

**Question for written answer E-4707/2010  
to the Commission  
Rule 117  
Jeanine Hennis-Plasschaert (ALDE)**

Subject: Multi Pilot Licence: I

In June 2008 the European Aviation Safety Agency (EASA) issued notices of proposed amendment (NPA) concerning the 'implementing rules for pilot licensing' ((NPA) 2008-17A and 2008-17B). Part-FCL Subpart E stipulates the requirements for issuing the multi-crew pilot licence (MPL). Appendix 5 details the requirements concerning the 'integrated MPL training course'. Earlier attempts to address this issue to the EASA have been to no avail.

The parts of ICAO Annex 1 which concern MPL training include no requirement for flight training organisations (FTOs) to make a specific arrangement with an airline.

1. If ICAO Annex 1 does not recommend that States apply such a requirement, why has the EASA done so?
2. Does the EASA expect airlines to readily participate in MPL arrangements with FTOs? If so,
3. Why has this not happened in Europe to date, save for a few exceptions? Although (Joint Aviation Requirements-Flight Crew Licensing) JAR-FCL amendment 7 is used as the basis for EASA Part FCL, there are quite a few differences and additions. The EASA does therefore have the possibility to make changes and improvements.
4. Why has this possibility been denied in connection with the MPL issue?
5. Why is the financial position of FTOs a risk for MPL course quality but not for airline transport pilot licence (ATPL) course quality?
6. How did the EASA come to the conclusion that this financial risk could be eliminated by involving airlines (which are also commercial organizations, and sometimes face financial problems)?