IFALPA

International Federation Of Air Line Pilots Associations

The global voice of airline pilots

- Are there opportunities for improvement?
- There's always room for improvement ...

- IFALPA MPL workshop

- Training experts from all continents and training worlds

Fleishman Job Analysis & MPL workshop shows a gap:

- The required abilities increase / higher requirements

  but

- we teach to a lower level / actual observed decrease in these abilities

We need to close the gap....

Concentrate on development of

- Flying skills
- Airmanship
- CRM – the human dimension
- ATC awareness

The core philosophy of training

- Train like you fly, in order to fly like you train

The core philosophy of training

- Train the instructors to be educators
- Train the instructor to be mentors/ facilitators

The core philosophy of training

- Real flight time is required for actual risk exposure...
- The fear factor makes the difference !

The core philosophy of training.....
Train the Trainers

- Trainers and Check Airmen/Examiners need to be trained to the respective airline standards

- Line Pilots need to be involved in the training at the ATO

  - To improve the training syllabus and its orientation towards line operations

  - To enhance the training feedback from the ATO to the airline

Flying skills - developed through training

Instrument scan differences

- Raw Data Flight
- Real World IFR

Energy management

- Asymmetric IFR flight
- CDFA and STAC

Flying skills - developed through training

UPRT

- Upside down & spin (A/C)

Training for High performance Aircraft

- Aerodynamics
- Rudder control
- Spool up time
- Swept wing characteristics

Repetitive training up to skill level to train under a variety of conditions

Airmanship

- Needs to be developed at an early stage and beyond MPL training
- Is acquired through education and mentorship

Airmanship

Early immersion in line operations

- Team flights
- Observer flights / observing RT
- Pairing with line pilots for LOFT/RT
- Other departments, e.g dispatch, ground ops, ATC....

Airmanship

- Real Life is full of training opportunities – a proficient trainer is able to use them !
- FFS should not be the only "flight experience" – Children of the magenta..

Airmanship

Exposure to the unexpected:

- The real aircraft -> naturally
- In the simulator -> unknown scenarios
- Recognize and cope with the startle factor

Airmanship

Education and Mentorship:

- Practical examples/case studies
- Structured self-debriefing/crew centered debriefing
- Personal mentoring

CRM...

- Embedded throughout the entire training
- Realistic (achievable)
- Training must rely on robust processes
  - FDM
  - TMS

Interaction with ATC...

...is a recognized weakness

IFALPA supports the MPL with

- Adequate oversight
- Progressive implementation
- Pre-selection of candidates
- Operators holding the responsibility
- Comprehensive feedback loop

Bridging the MPL towards captaincy

- During career progression, when will a MPL pilot be taught command skills?
- Do we develop MPL pilots to be good followers?
- Does MPL prepare them to think with the Captain?
- Does this make them a good PM?

...to close the gap!