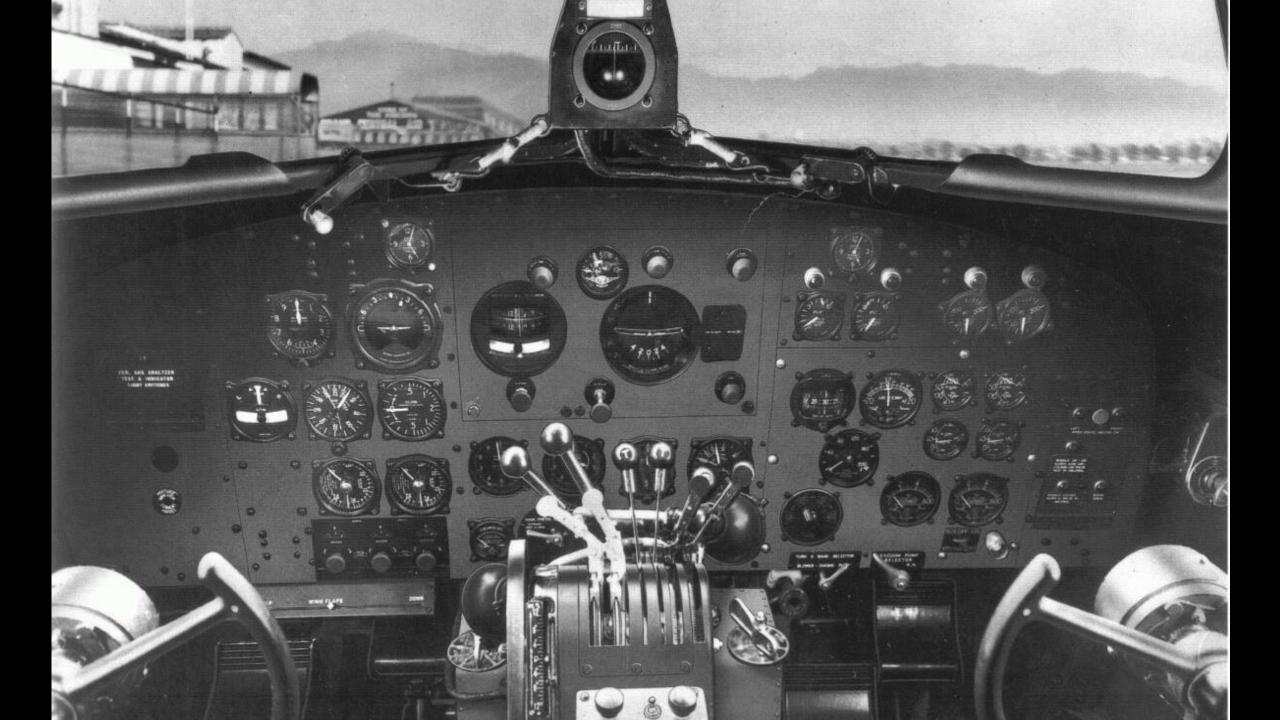
- Industry skills shortage, and lower experience base in airlines
- Maintaining effective performance with increased operational complexity and rate of change
- Manual skills retention in highly automated systems
- Fewer predictable aircraft failures more events are 'unforeseeable'



Source: www.humanisticsystems.com

picture: Black Isle Brewery)



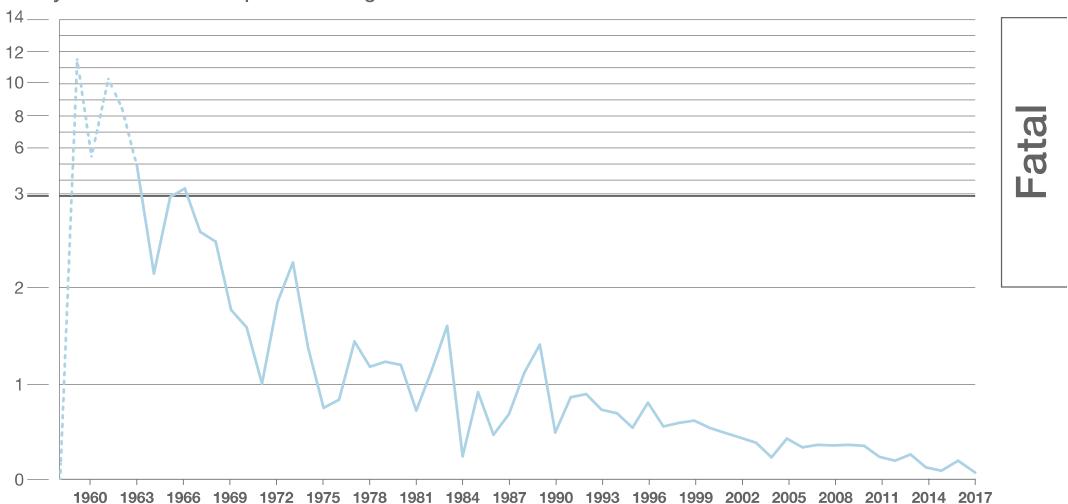






### Yearly fatal accident rate

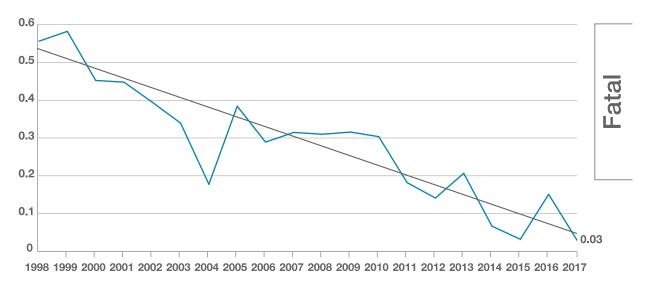
### Yearly fatal accident rate per million flights



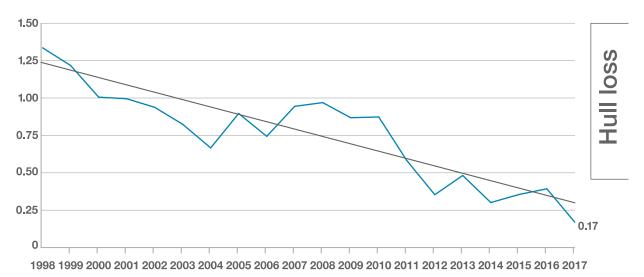
### 1998 - 2017:

- 95% reduction in fatal accident rate
- 70% reduction in hull loss rate

### Yearly fatal accident rate per million flights

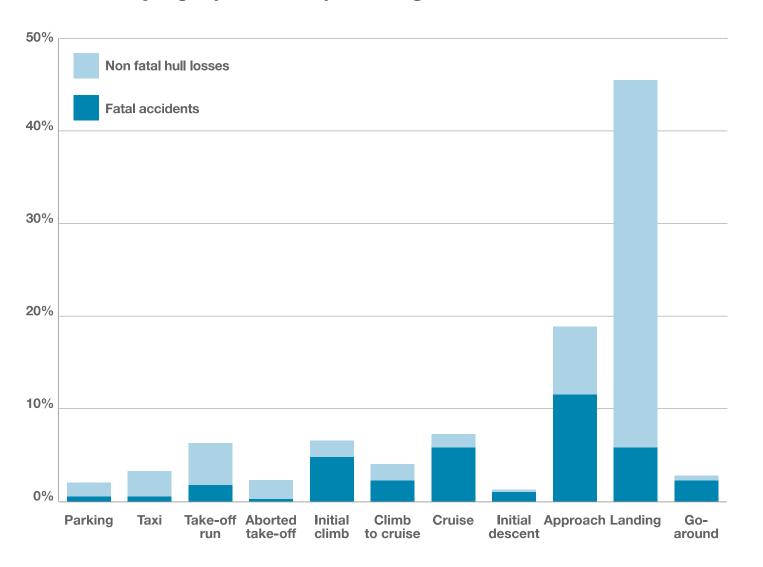


### Yearly hull loss accident rate per million flights



Source: Airbus (2018)

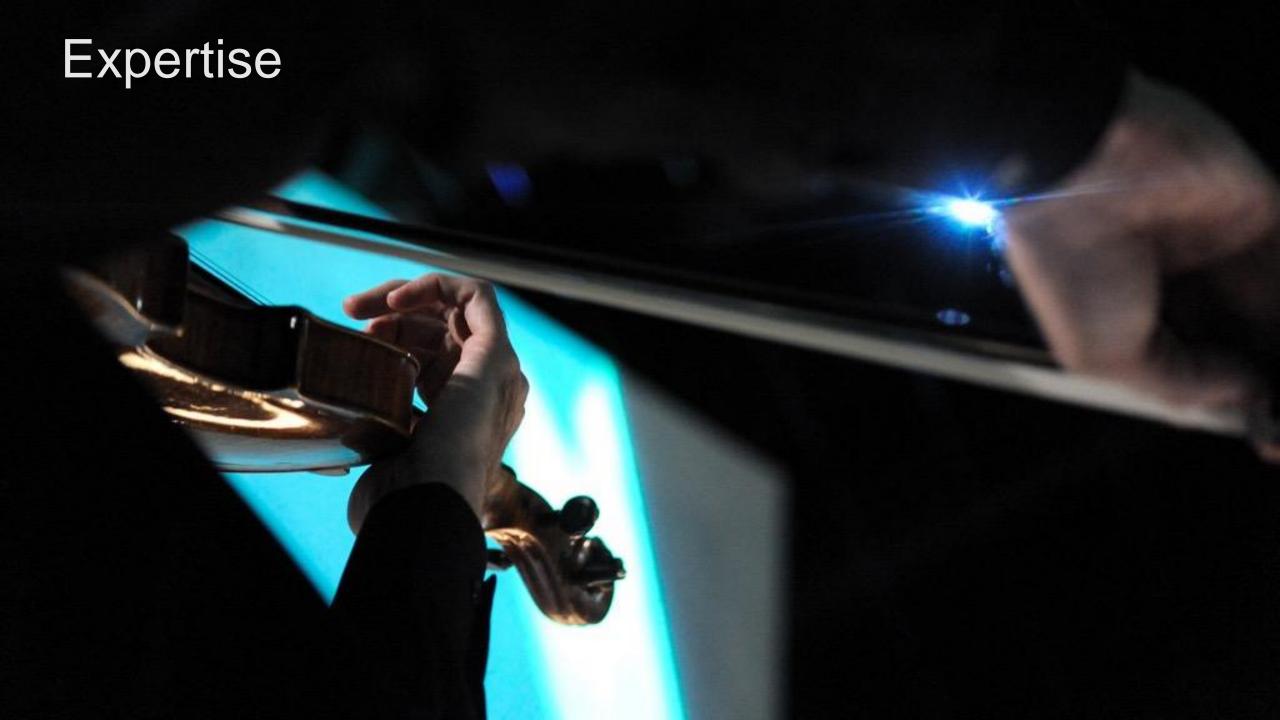
### Accidents by flight phase as a percentage of all accidents 1998-2017



### **Approach and Landing:**

... "significant demands on the crew....
navigation, aircraft configuration
changes, communication with ATC...
congested airspace, degraded weather
conditions."

Source: Airbus (2018)



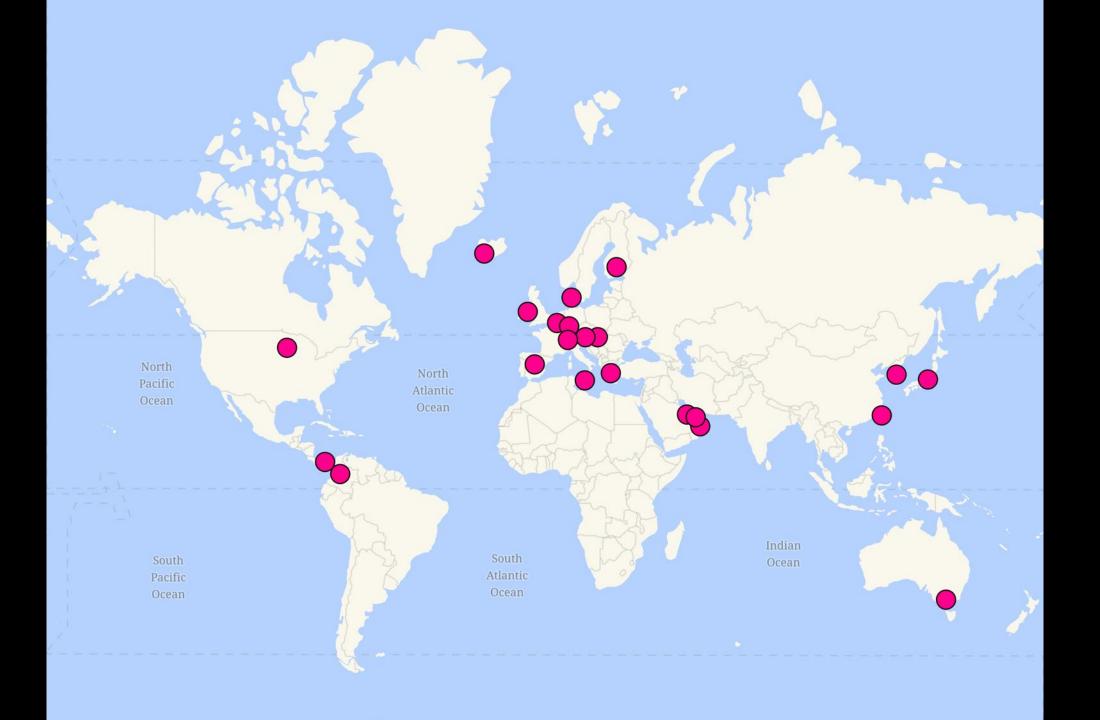




### **Development of expertise:**

- Specific measurable performance goals
- Learning through exposure to challenging situations
- Stretching beyond 'comfort zone'
- Involves feedback and self-reflection
- Mental rehearsal, visualization, what-if scenarios
- Learning to manage stress / pressure (e.g. relaxation, breathing, self-talk, building confidence)









# Core Competencies

**Application of Procedures (APK) Communication (COM)** Flight path management automation (FPA) Flight path management manual (FPM) **Knowledge (KNO)** Leadership & teamwork (LTW) Problem solving & decision-making (PSD) Situation awareness (SAW) **Workload management (WLM)** 





# Core Competencies

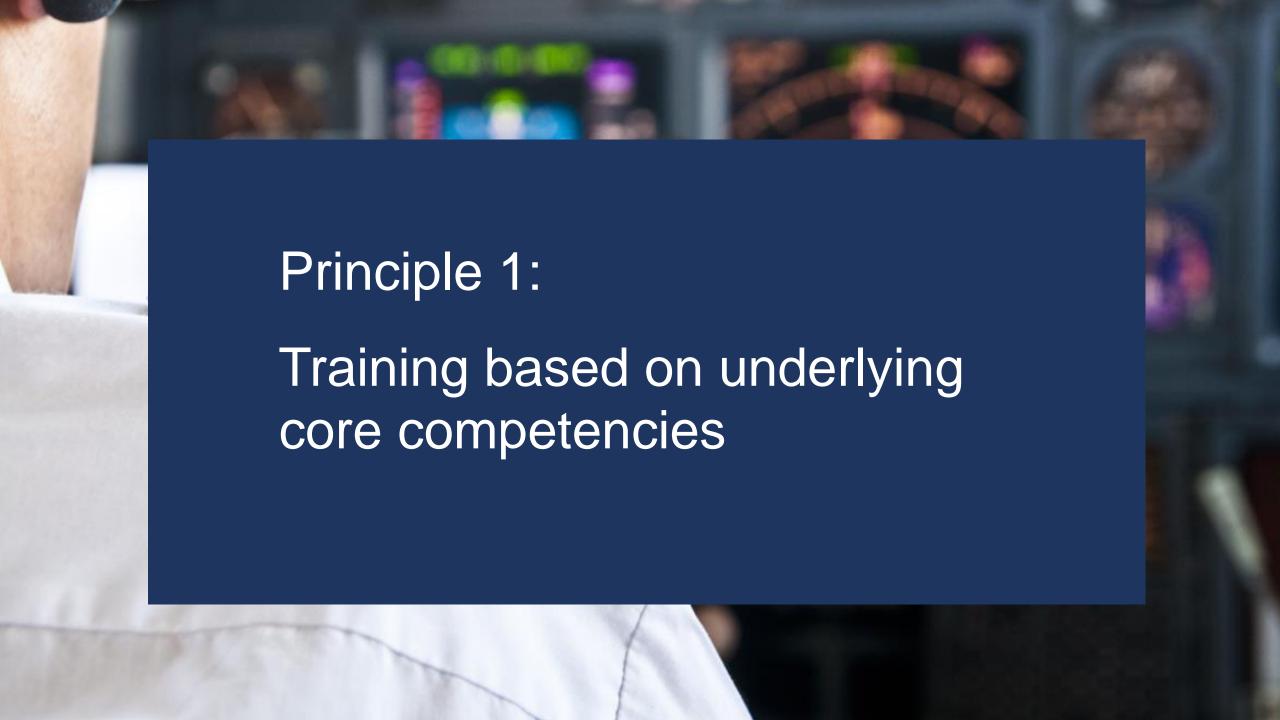
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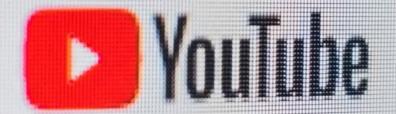




# **EBT Program**

### **Mixed Implementation** Day 2 Day 1 Phase Manoeuvres Scenario Based In-seat Evaluation **Training** Training Instruction Checking Objective Assess Develop Train manoeuvre Error detection, competence competencies, skills monitoring, Identify training learning by to proficiency intervention needs exposure e.g. "V1 cut" Line oriented Style Line oriented All engine Go training, Non assessable evaluation coaching around (New) **Prof Check** requirements





Q ■ YouTube jamie oliver poached egg



How to Make Perfect Poached Eggs - 3 Ways | Jamie Oliver

7,086,985 views









# ■ YouTube

Q why do cats land on their feet



Why Do Cats Always Land On Their Feet?

31,755 views





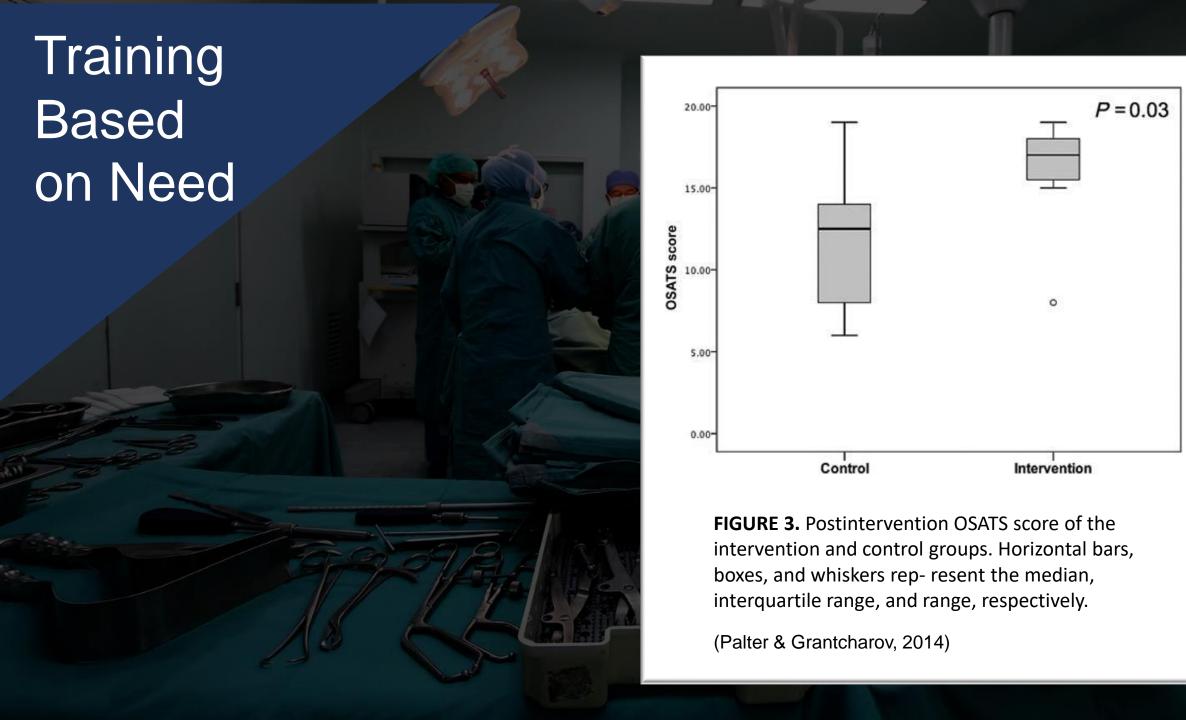


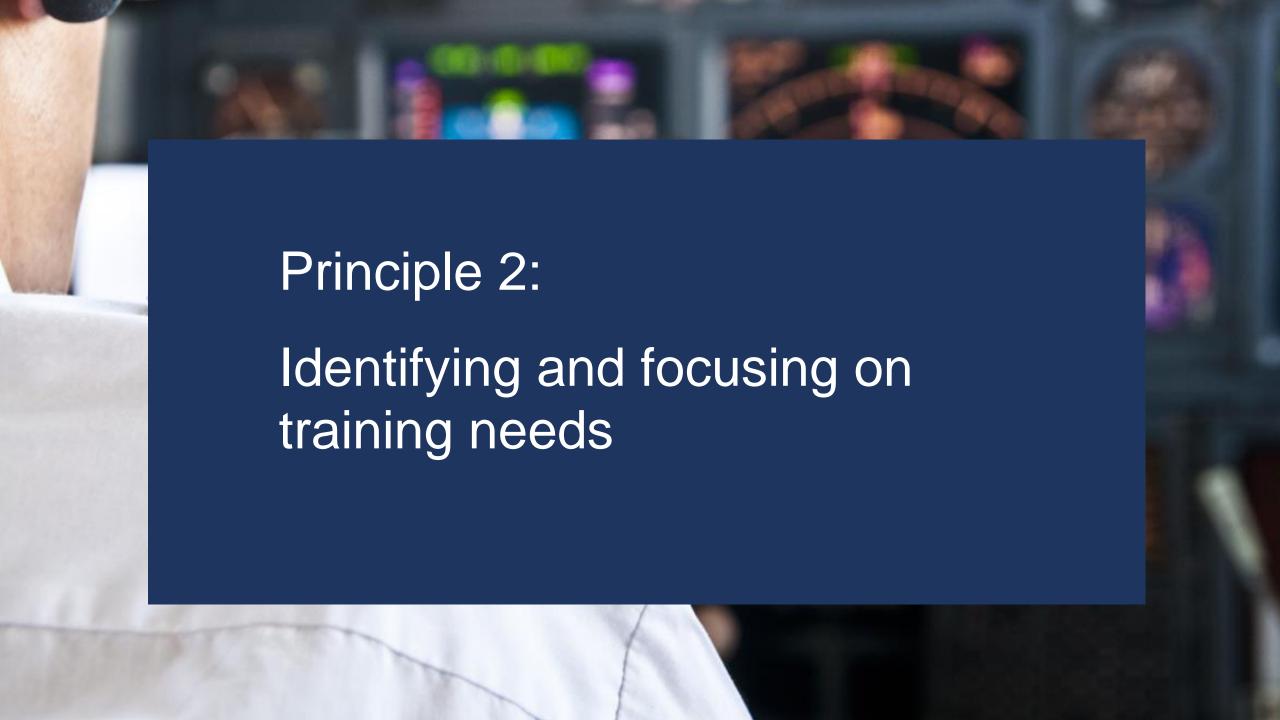
# **Experiential Learning**

(Kolb, 1984) Evaluation phase (Session 1) Have an experience Put theory Scenario-based Reflect on it Facilitated debrief into practice Training (Session 2) (Session 1) Draw conclusions







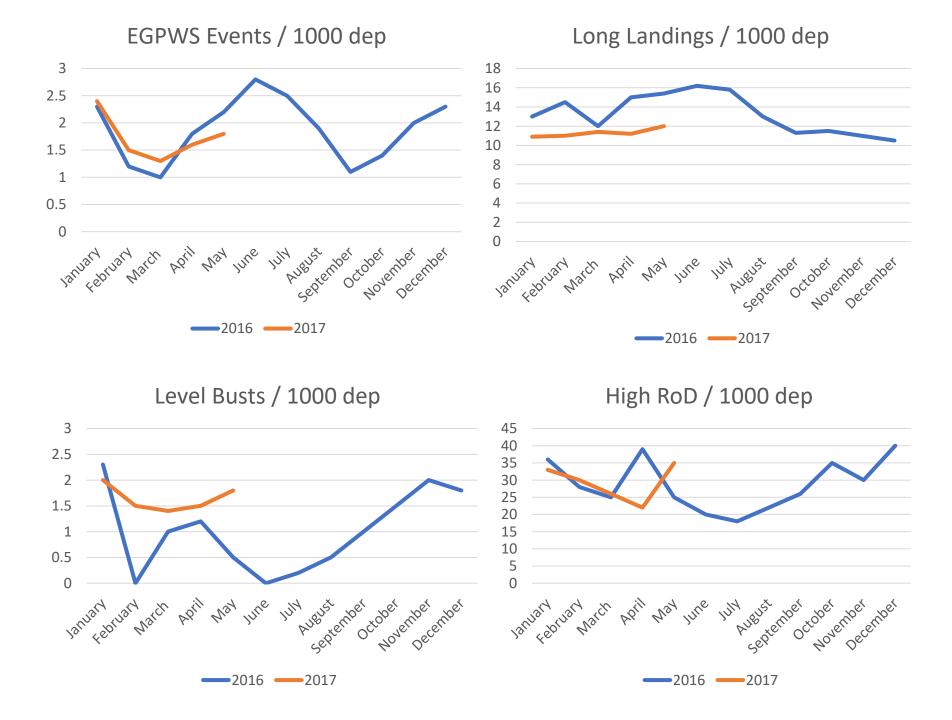




## **EBT Data Analyses**

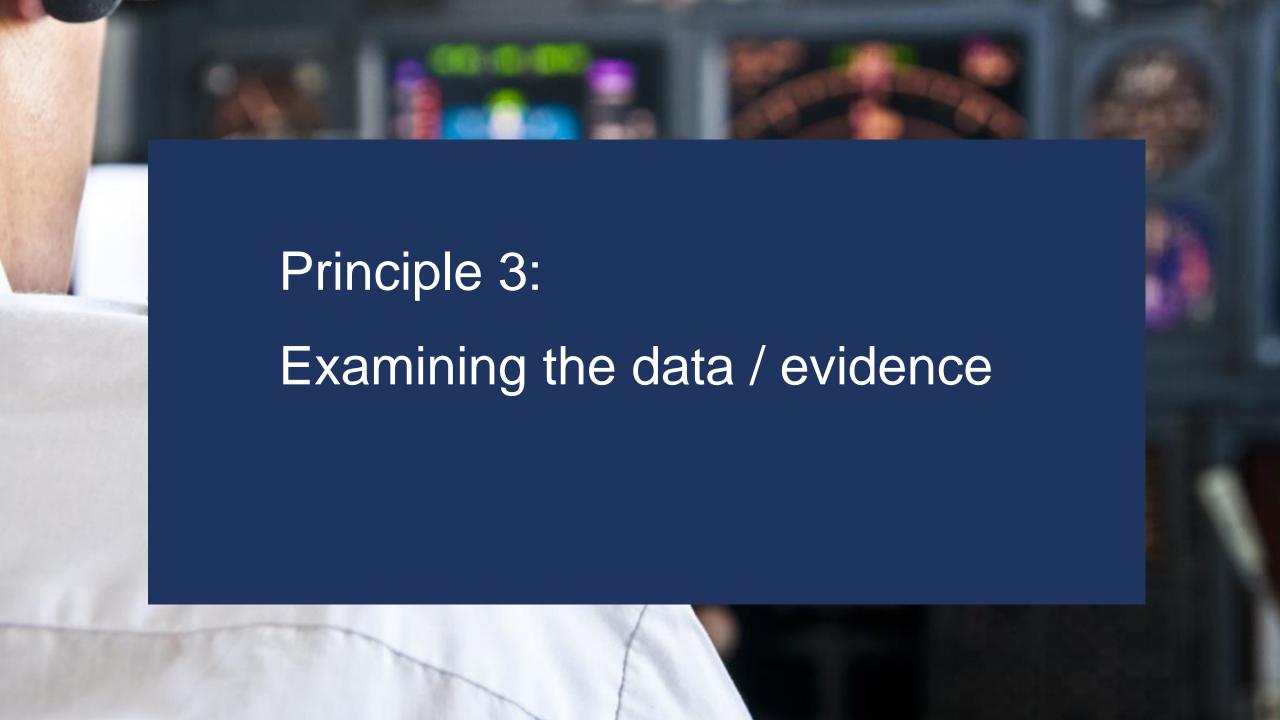












## Do we know what is going right?

 $10^{-4}$ : = 1 failure in 10.000 events

 $1 - 10^{-4}$ : = 9.999 non-failure in 10.000 events









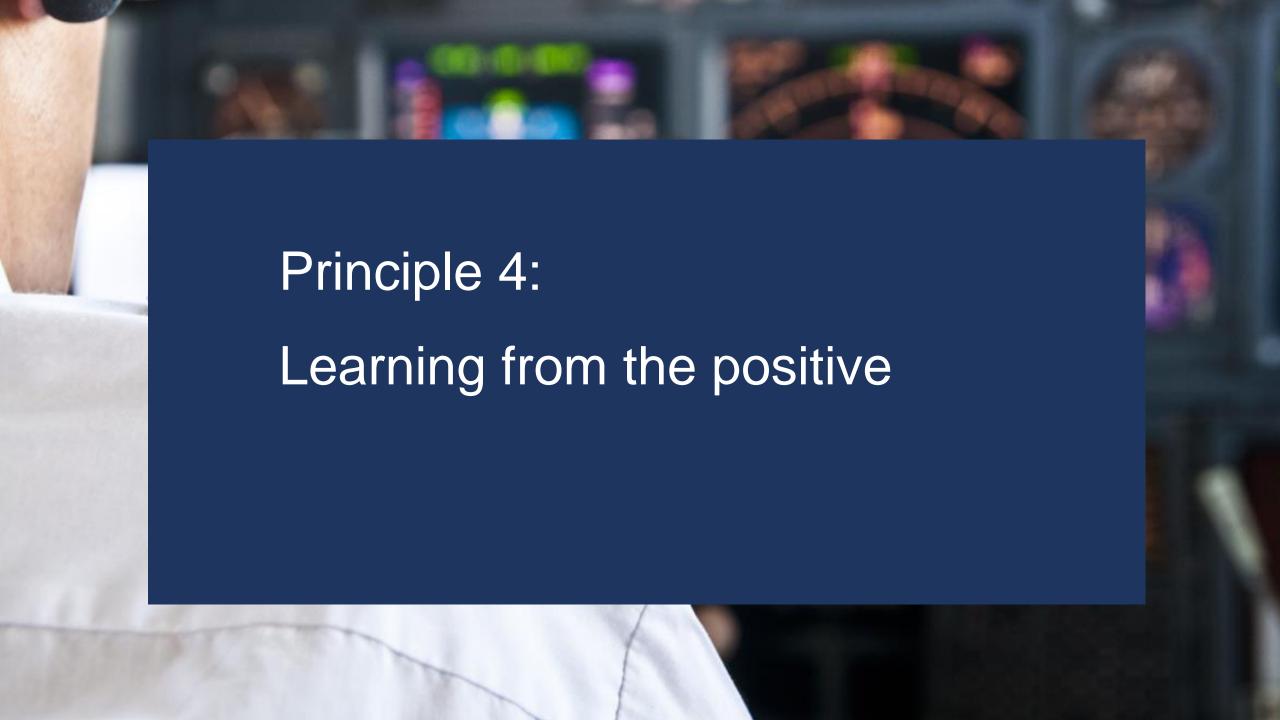


The flight crew provided a compliant, well-managed and appropriate emergency response that minimised the risks associated with the [event] and the ongoing flight.

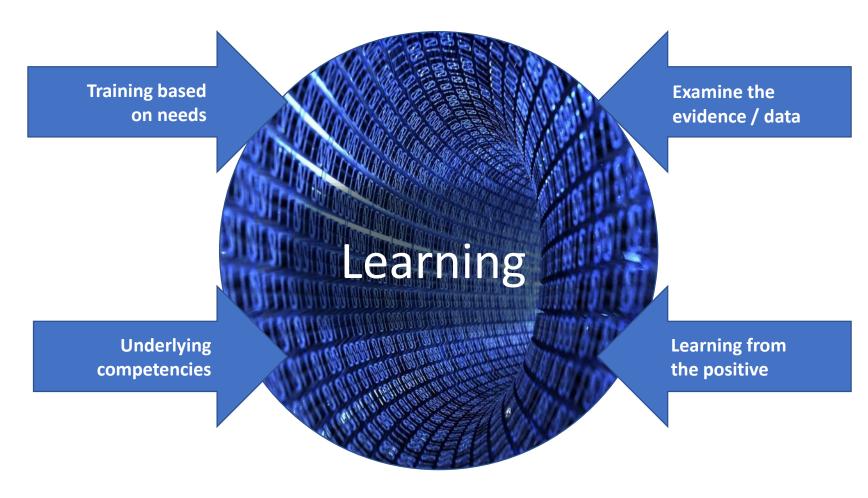
"There are no safety lessons to be learned from an aircraft handling perspective... the crew operated in the best manner possible."

"The crew showed a high level of professionalism in their response... The crew demonstrated high levels of communication and coordination, and promptly applied checklists and procedures. As such, this analysis will focus on the failure of the [aircraft equipment]"





## **Developing Expertise**











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