

# MULTI-CREW PILOT LICENCE

## SESSION 2

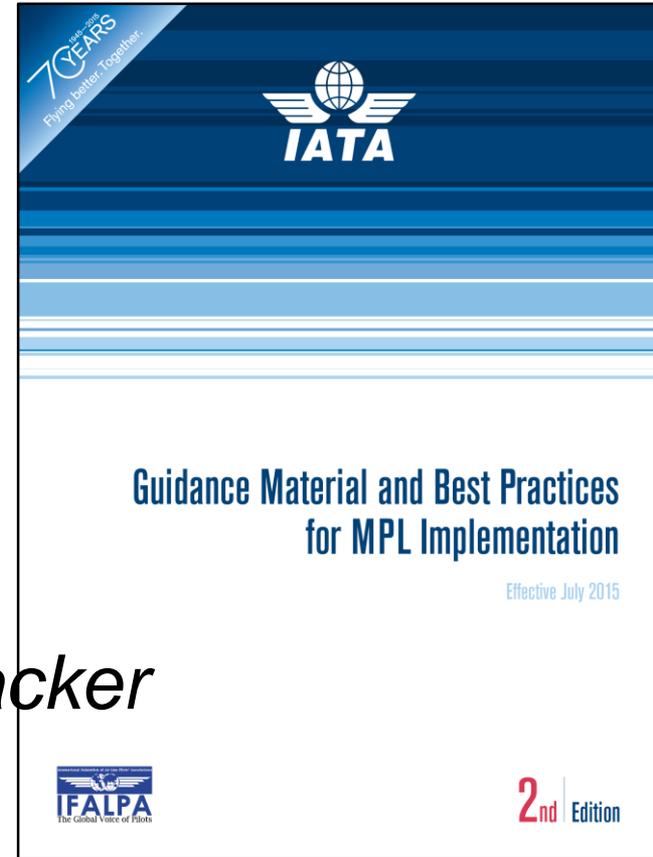
### *Experiences introducing CBTA*

Hartmut Fabisch  
EASA CBTA and EBT Workshop  
20 & 21 May 2019



# MPL

- ICAO Nov 2006
- 12 years of "experience"
- IATA support since 2011
- IATA *Global MPL Course Tracker*



# Status of 12/2018 (2017) (+/- 10%)

- MPL Students enrolled > 5.600 (4.600)
- MPL Graduates > 3.400 (2.600)
- MPL Captain-upgrades – 90 (39)
- MPL Programmes – 39 (39)
- **Major obstacles removed**



# CBTA MPL Course design challenges ?

- ISD suffered from the “competency confusion”
- Missing link to EBT (Core Competencies)
- Excessive focus on Phase 1 / Core flying skills
- Unfeasible IP requirements for Phase 2 (FI +++)
- “Traditional” course design
- “Traditional” oversight
- Lack of data-driven course evaluation and innovation

**CBTA clarifications  
contained in  
proposed  
Amendment to  
ICAO ANNEX 1 and  
PANS TRG**

**ICAO State Letter  
29 Aug 2018,  
envisaged  
applicability  
5 Nov 2020**

# CBTA MPL Course design challenges ?

## GM1 to Appendix 5 Integrated MPL Training Course

**MPL Training Scheme**

Phases of training	Training items	Flight and simulated flight training media - Minimum level requirement -		Ground training media
<p><b>Phase 4 — advanced</b></p> <p>Type rating training covering the training content of Appendix 9 to Part-FCL within an airline-oriented environment</p>	<ul style="list-style-type: none"> <li>• TEM and CRM</li> <li>• Landing training</li> <li>• All weather</li> <li>• LOFT</li> <li>• Abnormal procedures</li> <li>• Normal procedures</li> <li>• Type-specific UPRT</li> </ul>	<p>Aeroplane: ME Multi-crew certified FSTD FS level D or C + ATC simulation</p>	<p>6 to 12 take-offs and landings as PF (in accordance with point 11 of Appendix 5)</p> <p>One go-around with all engines operating (refer to GM1 to Appendix 9 (d)).</p>	<ul style="list-style-type: none"> <li>• E-learning</li> <li>• Part-task trainer</li> <li>• Class-room</li> </ul>
<p><b>Phase 3 — intermediate</b></p> <p>Application of multi-crew operations in a high-performance ME turbine aeroplane</p>	<ul style="list-style-type: none"> <li>• TEM and CRM</li> <li>• LOFT</li> <li>• Abnormal procedures</li> <li>• Normal procedures</li> <li>• Multi-crew</li> <li>• Instrument flight</li> <li>• Non-type-specific UPRT</li> </ul>	<p>FSTD: <i>representing an ME turbine-powered aeroplane to be operated with a co-pilot and qualified to an equivalent standard to level B + ATC simulation</i></p>	<p>PF / PM</p>	
<p><b>Phase 2 — basic</b></p> <p>Introduction of multi-crew operations and instrument flight</p>	<ul style="list-style-type: none"> <li>• TEM and CRM</li> <li>• PF / PM complement</li> <li>• IFR cross-country</li> <li>• Instrument flight</li> <li>• Night flight</li> </ul>	<p>Aeroplane: SE or ME FSTD: FNPT II + MCC</p>	<p>PF / PM</p>	
<p><b>Phase 1 — core flying skills</b></p> <p>Specific basic SP training</p>	<ul style="list-style-type: none"> <li>• TEM and CRM</li> <li>• VFR cross-country</li> <li>• Solo flight</li> <li>• Basic instrument flight</li> <li>• Principles of flight</li> <li>• Cockpit procedures</li> <li>• Upset recovery in an aeroplane</li> <li>• Night flight</li> </ul>	<p>Aeroplane: SE or ME FSTD: FNPT I / BITD</p>	<p>PF</p>	

Adapted competency model

# GM!

## Opportunities for improvement and innovation !

# Road to success

- ✓ Apply new ICAO provisions ASAP
- ✓ Refine existing MPL courses for CBTA
- ✓ Take advantage of the inherent flexibility (which only MPL can provide) to innovate
- ✓ Understand that CBTA conjoins AOC and ATO training



Thank you

