

**Question for written answer E-4708/2010
to the Commission
Rule 117
Jeanine Hennis-Plasschaert (ALDE)**

Subject: Multi Pilot Licence: II

1. Does the EASA realise/accept the risk that the mandatory involvement of airlines in multi-crew pilot licence (MPL) training will delay - if not largely block - the implementation of MPL training, thereby blocking an opportunity to enhance professionalism in the education and training of future airline pilots?
2. Is the EASA aware that this approach will result in discrimination in favour of flight training organisations (FTOs) owned by airlines to the detriment of FTOs which are not, and which therefore risk being excluded from this market, depending on the willingness of airlines to work together? Apart from this aspect of EU competition policy, is the EASA willing in practical terms to accept that its position will hamper the introduction of MPL, despite the fact that MPL actually provide better training which is not only less costly, but will also result in safer aviation?
3. Does the EASA realise that introducing the above restrictions for FTOs in EASA territory will generate substantial competition from MPL issued in other parts of the world, such as Australia, where there is no (Joint Aviation Requirement) JAR-OPS 1 involvement? Does the EASA also realise that this will prompt a shift in training to that part of the world (a major British FTO is moving there already), thus achieving the opposite of what the EASA wishes to accomplish, namely that all training falls outside EASA quality control, at the expense of European FTOs and type rating training organisations (TRTOs)?