
Status: Point in time view as at 31/01/2020.

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ANNEX I

[PART-FCL]

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Appendix 5

Integrated MPL training course

GENERAL

1. The aim of the MPL integrated course is to train pilots to the level of proficiency necessary to enable them to operate as co-pilot of a multi-engine multi-pilot turbine-powered air transport aeroplane under VFR and IFR and to obtain an MPL.
- [^{F12}. Approval for an MPL training course shall only be given to an ATO that is part of a commercial air transport operator certificated in accordance with Part-ORO or having a specific arrangement with such an operator.]

Textual Amendments

- F1** Substituted by [Commission Regulation \(EU\) 2016/539 of 6 April 2016 amending Regulation \(EU\) No 1178/2011 as regards pilot training, testing and periodic checking for performance-based navigation \(Text with EEA relevance\)](#).

3. An applicant wishing to undertake an MPL integrated course shall complete all the instructional stages in one continuous course of training at an ATO. The training shall be competency based and conducted in a multi-crew operational environment.
4. Only *ab-initio* applicants shall be admitted to the course.
5. The course shall comprise:
 - (a) theoretical knowledge instruction to the ATPL(A) knowledge level;
 - (b) visual and instrument flying training;
 - (c) training in MCC for the operation of multi-pilot aeroplanes; and
 - (d) type rating training.
6. An applicant failing or unable to complete the entire MPL course may apply to the competent authority for the theoretical knowledge examination and skill test for a licence with lower privileges and an IR, if the applicable requirements are met.

THEORETICAL KNOWLEDGE

- [^{F27}. An approved MPL theoretical knowledge course shall comprise at least 750 hours of instruction for the ATPL(A) knowledge level, as well as the hours required for:
 - (a) theoretical knowledge instruction for the relevant type rating, in accordance with Subpart H; and
 - (b) UPRT theoretical knowledge instruction in accordance with FCL.745.A.]

Textual Amendments

- F2** Substituted by [Commission Implementing Regulation \(EU\) 2018/1974 of 14 December 2018 amending Regulation \(EU\) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation \(EU\) 2018/1139 of the European Parliament and of the Council \(Text with EEA relevance\)](#).

FLYING TRAINING

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[^{F28} The flying training shall comprise a total of at least 240 hours, composed of hours as PF and PM, in actual and simulated flight, and covering the following four 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 multi-engine turbine aeroplane certified as a high-performance aeroplane in accordance with Annex I (Part-21) to Regulation (EU) No 748/2012

(d) Phase 4 — Advanced

Type rating training within an airline-oriented environment.

MCC requirements shall be incorporated into the relevant phases above.

Training in asymmetric flight shall be given either in an aeroplane or an FFS.]

[^{F38a} Flight experience in actual flight shall include:

(a) all the experience requirements of Subpart H;

(b) UPRT flight instruction in accordance with FCL.745.A;

(c) aeroplane UPRT exercises related to the specificities of the relevant type in accordance with FCL.725.A(c);

(d) night flying;

(e) flight solely by reference to instruments; and

(f) the experience required to achieve the relevant airmanship.]

Textual Amendments

F3 Inserted by [Commission Implementing Regulation \(EU\) 2018/1974 of 14 December 2018 amending Regulation \(EU\) No 1178/2011 laying down technical requirements and administrative procedures related to civil aviation aircrew pursuant to Regulation \(EU\) 2018/1139 of the European Parliament and of the Council \(Text with EEA relevance\).](#)

9. Each phase of training in the flight instruction syllabus shall be composed of both instruction in the underpinning knowledge and in practical training segments.

10. 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:

(a) the competencies and related assessment are relevant to the task of a co-pilot of a multi-pilot aeroplane; and

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- (b) the students acquire the necessary competencies in a progressive and satisfactory manner.
- [^{F4}11. The training course shall include at least 12 take-offs and landings to ensure competency. Those take-offs and landings may be reduced to at least six, provided that prior to delivering the training, the ATO and the operator ensure that:
- (a) a procedure is in place to assess the required level of competency of the student pilot; and
- (b) a process is in place to ensure that corrective action is taken if in-training evaluation indicates the need to do so.

Those take-offs and landings shall be performed under the supervision of an instructor in an aeroplane for which the type rating shall be issued.]

Textual Amendments

- F4** Substituted by [Commission Regulation \(EU\) 2018/1065 of 27 July 2018 amending Regulation \(EU\) No 1178/2011 as regards the automatic validation of Union flight crew licences and take-off and landing training.](#)

ASSESSMENT LEVEL

12. The applicant for the MPL shall have demonstrated performance in all 9 competency units specified in paragraph 13 below, at the advanced level of competency required to operate and interact as a co-pilot in a turbine-powered multi-pilot aeroplane, under visual and instrument conditions. Assessment shall confirm that control of the aeroplane or situation is maintained at all times, to ensure the successful outcome of a procedure or manoeuvre. The applicant shall consistently demonstrate the knowledge, skills and attitudes required for the safe operation of the applicable aeroplane type, in accordance with the MPL performance criteria.

COMPETENCY UNITS

13. The applicant shall demonstrate competency in the following 9 competency units:
- (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.

SIMULATED FLIGHT

14. Minimum requirements for FSTDs:
- (a) Phase 1 — Core flying skills

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E-training and part tasking devices approved by the competent authority that have the following characteristics:

- involve accessories beyond those normally associated with desktop computers, such as functional replicas of a throttle quadrant, a side-stick controller, or an FMS keypad, and
- involve psychomotor activity with appropriate application of force and timing of responses.

(b) Phase 2 — Basic

An FNPT II MCC that represents a generic multi-engine turbine-powered aeroplane.

(c) Phase 3 — Intermediate

An FSTD that represents a multi-engine turbine-powered aeroplane required to be operated with a co-pilot and qualified to an equivalent standard to level B, additionally including:

- a daylight/twilight/night visual system continuous cross-cockpit minimum collimated visual field of view providing each pilot with 180° horizontal and 40° vertical field of view, and
- ATC environment simulation.

(d) Phase 4 — Advanced

An FFS which is fully equivalent to level D or level C with an enhanced daylight visual system, including ATC environment simulation.

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