

LASORS

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SECTION K

MULTI-CREW PILOT LICENCE

- ◆ K1 MULTI-CREW PILOT LICENCE

K1 JAR-FCL MPL (AEROPLANE)

This section offers information as a basic guide to obtaining a JAR-FCL Multi-Crew Pilot Licence (Aeroplane) – JAR-FCL MPL(A) as follows:-

- K1.1** JAR-FCL MPL(A) General Information
- K1.2** JAR-MPL(A) Course
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K1.1 JAR-FCL MPL(A) GENERAL INFORMATION

Developed by the International Civil Aviation Organisation, requirements for the Multi-Crew Pilot Licence (Aeroplane) – MPL(A) were included in the 10th edition of Annex 1 to the Convention on International Civil Aviation (Personnel Licensing) which superseded all previous editions of the Annex on 23 November 2006.

Following the conclusion of the consultation initiated by Notice of Proposed Amendment NPA-31, these requirements were incorporated into JAR-FCL 1 – Flight Crew Licensing (Aeroplane) at Amendment 7 as adopted by the JAA on 1 December 2006.

Following national consultation, the United Kingdom Air Navigation Order is being amended to allow the Civil Aviation Authority to issue MPL(A)s when the first students graduate from a UK CAA approved MPL(A) integrated course.

Privileges

Details of licence privileges are anticipated to be in Schedule 8 of the Air Navigation Order shortly after publication of this document.

Minimum Age

An applicant for a JAR-FCL MPL(A) shall be at least 18 years of age.

Licence Validity

A JAR-FCL MPL(A) will be issued with a maximum period of 5 years.

K1.2 JAR-MPL(A) COURSE

A JAR-FCL MPL(A) may be obtained by completing an approved Integrated Course of training.

The Integrated Course is a full time course of ground and flying training run by a Flying Training Organisation approved to conduct such a course.

The aim of this course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a multi-engine turbine-powered air transport aeroplane, certificated for operation with a minimum crew of at least two pilots under VFR and IFR and to obtain a MPL(A).

The level of competency expected from a MPL(A) holder is defined in this section. In broad terms, the MPL(A) holder is expected to be able to complete airline operators conversion course in accordance with JAR-OPS 1 Subpart N with a high probability of success, and within the time frame normally allowed for this phase. It is equivalent to what is currently expected from graduates of the ATP(A) Integrated Course who have completed type rating training.

The general approach is to use the existing ATP(A) Integrated Course as a reference and to implement progressively the MPL(A) Integrated training course and specifically transfer from actual flight to simulated flight.

The transfer shall be organised in a way that is similar to the approach used for ETOPS. Successive evolutions of the training syllabus introduce progressively a higher level of simulated flight and a reduction of actual flight. Change from one version to the next shall only take place after enough experience has been gained and once its results, including those of airline operator conversion courses, have been analysed and taken into account.

Approval for a MPL(A) training course shall only be given to a FTO of a JAR-OPS 1 operator or a FTO having a specific approved arrangement with a JAR-OPS operator. The licence shall be restricted to that specified operator until completion of an airline operator's conversion course in accordance with JAR-OPS 1 Subpart N.

This course consists of a minimum of 240 hours of flying training and 750 hours of theoretical knowledge instruction. See K1.2(A) for details.

K1.2 (A) JAR-FCL MPL(A) INTEGRATED COURSE FLYING TRAINING/ EXPERIENCE REQUIREMENTS**Training Requirements**

The course shall comprise of:

- Theoretical knowledge instruction to the ATPL(A) knowledge level;
- Visual and instrument flying training;
- Training in multi-crew co-operation for the operation of multi-pilot aeroplanes;
- Type rating training.

A graduate from an approved MPL(A) Integrated Course must have completed not less than 240 hours as pilot flying and pilot not flying of actual and simulated flight, and cover the following 4 phases of training:

(a) Phase 1 – Core Flying Skills

Specific basic single pilot training in an aeroplane.

(b) Phase 2 – Basic

Introduction of multi-crew operations and instrument flight.

(c) Phase 3 – Intermediate

Application of multi-crew operations to a high performance multi-engine turbine aeroplane.

(d) Phase 4 - Advanced

Type rating training within an airline orientated environment.

MCC requirements shall be incorporated into the relevant phases above. The type rating training shall include the relevant requirements of Appendix 1 and 2 to JAR-FCL 1.240 & 1.295.

Each phase of training in the flight instruction syllabus shall be composed of both instruction in the underpinning knowledge and in practical training segments. Training in the underpinning knowledge requirements for the MPL(A) shall therefore be fully integrated with the training of the skill requirements.

The training course shall include a continuous evaluation process of the training syllabus and a continuous assessment of the students following the syllabus. Evaluation shall ensure that:

- the competencies and related assessment are relevant to the task of a co-pilot of a multi-pilot aeroplane; and
- the students acquire the necessary competencies in a progressive and satisfactory manner.

The training course shall include at least 12 take-offs and landings to ensure competency. These take-offs and landings shall be performed under the supervision of an instructor in an aeroplane for which the type rating shall be issued.

Flight experience in actual flight shall include all the experience requirements as set out in JAR-FCL 1.120 and 1.125(b), upset recovery training, night flying, flight solely by reference to instruments and to achieve the relevant airmanship.

In addition to this requirement the applicant shall have gained, in a multi-engine turbine-powered aeroplane certificated for operation with a minimum crew of at least 2 pilots or in a FSTD, the experience necessary to achieve the advanced level of competency defined in Appendix 1 to JAR-FCL 1.520 & 1.525 paragraph 16.

The experience required shall be completed before the skill test given in JAR-FCL 1.530.

Training in asymmetric flight shall be given, either in an aeroplane or a flight simulator, in the appropriate phase.

Assessment Level

The applicant for the MPL(A) in the aeroplane category shall have satisfactorily demonstrated performance in all the 9 competency units specified below, at the advanced level of competency defined as the level of competency required to operate and interact as a co-pilot in a turbine-powered aeroplane, certificated for operation with a minimum crew of at least two pilots, under visual and instrument conditions.

Assessment shall confirm that control of the aeroplane or situation is maintained at all times, in such a manner that the successful outcome of a procedure or manoeuvre is assured. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of an applicable aeroplane type as specified in the performance criteria.

Competency Units

The 9 competency units that an applicant has to demonstrate in accordance with JAR-FCL 1.515(d) are as follows:

1. apply human performance principles, including principles of threat and error management

- 2. perform aeroplane ground operations;
- 3. perform take-off;
- 4. perform climb;
- 5. perform cruise;
- 6. perform descent;
- 7. perform approach;
- 8. perform landing; and
- 9. perform after landing and aeroplane post-flight operations.

K1.3 JAR-FCL MPL(A) THEORETICAL KNOWLEDGE EXAMINATION REQUIREMENTS

An applicant for a JAR-FCL MPL(A) is required to pass the fourteen JAR-ATPL(A) Theoretical Knowledge examinations in the following subjects:

Air Law	
Aircraft General Knowledge	(2 papers)
Flight Performance & Planning	(3 papers)
Human Performance & Limitations	
Meteorology	
Navigation	(2 papers)
Operational Procedures	
Principles of Flight	
Communications	(2 papers)

The JAR-ATPL(A) theoretical knowledge course shall comprise at least 750 hours of instruction.

The theoretical knowledge instruction for the type rating shall be in accordance with Appendix 1 to JAR-FCL 1.261(a).

K1.4 JAR-FCL MPL(A) SKILL TEST REQUIREMENTS

An applicant for the JAR-FCL MPL(A) shall have demonstrated the skills required for fulfilling all the competency units specified in K1.2(A) above as pilot flying and pilot not flying, to the level required to perform as a co-pilot of a multi-engine turbine-powered aeroplane, certificated for operation with a minimum crew of at least two pilots under VFR and IFR with a degree of competency appropriate to the privileges granted to the holder of a MPL(A).

An applicant shall take the skill test as set out in Appendices 1 and 2 to JAR-FCL 1.240 & 1.295 in the aeroplane type used on the advanced phase of the MPL(A) integrated training course.

Progress of acquiring the skills specified above shall be continuously assessed and documented.

K1.5 CONVERSION OF A NON-JAA MPL(A) TO A JAR-FCL MPL(A)

Conversion terms for a Non-JAA MPL(A) to a JAR-FCL MPL(A) have not yet been formulated.

K1.6 UK FLIGHT RADIOTELEPHONY OPERATOR'S LICENCE (FRTOL) REQUIREMENTS

An applicant for a UK FRTOL is required to pass the radiotelephony written examination and practical test with an authorised RTF Examiner. It should be noted that whilst radio Communication forms part of the JAR-FCL ATPL(A) training syllabus, the FRTOL remains a UK national licence.

FULL DETAILS OF THE FRTOL REQUIREMENTS INCLUDING CREDITS AVAILABLE ARE CONTAINED IN SECTION B.

K1.7 JAR-FCL MPL(A) MEDICAL REQUIREMENTS

An applicant for a JAR-FCL MPL(A) shall hold a valid JAR-FCL Class 1 Medical Certificate.