

# Workshop n#1

2008 MULTI-CREW  
PILOT LICENCE  
**FORUM**  
AQABA-JORDAN  
MAY 17TH-18TH

**MPL REGULATORY**



Aqaba, May 18<sup>th</sup> 2008

# SUMMARY REGULATORY

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1. General requirements
2. State oversight of MPL training organization and training programs
3. Students' selection criteria (language level?)
4. Minimum requirements for each phase
  1. Flying hours
  2. Theoretical knowledge
5. Simulator requirements for each phase
6. Instructor qualifications for each phase

# 1 - General requirements

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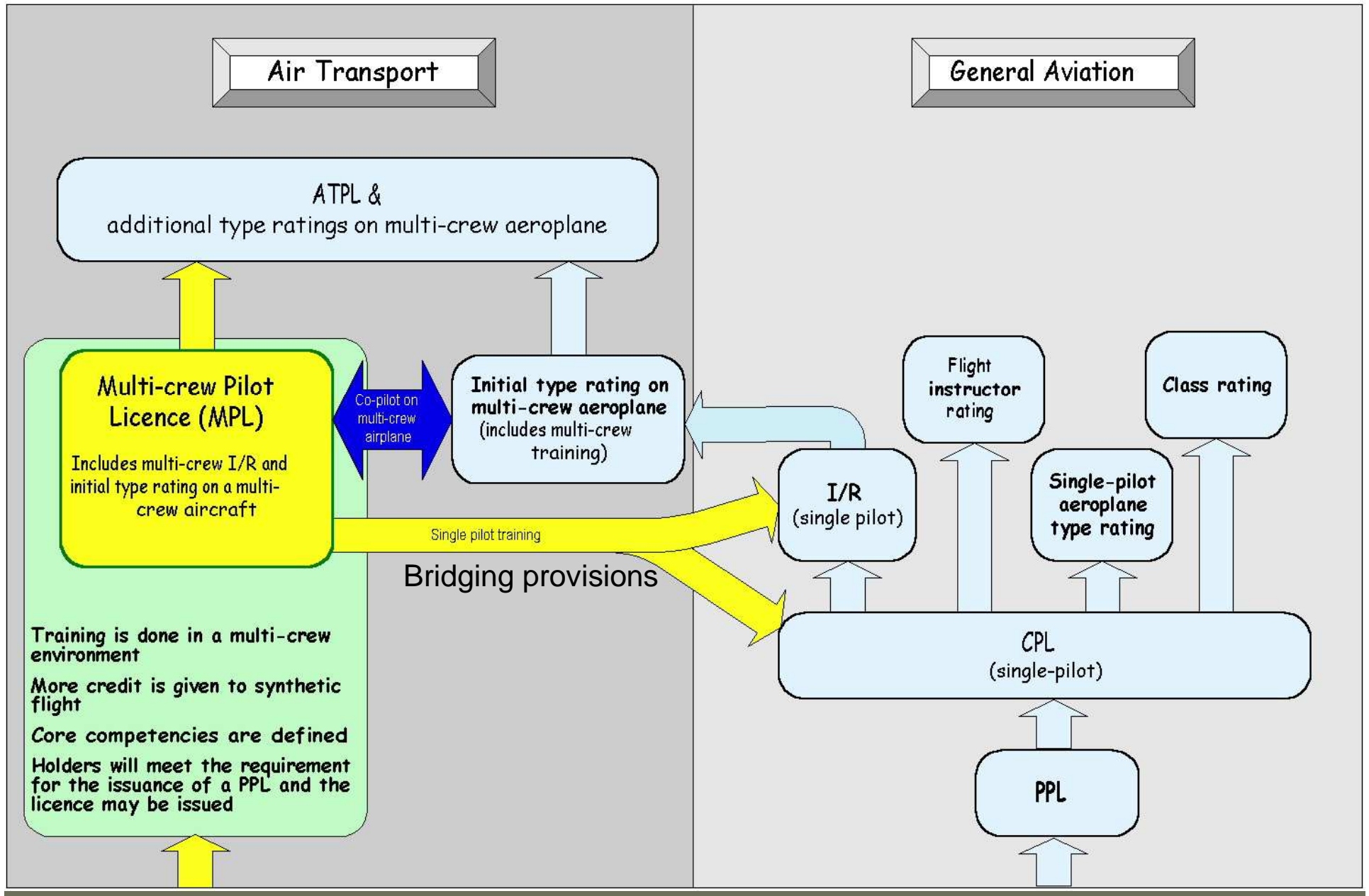
1. Knowledge requirements need review  
(Learning objectives of the ATPL ground training contents)

2. JAR-FCL introduces the MPL advisory board – Deviation from Harmonization !!

**ISSUES** : Other states may do the same on other items (how about FAA, and the unknown future EASA requirements ??)

# Structure of aeroplane pilot licensing

28 January 2004



# 1 - General requirements

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## ICAO SETS GLOBAL MINIMUM REQUIREMENTS

**Programs starting from higher minimums can be  
adjusted by training providers and  
the National authorities based on experience**

## 2 - State oversight of MPL providers & training programs

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1. ICAO is not specific
2. Responsibility of the national authorities to
  - Approve the ATO
  - Approve and oversee the program
3. Agreement between ATO and CAA should define the oversight activities (audits/regular meetings?)
4. Data collection as required by ICAO/CAA (defined by ICAO state letter)

## 2 - State oversight of MPL providers & training programs

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**Remark :**

**ICAO desidentifies the received DATA to  
avoid misuse of information**

### 3 - Students' selection criteria (language level?)

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1. Selection criteria should be required but left to the responsibility of the Authorities/Airline/ATO to ensure the candidate has sufficient probability to complete the training successfully
2. Language proficiency in English should be set as a criterion but not linked to ICAO LEVEL 4

## 4 - Minimum requirements for each phase

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ICAO has no justification for mandated limits, given the ATO ability to define the way they should set MPL programs within PANS-TRG appendix 1 to Chapter 3

### ISSUE

■ PANS-TRG needs to clarify the left/right hand seat for PF/PNF (and possibility of using last couple of simulator sessions with a rated captain)

## 4 - Minimum requirements for each phase

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**PPL flying requirements must be satisfied  
In the Core Phase as a minimum**

## 4 - Minimum requirements for each phase

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CRM in the Core phase should focus on  
single pilot operation :

- Communication (ATC / Instructor)
- Management of single pilot resource

# 5 - Simulator requirements for each phase

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## FOCUS

### FSTD III for the Intermediate Phase

**Type specific** : (not very supported), future clarification of ICAO in Doc 9625

**Motion/non-Motion issue** : Well addressed by RAeS IWG

Any change requires the use of the procedure in Doc 9625 (Appendix D) : CAA

Guidance material : become eligible for inclusion Doc 9625 as update material

**ATC environment** : requirement will drive the industry to develop usable and training capable systems.

## 6 - Instructor qualifications for each phase

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1. PANS TRG needs to be more detailed regarding instructors qualifications
2. Qualifications need to be appropriate for each phase
  1. CORE : NO MCC required
  2. OTHERS : Higher qualifications up to TRI