



to represent, lead and serve the airline industry

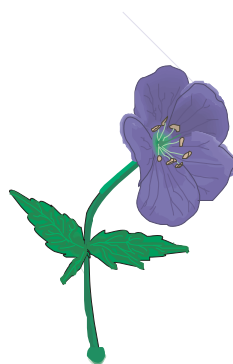
The Multi-Crew Pilot Licence (MPL) the global approach

**MPL Forum, Aqaba
17/18. 5. 2008**

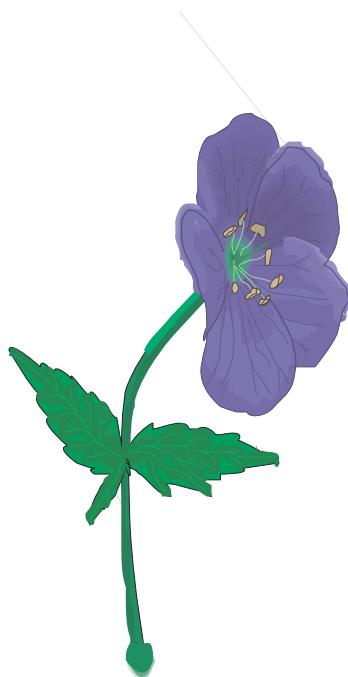
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IATA Senior Advisor**



MPL 2007



MPL 2008





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- **MPL footprint**
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- **Risks**
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MPL footprint

- Adopted by ICAO in Nov.06 MPL is the state of the art ab-initio airline pilot training programm.
- With MPL best industrie practice can be applied by making use of the latest developments of competency based training and of Flight Simulation Training Devices
- MPL training concentrates on the core competencies needed to operate modern jet transport aeroplane emphasizing multi crew operation from day one



MPL footprint, cont.

- By prioritizing Human Behaviour Training MPL considers the fact that most accidents are caused by lack of interpersonal skills
- MPL improves training quality hence operational safety....and reduces environmental impacts by reducing actual airtime by 50%

MPL footprint, cont.

The “competency based“ approach (PANS TRG, Chapter. 2)

- By means of a task analysis the duties of a multi-crew in modern jet transport operation were defined according to a flight profile and broken down to nine competency units
- The units were further broken down to competency elements
- The elements have been further split up into performance criteria (as observable behaviour), each criteria provided with a condition statement, a standard statement and a action statement

MPL footprints, cont.

The “competency based“ approach (PANS TRG, Chapter 2)

- This leads to the curriculum by defining terminal training objectives, mastery tests, training modules and devices
- Same aeronautical knowledge requirements as ATPL
....for the time being (is next task)
- All of this is summarized in the MPL Training Matrix (PANS TRG, Chapter 3-Appendix A)

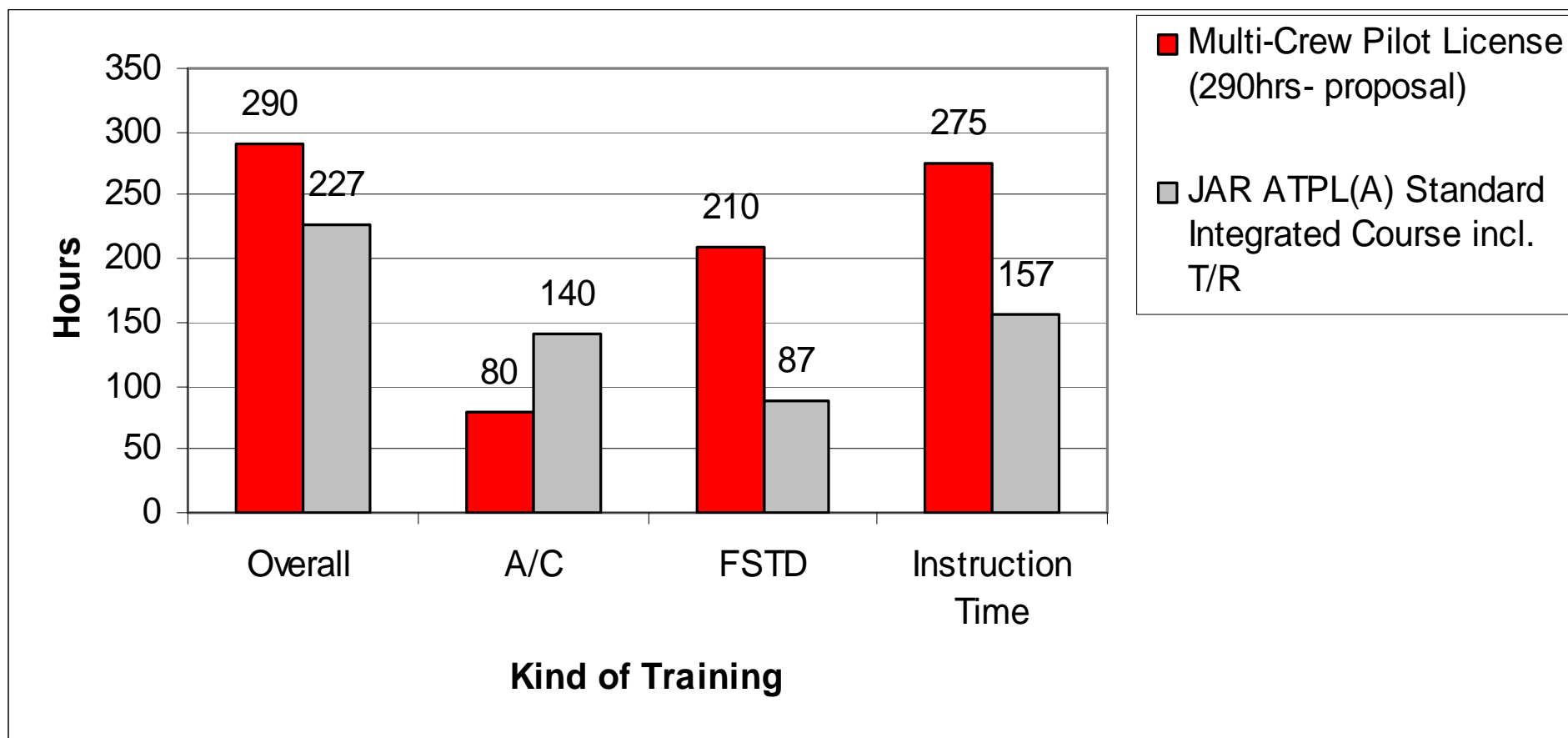


MPL TRAINING MATRIX - Minimum 240 hours of training including PF and PNF

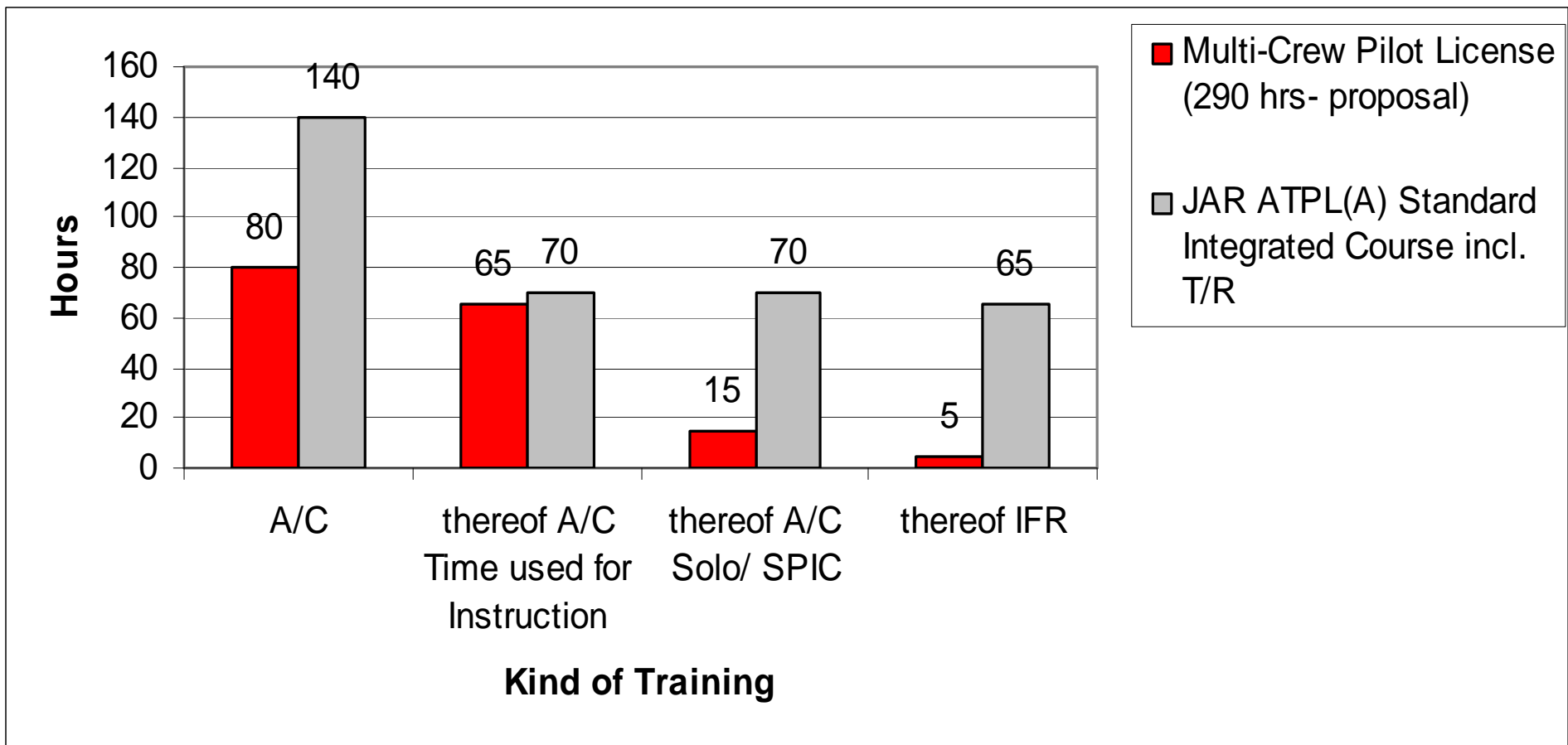
Phase of Training	Training Items	Flight and Simulator Flight Training Media Minimum level required		Ground Training Media
LEVEL 3 - ADVANCED				
Type rating training within an airline oriented environment	CRM Landing training All Wx scenarios LOFT Abnormal procedures Normal procedures	Airplane: Turbine Multi-Engine Multi-Crew Certification FSTD Type IV	12 takeoffs and landings as PF PF/PNF	CBT
LEVEL 2 - INTERMEDIATE				
Application of multi-crew operations in a high performance multi-engine turbine airplane	CRM LOFT Abnormal procedures Normal procedures Multi-crew Instrument flight	FSTD Type III	PF/PNF	E-Learning Part Task Trainers
LEVEL 1 - BASIC				
Introduction of multi-crew operations and instrument flight	CRM PF/PNF complement IFR cross-country Upset recovery Night flight Instrument flight	Airplane: Single or multi-engine FSTD Type II	PF/PNF	Classroom
CORE FLYING SKILLS				
Specific basic single pilot training	CRM VFR cross-country Solo flight Basic instrument Principles of flight Cockpit procedures	Airplane: Single or multi-engine FSTD Type I	PF	

Integrated TEM Principles

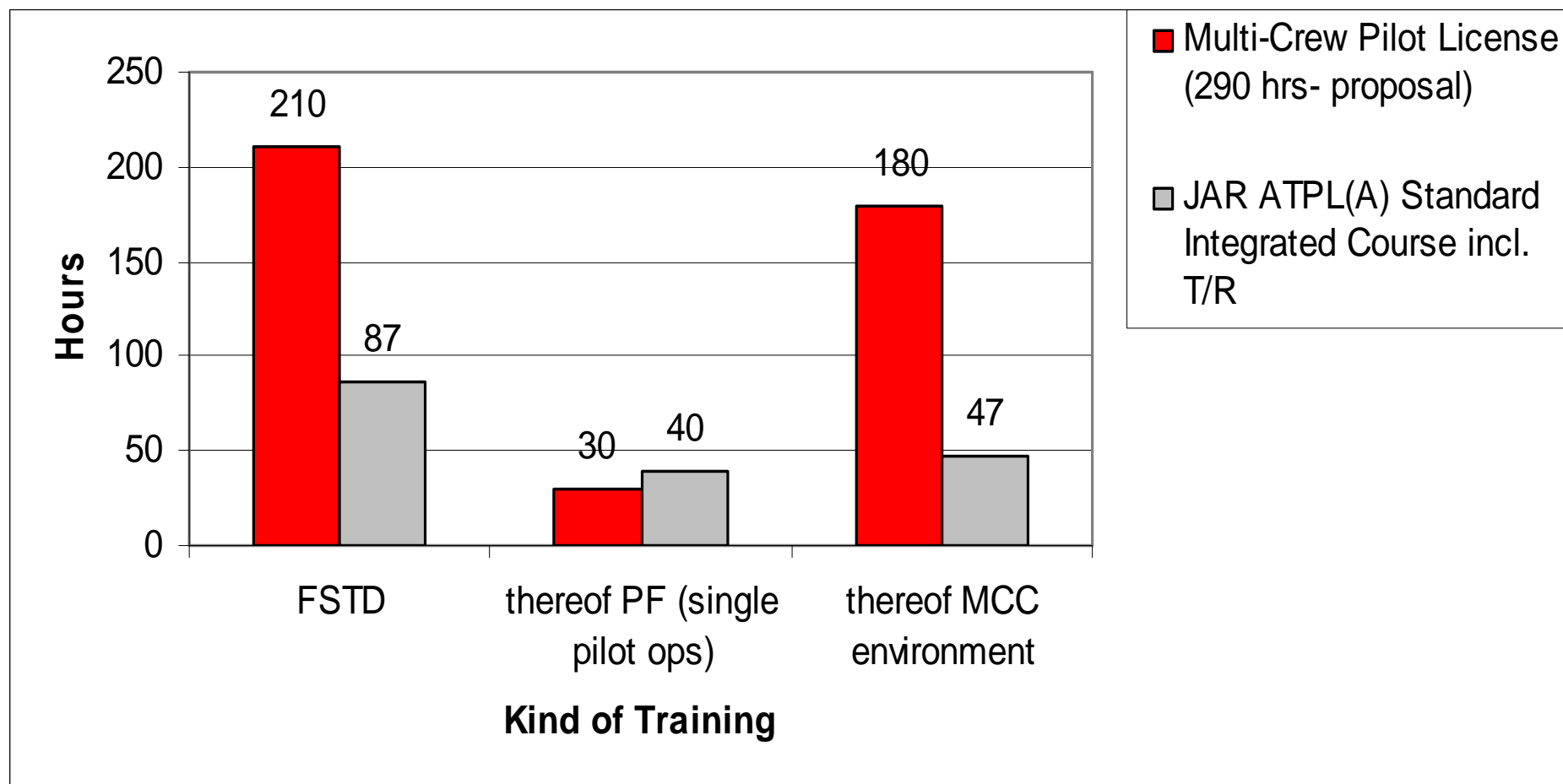
Comparison General



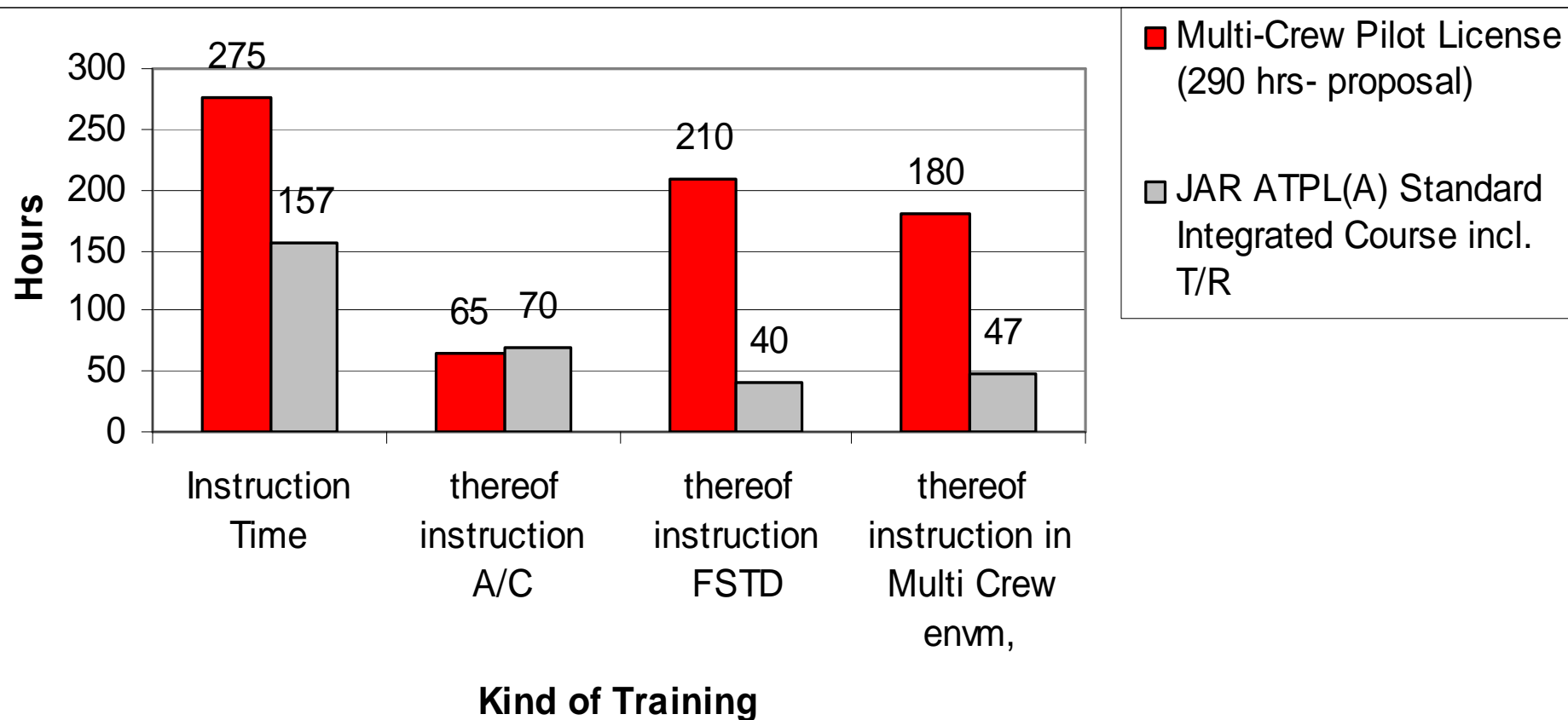
Comparison Aircraft



Comparison FSTD



Comparison Instruction



CLARIFICATIONS

- MPL was **NOT** developed as a countermeasure to the pilot shortage in Asia
- It can not cure the shortage, but it can minimize the threat inherent to the shortage
- *when the FCLTP convened for its first meeting in 2002 the world's civil aviation suffered from 9/11 and other severe negative economic impacts; events that suppressed demand for air transport services, and hence pilot recruiting*



CLARIFICATIONS (2)

- The MPL initiative is **NOT** meant to reduce training effort and time
- The MPL initiative is **NOT** economy driven
- *Its development was driven by the fact that the 40-years old Standards of Annex 1 and Annex 6 had become out of step with the evolving industry practice, the developments of simulation and of modern Instructional System Design*

CLARIFICATIONS (3)

- Yes, the MPL requires solo airplane flying including upset recovery, basic instruments and night flying
- No, the MPL does not require a minimum of 70 hrs airplane flying (although I strongly suggest it)
- No, the MPL does not require training in a twin engine airplane
- ...it does not require a type specific FSTD in phase 2; but this turbine powered device needs a daylight visual, but NO motion and should be multi-engine (JAR) and capable for multi-crew operation

CLARIFICATIONS (4)

- The device used in phase 3 should be type specific, turbine powered, multi engine, multi crew modern jet transport with daylight visual (180/40) and a motion cue (although the training on it is not required to be type specific!)*
- The device used in phase 4 must be Level D or equivalent *
- * Identified by the ICAO 9625 IWG as subject to the ICAO MPL-Proof of Concept initiative



CLARIFICATIONS (5)

➤ The duration of a serious MPL course should be not less than 18 months (at least in the trial phase) !

IOE is additional and should be part of the approval process

➤ The traditional Integrated ATPL Course is still available

➤ **Capt. Upgrade requirements unchanged (1.500 hrs min)**



CLARIFICATIONS (6)

- *The MPL is a contribution to the ongoing effort to preserve and improve the safety standard of civil aviation cockpit operation in view of the doubling of its volume within the next two decades*
- **Through PANS TRG (Doc. 9868) the MPL is the best documented training system in the long history of ICAO Annex 1**

The MPL is Quality driven



STATUS OF IMPLEMENTATION

- New Annex 1 and PANS TRG distributed in Nov. 2006
- JAR-FCL Amendment # 7 distributed on Dec. 15, 2006
(6 areas of higher stringency in Europe, Otto Krüger will talk about it)

Transformation into EASA FCL expected to be completed mid 2009 (the earliest).

- The corresponding NPA expected to be distributed end of this month

STATUS OF IMPLEMENTATION (2)

- 12 MPL graduates by CAPA/Sterling, Denmark, have been checked out on 737NG.
another 3 expected to finish the IOE phase in August
(Ole, Anna and Jesper will report this afternoon)
- Australian regulations are in draft status
- ALTEON is running the first Beta-Course in Australia(Tom Pryde will report after lunch)““
- Swiss Aviation Training/SWISS have launched a MPL course
(7 students, check out on A320 expected in 4Q 08)
115,295,18,

STATUS OF IMPLEMENTATION (3)

- CAFUC has started the first of 3 trial MPL courses on 5.5.08. The relevant „Special Regulations for the Implementation of the MPL in China“ are adopted. (Mike Varney has more about it after lunch)
- Lufthansa/Lufthansa Flight Training have started the first MPL course on 4.2.2008 although the German regulations for MPL are still in a draft status (27 x 12, 20 month).



Lufthansa/CAFUC-Airbus MPL outline

Phase	Training Device	Aircraft Type	Training Time		ICAO guideline
			FSTD	A/C	
IOE	B737/A320 A320		6 month 6 month		
Advanced	FFS (ZFT) B737/A320 FTD/FFS A320		42:00 48:00	2:00 2:00	
Intermediate	FFS(NZFT)B737/A320 FTD/FFS A320		32:00 48:00		
Basic	FNPT II/MCC, FTD/FFS CJ1	CJ1+ CJ1	120:00 104:00	15:00 15:00	
Core	SEP Aircraft, FNPT II / FNPT II	BE33 C172	28:00 30:00	82:00 80:00	35:00
			222:00 230:00	99:00 97:00	
			321:00 327:00		240:00

PRIMARY RISKS

There are no risks in the MPL approach itself, which can not be controlled:

Any single MPL feature has proven its validity:

- *Competency based training*
- *Use of simulators*
- *Modern ISD (the Trainair Systematic)*

Additionally ICAO has established a global „Proof of Concept“ mechanism

SECONDARY (subtle) RISKS

- Misunderstanding about the rationale behind the concept
- Inaccurate statements in media reports
- Lack of comprehension
- Incompetence
- Ignorance



OUR MISSION

***to ensure a globally standardized & harmonized
implementation of the MPL
and
to overcome the national pilot licence patchwork***



THE COINCIDENCE

*MPL is available „ just in time “.....
but it can only develop its full advantage if we
assure a well organized, harmonized and
standardized global implementation
.....and this is our goal!*



Thank You !

...and join us to make
MPL a success



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