



ICAO

SAFETY
Pilot Training

International Pilot Training Consortium

The International Pilot Training Consortium was created to improve the safety, quality and efficiency of commercial aviation by developing international agreement on a common set of pilot training, instruction and evaluation standards and processes for the benefit of the industry worldwide and that will result in ICAO provisions.

Collaborative Effort

Commercial aviation is the safest mode of public transport. Advances in the design and reliability of modern aircraft, together with investment in pilot training initiatives, have contributed to this impressive achievement. However, while the overall trend in the accident rate continues to improve, the volume of traffic continues to grow, putting this impressive record under considerable pressure.

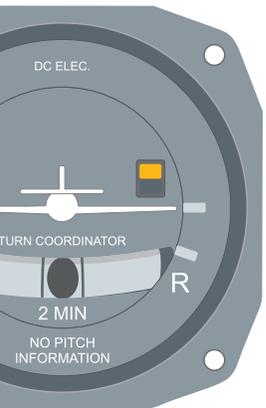
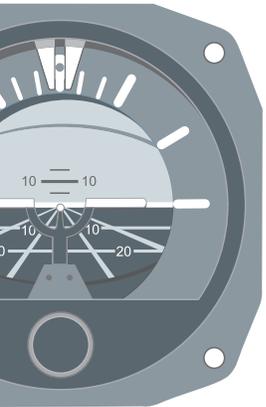
To continue to build on the safety record, modernized and harmonized training standards and processes are necessary. To be successful, these improvements need to be coordinated and implemented on a global scale. The IPTC was created to provide this necessary collaborative industry-wide effort. Its four partner organizations will leverage their expertise and global reach to further improve pilot training programmes and provisions.

Our Goal

By working in partnership, the IPTC will drive results that seek to improve industry standards and processes worldwide. Our primary objectives include:

- Establishing measures that increase the number of pilot applicants worldwide and improve the input standards of ab-initio pilots
- Increasing the adoption of best practices, innovation and excellence throughout the pilot training, instructing and qualification sector
- Increasing the implementation by Civil Aviation Authorities (CAAs) of ICAO Doc 9868, Procedures for Air Navigation Services—Training (PANS-TRG), and developing appropriate detailed provisions
- Assisting with the proof of concept and validation of the Multi-Crew Pilot License
- Validating, through a scientific and rigorous process, the existing ICAO competency frameworks for pilots and instructors, and developing a rigorous competency framework for examiners to update the provisions of ICAO Doc 9868, PANS-TRG
- Assisting with the proof of concept and validation of the ICAO Guidance Material on Evidence-Based Training
- Increasing the implementation by CAAs of ICAO Doc 9625 'Manual of Criteria for the Qualification of Flight Simulation Training Devices (FSTDs)' and expanding the mutual recognition of FSTD qualifications
- Developing harmonized training practices and guidance material for FSTD Air Traffic Control voice communications

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An Effective Structure

This international effort will be governed through an effective structure comprising a Steering Committee and the Chairmen of five specialized Workstreams. To address the specific challenges of each area of activity, subject matter experts from around the world will participate in each Workstream. Civil aviation authorities (CAAs), safety organizations and other industry stakeholders worldwide are also invited to work with the Consortium in the role of 'Associates'.



If you are an organization or individual wishing to contribute in any capacity, including subject matter experts who wish to be considered for membership of a Workstream, please contact the IPTC Administration Manager at <http://aerosociety.com>, with the rationale for your involvement.

A Transparent Process

The IPTC has a policy of openness and transparency. Once validated by the Steering Committee, all IPTC outputs will be published on the IPTC website and made freely available to anyone in the industry who has registered as having a legitimate interest.

Benefits of Industry Support

Benefits: Industry will be the principal beneficiary of all achievements made by the Consortium and, to maximise those achievements, industry support will be the key to success.

Expertise: To achieve its goals, the Consortium will require the expertise of a wide range of subject matter experts. The IPTC is therefore seeking help from the industry to provide designated experts to participate in and contribute to the Workstreams for a few days each year, over the next three years.

Costs: The Consortium works on a voluntary non-profit making basis and no consultancy fees are being paid. To keep costs to a minimum, industry support in providing subject matter experts and conference facilities for meetings free of charge will be essential. The IPTC will incur some administrative costs that cannot be borne by the four partner organizations. Therefore, a modest level of financial support from the industry will be required.

ICAO's IPTC Partners

- International Air Transport Association (IATA)
- International Federation of Air Line Pilots' Associations (IFALPA)
- Royal Aeronautical Society (RAeS)



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For more information on the IPTC, visit:
aerosociety.com