



Industry-Educator Forum

Gateway/Pathway Programs

Global MPL Update

Toronto 2016

Global Pilot Needs Stems Innovation in Training and Licensing

- Industry driven

- Shortage Highly debatable

- Varies greatly by region

- Generally cyclic in nature

- Needs stimulate ideas and new methodologies {Competency training, MPL, R-ATP.....}



* Data from Boeing

The Genesis of Change

Significant advances in technology.

Increased complexities of pilot's work environment.

And the need to update a 40 year old training process!

Annex 1 & PANS Training delivered 2006



IATA's Global MPL Tracker

- IATA updates its MPL Tracker annually
- The tracker can be viewed at:

<http://www.iata.org/whatwedo/ops-infra/training-licensing/Pages/mpl.aspx>

- Most recently updated December, 2015

Most recent MPL Tracker

Updated
12/1/2015

Graduates now
over 1500

Over 3500 total
students

Global MPL Course Tracker		Updated	12/1/2015		NOTE: The information in this table is based on the success of a competency based	
SUMMARY TOTALS						
1,296		MPL GRADUATES				
3,450		MPL STUDENTS				
31		ATO MPL PROGRAMMES				
Organizations in grey-shaded areas provided further details.		CAE / AIR ASIA		CAPA / STERLING		SAT / S
ENTRY REQUIREMENTS (incomplete)		Operator/CAE joint selection			Swiss/SAT jo	
Devices		FSTD	A/C	FSTD	A/C	FSTD
hrs		11.5	17	30	90	45
included as solo			15		20	
included UPRT						
type		TYPE II Lvl 5	DA-40	FNPT I	SE/TE	FNPT II
Phase location		APFT KBR		Roskilde Denmark		FSI USA/Grenc
Phase 1: CORE		hrs	43.5	58	60	45
Phase 2: BASIC		type	TYPE II Lvl 5	DA-40	FNPT II/MCC King Air	FNPT II/MCC King Air
Phase location		APFT KBR		Roskilde Denmark		SAT 2
Phase 3: INTERMEDIATE		36 hrs CRJ 200 FFS		20		4
type		100 hrs A320 FFS		737 NG FFS		EM 145 FFS
Phase location		AAACE KL		SAS TRTO CPH		SAT 2
Phase 4: ADVANCED		hrs	48		48	52
type		FFS A320		737 NG FFS		A320 FFS
Phase location		AAACE KL		SAS TRTO CPH		SAT 2
BASE TRAINING (BT)		FSTD	A/C	FSTD	A/C	FSTD
Take off & Landings		12 (min 6)		min 12		12
type		A320		B737 NG		A 3

same measurement criteria and performance grading
Complete MPL Course Under PNS TRG 9868

Further details in cell

February, 2016

- Lufthansa, the world's largest MPL Training Provider (by number of total students) announced it would discontinue MPL training at its 3 affiliate air carriers
- At first blush, it appeared Lufthansa was dissatisfied with the MPL training concept---however, their decision is not what it appears on the surface.

LET'S READ FURTHER.....

From the Lufthansa Training Management in February 2016

- Lufthansa started its ab initio training program 60 years ago. Since then more than 10,000 Lufthansa Pilots attended our own Lufthansa Pilot School. From 1987 Lufthansa introduced the FUTURA training concept using, for the first time ever, full flight simulators in basic pilot training. This airline specific integrated ATP course together with a consistent pre-selection process was for many years the main source for the Lufthansa Group and resulted in a high level of pilot skills, procedural standardization and cultural commonality of our cockpit crews.*
- Because the legislative framework (then JAR FCL) didn't allow a further development of this airline oriented and well proven training concept, we were looking for a new approach. Since March 2009 the Lufthansa student pilots are trained in a MPL training scheme which has consequently been developed as an evolutionary step from FUTURA by a working group led by Lufthansa combining the expertise from Lufthansa, Swiss Aviation Training and Lufthansa Flight Training.*
- Without the regulatory constraints based originally on a CPL/IR training for single pilot airplanes, now an even more stringent airline driven ab initio training is possible. Every competency needed for a safe airline operation can be trained with the MPL course in the most effective way. The combination of a company specific pre-selection and a MPL ab initio training with the incorporation of airline specific SOP`s and multi-crew operation at the earliest stage prepares the new pilots in the best way for flying the future transport airplanes.*

From the Lufthansa Training Management in February 2016, (cont.)

- ***Positive Aspects of MPL:***

- *Fully Airline-/ competency-driven*
- *Incorporation of airline-specific SOPs and multi-crew operation (MCC/CRM) at a much earlier stage in training*
- *More (synthetic) training time to develop procedural and interpersonal competencies*
- *Oversight from day one until introduction into airline by one ATO*
- *Influence from the airline towards the ATO through a feedback loop*

- ***Facts:***

- *Since 2009 more than 1,400 Students started the MPL training at our Pilot School*
- *To date, more than 500 graduates have completed their training with the check-out as First Officers. They are employed as line pilots on Boeing 737, Airbus A320, Embraer 190/195, CRJ or Dash 8 within the Lufthansa Group (Lufthansa, Lufthansa City Line, Austrian Airlines, Brussels Airlines, Germanwings, Eurowings, Edelweiss Air)*

From the Lufthansa Training Management in February 2016, (cont.)

- **Results:**

- *Initially there was great skepticism among the Lufthansa Line Pilots about MPL, but this has completely disappeared. Today the MPL training is fully accepted and positively confirmed as a high quality training concept.*
- *Very positive feedback from all above mentioned Lufthansa Group Airlines about the performance of the MPL students*
- *There are absolutely no noticeable performance differences between the former Lufthansa ab initio concept (FUTURA) and the MPL scheme*
- *Dropout rates after ab initio training during typerating and LIFUS are considerably lower than with CPL/IR*
- *The only disadvantage of the MPL proofed to be the operator restricted EASA licence. In times of a hiring stop the cadets lacked an unrestricted access to the employment market. This problem will be solved by an adapted regulation from 8th April 2016 already decided on by EASA. From that day on no operator restriction will be applied any more.*

Interesting time for EASA MPL

- The Lufthansa announcement is ironic in view of the fact that EASA has removed the unfortunate license restriction on 8 April 2016 (portability) and that the 12-landing base training issue will be resolved soon by harmonizing the respective regulation with the respective ICAO requirements (reducible to 6).
- The potential breakup of the EU and its effect on EASA will be watched very closely in the near future.

Moving Forward

- Additional countries and air carriers/training providers conducting MPL is still increasing.
- ICAO/IATA/IFALPA is continuing its revision work to PANS Training continually improving MPL through lessons learned and developing regulations.
- The ranks of MPL graduates upgrading to the Captain position is now beginning to grow at a rapid rate.

THOUGHTS TO LEAVE YOU WITH!

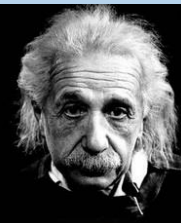
A well designed MPL is Competency Based Training designed to train the appropriately qualified applicant to safely and professionally perform the career of an airline pilot.

Just as AQP was slow in its adoption and acceptance in North America, it is now the most widely adopted airline training program. MPL is taking a similar pathway.

Quality, Professional and Safety oriented training demands Innovation and Continuous Improvement.

“The world as we have created it is a process of our thinking. It cannot be changed without changing our thinking.”

— Albert Einstein



Thank you!

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