



**FLIGHT CREW LICENSING &  
CONTINUING  
AIRWORTHINESS  
IN EUROPE**



## EASA stand at APATS 2018

For the very first time EASA has a stand at APATS 2018. The aim is to give you the opportunity to exchange views with the EASA Flight Crew Licensing experts. We look forward to meeting you at our stand!

## European Aviation Safety Agency (EASA)

EASA is the centerpiece of the European Union’s strategy for aviation safety. Its mission is to promote the highest common standards of safety and environmental protection in civil aviation.

- EASA develops common safety and environmental rules at European Union level.
- It also monitors the implementation of standards through inspections at its Member States and provides the necessary technical expertise, training and research.

EASA works hand in hand with the European Union competent aviation authorities which continue to carry out many operational tasks, such as certification of individual aircraft or licensing of pilots.

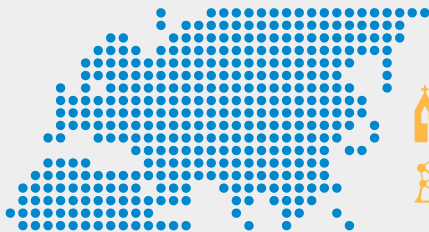
Its members consist of the 28 European Union Member States and the 4 European Free Trade Association (EFTA) States: Switzerland, Norway, Iceland and Liechtenstein.

EU-level agreements with the Western Balkans, Georgia, Moldova, Israel and Morocco establish common aviation areas, thus extending EASA’s geographical scope.

Established **2002** 16 years in operation

**800+** aviation experts & administrators

**32** EASA member states  
 = 28 + 4  
 EU  
 +  
 Switzerland, Norway,  
 Iceland, Liechtenstein



 Headquarters in  
**COLOGNE**  
 Office in  
**BRUSSELS**



## EASA's pilot training paradigm

➔ Introducing competency-based training and assessment (CBTA)

EASA, in close collaboration with industry, has already introduced the core competencies in training with the introduction of **knowledge, skills and attitudes (KSA) 100** for the theoretical knowledge training (published in February 2018). Approved training organisations will be required to assess each competency of the student pilots in applying learned theory in practical exercises.

EASA has also introduced **airline pilot standard multi-crew coordination (APS MCC)** (published in December 2017), which is an alternative to the conventional MCC course and provides a stronger bridge between initial licences and airline operations. The course evaluates and assesses the student pilot's ability using the core competencies.



Together with ICAO, IATA and other leading aviation industry experts, EASA engaged in the ICAO CBTA Task Force to further promote the CBTA method for pilot training. As a result, EASA envisages the introduction of the core competencies into the European Union pilot training for MPL and CPL. **MPL, integrated ATP courses and type rating training** will no longer have minimum training hours.

In regard to pilot recurrent training, **evidence-based training (EBT)** is being developed for competency-based training and assessment of flight crew during airline recurrent training, based on evidence (consultation planned for the summer of 2018).

➔ Better use of training tools

In parallel, EASA has established a task force to develop flexibility in the use of training devices to enhance the use of all available training tools, to adapt to individual training needs, and to determine the most appropriate devices for achieving the training objectives.



## Digitalisation of European flight crew licences

EASA, in cooperation with the national aviation authorities of Italy, Finland, Ireland, Austria and Switzerland, is running a new project for the digitalisation of all paper European flight crew licences.

On 19 April 2018, an information session with the Civil Aviation Administration of China (CAAC), EASA and the European Union aviation authorities was held at the EASA headquarters in order to exchange their experience and views on this topic.

## Continuing Airworthiness

➔ **Update on the Continuing Airworthiness Management**  
EASA introduces safety management in Continuing Airworthiness Management through the creation of Annex Vc (Part-CAMO) to Commission Regulation (EU) No 1321/2014 dedicated to Continuing Airworthiness Management Organisations, which are managing complex motor-powered aircraft (CMPA) and/or aircraft that are operated by licensed air carriers.

**Publication pending**

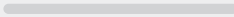
➔ **Update on EASA Form 1**

The EASA Form 1 is the Authorised Release Certificate issued by a Production Organisation Approval (POA) holder to state that a product, a part or a component was manufactured in accordance with approved/non-approved design data. EASA recognises that the system of New Zealand and Australia includes the same independent level of checking of compliance in the field of production.





## Events



EU aviation  
regulations



EASA proposed  
amendments  
(OPINIONS)



EASA rules  
(DECISIONS)





## YOUR SAFETY IS OUR MISSION



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