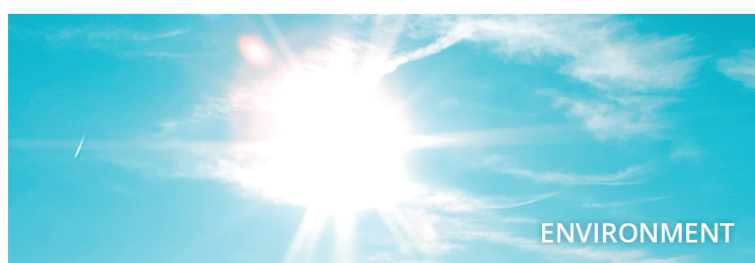
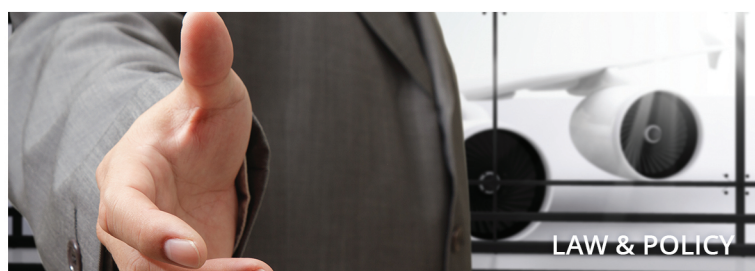




Leader & pioneer in

# Aviation Regulatory Training

COURSE CATALOGUE | MAY 2019





## Introduction

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We are pleased to present our training course catalogue, displaying a vast selection of training courses in the above 11 categories. We offer scheduled courses at various locations worldwide, however, we can also deliver (customized) training courses at your location. Feel free to browse and should you have any questions or special training requests, please contact us via [training@jaato.com](mailto:training@jaato.com).

## Registration

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For detailed information and online registration, please visit [www.jaato.com](http://www.jaato.com). Upon registration, you will receive a confirmation by e-mail containing all necessary course details. Online payment by credit card is an option, and invoices are generated automatically and will be sent to your e-mail address. Should you not be able to register online, please contact us by e-mail via [training@jaato.com](mailto:training@jaato.com).



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## Schedule of courses

<https://jaato.com>

## CATEGORY

# AIR OPERATIONS

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### Some of the courses are:

- Aircraft Registration Training Course
- Cabin Safety Operations
- EASA Air Operations - Commercial Air Transport for Aeroplanes
- EASA Air Operations for Helicopters
- EASA Air Operations Introduction (structure and basic principles)
- EASA Air Operations Management Team Seminar - Accountable Manager
- EASA Air Operations NCC
- EASA Air Operations SPO (Specialised Operations) Training Course
- EASA Aircrew Licensing Training Course (EU) 1178/2011 and Amending Regulations
- EASA Basic Regulation (No. 216/2008)-Total System Approach to Eur Civil Aviation
- EASA MMEL/MEL Training Course
- EASA Part-AR Introduction



## TRAINING COURSE

# Aircraft Registration

## Introduction

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What is required to register an aircraft? What can a national authority demand from an applicant? Where do all the requirements come from? These questions and many more will be answered in this course, which looks at the topic from two sides: authority and applicant.

In this training, the basic principles will be explained, as well as detailed information about recently changed rules. The global aspects (ICAO requirements) and the regional rules (EASA) will be dealt with and discussed. The differences between airworthiness and operational requirements will be pointed out and explained as well.

### COURSE DURATION

This is a one-day course starting at 9:00 and ending at approximately 17:00.

### TARGET GROUP

This training is a good starting point for beginners - it often is referred to as **101** - but it also gives experts with lots of experience a better look at specific topics.

Ultimately, the course is aimed at professionals who are new to aviation and mainly:

- Owners of aircraft
- Operators
- Accountable managers
- National Authority Personnel involved in registration
- Airworthiness Review Staff
- CAMO personnel
- Maintenance personnel
- QA personnel

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# Cabin Safety Operations

## Introduction

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Many aircraft accidents are survivable and a significant contributory factor can be the effectiveness of the cabin safety procedures including the activities of the cabin crew.

This course will introduce those factors which a regulator will need to include in an oversight regime and how they might be included in a practical cabin safety oversight programme.

In the end of the course, participants will have a detailed knowledge of the EU Regulations, related to cabin safety requirements and their implementation, besides on how to establish a high quality cabin safety inspection programme.

The following topics will be addressed:

- EU Regulations Cabin Safety Requirements
- Number and Composition of Cabin Crew
- Cabin Crew Training
- Cabin Safety Inspection Programme
- Passenger Safety Information
- Emergency Evacuation

### COURSE DURATION

3 days, starting at 9:00 and ending at approximately 17:00 all days.

### TARGET GROUP

Regulators - Flight Operations Inspectors and Cabin Safety Inspectors.

As a pre-requisit, it is good to have a basic working knowledge of EU regulations, as they relate to cabin safety.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# EASA Air Operations - Commercial Air Transport for Aeroplanes

## Introduction

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The European Union has published Commission Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations.

This EU Regulation has an impact on how National Aviation authorities (NAA) and Operators work and demonstrate their compliance with regulations.

This course introduces in detail the regulation for Commercial Air Transport with Aeroplanes.

### COURSE DURATION

3 days, starting at 09:00 each day and ending at approximately 16:00 at day 3 to allow for examination.

### TARGET GROUP

- Operators management of CAT for aeroplanes, Crew Scheduling Officers, Compliance and Safety Department Staff and Cabin Crew Management
- Pilots operating CAT aircraft
- Competent Authorities (NAAs) Flight Operations Departments
- International Organisations operating in European aviation environment or training for this environment

Note: This course is also ideally suited to be run at the client's location with the majority of the personnel involved attending so they all receive the same information.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# EASA Air Operations for Helicopters

## Introduction

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EU regulations impact National Aviation Authorities, commercial and non-commercial operators across the air operations domain. This course introduces the structure and basic principles of the regulations, and covers the detailed scope of the requirements.

**The main topics to be addressed in this course are:**

- Introduction to ICAO, EASA and the Basic Regulation 216/2008
- Air Operations Cover Regulation 965/2012
- Annex I - Definitions (including abbreviations & acronyms)
- Annex II – Authority Requirements (ARO)
- Annex III – Organisation Requirements (ORO)
- Annex IV – Commercial Air Transport (CAT)
- Annex V – Specific Approvals (SPA)
- Annex VI – Non-commercial Complex (NCC)
- Annex VII – Non-commercial Other-than Complex (NCO)
- Annex VIII – Specialised Operations (SPO)

### COURSE DURATION

3 days, starting at 09.00 on all 3 days and finishing at 15:00 on the third day to allow for testing when available.

### TARGET GROUP

Appropriate personnel from helicopter operators and National Aviation Authorities (e.g. accountable managers; nominated persons and their deputies; senior pilots; compliance monitoring and flight safety personnel; flight operations inspectors; and regulatory policy staff).





Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# EASA Air Operations Introduction (structure and basic principles)

## Introduction

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The European Union has published Commission Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations.

This EU Regulation has an impact on how National Aviation authorities (NAA) and Operators work and demonstrate their compliance with regulations.

This course introduces the structure and the basic principles of the regulation.

### COURSE DURATION

1 day, starting at 09:00 and ending at approximately 17:00.

### TARGET GROUP

- Operators and pilots who need an introduction to Regulation Air Operations.
- Competent Authorities (NAAs).
- Personnel of Design-, Production-, Maintenance- and Continuing Airworthiness Organisation who need general knowledge of Regulation Air Operations.
- International Organisations operating in European aviation environment or training for this environment.
- Anyone with an interest in EASA regulations.

Note: This course is also ideally suited to be run at the client location with the majority of the personnel involved attending so they all receive the same information.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# EASA Air Operations Management Team Seminar - Accountable Manager

## Introduction

**This workshop replaces the earlier Accountable Manager Seminar.**

The Management System for an AOC holder Flight Operations requires fully effective processes. The Accountable Manager is ultimately responsible for safety. They are responsible for ensuring that sufficient funds are available to run the operation to the required standards and that the management of the organization is structured and staffed with suitably qualified Heads of Functional areas.

This course is an industry specific 2 day program designed for Air Operations Management Team personnel and specifically tailored for the Accountable Manager. It will provide training in Management approaches and techniques, in order to achieve effective Flight and Ground Operations.

The seminar is highly interactive and promotes practices that have become benchmarks in the industry. It serves as preparation for authority interviews and is also a platform for exchanging experiences with peers in a confidential environment.

**NOTE:** Participants are kindly requested to **bring a laptop** to the workshop (tablets are unsuitable) in order to access digital course material, which will be provided on a USB-stick during the training course. It also would be beneficial for them to have access to their company manuals during the course.

### COURSE DURATION

2 days starting at 09:00 and ending at 17:00 on the first day, and ending at 16:30 on the 2<sup>nd</sup> day.

### TARGET GROUP

→ Accountable Managers and their deputies

→ Competent Authority staff

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# EASA Air Operations Mngt Team Workshop - Flight Operations & Crew Training

## Introduction

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This workshop replaces the earlier Nominated Postholder Flight Operations (A) Training Course, as well as the earlier Nominated Postholder (JAR-OPS 3) Flight Operations (H), and the Nominated Postholder Crew Training Courses.

An industry specific 3 day program designed for Air Operations Management Team personnel and specifically tailored for the Nominated Persons for Flight Operations and Crew Training.

The course is combined because of the close cooperation required of these two Persons, and because they are very often deputies for each other.

The Management System for an AOC holder's Flight Operations requires fully effective processes. The Nominated Person for Flight Operations and Crew is responsible for a wide range of safety critical processes.

The workshop will provide training in Management approaches and techniques in order to achieve effective Flight Operations.

The workshop is highly interactive and promotes practices that have become benchmarks in the industry. It serves as preparation for authority interviews and is also a platform for exchanging experiences with peers in a confidential environment.

NOTE: Participants are kindly requested to bring a laptop to the workshop (tablets are unsuitable) in order to access digital course material, which will be provided on a USB-stick during the training course. It also would be beneficial for them to have access to their company manuals during the course.

### COURSE DURATION

3 days starting at 09:00 and ending at 17:00 on the first 2 days, and ending at 15:00 on the 3rd day to allow for testing.

### TARGET GROUP

- Nominated Persons for Flight Operations, Crew Training and their deputies
- Competent Authority staff



NOTE:

The various EASA Air Operations Management Team Workshops each facilitate a dedicated target group, however, in case you attended such course previously and wish to attend a similar course targeted at a different field of expertise, please be aware that apart from the dedicated information, duplication of information may occur. Note however that such information is delivered in line with the relevant target group.

When in doubt whether attending a similar training for another target group is beneficial, please feel free to contact us explaining your job position and we will advise.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# EASA Air Operations NCC

### Introduction

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The European Aviation Safety Agency (EASA) has published Commission Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations.

These new EU Regulations have an impact on how National Aviation Authorities (NAA) and Operators work and demonstrate their compliance with regulations.

The course will introduce the new regulations for business/corporate aviation. The course is ideal for any organisation that wants its management personnel to understand the implication of EASA NCC for itself and for the NAA overseeing it.

Note: This course is also ideally suited to be run at the client's location with the majority of the management personnel attending so they all receive the same information.

#### COURSE DURATION

2 days, starting at 09:00 on the first day and ending at approximately 17:00 on the last day.

#### TARGET GROUP

- Operators and pilots of NCC aircraft
- Competent Authorities (NAAs)
- International Organisations operating in European aviation environment or training for this environment

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# EASA Air Operations SPO (Specialised Operations)

## Introduction

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The European Aviation Safety Agency (EASA) has published Commission Regulation (EU) No 965/2012 laying down technical requirements and administrative procedures related to air operations.

These new EU Regulations have an impact on how National Aviation Authorities (NAA) and Operators work and demonstrate their compliance with regulations.

The course will introduce the new regulations for specialised operations. The course is ideal for any organisation that wants its management personnel to understand the implication of EASA SPO for itself and for the NAA overseeing it.

Note: This course is also ideally suited to be run at the client's location with the majority of the management personnel attending so they all receive the same information.

### COURSE DURATION

2 days, starting at 09:00 on the first day and ending at approximately 17:00 on the last day.

### TARGET GROUP

- Operators and pilots of SPO operations
- Competent Authorities (NAAs)
- International Organisations operating in European aviation environment or training for this environment

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# EASA Aircrew Licensing Training Course (EU) 1178/2011 and Amending Regulations

## Introduction

This course covers all the requirements laid down by EC Reg 1178/2011, in an interactive and intuitive manner. The objective of the course is to familiarize participants with the requirements of the EC Regulation Aircrew (1178/2011) and, after this course, participants should be able to:

- Identify the relevant parts of the regulation pertaining to their specific roles within their organisations;
- Reconcile the EC Regulation with the relevant parts of the EASA published AMC & GM; and
- Prepare for a regulatory oversight visit to their organisation with the confidence developed from an increased knowledge of the regulation.

The course is divided between instructional modules and practical group exercises, assisting the delegate to develop an in-depth knowledge of the regulation. There is an optional examination by the end of the course. Please note that this course may be combined with the NAA Inspector - EASA Aircrew Licensing Training Course, as the first days of this course cover the same subjects.

### COURSE DURATION

3 days, starting at 0900 on the 1st. day, and finishing at approximately 15:30 on the last day.

### TARGET GROUP

- Management and staff members from Approved Training Organisations.
- Management and staff from organisations seeking an ATO approval.
- Pilots and Cabin Crew from Air Operators with a desire to learn about the training process for licensing.
- Any other interested industry personnel.
- Flight Operations Inspectors from NAA's and external auditors.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)



## TRAINING COURSE

# EASA Balloon Air Operations

## Introduction

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In March 2018 the European Union published a new regulation (EU) 2018/395 concerning Balloon Air Operations. At the same time regulation (EU) 2018/394 removing balloon operations from Regulation Air Operations was published.

This EU Regulation has an impact on how National Aviation authorities (NAA), individual balloon pilots, and balloon operators work and demonstrate their compliance with regulations.

This course introduces in detail the regulation for Balloon Air Operations.

### COURSE DURATION

One-and a half day. Day 1 09:00-17:00, day 2 09:00-12:30 followed by the optional examination.

### TARGET GROUP

Balloon operators, individual balloon pilots, CAA inspectors, balloon festival organisers, aviation police officers, International Organisations operating in European aviation environment or training for this environment

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# EASA MMEL/MEL

### Introduction

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This course will familiarise participants with legislation concerning MMELs and understanding MMELs and MELs for operational use. Overall, it will attempt to answer the following two important questions: 1) How Does a Manufacturer create an MMEL?; 2) How Does an Operator create and amend an MEL?

The following topics will be addressed:

- ICAO/EU Regulatory Material, including ICAO Annex, EU Part Air Regulations and CS-MMEL (TGL26)
- The MMEL Document and the OEB Process
- Calculation of Safety Impact
- Rectification Intervals
- MMEL Supplements
- Operator's MEL
- The Use of CS-MMEL(TGL 26)
- Repair Interval Extensions (RIE)
- Some other stuff if we have time!
- Understanding of MMEL ownership and relationship to certification standards.

#### COURSE DURATION

1 day (starting at 09:00 and ending at approximately 17:00).

#### TARGET GROUP

NAA Regulators and air operators

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Electronic Flight Bag (EFB) - The Paperless Cockpit Training Course

## Introduction

---

The main focus of this course is on the existing regulations and guidance of EFB as laid down AMC 20-25, including its practical application. It will also give an overview of the FAA AC 120-76C. This training will also look at how to make a business case.

The course will include group exercises to gain a better understanding of how to implement and gain approval for an EFB System, which is of relevance to both the operator and the regulator. Moreover, this course will use case studies to illustrate how both a business air operator and a major airline have implemented an EFB system. The course concludes with the operational aspects of an EFB system, including the Human Factors.

The topics to be covered include:

- Introduction, explaining Purpose, Background, Overview and Definitions;
- Law and Documentation, rules and regulation for the approval process, specific areas requiring evaluation;
- Implementing an EFB System with cases of - (a) Business air operator or - (b) Major airline; and
- Introduction to Flight Operations (Flight Crew Operating Procedures, Weight and Balance, and more).

## COURSE DURATION

This is a 1-day course, starting at 09:00 and ending at approximately 17:00.

## TARGET GROUP

- Pilots (EFB evaluation, overview, training)
- EFB Administrators (initial) Inspectors (EFB requirements)
- Quality/Compliance Manager (overview, introduction, training)
- Training Managers, instructors

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# European Flight Time Limitations: (EC REG 83/2014 - 'Subpart FTL')

## Introduction

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This course is a specialist workshop centered around the new European Flight/Duty Time Limitations and Rest Requirements, as prescribed in Subpart FTL, which has been added to Annex 111 of EC REG 965/2012.

Topics to be addressed include the differences between Subpart FTL and EU OPS Subpart Q, an overview of Subpart FTL and AMC/GM and CS.FTL.1, Operator responsibilities, Crew member responsibilities, Introduction to Fatigue Risk Management Systems, Flight Times and Duty Periods, Positioning, Split Duties, Standby Duties, Rest Periods and more.

There will be practical group exercises throughout the Workshop with the objective to enable the delegate to gain a full understanding of the latest European regulations pertaining to Flight and Duty Time Limitations and rest requirements.

### COURSE DURATION

This 2-day workshop will start at 09:00 and finish at approximately 17:00

### TARGET GROUP

Personnel from:

- Air Operators (Aeroplane) conducting Commercial Air Transport operations;
- Aircrew;
- Management;
- Rostering/Operations personnel.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# International Search and Rescue (SAR) Operations - Introductory Module

## Introduction

---

This course provides the delegate with a general overview and basic working knowledge of International (Airborne) Search and Rescue operations. The course is designed to follow international best practices defined in both ICAO Annex 12, and the IAMSAR manuals, and the learning process is assisted by practical case study exercises conducted by the delegates under the supervision of the tutor.

On completion of the course, the delegate should have achieved a sufficient working knowledge of the basic requirements needed to set up an effective SAR system, locally or nationally.

### COURSE DURATION

3 days, starting at 09.00 on the first day and ending at approx. 17.00 on the last day.

### TARGET GROUP

- ATC (Part of Aeronautical Rescue Coordination Centres)
- Search and Rescue Providers
- National Authorities
- Coast Guard
- Defence/Military

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Night Vision Imaging System (NVIS) Awareness & Familiarisation

## Introduction

Night Vision Imaging System (NVIS) operation has been undertaken for a number of years primarily limited to military and police operation. Since the inclusion of Helicopter Emergency Medical Service into JAR-OPS and future EASA OPS regulations, it has been recognised that the safe operation of night time missions would be enhanced using NVIS equipment. This improvement for civil night VFR operation, with the aim of reducing accidents and improving awareness, requires modification to make an aircraft NVIS-compliant.

However, Certification of NVIS modifications and recent assessments of NVIS modified aircraft has shown a lack of awareness regarding installation, training, configuration management and continued airworthiness issues for NVIS modified aircraft. To improve awareness, regulators, design organisations, operators as well as maintenance and training organisations require specific knowledge in existing standards for NVIS equipment.

### COURSE DURATION

1 day (starting at 09:00 and ending at approximately 17:00)

### TARGET GROUP

- Flight Operation Managers involved in NVIS operations;
- Postholder Continued Airworthiness;
- Maintenance Planners;
- Maintenance Organisations (continued airworthiness of NVIS modified aircraft) & Part 66 Licensed Persons;
- Competent Authorities responsible for the approval of Part 145;
- Regulators performing oversight;
- AOC Holders or responsible for the verification of certification issues (Part 21) in NVIS approvals; and
- Design organisations which intend to modify aircrafts/helicopter for NVIS operations.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Performance Based Navigation (PBN) - Introduction

## Introduction

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Historically, aircraft navigation specifications have been specified directly in terms of sensors (navigation beacons and/or waypoints). A navigation specification that includes an additional requirement for on-board navigation performance monitoring and alerting is referred to as a required navigation performance (RNP) specification. One not having such requirements is referred to as an area navigation (RNAV) specification.

Performance requirements are identified in navigation specifications, which also identify the choice of navigation sensors and equipment that may be used to meet the performance requirements. PBN specifications provide specific implementation guidance in order to facilitate global harmonisation.

This introduction of the PBN concept should provide the delegate with basic information on how to read and interpret the ICAO PBN Manual as well as the navigation charts and technical prerequisites to perform PBN operation.

### COURSE DURATION

1 day, starting at 09.00 and ending at approx 17.00

### TARGET GROUP

This training is targeted at persons who are involved in flight planning, flight operation and/or maintenance management affected by specific navigation capabilities of the operated equipment.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# Pilot CRM Assessment Skills Workshop

## Introduction

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This course will provide participants with everything they need to set up and manage an effective CRM Evaluation Program. It is relevant, as the assessment of pilot CRM skills is an important part of air operator safety management. Under EU-OPS, the following capability must be in place and will be discussed:

- The flight crew must be evaluated/assessed on their CRM skills in accordance with a methodology acceptable to the Authority and published in the Operations Manual.
- The purpose of such an assessment is to: Provide feedback to the individual and serve to identify retraining; and be used to improve the CRM training system.
- CRM evaluators must also be trained in group facilitation skills. This course will provide the training necessary for Line and Simulator instructors and Examiners to satisfy regulatory requirements.

## COURSE DURATION

2 full days, starting at 9:00 on both days and finishing at approximately 17:00 on the first day and at 16.00 on the second day.

## TARGET GROUP

This course will fulfill the requirements under EU-OPS for evaluating CRM skills and is useful for:

- Flight crew members, cabin crew members;
- Individuals conducting operator proficiency checks: Type Rating Examiner (TRE), Class Rating Examiner (CRE), TRE, CRE or a Synthetic Flight Examiner (SFE);
- Individuals conducting the Initial Operator's Crew Resource Management (CRM) training;
- Air Operators' TRI/TREs;
- CRM/HF Training Managers, CRMI (line), and SFIs.



Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Special Operating Rules: ETOPS, MNPS, RVSM, LVO (AWOPS), PBN

## Introduction

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This course will provide and explain the background to the existing requirements (International, EU and National) in regards to ETOPS, MNPS, RVSM, LVO (AWOPS) and PBN. Whilst this course covers the operational aspects in detail, it also provides an overview of the associated airworthiness requirements. This course includes group exercises.

After this course, participants should have a good working knowledge of the EU Special Operating Rules (as per the Part SPA), which became effective in 2012.

A pre-requisite is that the participant must be a:

- NAA personnel holding an OPS related post; or
- Third party personnel with operations experience.

### COURSE DURATION

This is a two day course, starting at 09.00 on the first day and ending at approximately 17.00 on the second day.

### TARGET GROUP

- National Aviation Authorities:  
Staff members having duties and responsibilities in line with the scope of this course.
- International organizations:  
Operational personnel
- Operators and Service Providers:  
Operator's operations personnel and also providers of relevant operational products or relevant services for operators

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## CATEGORY

# AVIATION SECURITY

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### Some courses are:

- Air Cargo and Mail Security
- Aircrew Security Training
- Airport Security Programme Workshop
- Airport Security Supervisors
- Annex 17 Awareness Advanced Level
- Aviation Security Certification Systems Workshop
- Aviation Security Management (Advanced)
- Aviation Security Management (Foundation)
- Aviation Security Management Systems (SeMS)
- Aviation Security National Inspectors
- Aviation Security National Instructors
- Aviation Security Risk and Crisis Management



## TRAINING COURSE

# Aircrew Security Training

## Introduction

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The Aircrew Security Training Course follows the mandatory conditions set down by EU Regulations and will include the requirements of the client's Security Programme.

Objectives:

- To provide aircrew with relevant skills and the knowledge to allow them to carry out their duties effectively.
- To ensure that all trained staff understand their role and responsibilities in relation to the security of the Security Restricted Area (SRA) and the airport.
- For aircrew to learn and understand the security context within which they will operate, and the requirements placed upon them.

Note: This course will be delivered based on the client's Security Programme. Please contact our training department for the possibilities to train your aircrew.

Delivered in collaboration with AVSC LTD.

### COURSE DURATION

1 day (initial)

### TARGET GROUP

Aircrew

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Annex 17 Awareness Advanced Level

## Introduction

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This course is designed to ensure that participants have a sound level of understanding of the philosophy of Annex 17. Working with the 14th edition of the Annex in a cooperative learning approach, the participants will be expected to participate in and contribute to discussions and collaborative exercises, as well as develop and demonstrate their critical thinking following classroom input around the elements of Annex 17.

The course aims to give participants a working knowledge of the baseline measures for Aviation Security allowing them to have confidence in auditing security measures under Annex 17.

Delivered in collaboration with AVSC LTD.

### COURSE DURATION

4 days

### TARGET GROUP

Inspectors responsible for auditing security measures under Annex 17.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Aviation Information Security Management (ISM)

## Introduction

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The risks to an aviation organisation's information systems are very real and although many incidents may have only a minor impact, some have the potential to cause much greater damage or loss, significantly affecting the organisation's operational performance and reputation. It is therefore essential that such risks are identified, understood and appropriately managed.

Information assurance is the confidence that information assets will protect the information they handle and will function as they need to, when they need to, under the control of legitimate users. This is integral to an organisation's business strategy and business planning. Information systems are intrinsically linked to most organisations' ability to perform their business function and hence the protection of these assets is critical to the organisation's duty of care and governance.

The course will provide an awareness of current strategies and counter-measures and enable participants to carry out an assessment of information security risks in their own organisation/department. Participants will have a broad awareness of the current and emerging security risks and be able to conduct a risk assessment, review existing arrangements within their organisation and carry out basic actions to improve the security of their information. It will also enable them to take positive action in the event of a breach of security.

### COURSE DURATION

3 days

### TARGET GROUP

Airlines, aviation authorities, ground handling, airport operators, suppliers, law enforcement, immigration authorities, aviation shopping outlets

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# Aviation Security Management (Advanced)

## Introduction

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This course provides advanced training on the current security and terrorist threats facing the international civil aviation sector. It provides a comprehensive appraisal of security issues that affect daily airport and airline operations, and consider practical strategies, techniques, and solutions for managing risks in a dynamic operational context. These include a detailed evaluation of security management systems (SeMS) and how to build, monitor and measure a security culture within an aviation organisation.

This training is set at an advanced level and is intended to cover all aspects of aviation security from a management and senior management perspective. It will include hot topics such as terrorism, modern slavery/human trafficking, cybersecurity and information security.

Managers and Senior Managers working in an aviation environment, whether with an airside or landside role, will highly benefit from this course.

### COURSE DURATION

This is a 5-day course, starting at 9:00 and ending at approximately 17:30. An examination is offered on day 5 - examination fee included in the course fee.

### TARGET GROUP

Leaders and managers with strategic responsibility for airport operations, including those working for airlines, airline security managers, airport operators, civil aviation authorities and law enforcement agencies. Supervisors and managers who are working, or are soon to work, in the aviation sector.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Aviation Security Management (Foundation)

## Introduction

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This course provides an exposure of foundation level to the current threats to security that the international civil aviation sector is facing, including terrorism. It provides a detailed analysis of security issues that affect daily airport and airline operations and offers practical strategies, techniques, and solutions for managing risks in a dynamic operational context. It will also provide an awareness of the importance of developing security management systems (SeMS) and how to integrate them with safety systems.

This short, foundation level training course is intended to cover all aspects of aviation security, from a management perspective, such as human trafficking, information security, unruly passengers, background vetting, cybersecurity, and more.

### COURSE DURATION

This is a 3-day course, starting at 9:00 and ending at approximately 17:30

### TARGET GROUP

Leaders and managers with strategic responsibility for airport operations, including those working for airlines, airport operators, civil aviation authorities and law enforcement agencies, supervisors and managers who are working, or are soon to work, in the aviation sector and those with an investigative or crisis response role to aviation scenarios.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Aviation Security Management Systems (SeMS)

## Introduction

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Security is critically important to the success of an aviation organisation and its business operations. A SeMS is an assurance system for security and provides the necessary organisational structure, accountabilities, policies and procedures to ensure effective oversight.

An effective aviation security management system (SeMS) will provide day-to-day assurance that all security risks have been systematically identified and mitigated. A SeMS provides assurance beyond regulatory compliance.

SeMS is not yet a mandated aviation security management process. However, if an organisation has a SeMS which contains all the elements in the SeMS framework which are taught in this course, then it will significantly help the organisation to meet the internal quality control provisions of articles 12.13 and 14 of EC 300/2008.

The course will demonstrate how learners can establish a formalised, risk-driven framework for integrating security into daily aviation operations and organisational culture.

A SeMS will enable an aviation organisation to identify and address security gaps, risks, threats and weaknesses in a consistent and proactive way.

### COURSE DURATION

3 days

### TARGET GROUP

Airlines, aviation authorities, ground handling, airport operators, suppliers, law enforcement, immigration authorities, aviation shopping outlets, aviation supply chain organisations

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Aviation Security Risk and Crisis Management

## Introduction

Aviation security continues to be an area of global concern. Crises and emergencies can quickly develop in an aviation setting, irrespective of the cause, and require trained leaders to respond quickly and effectively -otherwise, a situation that is manageable can quickly spiral out of control, causing international disruption, reputational harm and financial costs. Considering this scenario, the ICAO Global Risk Context Statement provides a high-level description of the security risk in aviation worldwide. The statement offers guidance to help Member States in taking a risk-based approach to maintain and extend their civil aviation security programmes.

This course considers the practical application of the Risk Context Statement at the regional, country and airport levels. It examines how risk-based approaches to all aspects of security (including terrorism) can reduce vulnerabilities and strengthen countermeasures. It examines best-practice methods, and international standards, for managing any crisis that may arise directly or indirectly from the realisation of such risks, including the sensitive handling of people most directly affected.

Ultimately, this training brings effective techniques for supervisor and managers, who need to manage risk and prepare for crises and emergencies in aviation security. The training delivers leaders who can prepare for, respond to, and recover from aviation incidents and crises in a timely and coordinated manner.

### COURSE DURATION

This is a 5-day course, starting at 9:00 and ending at approximately 17:30. An examination is offered on day 5 - examination fee included in the course fee.

### TARGET GROUP

- Supervisors and managers who are working/soon to work in the aviation sector;
- Managers with a specific crisis management and/or security role;
- Leaders from airlines, airport operations, civil aviation authorities, and law enforcement agencies; and
- Those with an investigative or crisis response role in aviation scenarios.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Aviation Security Threat and Risk Assessment Training

## Introduction

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This course is aimed at those who have the responsibility for preparing and interpreting security threat and risk on civil aviation operations. It starts with defining threat and risk in a security context and then covers qualitative and quantitative assessment techniques and covers presentation of the assessments.

Content:

- Threat and Risk Relationships
- Risk Appetite in Aviation
- Regulation and Risk
- Interpreting Threat Assessments
- Using Open Source Intelligence
- Qualitative Assessment Technique
- Quantitative Assessments
- Recording the Assessment
- Heat Maps and Graphical Presentation
- TRAM □ Assessment Tool

Delivered in collaboration with AVSC LTD.

### COURSE DURATION

3 days

### TARGET GROUP

Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Counter-Terrorism in Airport Security

## Introduction

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This training course focuses on giving the participants an awareness of the threat to the airport and ways of reducing the risk to everyday operations, keeping in mind the importance of business continuity whilst maintaining safety and security for all airport users.

The course consists of the following modules:

- Current Threat: What are the risks to Civil Aviation?
- Protecting the Terminal: In view of recent events, what are we protecting against?
- Critical Infrastructure and Key Points: How do we protect the essential operating systems?
- Protecting the Perimeter: How do we Keep the Wolf from the Door?
- Business Continuity: How Security Will Help You Continue Should the Worst Happen
- SeMS: Security Management Systems - Do They Work?

Delivered in collaboration with AVSC LTD.

### COURSE DURATION

3 days

### TARGET GROUP

Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Cyber Security in Aviation

## Introduction

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Cyber security is vitally important to the aviation sector which is heavily reliant on computer-based systems and information management. Airport and airline systems are potential targets for hacking and compromise by criminals and terrorists who wish to exploit vulnerabilities for gain or to cause harm. The course considers current and emerging cyber threats and practical countermeasures that can help reduce the risk of attack or compromise and provide reassurance.

The course will provide attendees with a risk assessment methodology which they can apply in their own workplaces, and an understanding of how the cyber threat can quickly create serious consequences for aviation operations.

Regulations concerned:

- ICAO Annex 17 (Tenth Edition, April 2017)
- ICAO global Risk Context Statement (RCS)
- The Convention against Transnational Organised Crime (The Palermo Convention) 2000

### COURSE DURATION

One day

### TARGET GROUP

This is an awareness course that has widespread application to supervisors, managers and senior managers. It is not a technical course and is intended for those in leadership positions working on airlines, aviation authorities, ground handling, airport operators, suppliers, law enforcement, immigration authorities, or aviation shopping outlets.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# Essential Elements of Criminal Air Law for Aviation Professionals

## Introduction

Unruly passenger behaviour can lead to serious security and safety threats. In order to handle the situation correctly, sufficient training is required for ALL aviation personnel dealing with passengers at any point of the passenger's trajectory throughout the airport, gate, aircraft and final destination: the so called "passenger's chain."

Given the threats to civil aviation safety and security and the urgent need for training, JAA TO developed an online ICAO TRAINAIR PLUS Standardized Training Package (STP) which will assist in the implementation of relevant States' legislative and regulatory framework, in addition to facilitating the harmonization of the implementation of specific ICAO Conventions, treaties and provisions.

This course will provide aviation professionals with the necessary knowledge, skills, and attitudes to correctly carry out the appropriate procedures during specific safety and security incidents in an aerodrome and on board an aircraft.

NOTE: FOR GROUP REGISTRATIONS OF MORE THAN 5 PEOPLE, PLEASE CONTACT [training@jaato.com](mailto:training@jaato.com)

### COURSE DURATION

This is an online training and will take around 18 hours. Access to the course will be granted 24/7, during 3 weeks

### TARGET GROUP

Primary target audience: Aviation personnel in direct contact with passengers (Pilots and Cockpit Crew, Cabin Crew, Air Police Officers, Aerodrome firefighters; Ground operations personnel)

Secondary target audience: Air Traffic Controllers, CAA personnel (inspectors, managers and senior executives), Safety Managers from aviation service providers, Security Managers at airports and airlines, Law enforcement personnel, Customs officers, Ground handling managers

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Human Trafficking & Modern Slavery in Aviation

## Introduction

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Modern slavery and human trafficking are serious, often hidden, crimes that affect millions of men, women and children across the globe. There are an estimated 40 million people in slavery at any time according to the International Labour Organisation (ILO) Global estimates 2017. Over 66% of all trafficking victims are estimated to be transported across at least one international border (UNODC). Airlines and airports are places used by traffickers and victims of trafficking.

Foremost, this course will give awareness about what modern slavery and human trafficking are and how it affects the aviation sector. Further, it will tell how to spot the signs and indicators of trafficking and how to report suspicious behaviour. This way, the course will assist with the identification of traffickers and victims, the methods for reporting concerning actions, and how to proceed for the protection of victims - aiming for an increase in the identification and protection of victims of trafficking and the prosecution of offenders.

Ultimately, the course will help compliance with ICAO Circular 352 (Guidelines for Cabin Crew on Identifying and Responding to Trafficking in Persons 2018), and ICAO Annex 9.

### COURSE DURATION

2 days

### TARGET GROUP

Airlines, aviation authorities, ground handling, airport operators, suppliers, law enforcement, immigration authorities, aviation shopping outlets

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Security Threat Assessment Training

## Introduction

The Security Threat Assessment course is a one-day course, based on DfT guidelines, designed to help those who may receive threats by letter or by telephone, to make carefully considered judgments on the nature and severity of the threat, and then initiate appropriate action.

By the end of the course, students will:

- Be aware of and differentiate between the various types of threat which are commonly received
- Understand and interpret the threat report form on which information will be passed to them
- Follow the entire procedure for assessing a threat in a calm, logical and systematic manner
- Liaise with the police and other authorities and find useful sources of information to help the assessment
- □ □ Assess information they have gathered considering the implications of the current threat assessment and the precautions already in force at the time
- Fill in all the relevant details of the incident on the threat assessment form
- □ □ Come to a reasoned conclusion in consultation with the appropriate authorities as to the categorisation of the threat.

Delivered in collaboration with AVSC LTD.

### COURSE DURATION

1 Day

### TARGET GROUP

This training course will be particularly relevant to:

- Duty staff in an airline operations room
- Airline or airport security personnel
- Duty managers at airports or in handling agents
- • Senior managers of small airlines
- • Station managers of overseas airlines

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## CATEGORY

# CONTINUING AIRWORTHINESS

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All JAA TO training courses in the field of continued airworthiness take into account the EU Regulations and the Acceptable means of Compliance (AMC) and Guidance Material (GM) published by EASA.

- EASA Part M for General Aviation (IR Part-M, Subpart F)
- EASA Part-145 Training Course
- EASA Part-66/147 Training Course
- EASA Part-M General Training Course
- EASA Part-M Refresher
- EASA Part-M, Subparts G and I Training Course
- EWIS (Electrical Wiring Interconnection Systems) Training Course
- Fast Track Programme Part M - Part 145 - Part 66/147
- Maintenance Programme (Large Aircraft) Training Course
- Reliability Programme Training Course



## TRAINING COURSE

# Aircraft Fuel Tank Safety - Phase 2 for Part-M and Part-145

## Introduction

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EASA Decisions 2009/006/R and 2009/007/R issued in March 2009 amended existing Acceptable Means of Compliance material of Part M and Part 145 to account for Fuel System Safety Issues. This included organisations acting under these parts being required to undertake extensive staff and management training programmes.

This course is designed to satisfy the Phase 2 training requirements of both EASA Decisions.

Uniquely, it is developed by a team led by a member of the JAA group assigned to assist in the investigation of Fuel Tank System Safety related events. Notably this includes the TWA800 accident in 1996, and the subsequent development and implementation of International and European Requirements relating to the issue.

Covering the wide range of topics required by the amendments, from the investigation of historical events driving the legislation, to its practical applications ensuring the continued airworthiness of affected aircraft, the course aims to succinctly and clearly communicate a complex and dynamic subject.

### COURSE DURATION

1 day (starting at 09:00 and finishing at around 17:00)

### TARGET GROUP

- Part M and/or Part 145 Organisation: Management, Quality Assurance Personnel, and staff directly involved in the certification of aircraft and component maintenance
- Competent Authorities: Management, Inspectors and Auditors

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# EASA Part-145

### Introduction

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The EASA Part-145 training course covers all aspects of Part-145, Maintenance Organisations. The Annex II to Implementing Rule EU 1321/2014 and the corresponding Acceptable Means of Compliance (AMC) and Guidance Materials (GM) are covered in detail. The Technical Requirements (Section A) and the Procedures for Competent Authorities (Section B) of Part-145 are presented separately and in a logical, structured way. The link between the regulation and the Maintenance Organisation Exposition (MOE) is also discussed. This makes the training useful for both new and experienced professionals from industry and authorities.

The training also provides a brief overview of relevant sections of other regulations like Part-M (both for maintenance and for continuing airworthiness management), Part 21, Part-66 and Part-147.

The attendants receive hand-outs of all presentations and a USB stick with the EASA Regulations book, which covers the requirements of Part-145 and the corresponding AMC and GM material. It offers a very convenient collection of up to date regulatory information for day-to-day use and reference. This eliminates the need to present the full texts from the regulation on the presentation slides. The slides only summarise the main points of the requirements.

The trainers elaborate on these slides based on their knowledge of the requirements and experience in their application. Questions from the attendants and mutual discussions are encouraged. This makes the training more interactive and lively, which increases understanding and learning.

#### COURSE DURATION

2 days (starting at 09:00 both days and ending at approximately 17:00).

#### TARGET GROUP

Representatives from Industry and National Aviation Authorities.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# EASA Part-66/147

### Introduction

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The two-day Part-66/147 training course reviews Part-66/147 in detail and elaborates on the role and functions of the EU Member States. It covers Annexes III and IV to Implementing Rule EU 1321/2014 and the corresponding AMC and GM materials in detail. The Technical Requirements (Section A) and the Procedures for Competent Authorities (Section B) of Parts 66 and 147 are dealt with separately in a structured way. This makes the training useful for both new and experienced professionals from industry and authorities.

The attendants receive handouts of all presentations and one Regulation book developed by JAA TO. The book covers the Implementing Rule EU 1321/2014, the requirements of Part-66, Part-147 and the corresponding AMC and GM material. The book is a very convenient collection of relevant regulatory information for day-to-day use and reference:

Part-66 (Annex III) Aircraft Maintenance Licence requirements. Detailing Basic licence, type training, OJT and the role of the National Aviation Authorities. Including the new licence categories introduced with EU 2018/1142. (B2L, L licence etc.)

Part-147, the requirements for a Maintenance Training Organisation. Including the meaning of the regulation change introduced with EU 2018/1142 for approved Basic Training organisations.

#### COURSE DURATION

2 days, starting at 9:00 on both days and ending at 17:00 on day 1 and at approximately 16:00 on day 2.

#### TARGET GROUP

Representatives from Industry and National Aviation Authorities.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# EASA Part-M for General Aviation (IR Part-M, Subpart F)

## Introduction

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The EASA Part M Subpart F regulation, relating to the maintenance of other than complex motor-powered aircraft and aircraft not used by licenced air carriers, according to EC 1008/2008, has been amended. It has significant implications for those involved in this industry sector.

Associated with Subpart F will be the Subpart G and I elements, since the Subpart-F approved organisations can also be approved to issue Airworthiness Review Certificates (ARC) for ELA-1 Aircraft. Next, the development of Aircraft Maintenance Programmes (AMP) and the process of its approval is now within reach of the Sub-F approved organisations (only applicable for ELA-2 and below).

As such, this course will enable participants to understand the relevance and inter-relationship of these three regulatory areas (Part-M -F, -G and -I) and apply a practical approach to help attendees implement the requirements in the workplace/organization.

We include mini-workshops, enabling participants to understand how to apply the regulations in practice. The training touches also (slightly) CS-STAN and its release. The course content has been specially designed to include numerous examples which will give participants a practical perspective on how to apply the knowledge gained.

### COURSE DURATION

2 days, starting at 09:00 and finishing at around 17:00.

### TARGET GROUP

All interested, especially Quality people, staff who perform the organisational review, Form Four holders and Accountable Managers.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# EASA Part-M General

## Introduction

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The EASA Part-M GENERAL training is a two-day training focusing on the requirements for commercial air transport. A separate JAA TO training is available for non-commercial aviation and Subpart F.

The Part-M training has recently been revised to cover the EASA syllabus for regulation training at level 2 (detailed). The Annex I to Implementing Rule EU 1321/2014 and the corresponding Acceptable Means of Compliance (AMC) are covered in detail. The Technical Requirements (Section A) and the Procedures for Competent Authorities (Section B) of Part-M are dealt with separately and in a logical, structured way.

The training also provides an overview of relevant sections of other regulations like Part-145 and Part 21. In accordance with the EASA syllabus, the training focuses on the requirements for commercial air transport in the particular subparts C, G and I and on the responsibilities of the operator indicated in subpart B. This makes the training useful for both new and experienced professionals from industry and authorities.

A continuing exchange of information between the JAA TO and EASA provides both additional information to the trainers and feedback to EASA. Many questions raised during the JAA TO training courses are now included in the Frequently Asked Questions (FAQ) section of the EASA website.

Please note that this course also covers the elements of the Part-M G&I course in a generic way.

### COURSE DURATION

2 days (starting at 09:00 both days and ending at approximately 17:00).

### TARGET GROUP

Representatives from Industry and National Aviation Authorities.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# EASA Part-M Refresher

## Introduction

During this 1-day Refresher Course, the amendments of Part-M (EU 2015/1088, EU 2015/1536) are discussed. However, the focus of this training will be on complex aircraft and commercial operations (including AOC).

When indicated during the registration process, time can be made to go more into detail into 2015/1088, which is focused on requirements for ELA 1 & 2 aircraft and non-commercial operation of those aircraft.

### Content

The Refresher starts with a regulatory overview. This provides the opportunity to discuss the present regulation structure but also touches the future amendments.

Using the Easy Access Rules Continuing Airworthiness from EASA the Part-M (EU 1321/2014, Annex I) is overviewed, making time for the amended requirements.

### COURSE DURATION

1 day (starting at 09:00 and ending at approximately 17:00).

### TARGET GROUP

The EASA Part M Refresher Course is useful if the last training you had was at least 2 years ago. It is beneficial for:

- CAMO
- ARC staff
- 145
- Quality/Compliance monitoring
- Auditing
- Authorities overseeing Part-M (CAMO's)

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# EASA Part-M, Subparts G & I

## Introduction

This course covers the responsibilities of a Part-M Subpart G organisation (CAMO, Continuing Airworthiness Management Organisation), the content of the Continued Airworthiness Management Exposition, typical staff arrangements and qualifications, quality system, Airworthiness Review Certificate, nominated staff and the practical application of subpart G.

It will go more into depth regarding the Airworthiness Review process, especially since the latest two amendments introducing limited airworthiness reviews (Part-M subpart-I) for -145 & M Sub-F organisations. The training covers EU 1321/2014 Annex-I, amended by EU 2015/1088, EU 2015/1536 and 2018/1142 regulations.

This course is also designed for Quality Engineers, Airworthiness Review Staff, CAM's, Licensed Engineers and Regulatory Staff and will help them understand the Part-M regulations relating to CAMO and ARCs. It looks in detail at required procedures, responsibilities and tasks.

The course content has been specially designed to include numerous examples which will give participants a practical perspective on how to apply the knowledge they gain. The training includes mini-workshops that help attendants learn to understand and apply the regulations successfully.

It is assumed that attendees will have a general understanding of Part M.

Please note that this course also covers the elements of the Part-M General course in a more detailed way.

NOTE: Participants should bring a laptop - some course material is provided on USB sticks.

### COURSE DURATION

2 days (starting at 09:00 and finishing at around 17:00)

### TARGET GROUP

EASA OPS operators, Subpart G CAMOs, Quality Managers, CAMs, Airworthiness Review Staff, NAA staff.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# EWIS (Electrical Wiring Interconnection Systems)

## Introduction

Concerns about wiring systems in aeroplanes were brought to the forefront of public attention by a mid-air explosion in 1996 involving a 747 airplane. Ignition of flammable vapours in the fuel tank was the probable cause of that fatal accident, and the most likely source was a wiring failure that allowed a spark to enter the fuel tank. Two years later, an MD-11 aeroplane crashed into the Atlantic Ocean, although an exact cause could not be determined, the findings did seem to indicate that wire arcing had occurred in the area where the fire most likely originated. Investigations of those accidents and later examinations of other aeroplanes showed a collection of common problems.

The findings for all the incidents investigated suggested that current design and maintenance standards were not sufficient to support the failure criticality of the affected systems. As a consequence both FAA and EASA have created a regulatory package identified EAPAS, the Enhanced Airworthiness Program for Aging Systems.

As such, this training provides guidance for personnel directly involved in the maintenance management, maintenance and inspection of EWIS and/or Fuel Tank Safety.

Two topics identified in the EAPAS package are presented in this training:

- EWIS (Electric Wiring Interconnecting System), and
- Fuel Tank Safety.

### COURSE DURATION

1 day (starting at 09:00 and finishing at around 17:00)

### TARGET GROUP

This training is targeted at each person who is involved in or performs aeroplane maintenance or inspections on EWIS.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Fast Track Programme Part-M, Part-145, Part-66/147

## Introduction

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This course is a combination of the 3 courses Part M, Part 145 and Part 66/147.

EASA Part-M General training - Focuses on the Continuing Airworthiness requirements for commercial air transport. A separate JAA TO training is available for maintenance of non-complex or aircraft not used by licence air carriers according to EC 1008/2008, Subpart F.

EASA Part-145 training - It is a two-day training covering all aspects of Part-145, Maintenance organisation.

Part-66/147 training - This course reviews Part-66 (Aircraft Maintenance Licence requirement) /147 (Approved Maintenance Training Organisations) and elaborates on the role of EU Member States.

The attendants receive hand-outs of all presentations and a Regulations book developed by JAA TO. The book covers the requirements of Part-M and the corresponding AMC material. It offers a very convenient collection of up to date regulatory information for day to day use and reference.

The book is used throughout the training. This eliminates the need to present the full texts from the regulation on the presentation slides. The slides only summarise the main points of the requirements. The trainers elaborate on these slides based on their knowledge of the requirements and experience in their application. Questions from the attendants and mutual discussions are encouraged.

### COURSE DURATION

5 days (starting at 09:00 both days and ending at approximately 17:00).

### TARGET GROUP

Representatives from Industry and National Aviation Authorities.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Maintenance Programme (Large Aircraft)

## Introduction

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This course is developed to provide a solid basis for those who manage, supervise and administer large aeroplane Maintenance Programmes. It is setup in a way the participant will gain the essential knowledge to develop and effectively manage the Maintenance Programme(s). Throughout the course there will be exercises to apply the obtained knowledge. After the course, you should be able to develop and optimize the maintenance programme procedures and planning system in your CAMO. The following topics will be discussed:

- Introduction to the international standards and regulations;
- Design Related Scheduled Maintenance Requirements;
- Maintenance Steering Group Analysis;
- In-Service Management of Maintenance Programmes;
- Reliability Programmes;

### COURSE DURATION

5 days, starting at 09:00 and finishing at around 16:30. An examination is offered on day 5 - examination fee included in the course fee.

### TARGET GROUP

- Maintenance programme and reliability Engineers
- Postholder maintenance in the CAMO
- Airline Auditor
- Defence airworthiness personal
- Compliance Monitoring staff
- CAA personal

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Reliability Programme

## Introduction

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This course is intended to help delegates understand the principle processes associated with reliability programmes. The potential issues associated with the management and interpretation are discussed and explored.

After this training, the participants must be able to demonstrate an understanding of reliability programmes necessary for the maintenance programme for MSG-3 aircraft. The delegate should be able to setup a reliability programme for the aircraft managed by their CAMO or be able to assess the reliability programme.

The participant will be able to understand the responsibilities of the actors in initial and continuing airworthiness, the basic mathematical principles in relation to reliability, and the relationship between the time to failure distribution, the reliability function, and the hazard rate.

The participant should also be able to understand the meaning of escalation programmes, and be able to set up an escalation package. Nevertheless, some previous experience with aircraft maintenance management processes and familiarity with Maintenance Programmes can be beneficial.

### COURSE DURATION

2 days, starting at 09:00 and finishing at around 16:30.

### TARGET GROUP

- Quality managers/engineers;
- Reliability managers/engineers;
- Maintenance programme managers/engineers
- CAA Airworthiness Managers/Inspectors
- Any person interested in the field of reliability programmes with a background and knowledge of continuing airworthiness.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Safety Management for Approved Maintenance Organisations under ICAO/EASA Rules

## Introduction

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This is a competency-based course developed by JAA TO as an ICAO Standard Training Package (STP) in compliance with ICAO course development Guidelines and validated by ICAO.

Safety Management System (SMS) for Approved Maintenance Organizations (AMO) is a core ICAO-ANNEX 19 requirement. EASA is planning to introduce SMS requirements for PART-M/CAMO and PART-145 continuing airworthiness organizations. In accordance with the new rules, SMS should be implemented by 2021 for PART-M/CAMO and by 2023 for PART-145 organizations.

This course will provide Nominated Persons (NPs) and personnel responsible for the Continuing Airworthiness activities of organizations approved under PART-M, PART-CAMO and PART-145 (EASA) with the necessary knowledge, skills, attitudes and industry best practices for implementing EASA and ICAO Management System requirements.

### COURSE DURATION

This is a 3-day course, starting at 9:00 on the first day and ending at approximately 17:00 on all days.

### TARGET GROUP

This course is primarily developed for Nominated Persons (NPs) and personnel responsible for the Continuing Airworthiness activities of organizations approved under PART-M, PART-CAMO and PART-145 EASA implementing rules. The primary target audience will be the main responsible persons for effectively implementing the safety management requirements in accordance with ICAO and EASA rules.

The secondary target population may also benefit from this course to support, oversee, or be involved in the implementation of SMS. The secondary audience are: Accountable Managers -Executives, Heads on Safety, Quality and Compliance, Safety and Quality/Compliance Monitoring Managers, Continuing Airworthiness Managers, Airworthiness Review staff and experienced aviation safety professionals, Civil Aviation Authorities Heads and Inspectors, Aircraft Accident Investigators, Academics and researchers. The secondary target population can aid with ensuring the implementation of SMS as according to ICAO's best practices and the ICAO/EASA SMS framework, requirements and standards.





Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Transition to Part-CAMO (Part-M - Future developments)

## Introduction

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**Background:** EASA Part M is part of the Continuing Airworthiness Regulation (EU No 1321/2014) which involves continuing airworthiness of the aircraft, its parts and persons/organisations involved.

Scope of Part M:

### **Aircraft (responsibilities of owner)**

- Continuing airworthiness
- Certificate of Airworthiness
- Airworthiness Review Certificate
- Maintenance programme

### **Persons / Organisations**

- Performance of Maintenance
- Continuing airworthiness management
- Airworthiness review

However, Regulation EU 1321/2014 will be-restructured.

The new structure and the proposed regulations will be covered during this course

### **Why this course?**

This course is needed:

- To make organisations (CAMO's) aware of the new rules.
- To help them to prepare themselves to be ready when the rules are amended.
- To get an overview of what the impact of the changes are.

- To make Sub-F organisations aware of the amendments.
- To make owners and operators of non-complex aircraft and other than licenced aircraft operators aware of the options: Part-CAMO, Part-ML and / or Part-CAO.
- To make all CAMO aware of the SMS and new occurrence reporting requirement which is going to be mandated.
- To create a starting point how SMS should be introduced within CAMO.

#### **Part-CAMO is applicable for:**

Aircraft used by licensed air carriers and Complex A/C:

Part-CAMO will supersede current Subpart-G of Annex I (Part-M)

- Part-CAMO includes provision for SMS.

Operators of aircraft other than licensed air carriers and other than complex aircraft can choose to operate within Part-CAMO, Part-CAO or according to Part-ML.

General Aviation (GA) will get its own regulation à Part-ML (Light), also there will be a combined regulation for GA. This includes CAMO and maintenance for the GA together à Part-CAO.

Part-M subpart-F will be amended.

Also the impact for the maintenance programme and minimum inspection programme (applicable for non-CMPA and a/c <2730kg and other ELA-2 a/c) will be discussed

#### **COURSE DURATION**

1 day training course, starting at 09.00 until 17.00

#### **TARGET GROUP**

CAMO's, Maintenance, Aircraft owners/operators, OPS, CAA's

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## CATEGORY

# DRONES

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As a leader and pioneer, JAA TO is proud to present this new category to its catalogue. Professional operations of Remotely Piloted Aircraft Systems (RPAS) or Unmanned Aerial Vehicle Systems (UAS) are a fairly new activity.

Because the guidelines and regulations regarding UAS & RPAS (popularly known as drones) are developing fast, JAA TO developed two courses:

- UAS (Drones) Requirements - Initial
- UAS-OPS (Professional operations of Unmanned Aircraft Systems)



## TRAINING COURSE

# UAS-AWE - Airworthiness Requirements and Equipment for Unmanned Aircraft Systems (UAS)

## Introduction

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Unmanned aircraft in the EASA Certified category are considered to be aircraft and hence, in a way similar to manned aircraft, need a Type Certificate. This Type Certificate should cover the airworthiness of the entire Unmanned Aircraft System (UAS)/Remotely Piloted Aircraft Systems (RPAS), as specified in the Type design. The UAS requirements shall eventually be laid down in codes like the EASA Certification Specifications (CS).

The course will provide an overview of the existing certification specifications for UAS/RPAS and on how the certification process should be currently undertaken for RPAS of different configurations and MTOM.

Furthermore, the course will provide information on emerging standards for UA equipment (e.g. geofencing) as well as for the CE marking and declaration of conformity in the open and specific categories.

### COURSE DURATION

2 days

### TARGET GROUP

Aviation professionals, designers, importers and manufacturers feeling the need to receive essential information on the certification standards currently available for non-military drones, to:

- better understand the framework for the certification of different type of drones or its parts and appliances;
- better understand the available certification specification for the different type of RPAS.

The target group includes:

- Middle managers, rulemaking officials and inspectors of CAAs;
- Middle managers, designers and aviation professionals desiring to receive detailed information on the international standards and rules applicable to the airworthiness of non-military drones;
- Entrepreneurs involved in drone or drone equipment manufacturing and wishing to expand their activity by certifying or declaring conformity of respective products.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# UAS-INI - Basics of European regulations of Unmanned Aircraft Systems (UAS)

## Introduction

Today small drones are proliferating in the airspace, even over urban areas. The European market was fragmented, because different national rules applied to drones below 150 kg, until 2019. However, the role of the European Aviation Safety Agency (EASA) was extended in 2018 below 150 kg and EASA and common implementing and delegated rules, may enter into force in 2019.

This initial course on European rules for non-military Unmanned Aircraft Systems (UAS, RPAS; called "drones" by the media) provides the basis to put the emerging common rules on safety in context, which is a pre-requisite to fly drones safely and legally. In fact, also rules on security, enforcement, liability, insurance, privacy and data protection apply.

### COURSE DURATION

2 days, starting at 09:00 and ending at approximately 17:00 each day

### TARGET GROUP

Aviation professionals desiring to become able to identify and list the content of the emerging common rules for non-military drones, including:

- Managers, rulemaking officials and inspectors of CAAs;  
□□□Managers (including safety and compliance managers), remote pilots and other professionals of aviation industry desiring to further develop respective careers;
- □□ Entrepreneurs involved, or planning to become involved, in drones or training of remote pilots, for which knowledge of the regulatory landscape is an enabler to develop business cases;
- Instructors and examiners of remote pilots;  
□□□Personnel of Air Navigation Service Providers (ANSPs) since drones have a significant impact also on Air Traffic Management (ATM).

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# UAS-OPS - Professional operations of Unmanned Aircraft Systems (UAS)

## Introduction

Regulations for civil use of drones are being developed and implemented at an accelerated pace by ICAO, JARUS, EU, EASA and others. The European approach is "operation centric" (i.e. the operator is the responsible entity for safety of operations, even in the absence of a formal type certificate for the aircraft); and based on three categories, with a growing level of involvement of the aviation authorities.

The course will focus on what the operators need to know to legally and safely fly drones for non-military purposes, including limitations in the "open" (A) category of UAS operations, operational risk assessment in "specific" (B) category and RPAS operator certificate in "certified" (C) category. Only the latter is standardised by ICAO when flying internationally.

### COURSE DURATION

2 days, starting at 09:00 and ending at approximately 17:00 each day

### TARGET GROUP

Aviation professionals feeling the need to receive essential information on the operations of non-military drones, to:

- Understand the context to fly legally drones in their country, including for commercial purposes;
- apply the rules for approval of drone operations and operators; or
- better assess possibilities for expanding their business in the field of commercial drone operations.

The target group includes:

- Middle managers, rulemaking officials, policy advisors and inspectors of CAAs;
- □ Middle managers, remote pilots and other aviation professionals desiring to receive comprehensive, although essential, information to further develop respective careers or knowledge;
- □ □ Entrepreneurs involved, or planning to become involved, in commercial operations of drones or training of remote pilots;
- Instructors and examiners of remote pilots;
- □ □ Personnel of Air Navigation Service Providers (ANSPs) wishing to better understand drone operations, from a perspective different from Air Traffic Management (ATM).

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)



## CATEGORY

# ENVIRONMENT

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JAA TO is proud to announce that it has added Environment as a new course category to its portfolio. During the 39th ICAO Assembly, all attending countries agreed to the Carbon Offset and Reduction Scheme for International Aviation (CORSIA): another step towards a more sustainable industry.

JAA TO proudly joins this trend by launching this new category, including two new courses:

- Market-Based Measures for Emissions Reduction
- Climate Change Awareness

Other two JAA TO existing courses also become part of this new category:

- Wildlife & Bird Hazard Management and Control
- Aviation and the Environment



## TRAINING COURSE

# Carbon Offsetting and Reduction Scheme for International Aviation

## Introduction

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The concern over man's impact on the environment is now a major focus of public and political attention. Climate change is probably the most serious of these impacts and is the subject of much debate and action at the international level. This includes the development of various technical, legislative and economic measures to reduce global emissions. Market-based measures (MBMs) are part of this latter category and seek to provide an economic incentive for emissions reduction.

Like every other sphere of industry, the civil aviation sector faces calls to reduce its own emissions and thus its contribution to climate change. In parallel with development of the necessary technical and operational improvements, both regulators and industry have seen the adoption of MBMs as an effective complementary instrument. Following consideration of various measures, ICAO has recently agreed to introduce the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).

This training course therefore seeks to give a brief introduction to the subject of MBMs for aviation emissions reduction and to then concentrate on the design and implementation of the CORSIA scheme.

### COURSE DURATION

One day, starting at 9:00 and ending at approximately 17:00.

### TARGET GROUP

The course is particularly relevant to those government or industry staff having responsibility for environmental management and/or sustainable development, the implementation of the CORSIA scheme and the associated financial/accounting activity.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Climate Change Awareness

## Introduction

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The concern over man's impact on the environment is now a major focus of public and political attention. Climate change is probably the most serious of these impacts and is the subject of much debate and action at the international level. This was particularly demonstrated by the landmark international agreement on limiting global emissions, reached in Paris at the end of 2015.

Like every other sphere of industry, the civil aviation sector faces calls to reduce its own environmental impact, which includes the contribution of aviation emissions to climate change. The civil aviation community has made the reduction of engine and other emissions a high priority and is devoting much effort in this area. Although most aviation organisations now have staff with specific environmental responsibilities, it is necessary that all those working in the sector are aware of this issue and what is being done to address it.

This training course therefore seeks to give an easy introduction to the subject of climate change and to the related issues for civil aviation, without going into technical or policy detail. Whilst it will provide essential information for those having environmental responsibilities, it is also intended for all members of the civil aviation community, irrespective of their role or organisation, so that they might understand why this is a subject that everyone should know about.

### COURSE DURATION

1 day, starting at 9:00 and ending at approximately 17:00.

### TARGET GROUP

The course is intended for those working in civil aviation authorities or in the aviation industry, either in environmental management or in the development of emissions reduction measures, whether they be of the technical, operational or market-based kind. Additionally the course would be of benefit to the individuals supervising staff with such responsibilities, in order to better understand the context of their work.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# ICAO TRAINAIR PLUS - Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)

## Introduction

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The CORSIA Verification Course provides training on how to verify CO<sub>2</sub> Emissions Reports that have been prepared by aeroplane operators, in accordance with the provisions of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) Standards and Recommended Practices (SARPs).

### COURSE DURATION

3 days, starting at 09:00 on all days, finishing at 16:30 on the last day.

### TARGET GROUP

Professionals with experience in the verification of CO<sub>2</sub> emissions using ISO 14064-3:2006, who want to get involved in the verification of aeroplane operators' CO<sub>2</sub> Emissions Reports under CORSIA.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Wildlife Hazard Management (WHM)

## Introduction

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This course leads to certified wild life hazard specialist level one. It provides delegates with a comprehensive overview of the key principles that should be applied in order to practice effective bird and wildlife hazard management and control. The course will provide essential information about the latest technology and equipment, methods and techniques, as well as guidance and measures that should be adopted as part of an aerodrome's Safety Management System.

The course covers all facets of bird and wildlife hazard control and management including: advice from an industry best practice perspective, how to minimize bird hazard attractants, identifying trends and patterns and record keeping for risk management purposes. Our trainer satisfies the instructor recommendations as mentioned in ICAO Doc. 9137 - Airport Services Manual, Part 3, paragraph 4.9.3.

### COURSE DURATION

3 Days

### TARGET GROUP

This course will be of great benefit to any aerodrome staff involved in any aspect of aerodrome bird and wildlife hazard management and control, including:

- NAA / CAA inspectors and staff
- Aerodrome operations operatives and management;
- Dedicated bird and/or wildlife control managers, co-ordinators and/or operatives;
- Aerodrome planning, maintenance or quality and environment staff; and
- ATC staff, including management.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## CATEGORY

# GROUND OPERATIONS

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- Aerodrome Certification Training Course
- Aerodromes for Aircraft Operators Training Course
- Aircraft De-icing/Anti-icing on the Ground
- Airside Safety Training Course
- EASA Air Operations Management Team Workshop - Ground Operations
- EASA Air Operations Management Team Workshop - Maintenance
- Flight Data Monitoring/Flight Data Analysis Programme (Intro)
- Performance Based Navigation (PBN) - Introduction
- Safe-Runway Operations Training Course
- Safety & Performance Improvement of Ground Ops during Aircraft Turnaround
- Safety Management Systems for Aerodromes
- Safety Regulation of Aerodromes, a Basic Course



## TRAINING COURSE

# Aerodrome Certification

## Introduction

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This comprehensive 5-day course is based on the EU Aerodrome Regulation No. 139/2014, relating to the Certification and Oversight of aerodromes, and is designed for National Authorities wishing to set up and manage an effective Aerodrome Certification and Oversight process. It is also of benefit to Aerodrome management and staff who need to understand the regulation and establish the necessary management systems and compliance monitoring process in compliance with the regulation.

The course will introduce participants to the required Aerodrome regulatory oversight approaches, the difference between Aerodrome initial and on-going regulatory oversight and the use of auditing techniques in relation to the formal Certification of Aerodromes with regulatory requirements, together with the necessary risk-based on-going oversight and approval of changes.

The course will also address the development and implementation of the necessary regulatory Management System and associated processes together with supporting documented procedures.

The course will utilize an Aerodrome *case study* in relation to which participants will plan and undertake the necessary activities relating to Certification and on-going oversight, including changes to Aerodrome infrastructure and operations.

### COURSE DURATION

5 days, starting at 09.00 each day and ending at approx 17.00 on the last day. An examination is offered on day 5 - examination fee included in the course fee.

### TARGET GROUP

This training course is designed for Regulatory managers and Aerodrome inspectors who need to understand and implement an effective Aerodrome Certification and on-going oversight process based on the Implementing Rules, using best practice management system principles and auditing techniques.

The course will also be of benefit to Aerodrome management, Safety Managers, Quality Managers, Aerodrome Operations Managers, and compliance monitoring staff.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Aerodromes for Aircraft Operators

## Introduction

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Holders of an Air Operator Certificate (AOC) for commercial air transport with airplanes are required to use adequate aerodromes. In order to determine if an aerodrome is adequate, it is necessary to have in place a process for assessment of aerodromes.

This course is designed to provide operators with the necessary knowledge about aerodromes to facilitate an informed assessment process, hereunder how to deal with facilities and issues which are nominally difficult. It should be relevant for both flight operation and ground operation staff involved with the operator's assessment process.

The course will start with a description of the Total Aviation System, and how aerodromes and operators fit into it. Overall, it aims to respond to the main key question: What is an "adequate aerodrome" in practical terms?

In the end, other key questions are responded: What if the aerodrome has problem areas in relation to the desired operation? What can the operator do to identify the issues and, possibly, mitigate risks by imposing an operational limitation, special crew qualification requirements, etc.? How to cooperate with the aerodrome and the CAA(s) in such matters?

### COURSE DURATION

Two days, starting at 09:00 and ending at approximately 17:00 on the last day.

### TARGET GROUP

Anyone who is involved with assessment/authorisation of aerodromes for a Commercial Air Transport Operator.

This should involve both ground- and flight- operations staff.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# Aircraft De-icing/Anti-icing on the Ground

## Introduction

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This training is for anyone who would like to have basic knowledge of aircraft de-icing/anti-icing and the global standards and requirements or an update on the latest standards and requirements.

The objective of the training is to provide understanding of the basics on aircraft de-icing/anti-icing and the global standards and requirements.

The course aims to answer questions as "Why is de-icing/anti-icing required?" and it discusses the regulations involved, the change to SAE Global Standards, the Types of Contamination, Aircraft De-icing Fluids (ADF), De-icing/anti-icing methods, One step and two step treatments, Spray techniques, Hold Over Time (HOT), different types of De-icing trucks, and more.

### COURSE DURATION

2 days, starting at 9.00 on the first day and ending at approximately 17.00 on the second day.

### TARGET GROUP

- All persons involved in de-icing / anti-icing;
- personnel aircraft operators
- pilots
- ground handling companies
- de-icing/anti-icing service providers
- maintenance organizations, and
- authority inspectors

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Airside Safety

## Introduction

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An airside operations specific 3-day programme designed for those managing, monitoring compliance and working in an airside environment. The programme focuses upon European regulations and ICAO recommendations but is also enhanced by industry 'best practice' recommendations.

This course aims to provide training in relation to key safety approaches and practices, with sessions covering safety in relation to the entire airfield movement area, with the intention of raising awareness of safety hazards and risks commonly encountered in the dynamic airside working environment.

The course also addresses airside driving safety, apron safety inspections and aims to increase delegates' knowledge and understanding of health and safety matters commonly encountered in airside environments.

### COURSE DURATION

This is a 3-day course, starting at 9:00 on the first day and ending at approximately 17:00 on all days.

### TARGET GROUP

This course will be of great benefit to any airside operations staff involved in any airside operations duties, including apron safety compliance monitoring, apron management and ground operations.

Aerodrome Middle Management, Quality, Operations and Safety staff who are responsible for airside safety matters or who need to possess knowledge and understanding of airside safety and operations.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# EASA Air Operations Management Team Workshop - Ground Operations

## Introduction

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**This workshop replace the earlier** Nominated Postholder Ground Operations Training Course

Have you just been promoted to the position as Nominated Person Ground Operations but you still have to do your Form 4 interview? What do the EASA regulations say about your position? Could you use some help with navigating the EU regulatory system?

The Management System for an AOC holder Flight and Ground Operations requires fully effective processes. The Nominated Person for Ground Operations is responsible for a wide range of safety critical processes.

As such, this industry specific 3-day program was designed for Air Operations Management Team personnel and specifically tailored for the Nominated Person for Ground Operations. The workshop will provide training in Management approaches and techniques in order to achieve effective Ground Operations.

The workshop is highly interactive and promotes practices that have become benchmarks in the industry. It serves as preparation for authority interviews and is also a platform for exchanging experiences with peers in a confidential environment.

### COURSE DURATION

3 days starting at 09:00 and ending at 17:00 on the first 2 days, and ending at 15:00 on the 3<sup>rd</sup> day to allow for testing.

### TARGET GROUP

→ Nominated Persons for Ground Operations and their deputies

→ Competent Authority staff

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# EASA Air Operations Management Team Workshop - Maintenance

## Introduction

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**This workshop replaces the earlier** Nominated Postholder (EU OPS) Maintenance Training Course.

The Management System for an AOC holder Maintenance System requires fully effective processes. The Nominated Person for Continuing Airworthiness is responsible for a wide range of safety critical processes.

As such, the workshop will provide training in Management approaches and techniques in order to achieve effective Operations. It is an industry specific 3 day program designed for Air Operations Management Team personnel and specifically tailored for the Nominated Person for the Continuing Airworthiness.

The workshop is highly interactive and promotes practices that have become benchmarks in the industry. It serves as preparation for authority interviews and is also a platform for exchanging experiences with peers in a confidential environment.

### COURSE DURATION

3 days starting at 09:00 and ending at 17:00 on the first 2 days, and ending at 15:00 on the 3rd day to allow for exams.

### TARGET GROUP

- Nominated Persons for Continuing Airworthiness and their deputies
- Competent Authority staff

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Flight Data Monitoring/Flight Data Analysis Programme (Intro)

## Introduction

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This two day course will provide participants with an insight into how to set up and run a FDM/FDA (a.k.a. FOQA) Program, under the present ICAO/EU framework, and includes a "live demonstration" from one of the leading FDM software vendors. The trainer will also show how FDM can be used to identify precursors to "Overruns and Runway Excursions"; one of the UK CAA's "Significant Seven".

After this course, participants should have a good knowledge of the requirements, process, practical usage and benefits of a FDM/FDA programme, in line with the EU Regulations and ICAO SARPS.

NAA personnel holding an OPS and/or Flight Safety Post and Operations or flight safety staff will benefit the most from this course. It is also beneficial for third party personnel with operations and flight safety experience.

### COURSE DURATION

2 days, starting at 0900 on the first day and ending at approx. 17.00 on the last day.

### TARGET GROUP

1. National Aviation Authorities:  
Staff Members having duties and responsibilities in line with the scope of this course.
2. International organisations:  
Operational and flight safety personnel
3. Operators and Service Providers:  
Operator's operations and flight safety personnel; and also providers of relevant operational products or relevant services for operators.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Flight Dispatch Overview for Business Aviation

## Introduction

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The syllabus of this course follows ICAO recommendations for training future Flight Operations Officers / Dispatchers with minimal or no previous aviation experience. Some subjects have been shortened to focus on others considered more relevant for everyday business in aviation operations.

This course is independent regarding Flight Planning software. Training based on specific Flight Planning Software can be arranged.

All students attending this course will be issued with a Certificate of Attendance. Documentation will also be provided to each student outlining their successful completion of each individual topic with reference to how many classroom hours were completed. No Flight Dispatch licence will be issued.

Preparation required:

- Personal introduction
- Presentation of own company's Dispatcher's workflow (max. 10 min.)
- Company Operations Manual (OM), preferably on a laptop

### COURSE DURATION

5 days starting at 09:00 and finishing at approximately 17.00 each day. Please also note that during the course, homework of 1-2 hours per day must be planned. An examination is offered on day 5 - examination fee included in the course fee.

### TARGET GROUP

This course is tailored for future Flight Operations Officer / Dispatcher working for a Business Aviation Company.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Flight Dispatch Recurrent Training

## Introduction

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This 24 hour Dispatch Recurrent course covers essential topics concerning Flight Dispatch. It is designed to help licensed FOO/FD to meet currency requirements. The course reviews essentials that Dispatchers deal with on a every day basis, provides an overview and introduces latest developments in Navigation, concerning GNSS and PBN. It also meets IOSA recurrency requirements for DRM and Dangerous Goods. The only requirement is that attendees should be licensed or experienced FOO/FD.

Topics covered:

- Meteorology
- Chart Basics
- Generic Aircraft Systems (review)
- Performance & ETOPS/EDTO
- GNSS and Performance Based Navigation
- Dispatch Resource Management
- Dangerous Goods

### COURSE DURATION

3 days, starting at 09.00 and ending at approx 17.00.

### TARGET GROUP

Dispatchers (FOO/FD)

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Flight Dispatcher Introduction Course

## Introduction

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This 80-hour Dispatch Introduction course covers the essentials, nonlicensed Flight Operations staff would use during their daily routine. It is designed to facilitate to those, who have had some basic working experience, but do not require a license, with the formal knowledge to perform a more efficient job. It is also suited for those holding a license, but have not had annual recurrent training, to update on latest industry requirements.

This course is provided together with our partner Jeppesen.

Topics covered during the course include: Meteorology, Aeronautical Knowledge, Basic Navigation and Flight Planning, Performance-Based Navigation, Generic Aircraft Systems, Aerodynamics, Mass & Balance, Performance, ETOPS/EDTO, Air Law (ICAO and EASA based), Dangerous Goods, Communications, Security & Emergency, Dispatch Resource Management, Fuel Conservation Strategies & Flight Monitoring, and Basics on International Flight Planning.

### COURSE DURATION

2 weeks (10 days) from Monday to Friday. Starting at 09:00 finishing around 17:00 each working day. An examination is offered on day 10 - examination fee included in the course fee.

### TARGET GROUP

Dispatcher and Operations staff (FOO or FOA)

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)



## TRAINING COURSE

# Safe-Runway Operations

## Introduction

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This three day Safe-runway operations course provides practical training in addressing runway safety related topics and runway incursion prevention and runway excursion mitigating measures.

The course provides participants with the principles and concepts derived from ICAO manual on the prevention of runway incursions, doc 9870, the European action plans on the prevention of runway incursions 2.0 and excursions 1.0 in order to assist in understanding the key components and their mitigating measures on safe-runway operations. Participants will become familiar working with the relevant runway safety action plans.

Participants are expected to analyze several case studies and draft specific mitigating measures, either individually or within groups. Furthermore participants will work together in groups as runway Safety Teams by implementing reasonable and effective measures to enhance safe-runway operations.

As a pre-course assignment, participants are requested to prepare two case studies, which will be used throughout the course as case study material.

The course is highly interactive and is targetted at management-level participants.

### COURSE DURATION

3 days, starting at 09.00 on each day and ending at approximately 17.00 on the last day.

### TARGET GROUP

The course is targetted at management-level participants bearing responsibility for safe-runway operations, like Accountable Managers of airport operators, air national service providers, airline operators.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Safety & Performance Improvement of Ground Ops during Aircraft Turnaround

## Introduction

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Aircraft turnaround relating to both passenger and cargo operations is a finely tuned set of activities carried out by trained staff from aircraft arrival to its departure that ensures that complex scheduling programmes can be met and aircraft depart safely on time with satisfied customers.

However, the activities involved, particularly below the wing are often complex, potentially hazardous in nature and subject to compliance with both industry and regulatory standards.

Competent Authorities / Regulators, including those from both aviation and occupational health & safety regulatory agencies require management teams to be trained and have a thorough understanding of their responsibilities within the organisation, including oversight of subcontractors.

This course provides an overview of this environment and answers the most important questions that management and those involved in ground support activities need to know; what's going on, why and how do we manage it from a safety and performance improvement perspective?

### COURSE DURATION

3 days - each day will commence at 09.00 and finish at 17.00, with appropriate refreshment breaks.

### TARGET GROUP

- Airport Station managers, Airport Duty managers,
- Those involved in managing, supervising, coordinating and undertaking Ground Support activities such as (Ground Support Team managers, Supervisors Handlers, Cleaning, Catering & Airport Security), Airfield Management teams and Compliance monitoring staff and Auditors.
- Flight Operations and Aerodrome inspectors working for Regulatory authorities will also benefit from attendance at this course.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Safety Management Systems for Aerodromes

## Introduction

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An aerodrome operations specific 5-day programme designed for those responsible for developing, implementing and participating in a systematic approach to managing aviation safety, including the necessary organisational structures, accountabilities, policies and procedures.

This course aims to provide comprehensive training in SMS by developing and expanding delegates' knowledge and understanding of safety management concepts in accordance with ICAO Doc. 9859 and designed in satisfaction of local regulations such as Reg. 139/2014 within the European Union. Delegates will acquire the knowledge to help implement key components of a basic SMS. The course is highly interactive and promotes SMS industry 'practice'.

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

### COURSE DURATION

5 days, starting at 9:00 on the first day and ending at approximately 17:00 on the last day. An examination is offered on day 5 - examination fee included in the course fee.

### TARGET GROUP

This course will be of great benefit to airport staff responsible for developing, implementing and participating in a systematic approach to managing aviation safety in an aerodrome environment.

Aerodrome Senior Management, Quality, Operations and Safety Managers, and others tasked with managing safety or who need to possess knowledge and understanding of airside safety and operations.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Safety Regulation of Aerodromes, a Basic Course

## Introduction

The course covers a review of the total aviation system in order to place the aerodrome in a context, and a review of the European safety regulatory hierarchy with respect to aerodromes. The key processes of certification and continued oversight are covered. The concept of Management system is dealt with, as this is a key to the Authorities as well as to the aerodrome organisation.

The major features and issues of an aerodrome, notably aerodrome data, aerodrome manual, physical characteristics and obstacle management, wildlife management, aspects of aerodrome operation and services are discussed, in order to understand the objectives of the requirements as this a prerequisite for safe operation and efficient oversight.

Winter operation, runway incursion prevention and aerodrome operations in limited visibility are covered as they present good examples of concepts, which requires cooperation and coordination between all stakeholders.

This is an ideal course for newly hired CAA Aerodrome inspectors, whether they come from another CAA department or from outside. It should also be useful for aerodrome management staff if they are in a process of converting to the EASA Requirements, or if they take on new staff in managerial positions.

### COURSE DURATION

5 days (starting at 09:00 each day and ending at approximately 15:00 on the last day). An examination is offered on day 5 - examination fee included in the course fee.

### TARGET GROUP

This is an ideal course for newly hired CAA Aerodrome inspectors, whether they come from another CAA department or from outside. It should also be useful for aerodrome management staff if they are in a process of converting to the EASA Requirements, or if they take on new staff in managerial positions.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## CATEGORY

# INITIAL AIRWORTHINESS

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- Airworthiness Training Course
- Basic Annex Part 21 Training Course
- Cabin Safety Design- Cert. of Interior Changes for Gen. Aviation & Rotorcraft
- Cabin Safety Design- Certf. of Interior Changes & Repairs - Large Aeroplanes
- CS-25 Large Aeroplane Certification - Introduction
- DOA - Annex Part-21 Training Course
- DOA/POA Combined (Annex Part 21) Training Course
- ETSO (Annex Part 21) Training Course
- European Military Airworthiness Requirements, EMAR 21
- EWIS Part-21 Training Course
- NDT methods, regulation & requirements (EN 4179) - Part 145/21 Organisation
- POA (Annex Part-21) Training Course



## TRAINING COURSE

# Airworthiness

### Introduction

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The 5-day course will introduce the Airworthiness principles for all activities associated with Civil Aircraft operating in, or influenced by, European regulatory requirements. The course will cover the background to the current airworthiness regulations, aspects of design and certification and operation.

A common thread will run through the whole course taking in Type Certification, Supplemental Type Certification, changes (modifications) and repairs at all levels, approval systems to support Design, Production for the TC holder, Operational Approvals, Continued Airworthiness Management under Part M through maintenance activities of Part 145 and the certification of personnel through Parts 66 and 147.

The course is designed to understand the principles in the regulatory system concept concerning aircraft design, manufacturing, modification, operation, management, and maintenance. In practice, it required to communicate with different organisations with their own airworthiness responsibilities. It provides current practical application and guidance on how to effectively understand the regulatory principles and responsibilities for all airworthiness related approvals and standards.

#### COURSE DURATION

This is a 5-day course, starting at 9:00 and ending at approximately 16:30 on all days. An examination is offered on day 5 - examination fee included in the course fee.

#### TARGET GROUP

- Airline Auditor
- Design organization personnel communicating with customer
- Defence airworthiness personal
- Compliance Monitoring staff
- CAA personal
- Accident investigators

Basically, all staff that is interacting with other market segments and those who want to understand the full airworthiness supply chain and have to deal with interface of the airworthiness regulatory structure.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Basic Annex Part 21

## Introduction

Based on the EU Regulation (EC) 2018/1139, the EU Commission has issued, amongst others, Regulation (EU) 748/2012. Annexed to this Regulation is Annex I (Part 21), with Section A Technical Requirements and Section B Procedures for Competent Authorities.

This course discusses in general terms the legal and regulatory system, as defined through (EC) 2018/1139, and in detail (EU) 748/2012. It addresses the EASA design approval process and under which conditions a Type Certificate, Restricted Type Certificate, a Supplemental Type Certificate and an ETSO Authorisation will be issued by EASA.

Also, the classification of changes and repairs will be explained and under which conditions changes and repairs are approved by EASA or alternatively approved by an approved Design Organisation. The conditions under which Competent Authorities shall issue Certificates of Airworthiness, Noise Certificates and Production approvals are addressed as well and also the different options regarding the issuance of the Permit to Fly by either the Competent Authority, the approved Design - or Production Organisation will be highlighted.

At the end of the training, attendees will have a general understanding of Annex I (Part 21), Section A and Section B.

**Note:** The handout material, e.g. consolidated version of Annex I (Part 21) can be consulted during the e-examination.

### COURSE DURATION

2 days (starting at 09:00 on the first day and ending at approximately 17:00 on the second day).

### TARGET GROUP

- Managers and staff of applicants or holders of approvals and certificates as well as managers and staff of Competent Authorities who are responsible within their respective organisations for the issuance of approvals and/or certificates and the oversight of approval holders. Also staff with legal and administrative functions are encouraged to attend this training.
- Non-EASA Member State Aviation Authorities who would like to become familiar with Annex Part 21 or intend to implement it in their country.

Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Cabin Safety Design - Certification of Interior Changes & Repairs - Large Aeroplanes

## Introduction

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This 3-day training course will provide the necessary knowledge to the participants how to classify and certify Large Aeroplanes Cabin Interior Design Changes & Repairs. Relevant for staff at all levels within Design Organisations, with or without an EASA Design Organisation Approval, as well as Civil Aviation Authorities in third countries (Non-EASA member States).

The content of the training course is based on the assumption that a so-called "green aircraft" exists with all necessary structural and systems interface provisions available in the cabin needed for the installation of the change.

Classification of interior changes, minor/major/significant will be addressed in detail and relevant CS-25 paragraphs will be discussed and practical examples, e.g. STCs, will be reviewed.

### COURSE DURATION

3 days, starting each day at 9:00 hrs and ending each day at 17:00 hrs.

NOTE: On special request this 3 day course can be extended by 1/2 day to address also relevant CS-23 (Amendment 4) paragraphs or CS-27 & CS-29 (Latest Amendment) or by a full day to address both CS-23 and CS-27 & CS-29 (Amendment 4, resp. Latest Amendment) paragraphs, as applicable to Cabin Interior changes and repairs.

### TARGET GROUP

Design (engineering) organizations having an EASA Design Organisation Approval (DOA) or considering to apply for such an approval. The training is of importance to the management of such organizations, e.g. Head of the Design Organisation, Chief Independent System monitoring and Chief Office of Airworthiness, as well as engineering staff, Office of Airworthiness staff and Compliance Verification Engineers (CVE).

The training is also valuable to Civil Aviation Authorities of third countries, e.g. non EASA Member States, when these Authorities intend to implement the relevant EU legislation regarding aviation safety or wanted to become more knowledgeable in order to approve cabin interior design changes developed by airlines or maintenance organizations in these countries.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)



## TRAINING COURSE

# Cabin Safety Design - Certification of Interior Changes & Repairs - Small Aeroplanes

## Introduction

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This course provides the participants with the necessary knowledge of how to classify and certify Cabin Interior Design Changes & Repairs for Normal Category Aeroplanes. The content of the training course is based on the conditions that the aeroplane to be changed or repaired is having a valid Certificate of Airworthiness and that the design change or repair is classified as minor or major in accordance with Annex I (Part 21) Subpart D, and in case of a major change designed by somebody else than the TC Holder as a STC in accordance with Subpart E.

In this course the classification of interior changes and repairs into minor, major or significant will be explained in detail as well as the relevant paragraphs of CS-23, Certification Specifications for Normal Category Aeroplanes (Amendment 4), e.g. those paragraphs who may require a showing and verification of compliance, will be presented and highlighted with practical examples.

### COURSE DURATION

3 days, starting each day at 9:00 hrs and ending on day 1 and 2 at 17:00 hrs and on day 3 at approximately 16:00 hrs. NOTE: On special request this 3 day course can be extended by 1 or 2 days to address also changes and repairs to either Large Aeroplanes (CS-25 Amendment 20) and/or Small and Large Rotorcraft (CS-27 & CS-29 both at Amendment 4)

### TARGET GROUP

Design (engineering) organisations having an EASA DOA or ADOA approval or considering to apply for such an approval. The training is of importance to the management of such organisations, e.g. Head of the Design Organisation, Chief Independent Design Assurance monitoring and Chief Office of Airworthiness, as well as engineering staff, Office of Airworthiness staff and Compliance Verification Engineers (CVE). The training is also valuable to engineering organisations in third countries (non-EASA Member States) involved in the designing of changes and repairs to large aeroplanes and the staff of Civil Aviation Authorities located in those third countries responsible for the approval of these changes and repairs.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Cabin Safety Design - Certification of Interior Changes & Repairs - Small & Large Rotorcraft

## Introduction

This course provides participants with the necessary knowledge of how to classify and certify Cabin Interior Design Changes & Repairs for Small & Large Rotorcraft. The content of the course is based on the conditions that the rotorcraft to be changed or repaired is having a valid Certificate of Airworthiness and that the design change or repair is classified as minor or major in accordance with Annex I (Part 21) Subpart D, and in case of a major design changed designed by somebody else than the TC Holder as a STC in accordance with Subpart E.

In this course, the classification of interior changes and repairs into minor, major or significant will be explained in detail as well as the relevant paragraphs of CS-27, Certification Specifications for Small Rotorcraft (Amendment 4) as well as of CS-29, Certification Specifications for Large Rotorcraft (Amendment 4), e.g. those paragraphs who may require a showing and verification of compliance, will be presented and highlighted with practical examples.

### COURSE DURATION

3 days, starting each day at 9:00 hrs and ending on day 1 and day 2 at 17:00 hrs and on day 3 at approximately 16:00 hrs. NOTE: On special request this 3 day course can be extended by 1/2 day to address also relevant CS-25 (Latest Amendment) paragraphs or CS-23 (Amendment 4) or by a full day to address both CS-25 and CS-23 paragraphs (Latest Amendment, resp. Amendment 4), as applicable to Cabin Interior changes and repairs. PRICES for this additional training syllabus will be defined upon request.

### TARGET GROUP

Design (engineering) organisations having an EASA DOA or ADOA approval or considering to apply for such an approval. The training is of importance to the management of such organisations, e.g. Head of the Design Organisation, Chief Independent Design Assurance monitoring and Chief Office of Airworthiness, as well as engineering staff, Office of Airworthiness staff and Compliance Verification Engineers (CVE). The training is also valuable to engineering organisations in third countries (non-EASA Member States) involved in the designing of changes and repairs to large aeroplanes and the staff of Civil Aviation Authorities located in those third countries responsible for the approval of these changes and repairs.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# CS-25 Large Aeroplane Certification - Introduction

## Introduction

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This 4 day introductory training will provide the delegates with a basic understanding of the typical certification challenges when performing changes on Large Aeroplanes. The delegate will be presented the typical paragraphs with general interpretation.

The goal of this training is to equip the participant with the basic knowledge how to apply for a change, propose a certification program and how to prepare and show compliance with the related certification standards.

The content of the course includes the Regulatory Background (ICAO, JAA, FAA, EASA), Systems and Avionics, Cabin, Structure, Certification Topics and more.

There are no pre-requisites for this training, yet, a maintenance or continued airworthiness management experience can be advantageous.

**Note:** Participants are kindly requested to **bring their laptop** to the training venue. Part of the training material will be provided electronically and access to this information is required for some elements of the course.

### COURSE DURATION

4 days, starting at 0900 and ending at approx. 1630

### TARGET GROUP

Persons involved in the development of changes to TC, RTC or STCs. This includes personnel of authorities, DOAs, APDOAs or individuals intending to apply for minor changes. The training is **not** intended for TC Holders.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# DOA - Annex Part 21 Training Course

## Introduction

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Based on the EU Regulation (EU) 2018/1139, the EU Commission has issued amongst others Regulation (EU) 748/2012. Annexed to this Regulation is Annex I ( Part 21), Certification of aircraft and related products, parts and appliances, and of design and production organisations.

At the end of this 3 and 1/2 day training course the attendees should have a detailed understanding of all the steps necessary to obtain an EASA Design Organisation Approval, the tasks and responsibilities of such an organisation and all relevant certification processes.

A basic understanding of the subjects dealt with in the training course is an advantage, but not necessary.

### COURSE DURATION

3 and 1/2: Day 1 from 13:00 hrs. to 17:00 hrs. Day 2 & 3 from 09:00 hrs. - 17:00 hrs. Day 4 from 09:00hrs. to approximately 16:00 hrs.

### TARGET GROUP

□□□Managers and staff of applicants or holders of Design Organisation Approvals, TC, RTC, STC Holders and staff of Competent Authorities who have been or will be allocated by EASA the Design Organisation Approval investigation or the certification tasks regarding the issue of the TC, RTC, STC and changes and repairs thereto.

□□□Non-EASA Member State Aviation Authorities who would like to become familiar with the EASA DOA system or intend to implement such a system in their country.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# DOA/POA Combined Annex I (Part 21) Training Course

## Introduction

Based on the EU Regulation (EC) 216/2008 the EU Commission has issued amongst others Regulation (EU) 748/2012. Annexed to this Regulation is Annex I (Part 21) setting in Section A Technical Requirements and in Section B the Procedures for competent authorities.

This course will discuss in detail (EU) 748/2012 as far as related to the tasks and responsibilities of applicants and holders of Type Certificates, Restricted Type Certificates, Changes to TC or RTC and Supplemental Type Certificates, Repair approvals, Design Organization Approvals, and Production Organisation Approvals.

The different options regarding the issuance of the Permit to Fly by either the Competent Authority or by the approved Design and/or Production Organization will be explained.

At the end of the training course, the attendees should have a detailed understanding of Annex Part 21 Section A and Section B regarding design and production approvals.

### COURSE DURATION

4 days

Starting each day at 09:00 hrs and finishing at approximately 17:00 hrs and at the last day finishing at approximately 16:00 hrs.

### TARGET GROUP

This course is suitable for, but not limited to:

- Authorities and Industry representatives of the EASA Member States
- Non-EASA Member State Aviation Authorities intending to implement these specific Subparts of Annex 21 and Aviation Industry organisations in Non-EASA Member States who consider applying for an EASA DOA in support of a TC/TC/STC/minor change approval or repair approval and/or PO Approval.
- Staff of Military Aviation Authorities and Military organisations.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# ETSO (Annex Part 21)

### Introduction

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Based on the EU Regulation (EC) 216/2008 the EU Commission has issued amongst others Regulation (EU) 748/2012. Annexed to this Regulation is Annex I (Part 21) setting forth in Section A Technical Requirements.

The training course will address the legal and regulatory system as defined through (EC) 216/2008. Presented in detail will be those Subparts of Annex I (Part 21) applicable to ETSO Authorisation. Also the alternative procedures per 21A.14b and AMC 21A.14b, as applicable to Design Organisations carrying out the ETSO design activities, are explained.

An example of the Declaration of Design and Performance, DDP, will be presented and guidance material provided regarding minor and major changes and repairs to ETSO articles and in particular to seats.

The different options regarding the issuance of the Permit to Fly by either the Competent Authority or by the approved Design Organisation will be explained.

The EASA Internal Working procedure for ETSO Authorisation as well as the Internal Working procedure applicable to Design Organisations applying for design approval under the alternative procedures will be addressed.

At the end of the training course the attendees should have a good understanding of all the steps necessary to obtain an EASA ETSO Authorisation and the tasks and responsibilities of the Design Organisation.

### COURSE DURATION

2 days, starting at 9:00 and ending at 17:00 on both days.

### TARGET GROUP

- Managers and staff of applicants or holders of organizations involved in the Design and Certification of ETSO Articles and staff of Competent Authorities involved in the ETSO approval process.
- Non-EASA Member State organizations applying for direct EASA ETSO Authorisation and Airworthiness Authorities intending to implement the relevant (EC) legislation.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# European Military Airworthiness Requirements, EMAR 21

## Introduction

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This course will present the complete EMAR 21. It will address the approval process and under which conditions a Military Type Certificate, Military Restricted Type Certificate, a Military Supplemental Type Certificate and an Military ETSO Authorisation will be issued by European Military Authorities. Military Design & Production approvals are also addressed.

The classification of changes and repairs will be explained, besides under which conditions changes and repairs are approved by European Military Authorities or alternatively approved by an approved Military Design Organisation.

The conditions under which European Military Authorities shall issue Military Certificates of Airworthiness, as well as the issuance of the Military Permit to Fly, will be discussed.

At the end of the training, attendees should have a good understanding of the complete content of EMAR 21, including:

- The responsibilities of the Military Airworthiness Authorities;
- The responsibilities of the Holders of these Military Certificates and/or Approvals; and
- The approval processes related to the issue of these Military Certificates and/or Approvals.

## COURSE DURATION

This is a 2-day course, starting at 9:00 and ending at approximately 17:00 on both days.

## TARGET GROUP

Staff of Military Airworthiness Authorities, Military Design and Production Organisations but also staff of civil Production Organisations who intend to obtain also a Military POA.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# EWIS Part-21

## Introduction

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On 5th Sept. 2008, the European Aviation Safety Agency issued a revised certification standard for large aircraft, CS-25, Amendment 5. CS-25 today contains the consolidated outcome to NPA 2007-01 in regards to the Aeroplane Electrical Wiring Interconnection System (EWIS)" requirements as an outcome of the Enhanced Airworthiness Program for Airplane Systems (EAPAS).

This amendment requires TC Holders and applicants for STCs, TCs or restricted TCs to comply with the new requirements in regards to EWIS.

This training provides guidance for personnel directly involved in the Certification Work of alterations to large aircraft.

An evaluation for the need to revise or amend the Instruction for Continued Airworthiness (ICA) must be done whenever new or modified wiring is installed, or the installation potentially interfere with existing wiring on the aircraft. Therefore it should be noted that the training is necessary not only for companies involved in the installation of electrical or electronical systems but also to organisation designing mechanical changes or structural repairs.

The training will provide hands on training for EWIS ICA analysis in regards to AMC 20-21, CM-ES-002 and AC25-27A as well as the compliance finding to Subpart H of CS-25 and related guidance material such as AC25.1701-1.

The course provides examples of certification efforts to be done for a MAJOR, Non-Significant change (STC), as well as an example project with Analysis for additional/amended ICA.

### COURSE DURATION

1 day (starting at 09:00 and ending at approximately 17:00)

### TARGET GROUP

This training is targeted at persons who are involved in the development of alterations to aircraft which potentially affect EWIS existing or being newly installed.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# NDT methods, regulation & requirements (EN 4179) - Part 145/21 Organisation

## Introduction

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The course is intended to provide first-hand information on the application and implementation of NDT techniques, the administration and management of training and recurrent trainings to organisation, management and personnel of Maintenance and Design Organisation. It will promote best practice and drawing on the guidance contained in international standards and other aviation regulations and publications.

After training, the person is able to differentiate between different methods of NDT and their specific strengths and weaknesses. He/she will also be able to interpret the applicable requirements for NDT certification of personnel and what levels of qualification are needed for a specified task.

The objectives of the course are to satisfy the needs of basic NDT requirements published by EU and EASA.

Attendees should have a basic technical understanding in NDT techniques or be in management positions and responsible for NDT personnel.

### COURSE DURATION

2 days, starting at 09.00 and finishing at approx 17.00.

### TARGET GROUP

This training is targeted at persons performing, managing or specifying NDT techniques for initial or continued airworthiness of complete aircraft or components thereof.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# POA (Annex Part-21)

### Introduction

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Based on the EU Regulation (EC) 216/2008, the EU Commission has issued, amongst others, the Commission Regulation (EU) 748/2012. It lays down implementing rules for the airworthiness and environmental certification of aircraft and related products, as parts and appliances, as well as for the certification of design and production organisations.

Annexed to this Regulation is the Annex I (Part 21) - Certification of aircraft and related products, parts and appliances. It also addresses design and production organizations in Section A (Technical Requirements) and in Section B (Procedures for Competent Authorities).

This course will explain in general terms the legal and regulatory system, as defined in (EC) 216/2008 and in detail the requirements of Annex I (Part 21), as addressed by Subpart G (Production Organisation Approval) and Subpart F (Production without Production Organisation Approval), including the Acceptable Means of Compliance (AMC) and Guidance Material (GM).

A basic understanding of the subjects dealt with in the training course is an advantage but not necessary.

#### COURSE DURATION

2 days (starting at 09:00 both days and ending at approximately 17:00).

#### TARGET GROUP

- Managers and staff of applicants or holders of Production Organisation and staff of Competent Authorities who are responsible within the Competent Authority for the approval and oversight of these production organisations.
- Non-EASA Member State Aviation Authorities who would like to become familiar with the EASA production system or intend to implement such a system in their country, and production organizations in Non-EASA Member States intending to apply for an EASA Subpart G Production Organisation approval.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## CATEGORY

# LAW & POLICY

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This category contains most of the courses belonging to the old category Regulations General (RG).

- Aircraft Operations Regulatory Safety Oversight
- International Aviation Law & Policy - Comprehensive
- International Aviation Law & Policy Training Course
- Introduction to Aviation Regulations
- The Airport Industry: International/EU Law, Policy & Practice



## TRAINING COURSE

# Aircraft Operations Regulatory Safety Oversight

## Introduction

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The complexity of operational and commercial agreements – including safety and security implications – will be discussed at this course. Besides that, this training also focus on the relevant safety and security responsibilities (for example, the role of NAA – operations (ownership, drylease and wetlease), the Art. 83bis and more. At the end, Codeshare and interline agreements (responsibilities) are presented.

The course close with a discussion over the safety overview in case of acquisitions and mergers. The role of ICAO and EASA is also explained during the whole course.

The goal of the course is to provide a better view on the responsibilities of States, Operators, Service Providers, sub-contractors in the light of commercial agreements between operators.

### COURSE DURATION

2 Days

### TARGET GROUP

Operators: commercial dept, operations, legal dept.

NAA's: safety and licensing dept.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Essential Elements of Criminal Air Law for Aviation Professionals

## Introduction

Unruly passenger behaviour can lead to serious security and safety threats. In order to handle the situation correctly, sufficient training is required for ALL aviation personnel dealing with passengers at any point of the passenger's trajectory throughout the airport, gate, aircraft and final destination: the so called "passenger's chain."

Given the threats to civil aviation safety and security and the urgent need for training, JAA TO developed an online ICAO TRAINAIR PLUS Standardized Training Package (STP) which will assist in the implementation of relevant States' legislative and regulatory framework, in addition to facilitating the harmonization of the implementation of specific ICAO Conventions, treaties and provisions.

This course will provide aviation professionals with the necessary knowledge, skills, and attitudes to correctly carry out the appropriate procedures during specific safety and security incidents in an aerodrome and on board an aircraft.

NOTE: FOR GROUP REGISTRATIONS OF MORE THAN 5 PEOPLE, PLEASE CONTACT [training@jaato.com](mailto:training@jaato.com)

### COURSE DURATION

This is an online training and will take around 18 hours. Access to the course will be granted 24/7, during 3 weeks

### TARGET GROUP

Primary target audience: Aviation personnel in direct contact with passengers (Pilots and Cockpit Crew, Cabin Crew, Air Police Officers, Aerodrome firefighters; Ground operations personnel)

Secondary target audience: Air Traffic Controllers, CAA personnel (inspectors, managers and senior executives), Safety Managers from aviation service providers, Security Managers at airports and airlines, Law enforcement personnel, Customs officers, Ground handling managers

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# International Aviation Law & Policy

## Introduction

Managers working for an airline's government & industry affairs department and their government civil aviation counterparts are faced with these and other questions, which this course aims to answer:

Why and on what legal basis did the Netherlands (NL) Government object to Lufthansa Cargo 'flower flights between Colombia and NL? Why took it so long for a Norwegian airline to get a US permit for its Dublin - New York operations? What are traffic rights ('freedoms')? and why is a treaty required for an airline's operations to a foreign destination? What is a Bermuda-type agreement? What are the dynamics (and pitfalls) of a bilateral negotiation?

Why is everything different within the EU? What role did the European Court play in the regulation of EU air transport? Alliances and mergers amongst airlines: what is the role of governments (and the EU)? Can a State own and/or subsidize its national airline? What is the importance of that nationality? What exactly is an open skies agreement? What is 'metal neutrality'? What is a 'Community carrier'? How do (EU) governments allocate limited traffic rights?

### COURSE DURATION

2,5 days, starting at 9:15 on day one and two, and ending at 13:00 on day three.

### TARGET GROUP

- CAA civil servants & (senior) managers involved in economic regulation of air transport
- Government civil aviation managers responsible for international relations and negotiations
- Airline government & industry managers, responsible for bilateral air transport relations/agreements, EU regulatory affairs and ICAO (economic) relations
- Airport managers responsible for airline relations & market access and airline alliance issues
- Academics interested in public international aviation law & policy, aviation treaties, and the application of competition law to air transport

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# International Aviation Law & Policy - Comprehensive

## Introduction

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This 4 day course is an expanded version of the regular 2,5 day course. It explains the system of international civil aviation from how it developed to what it is today.

The course describes the present responsibilities and activities of national governments (on behalf of their national airlines), of ICAO and, in particular of the European Union in the field of international aviation. It reviews in some detail the relevant laws/regulations, policies and practices of the stakeholders concerned.

Particular attention is paid to the Chicago Convention, the role of ICAO and a review of the liability conventions it helped to develop. An analysis of the system and contents of bilateral agreements, US initiatives to modernize the economic regulation of international air transport (Open Skies) and its approach to airline alliances and, finally, the ambitious and wide-ranging regulatory and policy actions of the EU, including the landmark EU-USA air transport agreement, will be addressed.

Please note that this course deals primarily with the economic regulation of international air transport; it does **not** address operational/safety/licensing and/or other technical regulations or procedures.

### COURSE DURATION

4 DAYS

### TARGET GROUP

Civil servants and (senior) managers of civil aviation administrations and airlines/airports with (future) responsibilities for – or interest in – regulatory or government & industry affairs and bilateral and multilateral aviation relations.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Introduction to Aviation Regulations

## Introduction

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The course will outline the overall regulatory framework of civil aviation and introduce delegates to the various regulatory bodies and the rules and laws made by them.

In particular the course will cover:

- Elementary knowledge for the organization and management of a scheduled or charter flight in compliance with the international and EU regulations;
- Who is who, from National Civil Aviation Authorities, ICAO, Joint Aviation Authorities to EASA;
- European Regulations;
- The airline structure;
- The airline licence and A.O.C.;
- The European "Open Sky";
- Aircraft leasing; and
- Consumer protection.

### COURSE DURATION

1 day, starting at 9:00 and ending at approximately 17:00.

### TARGET GROUP

All those who require an overview of Aviation Regulations in Civil Aviation and have no previous knowledge of this area.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# The Airport Industry: International/EU Law, Policy & Practice

## Introduction

For the last 20 years, the airport management has changed: mainly operated by public entities in the past, airports are more and more operated by private companies. Governments are eager to privatize these strategic assets, in order to improve services and finance airport expansion and renovation programs.

Upon completion participants will, *inter alia*, understand to what extent the airport/airlines relationship has changed in the past two decades and what the impact has been for the airports. They will also identify the challenging environment and evolving business models (e.g. new sources of revenues).

For the conduct of negotiations in this field (contracts, concessions, licenses, associations, subsidies, improvement of services, etc.) between airports and their stakeholders, it is necessary to understand the legal/regulatory framework (EU/ICAO/FAA), in which the airport and related shareholders/stakeholders operate.

The course provides an insight into how an airport is operated, in three parts: 1) Legal status of the airport; 2) legal/contractual relationship between airport operator and stakeholders; and 3) Airport regulations.

### COURSE DURATION

2 days, starting on 9:00 on the first day and ending on 17:00 on the last day.

### TARGET GROUP

- General Managers / Executive / Finance / Commercial Directors and staff
- Airport general counsel / in-house lawyers
- Civil Aviation Authority staff
- Airport consultants and business partners, such as airport service providers
- Academics specialized in air transport/air law, interested in the policies and practices of airport operations

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## CATEGORY

# MANAGEMENT

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**Some of the courses belonging to this category are:**

- Advanced Safety Management Systems (SMS) and Integrated Management Systems (IMS)
- Contracting & Contract Management
- Emergency Response Planning Workshop
- Fast Track Programme Human Factors CRM, Just Culture
- Fatigue Risk Management Systems for Regulators
- General Stress Management
- Human Factors/CRM in Aviation
- Human Factors/TRM (Team Resource Management) in Aviation Maintenance
- ICAO & EASA Safety Management System Requirements - Introduction
- ICAO & EASA Safety Management System Requirements - Workshop
- ICAO SSP and EASA Authority Management System - Executive Briefing
- ICAO SSP and EASA Authority Management System introduction course



## TRAINING COURSE

# A Fatigue Risk Management System

## Introduction

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The international Civil Aviation Organisation (ICAO) first introduced a Fatigue Risk Management System (FRMS) in an amendment of Annex 6 in 2008.

The introduction of EU 965/2012 with effect of 2014, consequently required all EU commercial air transport (CAT) operator to implement a FRMS in accordance with ORO.FTL.120 to enable crew members to remain "sufficiently free from fatigue".

As per ICAO the FRMS shall be a "a data-driven means of continuously monitoring and managing fatigue-related safety risks, based upon scientific principles, knowledge and operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness."

Historically, the aviation industry have tried to cover the impact of fatigue by a prescriptive approach to limit flight and duty time for aircrew.

A FRMS shall provide the operator with a tool to adjust the risk management system to their own specific operation and needs. It should help to perform operation more effectively.

### COURSE DURATION

2 days, starting at 09:00 on both days and finishing at approximately 16.30 on the second day.

### TARGET GROUP

Personnel responsible to operate and maintain a FRMS from Operators, Service Providers and Competent authorities. Personnel involved in training activities for both flight and cabin crew or personnel voluntarily applying similar standards in other areas of the industry such as continuing or initial airworthiness or ATM.

Persons involved in the Compliance Monitoring or Safety Management System of the organisation.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Advanced Safety Management Systems (SMS) and Integrated Management Systems (IMS)

## Introduction

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Every organization that has in place a Safety Management System (SMS) needs to find ways to improve its operating efficiency and safety performance. It is important to reduce overall operating cost, while maintaining and improving the SMS position within the organisation. Nevertheless, the management systems for the process of safety, compliance, OH&S, quality, security and fatigue management have been usually developed separately in most organisations.

Yet, all these systems have similar decision making-related expectations, such as: 1) data analysis and record keeping requirements; 2) risk management and decision making analyses; and 3) metrics used to demonstrate performance improvements. Hence, merging the similarities and common needs of these different systems will lead to more efficient and effective management at top level.

Therefore, this course will provide the necessary tools and methodologies that can be used in order to achieve the desired outcomes of effectiveness with SMS. Nevertheless, it also provides participants with a methodology to help identify, evaluate and leverage different management systems and metrics across entities, divisions or functions based on the hazards, threats and risks being monitored for each entity.

### COURSE DURATION

2 days, starting at 09:00 on all days, finishing at 16:45 on the 1st. day and at 16:00 on the 2nd.

### TARGET GROUP

Accountable Managers Executives, Heads of Safety, Quality and Compliance, Safety and Quality Managers, E, OH&S specialists, experienced aviation safety professionals, Civil Aviation Authorities Heads, and Inspectors.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Contracting & Contract Management

## Introduction

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Contracting and contract management is a daily business in the aviation sector. As such, this course is dedicated to a detailed analysis of contracting and sub-contracting related to aircraft management with references to operations, maintenance and insurance.

Many aspects related to aircraft management will be analyzed based on a standard aircraft lease agreement. This course will provide participants with a larger and in-depth knowledge of contracting and sub-contracting in aviation and will focus on the financial consequences of specific contractual clauses.

The content of the course includes: 1) an introduction of the constitutive elements of a contract, 2) successful negotiation tips, 3) DRY/WET LEASE specifications, 4) CONTRACT ANALYSIS of a typical Aircraft Lease Agreement, 5) SUB-CONTRACTING Structure, 6) CONTRACT MANAGEMENT, and 7) SERVICE LEVEL AGREEMENTS.

### Objectives:

- Understanding of contractual clauses
- Identification of problematic clauses
- Identification of the financial consequences of contractual clauses
- Relevant responsibilities in case of sub-contracting
- How to handle contract management.
- The relation and interaction of the airline and Civil Aviation Authorities in respect of contracting.

### COURSE DURATION

2 days, starting at 09:00 on the first day and ending at approx 16:30 on the last day.

### TARGET GROUP

All employees within aviation companies involved in contracting and/or contract management.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Emergency Response Planning Workshop

## Introduction

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In Aviation, organisations are required to be prepared for the unexpected and the unthinkable. To be prepared means to know how to deal with an accident and all its consequences, for the sake of everybody involved. Ultimately, this is extremely important for the organisation itself, in order to guarantee business continuity at the least possible cost and effort.

### COURSE DURATION

This is a 2-day workshop starting at 9:00 and ending at approximately 17:00.

### TARGET GROUP

This two day ERP Workshop is aimed at operators who are actually in the process of designing an ERP, the actual plan. The workshop is directed towards several layers of staff within an airline that are related to emergency responses: Higher management, Emergency response managers, Operations Control Centre, Communication department, IT department, Legal department, Financial department, and so on.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Fast Track Programme Human Factors CRM, Just Culture

## Introduction

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Crew Resource Management (CRM) is simply defined as the application of the principles of human factors. Just Culture has the intention to create or enhance awareness of **Just Culture** as a safety performance improvement of the organisation.

This course is devoted to a detailed analysis of those human factors that can best optimizing human performance and reduce human error. It embraces those variables that influence individual, team, or crew performance.

The training provides participants with an in-depth knowledge of the human factors affecting individual and team behavior and focuses on specific CRM skills within a comprehensive framework of standard operating procedures (SOP). It carefully follows the requirements of Part OPS.

An interest in achieving increased knowledge in the understanding of Human Factors related to aviation and the concepts of Crew Resource Management, as it applies to the different working environments in aviation, is an important pre-requisite.

### COURSE DURATION

5 full days, starting at 9:00 each day and finishing approx. at 17.00

### TARGET GROUP

All employees within aviation companies and maintenance organizations - including key post-holders, flight safety facilitator, air crews, accountable, quality, maintenance, and training managers; the nominated SMS manager; departmental heads, and operations managers. The course will also fulfill the needs of regulators from aviation authorities and representatives from industry.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Human Factors for Maintenance

## Introduction

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Human Factors are everything that affects Human Performance on a daily basis. Using a concept similar to Crew Resource Management people will be enabled to optimise the use of all resources available with the intention to optimise Human Performance and reduce the impact of human error. This course provides participants with practical tools to apply the learned principles in daily practise.

### COURSE DURATION

3 full days, starting at 9:00 and ending at approximately 17:00 the last day.

### TARGET GROUP

All personnel, including management of a maintenance organisation.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# Human Factors/Crew Resource Management

## Introduction

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Human Factors are everything that affects Human Performance on a daily basis. CRM is a concept that enables people to optimise the use of all resources available with the intention to optimise Human Performance and reduce the impact of human error. This course provides participants with practical tools to apply CRM principles in daily practise.

### COURSE DURATION

3 full days, starting at 9:00 each day and finishing approx. at 17.00 on the first two days. On the third day, the course will finish at approximately 16:00.

### TARGET GROUP

All personnel, including management within any safety sensitive organisation such as:

- Aviation
- Maritime
- Nuclear
- Railways
- Health Care

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# ICAO & EASA Safety Management System Requirements - Introduction

## Introduction

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Developing and implementing an effective Safety Management System is one of the challenges in modern aviation organisations. This course provides the delegate with the opportunity to face such challenges head-on by providing them with the tools, knowledge and methodology to successfully implement a SMS in their organisation in response to ICAO Annex 19, ICAO Doc 9859 and EASA Management System requirements defined in European Aviation law.

This course provides a comprehensive introduction to the SMS concept for delegates from Air Operations, Training Organisations, Maintenance and Continuing Airworthiness Organisations, in addition to those from Aerodromes, Air Navigation Service Providers and ATC Services. It covers State Safety Programmes, Service Providers' Safety Management Systems, Hazard Identification and Risk Management principles, Safety Assurance, Safety Performance Indicators and Safety Promotion. The course uses case-based studies to apply a practical aspect to theory learned.

### COURSE DURATION

3 days starting at 09:00 on all three days, finishing at 16:45 on the first two days and at 16:00 on the last day.

### TARGET GROUP

- Accountable managers for Operations, Training Organisations, MRO/CAMO, Aerodromes, ANSP, ATC Services.
- Civil Aviation Authority inspectors and Competent Authority Personnel
- Airline Auditors and Defence Audit personal
- Compliance Monitoring staff and Safety Management Staff
- Flight Operations Staff
- Military Safety Personnel

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# ICAO & EASA Safety Management System Requirements - Workshop

## Introduction

This workshop is a variant from the "ICAO & EASA Safety Management System Requirements - Introduction" training course. It will ensure that there is ample opportunity for the delegate to develop the hands-on experience of conducting Hazard identification and Risk Management exercises throughout the course. Much time will be dedicated to the concept of Bow Tie and other dynamic risk management models.

Developing and implementing an effective Safety Management System is one of the challenges in modern aviation organisations. This course provides the delegate with the opportunity to face such challenges head-on by providing them with the tools, knowledge and methodology to successfully implement an SMS in their organisation, in response to ICAO Annex 19, ICAO Doc 9859 and EASA Management System requirements defined in European Aviation law.

This workshop provides a comprehensive hands-on experience with the SMS concept, so delegates from Air Operations, Training Organisations, Maintenance and Continuing Airworthiness Organisations, in addition to those from Aerodromes, Air Navigation Service Providers and ATC Services can better comprehend it. It covers State Safety Programmes, Service Providers' Safety Management Systems, Hazard Identification, and more, by using case-based studies that apply a practical aspect to the theory learned.

### COURSE DURATION

5 days starting at 09:00, finishing at 16:45 on the 1st, 4 days, and at 16:00 on the 5th. day. An examination is offered on day 5 - examination fee included in the course fee.

### TARGET GROUP

Accountable managers for Operations, Training Organisations, MRO/CAMO, Aerodromes, ANSP, ATC Services; Civil Aviation Authority inspectors, Competent Authority Personnel and Airline Auditors; Defence Audit personal; Compliance Monitoring, Safety Management, Flight Operations Staff; Military Safety Personnel.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# ICAO SSP and EASA Authority Management System - Executive Briefing

## Introduction

The State Safety Programme "Executive Briefing" Course introduces a framework for development and implementation of a State safety programme (SSP) that combines elements of both prescriptive and performance-based approaches to the management of safety.

This course is based on ICAO annex 19, 2nd edition, ICAO document 9859 revision 4 and EASA Basic Regulation 2018/1139 with the recent requirements for the SSP.

At the completion of this course, attendees will be able to:

- Understand the framework for development and implementation of a State safety programme (SSP) that combines elements of both prescriptive and performance-based approaches to the management of safety and
- Understand the importance of a realistic implementation of an SSP as a prerequisite for safe operations in civil aviation

### COURSE DURATION

1 day starting at 09:00, finishing at 16:45.

### TARGET GROUP

- High Management level of Authorities (Director Generals, Accountable Executives, Department Managers) responsible for the implementation of an State Safety Programme as well as members of SSP Implementation Groups.
- Industry members (service providers), although not the main target group of this course, may also have an interest to learn about the responsibilities of a State related to the implementation of an SSP. (SSP is needed to support service providers SMS implementation)

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# ICAO SSP and EASA Authority Management System introduction course

## Introduction

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The State Safety Programme Course introduces a framework for the development and implementation of a State Safety Programme (SSP) that combines elements of both prescriptive and performance-based approaches to the management of safety.

This course will provide you with the detailed theoretical knowledge you need to develop an effective SSP and through an number of exercises you will attain the practical skills that are necessary to build an effective SSP.

This course is based on ICAO annex 19, 2<sup>nd</sup> edition, ICAO document 9859 revision 4 and EASA Basic Regulation 2018/1139 with the recent requirements for the SSP.

### COURSE DURATION

3 days (starting at 09.00 on the first day and ending at approx. 17.00 on the last day).

### TARGET GROUP

Personnel of Authorities responsible for creating an SSP or parts thereof and personnel working within the framework of an SPP.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# ICAO TRAINAIR PLUS - Aviation Data-driven Decision Making

## Introduction

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The Aviation Data-Driven Decision Making (AD3M) course is designed to prepare aviation professionals to generate reports and interpret results for making effective decisions, managing risk and setting priorities for different civil aviation activities, operations, or procedures.

The course consists of two parts, a prerequisite online part: Fundamentals of Aviation Data-driven Decision Making (AD3M), to explore the fundamental concepts behind data-driven decision making, followed by a classroom part: Application of Aviation Data-driven Decision Making (AD3M), to apply the concepts to practical scenarios and real-life situations.

NOTE: The course price includes both the pre-requisite Online Part 1 and the Classroom part 2.

In case the online part is already completed, please contact JAA TO for a registration only for the Classroom part 2.

### COURSE DURATION

4 days, starting at 09:00 on all days, finishing at 17:00 on the last day.

### TARGET GROUP

Aviation professionals and managers from Civil Aviation Authorities (CAAs), airlines, aerodrome operators, and other service providers involved in collecting, managing, reporting or making decisions using aviation data.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# ICAO TRAINAIR PLUS - Supervising Airport Teams to Deliver Great Customer Service

## Introduction

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This course is delivered in cooperation with GCAS, the Gulf Centre for Aviation Studies, and is an ICAO Trainair Plus course. This is a five day programme targeting the importance of customer service at an airport, and in particular the impact of supervisors' leadership skills on their operational teams.

In this course, delegates will explore how to become positive role models and get the best from their teams to enhance the day-to-day customer experience. The course is highly interactive with activities, role plays and participation throughout. By the end of the training course, attendees should be able to:

- Explain why customer service is so important at an airport, and the impact their leadership has
- Understand the latest customer service thinking
- Handle difficult customers
- Use a coaching leadership style
- Contribute towards developing a positive team culture

### COURSE DURATION

5 days, starting at 09:00 on the first day and ending at approx 16.30 on the last day.

### TARGET GROUP

Delegates should have a good command of the English language and be working in a customer service environment.

- Supervisors of customer service departments in an airport; and
- Customer service duty managers.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# ICAO TRAINAIR PLUS - Training Managers Course (TMC)

## Introduction

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The ICAO TRAINAIR PLUS Training Managers Course (TMC) addresses the operational aspects of managing an aviation training organization that meets the required standards of operation, training delivery, and quality management. It will enable the participants to apply the ICAO training organization assessment guidelines in order to prepare their training organization to meet and maintain operational and quality standards for ICAO recognition.

### COURSE DURATION

4 Days training course

### TARGET GROUP

Those who are responsible for establishing, managing, or operating an aviation training organization, including current and future Training:

- Directors;
- Managers;
- Heads of departments;
- Operations managers.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# Implementing a Fatigue Risk Management System

## Introduction

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In 2011, ICAO introduced an amendment to Annex 6 Part 1, providing national aviation authorities with the regulatory framework to offer Fatigue Risk Management System (FRMS) as an additional means for operators to manage fatigue.

In January 2014, in line with this new approach, EASA published the Regulation for Flight Time Limitations (FTL) for commercial air transport (CAT) air operator certificate (AOC). These regulations include a European FTL scheme and multiple Operator Responsibilities (ORO.FTL.110) for managing fatigue.

This course has been designed to be consistent with the EASA regulations as well as ICAO's latest guidance material on FRMS. The course covers both ORO.FTL.110 (managing fatigue under SMS) and ORO.FTL.120 (Fatigue Risk Management). In addition to providing a detailed explanation of the science of sleep, circadian rhythms and the impact of fatigue on individual and operational performance, the course includes a series of practical sessions each focusing on a different aspect of FRMS requirements.

### COURSE DURATION

2 days, starting at 09:00 on both days and finishing at approximately 16.30 on the second day.

### TARGET GROUP

Personnel responsible for the implementation and oversight of FRM, Safety professionals, FRM advisors, NAA Inspectors, Fatigue Safety Action Group members, crewing and rostering personnel, CRM instructors.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Implementing ATQP and Evidence-based Training

## Introduction

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The Alternative Training and Qualification Programme allows airlines to develop innovative approaches to pilot training and assessing performance. Evidence-based Training makes use of operational data to shape assessment. The 2 initiatives overlap and are complementary. This workshop will introduce delegates to the steps needed to introduce the concepts into their airline's training programmes.

This workshop will show you how to:

- Identify training requirements
- Train and standardize high-performing training pilots
- Develop effective pilot training
- Create reliable performance measures
- Integrate LOSA, SMS and flight data to identify operational risk
- Build a training safety case

### COURSE DURATION

2 days (starting at 09:00, ending at approximately 17:00 on both days).

### TARGET GROUP

Training post holders and managers

Airline training developers

Training pilots

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Just Culture in Safety Sensitive Industries

## Introduction

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This is a course with the intention to create or enhance awareness of 'Just Culture' as a safety performance improvement of the organisation.

No specific previous experience is required, however basic knowledge of Human Factors and Safety Management Systems is recommended.

By the end of this course, delegates will demonstrate understanding of the following:

- The definition(s) of 'Just Culture'
- The principles of 'Just Culture'
- The benefits of having a Just Culture in the organisation
- The conditions required to create a Just Culture in the organisation
- Guidelines for creating a Just Culture

### COURSE DURATION

1 day, starting at 09:00 and ending at approximately 17:00

### TARGET GROUP

This course is suitable for all functions and departments, but especially for Accountable Managers, Safety Managers, Quality Managers, Training Managers, Line managers, Human Factor Specialists.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Occurrence Reporting in Aviation

## Introduction

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It is customary in the aviation industry to report many occurrences without proper procedures. This leads to piling up of reports at authorities, and a loss of oversight. For example, several Air Carriers (AOC Holders), CAMOs, Certifying Staff, Part 145 Organisations et al report as much as possible, compromising efficiency and overview of what they have reported.

Moreover, some occurrences that should be reported are not reported optimally. This leads to endangered/unsafe operations, and lack of knowledge of an occurrence in the departments concerned.

The 2-day Occurrence Reporting training course will provide tools that ensure the effectiveness of reporting, leading to a reduction in workload for different departments/stakeholders and enhancement of safety.

A pre-requisite for attendance in this course is that the participant has familiarization with aviation regulations related to processes subject to occurrence reporting.

### COURSE DURATION

2 days (starting at 09:00 both days and ending at approximately 17:00).

### TARGET GROUP

CAA Personnel, Operators, Managers, Postholders Maintenance, Quality Managers, Compliance Managers, Pilots, Certifying Staff, Airworthiness Review Staff, Part M Organisations, MOA, DOA, POA Organisations, and independent professionals.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Quality Management - Principles & Practice in an Aviation Environment

## Introduction

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An industry specific two-day course designed for those who need to understand the application of the important principles of Quality Management in an aviation environment, acting in full support of business aims and objectives as well as facilitating regulatory compliance. This is a practical course that aims to provide participants with sufficient knowledge to understand how to develop and implement formal quality management.

The course provides an overview of how an organisation should take control of and manage internal audit programmes designed to provide the Accountable Manager with the assurance of compliance with regulations and company working practices and designed to provide regulatory authorities with the confidence of an organisation's self-monitoring process. It aims to show the relationship between 'quality' and 'safety' and how a management system needs to be constructed to effectively integrate the disciplines of both into a single system that will satisfy regulatory requirements and company commercial objectives.

### COURSE DURATION

2 days - each day will commence at 09.00 and finish at 17.00, with appropriate refreshment breaks.

### TARGET GROUP

The course programme is designed to be of benefit to Accountable Managers, Quality Managers, Audit Managers, Compliance Managers, regulators involved in the assessment of an organizations quality management system and associated audit process, and others who need to have a good understanding of modern quality management principles that will act in support of company orations as well as responding to any specific regulatory requirements for quality management and compliance monitoring / auditing.

The course is suited to the broad range of aviation related activities including flight operations and the associated support activities relating to Ground Handling Agents, Catering etc., maintenance, ATC, and Airport operations.

Participants from Flight Operations, Airline Commercial departments, Maintenance, Flight Crew Licencing, Aerodrome operations, Air Navigation service provision, design & production organisations are also welcome.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Risk Management and Management of Change Workshop

## Introduction

This 2 day workshop focusses on Risk Management and Management of Change, two subjects that have been introduced with the EASA Regulations and are still fairly new in the aviation Industry. It is based on the SxP model and the bow-tie model which is recognised in the financial world, the oil and gas industry and also in the aviation industry as Best Practice.

This course will explain how to successfully carry out risk assessments of identified hazards and avoid common mistakes. It will also show how to incorporate safety incidents in risk assessments and how to carry out risk assessments as part of Management of Change procedures to ensure successful implementation of change. After every theory session, there will be practical exercises, so newly acquired skills can be put to the test.

Objectives:

- Understand the added business value of making operational decisions on the basis of a risk assessment
- Appreciate the impact of successful risk management on the oversight cycle and understanding the risk management requirements
- Understand the advantages and disadvantages of different models
- Understand how management of change work
- Understand the ARMS methodology
- Be familiarized with the different kinds of software available to facilitate risk management

### COURSE DURATION

2 days, starting at 9:00 on the first day and ending at 17:00 on the last day.

### TARGET GROUP

Aviation industry at large: Aerodromes, Maintenance Organisations, Operators, Authorities

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Soft Skills Training Programme

## Introduction

New business models continuously arise within the aviation industry. For example, the **Competent Authorities** Oversight in combination with abilities as **Soft Skills** has been attending the requirements of the new **Management System Assessment Tool**. In fact, **Soft Skills** has been regarded as an important approach to it. Traditional ways of overseeing may no longer be enough, therefore, regulators have found themselves in the need to find new ways of keeping oversight - **Soft Skills** has significantly helped them with it. Possessing soft skills is one of the ways forward according to the **Competency Framework for the Competent Authorities Inspectors**. But what are those so-called “Soft Skills” and why do they matter so much in Aviation?

Observing the market demand on learning about **Soft Skills** JAA TO has developed this training course, which discusses this intelligent approach to challenging evolutions of the Industry, as the new **Management System Assessment Tool** and more. The Soft Skills Training Programme will focus on attitudes and behavior an Inspector, auditor, leader or manager should have whilst carrying out their daily tasks. The programme will focus on understanding the role of this leader and the development of skills in order to achieve good attitudes, behaviors, and engagement, in a life-long learning process. The course will teach tools for an effective and flexible adaptation within a changing environment, as it is in Aviation.

Note: This training course will be delivered on customer request. Please contact our Training Department for the possibilities to train your staff.

### COURSE DURATION

3 days classroom based. Starting at 09:00 on all days and finishing at approximately 16.30.

2 modules e-learning.

### TARGET GROUP

The course is highly recommendable for the industry sector; anyone with a managerial function, team leaders, project managers, quality & safety management Inspectors, and internal auditors. As such, the target group is primarily CAA Inspectors and, secondarily, industry (internal auditors etc.).

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## CATEGORY

# OVERSIGHT AND INVESTIGATION

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### Some of the courses in this category are:

- Advanced Accident and Incident Investigation Training Course
- Advanced Aviation Lead Auditor Training Course
- Aircraft De-icing/Anti-icing Auditor Training
- Auditing in a Maintenance Environment
- Auditing Techniques Flight & Ground OPS - Part OPS Compliance Monitoring
- Auditing Techniques for Aerodromes Training Course
- Auditing Techniques in Relation to Flight Crew Licensing
- Basic Airworthiness Inspector Course
- Compliance Audit Management
- Dangerous Goods Training Course for (EU) Ramp Inspectors
- Dangerous Goods Training Course for CAA Staff and Airport Authorities





## TRAINING COURSE

# Advanced Accident and Incident Investigation

## Introduction

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As follow up to the Introduction Course, this course supplies your delegates with the essential practises to acquire skills in collecting data, interviews, analysing data, making useful Safety Recommendations and writing an Investigation Report. These skills can only be acquired by hands on skills practise, which is the main objective of this course.

After this course delegates will be able to perform small scale Safety Investigations within a team. They will have a thorough understanding of the objectives and philosophy of Safety Investigations.

It is strongly recommended for delegates to have attended a JAA TO (or comparable) Initial Incident Investigation Course. Exceptions can be made on an individual basis, after assessment of the trainer.

### COURSE DURATION

3 days, starting at 09:00 till 17:00.

### TARGET GROUP

The target audience for this course is all staff involved in Organisational Safety Investigations including Regulators and Authorities.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Advanced Aviation Lead Auditor

## Introduction

Enhance your Audit skills!! This is an advanced Auditor training course designed to improve auditor competence and enhance the practical audit management and team leadership skills of those required to plan, manage and undertake audits in the aviation industry. It is an industry leading course developed in support of EU aviation regulations requiring industry and Competent Authorities to develop formalized management systems and associated compliance monitoring or oversight processes.

Both Industry and the Competent Authorities require highly competent auditors equipped with the necessary skills to undertake meaningful and effective audits across a wide range of activities and involving a variety of specialisms. Auditors are required therefore to not only possess the appropriate technical competence but also to have the necessary interpersonal qualities and the ability to plan and execute audits within a range of domains, to lead teams of auditors and to undertake searching and in-depth audits in challenging environments and situations. Additionally, management will have often embraced the need to implement more cost effective process management and improvement techniques in pursuit of organizational excellence additional to regulatory compliance and hence auditors will also need to be able to operate in the domain of management systems improvement and business excellence.

### COURSE DURATION

5 days - each day will commence at 09.00 and finish at 17.00, with appropriate refreshment breaks.  
An examination is offered on day 5 - examination fee included in the course fee.

### TARGET GROUP

This course is designed to be of particular benefit to Senior Audit staff and those required to manage and work in audit teams in the conduct of internal audits, audits of suppliers, subcontractors or franchisees/codeshares etc. and also for those who work for Competent Authorities / regulatory organizations. It is suited to those who undertake Compliance Monitoring audits in relation to Flight and Ground Operations, Airport Operations, Maintenance and maintenance management (Part M), Training Organizations, Air Traffic Management, and Design & Production (Part 21) Organizations and Defence organisations involved in aviation-related activities.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Aircraft De-icing/Anti-icing Auditor

## Introduction

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De-icing/Anti-icing audits are essential for a safe De-icing/Anti-icing operation. As such, this course will provide delegates with a solid theoretical background for a proper de-icing/anti-icing audit.

Course participants are recommended to follow our De-icing/Anti-icing on the Ground training course prior to attending the Auditor Training, as professionals should have prior knowledge of De-icing/Anti-icing on the Ground, besides Auditing experience.

The following subjects will be addressed in the auditing course:

- General overview of a de-icing/anti-icing audit
- Quality Assurance according the latest regulations
- De-icing/Anti-icing audit checklists
- Audit preparation
- General (contracts, ground handling agreements, regulations, etc)
- Fluid documents and records
- Evaluation of staff training and qualification
- Evaluation of de-icing/anti-icing facilities
- Evaluation of de-icing/anti-icing equipment
- Fluid sampling and field checks
- Reporting

### COURSE DURATION

1 day, starting at 09.00 and ending at approximately 17.00.

### TARGET GROUP

All persons involved in de-icing/anti-icing auditing on behalf of operators, service providers and authorities



Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Auditing in a Maintenance Environment

## Introduction

Continued airworthiness requires fully effective maintenance activities and maintenance management processes. An approved organisation will need to ensure therefore that all processes and related procedures are being effectively implemented together with adequate discharge of responsibilities to ensure continued compliance with regulations and internal requirements. Part 145 requires an effective internal audit process under the supervision of the Quality Manager that will provide adequate feedback to the Accountable Manager.

This course aims to provide comprehensive training in audit management and auditing techniques to facilitate a fully effective audit process across the maintenance environment, and supporting the achievement of operational and business objectives. The course is highly participative, and promotes auditing practices that have become the benchmark in the industry.

It is an industry specific three day programme specifically designed for those who need to manage, undertake or understand how to conduct effective auditing activities in aircraft Part 145 maintenance environments, either as an internal audit function or as Part M responsibilities in relation to internal or contracted aircraft maintenance.

This is a highly participative and practical course that stimulates involvement and provides for powerful auditing methodologies that will enable participants to return to their organisations with the confidence to plan and undertake searching audits that provide valuable information and feedback of the effectiveness of the management system and regulatory compliance to the Accountable Manager.

### COURSE DURATION

3 days - each day will commence at 09.00 and finish at 17.30, with appropriate refreshment breaks.

### TARGET GROUP

This course will be of very significant benefit to Quality Managers and auditors who need to have the necessary competence to conduct effective auditing across the maintenance organization, or in relation to any supplied services. Accountable Managers, Maintenance Managers, Nominated Postholders and others who need to understand and ensure that the audit process provides them with sufficient assurance of the adequacy and effectiveness of the operations in relation to regulatory compliance will also benefit from attendance at this course. Also, this course would be very beneficial to those who have previously attended a Part 145 training course.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Auditing Techniques Flight & Ground OPS - Part OPS Compliance Monitoring

## Introduction

An industry specific three day programme specifically designed for those who need to manage, undertake or understand how to conduct effective Part OPS compliance monitoring activities in relation to Flight Operations and associated support services or in relation to contracted activities such as Ground Handling Agents, Catering etc.

Safety in flight and ground operations requires a well developed and effectively implemented Management System. An AOC holder will need to ensure therefore that the management system, related processes and associated procedures are being effectively implemented together with adequate discharge of responsibilities to ensure continued compliance with Part OPS and company requirements. Part OPS requires an effective compliance monitoring process that provides adequate feedback to the Accountable Manager, together with determination of root causes of findings and adequacy of corrective actions.

This course aims to provide comprehensive training in compliance monitoring techniques to facilitate a fully effective compliance monitoring process in relation to flight and ground operations and supporting the achievement business objectives. The course is highly participative, and promotes best practices that have become the benchmark in the industry.

### COURSE DURATION

3 days - each day will commence at 09.00 and finish at 17.30, with appropriate refreshment breaks.

### TARGET GROUP

This course will be of very significant benefit to Compliance Managers, Quality Managers, Audit Managers, auditors and those who need to have the necessary understanding and competence to set up and implement a compliance monitoring system including the conduct of effective compliance auditing throughout flight and ground operations, or in relation to any supplied services.

Accountable Managers, Operations Directors and others who need to understand and ensure that the compliance monitoring and associated audit process that will provide them with sufficient assurance of the adequacy and effectiveness of operations in relation to regulatory compliance will also benefit from attendance at this course.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Auditing Techniques for Aerodromes

## Introduction

The course starts with an introduction to the Total Aviation System and the general concept and techniques of Audits and inspection. From there on, one reviews some key aspects and areas to be audited on all aerodromes within an audit context. This means what to look for, questions to ask, assessment techniques etc. Another issue is to see the relationship of symptoms in order to find out what the underlying disease is.

The issue of Runway Incursion Prevention and Limited Visibility Operation are used as a background for students to plan a joint audit of an aerodrome with special emphasis on Low Visibility Operation and Runway Incursion Prevention. This has been chosen as it would involve a high number of the issues reviewed so far, including the Safety Management System, cooperation and coordination between the different players on a total aerodrome. Furthermore, Runway incursions are still a safety threat that needs attention from all parties.

It is emphasised that one will not go into all details, but maintain a reasonably high level view, in order to understand why we are auditing the different parts and how to assess the significance of the results.

The course is based on the general Aerodrome course. However more time and detail are spent on auditing principles and practice. As for aerodrome specific issues these are only quickly reviewed within an audit context.

The course starts with a short introduction to the Total Aviation System and definitions related to safety and Safety Management Systems. Principles and procedures for the management, planning, execution and follow-up of audits are covered next. This phase includes the concept of joint (interdisciplinary audits).

A number of aerodrome issues are reviewed in an audit context and exercises are provided.

### COURSE DURATION

This is a 3-day course, starting at 9:00 on day 1 and ending at approximately 17:30 on day 3.

### TARGET GROUP

Individuals who are about to perform or manage audits of aerodromes, in a CAA or within the industry.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Auditing Techniques in Relation to Flight Crew Licensing

## Introduction

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In particular, Approved organisations should ensure they have appropriately trained staff within their organisations to undertake compliance monitoring & auditing activities in relation to their activities to ensure continued compliance and approval.

The Auditing Techniques course in relation to Flight Crew Licensing provides training in auditing techniques required to be used by both the Competent (Regulatory) Authority Inspector and auditing staff within ATOs. The objective is to provide a thorough understanding of the auditing tasks for both the NAA inspector and auditing staff from ATOs. This course concentrates specifically on the complexities of auditing in relation to Part FCL:

- Part-FCL Inspector auditing responsibilities
- Compliance Monitoring Managers' responsibilities
- Introduction/Scope Definitions
- Overview of the Audit Process
- Auditing, Audit Planning, Audit Preparation, Audit Report, and Audit Follow-up
- Categorisation of Findings

### COURSE DURATION

3 days (starting at 9:30, finishing at 17.00).

### TARGET GROUP

FCL inspectors from National Aviation Authorities and auditing staff from ATOs

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# Basic Airworthiness Inspector Course

## Introduction

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This 10 days course will introduce the Airworthiness principles for all activities associated with Civil Aircraft.

The course will cover the background to the current airworthiness regulations; aspects of design and certification and operation. A common thread will run through the whole course taking in Type Certification, Supplemental Type Certification, changes (modifications) and repairs at all levels, approval systems to support Design, Production for the TC holder, Operational Approvals, Continued Airworthiness Management under Part M through maintenance activities of Part 145 and the certification of personnel through Parts 66 and 147.

The course is designed to understand the principles in the regulatory system concept concerning aircraft design, manufacturing, modification, operation, management and maintenance.

In practice it required to communicate with different organisations with their own airworthiness responsibilities. It provides current practical application and guidance on how to effectively understand the regulatory principles and responsibilities for all airworthiness related approvals and standards.

The course is an interactive course with groups of different backgrounds. It provides a good understanding of airworthiness whether it is the EASA system or any other regulatory system.

### COURSE DURATION

This is a 10-day course, starting at 9:00 and ending at approximately 16:30 on all days, including 2 days for practical training. An examination is offered on day 10 - examination fee included in the course fee.

### TARGET GROUP

- Airline Auditor
- Defence airworthiness personal
- Compliance Monitoring staff
- CAA inspectors

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Compliance Audit Management

## Introduction

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Many regulations require organizations to implement an internal auditing process as part of the compliance monitoring process to verify compliance with the regulations themselves, the organizations own procedures & practices and the maintenance of necessary standards. ICAO also recognizes the very significant contribution that auditing can make to the effectiveness of an organizations compliance monitoring process.

To be effective, the audit process should be appropriately managed to serve the needs of the business and audits should be undertaken by individuals who have the necessary technical competence, auditing skills and personal attributes. However, understanding the basic principles of auditing is a pre-requisite both to the management of an effective audit process and the development of auditor competence.

The course is intended to be general and not specific to any single aviation sector, however it will promote best practice adopted throughout the world by various aviation and non-aviation organizations, drawing on the guidance contained in international standards and aviation industry guidance.

### COURSE DURATION

1 day (09.00 - 17.00)

### TARGET GROUP

This training course is designed for managers and auditors who need to understand the basic principles of audit and best practice audit techniques, where auditing is used in relation to internal compliance monitoring or supplier assurance activities, and who need to have a good understanding of the audit process and how it needs to be managed in order to provide the necessary assurance of compliance.

The course would be of significant benefit to Accountable Managers and those with the high level responsibility for the compliance monitoring audit function in relation to organisations involved in Aircraft Maintenance, Flight Operations, Aerodrome Operations, Air Navigation Service Provision, Training Organisations etc.



Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Dangerous Goods for (EU) Ramp Inspectors

## Introduction

The JAA Training Organisation is now introducing a complete new one day Dangerous Goods practical case study application course for RAMP INSPECTORS, to fulfill their duties and responsibilities in relation to this part of Ramp inspections. The course may also be beneficial for NAA managers supervising these activities.

The need of this course comes from the fact that the Directive 2008/49/EC specifically requires: "Candidates for qualification as SAFA inspector to possess the necessary aeronautical education and/or practical knowledge relevant to their area of inspection". These areas include special Dangerous Goods inspection items.

As such, this course is designed to teach practical skills for inspectors which will allow them to recognise whether the transportation of Dangerous Goods is safe, in accordance with the applicable regulations and, if not, what kind of corrective measures should be requested. The objective of the training course is to present a comprehensive practical case study on the relevant DG subjects contained within the EU Ramp Inspection Programme.

Participants will gain from this course a thorough understanding of the DG regulations, how DGs are transported, marked and labelled, how they can and should be inspected, and what kind of actions to request in case of non-compliances.

### COURSE DURATION

1 day (starting at 9.00 and ending at approximately 17:00).

### TARGET GROUP

- EU Ramp (and other National Aviation Authority) Inspectors engaged in aircraft inspections whereby also Dangerous Goods (DG), carried onboard of the inspected aircraft, are part of the inspection scope
- National Aviation Authority Managers supervising these activities

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Dangerous Goods for CAA Staff and Airport Authorities

## Introduction

The aim of this course is to emphasize a general safety philosophy about why and how safe transport of dangerous goods contributes to the overall safety management of air transportation. All contents of this course are related to the primary responsibilities and practical applications of CAA DG officials and Airport DG officials. Basic overall knowledge of chemistry and/or physics is preferred but not a mandatory requirement. **Objectives are to give:**

- General safety philosophy about why and how safe transport of dangerous goods contributes to the overall safety management of air transportation.
- Knowledge and practical applications of the responsibilities of CAA DG Officials and Airports DG Officials.
- Knowledge, practical application and interpretation of the dangerous goods legislation set out in Annex 18, as well as the technical instructions for the safe transport of dangerous goods by air.
- Practical application of the emergency procedures and related responsibilities for CAAs and Airports.

**Please be advised about the target group for this course: Civil Aviation Authority staff and Airport Authorities only.**

### COURSE DURATION

4.5 days, starting at 9:00 on day 1 and ending at approximately 13:00 on day 5. An examination is offered on day 5 - examination fee included in the course fee.

### TARGET GROUP

- Civil Aviation Authorities and Dangerous Goods Officials
- Managers Emergency Planning within Airport Authorities
- Safety Managers and Managers of Emergency Response Systems
- Airport Fire Officers

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# EU Ramp Inspection Programme (SAFA) - Awareness

## Introduction

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EASA published their EU Ramp Inspection Programme procedures to replace the former SAFA system.

The Ramp Inspection Programme is an important tool for Authorities to assess compliance of non-national aircraft with ICAO/EASA standards as expressed in applicable regulations.

The EU Ramp Inspection Procedures and associated regulations provide a legal basis for banning aircraft, operators or operators from applicable states from entering European airspace.

Therefore the need for operators to have a thorough understanding of the EU Ramp Inspection Programme, its implication on operations and how to prepare themselves in order to avoid unnecessary delays is evident.

The EU Ramp Inspection Awareness training programme provides the participants with applicable knowledge on how to prepare crews (Operations) and aircraft (Technical) to be compliant with "EU Ramp Inspection" and how to deal with possible follow-up on closure of so-called cat 2 and cat 3 findings.

### COURSE DURATION

One day, starting at 9:00 and ending at approximately 17:00

### TARGET GROUP

- Operations, Technical, Training and Quality Staff from Commercial Air Transport (CAT) operators and/or **International** General Aviation operators flying within, into or from **SAFA/SACA** countries **or any country where the aircraft is subject to inspection.**
- Agencies and consultants providing service to CAT or International GA operators dealing with operations.

Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# EU Ramp Inspection Programme (SAFA) - Initial Theoretical & Practical

## Introduction

The EU Ramp Inspection Programme is a mandatory safety program within the European Union (EU). All the other non-EU Member States (ECAC and non-ECAC) that have working arrangements with the Agency are performing EU Ramp Inspections on foreign operators. In order to be able to perform EU Ramp Inspections, the inspector must have followed, amongst other requirements, initial EU Ramp Inspection Programme theoretical and practical training.

The main standards used, as a reference for the EU Ramp Inspector, are published in the ICAO Annexes (mainly 1, 6, and 8 for SAFA (foreign) inspection and EU/EASA regulation for SACA (community) inspection).

Significant increases in the volume of air travel over the last 2 decades or so have made it more of a burden for many States to oversee their airlines compliance with the Chicago Convention. To maintain confidence in the system, and to protect the interest of the European citizens who may be living in the vicinity of airports or travelling onboard a third-country aircraft, the Community identified the need to effectively enforce international (SAFA) and European (SACA) safety standards within the Community. This is done through execution of ramp inspections on third-country aircraft and community aircraft landing at airports located in the Member States.

After Initial EU Ramp Inspection Programme training, the delegate will:

- have undergone all of the mandatory EU training requirements,
- know the basic EU & ICAO regulation and be aware of the correct procedure.
- have been trained in the specifics of the inspection items and inspection techniques, and

### COURSE DURATION

4 days, starting at 9:00 hrs. and finishing at approximately 17:00 hrs. This course includes a 3-day Initial Theoretical training and a 1-day Practical training.

### TARGET GROUP

Mainly CAA inspectors, however, inspectors from Agencies acting on behalf of NAAs and/or Quality Assurance staff from operators involved in Operational, Dangerous Goods, Cabin and/or Airworthiness safety items, are welcome.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# EU Ramp Inspection Programme (SAFA) - Inspectors Recurrent

## Introduction

The EU Ramp Inspection Programme is a mandatory safety programme within the European Union (EU). All ECAC member states and a number of signatory states not part of ECAC are performing EU Ramp Inspection Programme inspections on foreign state operators. In order to be able to perform EU Ramp Inspection Programme inspections, the inspector must have followed initial EU Ramp Inspection Programme training. Once qualified, ramp inspectors should undergo recurrent training in order to be kept up to date.

According to AMC1 ARO.RAMP.115(b)(3), the competent authority should ensure that all ramp inspectors undergo recurrent training at least once every 3 years after being qualified as EU Ramp Inspection Programme Ramp Inspectors, or when deemed necessary by the competent authority or the Agency, e.g. after major changes in the inspection procedures.

The Agency will inform the competent authority of such necessity and on the associated timeframe for implementation. Recurrent training should be delivered by a competent authority or by an approved Ramp Inspection Training Organisation.

The recurrent training should cover at least the following elements:

1. New regulatory and procedural developments:
2. New operational practices
3. Articulation review of other European processes and regulations (list of banned operators or aircraft pursuant to Regulation (EC) No 2111/2005, authorization of third country operators)
4. Using data collected from Ramp Inspections and standardisation and harmonization issues

### COURSE DURATION

1 day, starting at 9:00 hrs. on finishing at approximately 17:00 hrs.

### TARGET GROUP

Registration is limited to EU Ramp inspectors only.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)



## TRAINING COURSE

# Fast Track Programme EU Ramp Inspection (SAFA), Dangerous Goods

## Introduction

Increases in the volume of air travel over the last 2 decades or so have made it more of a burden for many States to oversee their airlines compliance with the Chicago Convention. To maintain confidence in the system, and to protect the interest of the European citizens, who may be living in the vicinity of airports or travelling onboard a third-country aircraft, the Community identified the need to effectively enforce international (SAFA) and European (SACA) safety standards within the Community. This is done through the execution of ramp inspections on third-country aircraft and community aircraft landing at the airports located in the Member States.

The EU Ramp Inspection Programme is a mandatory safety program within the European Union (EU). All the other non-EU Member States (ECAC and non-ECAC) that have working arrangements with the Agency are performing EU Ramp Inspections on foreign operators. In order to be able to perform EU Ramp Inspections, the inspector must have followed, amongst other requirements, initial EU Ramp Inspection Programme theoretical and practical training.

Directive 2008/49/EC specifically requires: ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ for qualification as SAFA inspector possess the necessary aeronautical education and/or practical knowledge relevant to their area of inspection ☐ ☐ ☐ ☐ These areas include special Dangerous Goods inspection items.

As such, this course includes a EU Ramp Inspection Programme Initial Theoretical training and the Practical training. It is also included the Dangerous Goods Training. After Initial EU Ramp Inspection Programme training, the delegate will 1) have undergone all of the mandatory EU training requirements; 2) know the basic EU & ICAO regulation; 3) have been trained in the specifics of the inspection items and inspection techniques; and 4) be aware of the correct procedure.

### COURSE DURATION

5 days, starting at 9:00 hrs. and finishing at approximately 17:00 hrs.

### TARGET GROUP

The course is initially targeted at CAA inspectors and inspectors from Agencies acting on behalf of NAAs, involved in Operational, Dangerous Goods, Cabin and/or Airworthiness items, however, other parties interested in attending are welcome. The course may also be beneficial for NAA managers supervising these activities.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Fast Track Programme Extended Accident and Incident Investigation

## Introduction

The Fast Track Programme Extended Accident and Incident Investigation is a combination of the "Introduction to Accident and Incident Investigation" course and the "Advanced Accident and Incident Investigation" course. This means that, thanks to a more efficient continuity, this can be done in 5 days, instead of the 6 days the two separate courses would need.

After this Extended Programme, participants are fully ready to perform small scale investigations. At the end of this programme, participants will have experience with collecting data, analyzing data, drawing conclusions, making recommendations and writing a report.

Participants will become familiar with:

- The legal requirements for incident investigations and the goals of incident investigations
- How to perform an incident investigation
- Human factors during an incident
- The contents of an incident report
- Why make recommendations and the follow-up of recommendations in an organisation

### COURSE DURATION

5 day course, starts at 9:00 on day 1, and ends at approximately 17:00 on the last day.

### TARGET GROUP

The target audience for this course are the persons in organisations who have to perform the investigations of the incidents in their organisation, like: Investigators for ANSPs, for airlines, Investigators for flight schools, and Investigators for HEMS operators.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Flight Operations Inspector Recurrent

## Introduction

**Note: This course will be scheduled upon demand. Interested? Please notify us via [training@jaato.com](mailto:training@jaato.com)**

ICAO, JAA and new EASA standards require national Flight Operations Inspectors (FOIs) to be qualified and to remain qualified through a continuous upgrade process including recurrent training at regular intervals.

The Flight Operations Inspectors (FOI) recurrent training course is designed to upgrade FOIs with emphasis on standardisation in execution of oversight duties in accordance with ICAO and EASA/national standards.

The course content includes an update on ICAO international SaRPs on operational issues.

It also covers the structure of new EASA OPS together with introduction to essential changes between current EU OPS regulation and the coming IRs including AMCs and GMs for continuing safety oversight of commercial and non-commercial organisations including ramp, flight and facility inspections. The FOI will be given examples of oversight techniques, auditing procedures and the design and implementation of SSP and SMS.

Special focus areas will be addressed in a workshop as well as a more detailed lecture covering the subject.

### COURSE DURATION

2 days, starting at 09.00 hrs on the first day and ending at approx 17.00 hrs on the last day.

### TARGET GROUP

National Flight Operations Inspectors as well as personnel from organisations being sub-contracted to perform operational oversight functions.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# ICAO TRAINAIR PLUS - GSI Airworthiness - Air Ops & Approved Maint. Organisation - 18701

## Introduction

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The 15-day Course, designed for airworthiness inspectors, covers the basic concepts and steps involved in certificating an approved maintenance organization and an air transport operator.

Participants will be taught the five phase certification process based upon ICAO Standards and Recommended Practices (SARPs) and Model Civil Aviation Regulations (MCARs). Part One covers Approved Maintenance Organization (AMO) certification and Part Two covers Air Transport Operator Certification (AOC).

During the course, participants will follow a "mock" maintenance organization and then a "mock operator" seeking certification throughout each phase of the certification process. Exercises will be conducted in which participants must evaluate excerpts of "mock" maintenance organizations and operator's manuals. Participant exercises will also provide practice with evaluating observations of the maintenance organization's and the operator's demonstrations to ensure compliance with the MCARs and advisory material.

### COURSE DURATION

The duration of the course is 15 days.

### TARGET GROUP

This Course is conceived for airworthiness inspectors tasked with certification of air operators and approved maintenance organizations.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# ICAO TRAINAIR PLUS - GSI Operations - Air Operator Certification - 18700

## Introduction

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The Government Safety Inspector (GSI) Operations - Air Operator Certification (OPS) course was developed as a collaborative effort between the International Civil Aviation Organization (ICAO) and the Federal Aviation Administration (FAA) in order to provide operations, airworthiness, and personnel licensing aviation safety inspectors, on a worldwide basis, with uniform skills and knowledge to conduct specific safety oversight functions.

This 14-days course, designed for operations inspectors, covers the basic concepts and steps involved in certifying an air transport operator.

Participants will be taught the five-phase certification process based upon ICAO Standards and Recommended Practices (SARPs) and Model Civil Aviation Regulations (MCARs).

### COURSE DURATION

14 days, starting at 09.00 and finishes around 17.00.

### TARGET GROUP

This course is for Aviation Safety Inspectors tasked with certification of air operators.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# ICAO TRAINAIR PLUS - GSI Personnel Licensing Course - 18710

## Introduction

The Government Safety Inspector (GSI) Personnel Licensing (PEL) course was developed as a collaborative effort between the International Civil Aviation Organization (ICAO) and the Federal Aviation Administration (FAA), in order to provide operations, airworthiness, and personnel licensing aviation safety inspectors, on a worldwide basis, with uniform skills and knowledge to conduct specific safety oversight functions.

This 15-days course, is intended for Civil Aviation Authorities (CAAs) involved in developing or upgrading their own State licensing or PEL system. The course is designed for a group composed of personnel assigned to a CAA's PEL office.

Participants are taught how to establish and maintain a CAA PEL office, and factors to consider when obtaining services for the PEL system from an outside service provider. They will be instructed on how to develop knowledge tests for a licensing system and ensure the validity of the tests. Attendees will learn the licensing process from application to issuance of a license, in addition to procedures for validation or conversion of a foreign license and suspension or revocation of a license.

Classroom exercises will provide practice in how to determine if an applicant is eligible for the license sought, and if the license applicant successfully completed the demonstrations required for a license. The course is based on ICAO's Standards and Recommended Practices (SARPs), Model Civil Aviation Regulations (MCARs), and technical guidance.

### COURSE DURATION

15-day course

### TARGET GROUP

This course is designed for CAA licensing office staff, such as: flight crew licensing operations inspectors, maintenance licensing inspectors, and licensing officers or administrative licensing staff.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Introduction to Accident and Incident Investigation

## Introduction

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Organisations have a just culture, which generates many incident reports. Organisations are constantly learning and therefore there is the need to investigate many of these incidents. The quality of these investigations is fully dependant on the quality of your investigators. The quality of your investigators depends fully on the quality of their training.

This course will give your investigators technical knowledge about investigations and the understanding of how to perform the investigation in such a way that the organisation will learn from it as much as possible. After this course, participants will be able to perform small scale Safety Investigations as part of a team within an Organisation.

By means of discussions, case studies, video examples and group exercises, participants will become familiar with: The objectives of a Safety Investigation; The Roles and Responsibilities within a Safety Investigation Team; Human Factors from four different angles; The development of dealing with Human Error; The required Terms of Reference for Investigators; The value of Safety Investigation Interviews; The different approaches to Data Analysis; and the Collaboration with other Investigating Authorities.

### COURSE DURATION

This course will be a three day course, starting at 09.00, finishing at 17.00.

### TARGET GROUP

- Future Safety Investigators
- Safety Management personnel
- Quality Assurance personnel
- Auditors

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# NAA Inspectors - Aerodrome Safety Regulation (Basic)

## Introduction

The course aims to convey an understanding of the complexities of the Total Aviation System and how this applies to aerodrome safety regulation - since, in addition to the issues covered by EASA PART ADR, it must also be understood how this interfaces with such issues as ATM/ANS, Instrument Flight Procedure Design, AIS, Flight Operations Regulations (EASA PART OPS) etc.

Further, detailed information on the regulatory framework is provided along with a review of significant parts of the Basic Regulation 2018/1139, the Implementing Rules 139/2014 and the regulation covering EASA's working methods for standardization inspections and monitoring of the application of the rules (628/2013).

An important aspect of being able to identify and justify findings is to have a proper understanding of the intent and purpose behind the regulations. Particularly when the regulations are objective based, but also when they are more prescriptive, because then one must be able to assess the safety implications of partial compliance or alternative means of compliance.

To this end, some important concepts, ideas and purposes behind some elements of physical characteristics, visual aids, obstacle (and land-use) management, Wildlife and Foreign Object Debris control and Aeronautical data management are covered in this course.

### COURSE DURATION

5 days, starting at 09:00 and ending at approximately 17:00 each day. An examination is offered on day 5 - examination fee included in the course fee.

### TARGET GROUP

This is an ideal course for (newly hired) CAA Aerodrome inspectors, whether they come from another CAA department or from outside.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)



## TRAINING COURSE

# NAA inspectors - Aeromedical Requirements & Auditing training course

## Introduction

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Uniform and harmonised interpretation and application of requirements is critical for aviation safety. All stakeholders are or will soon be required to apply the new medical standards for flight personnel and ATCOs as stipulated in Part-MED (Commission Regulation (EU) No 1178/2011, Annex IV Part-MED). The same applies to cabin crew (from April 2014 on) and will apply to air traffic controllers soon as well.

Authorities, industry, aeromedical examiners on the one and pilots, ATCOs and other applicants on the other hand are faced and challenged with the pertinent medical requirements. Furthermore, general practitioners and occupational health practitioners will be authorized to examine a part of flight personnel as well. The requirements are basis for all those in aviation medicine throughout Europe. Expertise in aviation medicine and in the new provisions will be critical to operate correctly in the field of aviation medicine and contribute to aviation safety.

It is not only important to know the requirements and where to find special items of interest, but rather to be aware of the underlying rationale and scientific background.

The background of the actual and future provisions, an outline of the underlying physiological and biological aspects of aviation medicine and associated disciplines is given. All relevant aspects of aviation medicine, human factors and operational aspects in licensing, administration and clinical work of licensing authorities, AeMCs and AMEs are covered in depth. Furthermore, the course provides the opportunity to fulfill the requirements for refresher training for AMEs and the training requirements for transition from other certification systems to those that are applicable now and in the future.

The course gives a comprehensive introduction into the requirements. Furthermore, a comprehensive introduction into the whole range of aviation medicine is given; "hot issues" of international aviation medicine will be discussed as well. A lot of clinical examples from practical aviation medicine will be presented and discussed by the participants.

The last part of the course focusses on standardisation. Standardisation teams audit NAAs in order to assist in a uniform interpretation and application of the requirements and assist in the implementation. The basic principles of auditing and their application in the medical area will be introduced. As Quality Management is a challenge in almost every area, participants may find a practical approach useful.

### COURSE DURATION

4 days, starting at 9:30 and ending at 17:00 on all days.

## TARGET GROUP

- All those interested in Aviation Medicine
- Agents of EASA and NAAs tasked with auditing institutions tasked with the application of aeromedical requirements
- Agents of EASA and NAAs tasked with aviation medicine and aeromedical requirements in general
- Representatives from both Industry and Authority, with an emphasis on Aviation Medicine:
- Aeromedical Sections/Licensing Authority/Competent Authority, Aeromedical Centres and Aeromedical Examiners
- AMEs trained outside JAA / before implementation of JAR-FCL 3 / EASA Implementing Rules
- Medical and other staff of airlines dealing with medical implications on Operations and Licensing
- Stakeholders and other Organisations involved in Aviation Medicine and Licensing activities
- Individual holders of pilots licences and ratings with a medical background interested in aviation medicine as a fascinating medical speciality
- Physicians interested in aviation and aviation medicine
- General practitioners planning to issue medical certificates for the future Light Aircraft Pilot License (LAPL) have to be trained in aviation medicine
- Occupational health

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# NAA Inspectors - Aircrew FSTD

## Introduction

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This course will explain the principles of the (New) Basic Regulation (2018/1139) related to Aircrew-FSTD.

It will address the relevant parts of PART ARA and ORA (1178/2011 with its amendments) related to simulator qualification and operation, as well as the related AMC and GM. Also CS-FSTD will be discussed in detail.

In order to implement all the rules and common practices for inspection, regulation 628/2013 will also be discussed.

**NOTE:** Participants are kindly requested to **bring a laptop** to the course, in order to access digital material.

### COURSE DURATION

4 days - each day will commence at 09.00 and finish at approx. 17.00, with appropriate refreshment breaks.

An optional JAA TO examination (EUR 30,-) is available for this course. Candidates who pass a JAA TO Examination, receive an ECAC/JAA TO Certificate of Accomplishment.

Please note that registrations for examinations will be done during the training course in consultation with the trainer.

### TARGET GROUP

- Simulator operators and evaluators who are not familiar with evaluations and want to prepare for this.
- Simulator operators who have to establish or improve their quality system.
- Simulator evaluators who are not familiar with quality systems.

NB: This course is NOT for helicopter operators.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# NAA Inspectors - Continuing Airworthiness

## Introduction

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The course syllabus includes the items contained in the EASA syllabus. The additional items have been selected on the basis that they are regulatory items containing approvals or authority involvement, or which are of particular interest to highlight to inspectors. During the course the participants will receive many practical examples/case studies and the course is intended to be highly interactive.

By the end of the training course, the NAA Inspector shall be able to: identify, and justify the findings with regard to Initial Airworthiness, according to the European regulatory framework currently in place; Understand the roles of the European Union, EASA and the Member States; Understand the role of the Airworthiness Inspector; and Understand the roles of stakeholders in continuing airworthiness.

### COURSE DURATION

3 days, starting at 09:00 on the first day and ending at approximately 16:30 (exercises and case studies included).

### TARGET GROUP

- National Aviation Authorities' Inspectors, responsible for both initial approval and the continued surveillance of Maintenance organisations, that want to improve their oversight. This course provides an integrated approach so that the inspectors will have a broader knowledge base. The course will provide the inspector with relevant regulations including many real examples and cases.
- National Aviation Authorities management staff interested to have an understanding of the underlying requirements of the processes they manage and their responsibilities for the correct implementation of Section B.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# NAA Inspectors - EASA Aircrew Licensing

## Introduction

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This course covering Air Crew requirements is aimed at National Aviation Authority Inspectors, but it is also applicable for staff members of AOC holders and training organizations. The course will familiarize participants with the relevant parts of the 3 regulations covered, which are mentioned below. It will also give a more thorough understanding of the topics that are especially relevant for Inspectors.

The reference regulations for the course are:

- EC Regulation 216/2008 - Basic Regulation
- EU Regulation 628/2013 - EASA working methods inspections/monitoring
- EU Regulation 1178/2011 - Air Crew
- All amending regulations.

### COURSE DURATION

5 days, starting at 09:00 and ending at approx. 17:00 on the first 4 days and 14:00 on the last day to allow for exams/testing for the remainder of the afternoon - examination fee included in the course fee.

NOTE: Participants should bring a laptop since some of the course material is provided on USB sticks.

### TARGET GROUP

- Inspectors from NAA's and external auditors
- Other key NAA staff members
- Staff members of AOC holders and training organizations.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# NAA Inspectors - Flight Operations Inspector - Initial

## Introduction

The course syllabus includes the items contained in the EASA document "course syllabus for National Aviation Authorities' Inspectors - Air Operations". The additional items have been selected on the basis that they are regulatory items containing approvals or other authority involvement, or, as experience learned, which are of particular interest to inspectors.

An optional JAA TO examination (EUR 30,-) is available for this course. Candidates who pass a JAA TO Examination receive an ECAC/JAA TO Certificate of Accomplishment. Registrations for the examination will be done during the training course in consultant with the trainer.

By the end of the training course, the NAA inspector shall be able to:

- Identify and justify findings with regard to Air Operations according to the applicable European regulatory framework
- Understand the roles of the European Union, EASA and the Member States
- Understand the roles of the Chicago Convention, the International Civil Aviation Organization and the contracting States
- Understand the role of the Flight Operations Inspector
- Understand the role of the holder of an Air Operator Certificate

## COURSE DURATION

5 days, starting at 09:00 and ending at approximately 17:00 each day. An examination is offered on day 5 - examination fee included in the course fee.

## TARGET GROUP

Prospective or new FOIs and NAA Inspectors, other NAA staff and NAA Managers involved in inspection activities of aeroplane or helicopter operations.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# NAA Inspectors - Initial Airworthiness

## Introduction

The (EU) 2018/1139 of the EU Parliament and Council, on common rules in the field of civil aviation and establishing a European Union Aviation Safety Agency contain amongst others specific requirements addressing the subject of standardization within the EU Member States.

In order to fulfill these requirements the European Commission has issued Regulation (EU) No 628/2013 of 28 June 2013 on working methods of the European Aviation Safety Agency for conducting standardisation inspections and for monitoring the application of the rules of Regulation (EU) 2018/1139.

The European Commission has also issued implemented Commission Regulation (EU) No 748/2012 of 3 August 2012 laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organizations.

This training course has been developed for National Aviation Authorities' Inspectors to become knowledgeable and capable to fulfill the obligations of standardization per (EU) No 628/2013 and the certification of production organizations per (EU) No 748/2012.

### COURSE DURATION

3 days, starting each day at 09:00 hrs. and ending at approximately 17:00 hrs.

### TARGET GROUP

- National Aviation Authorities' Inspectors responsible for the initial investigation of Production Organizations applying for a production approval either under Annex I (Part 21) Section A, Subpart F or Subpart G.
- National Aviation Authorities' Inspectors responsible for the Investigation (continued surveillance) of Subpart G Production Organisations.
- National Aviation Authorities' Managers who are responsible within the NAA for the implementation of Section B, Subpart A, Subpart F and/or Subpart G.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Practical Auditing in an Airport Environment

## Introduction

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An industry specific five day programme specifically designed for those who need to manage, undertake or understand how to conduct effective auditing activities in airport environments, either as an internal auditing activity or in relation to contracted airport support functions.

This course aims to provide comprehensive training in audit management and auditing techniques to facilitate a fully effective audit process across the complexities of airport operations (in line with Annex 14), and supporting the achievement of operational and business objectives. The course is highly participative, and promotes auditing practices that have become the benchmark in the industry.

The course recognizes and responds to the unique airport environment where there are several different regulators concerned with their own specific requirements (Aviation Safety, Occupational Health & Safety, Security, Environmental Pollution etc.) and the importance of a well managed internal audit process that provides adequate assurance of compliance to senior management.

A 5 day version of this course is available for in-company presentation.

### COURSE DURATION

5 days - each day will commence at 09.00 and finish at 17.00, with appropriate refreshment breaks. (includes one day practical auditing activities).

### TARGET GROUP

This course will be of very significant benefit to airport staff who need to have the necessary competence to manage and conduct effective auditing across airport operations. Airport Senior Management, Quality, Environmental OH&S, Safety and Security Managers, and others who need to understand and ensure that the audit process provides them with sufficient assurance of the adequacy and effectiveness of the operations in relation to regulatory compliance will also benefit from attendance at this course.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:  
[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# Recurrent Training for Auditors

## Introduction

### Why Recurrent Training ?

It is important for auditors to not only maintain but also to continually enhance their auditing skills, as well as avoiding bad practices, and also to be able to demonstrate to a regulatory authority that they are maintaining their ongoing auditing competence.

Initial auditor training focuses on the basic principles of auditing, aiming to provide delegates with sufficient understanding and practical tools to be in a position to undertake audits sufficient to satisfy the regulatory authority.

Unfortunately, over time some of the essential aspects of this training may be forgotten, auditors fail to follow good practice due to other work pressures or lack of support from management. Auditors may also wish to further improve their auditing competence. This two day course provides the opportunity for auditors to re-visit the principles and practices originally presented on our standard auditor training courses, and to further enhance their skills with additional materials designed to reinforce the application of sound audit planning and conduct in a broader range of audit applications. This course is also designed to satisfy any regulatory concerns relating to the decrease of audit effectiveness over time.

This two day course is designed to meet the needs of auditors who wish to revisit their original training and enhance their auditing skills. It is suitable for all auditors who have received basic auditor training and who now need to continue with their professional development as an auditor.

### COURSE DURATION

2 days - each day will commence at 09.00 and finish at 17.00, with appropriate refreshment breaks.

### TARGET GROUP

Regulatory inspectors, Oversight staff, Auditors and Compliance Monitoring staff working in relation to European Aviation regulations such as Part 145/Part 147/Part M/Part OPS/Part 21, and other aviation regulations. In particular those who have previously attended one of the JAA TO range of auditor training courses, or other internationally recognized auditor training programme and have several years of audit experience and wish update their knowledge and competence in relation to current audit 'best practice' auditing techniques.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Regulatory Auditing Techniques

## Introduction

A regulatory authority needs to be in full control of its regulatory oversight process, which in turn will need to satisfy the States commitments to international conventions. It is now well recognized that auditing is an important and integral part of a full regulatory oversight process, and many regulatory authorities have adopted auditing techniques as a means of obtaining evidence of regulatory compliance and to assist in the initial and continued approval and/or certification of an organization.

This four day course is specifically designed to provide regulators with a sufficient understanding of the principles and practice of auditing to enable them to develop auditing processes to suit a broad range of regulatory auditing activities relating to Aerodromes, Flight Operations, Aircraft Maintenance, Training organizations, etc. undertaken by individuals or multi disciplinary teams, and to provide them with the necessary tools and techniques to plan and undertake individual regulatory auditing activities that verify regulatory compliance and process effectiveness.

The course covers the principles and practice of conducting an initial review of an organization for regulatory compliance together with the use of auditing to verify the on-going effective implementation of the management system adopted by the organization to ensure continued compliance. It is based around EASA regulations and the ICAO oversight model.

The course revolves around a case study organization that requires formal approval following which it is necessary for the regulatory authority to construct an ongoing audit oversight program to verify continued compliance.

### COURSE DURATION

4 days - each day will commence at 09.00 and finish at 17.00, with appropriate refreshment breaks.

### TARGET GROUP

Those responsible for undertaking any form of regulatory audit or inspection activity and regulatory staff at all levels who are responsible for planning and managing oversight activities will benefit from attendance at this course. Defence Audit personnel wishing to develop and implement oversight processes will also benefit from attendance at this training course.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## TRAINING COURSE

# Stores Management & Inspection Procedures and Processes

## Introduction

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This course has been designed to provide Stores staff and Receiving Inspectors with an understanding of key elements associated with the effective management of the Store and receiving of Parts and Appliances. It has been identified that Stores and its staff does not get the required priority in the organisations. There for the intent of the course is to provide the participants knowledge and practical tools to understand and implement effective procedures. During the course practical examples will be provided. Even though the course is based on EU regulation, the knowledge can be applied on other regulations and military requirements.

The benefits of attending the course are that it will develop the attendees' understanding of Airworthiness and Certification principles necessary for receiving parts. Also, the course enables delegates to review the problems associated with the organisation of the stores. Yet, the training addresses how to increase the overall logistics effectiveness of the production and maintenance organisations.

There are no pre-requisites, but some knowledge of Part 21 or Part 145 in similar national regulation is recommended.

### COURSE DURATION

2 days, starting at 9:00 on day 1, ending at approximately 17:00 on day 2.

### TARGET GROUP

- Quality Auditor
- Incoming Goods inspectors
- Defence Audit personal
- Compliance Monitoring staff
- CAA surveyors
- Staff involved in purchasing and stores

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)

## CATEGORY

# TRAINING COMPETENCY DEVELOPMENT

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- Instructional Competencies
- Successful Presentation Techniques
- Train the Trainers Programme
- Training Developers Course (TDC) - ICAO TRAINAIR PLUS
- Training Instructor Course - Part 2 (TIC 2) - ICAO TRAINAIR PLUS
- Training Managers Course (TMC) - ICAO TRAINAIR PLUS



## TRAINING COURSE

# ICAO TRAINAIR PLUS - Training Instructor Course - Part 2 (TIC 2)

## Introduction

The International Civil Aviation Organization (ICAO) has prepared, under the TRAINAIR PLUS Programme (TPP) of the ICAO Global Aviation Training (GAT) Office and in cooperation with the Joint Aviation Authorities Training Organisation (JAA TO), the ICAO Standardized Training Package (STP) Training Instructor Course (TIC), consisting of TIC Part 1 which is an online course, and TIC Part 2 which is the classroom course.

The ICAO TRAINAIR PLUS TIC will enable participants to methodically conduct training courses in accordance with ICAO's instructor competencies and develop the required training strategies for course delivery. It will train instructors to deliver STPs, based on the TRAINAIR PLUS methodology, as well as conventional courses.

As the TIC-Part 1 (online) is a prerequisite for TIC Part 2 (classroom), all participants are requested to register for TIC Part 1 (online) through the ICAO online store at: <https://store1.icao.int/index.php/tic-course-part-1.html>

### COURSE DURATION

5 days, classroom (starting at 9:00 and ending daily at approximately 17:00, with exception of the last day which ends at approximately 12:00)

### TARGET GROUP

The target population for the TIC is as follows:

- Pre-service and in-service instructors with little or no formal training background;
- Aviation training instructors and aviation professionals who are dedicated to the implementation of competency-based training programmes;
- Subject matter experts and specialists who wish to upgrade their instructional competencies; and
- Current instructors who wish to refresh and upgrade their trainer competencies.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# ICAO TRAINAIR PLUS - Training Developers Course (TDC)

## Introduction

**This course is delivered by ICAO. Official certificate will be issued by ICAO to participants who have completed the course in full and successfully.**

The Training Developers Course is the core training activity in the TRAINAIR *PLUS* Programme. This is the main tool to consolidate the implementation of the programme among Civil Aviation Training Centres (CATCs), with the creation of a team of updated and well trained professionals as course developers to work in Course Development Units.

Please note that the following applies:

- A mastery test for each module.
- An ICAO certificate upon completion of the course.
- Trainees who pass the course will be included in the ICAO TRAINAIR *PLUS* data base of professionals.
- The course is mandatory for professionals who are dedicated to the implementation of competency-based training programmes developing Standardized Training Packages (STPs) to be validated and approved by ICAO.

### COURSE DURATION

10 days, starting at 09.00 on the first day and ending at approx 17.00 on the last day.

### TARGET GROUP

- Experienced civil aviation training instructors and aviation professionals who are dedicated to the implementation of competency-based training programmes and development of courses with international standards.
- Training managers, supervisors and professionals who want to increase their productivity as developers of training and educational programs.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website: [www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Instructional Competencies

## Introduction

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This course is Part 1 of the ICAO TRAINAIR PLUS Training Instructors Course (TIC), a two-part course which will enable participants to methodically conduct training courses in accordance with ICAO Instructor Competency Framework and develop the required training strategies for course deliveries.

### COURSE DURATION

Duration: 30 hours

Format: e-learning

### TARGET GROUP

- pre-service and in-service trainers with little or no formal training background;
- subject matter experts and specialists who wish to upgrade their instructional competencies; and
- senior instructors who wish to refresh and upgrade their trainer competencies and experiences.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**

## TRAINING COURSE

# Online Instructional Techniques (ICAO TRAINAIR PLUS)

## Introduction

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This course is Part 1 of the ICAO TRAINAIR PLUS Training Instructors Course, a two-part course which will enable participants to methodically conduct training courses in accordance with ICAO's instructor competencies and develop the required training strategies for course deliveries.

### COURSE DURATION

Duration: 30 hours

Format: e-learning

### TARGET GROUP

- pre-service and in-service trainers with little or no formal training background;
- subject matter experts and specialists who wish to upgrade their instructional competencies; and
- senior instructors who wish to refresh and upgrade their trainer competencies and experiences.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
**[www.jaato.com](http://www.jaato.com)**



## TRAINING COURSE

# Train the Trainers Programme

## Introduction

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This course is intended for individuals whose task is to carry out training programs in their specialism area and who aim to deliver tailor-made training programs in an efficient and effective way.

Throughout the course, the participants are active and learn through participation.

**They learn about:** The learning process; The teaching process; The lesson; and the Evaluation

**Pre-requisites:** To be a subject matter expertise in the area wished to be taught/instructed; and to bring appropriate material from your own area of instruction to use as demonstration.

**Note:** This training course will be delivered on customer request. Please contact our Training Department for the possibilities to train your staff.

### COURSE DURATION

4 days including mini-lessons carried out by the participants. Day 1 starting at 9:00; day 4 ending at approximately 17:00.

### TARGET GROUP

Pre-service and in-service trainers with little or no formal training background with the subject-matter of their expertise. The area to be taught/instructed can be (but not limited to) one of the following: Maintenance, CRM, Dispatch, and Cabin Crew.

**Read more about the course Content, Learning Objectives and Pre-requisites on the website:**  
[www.jaato.com](http://www.jaato.com)