



qcm training **QCM** program 2022





## Editorial

Another challenging year has come and gone, and I am excited to present our **training program** for **2022**. Like last year, the ongoing pandemic situation impacted our daily business and brought along operational challenges to tackle every day.

On the other hand, it presented new opportunities to connect with customers virtually – where in normal circumstances, a 24h flight would have been necessary.

Via our **Distance Learning solution**, we were able to carry out trainings for customers located in China or New Zealand. A truly unique and international experience. We hope that we can continue serving **more customers worldwide** this way.

Among the below featured courses, you will also notice that in 2022, we are offering trainings in **Vienna, Austria** as well.



Highlights in 2022:

- Continuing Airworthiness
  - o C-129 - Safety & Human Factors Initial Training (Part CAMO and Part 145)
  - o C-140 - Safety & Human Factors Training Part-145 to Part-CAMO Differential
- Flight Operations/Dispatch
  - o O-016 - New fuel schemes and training requirement for flight dispatchers – Change by (EU) 2021/1296
  - o O-017 - Flight Operations Officers/Flight Dispatchers Recurrent Training
  - o O-018 - Airport Slot Coordination - Based on IATA SSIM Chapter 6
- Part-147 approved courses
  - o T-041 – Bombardier CL600-2B16 (604 Variant) cat C Theoretical
  - o T-042 – Bombardier CL600-2B16 (604 Variant) cat B1 Theoretical
  - o T-043 – Bombardier CL600-2B16 (604 Variant) cat B1 Practical
  - o T-044 – Bombardier CL600-2B16 (604 Variant) cat B2 extension Theoretical
  - o T-045 – Bombardier CL600-2B16 (604 Variant) cat B2 extension Practical

I would also like to announce our Bombardier BD700-1A10 Global Express and Global 6000, -1A11 Global 5000 and 5000GVFD B1 and B2 extension training courses. We expect them to be available towards the second half of 2022.

We at Q.C.M. are grateful for the **trust of our customers** and our hardworking **team**. For this continued support, I want to say a big **thank you**.

Enjoy reading through our portfolio on the following pages. If you can't find what you are looking for or have additional questions about your training needs, please do get in touch with us.

***"The only thing worse than training your employees and having them leave is not training them and having them stay."***

Henry Ford, Founder, Ford Motor Company

# Training Overview 2022 - Bern, Switzerland

QCM quality control management AG															
No.	Course	Course Fee per person	Duration	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
C-001	EASA Part-145	CHF 1'350.00	2 days		15.-16.				01. - 02.				18.-19.		
C-015	EASA Part-145 Refresher	CHF 680.00	1 day								18.				
C-002	Stock Management	CHF 1'350.00	2 days										20.-21.		
C-003	Fuel Tank Safety (Phases 1 and 2)	CHF 680.00	1 day			02.									
C-004	EWIS Electrical Wiring Interconnection System	CHF 680.00	1 day			03.									
C-005	Human Factors Initial	CHF 1'350.00	2 days									15.-16.			
C-009	Airworthiness Review for ARC Signatories	CHF 680.00	1 day	18.							19.				
C-010	Maintenance Program	CHF 1'350.00	2 days			22.-23.									13.-14.
C-012	FAA Part 145	CHF 1'350.00	2 days	19.-20.											
C-014	EASA Part-66/ Part-147	CHF 1'350.00	2 days					10.-11.						23.-24.	
C-119	Maintenance and Airworthiness by EASA Part CAO	CHF 2'025.00	3 days			15.-17.			21.-23.					08.-10.	
C-120	Continuing Airworthiness by Part-CAMO for CMPA and Commercial Operators (1008/2008)	CHF 1'350.00	2 days					04.-05.							06.-07.
C-122	Continuing Airworthiness by Part-CAMO according to Part M or ML	CHF 1'350.00	2 days		17.-18.						16.-17.				
C-129	Safety & Human Factors Initial Training (Part CAMO and Part 145)	CHF 1'350.00	2 days	12.-13.							17.-18.				
C-140	Safety & Human Factors Training Part-145 to Part-CAMO Differential	CHF 680.00	1 day			15.									
C-130	Differential & Continuation Training Part-M Subpart G versus Part-CAMO	CHF 680.00	1 day			04.									
G-001	Accountable Manager	CHF 1'350.00	2 days										12.-13.		
O-004	Aircrew Regulation	CHF 1'350.00	2 days				26.-27.						11.-12.		
O-007	Air Operation Regulation / Aircrew Regulation	CHF 2'025.00	3 days	25.-27.				18.-20.				13.-15.			14.-16.
O-018	Airport Slot Coordination - Based on IATA SSIM Chapter 6	CHF 1'350.00	2 days				28.-29.						25.-26.		



No.	Course	Course Fee per person	Duration	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Q-001	Management Systems in Aviation (incl. Safety and Quality Systems)	CHF 2'700.00	4 days		15.-18.							06.-09.			
Q-003	Safety & Quality Auditor	CHF 2'025.00	3 days			08.-10.								02.-04.	
D-001	EASA Part-21 DOA Basic	CHF 1'350.00	2 days				27.-28.								
D-002	EASA Part-21 DOA Expert	CHF 1'350.00	2 days									20.-21.			
D-010	EASA CS-25 Basic, Initial Training - Module 1	CHF 1'350.00	2 days				04.-05.								
D-011	EASA CS-25 Training, Avionics System - Module 2	CHF 680.00	1 day				06.								
D-012	EASA CS-25 Training, Cabin Safety - Module 3	CHF 680.00	1 day				07.								
D-013	EASA CS-25 Interior Certification Training - Module 4	CHF 680.00	1 day				08.					22.			
PT-001	NiCad Batteries	CHF 1'350.00	2 days					12.-13.						15.-16.	
M-001	EMAR 145	CHF 1'350.00	2 days		11.-12.									22.-23.	

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# Training Overview 2022 - Vienna, Austria

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No.	Course	Course Fee per person	Duration	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
C-001	EASA Part-145	CHF 1'350.00	2 days					10.-11.							13.-14.
C-002	Stock Management	CHF 1'350.00	2 days					12.-13.							
C-005	Human Factors Initial	CHF 1'350.00	2 days								25.-26.				
C-009	Airworthiness Review for ARC Signatories	CHF 680.00	1 day		22.										
C-014	EASA Part-66/ Part-147	CHF 1'350.00	2 days	25.-26.											
C-119	Maintenance and Airworthiness by EASA Part CAO	CHF 2'025.00	3 days				05.-07.								
C-120	Continuing Airworthiness by Part-CAMO for CMPA and Commercial Operators (1008/2008)	CHF 1'350.00	2 days									27.-28.			
C-122	Continuing Airworthiness by Part-CAMO according to Part M or ML	CHF 1'350.00	2 days									29.-30.			
C-129	Safety & Human Factors Initial Training (Part CAMO and Part 145)	CHF 1'350.00	2 days		08.-09.										
C-140	Safety & Human Factors Training Part-145 to Part-CAMO Differential	CHF 680.00	1 day				20.								
O-004	Aircrew Regulation	CHF 1'350.00	2 days			15.-16.								15.-16.	
P-001	EASA Part-21 POA Basic	CHF 1'350.00	1 day		23.-24.										
D-001	EASA Part-21 DOA Basic	CHF 1'350.00	2 days	18.-19.							23.-24.				
D-003	EASA Part-21 DOA Refresher	CHF 680.00	1 day										18.		
D-010	EASA CS-25 Basic, Initial Training - Module 1	CHF 1'350.00	2 days						14.-15.						
D-011	EASA CS-25 Training, Avionics System - Module 2	CHF 680.00	1 day						16.						
D-012	EASA CS-25 Training, Cabin Safety - Module 3	CHF 680.00	1 day						17.						

# General Training

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## Additional trainings available on request

No.	Course	Duration
C-006	Human Factors Refresher	1 day
C-016	OTAR Part-39	2 days
C-018	OTAR Part-145	1 day
C-017	ETOPS/RVSM/LVO for Maintenance & CAMO	1 day
C-107	Fuel Tank Safety (Phase 1 and 2) and EWIS TG 1 and 2	1 day
C-121	Maintenance by EASA Part-CAO	2 days
C-125	US/EU & Canada/EU Bilateral Agreement	1 day
C-127	EASA Part-66/147 Refresher	1 day

No.	Course	Duration
G-002	Aviation Legislation	1 day
G-004	Train the Trainer	5 days
G-005	Train the Trainer for Supervisors and Assessor	2 days
G-009	Train the trainer - Latest training techniques	2 days
G-012	Train the trainer - Refresher & Introduction to latest training techniques	1 day

M-002	EMAR 66 / 147	2 days
M-003	EMAR M	1 day

Q-004	Auditor Refresher	1 day
Q-012	Safety & Quality Auditors for Continuing Airworthiness	1 day
Q-018	Safety Management for Authorities	3 days
Q-019	Safety & Quality Auditor for Aviation Professionals	2 days
Q-022	Flight Safety Officer Initial Training	2 days

B-106	Module 10 - EASA Part 66	2 days
B-107	Module 10 CH Swiss Aviation Legislation	1 day

P-002	EASA Part-21 POA Refresher	1 day
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F-001	ATO Management Personnel - Assessment Coaching	1 day
F-002	CAMO Management Personnel - Assessment Coaching	1 day
F-003	Airworthiness Review Staff Assessment Coaching	1 day
F-004	Part-145 Management Personnel - Assessment Coaching	1 day
F-007	Part-21G Management Personnel - Assessment Coaching	1 day

D-007	EWIS Safety Concept	1 day
D-014	Part-21 for CAMO	1 day

O-014	Air Operation Regulation Refresher	1 day
O-016	New fuel schemes and training requirement for flight dispatchers - Changes by (EU) 2021/1296	1 day
O-017	Flight Operations Officers/Flight Dispatchers Recurrent Training	2 days

# Part 147 Approval

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## Basic Training

CLASS	RATING	LIMITATION
Basic	B1-1	Turbine Aeroplanes
Basic	B2	Avionics
*Modules 1, 2, 3, 4, 5, 6, 7A, 8, 9A, 10, 11A, 13, 14, 15, 17A		

## Additional trainings available on request

No.	Aircraft Type Rating Trainings - Level 3 Theoretical (Classroom)	Cat.	Duration
T-001	Learjet 35/ 36 Level 3	B1	13 days
T-002	Learjet 35/36 Level 3 B2 Extension (Prerequisite: B1 Course)	B2	5 days
T-016	Learjet 35/ 36 to Learjet 31/ 31A Diff. Level 3	B1	3 days
T-017	Learjet 35/ 36 to Learjet 31/ 31A Diff. Level 3	B2	4 days
T-034	Learjet 45 Level 3	B1	13 days
T-039	Learjet 45 Level 3 B2 Extension (Prerequisite: B1 Course)	B2	5 days
T-035	Learjet 60 Level 3	B1	13 days
T-006	Bombardier CL-600-2B19 to CL-600-2B16 Diff. Level 3	B1	5 days
T-038	Bombardier BD100-1A10 Level 3	B1	15 days
T-042	Bombardier CL600-2B16 (604 Variant) Level 3	B1	15 days
T-044	Bombardier CL600-2B16 (604 Variant) Level 3 B2 Extension (Prerequisite: B1 Course)	B2	5 days
T-047	Bombardier BD-700-1A10 / -1A11 Level 3	B1	16 days
T-047	Bombardier BD-700-1A10 / -1A11 Level 3 B2 Extension (Prerequisite: B1 Course)	B2	9 days
T-019	Falcon 900EX Level 3	B1	18 days
T-020	Falcon 900B to 900EX Level 3 Diff.	B1	3 days
T-021	Falcon 900EX to EX EASy Level 3 Diff.	B1	4 days
T-008	Cessna 560XL Level 3	B1	15 days

No.	Aircraft Type Rating Trainings - Level 1 / Category C - GenFam.	Cat.	Duration
T-023	Learjet 35/ 36 Level 1 Theoretical	C	3 days
T-022	Learjet 45 Level 1 Theoretical	C	4 days
T-004	Learjet 60 Level 1 Theoretical	C	4 days
T-007	Falcon 900EX Level 1 Theoretical	C	4 days
T-041	Bombardier CL600-2B16 (604 Variant) Level 1 Theoretical	C	4 days
T-046	Boeing 737-7/8/9 MAX Level 1 Theoretical	C	5 days



## Training Information

**Dates** Please refer to the training overview for dates of our standard trainings at our facilities in Bern, Switzerland and Vienna, Austria.

Dates and availability for the standard courses are published in our monthly newsletter as well as our website: [www.qcm.ch](http://www.qcm.ch).

Dates for trainings that are to be carried out at your facility will be confirmed at the time of booking.

**Location** All standard trainings are held at our location in Bern, Switzerland, our brand new facility in Vienna, Austria or at your facility.

**Daily class schedule** 09:00 - 12:00 & 13:00 - 16:00

**Fees** The fee for standard trainings at our facilities can be found on the page with the respective course.

**Registration** All inquiries can be made via our training department. For trainings at our facilities, you can sign up directly via our website.

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[www.qcm.ch](http://www.qcm.ch)

**Accommodation** **Bern, Switzerland:** Our training campus gives you the possibility to stay close to the training facility. Highest comfort guaranteed. On our homepage QCM CAMPUS you can find offers for your intended stay. With the promo code «qcmtrain10» you will receive 10% discount of the actual daily price. The code can be entered just beside the date selection.

Please see our website [www.qcm-campus.ch](http://www.qcm-campus.ch) or contact us for further details: [info@qcm-campus.ch](mailto:info@qcm-campus.ch)

**Vienna, Austria:** The NH Wien City Hotel is located directly opposite the training facility with several other hotel options nearby.





## C-001 EASA Part-145

Introduction to the requirements for a maintenance organisation approved in accordance with Part-145

### Objectives

The course aims to fulfil the following pedagogical objectives:  
This two-day course focuses on Commission Regulation (EU) No 1321/2014 Annex II (Part-145) and the relevant Acceptable Means of Compliance and Guidance Material. In addition, a detailed explanation of how Part-145 interphases with Part-M, Part-CAMO, Part-66, Part-21 and AIR-OPS.

Through the use of practical illustrations, participants will not only understand the regulation in theory but also be explained how it can be practically and successfully implemented into their organization.

### Target Group

- Accountable Managers
- Management Personnel
- Certifying Staff
- Technicians
- Quality Personnel
- Competent Authority Personnel

### Pre-Requisites

None

### Key Topics

- Overview of EASA organisation and EU regulations
- Commission Regulation (EU) No 1321/2014 (Articles)
- Commission Regulation (EU) No 1321/2014 Annex II (Part-145)
- ED Decision 2015/029/R Annex II (AMC to Part-145)
- ED Decision 2015/029/R Annex III (GM to Part-145)
- Relevant parts of Part-M, Part-CAMO, Part-66, Part-21

### Regulatory Basis of the course

- Commission Regulation (EU) No 1321/2014
- Regulation (EU) 2018/1139

### Dates

15 - 16 February 2022 (Bern, Switzerland)  
01 - 02 June 2022 (Bern, Switzerland)  
18 - 19 October 2022 (Bern, Switzerland)  
10 - 11 May 2022 (Vienna, Austria)  
13 - 14 December 2022 (Vienna, Austria)

### Price

CHF 1,350.00

### Duration

2 days



## C-015 EASA Part-145 Refresher

This course provides an update on the current regulations applicable to a maintenance organisation approved in accordance with EASA Part-145

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <p>This workshop provides an overview of Commission Regulation (EU) No. 1321/2014 and its amendments as it applies to Part-145.</p> <p>It provides a discussion platform in respect to the experiences gained through the day to day business.</p> <p>The success of this workshop depends on the active contribution and participation of the attendees. Therefore, it is essential that they provide their input and questions prior to and during the workshop.</p>
<b>Target Group</b>	<ul style="list-style-type: none"><li>• Accountable Managers</li><li>• Management Personnel</li><li>• Supervisors</li><li>• Certifying Staff</li><li>• Technicians</li><li>• Quality Personnel</li><li>• Competent Authority Personnel</li></ul>
<b>Pre-Requisites</b>	<ul style="list-style-type: none"><li>• Knowledge of / Experience in implementation of Part-145</li><li>• Attendance of Part-145 initial training course</li></ul>
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• Commission Regulation (EU) No. 1321/2014 and its amendments with the emphasis on EASA Part-145</li><li>• ED Decision 2015/029/R and its amendments with the emphasis to AMC &amp; GM to Part-145</li><li>• Discussion of specific concerns regarding EASA Part-145 implementation</li></ul>
<b>Regulatory Basis of the course</b>	Commission Regulation (EU) No. 1321/2014
<b>Dates</b>	18 August 2022 (Bern, Switzerland)
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## C-002 Stock Management

This course introduces the European regulatory requirements for purchasing, receiving, store and shipping personnel and any other personnel involved in handling of parts.

### Objectives

The course aims to fulfil the following pedagogical objectives:

In this two-day course, participants obtain knowledge of the relevant parts of Commission Regulation (EU) No 1321/2014 Annex I (Part-M), Annex II (Part-145), Annex Vb (Part-ML), Annex Vd (Part-CAO) as well as Commission Regulation (EU) No 748/2012 Annex I (Part-21), for the acceptance and handling criteria of aircraft components and material.

Furthermore, this course discusses handling and storage requirements for aircraft components and material including special requirements, e.g. Electrostatic Sensitive Devices (ESD), shelf life limitations, suspected unapproved parts, etc.

### Target Group

- Personnel in purchasing, receiving, store and shipping
- Quality Auditors
- Certifying Staff
- Competent Authority Personnel

### Pre-Requisites

None

### Key Topics

- Overview of EASA organisation and EASA regulations
- Commission Regulation (EU) No 1321/2014 (Articles)
- Relevant parts of Commission Regulation (EU) No 1321/2014
- Relevant parts of ED Decision 2015/029/R
- Relevant parts of Commission Regulation (EU) No 748/2012
- Relevant parts of ED Decision 2012/020/R
- Acceptance criteria for aircraft components and material
- EASA Form 1 and equivalent documents (correct completion)
- ESD - Electronic Static Discharge
- Suspected Unapproved Parts (SUPs)

### Regulatory Basis of the course

- Commission Regulation (EU) No 1321/2014
- Commission Regulation (EU) No 748/2012



**Dates** 20 - 21 Oct 2022 (Bern, Switzerland)  
12 - 13 May 2022 (Vienna, Austria)

**Price** CHF 1,350.00

**Duration** 2 days



## C-003 Fuel Tank Safety (Phase 1 and 2)

Overview of Rulemaking in regards of the Fuel Tank Safety.  
Awareness of Critical Design Configuration Control Limitations (CDCCL).

### Objectives

The course aims to fulfil the following pedagogical objectives:

- Be aware of the history, the theoretical and practical elements of the subject, such as but not limited to accidents investigation and their conclusions involving fuel tank safety.
- Have thorough knowledge as to how the above items affect the aircraft in the scope of the activity of the organization or in the fleet.
- Be able to define fuel characteristics and know how to reduce the risk of a fuel tank explosion.
- Be familiar with the basic elements of the fuel tank safety issues.
- Be able to give a detailed description of the concept of CDCCL, Airworthiness Limitations Items (ALI) and using theoretical fundamentals and specific examples.
- Have the capacity to combine and apply the separate elements of knowledge in a logical and comprehensive manner.
- Update on the fuel tank flammability reduction system.

### Target Group

- Part-145  
Personnel carrying out maintenance tasks on aircraft or components classified as Fuel Tank Safety items, support staff and certifying staff, staff involved in developing procedures, Management, Quality Personnel and Auditors, personnel in charge of stores.
- Part-CAMO  
Personnel required by CAMO.A.305 and CAMO.A.310 such as Nominated Person Continuing Airworthiness Continuing, Airworthiness Staff of the Continuing Airworthiness Management Organisation, Airworthiness review staff, Quality Personnel and Auditors.
- Competent Authority Members

### Pre-Requisites

None

### Key Topics

- The course is designed to satisfy the Phases 1 and 2 training requirements of ED Decisions 2009/ 006R, /007R and /008R
- History on Fuel Tank incidents
- Description of theoretical and practical background of elements involved, which led to these incidents





- Overview of the Special Federal Aviation Regulation (SFAR) 88 and EASA Decisions 2009/ 006R-/ 007R-/ 008R
- Detailed description of the concept of the Fuel Tank Safety Limitation and Critical Design Configuration Control Limitations
- Detailed description of the “On Board Inert Gas Generating System” (OBBIGS) - Nitrogen Generating System

**Regulatory Basis  
of the course**

Commission Regulation (EU) No 1321/2014 of 26 November 2014. Appendix IV to AMC 145.A.30(e) and 145.B.10(3) and Appendix III to AMC4 CAMO.A.305(g) — Fuel Tank Safety Training

**Dates** 02 March 2022 (Bern, Switzerland)

**Price** CHF 680.00

**Duration** 1 day

## C-003 Fuel Tank Safety (Phase 1 and 2)



## C-004 EWIS Electrical Wiring Interconnection System

Overview of Rulemaking in regards of the EWIS.

Reminder of the standard or "best Practices" regarding electrical wiring interconnections.

<b>Objectives</b>	After this one-day training course, the attendees will be able to properly evaluate the EWIS and effectively use the manufacturers AMM Chapter 20 and Electrical Standard Wiring Practice Manual (EWSPM). The course provides the participants the necessary knowledge to understand and interpret the EWIS issues from regulatory requirements and manufacturer's maintenance documentation. The training course provides guidance for personnel of the target groups 1 - 6 as defined in AMC 20-22, which are directly involved in the maintenance and inspection of EWIS as well as for personnel performing general maintenance activities in close proximity of EWIS.
<b>Target Group</b>	<ul style="list-style-type: none"> <li>EASA Part-145 Maintenance Organisations personnel who performs aeroplanes maintenance or inspections on EWIS and/or systems or structures in close proximity to EWIS</li> <li>EASA Part-CAMO Continuing Airworthiness Management Organisations</li> <li>Quality Assurance and Competent Authority Members</li> </ul>
<b>Pre-Requisites</b>	None. Previous attendance of the Fuel Tank Safety Course is beneficial.
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>Familiarisation with the elements of EWIS</li> <li>Overview of the history and background and recognise the elements requiring consideration in relation to EWIS</li> <li>Overview of the EASA and FAA regulatory requirements</li> <li>Overview of the Subpart H to EASA CS 25</li> <li>Overview of EASA AMC guidance material AMC 20-21, -22 &amp; -23</li> <li>Overview of the impact of EWIS on the Part CAMO continuing airworthiness management, Part-145 maintenance on affected aircraft and components intended to be fitted thereto.</li> <li>General electrical wiring interconnection system practices</li> <li>Wiring practice documents such as ESWPM</li> <li>Types, characteristics and impact on EWIS</li> <li>Connecting devices</li> <li>Inspection standards and proposed corrective actions based on manufacturers EWSPM standards</li> <li>Review of the MRB Process and development of the Enhanced Zonal Analysis Procedure (EZAP)</li> </ul>
<b>Regulatory Basis of the course</b>	General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances (AMC-20) ; ED Decision 2008/007/R (AMC 20-22) Appendix A
<b>Dates</b>	03 March 2022 (Bern, Switzerland)
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## C-005 Human Factors Initial

<b>Objectives</b>	<p>After the end of this course, the participants will be able to:</p> <ul style="list-style-type: none"><li>• Identify the relevant Human Factors (HF) in the operational environment</li><li>• Describe what complexity means and what the implications are for the organisation as well the individual tasks and responsibilities</li><li>• Explain why HF are important to aviation maintenance and the industry as a whole</li><li>• Identify different types of error as well as discuss identified strategies to prevent them to cause failures</li><li>• Explain the role of HF and it's relation to overall safety and well-being.</li></ul>
<b>Target Group</b>	All personnel in EASA Part-145 maintenance organizations.
<b>Pre-Requisites</b>	None
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• The course will contain, but is not limited to:</li><li>• Human Factors – general introduction</li><li>• Legal requirements</li><li>• Human Performance and its Limitations</li><li>• Environmental factors to Human Performance</li><li>• Communication</li><li>• Teamwork</li><li>• Professionalism and Integrity</li><li>• HF programme in your organisation</li><li>• The Dirty Dozen.</li><li>• Individual questions, experience and interests are taken into account in all of our HF classes.</li></ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"><li>• EASA Part-145.A.30(e)</li><li>• AMC 2 145.A.30(e)</li><li>• GM 1 145.A.30(e)</li></ul>
<b>Dates</b>	15 - 16 September 2022 (Bern, Switzerland) 25 - 26 August 2022 (Vienna, Austria)
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## C-009 Airworthiness Review for ARC Signatories

<b>Objectives</b>	<p>The course aims to fulfill the following pedagogical objectives:</p> <p>This one-day course introduces the participants to the system and the legal background of airworthiness review. During this course the participants will learn what is meant by airworthiness review, how an airworthiness review should be prepared, performed and which documentation should be used. The course will cover the requirements and conditions under which a permit to fly can be issued. Upon completion of the course, the participants will have a broad understanding of the requirements and conditions for the issuance of the ARC or Recommendation for the issuance of the ARC.</p>
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• Airworthiness Review Staff</li> <li>• Nominated Person Continuing Airworthiness</li> <li>• CAMO or Maintenance Personnel</li> </ul>
<b>Pre-Requisites</b>	<p>Basic knowledge of Commission Regulation (EU) No 1321/2014 Annex I (Part-M), Annex Vb (Part-ML), Annex Vc (Part-CAMO), Annex Vd (Part-CAO) and amendments thereof.</p>
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• Organisational and personnel requirements for a CAMO or CAO holding the privilege for Airworthiness Reviews and nominated Airworthiness Review Staff</li> <li>• Competences and responsibilities of the CAMO or CAO holding the privilege for Airworthiness Reviews</li> <li>• Conduct of the Airworthiness Review using checklists and completion of relevant administrative documentation</li> <li>• ARC signatory qualifications and training requirements</li> <li>• ARC tasks</li> <li>• Checklists required</li> <li>• Procedures required in Part 4 of CAME or Part B of CAE</li> <li>• Document and Physical survey contents</li> <li>• Validity of ARC</li> <li>• Aircraft transfer process</li> <li>• Practical examples of issuance and extension of the Airworthiness Review Certificate or Recommendation</li> <li>• Issuance of a Permit to Fly by Airworthiness Review Staff</li> <li>• Airworthiness review by Part-145 or Part-CAO maintenance organisations</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• Commission Regulation (EU) No 1321/2014</li> <li>• Commission Regulation (EU) No 748/2012</li> </ul>
<b>Dates</b>	<p>18 January 2022 (Bern, Switzerland)  19 August 2022 (Bern, Switzerland)  22 February 2022 (Vienna, Austria)</p>
<b>Price</b>	<p>CHF 680.00</p>
<b>Duration</b>	<p>1 day</p>



## C-010 Maintenance Program

<b>Objectives</b>	The course aims to fulfil the following pedagogical objectives: This two-day course focuses on the content of EASA Part-M/CAMO/CAO, which includes a detailed explanation and intense discussions. Through the use of practical illustrations, the participants will gain a solid understanding of the requirements associated with the Maintenance Programs and the process of establishing a Maintenance Program. They will also gain a general understanding of the basic documents for the issue and amendment of Maintenance Programs i.a.w. applicable Instructions for Continuing Airworthiness and the operational requirements.
<b>Target Group</b>	<ul style="list-style-type: none"><li>• Nominated Persons</li><li>• Quality Personnel / Compliance Manager</li><li>• Personnel responsible for continuing airworthiness tasks</li><li>• Engineering staff</li><li>• Planning staff</li><li>• Maintenance Program developers</li></ul>
<b>Pre-Requisites</b>	Basic understanding of aircraft maintenance.
<b>Key Topics</b>	<p>Day 1</p> <ul style="list-style-type: none"><li>• Requirements and regulations</li><li>• Aircraft certification</li><li>• MSG and MRB overview</li><li>• Inspection standards</li><li>• Maintenance program sources</li></ul> <p>Day 2</p> <ul style="list-style-type: none"><li>• OPS specs</li><li>• Maintenance programme establishment</li><li>• Introduction to scheduled maintenance</li><li>• Reliability programme</li><li>• Maintenance programme Evolution</li><li>• Practical examples</li></ul>
<b>Regulatory Basis of the course</b>	Commission Regulation (EU) No 1321/2014
<b>Dates</b>	22 - 23 March 2022 (Bern, Switzerland) 13 - 14 December 2022 (Bern, Switzerland)
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days





## C-012 FAA Part-145

This course introduces the civil aviation regulatory system of the United States and the relevant regulations for a Part 145 certificated repair station.

### Objectives

The course aims to fulfil the following pedagogical objectives:  
This course familiarizes the participants with the civil aviation regulations of the United States of America with the emphasis on maintenance, preventive maintenance, rebuilding, and alteration, covering Part 39, Part 43 and Part 145 of Title 14 of the Code of Federal Regulations.  
Participants will learn how these regulatory requirements can be implemented into the organization to fulfil all legal requirements.

### Target Group

- Management Personnel
- Supervisors
- Inspection Personnel
- Personnel authorized to approve an article for return to service (Certifying Staff)
- Technicians
- Quality Personnel working in FAA Part 145 certificated repair stations or an organisation intending to apply for such a certificate.

### Pre-Requisites

None

### Key Topics

- Introduction to US FAA and the regulatory system (Code of Federal Regulations)
- Title 14 CFR Part 39 and Part 43 and Part 145

### Regulatory Basis of the course

Title 14 CFR Part 39, Part 43, Part 145

### Dates

19 - 20 January 2022 (Bern, Switzerland)

### Price

CHF 1,350.00

### Duration

2 days



## C-014 EASA Part-66 / Part-147 Initial

This course covers the requirements to get a Part 66 Licences and the requirements of Part 147 Maintenance Training Organisations.

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"> <li>• Understand the structure and the content of EASA Part-66 (Licensing – Application files – Standards of Training)</li> <li>• Gain awareness to get an EASA Part 66 Licence</li> <li>• Get familiar with standards of training (Basic and Type)</li> <li>• Understand the Technical Requirements of Part 147 Maintenance Training Organisations (MTO).</li> </ul>
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• Compliance Monitoring Managers and Quality personnel</li> <li>• Instructors, Examiners, Invigilators, Practical Assessors</li> <li>• Certifying Staff and technicians</li> <li>• National Aviation Authorities Personnel</li> </ul>
<b>Pre-Requisites</b>	None
<b>Key Topics</b>	<p>Day 1</p> <ul style="list-style-type: none"> <li>• Overview of EASA regulations</li> <li>• Part 66 – Licensing</li> <li>• Part 66 – Standards of Basic and Type training</li> </ul> <p>Day 2</p> <ul style="list-style-type: none"> <li>• Part 147 – Maintenance Training Organisation</li> <li>• Relationship with Annex II – Part 145 (Certifying Staff)</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• Commission Regulation (EU) No 1321/2014 Annex III (Part-66) and relevant AM and GM;</li> <li>• Commission Regulation (EU) No 1321/2014 Annex IV (Part-147) and relevant AM and GM;</li> </ul>
<b>Dates</b>	<p>10 - 11 May 2022 (Bern, Switzerland)</p> <p>23 - 24 November 2022 (Bern, Switzerland)</p> <p>25 - 26 January 2022 (Vienna, Austria)</p>
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## C-119 Maintenance & Airworthiness by EASA Part-CAO

This course introduces the participants to the requirements applicable for a Combined Airworthiness Organisation (CAO) as well the requirements to be followed during the daily work with respect to maintenance, continuing airworthiness management and airworthiness review.

### Objectives

The course aims to fulfil the following pedagogical objectives:  
This three-day course focuses on the content of Commission Regulation (EU) No 1321/2014 Annex Vd (Part-CAO) and the relevant AMC & GM regarding requirements to be met by an organisation who intends to apply for an approval as a Combined Airworthiness Organisation (CAO) to perform maintenance and continuing airworthiness management and airworthiness review.

This course covers:

- the personnel and organisational requirements to such an organisation
- the requirements to be met while performing the maintenance and
- the requirements to be met while performing continuing airworthiness management and airworthiness review.
- In addition, the interrelations to other relevant parts of Part-M, Part-ML, Part-66 and Part-21 are covered.

### Target Group

- Former Part-M Subpart F approved maintenance organisation
- Former Part-145 maintenance organisation opting to convert the Part-145 approval to a Part-CAO approval
- Former Part-M Subpart G CAMO opting to convert the Part-M Subpart G approval to a Part-CAO approval
- Private and commercial operators other than air carriers licensed i.a.w. Regulation (EC) No 1008/2008
- Maintenance organisations personnel and certifying staff
- Continuing airworthiness management personnel and Airworthiness Review Staff
- Quality personnel
- Authority personnel

### Pre-Requisites

None

### Key Topics

- Overview of EASA organisation and EASA regulations
- Part-CAO and relevant AMC & GM
- Part-M and relevant AMC & GM with respect to maintenance, continuing airworthiness management and airworthiness review
- Part-ML and relevant AMC & GM with respect to maintenance, continuing airworthiness management and airworthiness review - relevant parts of Commission Regulation (EU) No 1321/2014



- relevant parts of Commission Regulation (EU) No 748/2012
- Organisational and personnel requirements for Part-CAO organisation performing maintenance, continuing airworthiness management and airworthiness review
- Competences and responsibilities of personnel, certifying staff, continuing airworthiness management personnel and Airworthiness Review Staff
- Maintenance programme development and approval process.
- Conduct of the Airworthiness Review using checklists and completion of relevant administrative documentation
- Practical examples of issuance of the Airworthiness Review Certificate or Recommendation.

**Regulatory Basis  
of the course**

Commission Regulation (EU) No 1321/2014

**Dates**

15 - 17 March 2022 (Bern, Switzerland)  
21 - 23 June 2022 (Bern, Switzerland)  
08 - 10 November 2022 (Bern, Switzerland)  
05 - 07 April 2022 (Vienna, Austria)

**Price**

CHF 2,025.00

**Duration**

3 days



## C-120 Continuing Airworthiness by Part-CAMO for CMPA & Commercial Operators (1008/2008)

This course introduces the participants to the requirements applicable for a Continuing Airworthiness Management Organisation (CAMO) as well the requirements to be followed during the daily work with respect to continuing airworthiness management and airworthiness review on aircraft categorised as CMPA or aircraft used by air carriers licensed i.a.w. Regulation (EC) No 1008/2008.

### Objectives

The course aims to fulfil the following pedagogical objectives:  
This two-day course focuses on the content of Commission Regulation (EU) No 1321/2014 and the relevant AMC & GM regarding requirements to be met by an organisation who intends to apply for an approval in accordance with Annex Vb (Part-CAMO) to perform continuing airworthiness management and airworthiness review in accordance with Annex I (Part-M) on aircraft categorised as CMPA or used by air carriers licensed i.a.w. Regulation (EC) No 1008/2008.

This course covers:

- the personnel and organisational requirements to such an organisation approved i.a.w. Part-CAMO
- the requirements to be met while performing continuing airworthiness management and airworthiness review i.a.w. Part-M
- the meaning of airworthiness review, how airworthiness review should be prepared, carried out and which documentation is to be used
- In addition, the interrelations to other relevant parts of Part-145, Part-66 and Part-21 are covered.

Using practical illustrations, participants will not only understand the regulation in theory but also gain awareness of how it can be practically and successfully implemented into their organisation.

### Target Group

- All personnel from air carriers licensed i.a.w. Regulation (EC) No 1008/2008 and organisations operating complex motor-powered aircraft who are involved in continuing airworthiness management, e.g.
- Management staff
- Continuing airworthiness management staff
- Airworthiness Review Staff
- Quality personnel
- Authority personnel

### Pre-Requisites

None



**Key Topics**

- Overview of EASA organisation and EASA regulations
- Part-CAMO and relevant AMC & GM
- Part-M and relevant AMC & GM with respect to continuing airworthiness management and airworthiness review
- Other relevant parts of Commission Regulation (EU) No 1321/2014
- Other relevant parts of Commission Regulation (EU) No 748/2012
- Organisational and personnel requirements for Part-CAMO organisation
- Competences and responsibilities of continuing airworthiness management personnel and Airworthiness Review Staff
- Conduct of the Airworthiness Review using checklists and completion of relevant administrative documentation
- Practical examples of issuance of the Airworthiness Review Certificate or Recommendation.

**Regulatory Basis of the course**

Commission Regulation (EU) No 1321/2014

**Dates**

04 - 05 May 2022 (Bern, Switzerland)  
06 - 07 December 2022 (Bern, Switzerland)  
27 - 28 September 2022 (Vienna, Austria)

**Price**

CHF 1,350.00

**Duration**

2 days



## C-122 Continuing Airworthiness by Part-CAMO according to Part-M or Part-ML

This course introduces the participants to the requirements applicable for a Continuing Airworthiness Management Organisation (CAMO) as well the requirements to be followed during the daily work with respect to continuing airworthiness management and airworthiness review on aircraft other than CMPA and not used by air carriers licensed i.a.w. Regulation (EC) No 1008/2008.

### Objectives

The course aims to fulfil the following pedagogical objectives:  
This two-day course focuses on the content of Commission Regulation (EU) No 1321/2014 and the relevant AMC & GM regarding requirements to be met by an organisation approved according to Annex Vc (Part-CAMO) who intends to apply for an approval to perform continuing airworthiness management and airworthiness review in accordance with Annex I (Part-M) or Annex Vc (Part-ML) on aircraft other than CMPA and not used by air carriers licensed i.a.w. Regulation (EC) No 1008/2008.

This course covers:

- the personnel and organisational requirements to such an organisation approved i.a.w. Part-CAMO
- the requirements to be met while performing continuing airworthiness management and airworthiness review i.a.w. Part-M or Part-ML
- the meaning of airworthiness review, how airworthiness review should be prepared, carried out and which documentation is to be used
- In addition, the interrelations to other relevant parts of Part-145, Part-66 and Part-21 are covered
- Using practical illustrations, participants will not only understand the regulation in theory but also gain awareness of how it can be practically and successfully implemented into their organisation

### Target Group

- Former Part-M Subpart G CAMO required to convert the Part-M Subpart G approval to a Part-CAMO approval to manage the continuing airworthiness for aircraft other than CMPA
- Private and commercial operators and CAT operators not licensed i.a.w. Regulation (EC) No 1008/2008 operating other than CMPA
- Continuing airworthiness management personnel and Airworthiness Review Staff
- Quality personnel
- Authority personnel

### Pre-Requisites

None

**Key Topics**

- Overview of EASA organisation and EASA regulations
- Part-CAMO and relevant AMC & GM
- Part-M and relevant AMC & GM with respect to continuing airworthiness management and airworthiness review
- Part-ML and relevant AMC & GM with respect to continuing airworthiness management and airworthiness review
- Other relevant parts of Commission Regulation (EU) No 1321/2014
- Relevant parts of Commission Regulation (EU) No 748/2012
- Organisational and personnel requirements for Part-CAMO organisation
- Competences and responsibilities of continuing airworthiness management personnel and Airworthiness Review Staff
- Conduct of the airworthiness review using checklists and completion of relevant administrative documentation
- Practical examples of issuance of the Airworthiness Review Certificate or Recommendation.

**Regulatory Basis of the course**

Commission Regulation (EU) No 1321/2014

**Dates**

17 - 18 February 2022 (Bern, Switzerland)  
16 - 17 August 2022 (Bern, Switzerland)  
29 - 30 September 2022 (Vienna, Austria)

**Price**

CHF 1,350.00

**Duration**

2 days



## C-129 Safety and Human Factors Initial Training (Part CAMO and Part 145)

The course participants will be made familiar with:

- an organisations safety programme, as well as
- Human Factors Principles

by using practical examples (occurrences, accidents, incidents and investigations).

The participants will learn how to contribute actively to the safety by also taking into considerations to human performances and human limitations.

<b>Objectives</b>	Initial safety & human factors training provides the participant an understanding of human factors and safety issues within the organisations approved under Annex Vc (Part-CAMO) and Annex II (Part-145). The course will identify the safety elements related to continuing airworthiness management, as well as maintenance.
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• All personnel of an organisation approved according to Part-CAMO</li> <li>• All personnel of an organisation approved according to Part-145 and Part CAO;</li> <li>• Personnel from Competent Authorities</li> </ul>
<b>Pre-Requisites</b>	Fundamental understanding of Continuing Airworthiness Management and Maintenance
<b>Key Topics</b>	<p>Day 1</p> <ul style="list-style-type: none"> <li>• Introduction to safety management system and human factors</li> <li>• Safety risk management and assessment</li> <li>• Safety culture &amp; organisational factors</li> <li>• Human error and human performance</li> <li>• Environment and procedures</li> </ul> <p>Day 2</p> <ul style="list-style-type: none"> <li>• Communication, teamwork</li> <li>• Professionalism and integrity</li> <li>• Organisation's safety and human factors programme</li> <li>• Safety and disciplinary policies</li> <li>• Feedback and safety promotion</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• Commission Regulation (EU) No 1321/2014,</li> <li>• Annex Vc, (Part CAMO) - GM2 CAMO.A.305(g).</li> <li>• Annex II (Part 145) – GM.145.A.30 (e)</li> </ul>
<b>Dates</b>	<p>12 - 13 January 2022 (Bern, Switzerland)</p> <p>17 - 18 August 2022 (Bern, Switzerland)</p> <p>09 - 09 February 2022 (Vienna, Austria)</p>
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## C-140 Safety and Human Factors Training Part-145 to Part-CAMO Differential

<b>Objectives</b>	<p>This differential training provides the participant an understanding of the application of safety management principles into the organisation approved according Annex Vc (Part-CAMO) as well as into the organisation approved according Annex II (Part-145) and provides a short refresher on human factors principles.</p> <p>The course will identify safety elements and discuss risk management principles related to continuing airworthiness management, as well as maintenance, taking into consideration human performances and human limitations.</p>
<b>Target Group</b>	<ul style="list-style-type: none"><li>• All personnel of an organisation approved according Part-CAMO who already attended the initial human factors training as required by Part-145</li><li>• All personnel of an organisation approved according Part-145 who already attended the initial human factors training as required by Part-145</li><li>• Personnel from Competent Authorities who already attended the initial human factors training as required by Part-145</li></ul>
<b>Pre-Requisites</b>	<p>The course participants must have attended the initial human factors training as required by Part-145 and as specified in GM1 145.A.30(e).</p>
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• Introduction to and need of safety management</li><li>• Principles of safety risk management</li><li>• Safety culture and related organisational factors</li><li>• Discussion of types of errors in continuing airworthiness management and maintenance</li><li>• Organisations safety programme,</li><li>• Discussion of human factors principals</li></ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"><li>• Commission Regulation (EU) No 1321/2014</li><li>• Annex Vc (Part-CAMO) - GM2 CAMO.A.305(g)</li><li>• Annex II (Part-145) - GM1 145.A.30(e)</li></ul>
<b>Dates</b>	<p>15 March 2022 (Bern, Switzerland) 20 April 2022 (Vienna, Austria)</p>
<b>Price</b>	<p>CHF 680.00</p>
<b>Duration</b>	<p>1 day</p>



## C-130 Differential & Continuation Training Part-M Subpart G versus Part-CAMO

This one-day course is a recap of the concept of continuing airworthiness and understanding of the high level roles and responsibilities of relevant stakeholders. This course explains the attendees the necessary steps to be undertaken to transfer the Part-M Subpart G approval to the new Part-CAMO approval. The course is intended to provide the attendees a comprehensive understanding of the revised structure of Regulation (EU) No 1321/2014 and provides a focus on the new Annex Vc (Part-CAMO). The course also provides a comprehensive understanding of a safety management system (SMS).

### Objectives

The course aims to fulfil the following pedagogical objectives:

- demonstrate an up-to-date knowledge of the requirements to your regulator, customers and internal auditors
- Improve interface with other Airworthiness Stakeholders
- Improve ability to solve airworthiness problems
- Improve and consolidate organisation's compliance with the regulations.

### Target Group

- CAMO Management Personnel
- Airworthiness Review Staff
- Safety and Compliance Monitoring Staff
- CAMO Continuing Airworthiness Specialists
- Authority Airworthiness Inspectors

### Pre-Requisites

Personnel with relevant knowledge and experience in the field of continuing airworthiness management activities

### Key Topics

- The training course will include the following topics:
- Regulatory structure (former and new)
- Transition process from Part-M Subpart G to Part-CAMO
- Interfaces of Part-CAMO with Part-M and Part-ML
- Personnel and Organisation Requirements according Part-CAMO
- Scope of the Part-CAMO Approval
- Management System including safety management and compliance monitoring
- Airworthiness Review and links to Part-M and Part-ML



<b>Regulatory Basis of the course</b>	Commission Regulation (EU) No 1321/2014 and amendments thereof
<b>Dates</b>	04 March 2022 (Bern, Switzerland)
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day





## C-006 Human Factors Refresher

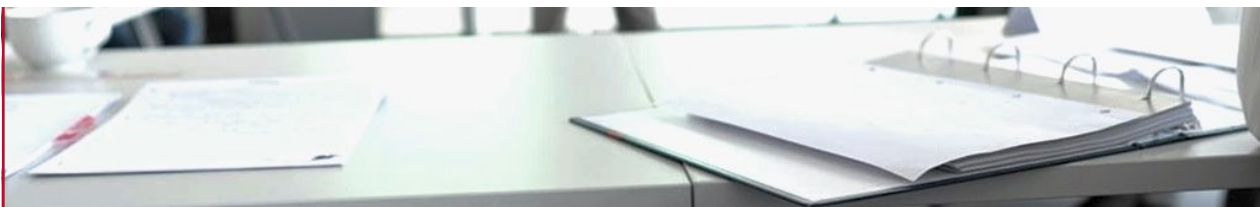
The refresher is based on the aviation feedback, occurrence reporting and the main factors of changes in regards of the Technology and regulations by taking into consideration the human performances and human limitations.

<b>Objectives</b>	The course aims to fulfil the following pedagogical objectives: This one-day refresher training is a reminder of Human Factors in aviation maintenance environment and describes the complementarity with Safety Management Systems.
<b>Target Group</b>	All personnel involved in the continuing Airworthiness Organizations (Part CAMO / Part CAO / Part 145 / Part 147)
<b>Pre-Requisites</b>	Human Factors Initial Training
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• Reminder of the context "Safety &amp; Human Factors" in Airworthiness &amp; Maintenance</li> <li>• Recent statistics (Source EASA Annual Safety Review)</li> <li>• Accident surveys &amp; investigations</li> <li>• Human performances &amp; Limitations</li> <li>• Communication</li> <li>• Factors of changes, evolutionary factors</li> <li>• Technology - Artificial Intelligence / New design / Cognitive ergonomics</li> <li>• Regulations – Impact of Human Factors in the regulations (Airworthiness)</li> <li>• Occurrence Reporting</li> <li>• Safety Management system Approach</li> <li>• Synergies with Compliance Monitoring Systems</li> <li>• Safety Policy.</li> </ul>
<b>Regulatory Basis of the course</b>	Commission Regulation (EU) No 1321/2014 on the Continuing Airworthiness
<b>Dates</b>	On request
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## C-016 OTAR Part-39

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives: This course covers the responsibilities of a Subpart E Continued Airworthiness Management Organization, the content of the Maintenance Control Manual, or Supplement, typical staff arrangements and qualifications as well as the quality system. Course Objectives:</p> <ul style="list-style-type: none"><li>• Provide a detailed explanation of the operator's responsibilities, contracted arrangements, Subparts B, C, D, E &amp; F responsibilities</li><li>• To familiarize the participants with the implementation of continued airworthiness management in association with ICAO Article 83 bis Agreement</li><li>• To provide a detailed explanation on the differences of Approvals under Subpart E</li></ul>
<b>Target Group</b>	<ul style="list-style-type: none"><li>• OTAR 121 &amp; 125 Operators</li><li>• Quality Managers</li><li>• Maintenance and Continued Airworthiness Post Holders</li><li>• NAA staff</li><li>• EASA Part CAMO Organisations</li><li>• Part 145 Maintenance Organizations wishing to gain OTAR 39 approval</li></ul>
<b>Pre-Requisites</b>	Human Factors Initial Training
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• Overview of the Air Safety Support International (ASSI) regulatory system</li><li>• Introduction to high-level applicable regulations, including the role and legal status of OTARs and OTACs in a Continued Airworthiness regulatory environment</li><li>• Airworthiness and Continued Airworthiness concepts</li><li>• OTAR 39 Overview, its Subparts and Guidance Material</li><li>• Detailed review of Subparts A,B,C,D,E &amp; F</li><li>• Interfaces between AN/OT, OTARs / OTACs related to Certification, Aircraft Registration, Operation continued airworthiness and Maintenance</li><li>• Detailed review of the differences between OTAR 39 and EASA Part M</li><li>• Practical examples of continued airworthiness management in association with ICAO art. 83 bis</li><li>• Day 2 of the training course is dedicated to the practical application of the relevant OTAR Parts, consisting of group exercises covering aircraft registration, management of the continued airworthiness under Option 1 and 2, management of repairs and modification and Permit to Fly</li></ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"><li>• Air Navigation (Overseas Territories) Order (AN/OT)</li><li>• OTAR Part 39</li></ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## C-018 OTAR Part-145

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives: The objective of the course is to provide the participants a full understanding of the operator's and maintenance organisation's responsibilities, contracted maintenance arrangements, OTAR Part 145 Subparts A, B, C, D and OTAR Part 43 Subparts A, B, C, D responsibilities. The participants will also get a full understanding on the differences of Approvals under Subpart A. This course covers the responsibilities of an OTAR Part 145 maintenance organisation, the content of the Maintenance Organisation Exposition, or Supplement, typical staff arrangements and qualifications, quality and safety management system.</p>
<b>Target Group</b>	<p>This course is aimed at EASA Part 145 Maintenance Organisations wishing to gain OTAR Part 145 approval. Management Personnel</p> <ul style="list-style-type: none"> <li>• Quality Managers</li> <li>• Maintenance Technicians and Certifying Staff</li> <li>• Competent Authority Staff</li> </ul>
<b>Pre-Requisites</b>	Human Factors Initial Training
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• Overview of the global aviation regulatory structure</li> <li>• Overview of the Air Safety Support International (ASSI) regulatory system</li> <li>• Introduction to high-level applicable regulations, including the role and legal status of OTARs and OTACs in a maintenance environment</li> <li>• OTAR Part 145 and OTAR Part 43 Overview, its Subparts and Guidance Material</li> <li>• Detailed review of OTAR Part 145 Subparts A, B, C, D</li> <li>• Detailed review of OTAR Part 43 Subparts A, B, C, D and Appendix A</li> <li>• Interfaces between OTAR 145, 43 and other OTARs / OTACs related to Maintenance, Certification, Continued</li> <li>• Airworthiness and Operation</li> <li>• Detailed review of the differences between OTAR Part 145/43 and EASA Part 145</li> <li>• Case studies of typical practical scenarios</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• Air Navigation (Overseas Territories) Order (AN/OT)</li> <li>• OTAR Part 145</li> <li>• OTAR Part 43</li> </ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## C-017 ETOPS / RVSM / LVO for Maintenance & CAMO

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives: The Extended Twin-engine Operations (ETOPS/EDTO), Reduced Vertical Separation Minima (RVSM) and Low Visibility Operation (LVO) training course provides aircraft maintenance technicians and continuing airworthiness personnel with broad, yet thorough knowledge of ETOPS/EDTO, RVSM and LVO related topics in order to maintain their individual qualification requirements.</p> <p>This course will provide and explain the background to the existing regulatory requirements in regards to ETOPS/EDTO, RVSM and LVO.</p> <p>Whilst this course covers in detail the associated certification, maintenance and airworthiness requirements, it also provides an overview of the operational aspects.</p>
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• The training course is tailored for Maintenance Organisations technicians and Continuing Airworthiness</li> <li>• Management Organisations staff of operators engaged in ETOPS/EDTO, RVSM and LVO operations</li> <li>• Competent Authority Members</li> </ul>
<b>Pre-Requisites</b>	Basic knowledge of Regulation (EU)1321/2014 Annex I Part M, Annex Vc, Part CAMO, and/or Annex II (Part 145).
<b>Key Topics</b>	<p>The course will provide the following:</p> <ul style="list-style-type: none"> <li>• Introduction to ETOPS/EDTO, RVSM and LVO</li> <li>• History of ETOPS, RVSM and LVO</li> <li>• Airworthiness and operational regulatory requirements</li> <li>• Type Design Approvals</li> <li>• Maintenance, Continuing Airworthiness and Operational Approval</li> <li>• ETOPS/EDTO, RVSM, LVO approval and monitoring process</li> <li>• Maintenance and Continuing Airworthiness procedures</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• EASA AMC 20-6 Rev.2, FAA AC 120-42A and ICAO Annex VI</li> <li>• Reg, (EU) No. 965/2012 -Air Operations, Annex V, Part SPA, Sub-parts D / E / F and amendments thereof</li> </ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## C-107 Fuel Tank Safety (Phase 1 and 2) and EWIS TG 1 and 2

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <p>This one-day course focuses on review of the concept of the Fuel Tank Safety and Electrical Wiring Interconnection System issues. This course provides attendants with an overview of the development of enhanced aeroplane EWIS maintenance and the Enhanced Zonal Analysis Procedure. The aim of the course is to develop or update the level of knowledge and practical understanding of the attendees in Fuel Tank System Safety issues, such as ignition sources and ignition prevention. Attendants will also learn about the technical aspects of typical EWIS installations, supporting inspection techniques and an introduction to AMC 20-22 Aeroplane EWIS training programmes. This one-day training course provides an update on the development and implementation of the flammability reduction requirements and nitrogen generating System.</p>
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• EASA Part-145 Maintenance Organisations and EASA Part-CAMO Continuing Airworthiness Management</li> <li>• Organisations personnel with significant relevant experience in the subject matter who are looking to enhance their specialist skills and knowledge</li> <li>• Competent Authority Members</li> </ul>
<b>Pre-Requisites</b>	<ul style="list-style-type: none"> <li>• Part 145 certifying staff and support staff who have previously undertaken an initial course in Fuel Tank Safety and EWIS.</li> <li>• Part CAMO personnel who have previously undertaken an initial course in Fuel Tank Safety and EWIS.</li> </ul>
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• Fuel Tank Safety phases 1 and 2 continuation training, based on Appendix III to AMC4 CAMO.A.305(g)</li> <li>• and Appendix IV to AMC 145.A.30(e) and 145.B.10(3) of Annex I to Decision 2009-006R / -007R / -008R</li> <li>• Customized Electrical Wiring Interconnection System (EWIS) for target groups 1 - 2, based on EWIS Training Programme as outlined in the curriculum and lesson plan of Appendix A and B of ED Decision 2008/007R</li> <li>• EASA AMC 20-22</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• Appendix IV to AMC 145.A.30(e) and 145.B.10(3) of Annex I to ED Decision 2009-006R / -007R / -008R</li> <li>• Appendix A and B of ED Decision 2008/007R, EASA AMC 20-22</li> </ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## C-121 Maintenance by EASA Part-CAO

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <p>This two-day course focuses on the content of Commission Regulation (EU) No 1321/2014 as amended by Commission Implementing Regulation (EU) 2019/1383, Annex Vd, (Part-CAO) and the relevant Acceptable Means of Compliance and Guidance Material (AMC &amp; GM) regarding requirements to be met by an organisation who intends to apply for an approval to perform maintenance in accordance with this Annex Vd (Part-CAO). This course covers the personnel and organisational requirements to such an organisation, as well as the requirements to be met while performing the maintenance. In addition, the interrelations to other relevant parts of Part-M, Part-66, Part-ML and Part-21 are covered.</p>
<b>Target Group</b>	<ul style="list-style-type: none"><li>• Former Part-M Subpart F approved maintenance organisation</li><li>• Part 145 maintenance organisation opting to convert the Part 145 approval to a Part CAO approval</li><li>• Private and commercial operators other than air carriers licensed i.a.w. Regulation (EC) No 1008/2008</li><li>• Maintenance organisations personnel and certifying staff</li><li>• Maintenance Managers</li><li>• Quality personnel</li><li>• Authority personnel</li></ul>
<b>Pre-Requisites</b>	None
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• Overview of EASA organisation and EASA regulations</li><li>• Part-CAO and relevant AMC &amp; GM with respect to maintenance</li><li>• Other relevant parts of Commission Regulation (EU) No 1321/2014</li><li>• Other relevant parts of Commission Regulation (EU) No 748/2012</li><li>• Organisational and personnel requirements for a Part-CAO maintenance organisation</li><li>• Competences and responsibilities of personnel and certifying staff</li></ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"><li>• Commission Regulation (EU) No 1321/2014 as amended by Commission Regulation (EU) 2019/1383</li></ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days





## C-125 US/EU & Canada/EU Bilateral Agreement

<b>Objectives</b>	<p>The course aims to give the attendants an understanding of the two Bilateral Aviation Safety Agreements signed between US/EU and Canada/EU.</p> <p>The course give an overview of the following:</p> <ul style="list-style-type: none"> <li>• Structure of the Agreements and the related procedures (TIP and MAG)</li> <li>• Where to find the related documents</li> <li>• Overview of the following: <ul style="list-style-type: none"> <li>- Technical Implementation Procedures for Airworthiness and Environmental Certification signed between US FAA as well as Canada TCCA and EASA (TIP)</li> <li>- Maintenance Annex Guidance signed between US FAA as well as Canada TCCA and EASA (MAG)</li> </ul> </li> </ul>
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• Personnel of an EASA Part-145 approved Maintenance Organisation who intend to apply for following certificates:</li> <li>• FAA Part 145 Repair Station Certificate</li> <li>• TCCA CAR 573 Maintenance Organization Approval</li> <li>• CAMO personnel managing aircraft type certificated in USA or Canada and being imported to Europe.</li> </ul>
<b>Pre-Requisites</b>	Knowledge of EASA Part-145 and preferably FAA Part 43 & 145 and TCCA CAR 571 & 573
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• Bilateral Aviation Safety Agreement signed between US / EU and between Canada / EU</li> <li>• Technical Implementation Procedures signed between FAA / EASA and between TCCA / EASA</li> <li>• Maintenance Annex Guidance signed between FAA / EASA and between TCCA / EASA.</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• Council Decision 2011/719/EU</li> <li>• Council Decision 2009/469/EU</li> </ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day





## C-127 EASA Part-66/147 Refresher

<b>Objectives</b>	This one day course focuses on Part 66 Part-147 Regulation Commission Regulation (EU) No 1321/2014.
<b>Target Group</b>	Engineers, Managers and Quality Staff involved in Continuing Airworthiness
<b>Pre-Requisites</b>	The trainees must have a general understanding of Part 66 / Part 147 Regulations
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• Part-66 Technical Requirements</li><li>• New categories of Part 66 Licenses</li><li>• Operational Suitability Data (Impact on Aircraft Type Training)</li><li>• Part 145 Internal Authorization</li><li>• Knowledge Skills Attitude</li><li>• Complete Pathway in Part 147 Training organisation and Part 145 Maintenance Environment</li><li>• Licensing application</li><li>• Part 147 Technical Requirements</li><li>• Application for a new rating</li><li>• Instructional Staff</li><li>• Privileges of the organisation</li></ul>
<b>Regulatory Basis of the course</b>	Commission Regulation (EU) No 1321/2014
<b>Dates</b>	On request
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## G-001 Accountable Manager

An Introduction to EASA Regulation and the global aviation rulemaking system as well as the fundamental elements of the organisation's documentation and quality system. Additionally we provide an overview of the responsibilities of management personnel and stakeholders of Continuing Airworthiness Management, Maintenance, Operation and Design organisations.

<b>Target Group</b>	Accountable Managers and Management personnel working in the field of Aviation
<b>Pre-Requisites</b>	None
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• Overview of Quality &amp; Safety Management System</li> <li>• Requirements for audits</li> <li>• Structure and objectives of the European Union Aviation Safety Agency (EASA)</li> <li>• Competence of the National Aviation Authorities</li> <li>• The national and international Aviation Regulatory System, in particular the EASA legal requirements of the following European Regulations: <ul style="list-style-type: none"> <li>- Commission Regulation (EU) No. 1321/ 2014 and amendments thereof, Annexes I, Part-M; Annex II, Part-145; Annex III, Part- 66; Annex IV, Part-147</li> <li>- Commission Regulation (EU) No. 748/ 2012 and amendments thereof, Annex Part-21</li> <li>- Commission Regulation (EU) No. 965/ 2012, Operation and amendments</li> </ul> </li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• Implementing Rules – Commission Regulation (EU)</li> <li>• Basic Regulation (EU) 2018/1139</li> <li>• Initial Airworthiness (EU) 748/2012</li> <li>• Air Operations (EU) 965/2012</li> <li>• Continuing Airworthiness (EU) 1321/2014</li> </ul>
<b>Dates</b>	12 - 13 October 2022 (Bern, Switzerland)
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## G-002 Aviation Legislation

This course covers the aviation regulation framework.

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"><li>• This one-day course gives an overview of regulatory bodies in aviation, e.g. ICAO, EASA and National Aviation Authorities and the applicable aviation regulatory system.</li><li>• Understand the aircraft life cycle (Design, Certification, Production, Operation, Continuing airworthiness management and Maintenance).</li></ul>
<b>Target Group</b>	Anybody interested in a general overview of aviation regulations.
<b>Pre-requisites</b>	None
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• History of Aviation rulemaking with competent organisations (ICAO – ECAC – JAA – EASA)</li><li>• European Commission, EASA framework and National regulations</li><li>• EASA Decisions and AMC/GM</li><li>• Rulemaking process and upcoming changes management</li></ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"><li>• Implementing Rules – Commission Regulation (EU)</li><li>• Basic Regulation (EU) 2018/1139</li><li>• Initial Airworthiness (EU) 748/2012</li><li>• Air Operations (EU) 965/2012</li><li>• Continuing Airworthiness (EU) 1321/2014</li></ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## G-004 Train the Trainer

This course covers the best educational techniques and practices to deliver any kind of training.

<b>Objectives</b>	Participants will acquire the main educational tools, skills and attitude to cope with all aspects of a training session including the development, conduct and evaluation of a course.
<b>Target Group</b>	Instructors, knowledge examiners and practical assessors.
<b>Pre-Requisites</b>	The course is for beginners as well as for experienced instructors. <b>Important note: A personal laptop is required</b>
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• The basics of adult learning principles</li><li>• The trainer competences and presentation skills</li><li>• Establish clear objectives</li><li>• Use effective teaching methods and strategies</li><li>• Create suitable training material</li><li>• Prepare the training environment</li><li>• Cope with difficult situations and conflicts</li><li>• Use of appropriate communication techniques</li><li>• Evaluate and profit from the evaluation</li><li>• Being secure in one's own trainings behaviour</li><li>• Optimize the training action</li><li>• Regulatory aspects</li></ul> <p>A mixture of different methodologies including practical exercises, individual and group working, video training as well as lectures will be used during this course.</p>
<b>Regulatory Basis of the course</b>	FOCA and other National Standards / EASA regulation
<b>Dates</b>	On request
<b>Price</b>	CHF 3,250.00
<b>Duration</b>	5 days



## G-005 Train the Trainer for Supervisors and Assessors

<b>Objectives</b>	<p>This course allows supervisors and assessors to acquire knowledge and best practices for conducting supervision and assessments to the EASA standards.</p> <p>At the conclusion of this training, the participants will be able to:</p> <ul style="list-style-type: none"><li>• Provide a description of the adult learner characteristics</li><li>• Provide a detailed description of the role of a supervisor and an assessor</li><li>• Define learning objectives and an adapted practical training situation</li><li>• Choose an educational technical support adapted to the objectives</li><li>• Define the content of a practical training booklet</li><li>• Identify and use the techniques and rules of communication in practical situations and in case of difficult situations</li><li>• Conduct an effective supervision</li><li>• Manage objectively and positively debriefing sessions</li><li>• Design and conduct an appropriate assessment</li><li>• Practice self-assessment</li><li>• Provide a detailed description</li></ul>
<b>Target Group</b>	Supervisors and/or Assessors
<b>Pre-requisites</b>	<ul style="list-style-type: none"><li>• Good communication skills</li><li>• Ability to lead individuals or small groups</li><li>• Previous supervisory or trainer experience would be an advantage</li><li>• Be safety-orientated</li></ul>
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• Introduction to Adult Learning</li><li>• The Role and competences of Supervisors and Assessors</li><li>• Defining and setting training objectives</li><li>• Defining and conducting supervision</li><li>• Communication techniques in practical situations and management of difficult situations</li><li>• Feedback and Assessment</li></ul>
<b>Regulatory Basis of the course</b>	EASA Regulations Part 147.A.105 (f) and Part 66 (Appendices and AMC's)
<b>Dates</b>	On request
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## G-009 Train the trainer - Latest training techniques

This course covers the best educational techniques and practices to deliver any kind of training.

<b>Objectives</b>	This course aims to maintain and update the instructor's competencies so that to maximise the training action aspects such as course-design, animation, communication and evaluation. The participants will experience distance teaching and familiarize themselves with the technological aspects of a virtual classroom.
<b>Target Group</b>	The course is for experienced instructors only.
<b>Pre-Requisites</b>	Be a qualified instructor. <b>Important note: A personal laptop is required.</b>
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• Evolution of the instructor competencies</li><li>• Educational objectives</li><li>• New teaching methods</li><li>• Online teaching strategies</li><li>• Virtual classroom and new technologies</li><li>• Communication aspects of distance teaching</li><li>• Evaluation aspects of distance teaching</li></ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"><li>• National and International Requirements for Trainers</li><li>• EASA Part 66/147 regulations</li></ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## G-012 Train the trainer - Refresher & Introduction to latest training techniques

This course focuses on different problems met by instructors in their daily practice, on the evolution of teaching methods versus the human performance concern, and on new topics.

**Objectives** This course aims to maintain and update the instructor's competencies so that to maximise the training action aspects such as course-design, animation, communication, and evaluation. Through practical workgroup, and reminders of topics from the initial training, the participants will share their experiences and will make profit from the best practices.

**Target Group** The course is for experienced instructors only.

**Pre-requisites** Be a qualified instructor.  
**Important note: A personal laptop is required.**

**Key Topics**

- Evolution of the instructor competencies
- Educational objectives
- New teaching methods
- New technologies and Human Performances
- Communication and difficult situations
- Use of evaluation and feedback

**Regulatory Basis of the course**

- National and International Requirements for Trainers
- EASA Part 66/147 regulations

**Dates** On request

**Price** CHF 680.00

**Duration** 1 day





## O-004 Aircrew Regulation

To familiarize participants with the structure and content of the Air Crew Regulation (EU REG 1178/2011, including all current amendments) and its associated Acceptable Means of Compliance and Guidance Material. This training is focusing mainly on motor-powered aeroplanes.

<b>Objectives</b>	This course will give you a detailed overview of the Air Crew Regulations including all aspects of crew training and qualifications.
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• Staff members of AOC holders</li> <li>• Staff members of Training Organizations</li> <li>• Inspectors from National Aviation Authorities Flight Operations and / or Training Departments</li> </ul>
<b>Pre-requisites</b>	Participants willing to understand and get familiar with the structure and content of the Air Crew Regulation and its requirements.
<b>Key Topics</b>	<p>The main content addresses the following topics:</p> <ul style="list-style-type: none"> <li>• Regulatory introduction and update</li> <li>• Detailed review of Air Regulation (EU) 1178/2011 and its amendments</li> <li>• Annex I Part FCL</li> <li>• Annex II Conversion of national Licences</li> <li>• Annex III Acceptance of licences issued by third countries</li> <li>• Annex IV Part Medical</li> <li>• Annex V Part Cabin Crew</li> <li>• Annex VI Authority requirements for Air Crew</li> <li>• Annex VII Organization requirements for Air Crew</li> <li>• Associated Acceptable Means of Compliance (AMC) and Guidance Material (GM)</li> </ul>
<b>Regulatory Basis of the course</b>	Air Crew Regulations (EU) 1178/2011 and further amendments
<b>Dates</b>	<p>26 - 27 April 2022 (Bern, Switzerland)</p> <p>11 - 12 October 2022 (Bern, Switzerland)</p> <p>15 - 16 March 2022 (Vienna, Austria)</p> <p>15 - 16 November 2022 (Vienna, Austria)</p>
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## O-007 Air Operation and Aircrew Regulation

To familiarize participants with the structure and content of the Air Operation Regulation (EU REG 965/2012, including all current amendments) and its associated Acceptable Means of Compliance and Guidance Material as well as a detailed overview of Pilot and Cabin Crew Training. This course is focusing on Commercial Air Transport with aeroplanes.

<b>Objectives</b>	This course will give the participants a detailed overview of the Air Operations Regulations, the Aircrew Regulation module will cover commercial and multi pilot Operations only..
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• Operators of Commercial Air Transport for aeroplanes: Management, Nominated Persons Flight Ops and/or Crew Training, Compliance Monitoring Staff (Quality Staff) and Cabin Crew Management</li> <li>• Inspectors from National Aviation Authorities Flight Operations and/or Training Departments</li> <li>• International Organisations operating in European aviation environment or training for this environment</li> </ul>
<b>Pre-requisites</b>	Participants willing to understand and get familiar with the structure and content of EASA Air Operations and Air Crew Regulation and its requirements.
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• This course covers:</li> <li>• Detailed review EASA OPS EU REG 965/2012 and its associated AMC and GM</li> <li>• Review and the development of EASA FCL EU REG 1178/2011 and its amendments (focusing commercial and multi pilot operations aeroplane only)</li> <li>• Regulatory update and current legal status</li> <li>• This course DOES NOT cover: <ul style="list-style-type: none"> <li>- A-to-A flights with aeroplanes and helicopters</li> <li>- Annex VI – Part NCC</li> <li>- Annex VII – Part-NCO</li> <li>- Annex VIII – Part-SPO</li> <li>- Requirements for the initial private pilot licenses and appropriate ratings</li> </ul> </li> </ul>
<b>Regulatory Basis of the course</b>	Air Operations Regulations Annexes I-V (EU) 965/2012 Aircrew Regulation (EU Reg. 1178/2011)
<b>Dates</b>	25 - 27 January 2022 (Bern, Switzerland) 18 - 20 May 2022 (Bern, Switzerland) 13 - 15 September 2022 (Bern, Switzerland) 14 - 16 December 2022 (Bern, Switzerland)
<b>Price</b>	CHF 2,025.00
<b>Duration</b>	3 days



## O-018 Airport Slot Coordination – Based on IATA SSIM Chapter 6

<b>Objectives</b>	<ul style="list-style-type: none"> <li>To enable attendees to understand and embrace the principles and philosophy of the airport slot coordination system, its procedures and timelines.</li> <li>To equip the attendees with the necessary skills to perform airport slot coordination duties in schedules planning and operations control departments of operators</li> </ul>
<b>Target Group</b>	<ul style="list-style-type: none"> <li>Airline scheduling personnel</li> <li>operations control personnel</li> <li>BA/GA handling agents</li> <li>anyone else involved in the airport slot coordination process</li> </ul>
<b>Pre-requisites</b>	Previous slot coordination experience is an advantage but not a criteria
<b>Key Topics</b>	<p>Day 1</p> <ul style="list-style-type: none"> <li>Introduction to IATA Worldwide Airport Slot Guidelines</li> <li>Familiarisation with IATA Standard Schedules Information Manual – Chapter 6</li> <li>Rules of seasonal slot coordination</li> <li>80/20 rule</li> <li>Rules of daily slot coordination</li> </ul> <p>Day 2</p> <ul style="list-style-type: none"> <li>Slot message formatting practice</li> <li>Slot messaging principles</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>IATA SSIM Chapter 6</li> <li>EEC Regulation 95/93 and its amendments</li> </ul>
<b>Dates</b>	<p>28 - 29 April 2022 (Bern, Switzerland)</p> <p>25 - 26 October 2022 (Bern, Switzerland)</p>
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## O-014 Air Operation Refresher

To update and review the know-how of the Air Operations Regulation (EU) 965/2012 and its amendments.

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"><li>• To familiarize participants with the latest requirements of the EASA Air Operation Regulation (EU) 965/2012 including all current amendments) and its associated Acceptable Means of Compliance (AMC) and Guidance Material (GM) for Commercial Air Transport and Commercial Operations of operators with motor-powered aeroplanes</li><li>• In depth review of various important subjects usually not addressed during a normal Air Operations training due to lack of time (Safety Management, Compliance Monitoring)</li></ul>
<b>Target Group</b>	<ul style="list-style-type: none"><li>• Operators of Commercial Air Transport for aeroplanes: Management, Nominated Persons Flight Ops and/ or Crew Training, Compliance Monitoring Staff (Quality Staff) and Cabin Crew Management</li><li>• International Organisations operating in European aviation environment or training for this environment</li></ul>
<b>Pre-requisites</b>	<p>Good knowhow of Air Operations Regulation (EU) 965/2012 and willing to understand the structure and content of EASA Air Operations and its requirements.</p>
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• Overview latest changes in the Air Operation Regulation (EU) 965/2012</li><li>• In depth review of specific ops related topics</li></ul>
<b>Regulatory Basis of the course</b>	<p>Regulation (EU) 965/2012 and its amendments.</p>
<b>Dates</b>	<p>On request</p>
<b>Price</b>	<p>CHF 680.00</p>
<b>Duration</b>	<p>1 day</p>



## O-016 New fuel schemes and training requirement for flight dispatchers - Changes by (EU) 2021/1296

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"> <li>• To introduce the new calculation methods for alternate minima planning</li> <li>• To draw attention to amended weather forecast applicability</li> <li>• To familiarise participants about the changing regulatory requirements for flight operation officers/flight dispatchers training and recurrency requirements</li> <li>• To introduce the new fuel planning methods for NCC operators</li> </ul>
<b>Target Group</b>	<p>Compliance Managers Flight and Ground Operations Managers Head of Operation Control</p>
<b>Pre-requisites</b>	<p>Knowledge of Regulation (EU) 965/2012 (the 'Air OPS Regulation ')</p>
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• New alternate minimas for CAT operations</li> <li>• New element in weather forecast application</li> <li>• New fuel planning for NCC operations</li> <li>• New training requirement for flight operations officers/flight dispatchers</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• Regulation (EU) 965/2012 (the 'Air OPS Regulation ')</li> <li>• Regulation (EU) 2021/1296</li> </ul>
<b>Dates</b>	<p>On request</p>
<b>Price</b>	<p>CHF 680.00</p>
<b>Duration</b>	<p>1 day</p>



## O-017 Flight Operations Officers/Flight Dispatchers Recurrent Training

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"><li>• Provide recurrent training for flight operations officers/flight dispatchers</li><li>• Introduce new changes by (EU) 2021/1296</li><li>• Comply with (EU) 2021/1296 requirement of recurrency</li></ul>
<b>Target Group</b>	<ul style="list-style-type: none"><li>• Flight Operations officers / Flight dispatchers</li><li>• Department Managers responsible for above functions</li></ul>
<b>Pre-requisites</b>	<p>Basic understanding of flight operations officer / flight dispatcher procedures is beneficial</p>
<b>Key Topics</b>	<p>Day 1</p> <ul style="list-style-type: none"><li>• Air Law</li><li>• Meteorology</li><li>• Navigation – including performance-based navigation</li><li>• Principles of flight</li><li>• Weight and balance</li><li>• Aircraft general knowledge</li></ul> <p>Day 2</p> <ul style="list-style-type: none"><li>• Flight performance</li><li>• Flight planning</li><li>• Operational procedures</li><li>• Special airports</li><li>• Dispatch resource management</li><li>• Radio communication</li></ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"><li>• ICAO Doc 10106</li><li>• EU Regulation 965/2012 on air operations</li><li>• (EU) 2021/1296</li></ul>
<b>Dates</b>	<p>On request</p>
<b>Price</b>	<p>CHF 1,350.00</p>
<b>Duration</b>	<p>2 days</p>



## Q-001 Management Systems in Aviation (incl. Safety and Quality Systems)

Besides the theoretical topics mentioned below, a further main focus is set on a practical approach how to establish and document a tailor-made documentation in compliance with organisational requirements e. g. such as Part-ORO, Part-ORA, etc. An example "Organisation Management Manual OMM" will be discussed including relevant and helpful tools for the practical implementation:

- Introduction to Management Systems
- Documentation of Management Systems
- Standards related to Quality Management
- Rule Makers in Aviation
- Requirements to Quality Systems, Safety Management Systems & Management Systems in Aviation
- Introduction to Safety & Risk-Management
- Content of an Organisation Management Manual OMM
- Terminology

### Objectives

The course aims to fulfil the following pedagogical objectives:

- This course introduces the Commission Regulations and Acceptable Means of Compliance / Guidance Material regarding "Organisation Requirements Operations", "Organisation Requirements Aircrew", "Part CAMO" and "Part 145" with special focus on Management Systems / Safety Management Systems / Compliance Monitoring Systems / Quality-Systems and their interrelation.
- In addition to theoretical background, the participants will be provided with useful and practical tools and examples, which will be discussed. This to illustrate and explain how the relevant requirements can be successfully, effectively and efficiently implemented by means of an Organisation Management Manual.
- Participants should contribute to the course with their professional experience as much as possible. They will gain the knowledge to establish, maintain and further develop their own Management System, Safety Management System and / or Compliance Monitoring System.

### Target Group

- Safety Managers
- Compliance Monitoring Managers / Quality Managers
- Accountable Managers, Nominated Persons and other managing staff from operators, Training organisations, Continuing Airworthiness Management Organisations, Maintenance Organisations, National Authorities

### Pre-requisites

None



**Key Topics**

- Strategic orientation of quality concept
- Introduction to Management Systems and Process Management
- Introduction to Quality and Safety Management
- Overview of Quality and Safety Management relevant standards and law (ISO 9001, relevant Commission Regulations incl. AMC / GM, ICAO Doc 9859)
- Interpretation of those requirements relevant to Quality Systems, Compliance Monitoring Systems, Safety Management Systems and Management Systems in general
- Workshops consisting of discussions about a lean structure of an effective and compliant Organisation Management Manual including Safety Management and Compliance Monitoring
- Effective tools, which were well validated in practise, will be provided on USB-Stick

**Regulatory Basis of the course**

The regulatory basis of the course will be tailored to the participants but usually consider:

- Basic Regulation
- Continuing Airworthiness
- Aircrew
- Air Operations
- ICAO Doc 9859 Safety Management Manual (SMM)

**Dates**

15 - 18 February 2022 (Bern, Switzerland)  
06 - 09 September 2022 (Bern, Switzerland)

**Price**

CHF 2,700.00

**Duration**

4 days



## Q-003 Safety & Quality Auditor

- Introduction to Quality Management & Management Systems
- Requirements to
  - Quality Systems
  - Safety Management Systems & Management Systems in Aviation
- Brief Introduction to Safety & Risk Management
- Auditing Technique – „Hard Skills“ (The audit process and related tools)
- Communication during Audits – „Soft Skills“
- Case Studies
- Terminology

Besides the theoretical topics mentioned above, a further focus is set on a practical approach how to conduct audits. Relevant and helpful tools for the practical implementation are discussed.

### Objectives

The course aims to fulfil the following pedagogical objectives:

- Participants are able to successfully plan, prepare, conduct and document internal and/or 2nd party audits
- They are familiar with relevant legal requirements and requirements from international standards related to management systems and audits
- They are aware of the importance of communication during audits and are aware of "communication traps"

### Target Group

Future and current Auditors, who must conduct audits as required by the Compliance Monitoring System / Quality System or the Safety Management System

### Pre-requisites

None

### Key Topics

- Relevant Commission Regulations incl. AMC / GM and ICAO regulations related to Management Systems, Safety Management Systems and Compliance Monitoring / Quality and Safety Assurance
- Theoretical background with regard to audits based on ISO 19011 (Guidelines for auditing management systems)
- Procedures and practical tools for planning, preparation and conduct of audits
- Audit reporting, implementation and monitoring of corrections and corrective actions
- Required profile for Auditors



- Soft-skills such as communication, human factor problems and how to overcome them
- Appropriate case studies to apply and further the theoretical knowledge
- Useful and effective tools will be provided on USB-Stick

**Regulatory Basis  
of the course**

The regulatory basis of the course will be tailored to the participants but usually consider audit relevant requirements related to:

- Basic Regulation
- Continuing Airworthiness
- Aircrew
- Air Operations

**Dates**

08 - 10 March 2022 (Bern, Switzerland)  
02 - 04 November 2022 (Bern, Switzerland)

**Price**

CHF 2,025.00

**Duration**

3 days



## Q-004 Auditor Refresher

Update on the requirements for safety and quality management/compliance monitoring systems in various EU regulations and exchange of experience in these areas.

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"> <li>• This course expands the knowledge of Auditors who already attended a basic training for Internal Auditors (e.g. Q-003) and who intend to exchange their experiences with other Auditors</li> <li>• Participants contribute to the course with their own professional experience and work on practical tasks</li> <li>• The training need of the participants will be identified and considered as far as possible</li> </ul>
<b>Target Group</b>	Qualified and experienced Internal Auditors for Quality Management / Compliance Monitoring Systems
<b>Pre-requisites</b>	Experience and knowledge concerning Quality Auditing
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• Changes in the relevant requirements of relevant Commission Regulations</li> <li>• Refresher on: <ul style="list-style-type: none"> <li>- Audit Techniques</li> <li>- Root Cause Analysis</li> </ul> </li> <li>• Exchange of experience related to the auditing process and its related tools</li> </ul>
<b>Regulatory Basis of the course</b>	European Civil Aviation Regulations
<b>Dates</b>	On request
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## Q-012 Safety and Quality Auditors for Continuing Airworthiness

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"> <li>• To define how to oversee the technical requirements of Continuing Airworthiness Organisations (Part-145/Part-147/Part-CAMO/Part-CAO)</li> <li>• To identify tasks of a Safety &amp; Quality Systems (Continuing Airworthiness Organisations)</li> <li>• To define "Soft and Hard" skills required to Audit an organisation and subcontractors</li> <li>• To refresh the audit techniques</li> <li>• To emphasize practical application</li> </ul>
<b>Target Group</b>	<p>All personnel working within Continuing Airworthiness Organisations (Part-CAMO / Part-145 / Part-CAO / Part-147):</p> <ul style="list-style-type: none"> <li>• Nominated Personnel</li> <li>• Quality Managers, Compliance Monitoring Managers and internal auditors</li> </ul>
<b>Pre-requisites</b>	None
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• Introduction to the norms and EASA Regulations</li> <li>• Definition of Quality, Processes and Compliance Regulations</li> <li>• Safety Risk Assessment</li> <li>• Audit Techniques</li> <li>• Soft Skills / Hard Skills required for auditors</li> <li>• Practical Case</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• ISO Standards related to Quality Management and Audits (ISO 19011 Guidelines for Auditing Management Systems);</li> <li>• Commission Regulation (EU) No 1321/2014 on the Continuing Airworthiness.</li> </ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## Q-018 Safety Management for Authorities

<b>Objectives</b>	The trainee can understand the basic principles of safety management and use the given tools for risk analysis and assessment.
<b>Target Group</b>	Personnel with first contact to safety management.
<b>Pre-requisites</b>	None
<b>Key Topics</b>	<p>Day 1</p> <ul style="list-style-type: none"> <li>• Basis for Safety Management, e.g. <ul style="list-style-type: none"> <li>- ICAO Annex 19</li> <li>- ICAO Doc 9859</li> <li>- Regulation (EU) No 965/2012</li> <li>- Regulation (EU) No 1321/2014</li> </ul> </li> <li>• Safety management fundamentals</li> <li>• Safety culture</li> </ul> <p>Day 2</p> <ul style="list-style-type: none"> <li>• Definition of hazard, safety risk, safety risk analysis</li> <li>• Safety data collection and processing</li> <li>• Safety indicators and performance</li> <li>• Root cause and safety analysis</li> <li>• HFACS and 4P's</li> </ul> <p>Day 3</p> <ul style="list-style-type: none"> <li>• Change management</li> <li>• SMS framework</li> <li>• Case study</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• ICAO Annex19</li> <li>• ICAO Doc 9859</li> <li>• Regulation (EU) No 965/2012</li> <li>• Regulation (EU) No 1321/2014</li> </ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 2,025.00
<b>Duration</b>	3 days



## Q-019 Safety & Quality Auditor for Aviation Professionals

This course provides an overview of the EASA technical requirements and Quality and Safety Management Systems in Aviation, documentation system audit techniques, qualifications required to be internal auditor and a practical case of an internal Audit.

This course will be customised according to the scope of work within your organisation.

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"><li>• To define how to manage the surveillance of technical Requirements and customer satisfaction</li><li>• To identify tasks of a Safety &amp; Quality Systems</li><li>• To define "Soft and Hard" skills required to Audit an organisation and subcontractors</li><li>• To learn the audit Techniques</li><li>• To emphasize practical application</li></ul>
<b>Target Group</b>	<p>All personnel working within continuing airworthiness Organisations (Part CAMO / Part 145 / Part CAO / Part 147):</p> <ul style="list-style-type: none"><li>• Nominated Personnel</li><li>• Quality Managers, Compliance Monitoring Managers and internal auditors</li></ul>
<b>Pre-requisites</b>	<p>Experience in Airworthiness or Operation Management</p>
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• Introduction to the norms and EASA Regulations</li><li>• Definition of Quality, processes and Compliance Regulations</li><li>• Safety Risk Assessment</li><li>• Audit Techniques</li><li>• Soft Skills / Hard Skills required for auditors</li><li>• Practical Case</li></ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"><li>• ISO Standards related to Quality Management and Audits (ISO 19011 Guidelines for auditing management systems);</li><li>• Commission Regulation (EU) No 1321/2014 on the Continuing Airworthiness</li><li>• Commission Regulation (EU) No 965/2012</li></ul>
<b>Dates</b>	<p>On request</p>
<b>Price</b>	<p>CHF 1,350.00</p>
<b>Duration</b>	<p>2 days</p>





## Q-022 Flight Safety Officer Initial Training

<b>Objectives</b>	The course aims to fulfil the following pedagogical objectives: The trainee will understand the basic principle of safety management and use the given tools for risk analysis and assessment.
<b>Target Group</b>	Flight Safety Officer
<b>Pre-requisites</b>	None
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• ICAO Doc 9859 Safety Management Fundamentals</li> <li>• The concept of Safety</li> <li>• The evolution of Safety</li> <li>• Accident causation</li> <li>• People, Context and Safety</li> <li>• Errors and Violations</li> <li>• Safety Culture</li> <li>• The Management Dilemma</li> <li>• Change Management</li> <li>• Safety Reporting and Investigation</li> <li>• Safety Data Collection and Analysis</li> <li>• Safety Indicators and Performance</li> <li>• Hazards</li> <li>• Safety Risk and Safety Risk Management</li> <li>• Prescriptive and Performance-based requirements</li> <li>• Includes customer's OMM procedures</li> </ul>
<b>Regulatory Basis of the course</b>	ICAO Annex 19, 13 ICAO Doc 9859
<b>Dates</b>	On request
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## D-001 EASA Part-21 DOA Basic

The aim of this course is to introduce the Design Organisation Basics in theory and as well with a practical approach.

### Objectives

The course aims to fulfil the following pedagogical objectives:  
During this course, participants will learn about regulations and requirements for Design Organisation Approval according to EASA Part-21. The course covers both, theoretical aspects as well as practical implementation to ensure productive and effective results.

Furthermore, the course is a platform to discuss problems, issues and experiences in the working environment. An engineering case study offers the possibility to apply the learned content, followed by a presentation and class-room discussion.

The learning objective of this training is to give the participants an overview of the DOA sequences, to understand the basic elements of the classification of a change and to understand the responsibilities of EASA and the Design Organisation.

### Target Group

- Design Engineers
- Compliance Verification Engineers
- Independent System Monitoring Managers
- Members of the Office of Airworthiness of the EASA Part-21 Subpart J Organisation

### Pre-requisites

None

### Key Topics

Introduction to the EASA regulatory framework of the Basic EU Regulation (EU) 2018/1139 and in detail (EU) 748/2012 EASA Part-21 including latest amendments and the requirements for design organisations, certification process, application for a supplemental type certificate, Level of Involvement, required structure of design organisations, guidance material documents for design and certification.

### Regulatory Basis of the course

Commission Regulation (EU) No 748/2012 including latest Amendments

### Dates

27 - 28 April 2022 (Bern, Switzerland)  
18 - 19 January 2022 (Vienna, Austria)  
23 - 24 August 2022 (Vienna, Austria)

### Price

CHF 1,350.00

### Duration

2 days



## D-002 EASA Part-21 DOA Expert

The aim of this course is to enhance the Design Organisation Knowledge with additional aspects and as well with a practical application.

### Objectives

The course aims to fulfil the following pedagogical objectives:  
During this course, participants will learn and revise the regulations and requirements for Design Organisation Approval according to EASA Part-21. Amendments to the EASA Part-21 Regulations and their impact on the DOA Organisation will be covered and discussed.

The learning objective of this training is to give the participants an in-depth view of the DOA sequences and to understand the approval process of a modification.

### Target Group

- Design Engineers
- Compliance Verification Engineers
- Independent System Monitoring Managers and Members of the Office of Airworthiness of the EASA PART-21 Subpart J Organisation

### Pre-requisites

Basic EASA Part-21 Training (D-001)

### Key Topics

Several certification case studies will be performed to set the view on the role of the Design- and CVE in regards to the four eye principle. The defined tasks in a DOA for the responsible engineers and managers will be reviewed. An in-depth view will be given on the classification of changes and repairs, which will be explained, and under which conditions these changes are approved under the privilege of the DOA or EASA. The usage of GM and AMC for the implementation on the case study or for the application in the Design Organisation to be in compliance to Part-21 will be revised and consolidated.

### Regulatory Basis of the course

Commission Regulation (EU) No 748/2012 including latest Amendments

### Dates

20 - 21 September 2022 (Bern, Switzerland)

### Price

CHF 1,350.00

### Duration

2 days



## D-010 EASA CS-25 Basic, Initial Training - Module 1

The aim of this course is to introduce the EASA Certification Specifications in theory and as well with a practical approach.

### Objectives

The course aims to fulfil the following pedagogical objectives:

- Educate and train the candidate in the certification process and procedures that the MOC is shown to meet requirements
- Widens the knowledge on certification approach for the modification and simplifies the understanding of certification procedures
- Clarifies technical difficulties in showing of compliance with particle and theoretical examples

The course enhances the understanding and deepens the knowledge on how and what needs to be considered to meet the requirements with key elements to consider during design and modification

### Target Group

- Part 21J (DOA) Office of Airworthiness, Compliance Verification Engineers and any individual involved in certification of large aircraft modification
- Alternate Part 21J (ADOA) applicants who involve in design & modification of aircrafts, appliances and its certification process and procedures
- Part 145 large aircraft inspectors, certifying staff and continued airworthiness managers
- Any individual, consultants or organizations that are involved in minor/major (STC) modification and / or repair in large aeroplane
- Part-CAMO organisations managers, post holder maintenance managers, quality control

### Pre-requisites

Part-21 Expert Training

### Key Topics

Day 1

- Introduction to EASA and CS-25 latest amendments and related AMCs
- Changes to previous amendments and brief knowhow on the changes
- In depth certification Specification requirements on Flights, Structure, Design & Construction, Equipment, Operating Limitation and Information
- Understanding of MOCs with practical and theoretical approach with some project examples



## Day 2

- CS-25 for cabin safety, flammability, electrical system safety, airworthiness and operation
- Training to solve/ mitigate practical difficulties in showing of compliance in relation to CS-25
- Discuss issues on certification misunderstanding between technical requirements and safety requirements
- Understanding of TCDS and Certification Basis

### **Regulatory Basis of the course**

Commission Regulation (EU) No 748/2012 including latest Amendments

### **Dates**

04 - 05 April 2022 (Bern, Switzerland)  
14 - 15 June 2022 (Vienna, Austria)

### **Price**

CHF 1,350.00

### **Duration**

2 days



## D-011 EASA CS-25 Avionics System - Module 2

The aim of this course is to introduce the EASA Certification Specifications in theory and as well with a practical approach on Avionics Systems.

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"><li>• to educate and train the candidate about the key elements to consider in CS-25 for the avionics system installation / modification in Large aircrafts (example: Flight Management System - FMS)</li><li>• to enable the candidate to justify and select specific CS-25 requirements to qualify and meet the compliance for avionics system</li><li>• explain the safety implication and the functional requirements on avionics system to be able to comply with the CS-25 safety objectives</li><li>• train the candidates to understand the importance of lightning effect, HIRF, EMI, and system testing to adhere to CS-25 requirements and associated MOCs</li></ul>
<b>Target Group</b>	<ul style="list-style-type: none"><li>• Part 21J (DOA) Office of Airworthiness, Avionics Compliance Verification Engineer, Avionics Design Engineer / Team Leader and any individual involved in certification of Avionics System Installation / modification in large aircraft</li><li>• Alternate Part 21J (ADOA) applicants who involve in design &amp; modification of Avionics System and its certification process and procedures</li><li>• Part 145 large aircraft inspectors, certifying staff and continued airworthiness managers involved in avionics system maintenance, operation and instruction for continued airworthiness</li><li>• Any individual, consultants or organizations that involve in minor / major (STC) modification and / or repair in large aeroplane in terms of avionics systems</li><li>• Part-M Subpart G (CAMO) organisation manager, post holder maintenance manager, quality control who involve in continued airworthiness of the aircraft avionics system (ATA chapter 23, 34 &amp; 42)</li></ul>
<b>Pre-requisites</b>	CS-25 Module 1 Training
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• Understanding of CS-25 in respect to avionics systems, and considering the requirements for system installation/modification in large aircrafts, AMC / GM</li><li>• How to be selective in CS-25 requirements for avionics system without compromising safety objectives</li><li>• Focus on the safety aspects of CS-25 in terms of avionics system and its protection against fire, smoke, lightning, HIRF &amp; EMI</li><li>• Discussion on subjective topics relates to commonly installed avionics system.</li><li>• General Practices in the avionics system installation / modification &amp; design consideration for the showing of compliance to CS-25</li></ul>
<b>Regulatory Basis of the course</b>	Commission Regulation (EU) No 748/2012 including latest Amendments
<b>Dates</b>	06 April 2022 (Bern, Switzerland) 16 June 2022 (Vienna, Austria)
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## D-012 EASA CS-25 Cabin Safety - Module 3

The aim of this course is to introduce the EASA Certification Specifications in theory and as well with a practical approach on Avionics Systems.

### Objectives

The course aims to fulfil the following pedagogical objectives:

- to educate and train the candidate about the key elements to consider in CS-25 for the cabin safety, emergency evacuation fire protection and flammability
- to enable the trainee to identify the non-compliance, non-safety item and allows to classify the cabin modification and justify the showing of compliance
- gives overview about emergency evacuation, theoretical approach to show MOCs and learn key elements on safety objectives
- Gives understanding about fire protection and flammability in cabin refurbishment, modification, and consideration in MED

### Target Group

- Part 21J (DOA) Office of Airworthiness, Cabin Safety Compliance Verification Engineer, Cabin interior design engineer, and any individual involved in certification of Cabin modification, refurbishment, interior configuration change in large aircraft
- Alternate Part 21J (ADOA) applicants who involve in design & modification of cabin interior, refurbishment and interior change and its certification process
- Part 21 G (POA) quality manager, production manager, Flammability Compliance Verification Engineer, authorized signature holders or any individual involved in production of the cabin items & testing
- Part 145 large aircraft inspectors, certifying staff and continued airworthiness managers involved in cabin safety, maintenance, operation and instruction for continued airworthiness
- Any individual, consultants or organizations that involve in minor/major (STC) modification and / or repair in large aeroplane in terms of cabin re-configuration & modification

### Pre-requisites

CS-25 Module 1 Training

### Key Topics

- CS-25 objectives in terms of Cabin safety
- Understanding the requirement in terms of cabin / passenger safety versus cabin / passenger comfort
- Focus on emergency evacuation procedures, safety implication and theoretical approach for MOC
- Cabin fire protection, flammability and methods to show and comply with CS-25
- Discussion on subjective topics relates to cabin safety in refurbishment classification, flammability testing and equivalent methods





**Regulatory Basis  
of the course**

- EASA, Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes CS-25, latest amendment
- EASA CM - CS - 004 Issue: 01, dated 2013 "Flammability Testing of Interior Materials"
- FAA AC 25-17A, Transport Airplane Cabin Interior Crashworthiness Handbook, dated 2009

**Dates** 07 April 2022 (Bern, Switzerland)  
17 June 2022 (Vienna, Austria)

**Price** CHF 680.00

**Duration** 1 day



## D-013 EASA CS-25 Interior Certification Training - Module 4

The aim of this course is to introduce the Aviation Flammability Requirements in theory and with practical approaches.

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"> <li>• to educate and train the candidate about the key elements of the flammability aviation flammability requirements</li> <li>• to enable the trainee to identify the non-compliance, non-safety item and allows to classify the cabin modification and justify the showing of compliance</li> </ul>
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• Part 21J (DOA) Office of Airworthiness, Cabin Safety Compliance Verification Engineer, Cabin interior design engineer, and any individual involved in certification of Cabin modification, refurbishment, interior configuration change in large aircraft</li> <li>• Alternate Part 21J (ADOA) applicants who involve in design &amp; modification of cabin interior, refurbishment and interior change and its certification process</li> <li>• Part 21 G (POA) quality manager, production manager, Flammability Compliance Verification Engineer, authorized signature holders or any individual involved in production of the cabin items &amp; testing</li> <li>• Part 145 large aircraft inspectors, certifying staff and continued airworthiness managers involved in cabin safety, maintenance, operation and instruction for continued airworthiness</li> <li>• Any individual, consultants or organizations that involve in minor/major (STC) modification and / or repair in large aeroplane in terms of cabin re-configuration &amp; modification</li> </ul>
<b>Pre-requisites</b>	CS 25 Module 1 Training
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• CS-25 objectives in terms of Flammability Requirements</li> <li>• Understanding the requirement of 25.853; 25.855; 25.857</li> <li>• Understanding CS 25 Appendix F Part I and Part II</li> <li>• Understanding the given Guidance Material from FAA and EASA (CM-CS-004, AC 25-17A, AC 25.853-1, AC 20-178)</li> <li>• Discussion on subjective topics relates to cabin safety in refurbishment classification, flammability testing and equivalent methods</li> </ul>
<b>Regulatory Basis of the course</b>	Commission Regulation (EU) No 748/2012 including latest Amendments
<b>Dates</b>	<p>08 April 2022 (Bern, Switzerland)</p> <p>22 September 2022 (Bern, Switzerland)</p>
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## D-003 EASA Part-21 DOA Refresher

The aim of this course is to refresh the Design Organisation Knowledge in both theory and practical approach.

### Objectives

The course aims to fulfil the following pedagogical objectives:  
As required by the Commission Regulation (EU) No 748/ 2012 and its latest Amendments, Design Organisation Staff have to be provided by complementary training to ensure sufficient continued knowledge in the scope of their individual authorization. This includes the Basic Regulation (EU) 2018/ 1139, the Implementing Rule (EU) 748/ 2012 including latest Amendments, the applicable AMC (Acceptable Means of Compliance) and GM (Guidance Material), Certification Specifications and their practical application.

The Continuation Training reflects and revises all the main aspects of the Basic and Expert Part-21 Training. This Training should be taken into consideration one or two years after having performed the Basic/ Expert Training.

### Target Group

- Design Engineers
- Certification Verification Engineers
- Independent System Monitoring Managers and Members of the Office of Airworthiness of the EASA Part-21
- Subpart J Organisation including Authority liaison

### Pre-requisites

Basic / Expert EASA Part-21 Training

### Key Topics

This continuation training can be adapted to the participants needs on request which will allow a dedicated and tailored training

### Regulatory Basis of the course

Commission Regulation (EU) No 748/2012 including introduced latest Amendments

### Dates

18 October 2022 (Vienna, Austria)

### Price

CHF 680.00

### Duration

1 day



## D-007 EWIS Safety Concept

The aim of this course is to enhance the knowledge about EWIS safety aspects for the aircraft initial and continued airworthiness.

### Objectives

The course aims to fulfil the following pedagogical objectives:

- Introduction of EWIS and the regulatory background
- Design and modification implementation concept for system & components on the EWIS aircraft
- Guidance to the regulatory requirements for development of EWIS maintenance and inspection procedures
- Certification process and risk assessment on design and modification of EWIS aircraft
- The purpose and development of EWIS ICA
- Improve and enhance EWIS safety in aircraft wiring

### Target Group

- Part 21J (DOA) Office of Airworthiness, Compliance Verification Engineers, Design Engineers and any individual involved in certification of EWIS aircraft modification
- Part 21G (POA), Quality Manager, Production Engineers, and any individual involved in production / certification of EWIS aircraft modification
- Alternate Part 21J (ADOA) applicants who involve in design & modification (minor / STC) of large aircrafts, appliances and its certification process and procedures
- Part 145 large aircraft inspectors, certifying staff and continued airworthiness managers
- Any individual, consultants or organizations that involve in minor/STC modification and / or repair in EWIS aircraft

### Pre-requisites

- Part 21 J & G basic knowledge
- EASA / FAA / JAR 25 basic knowledge

### Key Topics

- Introduction to EWIS and its safety aspects towards regulatory requirements
- Overview of EASA CS 25, Subpart H, associated AMCs and the compliance requirement
- Standard practice in design, implementation, modification on the EWIS aircraft
- Consideration of EASA AMC 20-21, AMC 20-22 & AMC20-23
- Guidance and procedures in developing EWIS ICA and supplement
- Developing inspection and maintenance program using EZAP

**Regulatory Basis  
of the course**

- EASA, Certification Specifications and Acceptable Means of Compliance for Large Aeroplanes CS-25, Subpart H, latest amendment
- EASA AMC 20-21, AMC 20-22 & AMC20-23
- FAA AC 25.1701 – 1, Certification of Electrical Wiring Interconnection Systems on Transport Category Airplanes.

**Dates** On request

**Price** CHF 680.00

**Duration** 1 day



## D-014 Part-21 for CAMO

<b>Objectives</b>	Introduce personnel being involved in continuing airworthiness management of aircraft to the applicable initial airworthiness requirements reflected in Part-21.
<b>Target Group</b>	Personnel being involved in continuing airworthiness management of aircraft
<b>Pre-requisites</b>	Knowledge of Part-M regarding continuing airworthiness management of aircraft
<b>Key Topics</b>	<ul style="list-style-type: none"><li>• Difference between initial airworthiness and continuing airworthiness</li><li>• Responsibilities of Personnel being involved in continuing airworthiness management of aircraft</li><li>• Part-M references to Part-21</li><li>• Structure of Part-21</li><li>• Overview of the individual Subparts of Part-21</li><li>• Discussion of specific topics of Part-21 relevant to continuing airworthiness management</li></ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"><li>• Commission Regulation (EU) No 748/2012 Annex I (Part-21)</li><li>• Commission Regulation (EU) No 1321/2014 Annex I (Part-M)</li></ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day



## PT-001 NiCad Batteries Maintenance

Battery construction and function in general. Detailed explanation of NiCad technology used in aircraft.

<b>Objectives</b>	The course aims to fulfil the following pedagogical objectives: The course involves the construction and functions of a NiCad battery and includes all steps of maintenance, installation, handling, storage and safety precautions. Special focus is applied to capacity checks and reconditioning (deep-cycling) as these are key elements for a long and trouble-free battery life at minimum cost for the operator. The course shows methods to achieve maximum results with different materials and equipment already available in the workshop or yet to be acquired. Upon completing the course, participants will be able to carry out the complete spectrum of maintenance independently.
<b>Target Group</b>	Technical personnel
<b>Pre-requisites</b>	None
<b>Key Topics</b>	The above mentioned objectives are divided into a theoretical part (first day) and a practical part (second day).
<b>Regulatory Basis of the course</b>	EASA Part-145
<b>Dates</b>	12 - 13 May 2022 (Bern, Switzerland) 15 - 16 November 2022 (Bern, Switzerland)
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days





## P-001 EASA Part-21 POA Basic

Introduction to the requirements applicable for a production organisation approved in accordance with EASA Part-21 Subpart G.

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <p>During this course, participants will learn about regulations and requirements applicable to a Production Organisation in accordance with EASA Part-21 Subpart G. The course covers both, theoretical aspects in regards to the interpretation of the defined Implementing Regulations and an overview of the content of the Production Organisation Exposition. Furthermore, the course introduces an in-depth view of the approval requirements for a POA and serves as a platform for discussing problems and issues experienced in the production working environment. The learning objective of this training is to give the participant an overview of the POA working environment, to understand the responsibilities of EASA (Competent Authorities) and the POA and furthermore also to understand the interactions between Production and Design.</p>
<b>Target Group</b>	All Members (Certifying Staff, Nominated Managers, and Quality Personnel etc.) of an EASA Part-21 Subpart G approved Production Organisation.
<b>Pre-requisites</b>	Basic understanding of EASA Part-21
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• Overview of EASA organisation and EASA regulations</li> <li>• Commission Regulation (EU) No 748/2012 (Articles)</li> <li>• Commission Regulation (EU) No 748/2012 Annex I (Part-21) 21.A. Subpart G</li> <li>• ED Decision 2012/020/R Annex I (AMC &amp; GM to Part-21)</li> </ul>
<b>Regulatory Basis of the course</b>	Commission Regulation (EU) No 748/2012
<b>Dates</b>	23 - 24 February 2022 (Vienna, Austria)
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## P-002 EASA Part-21 POA Refresher

This course provides an update on the current regulations applicable to a production organisation approved in accordance with EASA Part-21 Subpart G.

**Objectives** The course aims to fulfil the following pedagogical objectives:  
This workshop provides an overview of Commission Regulation (EC) No. 748/2012 and its amendments as it applies to Part-21 Subpart G. It provides a discussion platform in respect to the experiences gained through the day to day business.

The success of this workshop depends on the active contribution and participation of the attendees. Therefore, it is essential that they provide their input and questions prior to and during the workshop.

**Target Group** All Members (Certifying Staff, Nominated Managers, Quality Personnel etc.) of an EASA Part-21 Subpart G approved Production Organisation.

**Pre-requisites** EASA Part-21 POA Basic Training

**Key Topics**

- Commission Regulation (EU) No 748/2012 Annex I (Part-21) 21.A. Subpart G
- ED Decision 2012/020/R Annex I (AMC & GM to Part-21)
- Discussion of specific concerns regarding EASA Part-21 Subpart G implementation

**Regulatory Basis of the course** Commission Regulation (EU) No 748/2012

**Dates** On request

**Price** CHF 680.00

**Duration** 1 day



## B-106 Part-66 Module 10 - Legislation

This course covers the Civil Aviation Regulatory framework and the aircraft Life Cycle incorporating the Technical Requirements of the various Annexes of EU Regulations (EASA Parts).

<b>Objectives</b>	Understand the Aircraft Life Cycle from the Design to the phase out and the Relationship between the various Annexes (Parts) such as Part-21, Part-M & M-L, Part-145, Part-CAO, Part-66, Part-147 and Air Operations
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• Applicants for Part 66 Aircraft Maintenance Licenses (AML), Engineers, Technicians</li> <li>• All personnel involved in the Part 145 or Part 147 Organisations</li> <li>• Instructors, Nominated Personnel (Maintenance &amp;/or Training Managers)</li> <li>• Quality and Compliance Monitoring Managers</li> </ul>
<b>Pre-requisites</b>	None
<b>Key Topics</b>	Module 10 – Legislation (Content of Appendix I of Part 66). <ul style="list-style-type: none"> <li>• 10.1 - Regulatory Framework</li> <li>• 10.2 - Certifying Staff - Maintenance</li> <li>• 10.3 - Approved Maintenance Organisations</li> <li>• 10.4 - Air Operations</li> <li>• 10.5 - Certification of aircraft, Parts and Appliances</li> <li>• 10.6 - Continuing Airworthiness</li> <li>• 10.7 - Applicable National and International Requirements</li> </ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"> <li>• Implementing Rules – Commission Regulation (EU)</li> <li>• Basic Regulation (EU) 2018/1139</li> <li>• Initial Airworthiness (EU) 748/2012</li> <li>• Air Operations (EU) 965/2012</li> <li>• Continuing Airworthiness (EU) 1321/2014</li> </ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## B-107 Module 10 CH Swiss Aviation Legislation

This course covers the Swiss aviation regulation framework and National specific requirements.

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"><li>• To know missions &amp; roles of FOCA (Federal Office of Civil Aviation)</li><li>• To Identify the differences between EASA Requirements and Swiss National Specifications</li><li>• To define requirements in terms of qualification of Component Certifying Staff under EASA and FOCA.</li></ul>
<b>Target Group</b>	<p>Quality &amp; Compliance Monitoring Managers, Certifying Staffs with Component certification's privileges within Part 145 organisation in Switzerland.</p>
<b>Pre-requisites</b>	<p>For granting a Swiss National Licence or personal authorization, the course Part 66 Basic Module 10 – Legislation is required with passed relevant Part 147 examination. (Case of Holder of Part 66 Maintenance Licence). EASA Part 145 Regulation course initial is recommenden.</p>
<b>Key Topics</b>	<p>Introduction of Swiss Legislation Law 748.0 and structure of the texts (Ordinances and Technical Communications) Detailed description of required Qualifications for the certifying Staff (exercising privileges on Aircraft and components) Licensing: "S" Specialists and personal authorization Requirements;</p>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"><li>• Swiss Aviation Law 748 - Maintenance Personnel;</li><li>• Swiss Technical Communication - CT-90</li><li>• Commission Regulation (EU) - 1321/2014 (Article 5 - Chapter 6 for Component Certifying Staff)</li><li>• Continuing Airworthiness – Annex II Part 66 - Appendix I - Module 10 (Sub module 10.7)</li></ul>
<b>Dates</b>	<p>On request</p>
<b>Price</b>	<p>CHF 680.00</p>
<b>Duration</b>	<p>1 day</p>



## M-001 EMAR 145

Understanding the Aviation Military Requirements for Maintenance organisations.

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"> <li>• Understand the structure of EMAR 145 Standards and relevant AMC (Acceptable Means of Compliance) &amp; GM (Guidance Material);</li> </ul> <p>This training presents also:</p> <ul style="list-style-type: none"> <li>• The differences with EASA Part 145 regulations</li> <li>• The interactions with EMAR, EMAR M, EMAR 66 and EMAR 21</li> </ul>
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• Personnel involved in Military Continuing Airworthiness Organisations (Maintenance, Training and CAMO)</li> <li>• Military Airworthiness Authorities (MAWA) Personnel</li> <li>• Compliance Monitoring Managers and Quality Personnel</li> <li>• Military Maintenance Instructors</li> <li>• Military Certifying Staff and technicians</li> </ul>
<b>Pre-requisites</b>	None
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• Overview of European Aviation Military Framework in Europe with associated EMAR (European Military Airworthiness Requirements)</li> <li>• EMAR 145 Technical Requirements - Section A</li> <li>• Relevant Forms and Appendices</li> <li>• EMAR 145 AMC &amp; GM Section A Technical Requirements</li> </ul>
<b>Regulatory Basis of the course</b>	<p>Military Airworthiness Authorities Forum Documents:</p> <ul style="list-style-type: none"> <li>• Requirements for Maintenance Organisations and relevant AM and GM</li> <li>• EMAR 145 Implementation Guide for National Military Airworthiness Authorities</li> </ul>
<b>Dates</b>	<p>11 - 12 January 2022 (Bern, Switzerland) 22 - 23 November 2022 (Bern, Switzerland)</p>
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## M-002 EMAR 66-147

This course covers the Swiss aviation regulation framework and National specific requirements.

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"><li>• Understand the structure of EMAR 66 Standards (Licensing – Application files – Standards of Training)</li><li>• Get familiar with EMAR standards of training (Basic and Type)</li><li>• Understand the Technical Requirements of Part 147 Organisations</li></ul> <p>This training presents also:</p> <ul style="list-style-type: none"><li>• The differences with EASA 66 / 147 regulations</li><li>• The interactions with the EMAR 145 AMO's (Approved Maintenance Organisations)</li></ul>
<b>Target Group</b>	<ul style="list-style-type: none"><li>• Personnel involved in Military Continuing Airworthiness Organisations (Maintenance, Training and Licensing)</li><li>• Military Airworthiness Authorities (MAWA) Personnel</li><li>• Compliance Monitoring Managers and Quality Personnel</li><li>• Military Maintenance Instructors, Examiners, Invigilators, Practical Assessors</li><li>• Military Certifying Staff and technicians</li></ul>
<b>Pre-requisites</b>	None
<b>Key Topics</b>	<p>Day 1</p> <ul style="list-style-type: none"><li>• Overview of European Aviation Military Framework in Europe with associated EMAR (European Military Airworthiness Requirements)</li><li>• EMAR 66 Technical Requirements - Section A (Licensing and Standards of Basic and Type training)</li><li>• Relevant Forms and Appendices</li></ul> <p>Day 2</p> <ul style="list-style-type: none"><li>• EMAR 147 Technical Requirements - Section A</li><li>• Relationship with EMAR 145 (Certifying Staff)</li></ul>
<b>Regulatory Basis of the course</b>	<ul style="list-style-type: none"><li>• Military Airworthiness Authorities Forum Documents</li><li>• Military Aircraft Maintenance Licensing and relevant AM and GM</li><li>• Military Maintenance Training Organisations and relevant AMC and GM</li></ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 1,350.00
<b>Duration</b>	2 days



## M-003 EMAR M

<b>Objectives</b>	<p>The course aims to fulfil the following pedagogical objectives:</p> <ul style="list-style-type: none"> <li>• Understand the structure of EMAR M Standards and relevant AMC (Acceptable Means of Compliance) &amp; GM (Guidance Material);</li> </ul> <p>This training presents also:</p> <ul style="list-style-type: none"> <li>• The differences with EASA Part M regulations</li> <li>• The interactions with EMAR 145 and EMAR 21</li> </ul>
<b>Target Group</b>	<ul style="list-style-type: none"> <li>• Personnel involved in Military Continuing Airworthiness Organisations (Maintenance, Training and CAMO)</li> <li>• Military Airworthiness Authorities (MAWA) Personnel</li> <li>• Compliance Monitoring Managers and Quality Personnel</li> <li>• Military Maintenance Instructors</li> </ul>
<b>Pre-requisites</b>	None
<b>Key Topics</b>	<ul style="list-style-type: none"> <li>• Overview of European Aviation Military Framework in Europe with associated EMAR</li> <li>• (European Military Airworthiness Requirements)</li> <li>• EMAR M Technical Requirements - Section A</li> <li>• Relevant Forms and Appendices;</li> <li>• EMAR M AMC &amp; GM</li> </ul>
<b>Regulatory Basis of the course</b>	<p>Military Airworthiness Authorities Forum Documents:</p> <ul style="list-style-type: none"> <li>• Requirements for Maintenance Organisations and relevant AM and GM</li> <li>• EMAR M Implementation Guide for National Military Airworthiness Authorities.</li> </ul>
<b>Dates</b>	On request
<b>Price</b>	CHF 680.00
<b>Duration</b>	1 day





## New training facility in Vienna, Austria



Vienna is the home of our **QCM Design GmbH** along with its daughter company **QCM Services GmbH**.

Over the summer months, both companies were moved to a bigger office space in the heart of Vienna at **Lindengasse 4/4** in the beautiful 7th District.

The new office not only has plenty of room for the team but also houses a spacious training room to carry out training courses for our customers.

Vienna is a city rich with culture and there is plenty to see and experience after you finish your training session for the day.

Within a short walking distance from the office, you can find the largest shopping street "Mariahilferstrasse" where you will find local products, beautiful independent shops as well as all the big retailers.

Mariahilferstrasse will lead you straight into the city center, where you can cross over the Opernring and through the Burggarten, Hofburg Vienna, the Albertina Museum and many more sights. Vienna is known as the City of Music and offers a wide range of beautiful concert halls with the "Musikvereinssaal" hosting almost daily concerts – the New Year's concert being the most famous of them.

Moreover, you can find over 50 restaurants within 5 minutes walking distance of the office. Definitely something for every taste.

For a comfortable stay, you can find Hotel NH Wien City just opposite of the office, but plenty of other options are also available nearby.

The training facility itself is equipped with a 75" Flat TV for presentation, two Flip Charts and space for up to 8 participants.

A well-stocked kitchen provides for coffee and snacks during breaks.

In our training overview you can find which trainings of our wide portfolio we offer in 2022. However, please get in touch for any additional training request you might have.

We are excited to **welcome** you at our new training location in the wonderful, diverse, and creative city of **Vienna**.



## General Conditions for Courses Q.C.M. quality control management AG

### 1. Registration

All registrations are handled by our back office:  
Q.C.M. quality control management AG  
Eichholzweg 22-24  
CH-3123 Belp

Telefon: +41 31 960 40 60  
Fax: +41 31 960 40 65  
E-Mail: [train@qcm.ch](mailto:train@qcm.ch)  
Website: [www.qcm.ch](http://www.qcm.ch)

### 2. Information

Please contact our office for information concerning course confirmations, invoices, event dates etc.

### 3. Course Confirmation

You will receive confirmation of a course within 10 (ten) working days after registration. Issuance of confirmation constitutes a binding contract.

### 4. Course Fee

Payment is due 10 (ten) days prior to commencement of the course. QCM charges default interest of 5% per annum on all outstanding payments after the end of the due payment period.

As a Swiss Company, our invoices are usually issued in CHF. For payment in other currencies, the exchange rate on the invoice date applies.

### 5. Weekend Premium

For company internal courses conducted on weekends and Swiss Federal Holidays, a 50% surcharge will be included.

### 6. Services

In the case of external courses, the trainer's travel and accommodation expenses and any additional expenses, which were paid in advance by QCM, will be subsequently invoiced to the customer with a handling fee of 3%. Course material and certificates as well as beverages, snacks, and lunch are included in the course fee for courses held at QCM facility in Bern-Belp and Vienna.

Only certificates will be issued for courses conducted outside of our location.

### 7. Course Certificate

Upon completion of the course, the participant will receive either a "Certificate of Attendance" or "Certificate of Achievement". The certificate will be issued upon receipt of payment and the participant attended at least 90% of the course.

### 8. Number of Participants

Open courses are limited to 12 participants however, there is also a minimum number of participants required in order for the course to be offered.

### 9. Course Language

English or German or French



## 10. Customer Cancellation/Rebooking

The following payment conditions are applicable for cancellation:

Open courses:

0 – 5 working days prior to course:  
80% of course fee will be charged

6 – 10 working days prior to course:  
50 % of course fee will be charged

11 or more days prior to course:  
No charge

Company-internal courses:  
00 – 05 working days prior course beginning:  
cancellation fee 100% of course fee plus possible travel and accommodation expenses.

## 11. Replacement

Replacement participants are allowed at any time. Immediate notification to the training department with personal details is required.

## 12. Resignation

No reimbursement (partial or otherwise) will be given if a participant withdraws from the course after commencement.

## 13. Cancellation by QCM

If a course is cancelled or rescheduled for any unforeseen reason (i.e. illness of the instructor), an alternate date will be arranged. If a participant is not able to take part on the new date, a refund will be made of the paid fees. QCM will not be liable for any claims of compensation for travel, hotel, etc.

## 14. Copyright

The training material is protected by copyright in which QCM has explicit rights. Permission must be obtained from QCM prior to any other use, storage or distribution.

## 15. Alterations

We reserve the rights to adjust course fees, contents as well as performance dates and locations.

## 16. Place of Jurisdiction

Bern, Switzerland is the place of business and therefore QCM falls under Bern's legal jurisdiction.





**Resting well after a successful day - this is what we aim to provide. Located near the airport Berne-Belp, our QCM Campus is easily reachable by car, train or plane. Our seminar rooms are set up with all the modern conference equipment you will need. And when the work is done, you can enjoy the comfort of our tastefully furnished guestrooms which make you feel like home.**

# welcome to our campus

QCM Campus was built in 2011/2014 and is probably one-of-a-kind in the region. It combines the clinker-built walls of the classical North German «Hofreite» (homestead) with a straight and efficient Swiss architecture. The three-sided, surrounded homestead picks up the agricultural granges where living and working is combined under one roof.

The campus consists of three buildings which stand at a right angle to each other. They enclose a screened courtyard including a beer garden that invites you to rest and relax. The two main buildings are used as administrative wings and house different aviation enterprises while the central building is designed as a course and conference building.







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