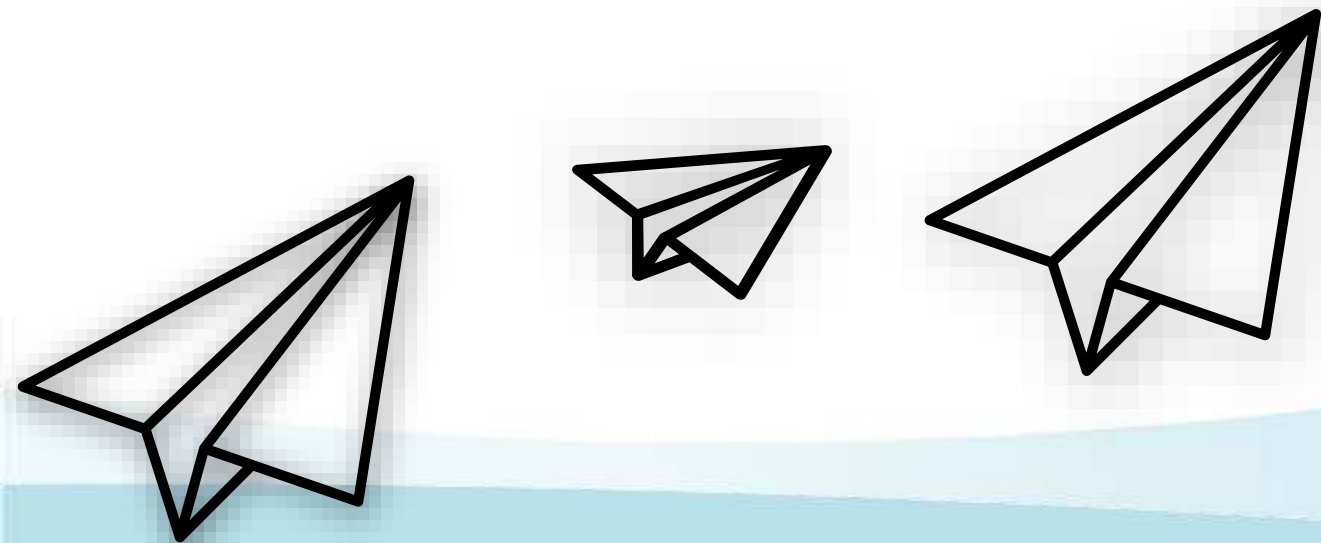


Supporting readiness and resilience of the crews

Capt. Tanja Harter
European Cockpit Association



Flying again after the pandemic



QUALIFIED



PROFICIENT



CONFIDENT

Flying again after the pandemic

flown throughout , but
type rating expired due
to lack of simulator

not flown,
Re-qualified - not
flown

not flown, but still
valid type rating
(with or without
recency)



not flown - type
rating expired (up
to 18/19 months,
still counting)

regularly flown,
but only
occasional, →
not very
proficient

Various experience levels
(total and on type)

Flying again after the pandemic



QUALIFIED

Training Backlog \neq Licensing Backlog

Not only “rusty” pilots – but a “rusty” system

Is “being compliant” sufficient?

Flying again after the pandemic

airlines offering additional sim sessions

crew pairing always with one current pilot

observational flights or flights under supervision



virtual learning programs

peer learning groups

Constant access to training tools

Flying again after the pandemic



PROFICIENT

No “one-fits-all” approach

Routine Tasks versus cognitive tasks

Training tailored to individual needs

Flying again after the pandemic

completely detached

concerns about future

furloughed



HF related issues regarding the pandemic as such

Made redundant

financial worries

Flying again after the pandemic



CONFIDENT

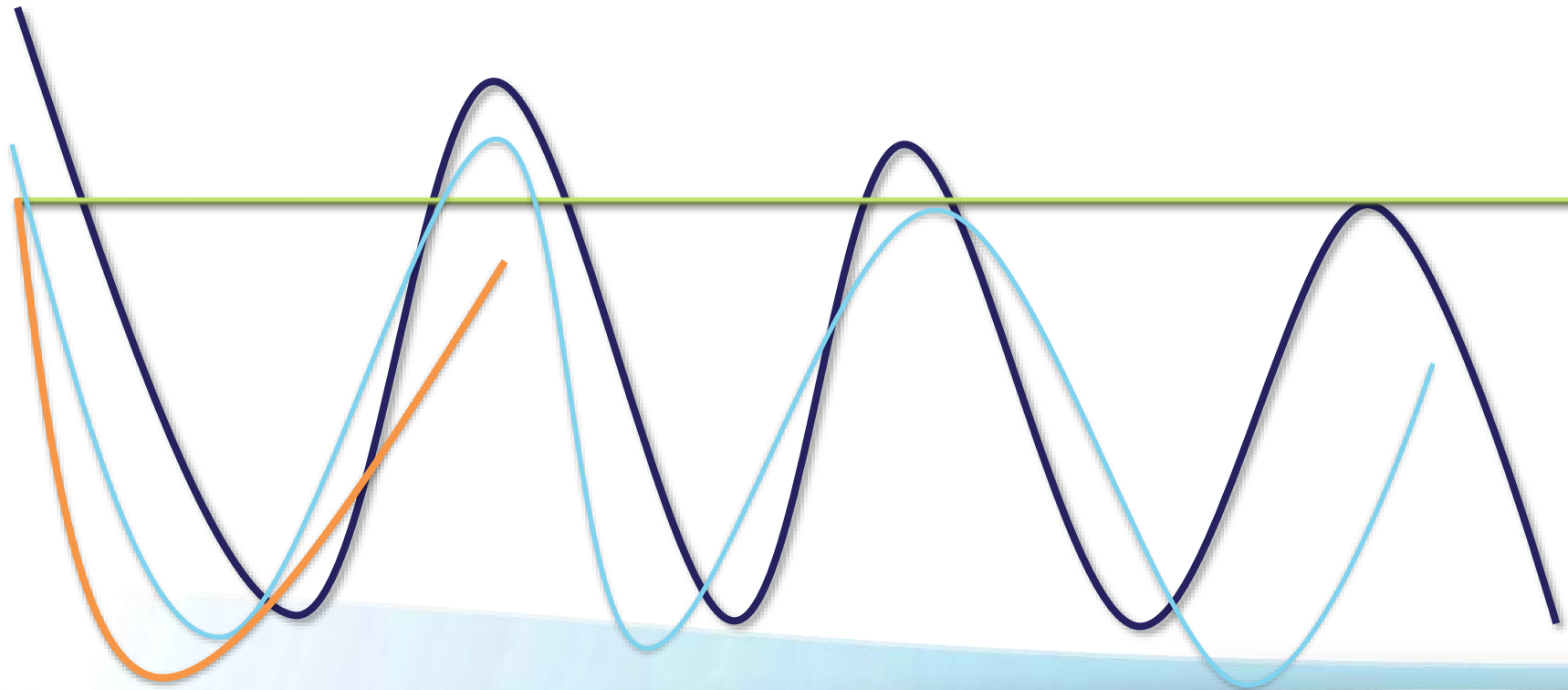
Open Environment – Dare to ask for additional training

Peer Support Programs

Additional Training Tools - Mental Training/Cognitive Rehearsal

Flying again after the Pandemic

Where did we start?





Training for the Profession.....

.....to be continued