



Global PPC Proposal

Professional Pilot Certification

Proposal:

Global Professional Pilot Certification

Presented by:

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Our TRAINING Challenge

IATA Director General & CEO – Giovanni Bisignani

FAA International Safety Forum - 11/29/2007

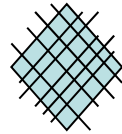
“We must re-think pilot training and qualification to further improve safety and increase training capacity.”

“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

- 1
- 2a
- 2b
- 2c
- 3

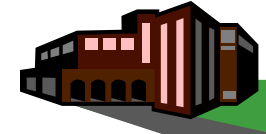
Instructors



Evaluators



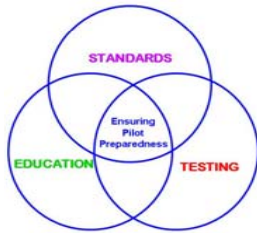
Schools



Focus: Pilot & Aircraft Maintenance Technician training

Proposal: Add ISO Certification

**Standards
&
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

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



Ab Initio



MPL



NH AC+Line

New Hire Aircraft & Line Qual

NH AC+Line

NH AC+Line

Jet & CB Ops

Jet & Commercial/Business Ops

Jet & CB Ops

Jet & CB Ops

COMMERCIAL

MULTI-ENGINE

INSTRUMENT

PRIVATE

COMMERCIAL

MULTI-ENGINE

INSTRUMENT

PRIVATE

MPL

Phase 4

ATPLw

Phase 3

Phase 2

Phase 1

Bridge

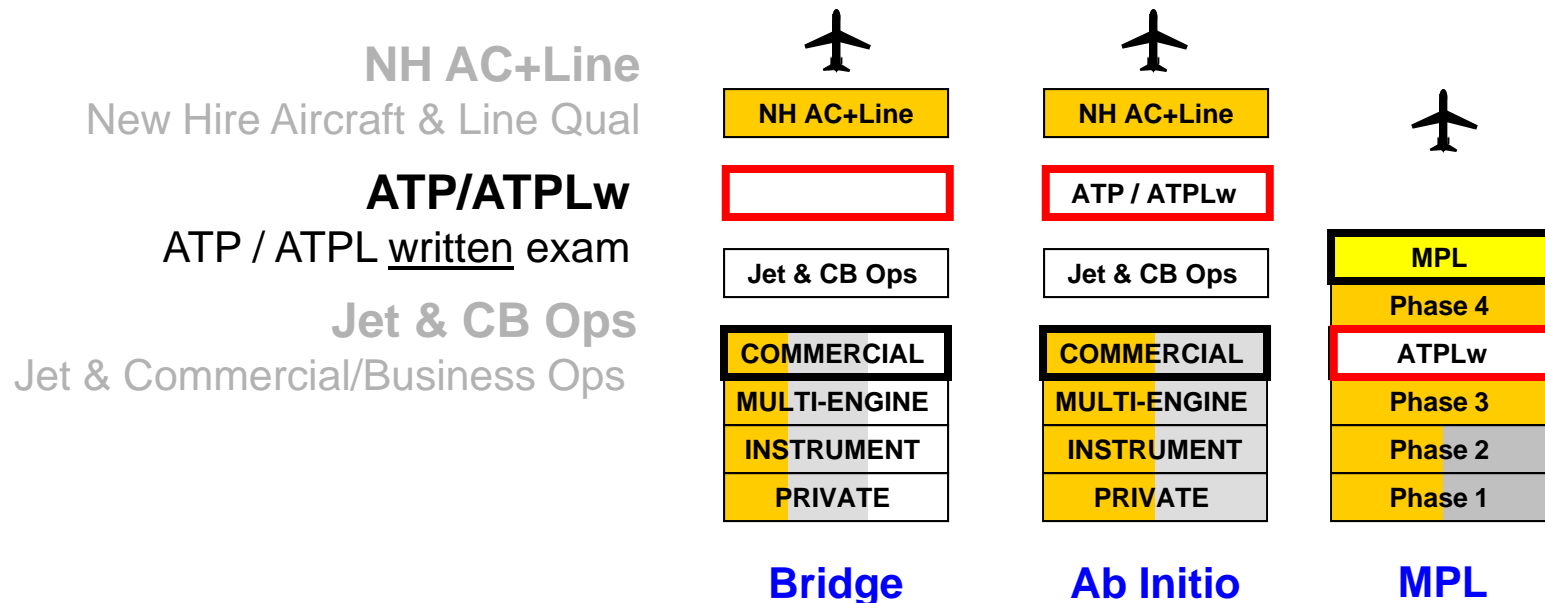
Ab Initio

MPL

* 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*

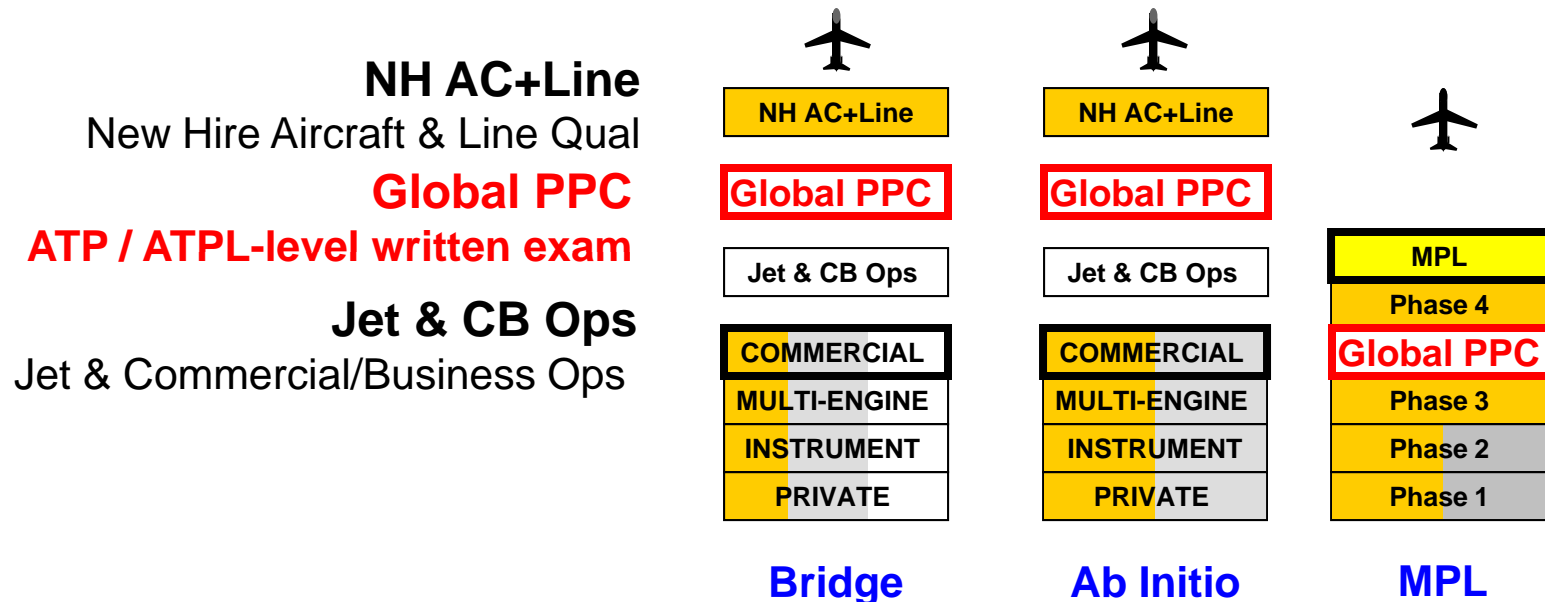


Solution: Standards & Certification

GOAL:

Create a common standard for all professional pilot candidates

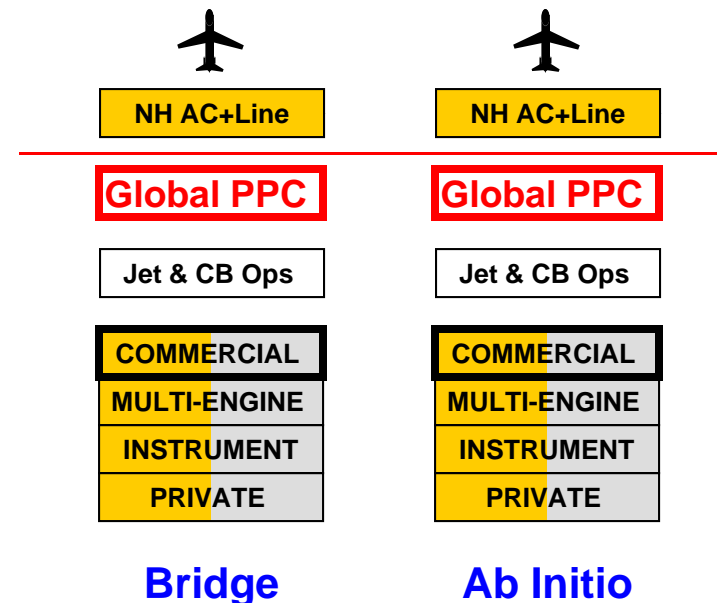
Global Professional Pilot Certification



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**

Solution: Standards & Certification

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 ?**

Ensures aviation safety

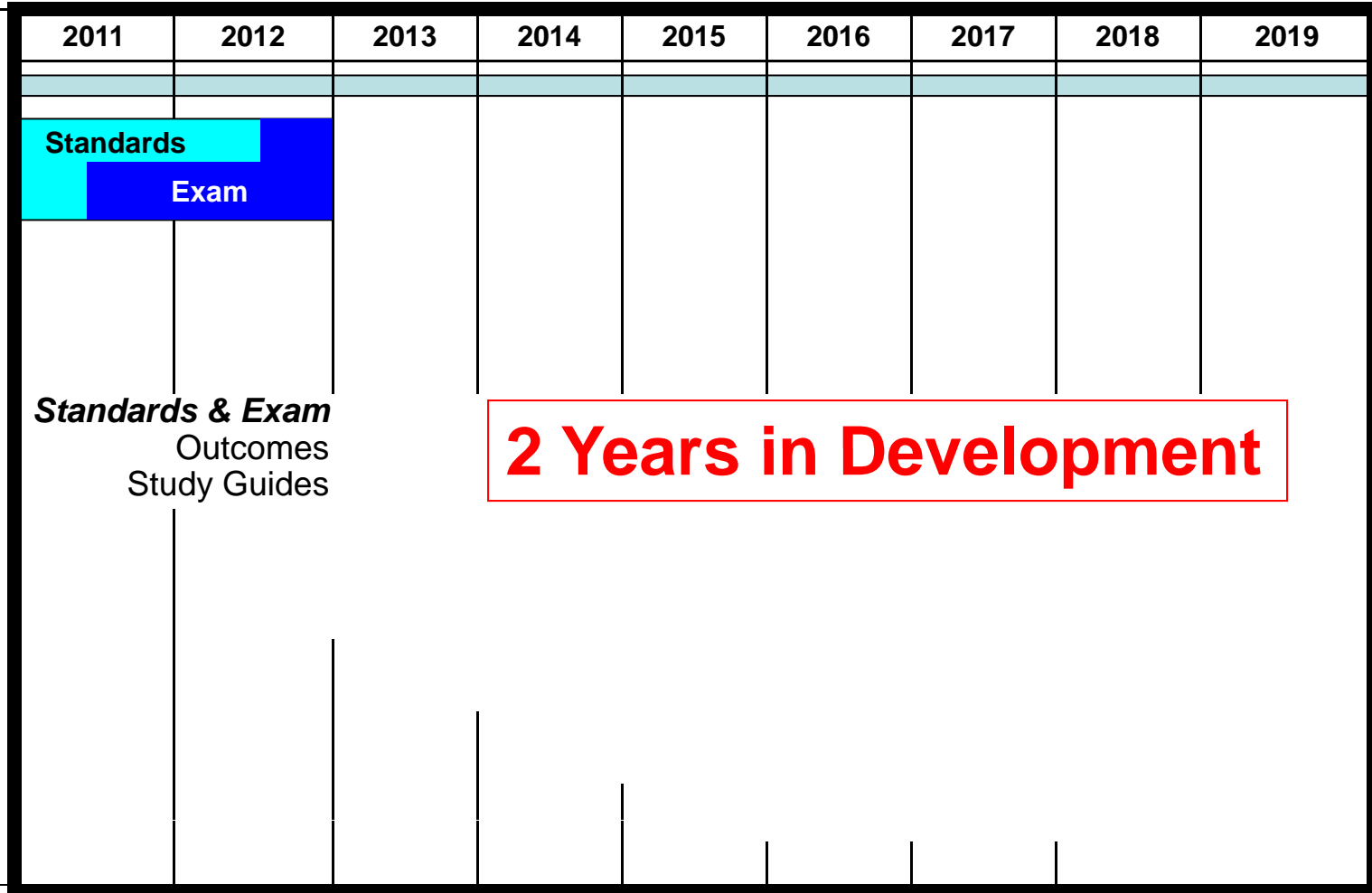
PABCTM

**Sets training standards
Develops & conducts exams**

ISO

*Ensures compliance with ISO standards
for Professional Certification*

Solution: Timeline for Development



2 Years in Development

All services are ongoing and continuously updated once launched

Solution: Regulatory Acceptance

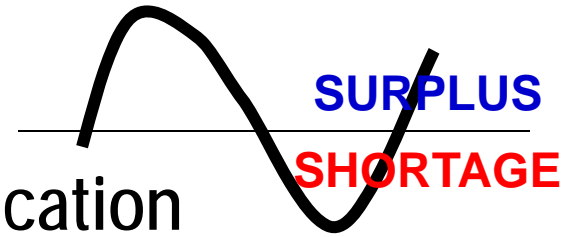
Goal:
Acceptance of the Global PPC
as an
Alternate Means of Compliance
for the
ATP/ATPL written exam

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

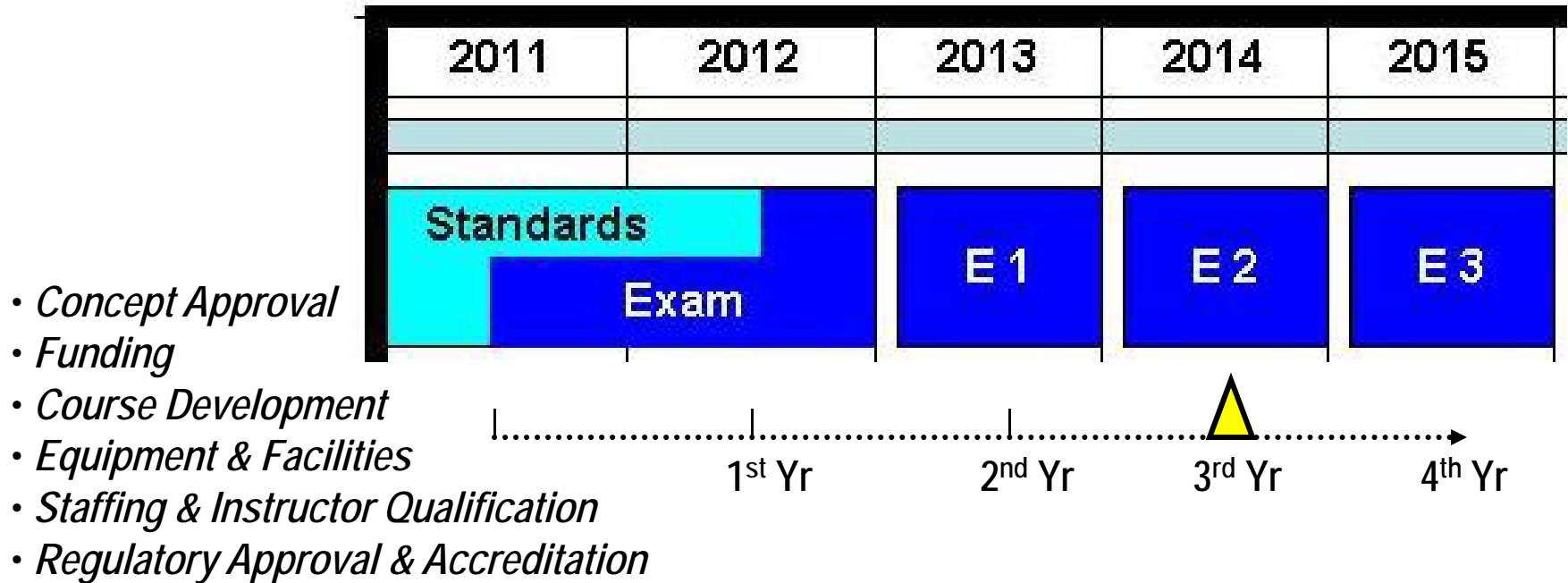
For 4 years

FINANCIALLY SELF-SUSTAINING

after Launch

Why do this now ?

Because of the LEAD TIME needed to upgrade training courses.



Is ISO-accreditation Important ?

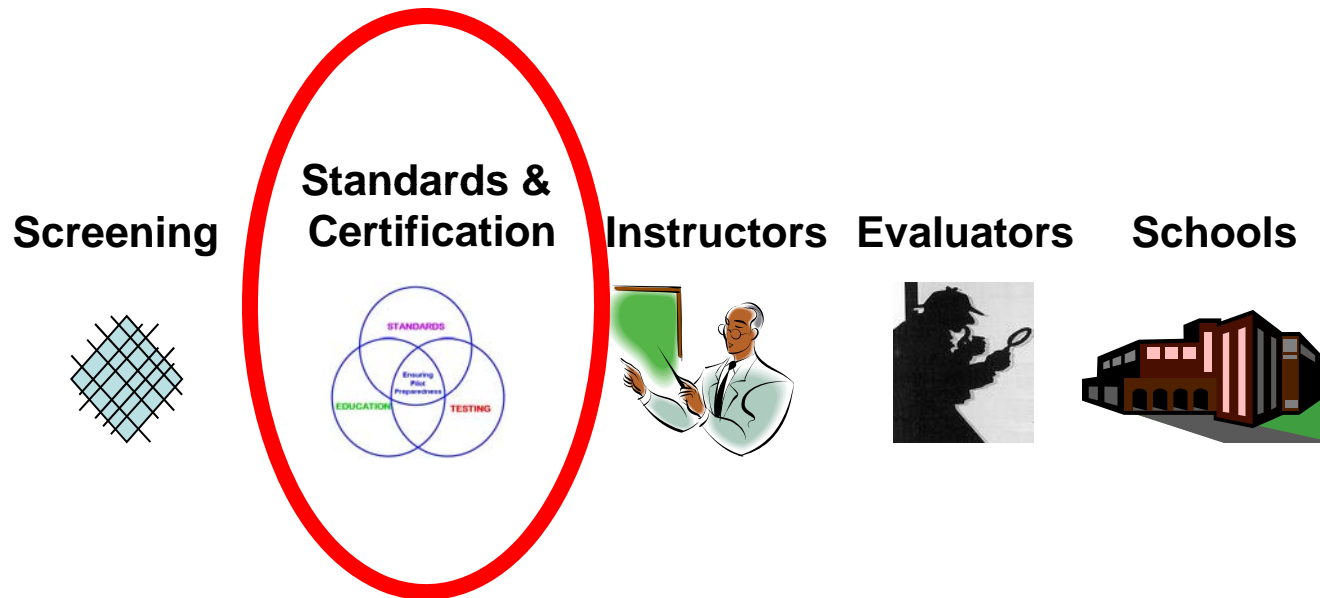


ISO Accreditation

**Vital to international acceptance of
a Professional Certification credential**

Certification Completes ITQI

IATA's Training & Qualification Initiative

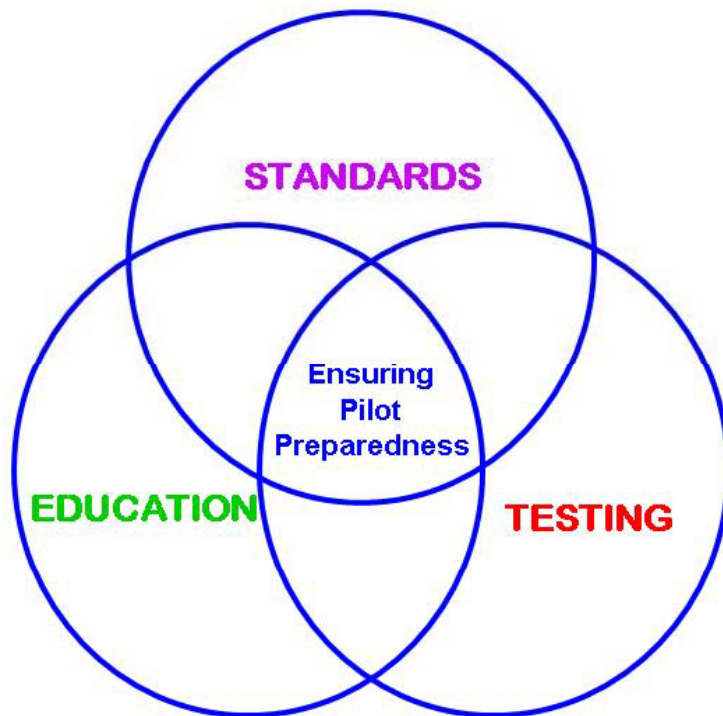


Adding Professional Certification

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

Sector Scenarios

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



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

* 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

Vision for Workforce Development

OUTCOMES

Enhanced

- Air Safety
- Efficiency – Training & Ops

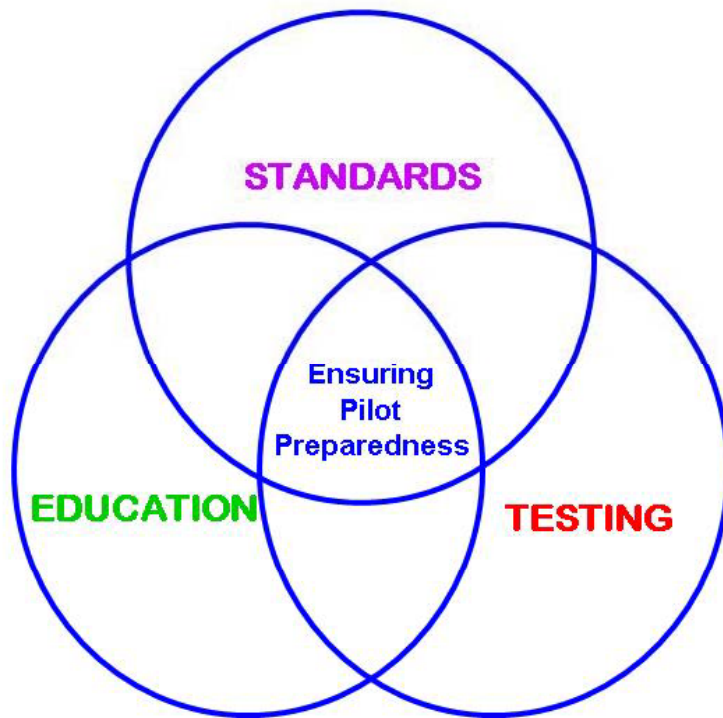
Production \geq Demand

A Model for Other Applications

- Aircraft Maintenance Technicians
- Avionics Technicians
- Rotary Wing Pilots
- Dispatchers
- Air Traffic Controllers
- Cabin Crewmembers
- Unmanned Air Vehicle Operators

Introduction

Mission: Ensure Pilot Preparedness



Define training STANDARDS
Advance EDUCATION & TESTING



- 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



Stakeholders



ISO Accreditation

Without ISO Accreditation

- International acceptance is unlikely
- 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