Session 11: Outcomes & Identified Issues

What was said

- Jim Dow throws the gauntlet to the attendees
  - Now is the time to reply to the challenge!
- IATA will support MPL implementation
- ATC simulation not meeting Doc 9625 criteria
- English language proficiency tough for non-native speakers

What Secretariat says

- There is no plan to reduce required solo time
- ICAO material for on-aeroplane UPRT does not require aerobatic aeroplane capability

Outcome from presentations

- MPL Proof of concept is about to be completed
  - MPL is a living concept
  - Meeting expectations
- Key elements for success:
  - selection process
  - CBT
  - competent standardized instructors
  - TEM
  - effective course design
  - feedback system to improve training
  - MPL needs to be sustainable, repeatable with continuing improvement
- Oversight of MPL programmes requires significant CAA resources
  - MPL- dedicated inspectors suitably trained
- Learning Management System is a necessity
  - an effective tracking tool
- UPRT required
  - ICAO provisions on the way

Regional/National Issues

- Knowledge delivery and testing need to be solved with regulator
  - mastery tests
- MPL graduates without job offer from operator
  - European regulatory issue
- Prescriptive instructor qualifications lead to shortage
  - local issue as PANS-TRG instructor qualifications are competency-based
- MPL implementation
  - Real Flight time/ FSTD ratio
  - manual handling skills
  - raw data instrument flying

Issues identified for discussion

- Amount of take-offs and landings on aircraft type
  - either a major obstacle or a reality of competency-based training
- MPL ATO regulations need to be globally harmonized
- Call for data collection to continue
  - for MPL improvement and for promoting recognition of licences
  - how to address the confidentiality of ATO data?
- Need for better inspector and examiner qualifications
  - in PANS-TRG and supporting guidance
- Competency concept to be reviewed

Issues identified for discussion

- Instructor qualifications/competence are crucial – as is calibration.
  - PANS-TRG is good
  - Need for supporting GM?
- ATC communications is a challenge
  - Should ICAO provide GM for ATC communications training, with options?
- Guidance material to be upgraded in many areas
  - MPL course approval process
  - All co-pilots, command upgrade

Issues identified for discussion

- FSTD qualifications for MPL Phases II & III are prescriptive
  - An AMC should be to use FSTDs fit for the training purpose using Doc 9625, Part III ‘à la carte’ option.
- Potential error in PANS-TRG 3.2.2
  - *3.2.2 checks engine parameters Ops. Manual PNF*

ICAO

THANK YOU