International Civil Aviation Organization
ICAO South American Regional Office
Seventeenth Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/17)
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Agenda Item 5A: Other business

Electronic Flight Bag Training Initiative for the ICAO South American Region

(Presented by the United States Federal Aviation Administration)

SUMMARY

The United States Federal Aviation Administration (FAA) and ICAO South American (SAM) Regional Office partnered to provide aviation safety inspectors from the region with specialized training on Electronic Flight Bags (EFB). This approach may serve as a model for future training on technical subject matter.

References:	
***ICAO Strategic Objectives*:**	-Safety

1. Introduction

1.1 The use of Electronic Flight Bags (EFBs) to prepare and execute flight plans continues to grow in civil aviation. EFBs are digital devices, such as a touch screen tablets, carrying a variety of flight information traditionally found in paper publications. EFBs improve information management in the cockpit by eliminating the need to carry traditional technical manuals while allowing the capability for real time flight data updates.

1.2 The ICAO SAM Office identified the need for operations and airworthiness aviation safety inspectors (ASIs) across the SAM region to better understand how aircraft operators currently use EFBs in flight. The ICAO SAM Office contacted the FAA to identify possible solutions, and the FAA agreed to make an online training course available to ASIs nominated by the ICAO SAM Office. After the ASIs completed the training, the ICAO SAM Office hosted a virtual seminar featuring an FAA subject matter expert who discussed FAA policies, best practices, and lessons learned concerning EFBs.

2. Discussion

2.1 Throughout 2022, representatives from the ICAO SAM Office and the FAA jointly structured the EFB training initiative. For the initial training, the FAA selected a web-based training course entitled *NextGen: Electronic Flight Bag (EFB).* The two-hour course introduces ASIs to the functional technology of EFBs to include their purpose, performance and the FAA's operational approval process.

2.2 The FAA regularly makes many courses from its extensive catalog of aviation-related training available to international counterparts. Prior to accessing the course, the FAA requires the sponsoring foreign entity or civil aviation authority (CAA) to sign a Letter of Agreement and the participants to sign a corresponding waiver of claims.

2.3 After the signed Letter of Agreement and waiver of claims are returned to the FAA, the participants receive access to the course. The course is open for six weeks and is accessible 24-hours a day to allow inspectors to take the training at a convenient time.

2.4 The training course provides technical knowledge for ASIs as part of their continued professional development. It can be considered as Level 1 on-the-job-training (OJT). It is the responsibility of the inspector's CAA to bridge this FAA training into the CAA's own regulatory system through the practical OJT Levels 2 and 3.

2.5 In December 2022, the FAA initiated the training for 19 ASIs from twelve CAAs: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Panama, Paraguay, Peru, Suriname, and Uruguay.

2.6 The ICAO SAM office hosted EFB seminars on January 18 and January 25, 2023. The seminars began with a presentation that mirrored the training course, to include EFB functionality, technical characteristics requirements, and the ASI role in authorizations. It also included FAA best practices, lessons learned, and operational experiences. A total of 19 ASIs completed the online training and participated in the virtual seminars.

3. Conclusion

3.1 Through this EFB training initiative, a cadre of ASIs in the SAM region received valuable insight into a widely used technical innovation in civil aviation. The initiative also fostered a model where a combination of FAA web-based training coupled with informational seminars can provide up to date learning on advanced aviation subject matter. Ideally, future seminars will include subject matter expertise from across the region to encourage engagement and assist ASIs in building their own professional networks.

3.2 There are several advantages to the approach: web-based training is flexible; participants can take the training when not engaged in other necessary activities; and training costs are minimal for both the FAA and the participating CAA. Finally, the FAA subject matter experts can convey the most up-to-date information available on the topic.

3.1 The approach supports the FAA's effort to share professional aviation skills, competencies, and training requirements with CAAs to enhance international aviation safety practices. The FAA anticipates similar training partnerships in the future.

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