PRODUCT SUPPORT & SERVICES

FLIGHT CREW & OPERATIONS TRAINING & SERVICES

Product catalogue 2018 - Issue 1

ATR TRAINING CENTER

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ATR TRAINING CENTER **TRAINING AND FLIGHT OPERATIONS EXPERTISE**

THAT ONLY AN AIRCRAFT MANUFACTURER CAN PROVIDE

With more than 1000 aircraft operating worldwide, ATR has developed a full set of innovative and competitive services to complement the Operators' own capabilities. The ATR Training Center was created in 1989 to meet companies' requirements and provide innovative and cost-effective training. Ten years later, ATR Training Center was one of the first centers to be recognised by the JAA as a Type Rating Training Organisation (TRTO) and Maintenance Training Organisation and Exposition (MTOE). In 2012, ATR became the first company qualified by EASA as an Approved Training Organisation (ATO) under FR.ATO.0001 certificate. In 2017, more than 3,500 trainees have attended our courses. Today ATR has opened an FAA certified part 142 Training Center in the US.

Located in Toulouse Blagnac, ATR headquarters benefit from the proximity of some of the world's major aeronautical companies, such as Airbus. Studying in ATR Training Center in Toulouse is a unique opportunity for trainees to visit the ATR Final Assembly Line (FAL), but also to benefit from the expertise of ATR's engineering and design departments.

The ATR Training Center's objective is to provide the best standard of training, as well as a comprehensive operations support at an affordable price for all ATR operators worldwide. In order to best meet your needs, ATR Training Center is designed as a network of training centers around the world. By both creating ATR proprietary training centers and establishing partnerships around the world, ATR Training Center ensures the availability of its training for all customers. The ATR Training Center Toulouse set the rules and standards to be applied in all ATR training centers: course content (training syllabi) and training devices configuration are standardised worldwide. All ATR Training Centers benefit from state-of-the-art installations and provide a high level of training services with a full set of comprehensive training tools, each one adapted to a specific phase of the learning process.

In order to give the best message and quality of tuition to all trainees, ATR Training Center updates both training programmes and tools on a regular basis. Moreover standardisation of information is ensured by updating contents via all ATR instructors and revising the supporting training material.

Being an aircraft manufacturer allows ATR Training Center to provide very high standards in terms of quality and devices availability. High investments have been made to develop state of the art computer based applications (ATR Courseware ACOS, Virtual Walkaround, 3D Procedure, desktop trainer…), one of the pillars of our mobile classrooms, but also to provide our trainees with a wide range of training devices (briefing and debriefing stations, Flat Panel Trainer, Full Flight Trainer, Full Flight Simulator). With links to quality instructors and high-tec classrooms, all our trainees get access to a very unique training environment.

UNIQUE SUITE OF TRAINING EQUIPMENT

We offer state of the art technical equipment including modern classrooms, fully equipped debriefing stations, Desktop trainers, Computer Based Trainer stations, Flight Deck mock-ups, a Flight Deck evacuation mock-up, Virtual Flight Decks, Virtual Procedures Trainers, Virtual Walkaround, Full Flight Trainers and Full Flight Simulators.

COURSES TAILORED TO YOUR NEEDS

Our catalogue includes a wide range of training for flight crews, cabin crews, maintenance personnel, operations engineers and flight dispatchers. We also offer made-to-measure courses adapted to your requests in order to perfectly suit your requirements. The ATR Training Center programmes have been developed to reflect the aircraft characteristics while meeting the needs of its operators. Courses are carried out in English or French, or by special arrangement, in the customer's own language, using an interpreter. As per ICAO standards, applicants for our course should be able to read, write and communicate to an understandable level of English.

EASA APPROVED COURSES

All our pilot and maintenance training programmes are approved by the French DGAC on behalf of the EASA requirements and automatically valid throughout all European Countries. For customers not under the EASA regulations, we provide customised programmes submitted for approval to each National Aviation Authority.

OUR TEACHING CONCEPT

Our training is based on the modern CBT (Competency-Based Training) and TEM (Threat & Error Management) using thorough task analysis, conducted by our specialists in collaboration with our customers.
As the best way to reinforce acquired theoretical knowledge is to put it into practice, we combine the need-to-know concept with the "learning by doing" experience in order to enhance maximum retention. Moreover, all our courses are designed for quick and efficient use of the trainees within the airline environment. Thus, the vocabulary and phraseology used in Training and Operations are identical in order to achieve the required standard.
We also include a Field Trip into our pilot, maintenance

and flight attendant courses. During the Field Trip, the trainees visit the ATR Final Assembly Line, where they can locate the systems components in the aircraft.

FLIGHT OPERATIONS SUPPORT

The flight operations office is located in the Toulouse Training Center, thus taking advantage of its operational environment to support the airlines with a wide range of services such as technical assistance, detailed performance studies (take-off and landing charts, flight plans, route studies, airport studies, weight & balance studies…), on-site assistance and training, customised operational documentation and ATR Performance Software.

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ATR Toulouse Training Center is the International Reference for Equipment, Programmes, Strategic orientations and Instructors standardisation. Under its control, the ATR worldwide training policy is developing a number of Training Centers around the world.

PARIS

TOULOUSE

MIAMI

SINGAPORE

JOHANNESBURG

- Johannesburg Training Center: all ATR series except -600 FFS
- Miami: 72-600 FFS
- Paris Training Centre: ATR 72-500, 72-600 FFS
- Singapore: 72-600 FFS
- Toulouse: all ATR series FFS
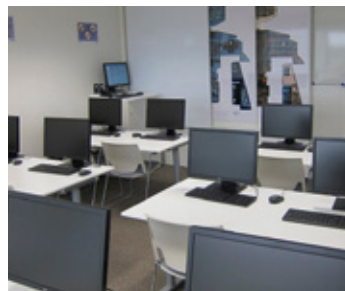
2.

PILOT
COURSES

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2.1.1 **ATR 42/72 PILOT TYPE RATING** COURSE

DURATION

5 WEEKS

WHO IS ELIGIBLE?

Pilots with experience on multi crew aircraft operation. This course is designed for a flight crew composed of a Flight Captain and a First Officer who will each be trained in the full crew concept.

PREREQUISITES

Captain
- Valid and current Airlines Transport Pilot License (ATPL) with IR/ME
- Previous command experience
- Flight time: 1,500 hours as pilot, including at least 500 hours on a EASA CS/FAR 25 aircraft
- English (ICAO Level 4 minimum)

First officer
- Valid and current Commercial Pilot License (CPL) with IR/ME
- Theoretical ATPL
- Flight time: 500 hours as pilot, including at least 200 hours on a EASA CS/FAR 25 or a EASA CS/FAR 23 aircraft (operated in multicrew environment)
- MCC qualified
- English (ICAO Level 4 minimum)

The Trainee Information Sheet (TIS) (filled in by the customer and returned at least 50 days before the beginning of the course) describes the pilot's prerequisites.
In case of noncompliance of prerequisites, an ELT (see 2.1.3, p. 14) or ELT/MCC (see 2.1.4, p. 15) will be proposed before the Type Rating course.
If the trainee's level of English does not meet prerequisite, the airline has to provide a translator. The training course length may be increased.

OBJECTIVES

- To provide the flight crew with a thorough understanding of the operation and performance of the aircraft in order to safely operate the aircraft in service and to meet the type rating standards as required by the PART FCL

COURSE OUTLINE

The instruction provided throughout the ATR Type Rating Transition Course is composed of a Theoretical Phase, A Synthetic Flight Training Phase and a Flight Phase. Each phase is concluded by a written examination or a proficiency test.

Theoretical Phase - 12 days
The Theoretical Phase provides systems, performances and flight deck oriented training including a Safety Course, a Crew Resource Management (CRM) Course and 21H FPT.

Synthetic Flight Training - 12 days
The Synthetic Flight Training phase aims to introduce the trainee to the aircraft and to familiarise him with its procedures and operations. It includes 14H FFT + 18H FFS for ATR-500 or 32H FFS for ATR-600, as well as a visit of ATR Final Assembly Line.

Flight Phase - 1 Day
The flight phase is composed of 6 take-offs and landings.

DOCUMENTATION

- Aircraft Flight Crew Operating Manual (FCOM),
- Normal, abnormal and emergency checklists (QRH)
- Flight Deck Layout Poster
- Training Manual, Pilot Quiz
- Supplementary manuals are provided as appropriate

PROGRAMME

ATR 42/72-500, ATR 42/72-600

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WEEK 1 — GROUND TRAINING INSTRUCTION - ACOS - FPT - FFT/FFS

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6
Introduction (3:00)	Daily Presentation (1:00)	DP (1:00)	Performance (4:00)	Full Flight Trainer 0 or Full Flight Simulator upon availability (2:00)	ACOS (4:00)
ACOS (1:00)	ACOS (2:00)	ACOS (2:00)			
ACOS (3:00)	ACOS (2:00)	ACOS (2:00)	FMS course1 (2:00)	Icing (1:30)	
Flat Panel Training Device (1:00)	FPT (1:00)	FPT (1:00)	FMS course2 (2:00)	Safety (1:00)	

WEEK 2 — (CRM CREW RESOURCE MANAGEMENT - FPT)

DAY 7	DAY 8	DAY 9	DAY 10	DAY 11
CRM (6:00)	FPT 1 (3:00)	FPT 2 (3:00)	FPT 3 (3:00)	FPT 4 (3:00)
Self study SOP (Standard Operation Procedure)	Self study SOP	Self study SOP	Self study SOP	Self study SOP
			ACOS (2:00)	ACOS (2:00)

WEEK 3 — (SYNTHETIC FLIGHT TRAINING - FPT - FFT OR FFS)

DAY 12	DAY 13	DAY 14	DAY 15	DAY 16
FPT 5 (3:00)	FPT 6 (3:00)	FFT or FFS upon availability (3:00)	FFT or FFS upon availability (3:00)	FFT or FFS upon availability (3:00)
ACOS (2:00)	ACOS (2:00)			

WEEK 4 — (SYNTHETIC FLIGHT TRAINING - FFT - FFS)

DAY 17	DAY 18	DAY 19	DAY 20	DAY 21
Theoretical Knowledge Test (3:30)	FFT or FFS upon availability (3:00)	FFS 1 (3:00)	FFS 2 (3:00)	FFS 3 (3:00)
TEM (Threat & Error Management) Briefing (2:00)				
FAL (Final Assembly Line Visit (1:30)				

WEEK 5 — (SYNTHETIC FLIGHT TRAINING - FLIGHT TRAINING)

DAY 22	DAY 23	DAY 24	DAY 25	DAY 26
FFS 4 (3:00)	FFS 5 (3:00)	FFS 6 (3:00)	Skill Test (4:00)	Flight (6 landings)

Contact atc@atr-aircraft.com for scheduling

2.1.2 **FAA CERTIFIED PILOT** TRAINING & COURSES

NEW

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The following FAA approved courses are offered in Miami:

INITIAL ATR 42/72 TYPE RATING

For the issue of an Airline Transport Pilot Certificate concurrently with Airplane Multi-Engine Land and ATR 42 or ATR 72 Type Ratings or for the addition of the ATR 42 or ATR 72 Type Rating to an existing FAA Pilot Certificate.

PREVIOUS EXPERIENCE ATR 42/72 TYPE RATING

For experienced ATR flight crew holding a foreign pilot certificate: for the issue of an Airline Transport Pilot Certificate concurrently with Airplane Multi-Engine Land and ATR 42 ATR 72 Type Rating.

ATR-600 DIFFERENCES COURSES

For current pilots who are qualified on one ATR variant to operate safely and efficiently another ATR variant.

The following course is under development, FAA approval has not yet been sought:

AIRLINE TRANSPORT PILOT CERTIFICATION TRAINING PROGRAMME (UNDER DEVELOPMENT)

The ATP-CTP is a new regulatory training course required by pilots wishing to take the ATP written knowledge test.

Contact atc@atr-aircraft.com for scheduling

2.1.3 **ELT ENTRY LEVEL** TRAINING

~~EASA APPROVED~~

DURATION

5 DAYS

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WHO IS ELIGIBLE?

Pilots who don't have the minimum prerequisite to attend an ATR 5 weeks type rating.*

* For EASA candidate, not within the scope of an airline, fitting the minimum EASA requirements including MCC, one simulator evaluation can be performed in order to determine volume of a specific ELT if needed (from 0 session to full ELT).

PREREQUISITES
1. Valid and current CPL with IR/ME
2. English (ICAO Level 4 minimum)

OBJECTIVES

• To allow pilots to enter the 5 week Pilot Type Rating Course who do not have the prerequisites (see p.10), for example not having the minimum flight time experience.

PROGRAMME

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Briefing: (1:00)	Briefing: (1:00)	Briefing: (1:00)	Briefing: (1:00)	Briefing: (1:00)
FFT or FFS upon availability: (4:00)	FFT or FFS upon availability: (4:00)	FFT or FFS upon availability: (4:00)	FFT or FFS upon availability (4:00)	FFT or FFS upon availability (4:00)
Debriefing: (1:30)	Debriefing: (1:30)	Debriefing: (1:30)	Debriefing: (1:30)	Debriefing: (1:30)

Note: This course is included in a type rating course and cannot be conducted separately.

Contact atc@atr-aircraft.com for scheduling

2.1.4 **ELT/MCC ENTRY LEVEL** TRAINING & **MULTI CREW COORDINATION** COURSE

EASA APPROVED

DURATION

8 DAYS

WHO IS ELIGIBLE?

Pilots who don't have the minimum prerequisite to attend an ATR 5 weeks type rating and not Multi Crew Coordination rated.

PREREQUISITES
1. Valid and current CPL with IR/ME
2. English (ICAO Level 4 minimum)

OBJECTIVES

• To upgrade pilots to work in a multi pilot environment (Crew Resource Management, Human Factors, Crew Coordination, Leadership)
• To allow pilots to enter the 5 week Pilot Type Rating Course who do not have the prerequisites (see p.10), for example not having multi crew experience.

PROGRAMME

ELT/MCC PROGRAMME STARTS AFTER THE TYPE RATING GROUND TRAINING INSTRUCTION

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Type Rating course	Type Rating course	Type Rating course	Type Rating course	Crew Resource Management (6:00)

DAY 6	DAY 7	DAY 8	DAY 9	DAY 10
Crew Resource Management: (6:00)	Crew Resource Management: (6:00)	Multi Crew Coordination: (7:00)	Self Study	Briefing: (1:00) / FFT or FFS upon availability (4:00) / Debriefing: (1:30)

DAY 11	DAY 12	DAY 13	DAY 14	DAY 15
Briefing: (1:00) / FFT or FFS upon availability: (4:00) / Debriefing: (1:30)	Briefing: (1:00) / FFT or FFS upon availability: (4:00) / Debriefing: (1:30)	Self Study	Briefing: (1:00) / FFT or FFS upon availability (4:00) / Debriefing: (1:30)	Briefing: (1:00) / FFT or FFS upon availability: (4:00) / Debriefing: (1:30)

Note: This course is included in a type rating course and cannot be conducted separately.
Note: A 3 weeks modular MMC course can be delivered on request.

Contact atc@atr-aircraft.com for scheduling

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ENAC and ATR have merged their huge international training market experience to develop a unique end-to-end solution: an ab-initio packaged offer, including full ATR type rating with pilot ready to fly as a First Officer.

After on-site candidate selection, ENAC provides cadets with pilot training courses focusing on the full ATPL theoretical knowledge, the Commercial Pilot Licence and the Multi-Engine Instrument Rating.

The ATR Type Rating provides the flight crew with a thorough understanding of the operation and performance of the aircraft in order to safely operate the aircraft in service.

This programme is based on EASA requirements and could be adapted according to customer and regulations needs.

WHO IS ELIGIBLE?

• Existing or future ATR Operators

PREREQUISITES

• To be at least 18 years old

• Hold a scientific diploma or an equivalent qualification High School Diploma

OBJECTIVES

• To become an ATR First Officer.

COURSE OUTLINE

The programme consists of an 18 to 24 months training course, during which all knowledge and skills are taught.

DOCUMENTATION

A complete set of course material and documentation will be provided.

TRAINING EQUIPMENT

The simulators operated throughout the course should be:
  • TB20 or DA40 single-engine FNPT II
  • Be58 multi-engine FNPT II

The airplanes operated throughout the course should be:
  • TB10 or TB20 or DA40 single engine aircraft
  • Be58 or DA42 twin engine aircraft

ATR training devices: FPT, FFT, FFS level D
all ATR aircraft versions

ATR Training course Ref. to:
• 2.1.1 ATR 42/72 Pilot Type Rating Course
• 2.1.3 ELT Entry Level Training

Thank you for contacting atc@atr-aircraft.com to schedule and request your documentation

PROGRAMME

SELECTION ENAC	THEORETICAL PHASE ENAC 29 WEEKS	PHASE 1 ENAC 22 WEEKS	PHASE 2 ENAC 11 WEEKS	PHASE 3 ENAC 11 WEEKS	PHASE 4 ATR 2 WEEKS	PHASE 5 ATR 5 WEEKS
On-site candidate selection	Classroom ATPL courses	CPL (Commercial Pilot License)	IR/SE (Instrument Rating/Single Engine)	IR/ME (Instrument Rating/Multi Engine)	ELT/MCC (Entry Level Training – Multi Crew Coordination)	ATR 42/72 Pilot type rating course
Candidates are preselected by ENAC and the Airline	Classroom ATPL courses cover the necessary subjects to prepare ATPL certificates	• Single-engine operations • VFR flight training • Flight preparation • Navigation training • Night flight training • Implementation of flying techniques • Maneuverability skill Improvement • CPL skill test preparation	• Single-engine operations • IFR flight training • Basic instrument flying • Night flight training • Radio navigation procedures	• Multi-engine operations • IFR navigation and flight management techniques on a twin engine airplane • Class rating skill test preparation • IR/ME skill test preparation	• CRM (Crew Resources Management) • Check list management • Abnormal situation management introduction • MCC Multi Crew coordination	• Theoretical ground class (Aircraft performance & systems) • Computer based training • Simulator training: FPT, FFT & FFS • Base training – Flight Phase

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2.2.1 **LOW VISIBILITY** OPERATIONS

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WHO IS ELIGIBLE?

- Any pilot rated on ATR 42/72 who needs initial training for low visibility operations
- Mandatory for EASA pilots involved in LVO operations

PREREQUISITES
1. To hold a current ATR rating

OBJECTIVES

- To gain theoretical and practical know-how to conduct LVO approaches as a First Officer or Captain in order to comply with FCL requirements and access to the operator's LVO training

DOCUMENTATION

- AWO brochure

PROGRAMME

- 3 hours theory (reduced to 1 hour if already rated Cat II or III)
- 4 hours on FFS including 1 hour test per crew

Contact atc@atr-aircraft.com for scheduling

2.2.2 **ATR 42/72**
PILOT PBN COURSE

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WHO IS ELIGIBLE?

Pilots already qualified on ATR 42/72 airplane and who wish to acquire PBN competencies.

PREREQUISITES
To hold a valid ATR 42 or ATR 72 Type Rating Certificate issued by an EASA Member State or a non PART–FCL license acceptable to the Aviation Authorities.
The amount and specification of training depends on:
- The knowledge and validation already mastered by the candidate,
- The objective.

OBJECTIVES

- To enable the pilot to safely and efficiently operate the ATR within a PBN environment:
- PBN regulation, benefits and constraints
- ATR 42/72 PBN capacities
- 3D environment in SID and STAR
- 2D and 3D approaches (RNAV or Navaided) using FMS

COURSE OUTLINE
The required training module chosen from the table below will depend on prerequisites and objective.

TRAIN THE TRAINER

The Train the Trainer specific course is available. Duration depends on prerequisites and objective. To be discussed/customised with ATR Training Center Head of Flight Training. This course is based on pilot competencies + observation/supervision sessions to reach a full expertise as PBN instructor.

DOCUMENTATION

- FCTM STD 2
- Syllabus and approach charts

Contact atc@atr-aircraft.com for scheduling

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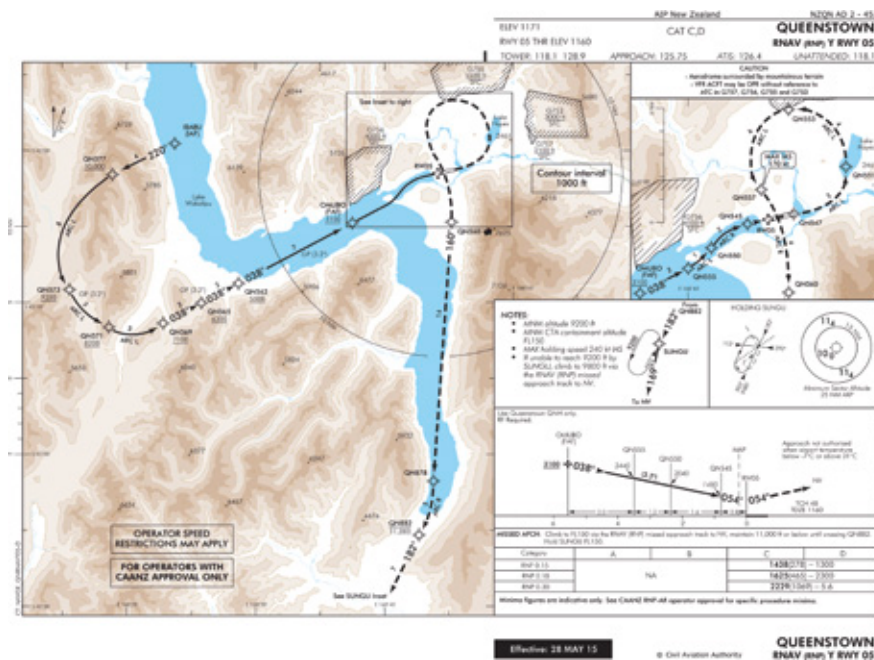
To become \ Current Knowledge	AB-INITIO PBN		KNOWLEDGE PBN		LNAV			LNAV-VNAV		
PBN-FAM	**1/2 day**									
	Day 1: Theory GEN	4h								
LNAV	**2 days**		**2 days**							
	Day 1: Theory GEN+LNAV	8h	Day 1: Theory LNAV	4h						
	Day 2: SIM LNAV	4h	Day 2: SIM LNAV	4h						
VNAV	**3 days**		**3 days**		**1 day**					
	Day 1: Theory GEN+LNAV	8h	Day 1: Theory LNAV	4h	Day 1:	Theory VNAV	3h			
	Day 2: SIM LNAV	4h	Day 2: SIM LNAV	4h		SIM VNAV	3h			
	Day 3: Theory VNAV	3h	Day 3: Theory VNAV	3h						
	Day 3: SIM VNAV	3h	Day 3: SIM VNAV	3h						
LPV	**3 days**		**3 days**		**1 day**			**1 day**		
	Day 1: Theory GEN+LNAV	8h	Day 1: Theory LNAV+LPV	7h	Day 1:	Theory LPV	3h	Day 1:	Theory LPV	3h
	Day 2: SIM LNAV	4h	Day 2: SIM LNAV	4h		SIM LPV	3h		SIM LPV	3h
	Day 3: Theory LPV	3h	Day 3: SIM LPV	3h						
	Day 3: SIM LPV	3h								
RNP-AR Basic	**5 days**		**5 days**		**3 days**			**2 days**		
	Day 1: Theory GEN+LNAV	8h	Day 1: Theory LNAV	4h	Day 1: Theory VNAV+RNP-AR	6h		Day 1: Theory RNP-AR	3h	
	Day 2: SIM LNAV	4h	Day 2: SIM LNAV	4h	Day 2: SIM VNAV	3h		Day 2: SIM RNP-AR basic	4h	
	Day 3: Theory VNAV+RNP-AR	6h	Day 3: Theory VNAV+RNP-AR	6h	Day 3: SIM RNP-AR basic	4h				
	Day 4: SIM VNAV	3h	Day 4: SIM VNAV	3h						
	Day 5: SIM RNP-AR basic	4h	Day 5: SIM RNP-AR basic	4h						
RNP-AR Customized	TO BE QUOTED									

2.3 **FLIGHT CREW LINE** TRAINING

EASA APPROVED

DURATION

FROM 5.5 DAYS

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ATR flight instructors may be hired to conduct line training for crews in order to ensure successful aircraft introduction and on going operations.

The service is provided:
• By experienced Type Rating Instructors/Examiners with in-depth ATR operational knowledge
• Via training methods which strictly comply with the Manufacturer's Standard Operating Procedures
• In situ, for hands-on operational support and expertise to answer your needs

Not only do we train pilots, but we give access to the entire support and expertise of the ATR Flight Ops Support team, by setting a privileged and direct link between a customer's operations management and ATR staff.

The hired flight instructor acts as a field representative who facilitates communication between two parties.

ATR Training Center also conducts ferry flights, allowing ATR Training Center pilots to convey customer aircraft to an airline's premises.

2.4 **PILOT** RECURRENT COURSE

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Recurrent training is under the responsibility of the airline, and therefore the training programme, as well as the instructors and examiners, have to be approved by the airline's national authorities.

WHO IS ELIGIBLE?

Operator flight crews

PREREQUISITES
1. To be holders of a valid ATR Type Rating.

Please note
- The crew must be composed of "one F/O + 1 Captain" or "2 Captains"
- The ATR TRE must be qualified by the Operator's Authorities in order to perform the test.
- Our programme must be approved by the Operator's Authorities
- Operators must submit all relevant documents needing to be signed by the ATR Training Center TRE prior to the start of the training.

OBJECTIVES
- To maintain license qualification and proficiency, in compliance with regulatory requirements.

COURSE OUTLINE
- The programme consists of a three-year cycle, during which all aircraft systems are revised.
- Checks required are: License Proficiency Check (LPC) for AIR CREW and Operators Proficiency Check (OPC) for AIR OPS.
- The FCL is valid for one year, while the OPS need to be renewed every six months.
- Recurrent course covers the basics of aircraft systems, 2 simulator training sessions and the mandatory checks in compliance with PART FCL and PART ORO.

DOCUMENTATION

Not applicable

NEW: Following EBT model and actual worldwide recommendation, ATR Training Center is now giving the opportunity to set up a customised Recurrent Course for operators willing to enhance the level of their Flight Crews' Recurrent Training Programme.

PROGRAMME

All ATR models

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YEAR 1 (FCL/OPS 1)   (OPS 1)

	DAY 1	DAY 2	6 MONTHS INTERVAL	DAY 1	DAY 2
1/2 day	Ground school - Flight controls - Landing Gear - Ice protection	Ground school Power plant IV.Start/ Relighting V.Fire protection VI.Systems Test		Ground school - Performances	Ground school - Severe Icing - Incapacitation - Unusual attitudes
1/2 day	Simulator Training FFT or FFS upon availability: 04:00	LPC + OPC FFS: 04:00		Simulator Training FFT or FFS upon availability: 04:00	OPC FFT or FFS upon availability: 04:00

YEAR 2 (FCL/OPS 2)   (OPS 2)

	DAY 1	DAY 2	6 MONTHS INTERVAL	DAY 1	DAY 2
1/2 day	Ground school - Pneumatic system - Conditioning - Pressurisation - Ventilation	Ground school - Hydraulic system - Fuel - DC Electrics - Systems Test		Ground school - Performances	Ground school - Severe Icing - Incapacitation - Unusual attitudes
1/2 day	Simulator Training FFT or FFS upon availability: 04:00	LPC + OPC FFS: 04:00		Simulator Training FFT or FFS upon availability: 04:00	OPC FFT or FFS upon availability: 04:00

YEAR 3 (FCL/OPS 3)   (OPS 3)

	DAY 1	DAY 2	6 MONTHS INTERVAL	DAY 1	DAY 2
1/2 day	Ground school - ACW Electrics - EFIS - TCAS	Ground school - NAV GPS - CCAS/MFC - AFCS - Systems Test		Ground school - Performances	Ground school - Severe Icing - Incapacitation - Unusual attitudes
1/2 day	Simulator Training FFT or FFS upon availability: 04:00	LPC + OPC FFS: 04:00		Simulator Training FFT or FFS upon availability: 04:00	OPC FFT or FFS upon availability: 04:00

2.5 ATR 42/72 PILOT DIFFERENCES COURSE

EASA APPROVED

DURATION
1 TO 10 DAYS

WHO IS ELIGIBLE?

Pilots already qualified on an ATR 42 or ATR 72 airplane and who wish to serve in the same capacity on another variant of the ATR 42/72 family.

PREREQUISITES

To hold a valid ATR 42 or ATR 72 Type Rating Certificate issued by an EASA Member State or a non PART–FCL license acceptable to the Aviation Authorities.
ATR 42/72 Pilot Differences Course -500 to -600:
- **For experienced pilots** (ATR 42/72-500 qualified with more than 500 FH, or more than 100FH within the last 12 months on any ATR variant) a 1-week training will be performed.
- **For inexperienced or new ATR pilots** (without the above requested experience) an additional week will be added, for a training of 2 weeks in total.

OBJECTIVES

- To enable the pilot to safely and efficiently operate another variant of ATR airplane in compliance with PART FCL.

COURSE OUTLINE

The required training module chosen from the table below will depend on the aircraft variant.

DOCUMENTATION

- Flight Deck Layout Poster
- ATR differences
- FCOM and Check list on CD

FROM \ TO	ATR 42-300 ATR 42-320	ATR 72-200 ATR 72-210	ATR 42-400 ATR 42-500	ATR 72-212 A ATR 72-200 PEC ATR 72-210 PEC	ATR 42-600	ATR 72-600
ATR 42-300 ATR 42-320		Simulator Training 1 day*	Simulator Training 1 day*	Simulator Training 1 day*	Differences course 1 week + Self Study ½ day	Simulator Training 1 day* + Differences course 1 week/2 weeks
ATR 72-200 ATR 72-210	Simulator Training 1 day*		Theoretical Training ½ day	Theoretical Training ½ day	Theoretical Training ½ day + Differences course 1 week/2 weeks + Self Study ½ day	Theoretical Training ½ day + Differences course 1 week/2 weeks
ATR 42-400 ATR 42-500	Simulator Training 1 day*	Theoretical Training ½ day		Self Study ½ day	Self Study ½ day + Differences course 1 week/2 weeks + Self Study ½ day	Self Study ½ day + Differences course 1 week/2 weeks
ATR 72-212 A ATR 72-200 PEC ATR 72-210 PEC	Simulator Training 1 day*	Theoretical Training ½ day	Self Study ½ day		Differences course 1 week/2 weeks + Self Study ½ day	Differences course 1 week/2 weeks
ATR 42-600	Self Study ½ day + Differences course 6 days + Simulator Training 1 day*	Self Study ½ day + Differences course 6 days + Theoretical Training ½ day	Self Study ½ day + Differences course 6 days + Self Study ½ day	Self Study ½ day + Differences course 6 days		Self Study ½ day
ATR 72-600	Differences course 6 days + Simulator Training 1 day*	Differences course 6 days + Theoretical Training ½ day	Differences course 6 days+ Self Study ½ day	Differences course 6 days	Self Study ½ day	

*2 hours simulator training per crew (1 hour per pilot).

Contact atc@atr-aircraft.com for scheduling

1. OUR TRAINING PHILOSOPHY
2. PILOT COURSES
3. FLIGHT OPERATIONS SERVICES
4. FLIGHT OPERATIONS COURSES
5. FLIGHT OPERATIONS PUBLICATIONS
6. CABIN CREW COURSES
7. TRAINING EQUIPMENT AND TOOLS
8. GLOSSARY
9. GENERAL TERMS AND CONDITIONS

PROGRAMME

PROGRAMME FOR ATR 42/72 PILOT DIFFERENCES COURSE -500 TO -600 FOR EXPERIENCED PILOTS - 1 WEEK

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Avionic presentation (2:00)	ACOS (2:00)	ACOS (2:00)	ACOS (2:00)	Theoretical Test FFS2 Local Navigation Engine flameout at takeoff Ice detection CRM (3:00)
FPT 1 Avionic presentation FMS initialisation (3:00)	FPT 2 Full cockpit prep. System page description FMS practices (speed configuration) (3:00)	FPT 3 Failure treatment Flaps unlock DC GEN Fault ENG flameout (3:00)	FFS1 Navigation IOM failures FMS msg (4:00)	
ACOS (2:00)	CRM (2:00)			

PROGRAMME FOR ATR 42/72 PILOT DIFFERENCES COURSE -600 TO -500 6 DAYS

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6
Daily presentation (2:00) Main systems differences Speeds indications CBT (1:00) AFCS CCAS FPT 1 (3:00)	CRM (2:00) CBT (3:00) Ice and rain protection (APM) Flight instruments Navigations systems HT1000 course (2:00)	CBT (2:00) Communication Flight Controls (Yaw axis only) FPT 2 (3:00)	FFT or FFS 1 Upon availability (4:00) HT1000 Trainer (2:00) Self-Study	Theoretical Test (1:00) FFT or FFS 2 Upon availability (4:00)	FFS 3 (4:00)

PROGRAMME FOR ATR 42/72 PILOT DIFFERENCES COURSE -500 TO -600 FOR UNEXPERIENCED OR NEW ATR PILOT - 2 WEEKS

WEEK 1

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Avionic presentation (2:00)	ACOS (2:00)	ACOS (2:00)	ACOS (2:00)	FFS 1 (4:00 per crew)
FPT 1 Avionic presentation FMS initialisation (3:00)	FPT 2 Full cockpit prep. System page description FMS practices (speed configuration) (3:00)	FPT 3 Failure treatment Flaps unlock DC GEN Fault IOM failure ENG flameout FMS msg (3:00)	FPT 4 NAVIGATION (3:00)	
ACOS (2:00)	CRM (2:00)			

WEEK 2

DAY 6	DAY 7	DAY 8	DAY 9	DAY 10
Briefing: (1:30)	Briefing: (1:30)	Briefing: (1:30)	Briefing: (1:30)	Briefing: (1:30)
FFS 2 (3:00) (Nav management) Full Cockpit Prepa. Full SOP application ---- FMS RWY/SID revision ILS + NPA	FFS 3 (3:00) (Nav management) Full Cockpit Prepa. Full SOP application ---- FMS STAR revision 1 Holding Pattern	Theoretical Test FFS 4 (3:00) Short transit --- Specific failure revision Severe Icing	FFS 5 (3:00) Single Engine Practice EFATO ENG FIRE Visual pattern EMERGENCY EVAC	FFS 6 (3:00) (LOFT) Short transit --- NPA
Debriefing: (1:30)	Debriefing: (1:30)	Debriefing: (1:30)	Debriefing: (1:30)	Debriefing: (1:30)

Contact atc@atr-aircraft.com for scheduling

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2.6 **ATR PILOT REVALIDATION OR RENEWAL** COURSE

EASA APPROVED

DURATION
1 TO 12 DAYS

1. OUR TRAINING PHILOSOPHY

2. PILOT COURSES

3. FLIGHT OPERATIONS SERVICES

4. FLIGHT OPERATIONS COURSES

5. FLIGHT OPERATIONS PUBLICATIONS

6. CABIN CREW COURSES

7. TRAINING EQUIPMENT AND TOOLS

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9. GENERAL TERMS AND CONDITIONS

WHO IS ELIGIBLE?

Pilots who want to revalidate or renew their ATR Type Rating.
In addition with ATR Training and Checking, applicants must refer to PART FCL.245.

PREREQUISITES
1. Current Type rating ; to hold a valid Type Rating
2. An expired rating

The ATR Training Centre Head of Flight Crew Training will determine the training module according to AMC1 FCL740 (b)(1):
• the length of time since the rating has expired and
• the applicant's total experience on Multicrew aircraft

OBJECTIVES

COURSE OUTLINE
REVALIDATION (Within 3 months before expiry date - 1 day):
• FFS: 3 hours for single pilot
• FFS: 4 hours for 2 pilots
• Additional training upon request (e.g. Mod. A)

WITH RECENT EASA 25 EXPERIENCE	EXPIRY TIME	WITHOUT RECENT - EASA 25 EXPERIENCE
Module A 3 days 1 ACOS/Test + 1 FFT or FFS upon availability + 1 Test FFS	Renewal Rating expired < 1 year	Module B 3 days 1 ACOS/Test + 2 FFT or FFS upon availability + 1 Test FFS
Module B 3 days 1 ACOS/Test + 2 FFT or FFS upon availability + 1 Test FFS	Renewal Rating expired < 3 years	Module C 5 days 1 ACOS + ½ Perfo + ½ Test + 3 FFT or FFS upon availability + 1 Test FFS
Type Rating without Flight	Renewal Rating expired ≥ 3 years	Type Rating without Flight

The first simulator session of each module must be considered as an evaluation. The result of this evaluation may determine a change in the training module proposed and will be recorded by the SFI/ TRI in the applicant's records. Regarding EASA rules, applicants whose ratings expired over 3 years ago are required to undergo the full Type Rating course again.

Note: When the renewal is conducted on -600 models, the FFS is used instead of the FFT.

PROGRAMME

MODULE A

DAY 1	DAY 2	DAY 3
ACOS: Gen Fam Lite Part 1+2 + Test	FFT or FFS upon availability (4hrs)	FFS Proficiency Test

MODULE B

DAY 1	DAY 2	DAY 3
Gen Fam Lite Part 1	Gen Fam Lite Part 2 + Test	FFS Proficiency Test
FFT or FFS upon availability (3 hrs)	FFT or FFS upon availability (3hrs)	

MODULE C

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Gen Fam Lite Part 1+2	ACOS Performance	Tests System + Performance	FFT or FFS upon availability (4hrs)	FFS Proficiency Test
	FFT or FFS upon availability (3 hrs)	FFT or FFS upon availability (3 hrs)		

Contact atc@atr-aircraft.com for scheduling

2.7.1 SYNTHETIC FLIGHT INSTRUCTOR SFI COURSE

EASA APPROVED

DURATION

8 TO 13 DAYS

COURSE	DURATION (WORKING DAYS)	PHASES
SFI Initial Course	13	All phases
SFI Extension to ATR Course / SFI already Instructor Course	8	Phase 1 ATR Technics, Phase 2
SFI Renewal	8	Phase 1 ATR Technics, Phase 2

WHO IS ELIGIBLE?

Experienced pilots who want to become a Synthetic Flight Instructor.

PREREQUISITES

1. To hold or have held a professional pilot license issued by an EASA Member State or a non PART–FCL license acceptable to the Aviation Authorities.
2. To have at least 1,500 hours flying experience as a pilot on multi-pilot airplanes.
3. To have completed a proficiency check as set out in Appendix 1 to PART– FCL 1.240 on a flight simulator of the applicable type in the last 12 months preceding the application.
4. To have completed at least three route sectors as an observer on the flight deck of the applicable type within the past 12 months, or 2 ATR simulator LOFT sessions to be attended as an observer.

OBJECTIVES

- To gain the theoretical and practical know-how required to become an effective instructor who has a thorough understanding of both the teaching process and the instructor role.
- To enable the candidates to implement their acquired knowledge and to transfer it to their future trainees.

COURSE OUTLINE

This course links pedagogical expertise and ATR's know-how in order to efficiently prepare the future instructor for his duties. The course is divided into two parts. In the theoretical phase, the trainee learns about the training philosophy and various instruction techniques, which will provide him with a good understanding of pedagogical matters. The practical phase is conducted in the simulator so as to allow the trainee to put theoretical techniques into practice.

DOCUMENTATION

- Teaching Notes and a Human Factors Guide
- AIR CREW and AIR OPS extracts

PROGRAMME

PHASE 1   **GROUND COURSES**

DAY 1 & 2	DAY 3 TO 7
ATR Technics Classroom	Learning & Teaching Classroom

PHASE 2   **SIMULATOR INSTRUCTION**

DAY 8	DAY 9	DAY 10	DAY 11	DAY 12	DAY 13
FFS 1 4:00 2 pilots	FFS 2 4:00 2 pilots	FFS 3 4:00 2 pilots	FFS 4 4:00 2 pilots	FFS 5 4:00 2 pilots	Assessment of Competence FFS 3:00 per pilot

Note: For non EASA pilots, the Assessment of Competence on simulator is not mandatory

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2.7.2 **TYPE RATING INSTRUCTOR TRI** COURSE

EASA APPROVED

DURATION

10 TO 15 DAYS

COURSE	DURATION (WORKING DAYS)	PHASES
TRI Initial Course	15	All phases
TRI Extension to ATR / TRI already Instructor Course	10	Phase 1 ATR Technics, Phases 2 & 3
TRI Renewal	10	Phase 1 ATR Technics, Phases 2 & 3

WHO IS ELIGIBLE?

Experienced Captains who want to become a Type Rating Instructor.

PREREQUISITES

1. To hold a valid type rating as Captain
2. To have completed at least 1,500 hours flight time as a pilot of multi-pilot airplanes
3. To have completed at least 30 route sectors, including take-offs and landings as pilot-in-command or co-pilot on the applicable airplane type or a similar type, as agreed by the Authorities, and of which not more than 15 sectors may be completed in a flight simulator within the 12 months preceding the application

FRENCH PILOTS

The French administration (DGAC) requires the Airline Transport Pilot's License (ATPL)

OBJECTIVES

- To gain the theoretical and practical know-how which is required to become an effective instructor who has a thorough understanding of both the teaching process and the instructor role.
- To enable the candidates to implement their acquired knowledge and to transfer it to their future trainees.

COURSE OUTLINE

This course links pedagogical expertise and ATR's know-how in order to efficiently prepare the future instructor for their duties. The course is divided into three parts. In the theoretical phase the trainee learns about the training philosophy and various instruction techniques, which will also give them a good understanding of pedagogical methods. The practical parts are performed both in the simulator and in the aircraft so as to allow the trainee to put theoretical techniques into practice.

DOCUMENTATION

- Teaching Notes
- Performance & Limitation Manual
- Human Factors Guide for the instructor

PROGRAMME

PHASE 1 GROUND COURSES

TITLE	MEDIA	DURATION
ATR Technics	Classroom	Day 1 & 2
Learning & teaching	Classroom	Day 3 to 7

PHASE 2 SIMULATOR INSTRUCTION

DAY 8	DAY 9	DAY 10	DAY 11	DAY 12	DAY 13
FFS 1 4:00 2 pilots	FFS 2 4:00 2 pilots	FFS 3 4:00 2 pilots	FFS 4 4:00 2 pilots	FFS 5 4:00 2 pilots	Assessment of Competence FFS 3:00 per pilot

PHASE 3 AIRBORNE INSTRUCTION

DAY 14	DAY 15	
FFS 6 4:00 2 pilots	Flight 1:00 per pilot	Assessment of Competence on aircraft 0:30 per pilot

Note: For non EASA pilots, the Assessments of Competence on simulator and on aircraft are not mandatory

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Contact atc@atr-aircraft.com for scheduling

2.7.3 **EXAMINER TRAINING (SFE/TRE)** COURSE **/ SEMINAR REFRESHER**

EASA APPROVED

DURATION

3 DAYS

COURSE	DURATION (WORKING DAYS)
TRE / SFE Initial	3
TRE / SFE Refresher Seminar, Revalidation or Renewal	1
TRE / SFE EASA AoC (Assessment of Competence)	1 (including FFS session)

WHO IS ELIGIBLE?

Synthetic Flight Instructors (SFI) or Type Rating Instructors (TRI) who want to apply for the Examiner authorisation.

PREREQUISITES

A - TRE

1. 1 500 hours as PIC on multipilot Airplanes,

2. Hold ATPL, type rating and current TRI on ATR,

3. Justify a minimum of 50 hours instruction as SFI or TRI on ATR (aircraft or simulator),

4. Justify knowledge related to examiner's privileges,

5. No suspension or limitation by relevant authority within 3 previous years,

6. Have been positively evaluated regarding capabilities to cooperate with relevant authority in the functions of examiner.

B - SFE

1. 1 500 hours on multipilot Airplanes (no PIC hours required),

2. Hold or have held ATPL and valid type rated on ATR (FCL 1000 (a) (1))

3. SFI valid on ATR

4. Justify a minimum of 50 hours instruction on ATR simulator as SFI (or TRI)

5. Justify knowledge related to examiner's privileges

6. No suspension or limitation by relevant authority within the 3 previous years

7. Have been positively evaluated regarding capabilities to cooperate with relevant authorities in the functions of examiner.

OBJECTIVES

• To give TRI/SFI the knowledge related to examiner functions as TRE/SFE

• The initial issuance of SFE/TRE authorisation has to be done by relevant authority, within 12 months following course completion.

THIS IS MANAGED DIRECTLY BY APPLICANT AND OUT OF SCOPE OF ATR Training Center ATO

COURSE OUTLINE

The theory and workshop are generic training about examiner role. The simulator sessions are performed on ATR simulator.

DOCUMENTATION

• Teaching notes

• Guide du TRE/SFE (French)

• Aircrew (English or French)

PROGRAMME

INITIAL ISSUANCE

DAY 1	DAY 2	DAY 3 & DAY 4
Theory 6 hours + simulator 2 hours (optional)*	Workshop	Simulator

+ within 12 months: assessment by the authority (managed by the candidate)

* For non-ATR rated applicant

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2.8 OTHER COURSES

2.8.1 **UPGRADE TO CAPTAIN** COURSE

DURATION

FROM 6 DAYS

WHO IS ELIGIBLE?

For airlines that want to upgrade a First Officer to Captain position

PREREQUISITES

To hold a current ATPL License

OBJECTIVES

- To develop the command, management and leadership skills of a captain
- To prepare Captain line training (Captain designation under operator responsibility)

DOCUMENTATION

- CRM and human factors for Captains
- FFS simulator sessions performed by TRI (12 hours FFS on standard, it can be customised upon request)

2.8 OTHER COURSES

2.8.2 **TYPE II/IV FLUID ASSISTED TAKE-OFF** COURSE

DURATION

1 DAY

WHO IS ELIGIBLE?

Flight crews from airlines who wish to use the Type II/IV Fluids for take-off in adverse weather conditions.

OBJECTIVES

- The aim is to enable the crew to safely perform the take-off after these specific fluids have been used. Furthermore, the operators learn how to maximise aircraft performance in case of adverse weather conditions.

COURSE OUTLINE

This course comprises the following:
- The flight procedure in case of bad weather (ice & rain)
- A detailed explanation of the constraints generated by the utilisation of type II or IV fluids
- Take-off assisted procedures, as proven means of not penalising good aircraft performance

Pilots who wish to apply the above procedures must successfully complete the above training.

The training is divided into three parts:
- Review of ice and rain protection procedures in ACOS
- Type II/IV Fluids tuition in the classroom
- Simulator Training

Contact **atc@atr-aircraft.com** for scheduling

2.8.3 **ATR 42/72** INSIGHT COURSE

WHO IS ELIGIBLE?

Airline ground staff who are working in a specific field who is looking for ATR systems knowledges

PREREQUISITES

Have a good knowledge of English

OBJECTIVES

• To provide the trainee with a general overview of the ATR aircraft performances and systems.

COURSE OUTLINE

1st day: Introduction / Systems monitoring (CCAS & FWS) / Electrical system / Fuel system / Power plant / Fire protection / Lights / Emergency Equipments – oxygen
2nd day: Hydraulic system / Flight controls / Landing gear / Flight Instruments / navigation (Conventional VOR ILS) – (GNSS) / Flight Protections (EGPW/TAWS) TCAS / Ice & Rain protection /Doors
3rd day: Air system / AFCS / Communication / ATR Technical publication
3rd day afternoon: 1h00 demonstration on FFT for 4 persons where each candidate can fly the ATR

DOCUMENTION GIVEN:

• Notebook
• Pencil
• ATR-600 Cockpit panel book.
• ATR-600 System book.

PROGRAMME

DAY 1	DAY 2	DAY 3
Theory (6h00)	Theory (6h00)	Theory (3h00)
		Optional Simulator (FFT/FFS) 1h00 / 4 pers.

1. OUR TRAINING PHILOSOPHY

2. PILOT COURSES

3. FLIGHT OPERATIONS SERVICES

4. FLIGHT OPERATIONS COURSES

5. FLIGHT OPERATIONS PUBLICATIONS

6. CABIN CREW COURSES

7. TRAINING EQUIPMENT AND TOOLS

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9. GENERAL TERMS AND CONDITIONS

2.8.4 **MAINTENANCE CHECK FLIGHT (MCF)** COURSE

1. OUR TRAINING PHILOSOPHY

2. PILOT COURSES

3. FLIGHT OPERATIONS SERVICES

4. FLIGHT OPERATIONS COURSES

5. FLIGHT OPERATIONS PUBLICATIONS

6. CABIN CREW COURSES

7. TRAINING EQUIPMENT AND TOOLS

8. GLOSSARY

9. GENERAL TERMS AND CONDITIONS

WHO IS ELIGIBLE?

Pilots and Flight Engineers required to perform ATR Maintenance Flight Checks, such as:
- after replacement or repair of key items
- after heavy maintenance periodical visit
- after storage
- Acceptance (delivery, change of operator...)
- NPA EASA n° 2012-08

PREREQUISITES

2 Captains:
- Rated and current on ATR type
- Experience: at least 2 Years' experience / 3000 Flight Hours total / 1000 Flight Hours on ATR

2 Technical Flight Engineers being either:
- A Flight Engineer who has followed maintenance type rating course "In approved PART 147" training center or equivalent, or can justified of a technical knowledge on the aircraft,
- A Maintenance Engineer who has successfully followed the applicable maintenance type rating course "In approved PART 147" training center or equivalent, or
- A pilot.
- Already certified for RUN-UP task.

OBJECTIVES

- To offer practical guidance and instruction in ATR technical flights
- To improve the quality of an ATR operator's technical flight check processes and practices
- Thoroughly enhanced knowledge, skills and attitudes, to increase the safety of an operator's technical flight checking.

COURSE OUTLINE

This course is offered to customers who request help as they wish to create their own check schedule, duly considering all the local issues. ATR provides appropriate MCF training so that customers are able to perform Level 'A' or 'B' flights by themselves. As a result, the flight needs to be done in the customer's facilities, on their aircraft, using their maintenance staff and taking into account their limitations (airfield, weather, etc.).

DOCUMENTATION

- MCF run-up, MCF programme (flight)
- Course documentation

PROGRAMME

WEEK 1

DAY 4	DAY 5
GROUND SCHOOL	GROUND SCHOOL

WEEK 2

DAY 1	DAY 2	DAY 3
FFS 1 Full Flight Simulator (4:00 per crew)	Debriefing FFS 1 FPT self study (4:00 per crew) Briefing FFS 2	FFS 2 (4:00 per crew)

WITHIN 4 WEEKS TIME IN THE AIRLINE TECHNICAL BASE	
Flight 1 (1:40) captain #1 + Flight Engineer #1	Flight 2 (1:40) captain #2 + Flight Engineer #2

Optimum crewing : two Captains and two Flight Engineers.
FFS sessions and flights must be duplicated if pilots want to be validated as Captain and Flight Engineer.

Contact **atc@atr-aircraft.com** for scheduling

3.

FLIGHT OPERATIONS SERVICES

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3.1 **FLIGHT OPERATIONS** SUPPORT

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Based in ATR's headquarters in Toulouse, the Flight Operations Support team leads various operational support and training activities with the objective of ensuring the efficient and safe operations of ATR aircraft. The team is composed of engineers and pilots who work and fly regularly for ATR operators and who have a concrete knowledge of day-to-day airlines' operations.

3.1 **ON LINE ASSISTANCE**

For any query related to the following topics, contact the team at ops.support@atr-aircraft.com. Commitment is given to reply within 5 working days.
- Aircraft systems use
- Flight procedures
- Aircraft performance
- Weight and balance
- Understanding and use of ATR operational documentation (AFM, FCOM, QRH, WBM, MMEL)
- Flight data monitoring
- Continuous assistance on ATR Performance Software
- Continuous assistance on ATR operations

Contact atc@atr-aircraft.com for information

3.2 **AIRLINE OPERATIONS**

The Flight Operations Support team offers a range of airline's operations that covers operational assistance needs. A Type Rating Instructor / Examiner is assigned together with a flight operations support engineer on the mission, depending on its type.

3.2.1 **EIS ENTRY INTO SERVICE ASSISTANCE**

The Entry Into Service (EIS) assistance helps a customer prepare for the arrival of an ATR aircraft into their fleet. The duration and scope of the operation is to be adapted to customer requirements, with part of the EIS being possibly done in Toulouse.
Typical operations that can be conducted during EIS are listed below.

• Writing of MEL (Minimum Equipment List) and SOP (Standard Operating Procedures) based on fleet configuration, local regulations (to be provided by the operator) and airline specificities
• Performance studies (take-off and landing charts computations, turn departure, flight planning…)
• Customising of dispatch documents and systems
• Customising of training manuals
• EFB entry into service assistance
• Flight dispatchers and operations engineers adapted training
• Providing if needed assistance toward Civil Aviation Authorities for endorsement of ATR type on AOC

Depending on the addressed subject, one flight operations support engineer is assigned with one Type Rating Instructor / Examiner for the EIS operation.
Any other airline request will be assessed by a member of the ATR Training Center team.

3.2.2 **OPERATIONAL VISITS**

An operational visit is dedicated to one customer only, during which their specific operational issues are addressed. It is both a customer and a manufacturer opportunity to establish a close relationship. A flight operations engineer and a Type Rating Instructor / Examiner are assigned for a 3 day visit. Subject matters are suggested by the customer and can be as diverse as a customers' operations: performance, documentation, crew procedures, special operations, flight data monitoring, training…

MAIN CUSTOMER BENEFITS ARE:
• On-site support on specific operational issues
• Opportunities to share feedback and experiences
• Updates on ATR 's latest developments

3.2.3 **OPERATIONAL ASSESSMENT**

The operational assessment is an in-depth assessment of ATR operations. The purpose of the assessment is to draw up an inventory of an airline's operations, this in order to detect potential weaknesses and propose corrective actions for the improvement of current existing processes.

OPERATIONAL ASSESSMENT COVERS
• Ground and flight operations
• Standard Operating Procedures
• Operational documentation
• Operational engineering: performance, weight & balance, flight planning
• Safety
• Training

One flight operations support engineer is paired with one Type Rating Instructor / Examiner for a one week on-site operation. The mission includes observation of commercial flights and training sessions. A formal report is then issued that presents detailed assessment checklist together with processes analyses and ATR recommendations.

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2. PILOT COURSES

3. FLIGHT OPERATIONS SERVICES

4. FLIGHT OPERATIONS COURSES

5. FLIGHT OPERATIONS PUBLICATIONS

6. CABIN CREW COURSES

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9. GENERAL TERMS AND CONDITIONS

3.3 **PERFORMANCE STUDIES**

1. OUR TRAINING PHILOSOPHY

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3.3.1 **TAKE-OFF AND LANDING CHARTS**

For a given airfield, we produce charts indicating maximum allowable take-off / landing weight and associated speeds considering runway characteristics, atmospheric conditions and aircraft configuration. A take-off / landing chart is produced for one runway magnetic orientation and one given set of conditions. Runway data have to be supplied by the customer.

Charts are aircraft specific (airframe/engines) and compliant with applicable regulations. Charts are computed using ATR Flight Operations Software (FOS).

3.3.2 **OPERATIONAL FLIGHT PLANS**

For a given route, an operational flight plan is produced detailing the needed fuel quantities for execution of the flight as well as the navigation log allowing the in-flight fuel management.

The flight plan is computed considering atmospheric conditions, aircraft configuration and applicable regulations, as specified by the customer.

Route data (waypoints, distance, alternate airfields,…) has to be provided by the customer.

Flight plans are computed using ATR Flight Operations Software (FOS).

3.3.3 **ROUTE STUDIES**

For flights over mountainous areas, specific routes may be required to ensure that, in case an of engine's failure, obstacles will be cleared with the applicable regulatory margins (drift down rules), and to comply with oxygen constraints.

We determine specific procedures and associated constraints. ATR Flight Operations Software (FOS) is used for the computation of decision points.

For such studies, a topographical map covering the areas flown over has to be provided by the customer.

3.3.4 **AIRPORT STUDIES**

TURN DEPARTURE STUDY

When taking-off on a straight trajectory is too limited due to obstacles' constraints, a turn departure can be studied to improve the maximum allowable take-off weight. We establish turn trajectory and provide associated flight procedures and take-off charts. For such studies, a topographical map covering the airport's surroundings has to be provided by the customer.

3.3.5 **VARIOUS STUDIES**

Please consult a member of the ATR Training Center staff to discuss any additional needs.

ATR is able to support the airline on many domains.

3.4 **CUSTOMISED OPERATIONAL** DOCUMENTATION

The Flight Operations Support team can provide service for the writing, customisation and review of customer's operational documentation.

3.4.1 **MEL CUSTOMISATION**

Production of the customer's MEL, taking into account the fleet configuration, the local regulations (to be provided by the operators), the operator MEL format and other specificities. Several levels of customisation are available. MEL is delivered in word and PDF formats.

3.4.2 **SOP CUSTOMISATION**

Production of customer's Standard Operating Procedure, taking into account the fleet configuration, the local regulations (to be provided by the operators), the operator SOP format and other specificities. SOP is delivered in word and PDF sources

3.4.3 **SOP REVIEW**

Review of operators' SOP against ATR policy. ATR recommendations are delivered through a technical report.

3.4.4 **SAFETY CARD CUSTOMISATION AND PRODUCTION**

ATR Safety card template could be customized according to customer needs. Several level of customisation are available. Customised Safety card could then be printed with a plastic cover.

3.4.5 **WEIGHT AND BALANCE CUSTOMISATION**

LOAD & TRIM SHEET
The Load and Trim Sheet (LTS) records the composition and the distribution of the total load carried on board the aircraft for a flight, as well as computing associated Centre of Gravity (CG) positions. LTS must be filled before each flight to ensure weights and CGs remain within limits throughout all the flight phases.
LTS customisation is based on your actual aircraft configuration and airline policy. Customised operational envelope is included in the service.
Two formats are proposed: graphical and tabulated. The document is delivered ready to use in PDF format.
AHM FILLING
The AHM560/565 is a IATA standard document used by airlines to configure EDP (Electronic Data Processing) systems for production of computerised trim sheet.
We fill in AHM560/565 according to aircraft configuration and customer's specific assumptions. The document is delivered in Word and PDF sources.

3.4.6 **DE-ICING CARD CUSTOMISATION AND PRODUCTION**

ATR de-icing card can be customised with operator's logo and printed with a plastic cover.

3.4.7 **VARIOUS CUSTOMISATION**

Other document could be produced on customer's request.

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3.5 **ATR 42/72**
PERFORMANCE SOFTWARE

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ATR 42/72 Performance Software includes both Flight Operations Software (FOS) and Single-point Performance Software (SPS). ATR 42/72 Performance Software can be delivered on CD-ROM or downloaded from our dedicated web platform.

3.5.1 **FOS FLIGHT OPERATIONS SOFTWARE**

In addition to the Flight Crew Operating Manual (FCOM), which contains all the basic performance data, ATR has developed a tool specifically designed to cover the needs of all operators in preparing ATR aircraft day-to-day flight operations: the Flight Operations Software (FOS).

This in-house software application is to be used on the ground by airline operations engineers and flight dispatchers to compute performance data in a user–friendly way. Computations are based on accurate performance data defined by the ATR design office and used to build the Airplane Flight Manual. This data, coming directly from the Manufacturer, ensures a high level of integrity.

FOS IS COMPOSED OF FIVE COMPUTATION MODULES:
Module 1: Take-off and Landing Charts
Module 2: In-Flight Performance
Module 3: Flight Planning
Module 4: En-Route Net Flight path
Module 5: Cruise Performance Monitoring

FOS, which works from data bases administrated by the airline (airport, fleet and route) and computation cases, covers all airline needs in term of performance calculations for daily operations as well as for specific studies.

3.5.2 **SPS SINGLE-POINT PERFORMANCE SOFTWARE**

The SPS is a user-friendly application, with cockpit 'look and feel' interfaces that provides straightforward access to take-off, landing cards and weight and balance computations. The SPS allows end users to be more autonomous in the calculation. It affords the operators a "paperless" solution on board the aircraft, provided appropriate operational approval has been obtained the local authority. The SPS is available for Windows based platform (including Windows tablets), as well as on iOS (iPad).

TAKE-OFF AND LANDING MODULE
The take-off module allows easy generation of take-off limiting weight from atmospheric day conditions and aircraft status. It provides all necessary parameters for take-off (take-off speeds, torques, engine out procedure if any, etc.). Take-off speeds are optimised and calculated based on the actual aircraft weight. As for the take-off module, landing limiting weight and all necessary parameters for landing (Speeds, Landing Distance, go-around capability, etc.) can be easily computed from atmospheric day conditions and aircraft status. MEL items can be easily incorporated into computation; all MEL items having an impact on performance being available for selection. En Route failure effects on landing performance are available for computation as well.

WEIGHT AND BALANCE MODULE
From aircraft and crew configuration, all necessary weights and indexes are computed. The results are presented graphically, and checked within the operational envelope's limits. Once calculation is done, the load and trim sheet can be printed or sent electronically.

3.5.3 **SCAP STANDARD COMPUTERIZED AIRPLANE PERFORMANCE**

SCAP modules are available for take-off (TTAM: IATA / SCAP Interface Specification - Take-off / 9th Edition, 2006) and landing (TLAM: IATA / SCAP Interface Specification - Landing / 7th Edition, 2006) computations.

Contact atc@atr-aircraft.com for information

4.

FLIGHT OPERATIONS COURSES

Product catalogue 2018 – Issue 1

4.1 **SYSTEMS/MMEL** COURSE

1. OUR TRAINING PHILOSOPHY

2. PILOT COURSES

3. FLIGHT OPERATIONS SERVICES

4. FLIGHT OPERATIONS COURSES

5. FLIGHT OPERATIONS PUBLICATIONS

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WHO IS ELIGIBLE?

An airline's operations engineers.

PREREQUISITES
1. To have a degree or some proven experience in aeronautical engineering
2. To have a good command of the English language

OBJECTIVES

• To acquire comprehensive knowledge of the ATR aircraft systems
• To be able to use the ATR Master Minimum Equipment List (MMEL) and Configuration Deviation List (CDL)

COURSE OUTLINE
This course covers:
• ATR aircraft systems description
• MMEL/CDL use
• Principles of MEL writing

DOCUMENTATION

• Flight Crew Operating Manual (FCOM)
• Master Minimum Equipment List (MMEL)
• Configuration Deviation List (CDL)
• Systems brochure

PROGRAMME

DAY 1	DAY 2
General description MMEL course Electrical power Indicating and recording system Doors Lights MMEL Exercises	Fuel System Fire protection Air conditioning Ice & rain protection MMEL Exercises
Oxygen Hydraulic system Landing gear Flight Controls Engine & propellers MMEL Exercises	Equipments Navigation Communication AFCS MMEL Exercises TEST

This course can be provided within customer's premises.

Contact atc@atr-aircraft.com for scheduling

4.2 **WEIGHT AND BALANCE** COURSE

WHO IS ELIGIBLE?

An airline's operations engineers and flight dispatchers.

PREREQUISITES
1. To have a degree in aeronautical engineering and/or 5 years as dispatcher
2. To have a good command of the English language

OBJECTIVES

• To acquire the necessary knowledge to use the Weight and Balance Manual (WBM)
• To enable the trainee to complete ATR Load and Trim Sheet (LTS)

COURSE OUTLINE
This course covers:
• Weight definitions and limitations
• Principles of aircraft Weight and Balance
• Weight and Balance Manual description and use
• Load & Trim Sheet principles and computation
• AHM 560 computation

DOCUMENTATION

• Weight and Balance Manual (WBM)
• Load & Trim Sheet

PROGRAMME

DAY 1
Weight & balance tuition Exercises Load & Trim sheet computation
Weight and Balance Manual - overview AHM 560 description
Tests and corrections

This course can be provided within customer's premises.

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4.3 **PERFORMANCE** COURSE

WHO IS ELIGIBLE?

An airline's operations engineers and flight dispatchers

PREREQUISITES
1. To have a degree in aircraft performance and/or 5 years as a dispatcher
2. To have a good command of the English language

OBJECTIVES

• To obtain the required knowledge of aircraft performance and operations for the dispatch of ATR flights

COURSE OUTLINE
This course covers:
• ATR operational documentation description
• Limitations
• Performance (Take-off, Climb, Cruise, Holding, Approach and Landing)
• Flight planning
• Special operations
• Assessment of payload limitations

DOCUMENTATION

• ATR operational documentation (AFM, FCOM, QRH, MMEL & WBM)
• Flight Crew Operating Manual (FCOM)
• Exercises booklet
• Performance brochure

PROGRAMME

DAY 1	DAY 2	DAY 3
Documentation	Climb	Assessment of payloads
Limitations	Cruise	Reviewing
Take-off	Descent	Tests
Fuel Planning	Holding	Correction
	Landing	

This course can be provided within customer's premises.

Contact atc@atr-aircraft.com for scheduling

4.4 **FOS FLIGHT OPERATIONS SOFTWARE** COURSE

WHO IS ELIGIBLE?

Any airline's operations engineers and flight dispatchers required to administrate and use the FOS software.

PREREQUISITES
1. To have good knowledge of the Windows operating system
2. To have a Degree, or have some proven level of experience in aircraft performance or a training certificate from the ATR performance/flight planning course
3. To have a good command of the English language

OBJECTIVES

• To give airline ground staff the knowledge required to benefit from the best utilisation of the ATR aircraft performance software.

COURSE OUTLINE
The training is performed using a PC loaded with FOS.

DOCUMENTATION

• Exercises booklet
• FOS user guide
• Performance brochure

PROGRAMME

DAY 1	DAY 2	DAY 3
FOS Basic principles	**MODULE 2** Practice	**MODULE 3** Practice
MODULE 1 Practice	Test	**MODULE 4 et 5** Practice

This course can be provided within customer's premises.

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4.5 **SPS SINGLE-POINT PERFORMANCE SOFTWARE** COURSE

WHO IS ELIGIBLE?

The SPS administrator course is dedicated to an airline's operations engineers required to administrate and use the SPS software. Administration and use of take-off, landing and weight and balance modules are addressed in a single SPS Administrator course.

The SPS user course is dedicated to SPS end-users (pilots, dispatchers, loadmasters). Use of take-off, landing and weight and balance modules are addressed in a single SPS User course.

PREREQUISITES

1. To have good knowledge of the Windows operating system
2. To have a Degree, or have some proven level of experience in aircraft performance or a training certificate from the ATR performance/flight planning course
3. To have a good command of the English language

OBJECTIVES

COURSE OUTLINE

The course provides the knowledge required to administrate and use ATR's Single-point Performance Software (SPS), running on Electronic Flight Bags (class 1 or 2) as well as on PCs. SPS allows computing take-off and landing weight limitations and speeds, as well as electronic load and trim sheets that can be printed and electronically signed. The course is illustrated with many numerical examples and includes practice on PCs and EFBs loaded with SPS.

DOCUMENTATION

• SPS Administrator* and SPS User, user guides
• Exercises booklet
• Performance brochure
* for SPS administrator course only.

PROGRAMME

DAY 1	DAY 2
Take-off module use	Take-off module administration
Landing module use	Landing module administration
Weight and balance module use	Weight and balance module administration

To become SPS User: Day 1
To become SPS Administrator: Days 1 and 2

This course can be provided within customer's premises.

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Contact atc@atr-aircraft.com for scheduling

4.6 **SYSTEMS** COURSE

WHO IS ELIGIBLE?

An airline's operations dispatcher or engineer with minimal aircraft systems knowledge.

PREREQUISITES
1. To have basic aeronautic knowledge
2. To have a good command of the English language

OBJECTIVES

• To understand the main ATR aircraft characteristics and systems.
• To acquire a better understanding of systems for dispatch and operations purposes

COURSE OUTLINE
This course covers:
• Aircraft system overview via thematic approach and not ATA per ATA

DOCUMENTATION

• ATR Systems brochure

PROGRAMME

DAY 1
Generalities
Energies
Flight controls & landing gear
Power plant
Avionics
Air & icing protection
Test

This course can be provided within customer's premises.

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4.7 **PERF-FOS PERFORMANCE FLIGHT OPERATIONS SOFTWARE (FOS)** COURSE

WHO IS ELIGIBLE?

An airline's operations dispatcher

PREREQUISITES

1. To have basic aeronautic and performance knowledge
2. To have a good command of the English language

OBJECTIVES

- To obtain the appropriate performance knowledge for dispatching an aircraft.
- To be able to use FOS module 1 (takeoff and landing charts computation) and FOS module 3 (flight planning)

COURSE OUTLINE

This course covers:
- Takeoff and landing performance
- Use of FOS module 1
- Flight planning, fuel policy
- Use of FOS module 3

The training is performed using a PC loaded with FOS.

DOCUMENTATION

- ATR Performance brochure
- FOS user brochure
- Exercises booklet

PROGRAMME

DAY 1	DAY 2	DAY 3
Introduction Takeoff FOS module 1 (takeoff) Exercises	Landing FOS module 1 (landing) Exercises Flight planning FOS module 3	Exercises Test

This course can be provided within customer's premises.

4.8 **DISPATCHER COURSE**

WHO IS ELIGIBLE?

An airline's operations dispatcher

PREREQUISITES

1. To have a dispatcher license and/or experience as an airline's dispatcher
2. To have a good command of the English language

OBJECTIVES

- To acquire essential knowledge on ATR aircraft systems and ATR operational documentation.
- To reinforce knowledge on meteorology, flight folder completion, flight planning completion and refresh knowledge on performance (takeoff, landing and W&B).
- Practice ATR performance software, Flight Operations Software (FOS) and Single-point Performance Software (SPS).

COURSE OUTLINE

This course covers:
- Aircraft systems
- Operational documentation presentation, focus on FCOM and MMEL
- Performance and W&B
- Meteorology
- Flight folder

DOCUMENTATION

- Exercises booklet
- Systems brochure
- Performance brochure

PROGRAMME

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome, Aircraft description Operational documentation & MEL	Aircraft systems Exercises: FCOM+MMEL use	Meteorology	Payload computation Useful limitation Exercises: SPS use	Global case
			Flight folder	
Aircraft systems Exercises: FCOM+MMEL use	Limitations Load & trimsheet / H-arm	Takeoff & landing performance	Flight planning Exercises: FOS use	Test

This course can be provided within customer's premises.

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4.9 **FLIGHT DATA MONITORING (FDM)**
ON ATR COURSE

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WHO IS ELIGIBLE?

Flight data analysts, Flight Safety Officers, Safety managers

PREREQUISITES

1. To have a degree or some proven experience in aeronautical engineering

2. To have some proven level of experience in ATR aircraft systems or a training certificate from the ATR Systems course

3. To have a good command of the English language

OBJECTIVES

- To understand fundamental principles of flight data analysis
- To integrate ATR specificities into the analysis of a given event
- To be able to challenge the Flight Data Monitoring (FDM) software outputs

COURSE OUTLINE

This course covers:

- Presentation of FDM process stages with their associated regulatory framework
- Presentation of work methodology and best practices for the different FDM stages
- Practical training and operational case analysis presentation with a focus on ATR specificities

DOCUMENTATION

- FDM brochure
- Exercises booklet

PROGRAMME

DAY 1	DAY 2	DAY 3
Introduction Recording Downloading	Analyzing	Practical Training: Operational case analysis
Processing	Event analysis: Trace reading	Test

This course can be provided within customer's premises.

Contact atc@atr-aircraft.com for scheduling

4.10 **INTRODUCTION** TO **PERFORMANCE BASED NAVIGATION** COURSE

WHO IS ELIGIBLE?

An airline's operations engineers.

PREREQUISITES
1. To have a degree in aeronautical engineering and/or experience as operations engineer
2. To have a good command of the English language

OBJECTIVES

• To acquire the essential knowledge about PBN concept and its application to ATR aircraft

COURSE OUTLINE
This course covers:
• Area navigation principle
• Satellite based navigation principle
• Main PBN concept
• Different PBN navigation specifications
• ATR PBN specificities and capabilities

DOCUMENTATION

• ATR Performance Based Navigation (PBN) brochure

PROGRAMME

DAY 1
Introduction / Background Area Navigation Global Navigation Satellite System (GNSS) Performance requirements PBN Generalities PBN specific functions & navigation data base ATR specifications & limitations Oceanic & remote area Continental En-route area Terminal area Approach ATR capabilities summary & aircraft requirements Operational Approvals
Exercise: determination of PBN compliance with the current documentation Test and correction

This course can be provided within customer's premises.

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OPERATIONS SUPPORT PUBLICATIONS

Product catalogue 2018 – Issue 1

5.1 **FUEL SAVING**

The very competitive and deregulated aviation market in addition to the fear of fuel price rises have made airlines understand how important it is to work on the fuel consumption of their fleets. Indeed, as airlines try to reduce their operational costs in every facet of their business, fuel conservation has become one of their major preoccupations, as much as it is for aircraft manufacturers.

That is why all possible means to reduce fuel costs must be investigated, and envisaged, but with safety remaining the number one priority for any airline operations.

This brochure shows that there are many factors that affect fuel consumption and that the potential gains and losses are valuable. The purpose of this document is to examine the influence of flight operations on fuel conservation with a view towards providing recommendations that enhance fuel economy.

The Fuel Saving Guide is provided free of charge in hard or soft copy.

5.2 **PERFORMANCE**

The Performance guide is designed to address three different aspects of aircraft performance:
- The physical aspect, with numerous reminders on flight mechanics, aerodynamics, altimetry and the influence of various other external parameters on aircraft performance.
- The regulatory aspect, with the description of the two main certification authorities, European Aviation Safety Agency (EASA) and Federal Aviation Authority (FAA), and their operating rules, leading to the enforcement of limitations.
- The operational aspect, with the description of aircraft navigation systems, operational procedures and pilot's actions.

For technical information, contact ops.support@atr-aircraft.com

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5.3 COLD WEATHER OPERATIONS

Icing is an adverse atmospheric phenomenon, and remains a very damaging aspect in air transport. Flying in icing conditions is a serious threat, facing every airline. Operating in hot countries, does not prevent an aircraft from encountering in-flight icing conditions: 30°C at sea level means 0°C at FL150.

Flight crews must always be prepared to face icing, as it leads to uncomfortable situations: loss of speed, rate of climb...

The Cold Weather Operations guide intends to provide ATR operators with an understanding of ATR aircraft operations in cold weather conditions, and develop such aspects as:
- the icing meteorological phenomena.
- the systems available to prevent and to control ice accumulation, including the Aircraft Performance Monitoring (APM) system. This system includes low speed warning devices that enhance crew awareness, in case of severe icing threats.
- the performance loss due to ice contamination on the aerodynamic surfaces of the aircraft
- the procedures to apply on the ground and during flight when facing icing conditions.

This current release of the Cold Weather Operations brochure includes a Quiz at the end of it to test good practices and decision making reflexes when facing icing conditions in flight.

The Cold Weather Operations guide is provided free of charge in hard or soft copy.

5.4 ALL WEATHER OPERATIONS

The purpose of this guide is to provide ATR pilots and operators with information and regulatory material on All Weather Operations.

Training pilots for All Weather Operations is the operator's responsibility. This guide aims to give pilots a good overview on low visibility operations and to help operators develop their own documentation and flight crew training programmes, in order to obtain the Low Visibility Operations approval from their national authorities.

The content of this guide is intentionally limited to operations for which ATR aircraft have a technical capability: low visibility take-off, lower than standard Category I, Category II, other than standard category II, and Category IIIA approaches.

For the time being, low visibility approach certifications are still in progress for the ATR-600 aircraft type. The guide will be amended later to develop these points as well as -600 information.

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5.5 SYSTEMS

This Systems guide is an essential tool for all ATR flight crews and engineers to learn or review ATR systems operation. To make the learning process easier, systems are introduced in a user-friendly and efficient training method, including diagram and schematic displays, as appropriate.

This guide is a comprehensive document that efficiently complements the FCOM 1st part Systems description. Systems are organised as in the FCOM chapter, with their ATA classification and cockpit locations included. Cockpit panels are presented with each relevant system description in a separate annex.

Systems manuals exist for 4 different aircraft variants:
• ATR 42-300
• ATR 72-200 not PEC
• ATR 42-500/72-212A
• ATR 72-212A Glass cockpit

5. OPERATIONS SUPPORT PUBLICATIONS

5.6 PERFORMANCE BASED NAVIGATION (PBN)

The Performance Based Navigation (PBN) guide aims at giving the operators essential knowledge about the PBN concept and its application to ATR aircraft.
The brochure starts with a little bit of history and background, to explain how and why the PBN concept was introduced by ICAO.

The GNSS and associated augmentation means are described as well as performances that characterise PBN navigation. Each navigation specification is explained, together with its applicability on ATR. Finally a table will summarise ATR capabilities regarding PBN depending on embodied modifications.
This brochure addresses ATR 42/72 -500 and -600 series.

For technical information, contact ops.support@atr-aircraft.com

5.7 **FLIGHT DATA MONITORING** ON ATR AIRCRAFT

This brochure aims at accompanying operators in their implementation or fine tuning of their FDM process for their ATR fleet. It provides information and guidelines to promote, establish or enhance operators' FDM programmes. The FDM airline process is detailed, as well as ATR specificities related to recording equipment and dataframes. Certain events with associated thresholds are offered for ATR aircraft. The FDM brochure is provided free of charge in hard or soft copy.

5. OPERATIONS SUPPORT PUBLICATIONS

5.8 **FCTM**

This Flight Crew Training Manual is an essential tool to learn the ATR standard operating procedures. It has been conceived as the standard baseline for all ATR flight crew training.

To facilitate the learning process, procedures are presented in a pedagogical and user-friendly way, with, when necessary, a visualisation of cockpit flows and schematics of flight patterns.

This manual is a comprehensive document that efficiently complements FCOM procedures.

5.9 **OPERATIONAL DOCUMENTATION PACK FOR** TRAINING

- QRH (training edition)
- ATR Differences training brochures
- Flight Crew Training manual, Normal procedures (covers all aircraft variants)
- Flight Crew Training manual, Abnormal & emergency procedures (covers all aircraft variants)

For technical information, contact ops.support@atr-aircraft.com

6.

CABIN CREW COURSES

Product catalogue 2018 – Issue 1

6.1 **ATR 42/72 CABIN CREW TYPE RATING** COURSE

~~EASA APPROVED~~

DURATION

2 OR 3 DAYS

1. OUR TRAINING PHILOSOPHY

2. PILOT COURSES

3. FLIGHT OPERATIONS SERVICES

4. FLIGHT OPERATIONS COURSES

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This training and checking has to be approved by the airline's national authorities.

WHO IS ELIGIBLE?
- Cabin Crew being assigned to operate on a particular aircraft type for the first time
- Cabin crew who have not performed flight duties on a specific aircraft type and with an expired validity period for their recurrent training.

PREREQUISITES
To be holders of a cabin crew license

OBJECTIVES
- To provide cabin crew with a familiarisation of a specific ATR aircraft type

COURSE OUTLINE
Some exercises may lead to use the following methods or facilities:
- ACOS Programme
- ATR aircraft
- ATR safety equipment
- Fire and smoke training simulator
- Smoke training in cabin simulator with cabin seats/cabin service mock-up

DOCUMENTATION
- CCOM (Cabin Crew Operations Manual)

PROGRAMME

DAY 1	DAY 2	DAY 3 *(upon request and availability of equipment)*
Airplane general IFE if needed Emergency Equipment Normal procedures Emergency procedures CRM relevant to type rating and single cabin crew operations	Summary of day 1, preparation to practical training day 2 and briefing before Aircraft visit Aircraft walk around Briefing before emergency procedures exercise Emergency procedures (including Evac) Emergency procedures exercise analysis and feedback, preparation to test Test	*According to the company's cabin crew members general safety training:* *Fire and smoke simulator*

This course can be provided within a customer premises.
Ref EASA Annex V, part CC – Reg. 965 Part ORO CC, AMC1-2-3 ORO.CC.115-125-140, and GM1 ORO. CC.115 2015/022

Contact atc@atr-aircraft.com for scheduling

6.2 **ATR 42/72 CABIN CREW INSTRUCTOR** COURSE

EASA APPROVED

DURATION

2 DAYS

This training and checking has to be approved by the airline's national authorities.

WHO IS ELIGIBLE?

Cabin Crew who have a good knowledge of specific area of training (Safety and Emergency Procedures (SEP), First Aid, Crew Resource Management (CRM)…

OBJECTIVES

• To provide newly appointed instructors with the skills, knowledge and techniques to be able to deliver a range of training programmes, so as to meet any required training learning outcomes and company objectives.

COURSE OUTLINE

Training may lead to use different means such as:
• ACOS Programme
• ATR safety equipment
• First-Aid Equipment
• Fire and smoke training simulator
• Smoke training in cabin simulator with cabin seats/ cabin service mock-up

DOCUMENTATION

• ATR CCOM

PROGRAMME

DAY 1	DAY 2
Methods training styles / learning process Trainees behavior management Courses design: type rating/recurrent/ differences Preparation for practical training day 2	Practical presentations, feedback on trainees' performances Practical presentation, feedback on trainees' performances Conclusion: time to share, trainees' questions, and nice to knows

This course can be provided within a customer premises.
Ref EASA Annex V, part CC – Reg. 965 Part ORO CC, AMC1-2-3 ORO.CC.115-125-140, and GM1 ORO. CC.115 2015/022

Contact atc@atr-aircraft.com for scheduling

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6.3 **ATR 42/72 CABIN CREW RECURRENT** COURSE

DURATION

1 OR 2 DAYS

This programme has to be approved by the airline's national authorities.

WHO IS ELIGIBLE?

Cabin Crew already operating on specific types of ATR Aircraft.

PREREQUISITES
To be holders of a cabin crew license

OBJECTIVES

• To provide cabin crew with the required yearly revision on safety

COURSE OUTLINE
Training is provided using various means such as:
• ATR aircraft
• ATR safety equipment
• First-Aid Equipment
• Fire and smoke training simulator
• Smoke training in cabin simulator with cabin seats/cabin service mock-up

DOCUMENTATION

• CCOM (Cabin Crew Operations Manual)

PROGRAMME

DAY 1	DAY 2 *(upon request and availability of equipment)*
Update regulations Refresh theory airplane general/ Equipment / procedures IFE if needed CRM relevant to aircraft type and single or multiple cabin crew operations Aircraft walk around Emergency procedures exercise + briefing Emergency procedures exercise analysis and feedback, preparation to test Test	*According to the company's cabin crew members general safety training:* *Fire and smoke simulator*

Ref EASA Annex V, part CC – Reg. 965 Part ORO CC, AMC1-2-3 ORO.CC.115-125-140, and GM1 ORO. CC.115 2015/022

Contact atc@atr-aircraft.com for scheduling

6.4 **ATR 42/72 CREW RESOURCE MANAGEMENT** COURSE

DURATION

1 DAY

This training and checking has to be approved by the airline's national authorities.

WHO IS ELIGIBLE?

Cabin Crew who have a good knowledge of specific area of training (Safety and Emergency Procedures (SEP), First Aid, Crew Resource Management (CRM)…

OBJECTIVES

- To provide newly appointed instructors with the skills, knowledge and techniques to be able to deliver a range of training programmes, so as to meet the required training learning outcomes and the company objectives.

COURSE OUTLINE

Training may lead to use different means such as:
- ACOS Programme
- ATR safety equipment
- First-Aid Equipment
- Fire and smoke training simulator
- Smoke training in cabin simulator with cabin seats/ cabin service mock-up

DOCUMENTATION

- ATR CCOM

PROGRAMME

DAY 1
Introduction
Crew concept
Communication
Cultural aspect
CRM
Error and human reliability
Understanding the situation
Factors affecting performance
Conclusion

Ref EASA Annex V, part CC - Reg. (EU) N° 290/2012

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6.5 **ATR 42/72 CABIN CREW** DIFFERENCE COURSE

EASA APPROVED

DURATION

2 DAYS OR SELF-STUDY

This training and checking has to be approved by the airline's national authorities.

WHO IS ELIGIBLE?

Cabin crew already qualified on an ATR aircraft (42 or 72) who wish to become qualified on other variants.

PREREQUISITES
To be holders of a current ATR Type rating.

OBJECTIVES

• To enable the participant to obtain a rating for another ATR variant

COURSE OUTLINE
Training is provided using different means such as:
• The ACOS Programme
• ATR aircraft
• ATR safety equipment

DOCUMENTATION

• CCOM (Cabin Crew Operations Manual)

PROGRAMME (SELF-STUDY)

DAY 1
Airplane general differences Cabin differences Systems differences Communication differences Normal / emergency procedures differences Optional IFE

Ref EASA Annex V, part CC – Reg. 965 Part ORO CC, AMC1-2-3 ORO.CC.115-125-140, and GM1 ORO. CC.115 2015/022

PROGRAMME (CLASSROOM BASED)

DAY 1	DAY 2
Theory aeroplane/procedures differences Optional IFE (ACOS programme) CRM relevant to aircraft type differences Preparation to practical training and briefing before Aircraft visit Aircraft walk around Briefing before emergency procedures exercise Emergency procedures exercise Emergency procedures exercise analyse and feedback, preparation to test Test Test Correction and course feedback	*According to the company's cabin crew members general safety training :* *Fire and smoke simulator (training and transport time to be estimated by the contractor)*

Ref EASA Annex V, part CC – Reg. 965 Part ORO CC, AMC1-2-3 ORO.CC.115-125-140, and GM1 ORO. CC.115 2015/022

Contact atc@atr-aircraft.com for scheduling

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TRAINING EQUIPMENT AND MULTIMEDIA TRAINING TOOLS

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7.1 GENERAL EQUIPMENT

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E-LIBRARY

We offer our customers free of charge access to Personal Computers (PCs) containing the training modules and documentation developed by ATR/ATR Training Center such as:

- ACOS and ACOS^2 trainer
- Upset recovery training module
- Refueling panel training module
- "Cold Weather Conditions" training module
- Performance training module
- Worldwide Electronic Jeppesen charts (e-link)
- Aircraft documentation
- Simulator Instructor Operating Station documentation

FLIGHT PANEL TRAINER (FPT)

We offer customers free of charge access to the FPT flight deck simulators, highly sophisticated LCD touch panel based training devices that allow trainees to view and manipulate all panels, controls, indicators and displays within a complete free-play 2D flight deck environment.

All Aircraft systems are fully simulated and the FPTs are capable of displaying characteristics of the actual aircraft. Panels are displayed and located in the correct position allowing panel location and cockpit flows/ scans to be taught and practised. All the scans, normal and abnormal procedures can be taught with these training equipments. In addition, it features full interactivity of Flight Deck simulation with systems schematics displayed on two dedicated screens.

Systems Validation, Procedures Validation, Line Oriented Evaluations and Line Oriented Flight Training (LOFT) can be accomplished and practised in the FPT. High fidelity A/C systems simulation identical to simulator quality provides highly accurate and detailed representations of aircraft equipment.

Our FPT integrate computer hardware, PC stations, and graphics.

Currently, ATR operates the following Flat Panel Trainers (FPT): Virtual Hardware Panel™ (VHP™), Virtual Procedure Trainers™ (VPT™) and Maintenance & Flight Simulation Training Devices™ (MFSTD™).

7.2 ATR TRAINING CENTER SIMULATORS

ATR TRAINING CENTER SIMULATORS

Our simulators are capable of supporting Training Scenarios for Weather Radar, Traffic Collision Avoidance Systems (TCAS change 7.0/7.1) and Enhanced Ground Proximity Warning Systems (EGPWS).

Every ATR Training Center Full Flight Simulator is fitted with a Debriefing Station which, with the accumulation of cockpit sound and video simulations, affords most comprehensive and accurate records and replays of key flight parameters, such as the position of cockpit flight controls during the session.

Password-protected for complete confidentiality, the Debriefing Station is proving to be an invaluable modern instructor tool for debriefing. It not only frees instructors from having to make hand-written notes, but it also provides readily storable and reviewable records of training sessions in their entirety, for later use.

The Debriefing Station is yet another strong motivation to choose ATR Training Center for your training needs!

THE CURRENT TECHNICAL CONFIGURATION OF OUR TRAINING CENTERS IS:

TOULOUSE					
FFS level D	ATR 42-300 ATR 42-500 ATR 72-200 ATR 72-212A (500) ATR 72-600	FFT	ATR 42-300 ATR 42-500 ATR 72-200 ATR 72-212A (500)	FPT	
				VPT™	ATR 42-300 ATR 72-500
				VHP™	ATR 72-600
				MFSTD™	ATR 72-600

Both standard and specific visuals are available on these devices.

PARIS	
FFS level D	ATR 72-212A (500)
VPT™	ATR 72-212A (500)

SINGAPORE	
FFS level D	ATR 72-600
MFSTD™	ATR 72-600

JOHANNESBURG	
FFS level D	ATR 42-300 ATR 42-500 ATR 72-200 ATR 72-212A (500)
VPT™	ATR 72-212A (500)

MIAMI	
FFS level D	ATR 72-600
MFSTD™	ATR 72-600

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7.3 **CBT** (COMPUTER-BASED TRAINING)
ACOS/ACOS², ATR COURSEWARE

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As the contents of the ACOS are considered to be the minimum knowledge for ground crew working daily on ATR aircraft, ATR Training Center maintenance instructors will add their own experience and knowledge and capitalise on the convenience of using teaching material which can be shared with trainees.

The ATR 42/72 ACOS is a state-of the-art and ATR exclusive Computer Based Training (CBT) programme for Pilots, A/C Maintenance Mechanics and Engineers, and Cabin crews.
ACOS has been developed using Windows™-based multimedia tools incorporating 3D graphics and animation, as well as high quality digital photos to improve realism and training efficiency. Navigation throughout the courseware is easy as the trainee can move forwards or backwards as required. Each section of the course is automatically "ticked off" to indicate completion.
All our products are provided with dedicated help documentation.

COURSEWARE IS AVAILABLE FOR EACH OF THE FOLLOWING ATR AIRCRAFT VERSIONS

- ATR 42-300
- ATR 42-500
- ATR 72-200
- ATR 72-500
- ATR 42-600
- ATR 72-600

PILOT COURSES
The pilot course describes all ATR A/C series and all aircraft systems. The course describes normal and abnormal operations in a practical and interactive way. It teaches all aircraft systems and other essentials.

Virtual checklists prompt the trainee to move the appropriate switch or lever; the resulting effects can be seen on coupled system diagrams. A total of 35 hours of CBT for each aircraft variant is available in order to enable completion of the full systems training for all ATR Type Ratings.
Dedicated modules for Recurrent Training are available as well.

CABIN CREW
The ATR Cabin crew courseware comprises the following modules:
- Aircraft familiarisation
- Aircraft systems and equipment
- Normal flight procedures
- Emergency procedures
It is a full multimedia product including real life pictures. The ATR Cabin crew CBT includes 12 hours of theory tuition.

A/C MAINTENANCE MECHANICS & ENGINEERS
The ATR CBT for A/C Maintenance Engineers describes all ATR A/C series and all types of mechanics and engineers qualifications (Electrical/Mechanical, Avionics). All ATA chapters are covered to EASA PART 66 level III specification. Specific modules have been added, for example, technical publications and aircraft structure. Exercises are conducted by the individual trainee to perform testing/checks or removal and installation. An introduction to troubleshooting practises is also included. In total, 120 hours of CBT per aircraft variant are taught.
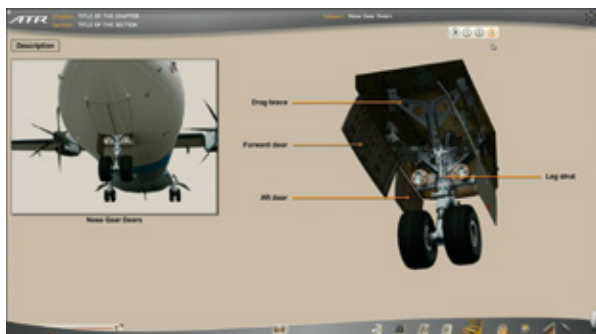
ACOS/ACOS² INSTALLATION SUPPORT AND ASSISTANCE

ASSISTANCE LEVEL 0

5 hours; including checks and advices to settle the technical prerequisites before installation and support for installation

ASSISTANCE LEVEL 1

10 hours; including advanced checks and advices to settle the technical prerequisites before installation and support for installation

ASSISTANCE LEVEL 2 (2 DAYS)

• Advanced checks and advices to settle the technical prerequisites before installation
• Remote full installation of the purchased tools by ATR

Note: Customer must have completed all the prerequisites

ASSISTANCE LEVEL 3 (3 DAYS)

• On-site advanced checks and advice to settle the technical prerequisites before installation
• On-site full installation of the purchased tools by ATR

Notes:
- Customer must have completed all of the prerequisites.
- Travel & accommodation excluded.
- The ACOS/ACOS² does not include any syllabus, it is the customer's responsibility to customize its own courses.

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7.4 **3D TRAINERS**

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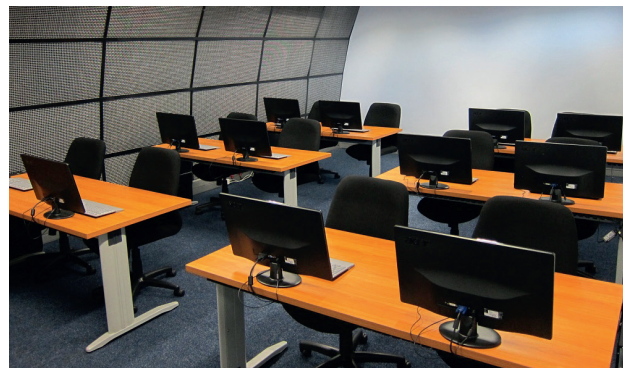
ATR Training Center has developed unique 3D trainers, which are used daily by our students. These unrivalled tools allow the best training in all of our centres worldwide.

ATR VIRTUAL CABIN PROCEDURE TRAINER (AVCPT)

ATR Virtual Cabin Procedure Trainer is a 3D computer-based training tool dedicated to cabin crew staff training. Its aim is to apply operational procedures in a 3D virtual environment by interacting with the elements of the Aircraft, as follows:

- The guided and semi-guided modes help the trainee to understand the whole procedure step by step;
- The free mode gives the ability to the trainee to test himself and check his own results.

ATR Virtual Cabin Procedure Trainer is provided for ATR 72-600 aircraft and allows to train on the 14 main cabin crew procedures.

This trainer is also available for sale.

ATR WALKAROUND TRAINER (AWT)

ATR Walkaround Trainer is a 3D computer-based training tool reproducing the pre-flight check list done by pilots around the Aircraft before every flight. This trainer is designed as follow:

- The guided and semi-guided modes help the trainee to understand the whole procedure step by step;
- The free mode gives the trainee the ability to test themselves and check their own results.

The ATR Walkaround Trainer is provided for ATR 42-300, ATR 72-500, ATR 42-600 and ATR 72-600. This trainer is also available for sale.

ATR COMPONENT LOCATION SOFTWARE (ACLS)

ATR Component Location Software is a 3D computer-based training tool dedicated to maintenance staff training. The components are reproduced in a 3D environment enabling the location of their exact places in the Aircraft. They are also linked to their technical descriptions and linked to the operational documentation.

This training tool is used for maintenance practical training and is recognised by EASA authority as a MSTD (Maintenance Simulation Training Device).

ATR Component Location Software is available for ATR 42-300, ATR 72-500, ATR 42-600 and ATR 72-600 aircraft.

Note: ATR has developed a specific version of ACLS dedicated to its customers which is available for sale.
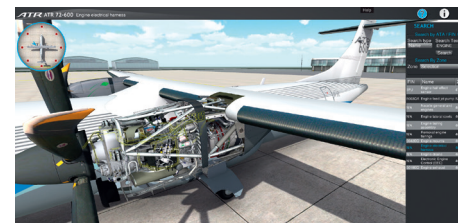
ATR VIRTUAL MAINTENANCE PROCEDURE TRAINER (AVMPT)

The AVMPT is a 3D computer-based training tool dedicated to maintenance staff training. Its aim is to apply operational procedures in a 3D virtual environment by interacting with the elements of the Aircraft, as follows:

- The guided and semi-guided modes help the trainee to understand the whole procedure step by step;
- The free mode gives the ability to the trainee to test themselves and check their own results.

ATR Virtual Maintenance Procedure Trainer is available for ATR 42-300, ATR 72-500, ATR 42-600 and ATR 72-600 aircraft. It provides training on 30 procedures per A/C versions.

Note: This trainer is not available for sale.

Contact atc@atr-aircraft.com for scheduling

7.5 **PACKAGES**

The ATR Training Center Multimedia Training Tools can be purchased under the following packages:

	LEGACY AIRCRAFT ATR 42-300/320/500 ATR 72-200/210/500		GLASS COCKPIT AIRCRAFT ATR 42/72-600	
	PILOT & ATTENDANT	**MAINTENANCE**	**PILOT & ATTENDANT**	**MAINTENANCE**
INITIAL PACKAGE	**ACOS** Pilot: Type rating and Differences Course / Attendant: Complete Course	**ACOS** LBAS	**ACOS²** Pilot: Type rating and Differences Course / Attendant: Complete Course	**ACOS²** (LBAS)
ADDITIONAL 3D PACKAGE	**AWT** 42-300, 72-500	**ACLS** 42-300, 72-500	**AWT** **AVCPT** 72-600	**ACLS** (72-600, 42-600)
PREMIUM PACKAGE	**ACOS** Pilot: Type rating and Differences Course / Attendant: Complete Course **AWT** 42-300, 72-500	**ACOS** LBAS **ACLS** 42-300, 72-500	**ACOS²** (Pilot: Type rating and Differences Course/ Attendant: Complete Course **AWT** **AVCPT** (72-600)	**ACOS²** (LBAS) **ACLS** (72-600, 42-600)

Note: the ACOS/ACOS² does not include any syllabus, it is the customer's responsibility to customize its own courses.
ATR has developed a specific version of ACLS dedicated to its customers which is available for sale.

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7.6 **PREREQUISITES**

The following prerequisites are available for the full range of ATR Training Center Multimedia Training tools.

NETWORK CONFIGURATION

HARDWARE

	ITEM	MINIMUM	RECOMMENDED
SERVER SIDE	Available disk space	500GB SAS or SATA @10.000 rpm	1 000GB SAS or SATA @15.000 rpm or greater
	Processor	Quad core 2Ghz	Quad core 3Ghz or faster
	Memory	8 GB RAM	16 GB RAM or greater
	Network Adapter	Gigabit Ethernet card	Gigabit Ethernet card
CLIENT SIDE	Processor	Dual core 2 Ghz	Quad core 3Ghz or faster
	Memory	2 GB RAM	4 GB RAM or greater
	Network Adapter	10/100 Ethernet card	Gigabit Ethernet card
	Graphic card	Compatible DirectX9 Shaders Model 3.0 - 256 Mo RAM. Ex: NVIDIA Geforce 6	Compatible DirectX9 with support shaders 3.0 - 512 Mo RAM or greater - Ex: type NVIDIA Geforce FX, NVIDIA Geforce 6, etc)

SOFTWARE

ITEM	VERSION
Operating System	Microsoft windows server 2003 SP2 - EN version
	Microsoft windows server 2008 R2 - EN version
Web Browser	Internet Explorer 8 or later
Plug ins	Flash Player 11 or later AND Silverlight 5.1 or later
DirectX	DirectX 9.0c or later
Framework	Framework .NET 3.5 or later
Web application	Silverlight 5.1 or later

STAND ALONE CONFIGURATION

HARDWARE

	ITEM	MINIMUM	RECOMMENDED
SERVER SIDE			
CLIENT SIDE	Available disk space	250 GB SAS or SATA	500 GB SAS or SATA @ 10 000 RPM
	Processor	Dual core 2 Ghz	Quad core 2Ghz or faster
	Memory	2 GB RAM	4 GB RAM or greater
	Graphic card	Compatible DirectX9 Shaders Model 3.0 - 256 Mo RAM. Ex: NVIDIA Geforce 6	Compatible DirectX9 with support shaders 3.0 - 512 Mo RAM or greater Ex: type NVIDIA Geforce FX, NVIDIA Geforce 6 ,etc

SOFTWARE

ITEM	VERSION
Operating System	Microsoft windows XP All version
	Microsoft windows Seven All versions
Web Browser	Internet Explorer 8 or later
Plug ins	Flash Player 11 or later AND Silverlight 5.1 or later
DirectX	DirectX 9.0c or later
Framework	Framework .NET 3.5 or later

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GLOSSARY

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8. GLOSSARY

A/C	Aircraft
ACLS	ATR Component Location Software
ACOS	ATR Courseware - Aircraft Certification Office Subsystem
ADS-B	Automatic Dependent Surveillance-Broadcast
AFCS	Automatic Flight Control System
AFM	Airplane Flight Manual
AHM	Airplane Health Management
AMM	Aircraft Maintenance Manual
AOC	Airline Operational Control
APM	Aircraft Performance Monitoring
ASM	Aircraft Schematics Manual
ATA	Air Transport Association of America
ATO	Approved Training Organisation
ATPL	Airline Transport Pilot License
AVCPT	ATR Virtual Cabin Procedure Trainer
AVMPT	ATR Virtual Maintenance Procedure Trainer
AVS	Avionics System
AWM	Aircraft Wiring Manual
AWT	ATR Walkaround Trainer
B-VNAV	Baro-VNAV
CAA	Civil Aviation Authority
CBT	Computer-Based Training
	Competency-Based Training
CCAS	Centralized Crew Alerting System
CCOM	Cabin Crew Operations Manual
CDL	Configuration Deviation List
CMC	Central Maintenance Computer
CRM	Crew Resource Management
DDG	Dispatch Deviation Guide
DGAC	Direction Générale de l'Aviation Civile
EASA	European Aviation Safety Agency
EDP	Electronic Data Processing
EFATO	Engine Failure After TakeOff
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGPWS	Enhanced Ground Proximity Warning Systems
EIS	Entry Into Service
ELT	Entry Level Training
EOSID	Engine Out Standard Instrument Departure

ERU	Engine Run-Up
EWIS	Electronic Wiring Interconnection System
FAL	Final Assembly Line
FAR	Federal Aviation Regulations
FCOM	Flight Crew Operating Manual
FCTM	Flight Crew Training Manual
FCU	Fan Coil Unit
FDM	Flight Data Monitoring
FE/FI	Flight Examiner/Instructor
FFS	Full Flight Simulator
FFT	Full Flight Trainer
FH	Flight Hours
FIF	Flight Instructor Familiarisation
FMS	Flight Management System
FOS	Flight Operations Software
FPT	Flat Panel Trainer
GNSS	Global Navigation Satellite System
GPU	Ground Power Unit
IATA	International Air Transport Association
ICAO	International Civil Aviation Authority
IPC	Illustrated Parts Catalog
JIC	Job Instruction Card
LBAS	Line Base All System
LOFT	Line Oriented Flight Training
LPC	License Proficiency Check
LPV	Localizer Performance with Vertical guidance
LRU	Line Replaceable Unit
MCC	Multi Crew Coordination
MCDU	Multifunction Control Display Unit
MCF	Maintenance Check Flight
MEL	Minimum Equipment List
MFSTD™	Maintenance and Flight Simulation Training Device™
MI	Maintenance Instructor
MMEL	Master Minimum Equipment List
MPC	Multi-Purpose Computer
MPD	Maintenance Planning Document
MRBR	Maintenance Review Board Report
MTN	Maintenance Training Notes

MTOE	Maintenance Training Organization and Exposition
NDT	Non-Destructive Testing
NSA	National Supervisory Authority
OFP	Operational Flight Plan
OPC	Operators Proficiency Check
OSD	Operational Suitability Data Report
PART FCL	Flight Crew License
PBM	Pre-Broadcast Monitoring
PBN	Performance-Based Navigation
PIC	Pilot In Command
PPH	Policy & Procedures Handbook
QAR	Quick Access Recorder
QRH	Quick Reference Handbook
RNP-AR	Required Navigation Performance - Authorisation Required
SCAP	Standard Computerised Airplane Performance
SFE/SFI	Synthetic Flight Examiner/Instructor
SID	Standard Instrument Departure
SOP	Standard Operating Procedures
SPM	Standard Practices Manuals
SPS	Single-point Performance Software
SRM	Structure Repair Manual
STD	Synthetic Training Device
TCAS	Traffic Collision Avoidance Systems
TEM	Threat & Error Management
TIS	Trainee Information Sheet
TRE/TRI	Type Rating Examiner/Instructor
TSM	TroubleShooting Manual
UPRT	Upset Prevention and Recovery Training
VCPT	Virtual Cabin Procedure Trainer
VHP™	Virtual Hardware Panel™
VMPT	Virtual Maintenance Procedure Trainer
VPT™	Virtual Procedure Trainer™
WBM	Weight and Balance Manual
WBT	Web Based Training
WDM	Wiring Diagram Manual

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GENERAL TERMS AND CONDITIONS

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9. DRY & WET TRAINING & SERVICES

Unless otherwise agreed in writing by both Parties, these General Terms and Conditions shall apply in respect of any quotation issued by ATR Training Center, and/or Agreement in relation to the sale of Services. Any silence from ATR Training Center related to any provisions of any documents emanating from the Customer shall not be interpreted as a waiver by ATR Training Center of the present General Terms and ConditionsThese General Terms and Conditions form an integral part of the Agreement and shall take precedence over any document and/or provision emanating from the Customer or implied by law, trade custom, practice or course of dealing regarding the same subject matter in the case that such provisions are in contradiction with the present General Terms and Conditions. The Customer's silence or use of Services constitutes its acceptance to these General Terms and Conditions.

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1. DEFINITIONS - INTERPRETATION - ORDER OF PRECEDENCE

1.1. Definition

Unless otherwise defined, capitalized terms, singular or plural, used in these General Terms and Conditions shall have the meaning set out below:

"**Affiliate**" means, with respect to any entity, any entity Controlled by, Controlling or under Common Control with, the first entity.

"**Agreement**" means any agreement entered into by the Parties under these General Terms and Conditions when (i) a quotation made by ATR Training Center is accepted by the Customer or (ii) an Order is accepted by ATR Training Center or (iii) any other document that makes reference to the Order or is referred to by the Order accepted by ATR Training Center, including the Specific Conditions.

"**ATR**" means "Avions de Transport Regional" GIE, a "Groupement d'Intérêt Economique" established under the laws of France, identified under n° 323 932 236 RCS (Trade Register) Toulouse, with its registered office located at 1, allée Pierre Nadot, 31712 Blagnac Cedex, France or any other details, address and/or successor's and/or assignee's details to be communicated by ATR Training Center from time to time.

"**Confidential Information**" has the meaning set forth in Clause 11 of these General Terms and Conditions.

"**Controlled by**", "**Controlling**", "**Common Control**" are to be interpreted in accordance with article L.233-3 of the French Commercial Code which provides:
I. A company is deemed to control another company:

I. When it directly or indirectly holds a fraction of the capital that gives it a majority of the voting rights at that company's general meetings;
II. When it alone holds a majority of the voting rights in that company by virtue of an agreement entered into with other partners or shareholders and this is not contrary to the company's interests;
III. When it effectively determines the decisions taken at that company's general meetings through the voting rights it holds;
IV. When it is a partner in, or shareholder of, that company and has the power to appoint or dismiss the majority of the members of that company's administrative, management or supervisory structures.

II. It is presumed to exercise such control when it directly or indirectly holds a fraction of the voting rights above 40% and no other partner or shareholder directly or indirectly holds a fraction larger than its own.

III. For the purposes of the same sections of the present chapter, two or more companies acting jointly are deemed to jointly control another company when they effectively determine the decisions taken at its general meetings."

"**Customer**" means a company or a person purchasing the Services from ATR Training Center.

"**Day(s)**" means calendar day(s).

"**Default**" means when a Party fails to execute any of its material obligations under the Agreement and does not remedy the same within ten (10) Days (or such extended period granted by the non-defaulting Party within the hereafter Notice), as receipt of a Notice of default from the non-defaulting Party. Will be deemed as material obligations without the following being exhaustive:
I. any Customer's payment obligations;
II. any Customer's insurance obligations as per Clause 17 ("*Insurances*");
III. any Party's obligations which by its nature and/or context is intended to be material.

"**Dry Training**" means the use by the Customer of the Training Equipment, in the course of the Dry Training programme.

"**FFS**" means a Full Flight Simulator.

"**General Terms and Conditions**" means these "*ATR Training Center General Terms and Conditions of Sale for the Supply of Training Services - Dry and Wet Training Services*", which form an integral part of the Agreement and unless otherwise provided by the Parties, shall take precedence over and exclude any other terms and conditions appearing or referred to in any acceptance form, purchase order, Customer's general or specific terms and conditions, or other document or letter emanating from the Customer or implied by law, trade custom, practice or course of dealing, regarding the same subject matter.

"Intellectual Property Right(s)" or **"IP Right(s)"** means without limitation, ATR Training Center's copyright, registered and unregistered design rights, moral rights, patents and patent applications, registered and unregistered trademarks, including any applications for the same, registered and unregistered drawings, specifications, proprietary information, trade secrets, know-how, rights of confidentiality and other rights of a like nature throughout the world.

"**Materials**" means training materials and documentation as may be supplied by ATR Training Center to the trainees attending the Training Services.

"Notice" has the meaning set forth in Clause 22 of these General Terms and Conditions.

"**Order**" means any written request for Services made by the Customer and sent to ATR Training Center. Any Order shall be deemed to be made under the General Terms and Conditions.

"**Party(ies)**" means individually or collectively, as the context requires, ATR Training Center and/or the Customer.

"**Payment in advance**" or "**PIA**" means payment of Price by the Customer to ATR Training Center prior to the performance of the Services.

"**Price List**" means the list of prices charged by ATR Training Center to the Customer and enclosed in the ATR Training Center price catalogue.

"**Sale and Purchase Agreement**" or "**SPA**" means the agreement between the Customer and ATR for the sale of ATR aircraft, providing for the conditions of the Training Services.

"**Services**" means the Training Services and/or Materials supplied by ATR Training Center and offered to or required by the Customer.

"**Specific Conditions**" means the SPA, the TSA and/or any provisions differing from or completing these General Terms and Conditions, appended by ATR Training Center to (I) its quotation, and/or to (II) any agreement referred to by the quotation or referring to the quotation, that has been expressly entered into by both Parties, such as a letter of engagement or the like, which shall prevail on any provision of these General Terms and Conditions, as relevant.

"Taxes" has the meaning set forth in Clause 7 of these General Terms and Conditions.

"**Trainee**" means an individual undergoing training conducted by ATR Training Center under an Agreement between ATR Training Center and the Customer for that person.

"**Training Center**" means ATR Training Center premises located at Blagnac, France or any ATR Training Center premises all over the world such as ATR Training Center Singapore, ATR Training Center Paris, ATR Training Center Johannesburg, ATR Training Center Miami or any other ATR Affiliate offering Training & Services in accordance with ATR Training Center's training standards and policy, as relevant.

"**Training Equipment**" means a flight training device, a flight simulator (including the FFS) and/or any equipment used to provide Training Services for ATR aircraft.

"**Training Instructors**" means qualified Type Rating Instructors, Type Rating Examiners, Ground Instructors and/or Simulator Flight Instructors.

"**Training & Services**" means DRY Training and/or Wet Training related to the use of the Training Equipment or any other Services provided by ATR Training Center.

"**Training & Services Agreement**" or "**TSA**" means the agreement between the Customer and ATR Training Center providing the specific conditions of the Training & Services. The General Terms and Conditions apply to the TSA.

"**Wet Training**" means the use of Training Equipment and the purchase of training courses taught by Training Instructors.

1.2. Interpretation and order of precedence

1.2.1. In these General Terms and Conditions save as otherwise expressly indicated to the contrary, any reference to:
1.2.1.1. "law" includes any law, order, statute, statutory instrument, regulation, decree, directive or instrument of equivalent effect;
1.2.1.2. the singular includes the plural and vice versa (unless the context otherwise requires) and references to a gender includes all genders;
1.2.1.3. headings are for convenience only and shall not govern the interpretation of the Agreement and/or these General Terms and Conditions;
1.2.1.4. *"including", "include"* shall be construed as a reference to: *"… including, without limitation,…"* or *"… including but not limited to…".*

1.2.2. *Order of precedence*: in the event of contradiction and/or incompatibility between the following documents, the order of precedence between them shall be as follows:
I. any confirmation and/or reminder sent by ATR Training Center to the Customer through e-mail or any other document issued by ATR Training Center in relation with the Agreement;
II. the Agreement;
III. these General Terms and Conditions.

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2. SUPPLY OF TRAINING SERVICES

2.1. ATR Training Center shall make its reasonable endeavors to (i) comply with the date of completion of the Training Services and (ii) to provide the Customer with the Training Equipment and the Training Instructors (subject to their availability).

2.2. A Dry Training programme (including simulator session timings) will be sent to the Customer at least thirty (30) Days prior to the Services starting date. The Trainees shall check the precise scheduled time of the Training Equipment availability at ATR Training Center's or the relevant Training Center's front, before the beginning of the training courses.

2.3. A Wet Training programme will be sent to the Customer at least ten (10) Days prior to the Services starting date. The Trainees shall check the precise scheduled time of the training courses at ATR Training Center's or the relevant Training Center's front, before the beginning of the training courses

3. ADMINISTRATIVE CONDITIONS

3.1. *Trainees arrival:* the Customer shall advise ATR Training Center no later than two (2) weeks before the Trainees arrive at the Training Center. Upon their arrival at the Training Center, the Trainees will receive a training programme with the scheduled Training Equipment availability and/or the scheduled training courses, as relevant. In the event of Trainee's arrival to the Training Center without reservation of the training session due to a schedule error committed on account of whether the Customer or ATR Training Center, the latter shall make its reasonable endeavors to perform the ordered Services to the Trainee, provided that the Training Equipment and Training Instructors are available for the aforesaid training session. The Customer agrees that the Services provided by ATR Training Center to the Trainee in such conditions, despite the above-mentioned schedule error, shall be considered by the Customer as an agreed period for supply of the Services as it would have been set out in the Dry Training programme and/or Wet Training programme sent to Customer in accordance with clauses 2.2 and 2.3 here above.

3.2. The Customer shall ensure that any of its Trainees attending the Training Services shall comply with all regulations, government restrictions and internal rules applicable to the relevant Training Center, which shall include any applicable security, health and safety regulations. ATR Training Center internal rules are at Trainees' disposal within the relevant Training Center (ATR Training Center or Training Center Welcome brochure).

3.3. *Group leader:* the Customer shall name a group leader among each group of Trainees and shall indicate his name on the Trainees' list. The group leader shall immediately report to the ATR Training Center reception desk any abnormal event that may occur during the performance of the Training Services.

3.4. *Accommodation, transportation and medical fees*

3.4.1. At Customer's request, ATR Training Center may assist the Customer with booking a rental car, at the preferential ATR Training Center corporate rate.

3.4.2. When necessary, drivers shall hold an international driving license. All rental related expenses shall be at Customer's charge. The Customer shall assume all risk, loss or liability arising out of or directly or indirectly connected with the use of the rental car; and more particularly the death of or injury caused to any third party or to any Trainee.

3.4.3. All living expenses shall be at Customer's charge. Upon written request from the Customer, ATR Training Center may assist the Customer in making hotel bookings for Trainees on behalf of the Customer. The Customer shall send directly to the hotel(s) a deposit amounted to the total estimated cost to confirm the hotel booking. In no event shall ATR Training Center pay any expenses with regards to the hotel booking or any other additional fee, which have to be borne by the Customer. In no event shall ATR Training Center be liable for any consequence arising out of or in connection with the assistance provided by ATR Training Center relating to the Customer living facilities.

3.4.4. In case of emergency, Trainees' medical care may be assumed by ATR Training Center. All payments of medical care bills advanced by ATR Training Center shall be charged to the Customer pursuant to clause 8.6 hereafter.

4. COURSE QUALIFICATION

4.1. All Materials are in English and training courses taught in English. The Customer's Trainees shall be able to fully understand written and spoken English.

4.2. Any Trainee assigned by the Customer to attend the Training Services shall have the type rating pre-requisites conditions on turbo prop aircraft; the Customer must return to ATR Training Center, at least forty five (45) Days prior to the course starts, the Trainee Information Sheet ("**TIS**") filled with type rating pre-requisites information.

4.3. If any Trainee does not reach the conditions set out in clauses 4.1 and 4.2, ATR Training Center shall be entitled to terminate the Training Services with respect to such Trainee without incurring any prejudice and/or liability.

4.4. ATR Training Center shall not be liable as to any insufficiency resulting from the Trainees' level of knowledge by the end of the Training Services.

5. TRAINING EQUIPMENT

5.1. The Training Equipment provided by ATR Training Center shall be in operating conditions.

5.2. The Customer shall promptly advise ATR Training Center of any technical default, breakdown or malfunction in the operation of the Training Equipment.

5.3. *Aircraft supply:* unless otherwise agreed, any aircraft used for the Training Services shall be the Customer's aircraft. Upon request from the Customer, ATR Training Center may lease an ATR aircraft in order to complete the Training Services in accordance with ATR Training Center Price List, and subject to the availability of such aircraft. Any Costs (including fuel, maintenance, support, landing fees and all other operating

expenses) will be paid directly by the Customer or charged thereafter to the Customer in accordance with ATR Training Center Price List. Clause 17 ("Insurance") shall apply to the aircraft supply for the performance of the Training Services.

5.4. *Training Equipment session:* if during a Training Equipment session, a technical default occurs which renders said Training Equipment inoperative, the session shall be completed as soon it shall be serviceable and:

I. If the failure lasts less than fifteen (15) minutes
The session may be extended for a duration equal to the duration of the technical default.

II. If the failure lasts more than fifteen (15) minutes
The time lost may be recovered by contacting ATR Training Center scheduling office, provided that a time-slot can be found within the published simulator programme. ATR Training Center shall make its reasonable endeavors to provide such a time-slot to complete the interrupted session, and shall not be liable for any consequences relating to the scheduling of a new session.

5.5. *Remedial Training:* during the Training Services, the Customer or ATR Training Center may request additional remedial training (in classroom and/or on Training Equipment). The schedule, duration and cost of such remedial training will be mutually agreed upon between the Customer and ATR Training Center.

5.6. *End of the Training Services:* upon completion of the Training Services, ATR Training Center shall deliver a certificate of course completion to each Trainee, in accordance with the prerequisites for issuance of such certificate. In the event such prerequisites are not met, ATR Training Center shall deliver a certificate of course attendance.

6. PRICES

6.1. Prices and currency applicable to the Training Services are as indicated in the relevant ATR Training Center Price List or if different, as specifically stipulated by ATR Training Center in the Agreement.

6.2. Quotations in a currency other than Euros are based on the exchange's rate in force at the time of quoting and unless otherwise stated, the price may at ATR Training Center's discretion be subject to revision up or down if any different rate of exchange shall apply at the date of invoice.

6.3. Any price specifically stipulated by ATR Training Center in a quotation and before any request for Services based on this quotation have been received by ATR Training Center, will remain in force for ninety (90) Days from the date of its issuance, unless another period is specified in the quotation or in the Agreement. However, ATR Training Center shall be entitled to cancel such quotation or any offer, at any time prior to the acceptance of the Customer. The Price List shall remain valid until a published change in that Price List is advised. Any ordered Services accepted by ATR Training Center but not performed before such change, shall be invoiced on the basis of the Price List in force on the date of acceptance of the Order by ATR Training Center.

6.4. In the event, the Training Services price is varied in accordance with clause 6.2, such price shall be binding on both Parties and shall not give either Party any right of cancellation.

6.5. In accordance with clause 7 ("*Taxes*"), the price is exclusive of all taxes and duties which shall be paid by the Customer with the invoice, without delay.

6.6. Notwithstanding any other provision under these General Terms and Conditions, ATR Training Center may revise the price to take into account any variation in the cost of labor, materials, fuel, power and transport or any additional cost resulting from any increase in all or any of such costs or resulting from the modification of the Training Services required by any change in any statutory obligations or any requirements of any Appropriate Authority prior to the completion of the Training Services. ATR Training Center shall notify such revision to the Customer as soon as reasonably practicable.

6.7. If the place of supply of the Services is other than at Training Center, the Customer shall reimburse ATR Training Center all reasonable travel, accommodation, subsistence and other expenses incurred by ATR Training Center's representatives in the course of the supply of Services. Where appropriate, such expenses shall include business class air travel. All such expenses shall be subject to a standard fifteen (10) % handling charge.

7. TAXES

The Customer shall be liable for, indemnify and hold ATR Training Center free and harmless from any taxes, charges, duties and/or other assessments (the "**Taxes**"), including interests and penalties , arising out of or connected with the execution of the Agreement and imposed by any government or authority (not being the French government or a French authority). Should ATR Training Center be obliged to pay such Taxes, the Customer shall reimburse said Taxes to ATR Training Center within fifteen (15) days after ATR Training Center's request, pursuant to Clause 8.6 hereafter.

8. PAYMENTS

8.1. Unless otherwise required by ATR Training Center, ATR Training Center shall provide the Customer with invoices showing any sums due under the Agreement at the end of each Training Service. Unless otherwise stipulated by ATR Training Center, all payments due thereunder shall be made by the Customer in the appropriate currency designated pursuant to clause 6 ("*Prices*") to the following ATR Training Center's nominated bank account:

Société Bordelaise de Crédit Industriel et Commercial (SBCIC)
20 rue des Arts, 31000, Toulouse (France)
Account: 00040041401-03
IBAN: FR 7610057190480004004140103
Bank code: 10057
Branch code: 19048 SWIFT
BIC: CMCIFRPP

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All payments shall be made no later than the 30th day following the dispatch of ATR Training Center invoice ("**Payment Date**"), unless some other period is specified in the Agreement.

Unless otherwise agreed by the Parties, all payments shall be made in full, without set-off, counterclaim, deduction or withholding of any kind. Where applicable according to the law, the Customer shall pay all taxes applicable to the sale of Services.

8.2. In the event:

(a) the Customer fails to pay and/or delays any amount, even partially, under the Agreement; and/or,

(b) ATR Training Center has reasonable doubt (i) as to Customer's credit worthiness and/or (ii) to believe that it will not receive any payment in due time,

ATR Training Center, without prejudice to rights it may have at law and/or under the Agreement, shall be entitled to (I) alter the terms of payment (including PIA requirement) in its sole discretion and without prior Notice to the Customer and/or (II) make any and all amounts due under the Agreement immediately due and payable and/or (III) suspend and/or terminate all or part of any Orders, Services or Agreement (in accordance with Clause 12 ("*Termination*").

8.3. Time for making all payments due to ATR Training Center hereunder by the Customer shall be of the essence. Any additional costs and expenses of whatever nature incurred by ATR Training Center as a result of Customer's failure to make payments on time pursuant to this clause 8.3 thereof shall be borne by the Customer.

8.4. Without prejudice to any other of ATR Training Center's rights or remedies, if the Customer fails to make any payments within thirty (30) Days after the Payment Date, the Customer shall in addition to payment of the price, pay (i) a penalty interest worked out at the interest rate published by the European Central Bank in force at the due date increased by ten (10) points of percentage (without being less than three (3) times the French legal interest rate in force at the due date or higher rate permitted by applicable law); and (ii) a fixed sum of forty (40) Euros for compensation of

recovery costs; ATR Training Center being entitled to claim for any additional recovery costs. Such interest rate and compensation shall be automatically due from the first Day of late payment and supersedes all previous rates.

8.5. Notwithstanding the above, ATR Training Center is entitled to assign the right to recover the Customer's debt to any third party. In that case, Clauses 8.3 and 8.4 shall apply to that third party.

8.6. All payments advanced by ATR Training Center, including pursuant to clauses 3.4.4 and 7 here above, shall be charged thereafter to the Customer, subject to a fifteen (10)% handling charge.

8.7. *Quotation / Invoice error:* in the event, the Customer has reasonable beliefs an error has been made in quotation and/or invoices issued by ATR Training Center, it shall notice the latter at the latest sixty (60) Days after the invoice issuance date; no claim shall be considered beyond said time period here above referred.

Unless otherwise provided under the Agreement and/or these General Terms and Conditions:
- in case of error confirmed by ATR Training Center, the latter shall correct forthwith the quotation and/or the invoice to adjust its amount. In compliance with said corrected quotation / invoice, ATR Training Center shall then issue a credit note to the Customer or the Customer shall pay an additional amount, as relevant; or,
- in case of no error is confirmed by ATR Training Center and/or the Customer caused such error, ATR Training Center shall be entitled to charge the Customer with any reasonable expenses and time incurred during investigations.

9. CANCELLATION OR POSTPONMENT OF TRAINING SERVICES

In the event of cancellation or postponement of any ordered Training Services by the Customer, ATR Training Center shall be entitled to charge the Customer with the payment of a percentage of the full cost of the cancelled Services, on a sliding scale as described below:

Date of notice served to ATR Training Center (before scheduled starting date)	Amount charged to the Customer
Less or equal than 7 calendar days	100% of full cost
More than 7 and less or equal than 14 calendar days	75 % of full cost
More than 14 and less or equal than 21 calendar days	50 % of full cost
More than 21 and less or equal than 28 calendar days	25% of full cost
More than 28 calendar days	No charge

10. INTELLECTUAL PROPERTY

10.1. ATR Training Center holds and/or is sub-licensed with respect to IP Rights related to the Materials and the Services supplied to the Trainees under this Agreement. This Materials and Services shall be exclusively used within the scope of the Agreement.

I. Nothing in the Agreement shall have the effect of granting and/or transferring to, or vesting in, the Customer any IP Rights in or to any Materials and/or Services. The Customer acknowledges and agrees that IP Rights in any work or deliverable Materials arising from or created, produced or developed by ATR Training Center shall immediately upon creation or performance, vest in and shall be and remain the sole and exclusive property of ATR Training Center (or where appropriate any of their supplier/licensors) and the Customer shall acquire no right, title or interest in or to the same except as expressly stated in the Agreement.

II. Notwithstanding the foregoing, any IP Rights license granted to the Customer by ATR Training Center is only made in connection with the Materials and/or Services, and for the exclusive purpose provided under the Agreement and for the own Customer's use.

III. The Customer agrees not to infringe upon, in any way whatsoever, the IP Rights and other rights held by ATR Training Center (or where appropriate, any of their supplier/licensors).

IV. The Customer undertakes to bring to ATR Training Center's attention, with no delay, any improper use of IP Rights, which comes to its acknowledgment; the Customer shall use its reasonable efforts to safeguard such IP Rights and assist ATR Training Center, at its request, in taking steps to defend such IP Rights.

V. In case of the purchase of a data package for the use of a simulator, a licence agreement specifically for this purpose shall be signed between ATR Training Center and the owner of the simulator.

10.2. In any case, ATR Training Center shall not be responsible for any consequences, damages, whether direct or indirect, which may result from using the documentation and/or IP Rights in another purpose than using the Training Services in compliance with the Agreement.

11. CONFIDENTIALITY

11.1. The provisions of the Agreement and any information in relation thereto, including all information contained in the Materials, irrespective of its support, the method of transmission and its origin, including data, drawings, designs, test results, specifications, processes, know-how, concepts, programmes, computer software, manufacturing information, information on inventions, processes, improvements, technical advices, financial, marketing, legal or commercial information, human resources information, business plans, product plans, costs and which:
I. are identified or not by the disclosing Party as confidential; or,
II. by its nature warrants confidential treatment; and,
III. are related to or in any way connected with the purpose of the Agreement; and,
IV. are communicated by the disclosing Party or to which the receiving Party obtains access during its performance

(collectively or individually referred to as the "**Confidential Information**"), are confidential between the Parties.

11.2. The Confidential Information shall not be disclosed by either Party, in whole or in part to any third party, without prior written consent of the other Party, except:

I. to each Party's respective professional advisors having a business need to know, provided that such third party receiving the Confidential Information shall agree not to disclose such, to treat such Confidential Information as strictly confidential and to observe the hereunder conditions of confidentiality; and/or

II. as may be required by applicable laws or regulations to carry out its obligations under the Agreement. In such event, the receiving Party shall use its best endeavours to limit the disclosure of the Confidential Information to the extent legally permissible. In any case, and prior to such disclosure, the Parties shall jointly review and agree on the General Terms and Conditions of the document to be filed or disclosed.

11.3. The Customer agrees not to duplicate the Confidential Information nor to copy or reproduce the same beyond the limited purpose of the Agreement.

12. TERMINATION

12.1. Without prejudice to any other rights under the Agreement and/or at law, the following terms and conditions of termination shall apply:

12.1.1. *Hardship*: ATR Training Center shall be entitled to terminate all or part of the Agreement by way of Notice of termination, as per Clause 12.2 ("*Termination procedure*"), in the event no settlement is reached as per Clause 14 ("*Hardship*").

12.1.2. Either Party shall be entitled to terminate all or part of the Agreement by way of Notice of termination as per Clause 12.3 ("*Termination procedure*"), in the following events:
a) *Insolvency*: to the extent permitted by law, if the other Party becomes insolvent or goes into liquidation or ceases paying its debts as they fall due or makes an assignment for the benefit of creditors or if such Party being a limited company passes a resolution for its winding up or if a petition for its winding up is presented or it files for protection from its creditors under any applicable Law relating to bankruptcy or insolvency or any analogous event in any jurisdiction shall take place.

b) *Other Party's Default*;
c) *Excusable delay*: in accordance with Clause 13.5;
d) *Late payment:* if the Customer fails to make any payments within thirty (30) days after the Payment Date;
e) ATR Training Center has reasonable doubt (I) as to Customer's credit worthiness and/or (II) to believe that it will not receive any payment in due time;
f) *Export control:* in compliance with Clause 18 ("*Export Control*").

12.2. *Suspension procedure*: in addition to Clause 12.1, in the event of Customer's Default, ATR Training Center shall be entitled to suspend all or part of any Order, Services and/or any Agreement and/or any other agreement entered into by and between the Customer and ATR Training Center, by way of Notice of suspension to the Customer which shall specify:
I. Orders, Services and/or Agreement and/or aforesaid agreement for which such suspension shall be effective; and,
II. the period during which such suspension shall be in force (i.e. until the failure and/or the credit of the Customer are remedied or any other period granted by ATR Training Center); and/or,
III. Orders, Services (pending and/or placed as from the Notice of suspension) and/or Agreement and/or aforesaid agreement, for which PIA (and/or any additional conditions to be agreed upon by the Parties) shall be applicable.
For the sake of clarity, such Notice of suspension shall not be construed as a waiver of (I) Customer's obligation to perform any of its obligations under the Agreement and/or aforesaid agreement, (II) ATR Training Center's right to enforce any of Customer's obligations and/or (III) ATR Training Center's right to terminate the Agreement in accordance with this Clause 12 ("*Termination*"). ATR Training Center reserves the right to apply new, stricter terms and conditions to the Services and/or part of Agreement that has not been suspended.

12.3. *Termination procedure:*

12.3.1. To the fullest extent permitted by applicable law and/or under this Agreement, the termination of all or part of this Agreement, for any reason whatsoever, shall become

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effective as from the receipt by the relevant Party of a Notice of termination from the other Party (or any other period to granted by the latter under the Notice of termination), without it being necessary to take any further action or to seek any consent from the relevant Party or any court having jurisdiction.

12.3.2. Any Order placed prior to any termination under this Clause 12 shall remain valid, subject to any sum due by the Customer to ATR Training Center under the Agreement and/or any other agreement between the Parties, has been paid in due time.

12.3.3. The right to terminate in accordance with this Clause 12 shall be without prejudice to any other rights and remedies available at applicable law and/or under this Agreement to (I) enforce performance of this Agreement, (II) to recover damages and/or to seek termination of all or part of this Agreement before any court having jurisdiction as per Clause 26 (*"Law and Jurisdiction"*), without incurring any liability whatsoever.

12.4. Notwithstanding any provision in the General Terms and Conditions, the Customer shall not have the right to set off any claims it might have against ATR Training Center against sums otherwise due to ATR Training Center.

12.5. Upon termination of the Agreement, ATR Training Center shall be entitled to set off any claim it might have against any sums or otherwise due to the Customer

13. EXCUSABLE DELAY

13.1. If either Party or any of its subcontractors (the "**Affected Party**") is prevented, hindered or delayed from or in performing any of its obligations under the Agreement (other than a payment obligation) by an event which is outside of its control, including war or civil or foreign armed aggression, riots, fires, floods, explosions, earthquakes or accidents, epidemics or quarantine restrictions, any act of a Government Entity, embargoes, export prohibitions, strikes

or labour troubles causing cessation of work, such event will be referred to as an "**Excusable Delay**".

13.2. The Affected Party will give Notice to the other Party (the "**Non-Affected Party**") of such Excusable Delay event as soon as reasonably practicable after it becomes aware thereof, and the Affected Party will use its reasonable endeavours to mitigate the effects of such Excusable Delay, without being obliged however to incur any unreasonable costs.

13.3. Neither Party shall be held liable, or deemed to be in default, if it fails to perform its obligations under this Agreement due to an Excusable Delay; without prejudice to Clause 13.5 hereinafter, the time fixed for the performance by the Affected Party of its obligations affected by the Excusable Delay shall be extended for a period equal to the time lost by reason of such Excusable Delay.

13.4. As soon as reasonably practicable after the end of the Excusable Delay, the Affected Party shall give Notice to the Non-Affected Party that the Excusable Delay has ended.

13.5. If the Excusable Delay continues for more than ninety (90) Days as from the receipt by the Non-Affected Party of the Notice as per Clause 13.2, each Party shall be entitled to terminate this Agreement according to the terms of Clause 12 (*"Termination"*) hereof.

14. HARDSHIP

In case of an unpredictable event that would deeply affect in any manner the condition of performance of the Agreement (in whole or in part), ATR Training Center shall then inform the Customer of such. The Parties shall then meet to look for a solution to compensate such effects. Should no agreement be reached within thirty (30) Days from said information of the Customer, ATR Training Center shall be entitled to terminate the Agreement without incurring any liability in so doing as per Clause 12 (*"Termination"*).

15. LIABILITY AND DISCLAIMER

15.1. EXCEPT AS EXPRESSLY OTHERWISE STATED HEREIN, THE WARRANTIES, OBLIGATIONS AND LIABILITIES OF ATR Training Center, ITS AFFILIATES, THEIR OFFICERS, EMPLOYEES, AGENTS, SUBCONTRACTORS (INCLUDING TRAINING CENTER) AND THEIR RESPECTIVE INSURERS, AND REMEDIES OF THE CUSTOMER SET FORTH IN THESE TERMS AND CONDITIONS ARE EXCLUSIVE AND IN SUBSTITUTION FOR, AND THE CUSTOMER HEREBY WAIVES, RELEASES AND RENOUNCES ALL OTHER WARRANTIES, OBLIGATIONS AND LIABILITIES OF ATR Training Center, ITS AFFILIATES, THEIR OFFICERS, EMPLOYEES, AGENTS, SUBCONTRACTORS (INCLUDING TRAINING CENTER) AND THEIR RESPECTIVE INSURERS, AND RIGHTS, CLAIMS AND REMEDIES OF THE CUSTOMER AGAINST ATR Training Center, ITS AFFILIATES THEIR OFFICERS, EMPLOYEES, AGENTS, SUBCONTRCATORS (INCLUDING TRAINING CENTER) AND THEIR RESPECTIVE INSURERS, EXPRESS OR IMPLIED HOWSOEVER, ARISING BY LAW OR OTHERWISE, WITH RESPECT TO ANY SERVICES SUPPLIED UNDER THE AGREEMENT INCLUDING BUT NOT LIMITED TO: (A) ANY WARRANTY AGAINST HIDDEN DEFECTS ("GARANTIE DES VICES CACHES", AS RELEVANT; (B) ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS; (C) ANY IMPLIED WARRANTY ARISING FROM COURSE OF PERFORMANCE, COURSE OF DEALING OR USAGE OF TRADE; (D) ANY OBLIGATION, LIABILITY, RIGHT, CLAIM OR REMEDY, WHETHER CONTRACTUAL OR DELICTUAL AND WHETHER OR NOT ARISING FROM THE ATR Training Center'S, ITS AFFILIATES', THEIR OFFICERS', EMPLOYEES', AGENTS', SUBCONTRACTORS' (INCLUDING TRAINING CENTER) AND THEIR RESPECTIVE INSURERS' NEGLIGENCE, ACTUAL OR IMPUTED; AND (E) ANY OBLIGATION, LIABILITY, RIGHT, CLAIM OR REMEDY FOR LOSS OF DAMAGE TO ANY GODDS AND/OR SERVICES. ATR Training Center, ITS AFFILIATES, THEIR OFFICERS, EMPLOYEES, AGENTS, SUBCONTRACTORS (INCLUDING TRAINING CENTER) AND THEIR RESPECTIVE INSURERS SHALL HAVE NO OBLIGATION OR LIABILITY, HOWSOEVER ARISING, FOR LOSS OF USE, REVENUE OR PROFIT OR FOR ANY OTHER DIRECT, INCIDENTAL, OR CONSEQUENTIAL DAMAGES WITH RESPECT TO ANY GOODS AND/OR SERVICES DELIVERED UNDER THE AGREEMENT.

15.2. In addition to the foregoing, the Customer shall assume all risk and liability occasioned by failure of its Trainees and their group leader as per clause 3.6 to comply with ATR Training Center's instructions and, save due to ATR Training Center's wilful miscondut or gross negligence, ATR Training Center shall have no liability in the event, for any reason whatsoever, a Service on ground or in flight contemplated by this Agreement does not take place.

15.3. *DISCLAIMER:* NOTWITHSTANDING ANY OTHER TERMS STATED HERIEN, ANY DOCUMENT PREPARED BY ATR Training Center FURTHER TO THE REQUEST OF THE CUSTOMER IS PROVIDED FOR INFORMATION AND INDICATIVE PURPOSE ONLY. IN PREPARING SUCH DOCUMENTS, ATR Training Center HAS RELIED UPON INFORMATION PROVIDED BY THE CUSTOMER AND THIRD PARTIES. NO UNDERTAKING, REPRESENTATION, WARRANTY OR OTHER ASSURANCE, EXPRESS OR IMPLIED, IS OR WILL BE MADE AND NO LIABILITY IS OR WILL BE ACCEPTED BY ATR Training Center OR ITS AFFILIATES, SHAREHOLDERS, EMPLOYEES, ADVISERS, AGENTS, SUBCONTRCATORS (INCLUDING RTC) OR BY ANY OTHER PERSON AS TO OR IN RELATION TO (I) THE ACCURACY OR COMPLETENESS OF THE DOCUMENT AND ANY MATERIALS IN CONNECTION THERETO OR (II) THE INFORMATION OR OPINIONS CONTAINED THEREIN OR SUPPLIED HEREWITH OR (III) THE FITNESS OF THE CONTENTS OF THE DOCUMENT AND ANY MATERIAL IN CONNECTION THERETO FOR ANY PURPOSE (IV) ANY OTHER WRITTEN OR ORAL INFORMATION THAT HAVE BEEN OR MAY AT A FUTURE DATE BE, MADE AVAILABLE BY ATR Training Center TO THE CUSTOMERR AND ITS ADVISERS. ACCORDINGLY, NEITHER ATR Training Center NOR ANY OF ITS SHAREHOLDERS, DIRECTORS, EMPLOYEES, ADVISERS, AGENTS, SUBCONTRACTORS (INCLUDING RTC) OR AFFILIATES SHALL BE LIABLE FOR ANY DIRECT, INDIRECT OR CONSEQUENTIAL LOSS, COST, EXPENSE OR DAMAGE SUFFERED BY ANY PERSON IN CONNECTION WITH OR AS A RESULT OF RELYING ON ANY STATEMENT, OR AS A RESULT OF ANY OMISSION IN, OR SUPPLIED WITH ANY DOCUMENT AND ANY MATERIAL IN CONNECTION THERETO. ANY DOCUMENT PREPARED BY ATR Training Center SHALL BE USED EXCLUSIVELY FOR THE PURPOSE FOR WHICH IT IS SUPPLIED.

16. INDEMNITY

THE CUSTOMER AGREES UPON DEMAND TO INDEMNIFY AND HOLD HARMLESS ATR Training Center, ITS AFFILIATES, OFFICERS, EMPLOYEES, AGENTS AND/OR SUBCONTRACTORS (INCLUDING TRAINING CENTER) IN FULL AGAINST ALL LOSSES, LIABILITIES, ACTIONS, CLAIMS, PROCEEDINGS, JUDGEMENTS, DAMAGES, COMPENSATION, OBLIGATIONS, INJURIES, COSTS AND EXPENSES (INCLUDING LEGAL COSTS AND EXPENSES) OF WHATEVER NATURE SUFFERED BY ANY OF THEM TO THE EXTENT THAT THE SAME ARE CAUSED BY OR RELATED TO ANY CLAIM FOR PERSONAL INJURY OR DEATH OR LOSS OR DAMAGE DIRECTLY OR INDIRECTLY OCCASIONED BY CUSTOMER'S DEFAULT (INCLUDING NON-COMPLIANCE WITH ANY STATUTORY OR OTHER OBLIGATION IN RELATION TO GOODS AND/OR SERVICES), FAILURE TO FOLLOW ATR Training Center'S INSTRUCTIONS (WHETHER ORAL OR WRITTEN), OR MISUSE OR MAL-OPERATION OF GOODS (INCLUDING TRAINING EQUIPEMENTS) BY OR ON THE PART OF THE CUSTOMER OR ANY PERSON OR PERSONS OTHER ATR Training Center THAN ATR Training Center, ITS AFFILIATES, OFFICERS, EMPLOYEES, AGENTS AND/OR SUBCONTRACTORS (INCLUDING TRAINING CENTER).

THIS INDEMNITY CLAUSE SHALL REMAIN IN FORCE NOTWITHSTANDING TERMINATION OR CANCELLATION FOR WHATEVER REASON OR EXPIRY OF THE AGREEMENT.

17. INSURANCE

17.1. The Customer shall maintain adequate insurance at its own costs and expenses and with insurers of internationally recognized reputation acceptable to the Supplier in accordance with applicable legislation and industry standards, with respect to its undertakings under the Agreement including Clauses 15 and 16 and shall provide prior to the performance of the Services by ATR Training Center, a certificate of insurance, in a form acceptable to ATR Training Center and in English, evidencing such insurance coverage.

a) For the sake of clarity, with respect to the flight training performed on Customer's aircraft, the Customer and its insurers shall:
I. Indemnify and waive any rights of recourses and subrogation against ATR Training Center, its Affiliates, their employees, directors, officers, agents, Subcontractors (including TRAINING CENTER) and insurers in respect of an Aircraft Hull and Spares All Risks Insurance policy (including, to the extent usually available war and allied perils); and
II. A Comprehensive General Third Party Legal Liability and Aircraft Passengers and Third Party Legal Liability Insurance in respect of incidents involving Aircraft; and,
III. Name ATR Training Center, its Affiliates, their employees, directors, officers, agents, Subcontractors (including TRAINING CENTER), as additional insured with severability of interest under the Customer's Comprehensive Aviation Legal Liability insurance policies, including War risks and Allied perils (such insurance shall include the AVN52E Extended Coverage Endorsement (aviation liabilities) or any further Endorsement replacing AVN52E as may be available as well as coverage in respect of War and Allied Perils Third Parties Legal Liabilities insurance) to the extent of the Customer's undertaking hereunder. Such policy to be primary and without right of contribution from any other policy held by ATR Training Center, its Affiliates, their employees, directors, officers, agents, Subcontractors (including TRAINING CENTER); and,
b) Any insurances policies to be subscribed by the Customer in compliance with its undertakings under the Agreement, shall also have been endorsed as follows:
I. Include breach of warranty in favour of the Supplier to the extent usually available under such insurances;
II. All such insurance shall not become ineffective, cancelled, or coverage decreased or materially changed except on thirty (30) Days (seven (7) Days or such lesser period as is customary in respect of war and allied perils) prior written Notice thereof to ATR Training Center.

17.2. *Deductible:* any applicable deductible shall be borne by the Customer with respect to the above policies.

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9. DRY & WET TRAINING & SERVICES

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17.3. The Customer will advise ATR Training Center immediately in the event of the occurrence of any event of loss or damage during the term of this Agreement.

18. EXPORT CONTROL

THE CUSTOMER WARRANTS THAT THE MATERIALS, THE TRAINING EQUIPMENT AND THE SERVICES SHALL BE USED FOR COMMERCIAL PURPOSES ONLY, AND SHALL BE USED AND/OR RE-EXPORTED (WHERE RELEVANT) IN COMPLIANCE WITH ALL APPLICABLE EXPORT CONTROL LAWS AND REGULATIONS ("**EXPORT LAWS**"), INCLUDING THOSE APPLICABLE TO INFORMATION AND DOCUMENTATION. THE CUSTOMER ACKNOWLEDGES THAT ATR Training Center'S OBLIGATIONS UNDER THE AGREEMENT ARE SUBJECT TO ALL SUCH EXPORT LAWS, AND THAT ATR Training Center SHALL IN NO EVENT BE LIABLE IN THE EVENT THAT THE PERFORMANCE BY ATR Training Center OF ANY OF ITS OBLIGATIONS UNDER THE AGREEMENT IS AFFECTED OR IMPAIRED BY EXPORT LAWS. ATR Training Center SHALL NOT BE OBLIGATED TO APPLY FOR ANY EXPORT LICENSE OR RETRANSFER AUTHORIZATION IN CONNECTION WITH THE AGREEMENT OR CUSTOMER'S ACTIVITIES.

NOTWITHSTANDING ANY PROVISION IN THE GENERAL TERMS AND CONDITIONS, ATR Training Center HAS THE RIGHT AT ITS OWN DISCRETION AND AT ANY TIME TO TERMINATE PART OR ALL OF THIS AGREEMENT OR OF AN ORDER WITH IMMEDIATE EFFECT AND WITH NO LIABILITY ON ATR Training Center'S PART OR COMPENSATION DUE, IF AT ANY TIME: (I) ITS COMPLIANCE WITH ANY OF THE TERMS OF THIS AGREEMENT CONSTITUTES OR THREATENS TO CONSTITUTE AN INFRINGEMENT OF THE EXPORT LAWS; AND/OR (II) ANY OF ATR Training Center'S SUPPLIERS AND/OR ANY GOVERNMENTAL AUTHORITY RAISE CONCERNS REGARDING ANY OF THE TRANSACTIONS ENVISAGED IN THIS AGREEMENT; AND/OR (III) ATR Training Center HAS ANY DOUBT WHATSOEVER FOR ANY REASON AS TO WHETHER DELIVERY OF ANY MATERIALS OR SERVICE UNDER THIS AGREEMENT WOULD CONTRAVENE EXPORT LAWS. ANY TERMINATION UNDER THIS CLAUSE SHALL DISCHARGE ATR Training Center OF ALL OBLIGATIONS AND LIABILITIES, AND NO DAMAGE OR COMPENSATION WHATSOEVER CAN BE CLAIMED.

19. SEVERABILITY

In the event of any clause or provision or part thereof of the Agreement being rendered or declared ineffective, unenforceable, illegal or invalid by any legislation or rule of law or by any decision of any court of competent jurisdiction, the remainder of any affected clause or provision of the Agreement shall remain in full force and effect and the Parties hereto agree to substitute, as far as is practicable, a provision having substantially the same effect in its legal and commercial content as the severed provision which re-institutes their original intent in a valid manner, but which is not prohibited, unlawful or unenforceable.

20. ENTIRE AGREEMENT

I. Except as may otherwise be stipulated in writing, the Agreement (including its amendment, novation, variation or supplementation from time to time and any other agreement or documents construed as a reference to the Agreement) shall constitute the entire agreement between the Parties and shall supersede and exclude all prior representations, proposals or agreements whether oral or in writing.

II. The Customer acknowledges that, in entering into the Agreement, it does not do so on the basis of, and does not rely on, any representation, warranty or other provision except as expressly provided herein and in the Agreement, and all conditions, warranties or other terms implied by statute or applicable law are hereby excluded to the fullest extent permitted by law.

III. The Agreement may not be amended, modified or complemented at any time except by a written document signed by duly authorized representatives of both Parties and subject to compensation for all costs ATR Training Center may incur in connection with such change, if any.

IV. In case of conflict between the English version of the General Terms and Conditions and any other version in another language such as French, the English version shall prevail.

V. *Independent contractors:* neither Party is the representative or agent of the other Party for the purposes of this Agreement and nothing herein shall be construed as authorizing either Party to act as the other Party's representative or agent. Notwithstanding any other provisions of this Agreement, this Agreement shall not be construed as a joint venture, partnership, agency, incorporation or business association. Each Party hereto shall remain an independent contractor.

21. SURVIVAL

Notwithstanding the foregoing, any Clause which, by their nature shall survive the expiry or termination or cancellation of the Agreement, shall remain in full force after such expiry or termination or cancellation, including: Clause 10 *"Intellectual Property Rights"*, Clause 11 *"Confidentiality"*, Clause 12 *"Termination"*, Clause 16 *"Indemnity"*, Clause 18 *"Export Control"* and , Clause 26 *"Law and Jurisdiction"*.

22. NOTICES

All notices and requests required or authorised hereof shall be given in writing delivered by hand or by courier service with proof of delivery and/or by fax ("**Notice**") and:

I. If delivered by hand, shall have been deemed received when so delivered; or,

II. if delivered by registered mail, shall be deemed to have been received by the addressee on the Day on which it shall have signed as received; or,

III. if delivered by fax, shall be deemed to have been received by the addressee on the next Business Day following electronic acknowledgement;

In the event a Party chooses to give a Notice by several of the aforesaid means, the earliest of the receipt dates will be considered. In any case, any notice or communication shall

be also transmitted by an e-mail with attached copy of such (in format PDF or similar support). Each Notice shall be addressed to the Party at the address set forth by the Agreement or at such other address as a Party shall notify to the other Party, or in default thereof to their respective registered offices.

23. ASSIGNMENT OF CONTRACT

ATR Training Center may assign the Agreement and the rights and obligations thereunder in whole or in part without the consent of the Customer. The Agreement being personal to the Customer, the latter shall not without the prior written consent of ATR Training Center, assign, transfer, mortgage, charge or dispose of any of its rights hereunder, or sub-contract or otherwise delegate any of its obligations hereunder.

24. SUB-CONTRACTING

ATR Training Center reserves the right to sub-contract any of its obligations under the Agreement or any part thereof.

25. NO WAIVER

Any failure, delay or indulgence from ATR Training Center in exercising any right conferred hereunder shall not operate as a waiver of such right nor preclude the exercise of any other right or remedy hereunder, and shall be without prejudice to its legal rights, and the obligations of the Customer shall continue in full force and effect.

26. LAW / JURISDICTION

I. The Agreement and any dispute arising in relation to it shall be governed by, interpreted and construed in accordance with the laws of France.
II. The United Nations Convention on Contracts of April 11th, 1980 for the International Sale of Goods shall be excluded for the application of the Agreement.
III. In the event of a dispute arising out of, or in connection with, including without limitation, the interpretation, execution or termination of the Agreement and unless otherwise provided by the Agreement, either Party may notify such dispute to the other through service of a written notice (the "**Notice of Dispute**"). The Parties shall make their best endeavours to settle the dispute amicably within one (1) month after receipt of the Notice of Dispute.
IV. If the Parties fail to settle conciliation and said dispute within said one (1) month, the courts of Paris (France) shall have exclusive jurisdiction to settle any dispute arising out of or in connection with the Agreement, saved as otherwise provided by the Agreement.
V. The Parties hereto hereby agree that the procedures set forth in this Clause 26 shall be the exclusive dispute resolution procedures applicable, except as shall be necessary to request urgent injunctive relief or to enforce any court decision.

27. IMMUNITY

To the extent that the Customer may in any jurisdiction in which proceedings may at any time be instituted for the determination of any question arising under or for the enforcement of the Agreement (including any interlocutory proceedings the execution of any judgement or award arising therefrom), be entitled to claim or otherwise be accorded for itself or its property assets or revenues immunity from suit and attachment (whether in aid of execution before judgement or otherwise) or other legal process and to the extent that in any such jurisdiction there may be attributed to the Customer or its property assets or revenues such immunity (whether or not claimed) the Customer hereby irrevocably agrees not to so claim and waives such immunity to the fullest extent permitted by the law of such jurisdiction.

28. COSTS AND EXPENSES

Unless otherwise provided under this Agreement, each Party shall pay its own costs relating to the negotiation, preparation, execution and implementation of this Agreement and of any document related hereto.

ATR GIE established under the laws of France, identified under n° 323 932 236 (Toulouse Commercial Register), with its registered office located at 1, allée Pierre Nadot, 31712 Blagnac Cedex, France.

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