

# Advisory Circular

## MULTI-CREW PILOT LICENCE (MPL) TRAINING COURSE

GENERAL.....	1
PURPOSE .....	1
APPLICABILITY.....	1
RELATED REGULATIONS .....	1
RELATED ADVISORY CIRCULAR .....	1
CANCELLATION.....	1
EFFECTIVE DATE.....	1
OTHER REFERENCES .....	2
1 INTRODUCTION .....	2
2 MPL TRAINING REQUIREMENTS .....	2
3 MPL TRAINING COURSE .....	3

### GENERAL

Advisory Circulars (ACs) are issued by the Director-General of Civil Aviation (DGCA) from time to time to provide practical guidance or certainty in respect of the statutory requirements for aviation safety. ACs contain information about standards, practices and procedures acceptable to CAAS. An AC may be used, in accordance with section 11 of the Air Navigation Act 1966 (ANA), to demonstrate compliance with a statutory requirement. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.

### PURPOSE

This AC provides the Acceptable Means of Compliance (AMC) and information to guide an Aviation Training Organisation (ATO) that intends to develop and implement an MPL training course leading to the issuance of a Multi-Crew Pilot Licence (Aeroplanes) [MPL(A)] by CAAS.

### APPLICABILITY

This AC is applicable to an ATO which intends to carry out an MPL training course in partnership with a Singapore Air Operator Certificate (AOC) holder.

### RELATED REGULATIONS

This AC relates specifically to the requirements relating to MPL training course in the ANO, SASP D, SASP 2 and SASP 10.

### RELATED ADVISORY CIRCULAR

AC FCL-14 on Competency Based Training and Assessment (CBTA)

### CANCELLATION

This AC supersedes AC FCL-9(2) dated 23 July 2021. This revision updates the guidance for the MPL training programme following the revision to SASP 10, which introduces the CBTA approach.

### EFFECTIVE DATE

This AC is effective from 6 January 2026.

## OTHER REFERENCES

- ICAO Annex 1
- ICAO Procedures for Air Navigation Services – Training (PANS-TRG) (Doc 9868)

## 1 INTRODUCTION

- 1.1 The MPL, a professional pilot licence, qualifies a person to operate as a co-pilot in a multi-engine multi-crew aircraft. This provides a means for ATO and Singapore air operators to train pilots directly to operate in the airline operational environment.
- 1.2 The MPL training methodology in this AC is based on ICAO Annex 1 and Doc 9868 PANS-TRG. It emphasises extensive training in flight simulators, with actual aircraft flying mainly being conducted in the initial stage of the MPL training course so as to develop core pilot flying skills in the trainee. Training is competency-based to enable trainees to achieve the required standard in all the competencies under the competency model for the issue of the MPL. The training syllabus is broken down into a list of tasks by phase of flight. Competency-based training and assessment (CBTA) requires continuous evaluation of the pilots' performance to determine if they have achieved the competency standards.
- 1.3 At the end of the MPL training course, the trainee is assessed on the knowledge, skills and attitudes underpinning the competencies required to perform as a Pilot-in-command under supervision (PIC U/S) and as a co-pilot in an air transport aeroplane certified for operation with a minimum crew of two pilots, under VFR and IFR, day and night flying. Upon satisfactory completion of the MPL training course, the trainee will be issued with an MPL(A). An MPL(A) may be upgraded to an ATPL subsequently upon the holder satisfying the ATPL requirements. An MPL holder is not allowed to conduct single-pilot commercial operations.

## 2 MPL TRAINING REQUIREMENTS

- 2.1 The ATO intending to conduct MPL training should also review and be consistent with the following MPL training requirements:
  - (a) MPL training course conducted in partnership with a Singapore AOC holder, as set out in Appendix I of SASP Part 10
  - (b) CBTA requirements and guidance for an MPL(A), as set out in Appendix K of the SASP Part 10 and AC FCL-14 on CBTA
  - (c) Authorised Flight Examiners (AFE) requirements for the conduct of the test leading to the grant of the MPL, as set out in SASP Part 7
  - (d) Instructor requirements for instructors in an approved MPL course, as set out in SASP Part 3 and Chapter 2.3 of the Part 10
  - (e) Licensing requirements for an MPL(A), as set out in SASP Part 2

### 3 MPL TRAINING COURSE

- 3.1 An ATO that is interested in conducting an MPL training course should write in to CAAS with its proposal. The course has to be developed in partnership with a Singapore AOC holder, given that the advanced training phase includes training the trainees in accordance with the participating air operator's Standard Operating Procedures (SOP).
- 3.2 The ATO has to satisfactorily demonstrate a proven track record in conducting ab-initio and type-rating training. An ATO with only experience in conducting ab-initio training should partner with another ATO that has experience conducting type-rating training, or vice versa, in order to offer a comprehensive MPL training course with the partnering Singapore air operator. In such a scenario, there must be a lead organisation identified to be responsible for the overall conduct of the entire MPL training course.
- 3.3 In line with the "proof-of-concept" methodology adopted by ICAO, and in view of the developmental nature of the first MPL course in each ATO-Airline partnership, the initial approval from CAAS for this first MPL training course would be provisional. CAAS would evaluate the results from the first MPL course in each ATO-Airline partnership before granting an approval to allow for subsequent re-runs of the course. The evaluation process of each provisional MPL course extends beyond the training stage and into the operational phase i.e. the Initial Operating Experience (IOE) with the partnering Singapore air operator. This includes observing these pilots during their line and proficiency checks (after the MPL(A) has been issued).
- 3.4 The ATO and AOC holder involved in MPL training should have in place a data collection and analysis mechanism for student performance tracking and continuous course improvement. There should also be an on-going evaluation of the training plan and of the students to ensure that training remains relevant, training standards are met and corrective actions, where required, are carried out.

#### MPL TRAINING SCHEME

- 3.5 The ATO should design the training in accordance with the MPL training scheme below and develop further details such as course syllabus and schedule for each phase of training.

<b>MPL Training Scheme</b> <b>Minimum 240 hours of training including PF and PM*</b>					
<i>Phase of training</i>		<i>Training Items</i>	<i>Flight and simulated flight training media – Minimum level requirement</i>		<i>Ground training media</i>
<b>Competency Model</b>	<b>Advanced</b> Type rating training within an airline-oriented environment	<ul style="list-style-type: none"><li>• TEM and CRM</li><li>• Landing training</li><li>• All weather scenarios</li><li>• LOFT</li><li>• Abnormal procedures</li><li>• Normal procedures</li><li>• Upset prevention and recovery**</li></ul>	Aeroplane: Turbine      Multi-engine Multi-crew certified	At least 6 take-offs and landings as PF	<ul style="list-style-type: none"><li>• E-learning</li><li>• Part-task trainer</li><li>• Classroom</li></ul>
			FSTD: Type VII	PF/PM	

	<b>Intermediate</b>  Application of multi-crew operations in a high-performance, multi-engine turbine aeroplane	<ul style="list-style-type: none"> <li>TEM and CRM</li> <li>LOFT</li> <li>Abnormal procedures</li> <li>Normal procedures</li> <li>Multi-crew</li> <li>Instrument Flight</li> </ul>	FSTD: Type VI	PF/PM	
	<b>Basic</b>  Introduction of multi-crew operations and instrument flight	<ul style="list-style-type: none"> <li>TEM and CRM</li> <li>PF/PM complement</li> <li>IFR cross-country</li> <li>Instrument Flight</li> </ul>	FSTD: Types IV or V	PF/PM	
	<b>Core Flying Skills</b>  Specific basic single pilot training	<ul style="list-style-type: none"> <li>TEM and CRM</li> <li>VFR cross-country</li> <li>Solo flight</li> <li>Night Flight***</li> <li>Basic Instrument Flight</li> <li>Upset prevention and recovery**</li> <li>Principles of Flight</li> <li>Cockpit procedures</li> </ul>	Aeroplane: Single engine (or multi-engine as appropriate)  FSTD: Types I or III, Type II may be used for certain basic instrument flight training tasks	PF	

\*PF – Pilot Flying; PM – Pilot Monitoring.

\*\* UPRT is provided in modules starting with an on-aeroplane module in the Core flying skills phase, and completed with at least one FSTD training module during the type rating training.

\*\*\* Night flying experience should be gained on-airplane, which would be in the Core flying skills phase.

3.6 The four training phases are described as follows:

(a) **Phase 1 — Core Flying Skills**

*Specific basic single pilot training in a single-engine aeroplane. The trainees are required to pass a PPL(A) flight test conducted by an AFE as part of this phase.*

(b) **Phase 2— Basic**

*Introduction of multi-crew operations and instrument flight. Any generic SOPs used should be congruent with the philosophy of the airline's SOPs.*

(c) **Phase 3 — Intermediate**

*Application of multi-crew operations to a multi-engine turbine aeroplane. Introduction of the airline's operational procedures.*

(d) **Phase 4 — Advanced**

*Type-rating training within an airline-oriented environment which takes into consideration the OEM's type rating requirements for the applicable aircraft type.*

3.7 The ATO should ensure that trainee receives flight instruction to achieve the competency standard under the competency model. Each phase of training in the flight instruction syllabus composes of instruction in the underpinning knowledge as well as in the practical training segments.

- 3.8 The trainees are expected to receive theoretical knowledge instruction at the ATPL level (which can include classroom work, interactive video, slide/tape presentation, learning carrels, computer based training, and other media).
- 3.9 The number of take-offs and landings to be completed in the aeroplane during the Advanced phase of the training course is stated in SASP Part 10.

#### FLIGHT TESTS

- 3.10 The ATO should refer to the SASP Part 2 for the MPL Flight Test and Instrument Rating Test that an applicant of the MPL(A) must undertake. Details of the tests can be found in the Aircraft & Instrument Rating Test (Multi-Crew) / MPL Test form (FC32A).