Proposal: Global Professional Pilot Certification

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ICAO NGAP Conference
Montreal, Canada
March 4, 2010
Our TRAINING Challenge

IATA Director General & CEO – Giovanni Bisignani

“We must re-think pilot training and qualification to further improve safety and increase training capacity.”

“The industry is concerned that there are no global standards for training concepts or regulation.”
IATA’s Response: ITQI

IATA’s Training & Qualification Initiative

Screening  Standards  Instructors  Evaluators  Schools

1  2a  2b  2c  3

Focus: Pilot & Aircraft Maintenance Technician training
Proposal: Add ISO Certification

Pre-employment Certification of Professional Pilots

Providing proof that a pilot has the knowledge required to enter this profession
Summary of the Problem & Solution

The Problem:
Training & testing inconsistencies – Threaten Safety

The Solution & Benefits:
Global pre-employment pilot certification
- Raise training standards
- Reduce training costs
- Prove pilot preparedness
- Support licensure – not replace it
The Problem: Production & Quality

Demand exceeds Production

Demand • 20,000 Pilots / Yr
Production • 15,000 Pilots / Yr

Inconsistent Quality • Grad $\neq$ Well-Prepared New Hire

Source: Demand & Production - IATA
The Problem: Impact

- Safety Risks - Elevated
- Training & Operational Costs - Increased
- Industry Growth - Slowed
Solution: Standards & Certification

Must apply to ALL training schemes

Pilot Production:
- 9,000 / Yr
- 6,000 / Yr
- Growing

Bridge
- NH AC+Line
- New Hire Aircraft & Line Qual

Ab Initio
- NH AC+Line

MPL

Jet & CB Ops
- Jet & Commercial/Business Ops
- Phase 1
  - Private
- Phase 2
  - Instrument
- Phase 3
  - Multi-Engine
- Phase 4
  - Commercial

* 2007 production estimate by PABC
Solution: Standards & Certification

- **Course content and standards vary widely**
- **ATP / ATPLw (written) testing is not required by all programs**
- **ATP & ATPLw exams are not the same**
- **MPL standards are not yet harmonized with ATPLw exams**
Solution: Standards & Certification

**GOAL:**

Create a common standard for all professional pilot candidates

Global Professional Pilot Certification

- NH AC+Line
  - New Hire Aircraft & Line Qual
  - ATP / ATPL-level written exam
  - Jet & CB Ops
    - Jet & Commercial/Business Ops

- Global PPC
  - ATP / ATPL
  - written exam

- Jet & CB Ops

- Bridge

- Ab Initio

- MPL
  - Phase 4
  - Phase 3
  - Phase 2
  - Phase 1
Solution: Standards & Certification

Standards & Certification are Stakeholder-defined:

- Based on MPL - KSACs
- Safety-driven
- Current
- Generic
- Pre-employment

KSACs – Knowledge, Skills, Attitudes and Competencies
Solution: Standards & Certification

Standards & Certification are ISO-Accredited:

- Current
- Comprehensive
- Fair
- Secure
- Audited

ISO Standards
- 17021 – Administration of certification programs
- 17024 – Certification of professional personnel
Solution: Standards & Certification

Based on input from all 7 Stakeholder groups

- AvEd – Aviation Training Providers
- Employers
- Government Regulatory & Safety Agencies
- Insurers
- Manufacturers
- Pilots
- Public
Stakeholders from all 8 IATA Regions

1. Africa
2. Middle East & North Africa
3. Europe
4. Russia & CIS Countries
5. China & Northern Asia
6. Asia Pacific
7. Latin America & Caribbean
8. North America
Self-imposed Dual Accountability

- FSF
- RAeS
- Other?
- PABC

- Ensures aviation safety
- Sets training standards
- Develops & conducts exams
- Ensures compliance with ISO standards for Professional Certification
Solution: Timeline for Development

All services are ongoing and continuously updated once launched.
Solution: Regulatory Acceptance

Goal:
Acceptance of the Global PPC as an Alternate Means of Compliance for the ATP/ATPL written exam

Requires proof of:
Comparability & Sustainability
Is Certification Sustainable?

- What is Sustainability?
  - The ongoing demand for Certification

- Value to Regulators, Employers & Pilots
  - Raises standards without regulatory harmonization
  - Reduces test expense for all regulators
  - Provides independent proof a pilot’s preparedness
  - Simplifies licensure conversion (mobility)
  - Prevents double-testing
How much will it COST?

Launch Funding

$1.5 Million (USD) per Year
For 4 years

FINANCIALLY SELF-SUSTAINING
after Launch
Why do this now?

Because of the LEAD TIME needed to upgrade training courses.

- Concept Approval
- Funding
- Course Development
- Equipment & Facilities
- Staffing & Instructor Qualification
- Regulatory Approval & Accreditation
Is ISO-accreditation Important?

ISO Accreditation

Vital to international acceptance of a Professional Certification credential

International Accreditation Forum / Mutual Letters of Agreement
Certification Completes ITQI

IATA’s Training & Qualification Initiative

Screening Standards & Certification Instructors Evaluators Schools

Adding Professional Certification Helps resolve the training quality & quantity issues Enables ITQI to achieve its full potential
Introduction

Ensuring pre-employment pilot preparedness through ISO-accredited Certification

- Independent & Non-Profit
- Governance: Industry Stakeholders
- Funding: Grants & Exam Fees
THANK YOU
for your time and interest

PABC welcomes
your questions and recommendations

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Solution: Standards & Certification

Based on ICAO MPL & ATPL-written Exam Standards

1. Aerodynamics
2. Aircraft Systems
3. Air Law
4. CRM, HF, TEM & SMS
5. Meteorology
6. Navigation
7. Performance / Planning
8. Sector Scenarios

Sector Scenarios
Scenario based testing of the pilot’s ability to apply knowledge in operational situations across the various phases of flight.

* Aviation English – independently certified

CRM, HF, TEM, & SMS
Crew Resource Mgt, Human Factors, Threat & Error Mgt and Safety Mgt Systems
Solution: Standards & Certification

Based on input from all 7 Stakeholder groups

• AvEd
  Collegiate, Tech Centers, FBOs & Instructors
• Employers
  Major, Regional, LCC, Business & Corporate Ops
• Government
  Regulatory and Safety Agencies
• Insurers
  Hull & Liability
• Manufacturers
  Aircraft, Simulators & Training Devices
• Pilots
  Labor & Mentoring Organizations
• Public
  Safety & Media
The Benefits of a Global Standard

INDUSTRY

• Aviation safety – enhanced by improved training and testing

• Ab Initio & Bridge courses - upgraded without harmonization

• ATP / ATPL-written testing – strengthened

• Access to well-prepared pilot applicants – increased
The Benefits of a Global Standard

TRAINING VENDORS

• Course design and instructor qualification – simplified.
• Test supports MPL acceptance by NAAs

EMPLOYERS

• New hire training footprint and cost – stabilized.
• Screening of new hire applicants - enhanced

PILOTS

• Certification - independent proof of preparedness

NAA – National Aviation Authority (governmental aviation agencies; i.e., FAA, EASA, CAA-UK, et.al.)
## Vision for Workforce Development

### OUTCOMES

- Enhanced
- Air Safety
- Efficiency – Training & Ops
- Production ≥ Demand

### A Model for Other Applications

- Aircraft Maintenance Technicians
- Avionics Technicians
- Rotary Wing Pilots
- Dispatchers
- Air Traffic Controllers
- Cabin Crewmembers
- Unmanned Air Vehicle Operators
Mission: Ensure Pilot Preparedness

- Independent & Non-Profit
- Pilot Pre-employment Preparedness
- Outcomes-based
  Knowledge, Skill, Attitude & Competency
- Designed for ISO-compliance
- Governance: Industry Stakeholders
- Funding:
  Grants, Donations & Test Fees
Licensure & The 3 Keys

**Independent Agents**
- International acceptance is unlikely

**Without ISO Accreditation**
- IAF / MLAs are not available

**Without Stakeholders**
- ISO Accreditation can not be attained

**Without Independent Agents**
- Stakeholders may not participate

**FSF  PABC  &  ISO** - are ALL Independent Agents

IAF/MLAs – International Accreditation Forum / Mutual Letters of Agreement