

Multi-Crew Pilot License (MPL) Training: Definitions and References

RATIONALE

The purpose of this document is (1) to provide a definition of the "Multi-Crew Pilot License" training principles, and (2) to provide a list of references that are available for more information about MPL, and about examples of MPL implementations.

FOREWORD

Pilot training evolved in the United States of America to what is described in Federal Aviation Regulations Part 61 and which was later expanded to Part 121 and other sections for air carrier operations. This requires ground and flight instruction in actual aircraft, flight as the sole occupant of the aircraft (including flight away from the local airport), flight in various performance envelope regimes, and response to equipment failures. Topics such as effective actions upon encountering windshear, icing, or unusual attitudes were added, as were crew resource management topics. With limited resources and evolving theory, significant portions of what had previously been considered necessary training were reduced and replaced with newer media technology that was presented as more effective, more efficient, and safer. This has occurred in basic (pre-airline) training, and even more in air carrier operations training.

Goals of aviation are successful (which includes safe) operations. Data shows this is more likely achieved with pilots that have participated in effective training. It has been a challenge over the decades to specify what achieves "effective" training. A longtime approach has been to have application requirements begin with experience in the form of a combination of actual flight hours in basic and complex aircraft. These requirements were thought to be sufficient to assure that a particular applicant is ready to perform as a co-pilot (and later as pilot-in-command) in air carrier operations.

It may be that some of the currently required flight hours in actual aircraft do not sufficiently assure applicant readiness. A different allocation of ground instruction/Flight Simulation Training Devices (FSTDs)/flight in actual aircraft may improve the readiness and later performance of graduates. Current proposals include reducing minimum flight time in aircraft. These proposals replace some of the required time in actual aircraft with training modules specifically addressing operation on a multi-pilot flight deck. In addition, syllabus flexibility is proposed to increase response to a continuous applicant performance assessment and course evaluation. This proposal is called Multi-Crew Pilot Licensing training.

Aerospace Information Report 6155 (this document) seeks to identify what data, reference material, and other documents exist that facilitate consideration of this subject.

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