EASA
European Aviation Safety Agency

Technical Training

Catalogue 2014

Foreword

The EASA Technical Training (TT) has been part of EASA's operational support activities since its very beginning. Over time, our scope of activities has expanded to cover the areas with which EASA is concerned.

We ensure that EASA staff remain competent and knowledgeable in their field of expertise, as well as train Member States (MS) National Aviation Authorities' (NAAs) personnel.

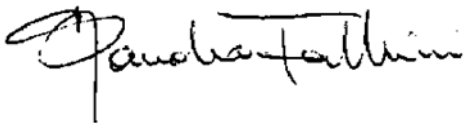
New performance and risk based activities require tailored training to address specific areas of competence. We make extensive use of competency and evidence based training, using a variety of approaches and methods to deliver our training.

Instructor-led training has lost its place as the only, or even, main training delivery method. Today, the training function has to adopt available technology and adapt to the growing request for just-in-time/any time/any place/my pace training. In other words, to offer a flexible range of methods addressing various user needs.

EASA TT has already successfully implemented e-learning courses through its EASA Learning Gateway to manage the entire spectrum of possibilities offered by web-based applications and distant learning technologies for computers and mobile devices.

This catalogue lists all courses available to external stakeholders.

We hope you find the format helpful.



Sandro Fabbrini
Technical Training Section Manager

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About Technical Training

EASA Technical Training in 2014

The EASA Technical Training has experienced crucial changes in 2013. New developers and trainers, new tools and new methodologies have been incorporated in order that the team can offer training that is more accurate, more specific and better adapted to the actual needs of our stakeholders. During last year, we have developed more than fifty new training courses and some others have been completely refurbished. At the beginning of 2014 more than 115 training courses were available in the Technical Training Catalogue and within the current year we will go on growing, to offer you a broad set of options to help you to improve your skills and knowledge to reach our common goal: the highest standard of safety in the aviation sector.

Therefore, we invite you to go through this Catalogue and learn a bit more about us, our procedures and what we can do for your training. We hope we can make your interaction with EASA much easier and smoother.

Enjoy the reading!

Where are we?

EASA

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Germany

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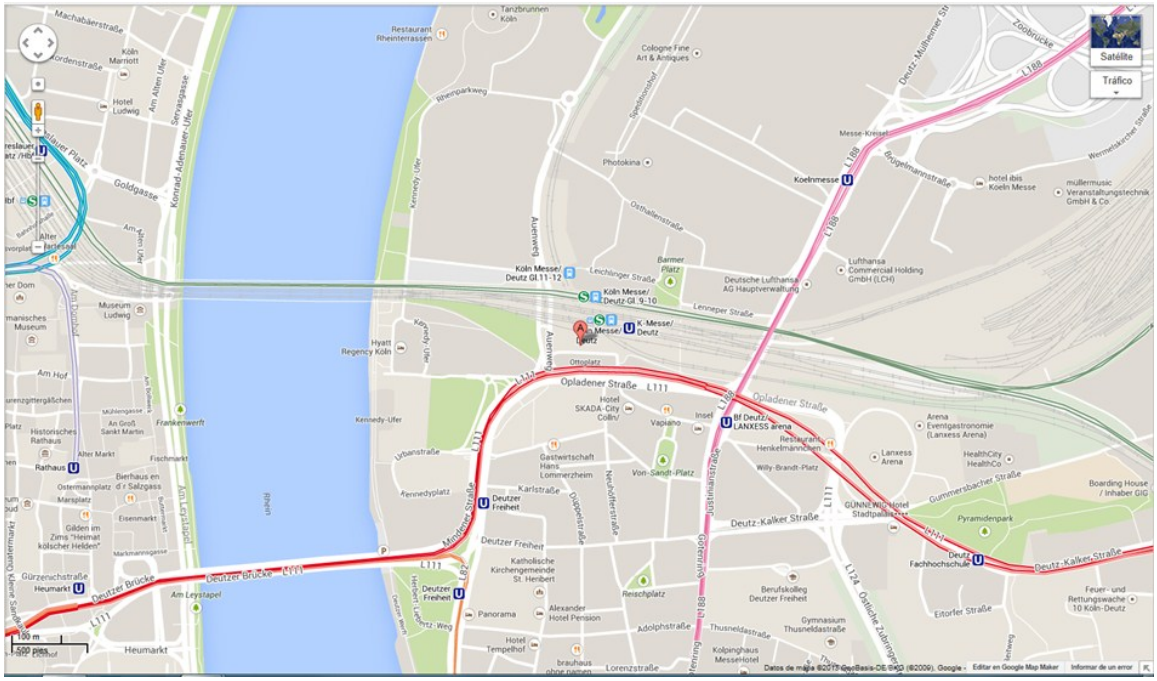
+49 221 89990-3519

TT@easa.europa.eu

http://training.easa.europa.eu/



EASA Learning Gateway (ELG)

The EASA Learning Gateway is an interactive learning environment. Through this portal, users can access information regarding training courses offered by the Agency.

The ELG offers:

- Easy-to-use functionalities allowing users to browse training catalogues so as to obtain a comprehensive understanding of courses on offer
- The ability to its users to access and study the available training material
- The possibility to manage the way the training is offered to them
- A variety of training courses such as e-learning, instructor-led, blended and full qualification programmes

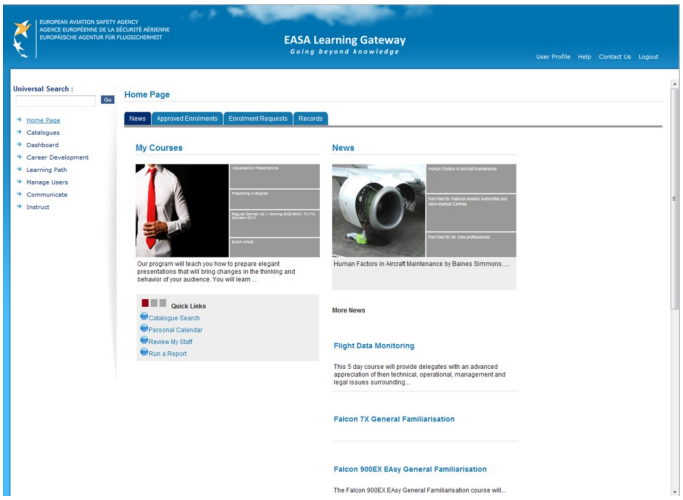
The ELG is offered for use to the following:

- National Aviation Authorities of Member States
- National Aviation Authorities of Foreign States
- Industry
- Universities and academic bodies recognised as such in their country
- Individuals

Technical support is offered to all the users of the ELG during EASA office hours.

Web links

[EASA website]



[ELG]

Find EASA also in Facebook and Twitter:

https://www.facebook.com/European.Aviation.Safety.Agency

https://twitter.com/easa

Registration

General information

Training catalogues

The current EASA training offer is available on the ELG website (training.easa.europa.eu). You can login as guest and view the dedicated catalogues using the following credentials:

Login: ***guest*** Password: ***training***

Each catalogue includes all relevant training information (e.g. course description, price and scheduled sessions).

Important: Please, always refer to the ELG website in order to have the most updated information on the courses.

How to register

Most National Aviation Authorities (NAAs) that use the ELG system have ELG coordinators. They are responsible for maintaining the user accounts of their organisations, enrolling users to courses and approving training requests.

Potential trainees that belong to NAAs with an ELG coordinator can refer to them for all matters related **to ELG (course enrolments, credentials request, etc.).**

For organisations that do not have an appointed representative, applications for courses may be made directly to EASA. In this case, you can fill in this application form and send it to TT@easa.europa.eu.

The same process may be followed by individuals who want to enrol in our training courses.

Confirmation of enrolment

When a course enrolment is successful an automated email will be sent to your email account confirming the enrolment and providing information on the time and place (in case of a classroom course enrolment).

Statement of attendance/completion

Upon completion of a classroom course, attendees receive a Statement of Attendance. The statement is sent automatically when the session is marked as completed by the ELG administrators.

Upon completion of an online course, attendees receive a Statement of Completion, immediately after the course has been marked as finished.

In case you cannot attend...

In case of non-attendance, please inform your ELG Coordinator and they will deal with the issue or send an email to us.

External providers courses

Currently, our courses provided by externals are only open for EASA staff and National Aviation Authorities.

Accommodation near EASA

By following this link you may make a search for accommodation reasonably close to EASA premises.

How to contact TTD

We can be contacted either by email

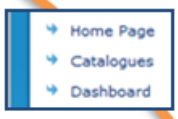
tt@easa.europa.eu elg@easa.europa.eu

Or by post

EASA
Postfach 10 12 53
50452 Cologne

Enrolment procedure

Login to the ELG



Go to Catalogues

Go to Technical

Choose your

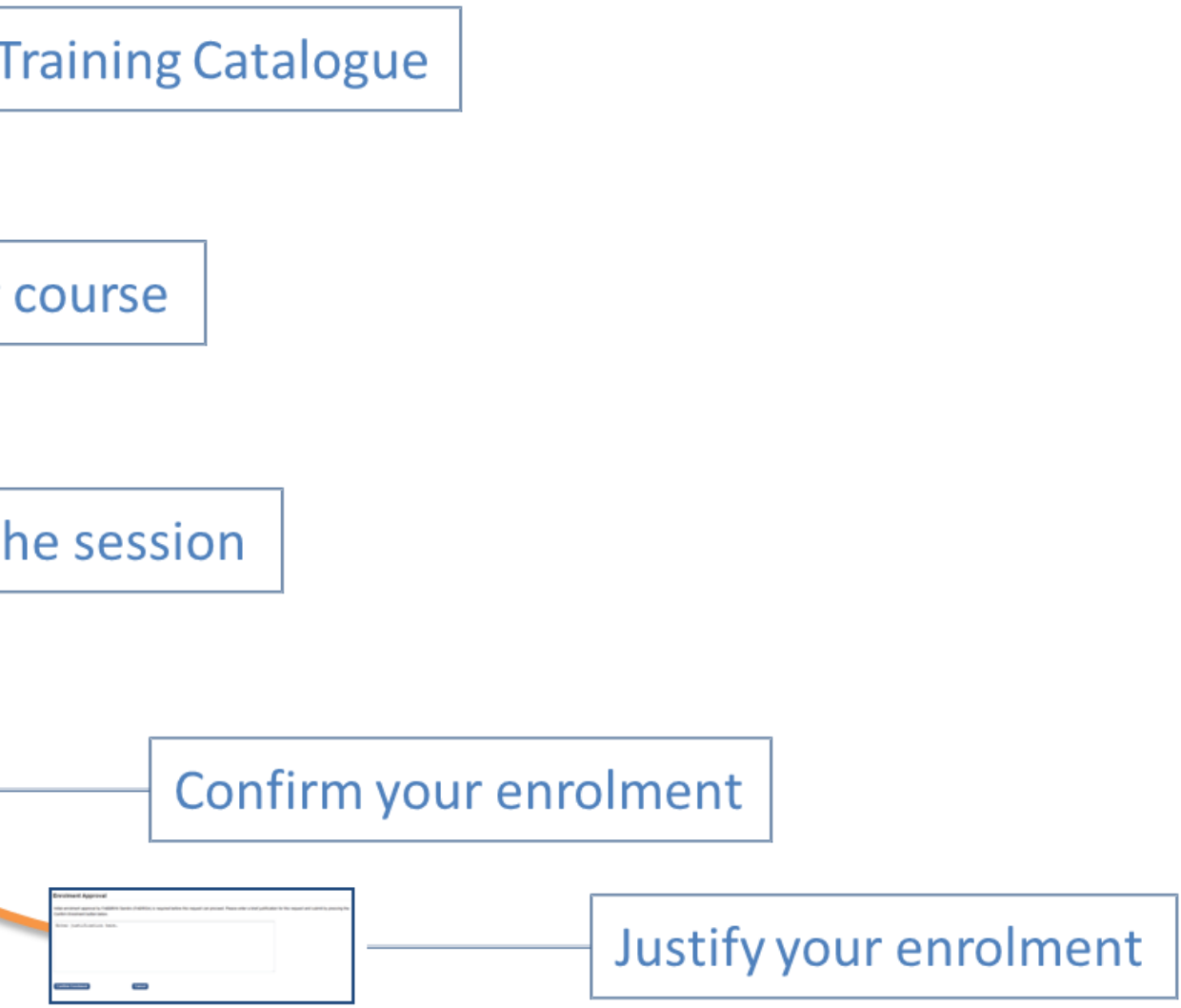
Select t

Procedure description

In order to enrol for a course, login to ELG. In case you have credentials, go to "Catalogues" and then choose "Technical Training Catalogue" to get the course list. Navigate through the courses and click on the required course. After that, choose the session you would like to attend, in case of classroom courses (it will be indicated if there are no sessions planned) and confirm the enrolment request. In the next window you need to enter the justification for the enrolment and finally click the Confirm Enrolment button.

In the case of NAAs the request is sent to the local coordinator and after it is approved, it is sent to EASA ELG team for a second approval. Upon completion of the approval cycle the requester receives an automated email with the necessary information regarding the course.

If you log in as guest, you cannot enrol directly. Choose your course (and schedule session for classroom courses) and contact us.



Course descriptions

General information

Catalogue structure on the ELG

As mentioned before, there are several catalogues within the ELG. Based on the account used to login (EASA staff member, NAA, industry, academic body or individual), the ELG shows different profiles and different catalogues. The Technical Training Catalogue is always present in any profile.

Originally, all the training courses of the Technical Training Catalogue are listed in alphabetical order but the searches can be made either by course level or by discipline. These disciplines are represented in this publication by icons, as shown in the opposite page.

Online courses

When you enrol in an online course, you must be aware that it will be open for a timeframe of a limited number of weeks upon registration, depending on the estimated duration of the course.

E-learning modular programmes

E-learning programmes consist of different online courses put together as a package. In order for a programme to be completed, attendees need to follow all courses contained in the programme.

Legends

Icons

In the description of every training course, you will find one or more of these icons. They show whether the courses are available online, in classroom or both. The programme icon indicates that a wider programme comprising this training course is also available. New training courses are highlighted with the 'new' icon.


Online course


Classroom course


Programme

New course

Colour coding

- Concepts and techniques
- Standardisation
- Initial airworthiness
- Continuing airworthiness
- Aircrew
- Air Operations
- Aerodromes
- ATM/ANS
- Bilaterals

What will you find in the course descriptions?

- *Title*
- *Provider*: either external or internally provided by EASA Technical Training (EASA TT)
- *Duration*: the duration of the classroom courses is stated; online courses duration is estimated.
- *Icons*: you can easily see at a glance if they are classroom, online or programme; just click on it to go to the ELG website course description.
- *Short description*
- *Key topics*
- *Audience*

Important: Please, remember the ELG website has the latest updates of the courses.

Courses index

⇒ *Regulation 216/2008 (after second extension)*

⇒ *Concepts and Techniques*

These are active links-clicking will take you to the relevant course

⇒ Standardisation

Accreditation Team Members Qualification

SAFA Standardisation recurrent training

Standardisation Inspections of Competent Authority—Initial Training

Standardisation Inspections Team Member recurrent Training

Standardisation Regulation difference training 628/2013-736/2006 (Rev. 3)

⇒ Initial airworthiness

Airworthiness Certificates

An Introduction to Propulsion Systems

Changed Product Rule

Continuing Airworthiness of Type Design

CS-23 Normal, Utility, Aerobatic & Commuter Aeroplanes

CS-25 Large Aeroplanes

CS-27/29 Rotorcraft

Design Organisation Approval and Alternative Procedures-Detailed

Electrical Wiring Interconnection System -EWIS

ETSOA

Flight Test Organisation

Introduction to Composite Materials

Noise Certificate

POA Oversight Course

Post-Type Certification

Practical Application of Safety Assessment for Aircraft Systems

Regulation (EU) 748/2012 (Part-21)

Safety Assessment for Aircraft Systems

Type Certification

⇒ Continuing airworthiness

Advanced Human Factors

Aircraft Accident Investigation

Aircraft Maintenance Programme-General Aviation

Airworthiness Review Certificate

CAMO CAT

Commission Regulation (EC) No 2042/2003-General Overview

Engineering and Maintenance in Air Transport Operations

Human Factors in Aircraft Maintenance

Non Destructive Testing Auditing

Part-145 Maintenance Organisation

Part-147 Advanced

Part-66/Part-147 Advanced course

Part-66 Advanced

Part M-Subpart F Maintenance Organisations

⇒ *Aircrew*

Aircrew-Annexes II & III–Conversion-Acceptance of Licences

Aircrew-Part ARA-GEN, management system, oversight of organisations

Aircrew-Part ARA: oversight of personnel, FSTD operators

Aircrew-Part Cabin Crew

Aircrew-Part FCL-Flight Instructors and Flight Examiners

Aircrew-Part FCL-Non-professional licences

Aircrew-Part FCL-Pilot Ratings

Aircrew-Part FCL-Professional licences

Aircrew-Part MED for Aero-medical professionals

Aircrew-Part MED for Aircrew professionals

Aircrew-Part MED for National Aviation Authorities and Aero-medical Centres

Aircrew-Part ORA-ATOs, FSTD operators

Aircrew-Part ORA-GEN, management system, organisation certificates

⇒ ***Air Operations***

Air Operations-CC for Operators

Air Operations-Cover Regulation

Air Operations-Management System for Authorities

Air Operations-Management System for Operators

Air Operations-Oversight for Authorities

Air Operations-Transport of Dangerous Goods

Dangerous Goods Inspector Initial

Flight Data Monitoring

International Air Transport Operations Management

Safety Management Systems for Evaluators (SMS Evaluations)

⇒ *Aerodromes*

Airport Safety Management System

⇒ *ATM/ANS*

ED-78A: Safety Methodology for New Interoperable & Multi Segment ATM Systems

⇒ *Bilaterals*

EU-Canada Safety Agreement-Maintenance

EU-US Safety Agreement-Airworthiness

EU-US Safety Agreement-Maintenance

Regulation 216/2008 (after second extension)

EASA Technical Training **3 days (18 hrs.)**

A thorough overview of the Regulation (EC) 216/2008.The presentation is structured essentially in the same order as the regulation and includes all the articles and annexes (only for reference).

Key topics

- History
- Structure
- Chapter I
- Chapter II
- Chapter III
- Chapter IV
- Other requirements not under Reg. (EC) 216/2008
- Implementing rules

Who should take this

EASA staff, NAAs, Professionals.

Concepts and techniques

Auditing Techniques for Regulators

NEW Auditing Techniques Intermediate Course

Basic Auditing Techniques

NEW ECCAIRS Version 5 Training (Rev. 1)

Focussed IORS WFT Training

Introduction to Aviation—Part I and II

Introduction to certification of airworthiness

NEW Introduction to Regulatory Impact Assessment

IORS WFT (Programme)

IORS WFT training

IOSA Auditor

NEW Just Culture in Aviation Safety

Negative Decisions

NEW New Rulemaking Procedure

RIA—Regulatory Impact Assessment Training

NEW Tools for Regulatory Assessment

NEW Training Trainers: Competency Development

NEW Training Trainers: Diagnosing improvement areas

NEW Training Trainers: Evaluate Knowledge

NEW Training Trainers: Learning Process

NEW Training Trainers: To be a trainer

NEW Training Trainers: Training Dynamics

Validation of Foreign Approvals

Auditing Techniques for Regulators

Baines & Simmons **3 days (18 hrs.)**

Designed specifically for staff working in regulatory environments, this course covers the complete audit cycle from initial planning to final closure and discusses how to implement practical, value-adding solutions in response to audit findings.

Key topics

- Regulatory compliance, the link to safety and the Competent Authority role
- Basic quality system principles and techniques
- Planning for effective audits in Quality Management Systems and Safety Management Systems environments
- Root cause analysis and accident causation
- Turning findings and evidence into system improvements

Who should take this

Authority personnel who have worked in the subject for some time, are familiar with core terminologies and concepts and are looking to develop or update their level of knowledge and practical understanding.

Auditing Techniques Intermediate Course

EASA Technical Training NEW **1 day (6 hrs.) Classroom**

The course aims to provide an overview of the audit process in the context of regulatory oversight.

Key topics

- Development of Safety thinking and oversight methods
- Audit process review
- Key elements of audit planning, delivery and reporting
- Auditing methods and techniques
- Follow up process
- Auditor's role, responsibilities and qualification requirements
- Communication in audit situations

Who should take this

EASA staff, NAAs.

Basic Auditing Techniques

EASA Technical Training

1 day (6 hrs.) Classroom
Suggested 6 hrs. Online

The course aims to provide fundamentals of the concept of quality and discuss auditing process principles as set out by ISO 9000 series.

Key topics

- Basic Quality concepts
- Audit definition and principles
- Key elements of audit process
- Basic auditing techniques
- Auditor's role, key responsibilities and qualifications
- Guidance and tips for beginner auditors and auditees
- Key aspects of the communication process

Who should take this

EASA staff, NAAs.

ECCAIRS Version 5 Training (Rev. 1)

EASA Technical Training NEW **Suggested 7.5 hrs.**

This course provides an introduction to ECCAIRS version 5.

Key topics

- Introduction
- Recording occurrence data
- Searching
- How to use AWB with ECCAIRS data to create applications

Who should take this

Anyone working with ECCAIRS.

Focussed IORS WFT training

EASA Technical Training

0.5 day (2.5 hrs.) Classroom
Suggested 2.5 hrs. Online

The Internal Occurrence Reporting System (IORS) is a EASA system for collecting, centralising and processing all safety related occurrences reported to the Agency.
The IORS WFT is a tool for tracking safety related occurrences reported to the Agency. The tool gives users concerned the possibility to access occurrence data and follow-up information via single interface.
This 2.5 hrs. focused classroom training explains how to search or query the IORS WFT by using simple searches and reports.
Pre-requisites: Completed IORS WFT training, experience in working with the IORS WFT.

Key topics

- Simple search
- Reports
- Public Folders
- Sharing your reports

Who should take this

EASA staff involved in the follow-up of safety related occurrences reported to the Agency and EASA PCMs/OA TLs/Experts located outside the Agency, e.g. NAAs.

Introduction to Aviation-Part I and Part II

EASA Technical Training **1 day (6 hrs.)**

An introduction to aviation, from early experiments through to the present day. It focuses on the different eras - early flight, airships and seaplanes, heroes, inventors, barnstormers and the rapid development of the fledgling industry. The impact of war on development is also covered. Also included is a brief look at the theory of flight, and the more technical side of aviation - engine development, modern aircraft and future developments, what makes aircraft/rotorcraft fly, other information on engines, ATC, Human Factors and the operational side of flying.

Key topics

- Aviation inventors, pioneers, warriors & daredevils
- Record breakers
- Airships
- Flying boats
- Rotorcraft
- Civil Aviation pre and post-war
- The Modern Era
- Technical overview
- Regulation and the future

Who should take this

Authority personnel who wish to gain a grounding in the topic.

Introduction to Certification of Airworthiness

EASA Technical Training **1 day (6 hrs.)**

This course explains the need for the certification of airworthiness as a means to ensure that a certain level of safety is achieved by individual aircraft flying outside the State of Registry.

Key topics

- Historical background
- The Chicago Convention
- ICAO Annex 8
- The EU system

Who should take this

Any person interested in getting a basic understanding of the background of the certification of airworthiness.

Introduction to Regulatory Impact Assessment

EASA Technical Training NEW **1 day (6 hrs.)**

The overall objective of this half day training is to provide rulemaking officers and other EASA staff with essential knowledge about

- the purpose of Impact Assessments at EU level;
- the application of Regulatory Impact Assessments (RIAs) in EASA;
- the integration of Preliminary RIA and RIAs in the Agency's rulemaking procedure;

the way how rulemaking officers can develop RIAs with the RIA team. The training thus covers specific horizontal expertise which is an integral part of the rulemaking process. Examples will be provided along the training session.

Regulatory Impact Assessment (RIA) address the general concern of the European citizen who would like to understand the rationale for any new EU legislation. The Agency's Notices of Proposed Amendments (NPAs) contain the draft rules and their justifications in the form of a RIA. These justifications need to address the concerns from a wide variety of stakeholders and citizens.

Preliminary Regulatory Impact Assessment (Pre-RIA) is the Agency's tool to select and prioritise Rulemaking tasks.

Key topics

- Why do we do Impact Assessment? From impact assessment to regulatory impact assessment
- What do I need to know to develop a RIA?
- How is RIA integrated in EASA?
- How can we develop RIA together?

"we" = rulemaking officer + RIA team

Who should take this

EASA staff involved in rulemaking tasks or who wishes to get a better understanding the Agency's approach to Regulatory Impact Assessment.

This course is highly recommended for rulemaking staff lacking experience in regulatory impact assessment like newcomers.

IORS WFT training

EASA Technical Training

0.5 day (3 hrs.) Classroom
Suggested 3 hrs. Online

The Internal Occurrence Reporting System (IORS) is an EASA system for collecting, centralising and processing all safety related occurrences reported to the Agency.
The IORS WFT is a tool for safety related occurrences reported to the Agency. The tool provides the user concerned with the possibility to access occurrence data and follow-up information via single interface. This 3 hrs. basic level classroom training explains the participants how to use the IORS WFT.

Key topics

- Main concepts of the IORS WFT
- Roles and flows
- Allocations
- Comments
- Add files
- Technical advice
- Query information

Who should take this

EASA staff involved in the follow-up of safety related occurrences reported to the Agency and EASA PCMs/OA TLs/Experts located outside the Agency, e.g. NAAs.

IOSA Auditor

Aviation Quality Services GmbH **5 days (30 hrs.)**

The course gives participants a comprehensive knowledge of the IOSA Programme and it allows them to audit according to the processes defined in the IOSA Programme itself. The participants must be able to use appropriate IOSA specific methodology and terminology. Attendees shall be able to act in a consistent and standardised way as an IOSA auditor. The course provides opportunities to practice IOSA auditing in a standardised way resulting in improved auditor competence for optimum performance.

Key topics

- IOSA requirements for operational management systems
- IOSA requirements for FTL, DSP, MNT, CAB, GRH, CGO and SEC
- Policies, programmes, processes and procedures
- Applying consistent and standardised IOSA auditing techniques

Who should take this

Personnel involved in IOSA airline auditing.

Just Culture in Aviation Safety

EASA Technical Training NEW **1 day (6 hrs.)**

This interactive course aims to explain the concept and principles of Just Culture, build a bridge between safety culture and Just Culture, and promote a link to the safety management system. This course highlights the human factors on information management and how this can help organizations to learn and improve safety.

Key topics

- Concept and principles of Just Culture
- Impact of Just Culture on safety management framework
- Impact of human behaviour on Just Culture

Who should take this

EASA staff, National Aviation Authorities, Industry, Academic Institutions.

Negative decisions

EASA Technical Training **0.5 day (3 hrs.)**

This training recalls the different kinds of negative decisions taken by the Agency (and their effect on certificates and approvals) in the application of Regulation (EC) No 216/2008 and its implementing rules. It describes the necessary elements for drafting a negative decision (letter), provides guidelines on how this should be done and gives best practices.
The training introduces a new template for taking negative decisions and aims to achieve an effective use of this template throughout the Agency.

Key topics

- Recapitulate and revisit the necessary elements of negative decisions taken by the Agency
- Familiarise staff members with frequent problems/difficulties
- Provide the elements to staff members enabling them to properly take and justify a negative decision
- Further harmonise the way the Agency takes negative decisions
- Minimise the risk of taking illegitimate decisions

Who should take this

Staff members preparing/drafting and signing decisions on the suspension, revocation or amendments of approvals or certificates (as well as rejection and termination of applications for certificates or approvals).

New Rulemaking Procedure

EASA Internal Trainer NEW **1.5 hrs.**

The overall objective of this training is to provide rulemaking officers and other EASA staff with essential knowledge about the new Rulemaking procedure with a special focus on Phase 2 – Rules development and publication-related issues.

Key topics

- New Rulemaking Procedure

Who should take this

Rulemaking officers and other EASA staff involved in rulemaking tasks or who wish to get a better understanding of the Agency's new Rulemaking procedure and rule development process.

RIA-Regulatory Impact Assessment training

EASA Technical Training **1 day (6 hrs.)**

Preliminary Regulatory Impact Assessment (Pre-RIA) is the Agency's tool to select and prioritise Rulemaking tasks.

Regulatory Impact Assessment (RIA) addresses the general concern of the European citizen who would like to understand the rationale for any new EU legislation. The Agency's Notices of Proposed Amendments (NPAs) contain the draft rules and their justifications in the form of a RIA. These justifications need to address the concerns from a wide variety of stakeholders and citizens.

The training thus covers specific horizontal expertise which is an integral part of the rulemaking process.

Key topics

- Expectations and introduction
- Prioritisation with Pre-RIA and the programming cycle
- RIA in EASA NPAs: Methodology and practical examples

Who should take this

EASA staff involved in rulemaking tasks or who wish to get a better understanding of the Agency's approach to Regulatory Impact Assessment and Publication. This course is highly recommended for rulemaking staff lacking experience in regulatory impact assessment, for example newcomers.

Tools for Regulatory Impact Assessment

EASA Technical Training NEW **1 day (6 hrs.)**

The overall objective of this training day is to provide rulemaking officers and other EASA staff with essential knowledge about the different tools to assess the impacts of a regulation. Regulatory Impact Assessment (RIA) addresses the general concern of the Members States, Industry, aviation professionals and in general the European citizen who would like to understand the rationale for any new EU legislation. The Agency's Notices of Proposed Amendments (NPAs) contain the draft rules and their justifications in the form of a RIA.

Key topics

- Different methods to assess impacts like cost models and benefit valuation
- Integration of these methods in different types of analysis to support decision making like Cost-effectiveness analysis, cost Benefit Analysis, Multi-criteria Analysis;
- Case studies will be presented as an alternative when CBA or MCA cannot be used.

Who should take this

The trainees in this course are mainly technical professionals in the aviation sector from the National Aviation Authorities and EASA.

Training Trainers-Competency Development

EASA Technical Training NEW **1 day (6 hrs.)**

"Training Trainers – Competency development" forms part of the Training Trainers Programme which aims to ensure quality in face-to-face training delivery and to communicate and create trust in stakeholders. The Programme's main goal is to develop trainers competencies in: trainer function, diagnosing competency gaps, trainees competency development, trainees learning process, training dynamics and knowledge evaluation.

Key topics

- Motivation management
- Attention retention and memory
- Knowledge acquisition
- Competency development

Who should take this

EASA staff.

Training Trainers-Diagnosing improvement areas

EASA Technical Training NEW **1 day (6 hrs.)**

"Training Trainers – Diagnosing improvement areas" forms part of the Training Trainers Programme which aims to ensure quality in face-to-face training delivery and to communicate and create trust in stakeholders. The Programme's main goal is to develop trainers competencies in: trainer function, diagnosing competency gaps, trainees competency development, trainees learning process, training dynamics and knowledge evaluation.

Key topics

- Conduct a self-assessment as trainers
- Reflect on results and build bridges to competency development
- Adapt competences to trainees

Who should take this

EASA staff.

Training Trainers-Evaluate Knowledge

EASA Technical Training NEW **1 day (6 hrs.)**

"Training Trainers – Evaluate Knowledge" forms part of the Training Trainers Programme which aims to ensure quality in face-to-face training delivery and to communicate and create trust in stakeholders. The Programme's main goal is to develop trainers competencies in: trainer function, diagnosing competency gaps, trainees competency development, trainees learning process, training dynamics and knowledge evaluation.

Key topics

- Knowledge evaluation (formal and non-formal)
- Instruments and tools to assess learning outcomes
- How to link knowledge acquisition to competency evaluation

Who should take this

EASA staff.

Training Trainers-Learning Process

EASA Technical Training NEW **1 day (6 hrs.)**

"Training Trainers – Learning Process" forms part of the Training Trainers Programme which aims to ensure quality in face-to-face training delivery and to communicate and create trust in stakeholders. The Programme's main goal is to develop trainers competencies in: trainer function, diagnosing competency gaps, trainees competency development, trainees learning process, training dynamics and knowledge evaluation.

Key topics

- Learning theories
- Pedagogic strategies
- Group management
- Neuro-linguistic programming in training

Who should take this

EASA staff.

Training Trainers-To be a Trainer

EASA Technical Training NEW **1 day (6 hrs.)**

"Training Trainers – To be a Trainer" forms part of the Training Trainers Programme which aims to ensure quality in face-to-face training delivery and to communicate and create trust in stakeholders. The Programme's main goal is to develop trainers competencies in: trainer function, diagnosing competency gaps, trainees competency development, trainees learning process, training dynamics and knowledge evaluation.

Key topics

- What means to be a trainer
- Training in UE and organizational
- To be a Trainer in Aviation Sector
- Trainer's profile
- Trainer's tasks
- Trainer's future

Who should take this

EASA staff.

Training Trainers-Training Dynamics

EASA Technical Training NEW **1 day (6 hrs.)**

"Training Trainers – Training Dynamics" forms part of the Training Trainers Programme which aims to ensure quality in face-to-face training delivery and to communicate and create trust in stakeholders. The Programme's main goal is to develop trainers competencies in: trainer function, diagnosing competency gaps, trainees competency development, trainees learning process, training dynamics and knowledge evaluation.

Key topics

- Pedagogic games
- Group dynamic exercises
- Positive energy
- Creativity and innovation in training

Who should take this

EASA staff.

Validation of Foreign Approvals

EASA Technical Training **1 day (6 hrs.)**

General explanation of basic concepts (regardless of the name given to them) involved in the certification processes of foreign products, parts and persons. The course includes examples from different existing documents.

Key topics

- Concept of approval
- Validity of approvals
- Process of validation

Who should take this

EASA staff, NAAs, in particular technical staff, involved in certification projects with non-EU applicants.

course index

Standardisation

Accreditation Team Members Qualification

SAFA Standardisation Recurrent Training

Standardisation Inspectors' Initial Training

Standardisation Inspections Team Member recurrent Training

NEW Standardisation Regulation difference training 628/2013-736/2006 (Rev. 3)

Accreditation Team Members Qualification

EASA Technical Training

The course provides all information in accordance with the Accreditation (ACCR) audit process.

Key topics

- Description of the ACCR audit phases
- Duties and responsibilities of Team Leader (TL) and Team Member (TM)
- Documentation to be used
- Applicable regulations/references

Who should take this

EASA staff, all nominated ACCR audit TL and TM.

SAFA Standardisation Recurrent Training

EASA Technical Training

Standardisation Inspections Team Member recurrent Training Programme.

Key topics

- Recall the most relevant elements of the current regulatory framework
- Review the key points of the standardisation inspection process
- Refresh the working methods for Team Members
- Inform on new and/or updated guidance material
- Provide easy access to the most relevant documents
- Provide easy access to the agreed practices
- Provide easy access to the SINAPSE community

Who should take this

-

Standardisation Inspectors' Initial Training

EASA Technical Training **1 day (6 hrs.)**

The aim of this course is to enable participants to understand the main elements of the new standardisation system and acquire investigation techniques in line with the Agency's inspections framework.

NOTE: This course is reserved to standardisation team members of MS NAAs. Please contact elg@easa.europa.eu for enrolment!.

Key topics

- Legal framework and Regulations
- Standardisation Inspection Scope
- Overview of applicable documents
- Audit and reporting techniques
- Evidence-based approach in formulating findings

Who should take this

Standardisation Team Members of MS NAAs.

Standardisation Inspections Team Member recurrent training

EASA Technical Training

Standardisation Inspections Team Member recurrent Training Programme.

Key topics

- -

Who should take this

-

Standardisation Regulation difference training 628/2013-736/2006 (Rev. 3)

EASA Technical Training

The aim of this course is to guide you through the new Commission Regulation 628/2013. It will point out the differences between the repealed Commission regulation 736/2006 and the 628/2013 regulation. The rationale behind the changes will be made clear as well. There eLearning course offers a two way approach, first via a process flow approach and secondly via an article by article approach.

Key topics

- Identify the differences between the repealed 736/2006 regulation and the new 628/2013 Regulation
- Understand the new approach with this regulation
- Use the presentation as a reference work

Who should take this

Qualified Team Leaders and Team Members (EASA/NAAs).

Initial Airworthiness

Airworthiness Certificates

An Introduction to Propulsion Systems

Changed Product Rule

Continuing Airworthiness of Type Design

CS-23 Normal, Utility, Aerobatic & Commuter Aeroplanes

CS-25 Large Aeroplanes

CS-27/29 Rotorcraft

Design Organisation Approval and Alternative Procedures-Detailed

Electrical Wiring Interconnection System -EWIS

ETSOA

Flight Test Organisation

Introduction to Composite Materials

Noise Certificate

POA Oversight Course

Post-Type Certification

Practical Application of Safety Assessment for Aircraft Systems

Regulation (EU) 748/2012 (Part-21)

Safety Assessment for Aircraft Systems

Type Certification

Airworthiness Certificates

EASA Technical Training **2/3 day (4 hrs.)**

The course provides an overview of the process of issuance of Certificates of Airworthiness and Restricted Certificates of Airworthiness as established in the Reg. (EU) 748/2012.

The course does not include the national implementation measures of the EU Member States or states participating in EASA work.

Key topics

- Background
- Certificate of Airworthiness
- Restricted Certificate of Airworthiness

Who should take this

EASA staff, NAAs, in particular technical staff, involved in the issuance of Airworthiness Certificates.

An Introduction to Propulsion Systems

EASA Technical Training **Suggested 5 hrs.**

This course will teach you about aircraft propulsion systems, i.e. engines and propellers. Jet (turbine) Engines are covered in some detail, as well as certification aspects for the major parts. This training course is designed as an introduction, and as such is not designed for trainees involved in the certification of engine products.

Key topics

- The main engine products covered by CS-E
- The aircraft engine architecture and systems
- Basic awareness on the applicable certification specifications for the various systems and components
- How aircraft engines are tested in the frame of certification activities

Who should take this

DOATL, Experts and authority personnel involved in audit and oversight activities with none or minimum background on aircraft engines.

Changed Product Rule

EASA Technical Training **2 days (12 hrs.)**

Detailed explanation of the determination of the certification basis as established in point 21.A.101 of Part 21 and the associated Guidance Material.

NOTE: This course does not include the OSD procedure.

Key topics

- Changes
- Determination of significance
- Affected and unaffected areas
- Material contribution to the safety of the product and impracticality
- Adequacy of the certification basis

Who should take this

EASA staff, NAAs, in particular technical staff, involved in certification projects of Supplemental Type Certificates and changes to Type Certificate.

Continuing Airworthiness of Type Design

EASA Technical Training **2 days (12 hrs.)**

This course provides students a comprehensive overview of the following Key Topics:

Key topics

- Applicable Elements of the Regulatory Framework
- Occurrence Reporting
- Determination of Unsafe Condition
- Sufficiency of Proposed Corrective Action
- Airworthiness Directives
- Policies, Working methods and tools
- Accident Investigations & interfaces with CAW

Who should take this

Authority and industry personnel wishing to get a better understanding of the topic.

CS-23 Normal, Utility, Aerobatic & Commuter Aeroplanes

EASA Technical Training **5 days (30 hrs.)**

This 5 day advanced course provides a detailed knowledge of CS-23 and offers an overview of the key fundamentals within the field of General Aviation certification.

All instructors are EASA specialists, allowing for ready examples, discussion and comparison with other product disciplines. The course favours current issues over a paragraph-by-paragraph review of the requirements.

Key topics

- Flight Test
- Structures
- Cabin Safety
- Human Factors
- Electrical Systems
- Avionics Systems
- Operational Suitability
- Master Minimum Equipment
- Flight Simulation Training Devices
- Software & Airborne Electronic Hardware
- Environmental Control Systems
- Hydro-Mechanical Systems
- Instructions for Continued Airworthiness
- Maintenance Training

Who should take this

PCMs and Specialists wishing to look across at other fields.

CS-25 Large Aeroplanes

EASA Technical Training **5 days (30 hrs.)**

This 5 day advanced course provides a detailed knowledge of CS-25 and offers an overview of the key fundamentals within the field of large aeroplanes certification.

All instructors are EASA specialists, allowing for ready examples, discussion and comparison with other product disciplines. The course favours current issues over a paragraph-by-paragraph review of the requirements.

Key topics

- Flight Test
- Structures
- Cabin Safety
- Human Factors
- Electrical Systems
- Avionics Systems
- Operational Suitability
- Master Minimum Equipment
- Flight Simulation Training Devices
- Software & Airborne Electronic Hardware
- Environmental Control Systems
- Hydro-Mechanical Systems
- Instructions for Continued Airworthiness
- Maintenance Training

Who should take this

PCMs and specialists wishing to look across at other fields.

CS-27/29 Rotorcraft

EASA Technical Training **5 days (30 hrs.)**

This 5 day course offers an overview of the key fundamentals and hot topics within the field of rotorcraft certification.

All instructors are EASA specialists, allowing for ready examples, discussion and comparison with other product disciplines. The course favours current issues over a paragraph-by-paragraph review of the requirements.

Key topics

- Flight Test
- Structures
- Cabin Safety
- Human Factors
- Electrical Systems
- Avionics Systems
- Operational Suitability
- Master Minimum Equipment
- Flight Simulation Training Devices
- Software & Airborne Electronic Hardware
- Environmental Control Systems
- Hydro-Mechanical Systems
- Instructions for Continued Airworthiness
- Maintenance Training

Who should take this

PCMs and specialists wishing to look across at other fields.

Design Organisation Approval and Alternative Procedures-Detailed

EASA Technical Training

3 days (18 hrs.) Classroom

Suggested 18 hrs. Online

A comprehensive course covering all aspects of the Design Organisation Approval certification process and alternative procedures - it prepares students to carry out the certification process for Design Organisation Approval.

Key topics

- Key regulatory elements
- Demonstration of capability for design
- EASA internal working procedures
- Introduction to DOA
- Part 21 - Subpart J
- EASA Internal Working Procedures

Who should take this

Authority and industry personnel wishing to gain a grounding in the topic.

Electrical Wiring Interconnection Systems-EWIS

CAA UK International **3 days (18 hrs.)**

The course provides an overall introduction to issues surrounding the concept of enhanced aeroplane electrical wiring interconnection system maintenance.

Key topics

- Background to the development of enhanced aeroplane EWIS maintenance and the Enhanced Zonal Analysis Procedure
- Overview of the technical aspects of typical EWIS installations
- Supporting inspections techniques
- Introduction to AMC 20-22 Aeroplane EWIS training programmes

Who should take this

Authority staff who require an overall understanding of the oversight of an aeroplane EWIS training programme and staff working with airlines, maintenance organisations and other organisations that are required to provide an aeroplane EWIS training programme.

ETSOA

EASA Technical Training **1 day (6 hrs.)**

The course covers the principles of the ETSO process in terms of legal, technical and administrative aspects. It also highlights the variety of ETSO articles and the differences of the ETSO process compared to other product certification. By using examples, it details the technical tasks performed as well as the level of involvement and the handling of validations.

Key topics

- Understand the principle and the specifics of the ETSO process as well as the difference to the certification of other products like aircraft.

Who should take this

PCMs, experts and admin staff interested/involved in ETSO work.

Flight Test Organisation

EASA DOA TL **1 day (6 hrs.)**

A comprehensive course describing elements required in organisations performing flight tests related to design activities - it prepares students to assess procedures and resources provided by holders of DOA or AP.

Key topics

- Flight test procedures and organisations performing flight tests (related to design activities)
- Part 21 core issues related to establishment and approval of flight conditions

Who should take this

DOATL and authority personnel involved in certification activities.

Introduction to Composite Materials

EASA Technical Training **1 day (6 hrs.)**

This course assumes that the learner is new to the subject of Composite Materials. Starting at a very basic level, it explains what composites are, and why they have been developed, all the way through to the most modern aerospace applications.

The second part of the course looks in more depth at the properties of Composite Materials that are important in Aerospace. This covers how the certification requirements change as Composite Materials replace Metal as main structural components. Lastly we look at operation of Composite Fleets and highlight the operational challenges that will be faced by an increasingly large fleet of composite aircraft as they age. This second part will also highlight associated EASA (and other) requirements.

Key topics

- What composite materials are, why they are used, and the issues facing the use of them in the aerospace industry
- The requirements for both certification and operation of composite-based aircraft

Who should take this

This course is specifically aimed at teams responsible for the certification and approval of organisations using composite materials. However, it will also be of interest to anyone following the development trends in aircraft, who may not have a background in engineering or materials science, and wishes to learn more.

Noise Certificate

EASA Technical Training **1/3 day (2 hrs.)**

The course provides an overview of the process of issuance of Noise Certificates as established in the Reg. (EU) 748/2012.

NOTE: The course does not include the national implementation measures of the EU Member States or states participating in EASA work.

Key topics

- Background
- Noise Certificate

Who should take this

EASA staff, NAAs, in particular technical staff, involved in issuance of Airworthiness Certificates.

POA Oversight Course

EASA Technical Training **2 days (12 hrs.)**

The course is composed of specifically selected topics (regulation and related material - AMC and GMs) based on identified implementation deficiencies and/or difficulties. Presentation of the Agency's interpretation where applicable, clarification of the rule's intent.

Key topics

- Applicable Elements of the Regulatory Framework
- Overview of the POA process
- POA - Subpart G Key Elements
- POA - Subpart G EC 375/2007 - Changes to Part-21 – PtF
- POA - Subpart G Section B
- Production without POA
- Production without POA - Subpart F Section B
- Findings & Statistics
- Latest Conclusions of the POA workshop

Who should take this

Authority personnel who wish to gain a grounding in the topic.

Post-Type Certification

EASA Technical Training **1 day (6 hrs.)**

A presentation of the EASA Post-Type Certification process as established in Regulation 216/2008 and 1702/2003 as well as the EASA Management Board (MB) procedures, EASA internal procedures and other documents.

At present, the course does not include classroom exercises or examples

NOTE: This course does not include the OSD procedure.

Key topics

- Investigation of compliance
- Declaration of compliance
- Issuance of the STC/Change toTC/Repair Design Approval

Who should take this

PCMs and specialists (EASA, NAA and QE working in allocated projects), DOA Team Leaders and Team Members and other EASA or NAA staff dealing with STC, changes to TC and repair design approval projects.

Practical Application of Safety Assessment for Aircraft Systems

Cherry & Associates **3 days (18 hrs.)**

Trainees are given an opportunity to gain practical experience in carrying out a comprehensive System Safety Assessment. It takes the form of a series of hands-on tutorials to describe the process and techniques involved. Over 3 days trainees will carry out the System Safety Assessment and will use various methods.

This course is subsequent to the Safety Assessment for Aircraft Systems course.

Key topics

- Enhanced Fault Tree Analysis (EFTA)
- Weibull Distribution Practical
- Functional Hazard Assessment Practical
- Modelling Multiple Failures (Monte Carlo Models)
- Failure Mode and Effects Analysis (FMEA)

Who should take this

This course is designed for those who are either at the earlier stages of implementing a SMS, working through it or feeling that it has been completed, but are finding it difficult to define and deliver tangible benefits.

This course will also be suitable for you if your role is directly impacted by a Safety Management System.

Regulation (EU) 748/2012 (Part-21)

EASA Technical Training **2 days (12 hrs.)**

The course describes the main elements of the EU regulatory system for certification of products, parts & appliances, design and production organisations established by the Regulation (EC) 216/2008 and implemented by Commission Regulation (EU) 748/2012.

Key topics

- Certification of products, parts and appliances
- Certificates to individual aircraft
- Demonstration of capability for design
- Demonstration of capability for production

Who should take this

EASA staff, NAAs, Professionals.

Safety Assessment for Aircraft Systems

Cherry & Associates **3 days (18 hrs.)**

The course is aimed at engineers and managers that may be involved directly or indirectly with the System Safety Assessment process, although it is formulated on the assumption that the participants have had no previous formal instruction on safety analysis techniques and processes. The course will be oriented around the requirements and advisory material associated with CS-25-1309. However, the concepts, methodology and working practices will be similar as for CS-23, CS-27 and CS-29. Other requirements of CS-25 that are pertinent to the Safety Assessment process will also be addressed. The interface with the operational requirements particularly in the areas of Master Minimum Equipment List and Aircraft Maintenance will be explained.

Recommended preliminary course to Practical Application of Safety Assessment for Aircraft Systems.

Key topics

- Introduction to Functional Hazard Assessment
- 1309 concept
- Dependence Diagrams and Probability Calculations
- Reliability of systems and equipment
- Common Cause Failures
- Particular Risks and Zonal Safety Analysis
- Fault Tree Analysis
- Case studies

Who should take this

EASA staff, NAAs, Professionals.

Type Certification

EASA Technical Training **2 days (12 hrs.)**

A presentation of the EASA initial Type Certification process as established in Regulation 216/2008 and 1702/2003 as well as the EASA MB procedures, EASA internal procedures and other documents.

At present, the course does not include classroom exercises or examples

NOTE: This course does not include the OSD procedure.

Key topics

- Application
- Investigation of compliance
- Declaration of compliance
- Issuance of the Type Certificate

Who should take this

PCMs and specialists (EASA and NAA working in allocated projects), DOA Team Leaders and Team Members and other EASA or NAA staff dealing with type certification projects.

Continuing Airworthiness

NEW Advanced Human Factors

NEW Aircraft Accident Investigation

NEW Aircraft Maintenance Programme-General Aviation

Airworthiness Review Certificate

CAMO CAT

Commission Regulation (EC) No 2042/2003-General Overview

Engineering and Maintenance in Air Transport Operations

Human Factors in Aircraft Maintenance

Non Destructive Testing Auditing

Part-145 Maintenance Organisation

Part-147 Advanced

Part-66/Part-147 Advanced course

Part-66 Advanced

Part M-Subpart F Maintenance Organisations

Advanced Human Factors

Baines & Simmons NEW **3 days (18 hrs.)**

The EASA Part-145 regulations concerning Human Factors are instrumental in fostering a positive safety culture. This 3 day training course has been designed to enable the EASA regulator to assess if the HF elements of the EASA regulations are working towards maintaining or improving European Aviation Safety Standards.

This course will provide case study examples of actual (de-identified) EASA approved organisations' approach to the Human Factors Regulations - to enable the attendees to see success and failure examples.

NOTE: Please note, if you attended the course 'Auditing Techniques of Human Factors Implementation in Maintenance', then attendance to the 'Advanced Human Factors' training is not recommended given that the main objectives and key topics are the same.

Key topics

- Safety Culture & Organisational Factors
- Human Performance & Limitations
- Error Models, Theories and Types of Error
- Avoiding and Managing Error
- Error Reporting and Just Culture
- Human Factors & Complex Systems related issues
- Procedures, Tools and Practices
- Auditing personal and organisational
- Management, Supervision and Leadership
- Human Factors & Auditing Types and Aspects

Who should take this

EASA staff, NAAs and Professionals.

Aircraft Accident Investigation

JAA-TO NEW **3 days (18 hrs.)**

The course covers in depth and detail the purpose of investigations, systemic approach and "no-blame" versus criminal investigations. It covers the different approaches to investigation, the need for data-driven approach and the difference between incident report and accident investigation. In response to the changing demands of investigations, the course focuses on the fundamental skills required by an accident investigator. It draws upon experience to give a balanced view of the accident investigation process. It concentrates on some of the more specialized technical details of aircraft accident investigation.

This course does not train participants to perform accident investigation or wreck investigations. The course intends to provide delegates with a thorough insight in the overall investigation processes related to accidents/incidents.

Key topics

- Investigation, background, philosophy and regulatory requirements
- Revision of ICAO Annex 13
- Integrated safety investigation methodology process
- Evidence, findings, causes and recommendations
- Reporting system
- Report and follow-up to investigation
- Support an ICAO investigation

Who should take this

EASA staff, NAAs and Professionals.

Aircraft Maintenance Programme-General Aviation

EASA Technical Training NEW **1 day (6 hrs.)**

The course provides participants with an in-depth knowledge of the structure and content of Aircraft Maintenance Programme (AMP) for General Aviation together with a good working knowledge in use of the relevant documentation.

The course uses practical examples of AMP to illustrate the application of individual requirements.

NOTE: This course is not developed for recurrent training purposes but it can be used as a refresher course.

This course does not cover the TBOs.

Key topics

- Part-M, Subpart-C
- Appendix I to AMC

Who should take this

The course is designed to develop and refine the competencies of those involved in Aircraft Maintenance Programme related issues.

Airworthiness Review Certificate

EASA Technical Training **1 day (6 hrs.)**

The course provides participants with an in-depth knowledge of the structure of Airworthiness Review and content of the Airworthiness Review Certificate (ARC).

It is designed to develop and refine the competencies of those involved in Aircraft Airworthiness Reviews and ACRs or performing inspections of aircraft documents.

Key topics

- Part-M, Subpart-I (ARC)

Who should take this

EASA/OPS/AIR team leaders and team members, NAA/OPS/AIR/SAFA-inspectors or CAMO's Continuing airworthiness management staff or airworthiness review staff.

CAMO CAT

EASA Technical Training **2 days (12 hrs.)**

The course provides participants with an in-depth knowledge of the structure of a Continuing Airworthiness Management Organisation (CAMO) together with a good working knowledge in use of the Part-M requirements and the relevant documentation.

Note: This course is not developed for recurrent training purposes but it can be used as a refresher course.

This course does not cover the development of the aircraft maintenance programme (AMP), details of the reliability programme and performance of airworthiness reviews, as these issues are covered at the specialised training courses.

Key topics

- Part-M, Subpart-C
- Part-M, Subpart-G
- Appendix II to AMC M.A.201

Who should take this

EASA staff, NAA airworthiness inspectors and CAMOs continuing airworthiness management staff / airworthiness review staff.

Commission Regulation (EC) No 2042/2003-General Overview

EASA Technical Training **1.5 days (9 hrs.)**

Presentation of the continuing airworthiness requirements defined in Commission Regulation (No) EC 2042/2003. This basic level course explains in simple terms how the parts -M, -145, -66, and -147 link and provides for a quick preview of all parts.

Key topics

- Objective and scope
- Definitions
- Continuing airworthiness requirements
- Maintenance organisation approvals
- Certifying staff
- Training organisation requirements

Who should take this

Authority and industry personnel wishing to gain a basic knowledge of the Part-66 licensing system, industry trainers involved in Continuing Airworthiness activities.

Engineering and Maintenance in Air Transport Operations

Baines & Simmons **3 days (18 hrs.)**

This 3 day course has been designed to provide EASA and Competent Authority staff with a broad understanding of Continuing Airworthiness concepts and how these are impacted by the Design Approval holder, manufacturer, operator and maintenance organisation.

Maintenance Organisations typically manage error by increasing Human Factor's competence and operating Error Management Systems (EMS). It is intended as part of a sustainable initiative that influences behaviour and optimises human performance as part of any safety or commercial improvement initiative.

Key topics

- Capturing risks associated with current bad norms and habits from delegates' experiences and assessing their impact on people and customers
- Facilitating the development of a 'professional behaviour charter', driven by the delegates
- Empowering individuals to challenge norms and habits.
- Reinforcing the organisation's Just Culture disciplinary policy and error/hazard reporting system

Who should take this

EASA and Competent Authority staff.

Human Factors in Aircraft Maintenance

Baines & Simmons **3 days (18 hrs.)**

This course provides you with an in-depth look at the need for HF regulations and how they have been designed in terms of aviation safety. The course covers human factors in maintenance, visual inspections, the vision requirements for inspectors, limitations of vision, inspection environments etc. It also includes several case studies for participants and group debates.

Trainees will acquire some knowledge of the ICAO regulatory framework, EASA Part 145 and ATA.

NOTE: Please note, if you attended the course 'Human Factors Activities in Maintenance', then attendance to the 'Human Factors in Aircraft Maintenance' training is not recommended given that the main objectives and key topics are the same.

Key topics

- Human Factors in Maintenance Tasks
- Performance, capabilities and limitations of the individual
- Violations and rule 'walkarounds'
- Teamwork, communication and leadership
- Organisational issues such as procedures and training
- Culture and organisational learning

Who should take this

EASA staff, NAAs and Professionals.

Non Destructive Testing Auditing

CAA UK International **2 days (12 hrs.)**

This course provides trainees with a comprehensive overview of Non-Destructive Testing (NDT)-analysis techniques used to evaluate the properties of a material, component or system. These valuable techniques can save both money and time in product evaluation, troubleshooting, and research.

Trainees will have the opportunity to review and clarify their understanding of the requirements of EASA Part 145 / Part-M Subpart F as they relate to NDT, EN 4179 and UK CAA Generic Requirement (GR) No. 23.

Preparation: Participants should bring copies of EN 4179, ASTM E1444, ASTM E1742 and ASTM E1417 reference material to the course.

Key topics

- EASA Part 145 requirements relating to NDT/EN4179
- EN 4179
- Understanding the Requirements of NDT
- GR 23 Overview & Auditing
- Common NDT methods

Who should take this

Individuals involved with auditing NDT facilities, either as part of a Quality Management role, or from a regulatory perspective.

Part-145 Maintenance Organisation

EASA Technical Training **3 days (18 hrs.)**

This course provides trainees with knowledge of Part-145 organisation approval principles and assists them in determining both corporate and individual responsibilities in ensuring an organisation meets the requirements.

Key topics

- Part-145 requirements for maintenance organisations, together with relevant AMCs and GMs.
- Investigation criteria for compliance evaluation.
- Main principles of the CRS issue in accordance with Part-145 maintenance organisations.
- Part-145 Approval scope and rating / related privileges.
- Part-M, Maintenance standards

Who should take this

EASA staff, NAA airworthiness inspectors and maintenance organisation staff.

Part-147 Advanced

EASA Technical Training **1.5 day (9 hrs.)**

In depth presentation of all Part-147 requirements together with related AMC/GMs. This advanced level course explains how the parts-147 and 66 link. It presents the full overview of the consolidated rule.

Key topics

- Development of Safety thinking and oversight methods
- Audit process review
- Key elements of audit planning, delivery and reporting
- Auditing methods and techniques
- Follow up process
- The auditor's role, responsibilities and qualification requirements
- Communication in audit situations

Who should take this

EASA staff, NAAs.

Part-66/Part-147 Advanced course

EASA Technical Training **2 days (12 hrs.)**

In depth presentation of all Part-66 and Part-147 requirements together with related AMC/GMs. This advanced level course explains how the parts-147 and 66 link. It presents the full overview of the consolidated rule.

Key topics

- Part-66/147 regulatory framework
- Part-66/147+AMC+GM
- Part-66/147 future

Who should take this

EASA staff, NAAs.

Part-66 Advanced

EASA Technical Training **1.5 day (9 hrs.)**

In depth presentation of all Part 66 requirements together with related AMC/GMs. This advanced level course explains how the parts-66 and 147 link. It presents the full overview of the consolidated rule.

Key topics

- Part-66 regulatory framework
- Part-66+AMC+GM
- Part-66 future

Who should take this

EASA staff, NAAs.

Part M-Subpart F Maintenance Organisations

EASA Technical Training **2 days (12 hrs.)**

This course provides trainees with knowledge of Part-M, Subpart-F Maintenance Organisation approval principles and assists them in determining both corporate and individual responsibilities in ensuring an organisation meets the requirements.

Key topics

- Part-M, Subpart-F requirements for maintenance organisations, together with relevant AMCs and GMs
- Main principles of the CRS issue in accordance with Part-M, Subpart-F maintenance organisations
- Part-M, Maintenance standards

Who should take this

EASA staff, NAA airworthiness inspectors and maintenance organisation staff.

course index

NEW Aircrew

Aircrew-Annexes II & III–Conversion-Acceptance of Licences

Aircrew-Part ARA-GEN, management system, oversight of organisations

Aircrew-Part ARA: oversight of personnel, FSTD operators

Aircrew-Part Cabin Crew

Aircrew-Part FCL-Flight Instructors and Flight Examiners

Aircrew-Part FCL-Non-professional licences

Aircrew-Part FCL-Pilot Ratings

Aircrew-Part FCL-Professional licences

Aircrew-Part MED for Aero-medical professionals

Aircrew-Part MED for Aircrew professionals

Aircrew-Part MED for National Aviation Authorities and Aero-medical Centres

Aircrew-Part ORA-ATOs, FSTD operators

Aircrew-Part ORA-GEN, management system, organisation certificates

course index

Aircrew-Annexes II & III-Conversion and Acceptance of Licences

EASA Technical Training

NEW

1/3 day (2 hrs.) Classroom

Suggested 2 hrs. Programme

This course introduces the requirements regarding the conversion of national licences, ratings and instructor certificates into Part-FCL licences as well as the acceptance of licences from third countries.

Key topics

- Background information
- Conditions for the conversion of existing nation licences and rating for aeroplanes
- Conditions for the conversion of existing nation licences and rating for helicopters
- Conditions for the validation of licences issued by or on behalf of third countries
- Conditions for the conversion of licences issued by or on behalf of third countries
- Conditions for the acceptance of class and type ratings issued by or on behalf of third countries

Who should take this

Authority staff involved in FCL tasks, industry personnel involved in Professional Pilot Training, individuals who wish to get a better understanding of the new CR 1178/11 and ATOs Postholders.

Aircrew-Part ARA-GEN, management system, oversight of organisations

EASA Technical Training

NEW

1 day (6 hrs.) Classroom

Suggested 6 hrs. Online

This course looks at the regulatory background of Annex VI of the Aircrew Regulation: Authority Requirements for Aircrew. It presents the requirements that apply to the management and organisation of the Competent Authority, how the authority issues certificates and other approvals to organisations, and in general how the oversight of these organisations is to be conducted. Changes introduced by amending regulations are also covered.

Key topics

- Background information, sources for the authority requirements and comparison with the ICAO provisions on a safety oversight system
- General requirements contained in Section I of ARA.GEN
- The management system and associated rules on record keeping, personnel and facilities
- Oversight of approved training organisations, aero-medical centres and providers of initial Cabin Crew training

Who should take this

EASA, NAAs, Industry.

Aircrew—Part ARA-Oversight of personnel, FSTD operators

EASA Technical Training

NEW

0.5 day (3 hrs.) Classroom

Suggested 3 hrs. Online

This course looks at the regulatory background of Annex VI of the Aircrew Regulation: Authority Requirements for Aircrew. It looks at the requirements for the initial issuance and oversight of personnel licences, certificates, ratings and attestations for pilots, cabin crew and aero-medical examiners. Changes introduced by amending regulations are also covered.

Key topics

- Oversight of personnel – issuance and oversight of qualification holders (pilots, cabin crew and aero-medical examiners)
- FSTD operators – initial qualification of the FSTDs and continuing oversight programme
- Medical certification and assessment – specific to pilots

Who should take this

EASA, NAAs, Industry.

Aircrew-Part Cabin Crew

EASA Technical Training

NEW

0.5 day (3 hrs.) Classroom

Suggested 3 hrs. Online

This course gives an in-depth review of Annex V, Part-CC of the Aircrew Regulation, as published in Regulation (EU) No 290/2012. This Annex deals with the qualification of Cabin Crew involved in Commercial Air Transport (CAT) operations.

Key topics

- Background information
- General requirements for the issue of Cabin Crew Attestations (CCAs)
- Specific requirements for the CCAs
- Training requirements for applicants and holders of a CCA
- Provisions regarding the initial training programme, syllabi and examinations

Who should take this

Authority staff involved in aircrew tasks, approved training organisations and commercial air transport operators involved in cabin crew training.

Aircrew-Part FCL-Flight Instructors & Flight Examiners

EASA Technical Training

NEW

1 day (6 hrs.) Classroom

Suggested 6 hrs. Online

This course looks at the requirements for obtaining and retaining instructor and examiner certificates. It covers the range of certificates available for all aircraft categories covered by Part-FCL. The course takes into account changes introduced by amending regulations and derogations.

A separate course ("Aircrew-Part ORA-ATOs, FSTD operators") covers the requirements applicable to approved training organisations intending to offer courses for instructors and/or examiners (amongst others).

Key topics

- Privileges associated with each instructor and examiner certificate
- Examiner standardisation
- Obtaining and retaining the certificate
- Conduct of tests, checks and examinations

Who should take this

EASA, NAAs, Industry - ATOs.

Aircrew-Part FCL—Non-professional licences

EASA Technical Training

NEW

0.5 day (3 hrs.) Classroom

Suggested 4 hrs. Online

This course looks at the requirements for obtaining and retaining certain pilot licences: the Light Aircraft Pilot Licence (LAPL), Private Pilot Licence (PPL), Sailplane Pilot Licence (SPL) and Balloon Pilot Licence (BPL). It covers the range of aircraft categories to which Part-FCL applies. The course takes into account changes introduced by amending regulations and derogations.

A separate course ("Aircrew-Part ORA-ATOs, FSTD operators") covers the requirements applicable to approved training organisations intending to offer pilot training courses.

Key topics

- The LAPL compared to the PPL/SPL/BPL
- Training requirements and credit available for pilots holding another qualification
- Privileges associated with the licence and conditions for retaining these privileges

Who should take this

EASA, NAAs, Industry - ATOs.

Aircrew-Part FCL-Pilot Ratings

EASA Technical Training

NEW

1 day (6 hrs.) Classroom

Suggested 6 hrs. Online

This course looks at the requirements for obtaining and retaining type/class ratings, the instrument rating and the additional ratings in Subpart I of Part-FCL (aerobatic, sailplane towing, banner towing, night, mountain and flight test ratings). It covers the range of aircraft categories to which Part-FCL applies. The course takes into account changes introduced by amending regulations and derogations.

A separate course ("Aircrew-Part ORA-ATOs, FSTD operators") covers the requirements for approved training organisations intending to offer pilot training courses.

Key topics

- The different types of courses envisaged by the requirements
- Credit available for pilots holding another qualification
- Privileges associated with the rating and conditions for revalidating and renewing these privileges, where applicable
- Ratings for Annex II aircraft

Who should take this

EASA, NAAs, Industry - ATOs.

Aircrew-Part FCL-Professional licences

EASA Technical Training

NEW

0.5 day (3 hrs.) Classroom

Suggested 3 hrs. Online

This course looks at the requirements for obtaining and retaining certain professional pilot licences: the Commercial Pilot Licence (CPL), Airline Transport Pilot Licence (ATPL) and Multi-crew Pilot Licence (MPL). It covers the range of aircraft categories to which Part-FCL applies. The course takes into account changes introduced by amending regulations and derogations.

A separate course ("Aircrew-Part ORA-ATOs, FSTD operators") covers the requirements applicable to approved training organisations intending to offer pilot training courses.

Key topics

- The different types of courses envisaged by the requirements
- Credit available for pilots holding another qualification
- Privileges associated with the licences and conditions for retaining these privileges

Who should take this

EASA, NAAs, Industry - ATOs.

Aircrew-Part MED for Aero-medical professionals

EASA Technical Training NEW **1 day (6 hrs.)**

This course has three different modules: 1) Part Med for AME, 2) Part med for GMP and 3) Part Med for OHMP.

Key topics

Part Med for AME covers the following contents:
- obligations, requirements, and privileges
- the issue of a medical certificate
- medical requirements for Class 1 and Class 2 medical certificates
- requirements for LAPL
- Aero-medical fitness and assessment of cabin crew
- the decrease in medical fitness

Part Med for GMP covers the following contents:
- obligations, requirements and privileges of a GMP,
- requirements for LAPL
- the decrease in medical fitness

Part Med for OHMP covers the following contents:
- obligations, requirements and privileges of the OHMP
- Aero-medical fitness and assessment of cabin crew

Who should take this

EASA staff, NAAs, Aero-medical Centres, Aero-medical Professionals, Aircrew professionals, Industry.

Aircrew-Part MED for Aircrew professionals

EASA Technical Training NEW **1 day (6 hrs.)**

This course has two different modules:

1) Part Med for Pilots
2) Part Med for Cabin Crew

Key topics

Part Med for Pilots covers the following contents:

- application of a medical certificate
- requirements for a pilot medical certificate
- medical requirements for Class 1 and Class 2 medical certificates
- the decrease in medical fitness
- validation, revalidation and renewal of a medical certificate

Part Med for Cabin Crew covers the following contents:

- medical fitness of Cabin Crew
- Aero-medical assessment of Cabin Crew
- requirements for applicants or holders of a Cabin Crew Attestation

Who should take this

EASA staff, National Aviation Authorities, Aero-medical Centres, Aero-medical Professionals, Aircrew professionals, Industry.

Aircrew-Part MED for National Aviation Authorities and Aero-medical Centres

EASA Technical Training

NEW

1 day (6 hrs.) Classroom

Suggested 6 hrs. Online

This course covers different subjects related to Part Med for National Aviation Authorities and Aero-medical Centres.

Key topics

- general requirements for an Authority, for an Organization, and for Aero-medical Centres
- specific requirements for Aero-medical certification
- the privileges of the medical professionals
- the issue of a medical certificate
- the requirements for LAPL
- the assessment and attestation of Cabin Crew
- the limitations of a medical certificate

Who should take this

EASA staff, National Aviation Authorities, Aero-medical Centres, Aero-medical Professionals, Aircrew professionals, Industry.

Aircrew-Part ORA-ATOs, FSTD operators

EASA Technical Training

NEW

1 day (6 hrs.) Classroom

Suggested 3 hrs. Online

This course looks at the regulatory background of Annex VII of the Aircrew Regulation: Organisation Requirements for Aircrew. It looks at the requirements specific to approved training organisations and FSTD operators. Changes introduced by amending regulations are covered.

Key topics

- Approved training organisations: training programmes, manuals, use of aircraft/FSTDs/aerodromes/operating sites, maintaining the ATO certificate and record-keeping
- FSTD operators – application for an FSTD qualification certificate, qualification basis, managing changes, maintaining the certificate and record-keeping

Who should take this

EASA, NAAs, Industry.

Aircrew-Part ORA-GEN, management system, organisation certificates

EASA Technical Training

NEW

1 day (6 hrs.) Classroom

Suggested 6 hrs. Online

This course looks at the regulatory background of Annex VII of the Aircrew Regulation: Organisation Requirements for Aircrew. The organisations concerned are approved training organisations (providing training to pilots), aero-medical centres and holders of an FSTD qualification certificate. Changes introduced by amending regulations are also considered.

Key topics

- Background information, sources of Part-ORA and the ICAO provisions on safety management
- General provisions on occurrence reporting, reacting to findings, alternative means of compliance
- The management system and which organisations are required to have one
- Applying for and retaining an organisation certificate – for ATOs, AeMCs and FSTD operators

Who should take this

EASA, NAAs, Industry.

course index

Air Operations

NEW Air Operations-CC for Operators

NEW Air Operations-Cover Regulation

NEW Air Operations-Management System for Authorities

NEW Air Operations-Management System for Operators

NEW Air Operations-Oversight for Authorities

NEW Air Operations-Transport of Dangerous Goods

NEW Dangerous Goods Inspector Initial

NEW Flight Data Monitoring

International Air Transport Operations Management

NEW Safety Management Systems for Evaluators (SMS Evaluations)

course index

Air Operations-CC for Operators

EASA Technical Training

NEW

0.5 Day (3 hrs.) Classroom

Suggested 3 hrs. Online

The course covers the latest regulation on Air Operations regarding Cabin Crew. It is focused on the Subpart CC of the Annex III of Commission Regulation (EU) No 965/2012 which establishes the requirements to be met by an operator when operating an aircraft with Cabin Crew. That is specially worthy not only for operators but also for NAAs and EASA staff involved in oversight tasks.

Key topics

- Background information and scope
- Common requirements
- Additional requirements for Commercial Air Transport (CAT) operations

Who should take this

EASA staff, NAAs, Industry, International and Academic World with interest in the latest regulation on air operations related to Cabin Crew.

Air Operations–Cover Regulation

EASA Technical Training

NEW

1/3 day (2 hrs.) Classroom
Suggested 2 hrs. Online

This course provides an introduction to the Cover Regulation of the Regulation on Air Operations (Regulation (EU) No 965/2012 and amending regulations). It looks at the flexibility clauses that assist Member States and industry to transition into the new rules. In addition, as the structure of the new Regulation on Air Operations is different to that of EU-OPS and JAR-OPS 3, this will also be covered.

Key topics

- Objectives and scope of the regulation
- Transition periods, grandfathering and opt-outs

Who should take this

EASA, NAAs, Industry, Academic institutions.

Air Operations–Management System for Authorities

EASA Technical Training

NEW

0.5 day (3 hrs.) Classroom
Suggested 3 hrs. Online

This course introduces the requirements for a management system for authorities, contained in the Regulation on Air Operations (Regulation (EU) No 965/2012 and amending regulations). The management system is viewed alongside the provisions on record keeping, alternative means of compliance and allocation of tasks to qualified entities.

Key topics

- Background information and sources of the authority requirements
- Relationship with the ICAO requirements for a safety oversight system
- Requirements on management system and related tasks

Who should take this

EASA, NAAs, Industry, Academic institutions.

Air Operations–Management System for Operators

EASA Technical Training

NEW

0.5 Day (3 hrs.) Classroom
Suggested 3 hrs. Online

This course introduces the requirements for a management system that is required for certain operators under the Regulation on Air Operations (Regulation (EU) No 965/2012 and amending regulations). The management system includes safety management, which takes into account the operator's safety policy, culture, resource requirements, management of risks and hazards, and compliance monitoring. Proportionality has been taken into consideration by providing lighter requirements for non-complex organisations, and the means for identifying non-complex organisations are presented in Acceptable Means of Compliance.

Key topics

- Relationship with the ICAO standards on a safety management system
- Main differences with previous requirements applicable to AOC holders
- Requirements on means of compliance, record keeping and contracting out tasks

Who should take this

EASA, NAAs, Industry, Academic institutions.

Air Operations–Oversight for Authorities

EASA Technical Training

NEW

0.5 Day (3 hrs.) Classroom

Suggested 3 hrs. Online

This course explores the requirements for authorities regarding the oversight of air operators, as set out in the Regulation on Air Operations (Reg. (EU) No 965/2012 and amending regulations). It focusses on the general oversight programme.

Key topics

- Relationship with the ICAO requirements for a safety oversight system
- Oversight programme relating to commercial air transport operators and non-commercial operators
- Comparing the provisions for oversight of AOC holders and operators declaring their activities

Who should take this

EASA, NAAs, Industry, Safety managers.

Air Operations–Transport of Dangerous Goods

EASA Technical Training

NEW

0.5 day (3 hrs.) Classroom
Suggested 3 hrs. Online

This course explores the requirements regarding the transport of Dangerous Goods (DGs), in the Regulation on Air Operations (Reg. (EU) No 965/2012 and amending regulations). Several changes have been introduced compared to how the issue was handled in EU-OPS and JAR-OPS 3, and these are presented during the course.

Key topics

- Relationship of the provisions with the ICAO Technical Instructions for the Safe Transport of DGs
- Conditions under which the operator requires a specific approval to transport DGs
- Requirements on the operator regarding training of its personnel
- What to do in case of an incident or accident involving DGs

Who should take this

EASA, NAAs, Industry.

Dangerous Goods Inspector Initial

CCA UK International NEW **2 days (12 hrs.)**

This foundation course has been designed to instruct newly appointed Dangerous Goods (DGs) Inspectors with the necessary theoretical knowledge needed to fulfil their regulatory role.

The course is also designed to provide the basis of knowledge required prior to embarking on practical training and on-the-job training.

Key topics

- Latest version of ICAO Annex 18 key areas of the Technical Instructions and Supplement
- What constitutes DGs and the ways in which they should be packed, marked and shipped and accompanied by suitable documentation
- Who is involved in the transportation of DGs and the responsibility involved
- Responsibilities in handling DGs related emergencies
- Which DGs can be shipped
- Areas that need to be audited when inspecting organisations to ensure procedures and documentation compliance

Who should take this

Newly appointed DGs Inspectors, Flight Operations Inspectors, anyone dealing with DGs in an operational capacity.

Flight Data Monitoring

Cranfield University NEW **5 days (30 hrs.)**

This 5 day course will provide delegates with an advanced appreciation of the technical, operational, management and legal issues surrounding a flight data monitoring (FDM) programme, also referred to as flight operational quality assurance (FOQA). Under regulations introduced by ICAO in 2005, FDM / FOQA became mandatory for most operators of large aircraft.

Key topics

- Elements of FDM/FOQA
- Overview of the history of FDM/FOQA and its objectives
- Familiarisation with CAP739, EASA and ICAO regulatory frameworks
- FDM/FOQA technology and the integration of FDM/FOQA within a safety - management system
- Use of data base management, the principles of data validation and assessment
- Trace interpretation
- Animation and visualisation in data presentation
- Interface between analysts and crews
- Legal aspects of FDM/FOQA data collection, retention and use
- Use of FDM/FOQA to justify operational and technical change
- Potential of FDM/FOQA within maintenance programmes

Who should take this

EASA staff, authority personnel, FDM/FOQA analysts, flight safety officers, regulators, accident investigators.

International Air Transport Operations Management

Cranfield University **2 days (12 hrs.)**

An overview of all the aspects of International Air Transport. Topics covered include the airline industry - problems & prospects, an overview of the air transportation system and environment, air cargo economics and low cost/charter airlines. The course closes with an in depth analysis of falling yields, rising fuel prices, pressure on airline costs, cycles of the industry, overcapacity etc.

Key topics

- Airline industry - problems & prospects
- Open Skies
- Low cost carriers
- Air cargo economics
- Role and functions of airlines, airports and aviation authorities
- Future of Air Transportation Management

Who should take this

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Safety Management Systems for Evaluators (SMS Evaluations)

CAA UK International NEW **3 days (18 hrs.)**

This course provides inspecting personnel with the skills and knowledge to competently evaluate the effectiveness of an organisation's Safety Management Systems (SMS). Building on the foundations of the primary level course, this course aims to further the trainees' knowledge of SMS in order to provide clear understanding of performance-based oversight. This course is based around the ICAO SMS Framework, EASA OR.GEN.200 Rules and the UK CAA SMS Guidance Material. Trainees will benefit from the experiences and observations from current UK CAA oversight activities. This course is delivered by subject matter experts from the UK CAA and makes use of effective presentations and syndicate exercises using case study examples from aviation organisations. Trainees will be provided with the latest thinking on SMS, examples of best practice and the latest regulatory changes and policies towards SMS.

Key topics

- Enhancing safety performance
- Safety Policy & Objectives
- Safety Risk Management
- Safety Assurance
- Safety Promotion
- Organisational Assessments in Practice

Who should take this

This course is suitable for regulatory personnel within a NAAs/Government Department or those within a similar role who want to assess the effectiveness of their own SMS, as well as that of their contracted organisations.

course index

Aerodromes

Airport Safety Management System

course index

Airport Safety Management System

JAA-TO **3 days (18 hrs.)**

This course aims to provide comprehensive training in SMS by developing and expanding trainees' knowledge and understanding of safety management concepts in accordance with, where applicable, EU Regulations and ICAO Standards and Recommended Practices (SARPs). Trainees will acquire the knowledge to help implement key components of a basic SMS, in compliance with regulations applicable at their aerodrome. The course is highly interactive and promotes SMS industry 'best practice'.

The course recognises and responds to the dynamic airport environment where several key service providers may have to facilitate integration of individual SMS to ensure a safe operational environment. The importance of managing safety within the airside environment is the focal point of the course.

Key topics

- Identify how SMS are being effectively applied in aerodromes
- How aviation authorities are regulating aerodrome SMS
- Needs for and benefits of SMS
- Philosophy of safety management
- Management's and workforce's support and involvement
- 'Business case' and 'safety case' of an aerodrome SMS
- Identification of the key people in SMS implementation and their roles
- Application of a SMS gap analysis process in aerodromes
- Safety committees and action groups
- SMS auditing processes
- Sources of the best practices on SMS in aerodromes

Who should take this

Aerodrome Operators and Authority staff regulating Aerodrome SMS.

NEW ATM/ANS

ED-78A: Safety Methodology for New Interoperable & Multi Segment ATM Systems

course index

ED-78A: Methodology for New Interoperable & Multi Segment ATM Systems

Eurocae NEW **1 day (6 hrs.)**

The goal of this training is to help the ATM, Complex Systems or Systems of System Architects, Managers and Designers to understand the benefits of the ED-78A methodology and how they can use it to master the specifications of their systems.

The animation of these sessions is ensured by members amongst the most active ones in the development of the EDs, especially in the frame of the EUROCAE ED-78A, ED-160 and WG-91.

This seminar starts from the aeronautical regulatory and organisational context of aviation. It identifies and analyses the new needs concerning the requirement determination activity for new ATM systems and its role within the global aeronautical process.

The ED-78A methodology is described steps by steps highlighting the main objectives and critical points as well as organisational aspects.

Key topics

- Origins and needs for a new methodology
- Methodology in the development cycle of new ATM systems
- Principles of the methodology
- Objectives and contents of SPR and INTEROP document

Who should take this

Architects, Design Authorities, Managers, Certification Managers, Airworthiness Authorities in the following domains:

- Aeronautical systems (ATM and On-Board)
- Complex Systems and Systems of Systems
- Unmanned Aircraft Systems

course index

Bilaterals

NEW EU-Canada Safety Agreement–Maintenance

EU-US Safety Agreement-Airworthiness

EU-US Safety Agreement-Maintenance

EU-Canada Safety Agreement-Maintenance

EASA Technical Training NEW **2 days (12 hrs.)**

The course provide an overview of the situation previous to the agreement as well as a basic knowledge of the Safety Agreement, the Annex B and the MAG.

Key topics

- Bilateral agreements with Canada
- The Canadian aviation system
- Safety Agreement
- Annex B and MAG
- MAG Section A: Authority Interaction
- MAG Section B: Approval process for Canadian Based Maintenance Organisations
- MAG Section C: Approval process for EU Based Maintenance Organisations

Who should take this

EASA staff, NAAs.

EU-US Safety Agreement-Airworthiness

EASA Technical Training

Online suggested 18 hrs.

Classroom 3 days (18 hrs.)

This course presents the content of the EU-US Safety Agreement related to airworthiness and environmental protection. As an introduction, it includes presentations about the bilateral relations between the US and the Member States before the agreement, an overview of the safety agreement and an overview of the US aviation system.

Key topics

- Bilateral Agreements
- International agreements with the US
- The US aviation system
- Executive agreement
- Annex 1 and the TIP
- Design Approval
- Post-Design Approval
- Administration of Design Approval
- Export Airworthiness Procedure
- Technical Assistance

Who should take this

PCMs (EASA and NAA working in allocated projects), Specialists (EASA, NAA and QE working in allocated projects), DOA Team Leaders and Team Members and other EASA or NAA staff dealing with TC, STC, changes to TC and repair design approval projects with US applicants.

EU-US Safety Agreement-Maintenance

EASA Technical Training

Online suggested 12 hrs.

Classroom 2 days (12 hrs.)

This course presents the content of the EU-US Safety Agreement related to airworthiness and environmental protection. As an introduction, it includes presentations about the bilateral relations between the US and the Member States before the agreement, an overview of the safety agreement and an overview of the US aviation system.

Key topics

- Bilateral Agreements
- International agreements with the US
- The US aviation system
- Executive agreement
- MAG Section A – Authority Interaction
- MAG Section-B Certification process for US based Maintenance Organisations
- MAG Section-B Certification process for EU based Maintenance Organisations
- MAG Section A, Part II – Cooperation In Quality Assurance and Standardisation Activities

Who should take this

NAA Part 145 AMO Team Leaders, NAA Part 145 AMO Team Members, NAA CAW Team Members and other EASA or NAA staff dealing with maintenance subjects under the EU-US safety Agreement.

Information for Organisations

Access to EASA training for organisations

ELG for organisations

EASA has also developed a web-based e-examination system on EU aviation legislation that is available to students of training organisations or self-trained students through selected EASA e-examination providers. To get the complete list of EASA e-examination providers, please follow this link.

EASA e-examinations are typically taken voluntarily after completion of an associated training course and are subject to a charge. They are taken under the supervision of training organisations or other EASA e-examination providers. An EASA statement of achievement is awarded to candidates who successfully pass the e-examination.

N.B.: Please note that there is no relationship between EASA e-examination and the examinations foreseen under Part 147 / Part 66 or the Aircrew Regulation.

To preview the current EASA e-examination catalogue, please login to the ELG either with your credentials or as a guest and click on E-examination.

E-examination Licence Agreements

NAAs of Member States can use the EASA e-examination system free of charge when training their own staff. Organisations and NAAs interested in becoming an EASA e-examination provider are kindly invited to contact the EASA Technical Training Section for further information:

e-examination@easa.europa.eu

External on-site courses

In order to further support MS NAAs and organisations and facilitate their access to the EASA training offer, the EASA TT also offers, upon request, the delivery of classroom courses externally at the organisation's site. This enables authorities and organisations to train a larger number of their staff at their place of work, without the additional costs of travel and accommodation in Cologne. MS NAAs interested in receiving on-site training are invited to contact the EASA Technical Training Section for further information:

tt@easa.europa.eu

Workshops and Roadshows support

Finally, EASA's TT can offer support for activities which are not part of technical training but share some of its objectives, such as workshops and roadshows on topics within EASA's training scope. The support offered may cover various aspects of their organisation, including the development of relevant material, presentations by EASA and sharing of know-how and expertise. Please contact the EASA Technical Training Section for further information:

tt@easa.europa.eu

Due to the evolving nature of our training courses and our commitment to continuous improvement initiatives, EASA (through the Technical Training Section) reserves the right to change the course content and/or prices, as well as change venues, alter or cancel dates without liability, at any time and without prior warning. So, please, for the latest updates refer to the online Technical Training Catalogue available at http://training.easa.europa.eu

EASA
European Aviation Safety Agency

EUROPEAN AVIATION SAFETY AGENCY

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