



## **PANEL 8 : Training - Maintaining technical proficiency – what kind of flight operations inspector is needed in the future**

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# What kind of inspector proficiency is needed for tomorrow?

## ➤ Inspectors' qualifications

- EASA standardisation results indicate that several Competent Authorities (CAs) experience difficulties in attracting and retaining **suitably qualified flight operations inspectors**



# What kind of inspector proficiency is needed for tomorrow?

- Inspectors' qualifications – difficulties ...
  - Non-availability
  - Salary
  - ...



# What kind of inspector proficiency is needed for tomorrow?

- Inspectors' qualifications - difficulties ...
  - Non-availability
  - Salary
  - ...
- **Qualification requirements**
  - "... qualified to perform their allocated **tasks** and have necessary knowledge, experience, initial and recurrent training"
  - what kind of **tasks** – which are the **most demanding tasks**?



# What kind of inspector proficiency is needed for tomorrow?

## ➤ Qualification requirements

- “... qualified to perform their allocated **tasks** and have necessary knowledge, experience, initial and recurrent training”
- what kind of tasks – which are **the most demanding tasks**?

**What kind of flight operations inspector proficiency is needed in the future?**



# An introduction to the speakers

**Finnish CAA: Pekka Henttu, Chairman of EASA MB**

EASA: Wilfried Schulze, Flight Standards Director (Acting)

FAA: John Duncan, Director Flight Standards

FOCA: Stephan Eder, Head of Special Services Flight Ops

Danish CAA: Per Schmock, Head of Division

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## Introduction of the panel members

- Slide / member

**End slide**

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