



Why MPL?

ATPL(A) Integrated Course

- ✈ Aim is to train a pilot to operate as single crew with CPL/IR.
- ✈ Typical 60 – 70 weeks training.
- ✈ Little scope to develop training due to hours requirements.
- ✈ For a future airline pilot time is wasted learning unnecessary skills.
- ✈ Only 3 weeks of the course devoted to MCC training.
- ✈ Bridging training required before type rating training.



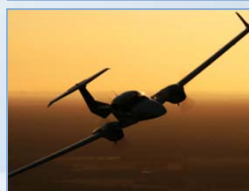
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Why MPL?

Reasons for development

- ✈ ICAO Review began 2000.
- ✈ Pilot Training identified as needing change
- ✈ Chosen route....
Competency based training! US – CBT used all spheres except aviation – Gurus: What we need is.. A competent pilot to begin his career in the right hand seat – not simply matter of building hours – rather to learn the necessary skills!



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MPL(A) Integrated Training Course

- ✈ ICAO Annex 1 amended 2006
- ✈ Transposition to JAR November 2006 - recently EASA
- ✈ General understanding today is that safety is greatly enhanced by teaching multi crew skills from the outset



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MPL(A) Integrated Training Course

- ✈ Fully incorporating – Threat and Error Management (TEM) and the use of CRM.
- ✈ Centre Aviation Research Texas: 3 pronged strategy of awareness, outreach and engagement. Rather look at model sitting on flight deck having a problem and how to deal with it.
- ✈ All about understanding and management of threats/errors and using CRM as a tool to prevent them Using modern teaching techniques and modern high fidelity simulation. Need to update/review training and licence upwards to meet that.

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ATO and the Airline

- ✈ So how do you and an ATO fit into this?
- ✈ The MPL course must be associated with an airline. Not stand alone product from FTO. We need to develop it together to suit your needs. Senior trainers of both parties sit together. A product unique to you!
- ✈ Dynamic and evolving with close involvement between ATO and Airline. With Flybe indeed identified changes for us – similarly TEM was completely glossed over by them. Not static. Changes as we change.
- ✈ SOP, TEM and CRM policies should form a seamless line from the start – not block here and there
- ✈ The Airline SMS will include progress monitoring pre and post licence issue. Post licence NB to us – what achieved : Aim : To have a better MC Pilot!

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The Aim of MPL

- ✈ To train an ab initio student to competently operate and interact as a co pilot on a multi crew, turbine powered aircraft under visual and instrument flight conditions.
 - ✈ To qualify for the MPL, the student will have to have demonstrated that “the control of the aeroplane or situation is maintained at all times in such a manner that the successful outcome of a procedure or manoeuvre is assured”.
- To you it means your passengers or cargo are flown from A-B SAFELY!

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MPL(A) Privileges

- ✈ Act as co-pilot in an aeroplane required to be operated with a co-pilot. Here 'myth' ; Doesn't mean stuck as co-pilot forever – 1500hrs becomes ATPL like any other.
- ✈ Exercise the privileges of the IR(A) in an aeroplane required to be operated with a co-pilot : Not s/crew but multi-crew IR : Bring back to traditional ATPL : Most never exercise s/crew I/R privileges.
- ✈ Exercise all the privileges of the holder of a PPL(A), including the night qualification (recreational).
- ✈ Additional conditions apply when a pilot wants to exercise the privileges of a CPL(A) or IR(A) in a single pilot operation.

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FTEJerez and MPL

2007	FTEJerez started work on development of MPL Course
	Identify FSTD for Phase 3
May 2008	MPL Training Manual submitted
October 2008	Meeting – UKCAA, Flybe and FTEJerez
December 2008	MPL TM approved
	B737NG FFT-X delivered and approved
April 2009	MPL Instructor Training Course TM submitted for approval
May 2009	Meeting-UKCAA, Flybe and FTEJerez. Authority accept introduction of MPL Training Course in stages
	MPLI-TC approved subject to first course being observed
June 2009	1 st MPL course started groundschool at FTEJerez
August 2009	MPLI-TC observed and approved
September 2009	Flybe CRM Course carried out for Core Phase Flight Instructors
November 2009	Authority approval of B737 FSTD at "level B equivalent" for Phase 3
	1 st MPL coursed flight training
August 2010	1 st MPL course completed Intermediate Phase on time and within hours
October 2010	Advanced Phase (inc base training) completed
8 November 2010	UK CAA Approved Flybe/FTEJerez MPL(A) Integrated Course
13 November 2010	UK CAA issued first MPL(A) Licence

FTEJerez's MPL Course

- ✈ Elements of and Constraints
- ✈ Resources
- ✈ ATPL(A) / MPL(A) Course Comparison.

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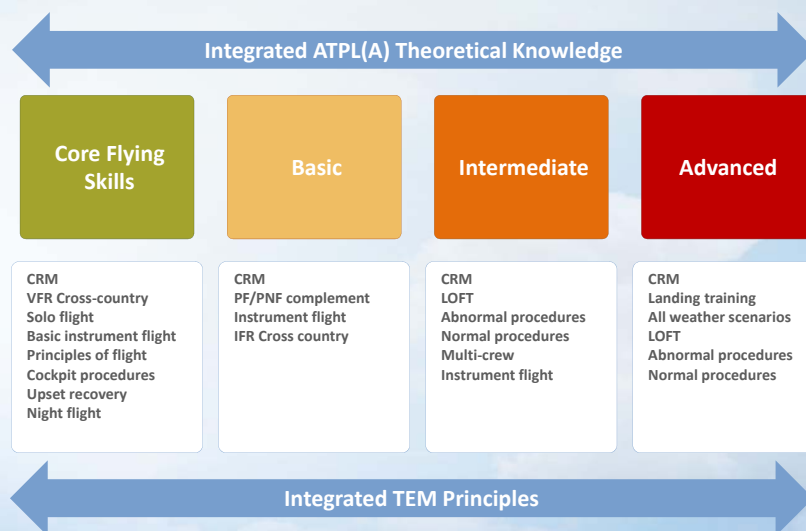
EASA Part-FCL MPL(A)

- ✈ Minimum of 240 hours of training, including PF and PNF.
- ✈ 12 take off and landings on type : ICAO '...further evidence ...might 6...' EASA recently has changed to 6 and we have our first approvals.
- ✈ Integrated Threat and Error Management principles, alongside existing CRM – Airline will have to update CRM...
- ✈ Competency Based Training : great window opportunity: we train you until you are good at it as apposed to timeline training.
- ✈ Integrated Theoretical Knowledge ATPL(A).
- ✈ NO CREDIT FOR PPL HOLDERS.

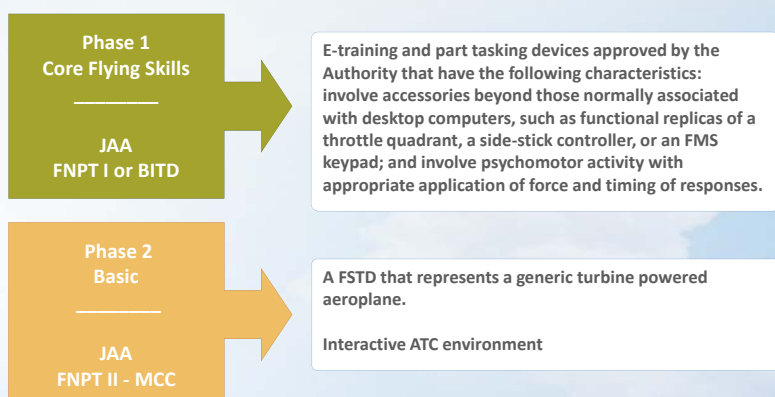
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MPL Course Content



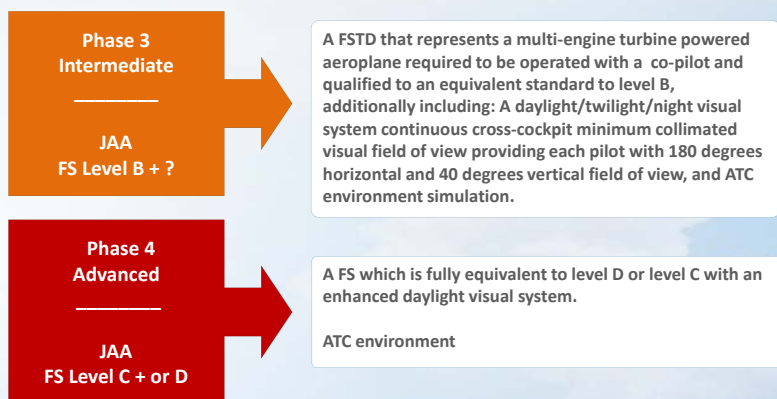
FSTD



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FSTD



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Phase 3 STD

- ✈ Multi-engine turbine.
- ✈ Level B equivalent.
- ✈ Collimated 180x40 visual.
- ✈ ATC environment.

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Our Decision

- ✈ B737NG FFT-X.
- ✈ Exceeds visual specification.
- ✈ 3-axis motion cueing.
- ✈ In-house ATC system.

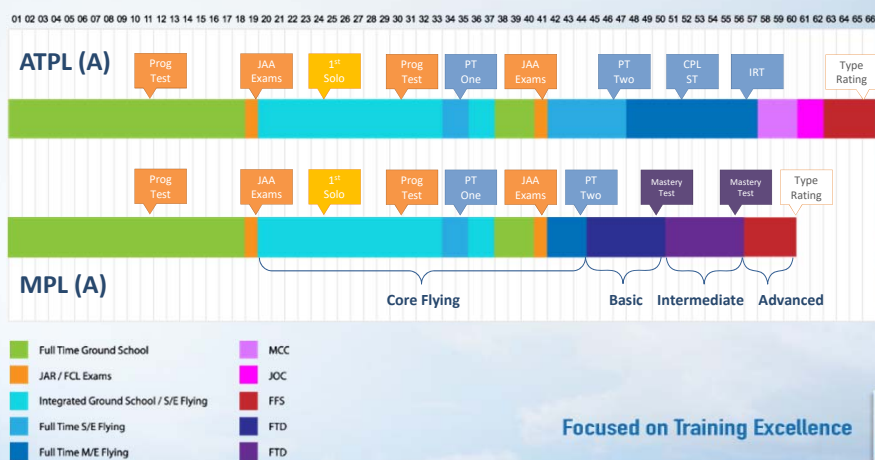


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FTEJerez ATP(A) vs MPL Integrated Course

Weeks



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MPL vs ATPL Hours

ATPL(A) Hours vs MPL(A)					
		ATPL(A) +	Typical		Difference
Warrior	Dual	49,5	47,0		-2,5
	SPIC	20,5			-20,5
	SOLO	47,5	14,0		-33,5
	PICUS	2,5			-2,5
	FRASCA	8,0	8,0		0,0
		128,0	69,0		-59,0
Slingsby	Dual	3,0	3,0		0,0
	Dual	18,0	15,0		-3,0
	SPIC	9,0			-9,0
	PICUS	4,3			-4,3
	FNPT2	40,0	9,0		-31,0
	Total	71,3	24,0		-47,3
Total		202,3	96,0		-106,3
Multi Crew					
FNPT/MCC		16,0			-16,0
JOC		20,0			-28,0
FTD			61,0		61,0
FTD			60,0		60,0
FFS		44,0	44,0		0,0
Total		80,0	165,0		77,0
Grand Total		282,3	261,0		-21,3

MPL Training Quality

- ✈ MPL Course fits easily into FTEJerez's ATPL(A) quality system.
- ✈ Significant experience in JOC with major airlines.
- ✈ MPLI Training Course
 - CRM
 - TEM
 - Competency based training
 - Trained Flybe TRIs, TRE's and base trainers for FTEJerez and OAA's Advanced Phases
- ✈ Student Selection: working together.
- ✈ Airline pilot liaison: NB element to be developed together.
- ✈ Feedback. Critical

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Instructors Privileges (JAR-FCL 1 – Subpart H)

	Core Flying Skills	Basic	Intermediate	Advanced
FI(A)	x	x		
TRI(A)		plus	x	x
SFI(A)		or	x	x
MCCI(A)		or		
STI(A)	x			

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MPLI Training Course

- ✈ The object of the MPL Instructor Training Course is to train applicants to deliver training in accordance with the competency based approach to training and assessment.
- ✈ Approved course shall comprise not less than 14 hours training.
- ✈ Assessment of instructor competence shall be a practical demonstration of instruction in the appropriate phase of the MPL training course.

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MPLI Training Course

- ✈ The course is intended to adapt instructors qualified as FI(A), STI(A), MCCI(A), SFI(A) and TRI(A) to conduct competency-based MPL(A) training
- ✈ Training should be both theoretical and practical. Practical elements should include the development of specific instructor skills, particularly in areas of teaching and assessing threat and error management and CRM in the multi-crew environment.

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Competency Based Training

The 9 Competency Units

- ✈ Apply human performance principles, including principles of threat and error management
- ✈ Perform aeroplane ground operations
- ✈ Perform take-off
- ✈ Perform climb
- ✈ Perform cruise
- ✈ Perform descent
- ✈ Perform approach
- ✈ Perform landing
- ✈ Perform after landing and aeroplane post-flight operations.

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Competency Assessment

- ✈ The applicant for an MPL must demonstrate performance in all 9 competency units, at an advanced level of competency defined as the level of competency required to operate and interact as a co-pilot in a turbine-powered aeroplane certified with a minimum crew of at least two pilots, under visual and instrument conditions.
- ✈ Assessment shall confirm that control of the aeroplane or situation is maintained at all times in such a manner that the successful outcome of a procedure or manoeuvre is assured. The applicant shall consistently demonstrate the knowledge, skill and attitude for the safe operation of an applicable aeroplane type as specified in the performance criteria.

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Course Development

- ✈ Based on current FTEJerez course.
- ✈ Essential airline co-operation.
- ✈ FTEJerez phase 1, 2 & 3.
- ✈ Phase 4? (under FTEJerez HOT).
- ✈ Timescale (development & approval).

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Lessons Learnt

- ✈ Airline Participation.
- ✈ Knowledge of MPL.
- ✈ Course Development.
- ✈ Integration of Type Rating Course into MPL Training Manual.
- ✈ Phase 4 is last part of MPL training but 1st part of airline training.
- ✈ Threat and Error Management (TEM).
- ✈ TRI/TRE (Base Trainers) & Managers - MPLI-TC.

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Lessons Learnt

- ✈ Value of SOPs from Basic Phase.
- ✈ Additional Procedural Approaches in Basic Phase.
- ✈ Additional Asymmetric Training in Basic Phase.
- ✈ Simulated ATC Environment.
- ✈ Exemption to ANO for Base Training.
- ✈ License Issue before Line Training.
- ✈ 12 T/O and Landings. Now reduced to 6.
- ✈ Restricted License.
- ✈ Advantage of National Authority Partnership.

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Multi-crew Pilot License is “The Future” for airline pilot training



Big opportunity for airline to be engaged in pilot training from the start, instead of being concerned about quality of output at the 250 hours point.

FTEJerez
Flight Training Europe

Thank you

25th
Anniversary of
FTEJerez