

Crew training scheduler

Crew training schedulers organise training capacity, people and records. They coordinate when learning and assessments take place; the title does not itself qualify someone to teach, examine or authorise a crew member. The current Wizz Air example has a location inconsistency which must be clarified, and the Lauda example is historical.

Other titles to compare: Crew training planner, Training planner - aviation crew scope. Titles alone do not establish equivalent duties.

What the role does

- Coordinate crew, trainer and training-device availability.
- Track training completion and maintain planning records.
- Communicate changes with training, operations and other relevant teams.

Where the work happens

Airline training or crew-planning office, with external training-provider coordination.

Employer example 1

Wizz Air Hungary • Hungary advertised; Malta condition unresolved • Training Planner

Active vacancy when checked • Checked 2026-10-27 [EMP1]

Category	What this employer states
Essential in this source	Bachelor's or master's degree; fluent written/spoken English; advertised 1-3+ years of work experience. Analytical, presentation, organisation and interpersonal capability.
Desirable in this source	Aviation background; AIMS Crew/Ops knowledge; working-rule, limitation and rest knowledge.
Other stated conditions	Posted 23 October 2026, with application link when checked. Header says Budapest, but one condition says ability to live/work in Malta: do not resolve this contradiction by assumption.

Selected requirements from this employer and route only; not a worldwide rule or a complete eligibility checklist.

Employer example 2

Laudamotion • Austria • Planner Training with focus on Simulator Planning

Archived source historical example • Checked 2026-10-27 [EMP2]

Category	What this employer states
Essential in this source	A-levels or completed vocational training; German and English communication. Organisation under pressure and valid EU work permission as stated.
Desirable in this source	Aviation-related training; AIMS or flying experience.
Other stated conditions	Historical PDF in a 2019 folder, not a current offer. The full advert includes additional profile wording.

Selected requirements from this employer and route only; not a worldwide rule or a complete eligibility checklist.

PREPARE AND VERIFY

Separate requirements from preparation

EU operator framework, not a planner licence: The EASA publication is a source route for the operator's Air OPS obligations. Planning training is not the same as holding an instructor, examiner or flightcrew qualification. No universal personal training-planner licence is established here; the employer must define the task, systems, supervision and applicable rules. [REF1]

Still to verify: Wizz Air's location inconsistency remains unresolved. Lauda evidence is historical. Detailed national/task-level legal applicability has not been assessed.

Explore a realistic entry route

- Compare training-planning work with crew scheduling and instruction. Identify which role controls resources, which delivers training and which makes assessment decisions. Similar department names do not make these responsibilities interchangeable.
- Build evidence of calendar coordination, accurate records and stakeholder communication through ordinary study or work. Explain how you track a change without silently losing an existing commitment. Do not handle real crew medical or personnel records as a learning exercise.
- Ask the intended employer about systems training, oversight and the exact work location. For the Wizz example, the Budapest/Malta inconsistency needs authoritative clarification before any relocation or eligibility decision. A historical advert is useful comparison, not a current application route.

Build evidence of your skills

- Create a fictional training calendar for volunteers with invented rooms, tutors and attendance constraints. Label it non-operational, keep a version history and explain unresolved clashes.
- Write a one-page change notice showing who is affected, what has been confirmed and which approval remains pending. Use invented names, not employee information.

Prepare for an interview

Reflection prompts only, not questions claimed to be used by an employer.

- Preparation prompt: describe a time you found a schedule conflict early and communicated it clearly. Explain what you checked before making changes.
- Prepare questions about training records, quality checks, handovers and limits of authority. These are not claimed airline interview questions or guidance on crew legality.

Investigate possible next roles

Investigate training operations, crew planning or administrative leadership. Becoming an instructor or examiner is a separate qualification pathway, not an automatic promotion from planning.

Sources and scope

[EMP1] [Wizz Air Hungary Training Planner](#)

Active vacancy when checked. Hungary advertised; Malta condition unresolved. Checked 2026-10-27.

[EMP2] [Laudamotion Planner Training with focus on Simulator Planning](#)

Archived source historical example. Austria. Checked 2026-10-27.

[REF1] [European Union Aviation Safety Agency Easy Access Rules for Air Operations - Revision 24, March 2026](#)

Official compilation locator for Air OPS, including operator requirements in Part-ORO. Publication dated 27 March 2026. EASA directs readers to check later adopted rules; this review does not consolidate all subsequent amendments or establish an individual planner qualification. Checked 2026-10-27.

Educational requirements guide, not operational training, a professional approval or an employment guarantee. Verify current requirements with the relevant authority and employer. Selected employer conditions are not worldwide eligibility rules. Read the complete current vacancy and the competent authority's requirements before choosing training or making an application. No personal medical, immigration or employment eligibility assessment is made. No job guarantee.