

Product Support & Services Maintenance Training

— ATR Training Products and Services
Issue October 2024

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ATR Training Products and Services

Mobile classroom

ATR MOBILE CLASSROOM: OUR CUSTOMER BASED SOLUTION

ATR Training Centre offers high level education with reduced costs (travel & accommodation).

- Mobile classroom can be sent anywhere in the world in a short time.
- Complete training solutions and course materials available in customer's premises.
- IT equipment is operational as soon as it is received at customer's facilities.
- Adaptable format according to the course provided.

1) CUSTOMER REQUEST for in-situ maintenance course.

2) MOBILE CLASSROOM PREPARED in Toulouse and adapted to the course.

3) MOBILE CLASSROOM SENT to customer's locations.

4) MOBILE CLASSROOM SENT BACK to Toulouse at the end of the course at customer's premises.

PREREQUISITES:

- Side letter
- Customer import reference
- Export control



Icons



AIRCRAFT NEEDED

An ATR Aircraft is mandatory to perform practical part..



DISTANCE LEARNING

Course can be performed on distance learning.



IN-SITU COURSE

Possibility to conduct this course in customer's premises.



SIMULATOR COURSE

This course is conducted in a simulator.

1. OUR TRAINING PHILOSOPHY

ATR Training Products and Services

Training and flight operations expertise that only an aircraft manufacturer can provide



ATR Training Centre mission is to provide the best-in class training for flight crews, maintenance and flight operations, as well as comprehensive operations support to all ATR operators, lessors and MROs.

Training Centres are available for all customers in strategic locations for Europe/Africa (Toulouse), Americas (Miami) and Asia/Oceania (Singapore).

With more than 1600 aircraft delivered worldwide, ATR has developed a full set of innovative and competitive services to complement Operators' own capabilities and offers unique training solutions and knowledge that only the aircraft manufacturer can provide.

Created in 1989, ATR Training Centre was one of the first to be recognized by the JAA as a Type Rating Training Organization (TRTO) and Maintenance Training Organisation and Exposition (MTOE). In 2012, ATR Training Centre in Toulouse became the first EASA Approved Training Organisation (ATO) for France under FR.ATO.0001 certificate. More than 3,000 trainees attend our courses every year.

The same standards are applied in all ATR training Centres: courseware, training devices standards, instructor training are standardisation. All our Centres offer state-of-the-art installations and provide a high level of training services with a full set of training tools, each one adapted to a specific phase of the learning process. Training programmes and tools are updated on a regular basis.

Continuous investments are made to develop and update our digital training aids and applications: ATR Courseware ACOS, Virtual Walkaround, 3D Procedure, ACLS, desktop trainers; these are also pillars of our mobile classrooms, designed as a turnkey solution to bring ATR training directly to our customers, in their facilities.



UNIQUE SUITE OF TRAINING EQUIPMENT

We offer high standard technical equipment including modern & digital classrooms, e-learning portal, Desktop trainers, self-training stations, Flight Deck mock-ups, Virtual trainers, Flat Panel Trainers, and Full Flight Simulators equipped debriefing stations.

COURSES TAILORED TO YOUR NEEDS

Our catalogue includes a wide range of training programmes for flight crews, cabin crews, maintenance personnel, operations engineers and flight dispatchers. Courses can also be adapted to your requests to perfectly suit your requirements.

ATR Training programmes are being developed to reflect the aircraft characteristics while meeting the needs of its operators. Courses are usually delivered in English or French, or by means of a special arrangement in the customer's own language, using an interpreter.

Many of our trainings can also be conducted on site, at customers premises, as well as with distance learning solution, to facilitate access to our courses.

EASA AND FAA APPROVED COURSES

ATR Flight and maintenance training programs (type rating, instructor courses etc.) are approved by EASA and FAA. For other regulations, ATR provides specific programs which must be submitted to each National Aviation Authority for approval.

ATR Training Centres Full Flight Simulators are qualified by most Civil Aviation Authorities including EASA, UK-CAA, FAA, ANAC-Brazil, DGCA-India, JCAB, CAAC etc.

OUR TEACHING CONCEPT

Our training is based on modern concepts such as EBT (Evidence-Based Training) including CBT (Competency Based Training) and Threat & Error Management, using thorough task analysis led 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 to enhance maximum retention. Moreover, all our courses are designed for quick and efficient use by the

trainees within the airline environment. Thus, the vocabulary and phraseology used in Training and Operations are identical to achieve the required standard.

FLIGHT OPERATIONS SUPPORT

ATR Flight Operations support team answers to airlines day to day queries related to Operational Manuals, Flight Crew procedures, performance, weight & balance...The team delivers also courses to Airline Flight Operations engineers and dispatchers and offers various services such as complete Entry Into Service assistance (MEL customization, SOPs review...), but also performance studies or weight & balance customized documents.

Non Part courses are now also available in distance learning.

To get a list of available courses, contact:
atc@atr-aircraft.com or the training sales manager.

ATR Training Center has developed an international network.

The unique expertise and quality of our trainings is available to Operators, Lessors and MROs worldwide.



ATR TRAINING CENTER SIMULATORS


ATR 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).

ATR continuously upgrades its training devices and recently integrated two advanced features: RNP-AR0.3/0.3 and ClearVision™ an Enhanced Vision System improving operations in low visibility environment.

Every ATR Training Center Full Flight Simulator is fitted with a Debriefing Station which, with the accumulation of cockpit sound and video simulations, offers the 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 provides readily storable and reviewable records of training sessions as a whole, for later use.

THE CURRENT TECHNICAL CONFIGURATION OF OUR TRAINING CENTERS ARE:



TOULOUSE

FFS Level C	ATR 42-300 ATR 72-200	FPT
FFS Level D	ATR 42-500 ATR 72-212A (500) ATR 72-600	ATR 72-500 ATR 72-600



MIAMI

FFS level D	ATR 72-600
FPT	ATR 72-600



SINGAPORE

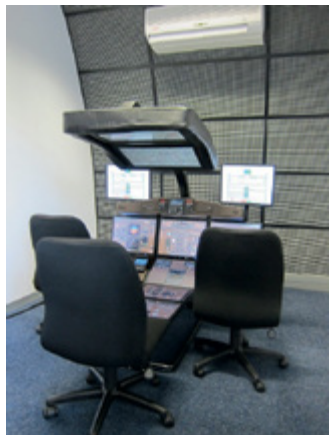
FFS level D	ATR 72-600
FPT	ATR 72-600

Both standard and specific visuals are available on these devices.

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 ACOS² trainer
- "Cold Weather Conditions" training module
- Performance training module
- Worldwide Electronic Jeppesen charts (e-link)
- Aircraft documentation
- Simulator Instructor Operating Station documentation



FLAT PANEL TRAINER (FPT)

Our customers have also access to our FPT, highly sophisticated LCD touch panel training devices which allow trainees to view and handle 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 this training equipment. In addition, it features full interactivity with Flight Deck simulation with the systems schematics displayed on two dedicated screens.

Systems Validation and Procedures Validation can be accomplished and practised in the FPT. High A/C systems simulation reliability identical to simulator quality provides highly accurate and detailed representations of aircraft equipment. Our FPT integrates 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™).

2. MAINTENANCE COURSES TYPE RATING PART 147

ATR Training Products and Services

2.1 T1 technician mechanical course



OBJECTIVES

- To provide the maintenance engineer with comprehensive and practical knowledge and understanding of the ATR systems.
- To enable the participant to support the aircraft and to carry out effective troubleshooting and repairs.

WHO IS ELIGIBLE?

Personnel required to issue certificates for release to service. B1 licensed staff or equivalent.

PREREQUISITES

1. To have a basic knowledge of aircraft systems
2. To be certified staff or equivalent (1 year experience in a similar aircraft category for practical part only).
3. To have good knowledge of the English language

COURSE OUTLINE

THEORETICAL PART: 20 DAYS

This module runs theoretical descriptions of the ATR electrical and mechanical systems (level 3) and of the avionics systems (level 2); it takes place in the classroom, using ACOS.

PRACTICAL PART: 10 DAYS

Module 1: Cockpit & Test Operations: 5 days

This sub-module is run on STD (Synthetic Training Device). It is a 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. It also includes a field trip to the ATR assembly line for systems component location. It comprises the testing and operations of aircraft systems. This Module 1 can be integrated in the theoretical part.

Module 2: Aircraft Maintenance Practice: 5 days

This module is run on real aircraft. It comprises the most significant maintenance operations on the mechanical and electrical systems.

DOCUMENTATION

- Maintenance Training Notes (MTN)
- Flight Deck Layout Posters and supplementary manuals, as appropriate
- Also available: Maintenance documentation



PROGRAMME

ATR 42-400/500/72-212A (-500 or -600) series.

B1/T1 Training Programme. Powered with PWC PW 120 series

WEEK 1 THEORETICAL TRAINING

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome	Briefing	Briefing	Briefing	Briefing
Course presentation	ACOS	Examination/Debriefing	ACOS	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Debriefing	Debriefing	Debriefing	Examination/Debriefing

WEEK 2 THEORETICAL TRAINING

DAY 6	DAY 7	DAY 8	DAY 9	DAY 10
Briefing	Briefing	Briefing	Briefing	Briefing
ACOS	ACOS	Examination/Debriefing	Examination/Debriefing	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Debriefing	Debriefing	Debriefing	Examination/Debriefing

WEEK 3 THEORETICAL TRAINING

DAY 11	DAY 12	DAY 13	DAY 14	DAY 15
Briefing	Briefing	Briefing	Briefing	Briefing
ACOS	Examination/Debriefing	ACOS	Examination/Debriefing	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Debriefing	Debriefing	Debriefing	Examination/Debriefing

WEEK 4 THEORETICAL TRAINING

DAY 16	DAY 17	DAY 18	DAY 19	DAY 20
Briefing	Briefing	Briefing	Briefing	Briefing
ACOS	ACOS	Examination/Debriefing	Examination/Debriefing	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Debriefing	Debriefing	Debriefing	Examination/Debriefing

WEEK 5 PRACTICAL TRAINING (module 1 - STD Synthetic Training Device)

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Briefing	Briefing	Briefing	Briefing	Briefing
Field Trip	Field Trip	Field Trip	Field Trip	Field Trip
Synthetic Training Device	STD	STD	STD	STD
Debriefing	Debriefing	Debriefing	Debriefing	Debriefing

WEEK 6 PRACTICAL TRAINING (module 2 - on Aircraft)

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Briefing	Briefing	Briefing	Briefing	Briefing
Practical training	Practical training	Practical training	Practical training	Practical training
Practical training	Practical training	Practical training	Practical training	Practical training
Debriefing	Debriefing	Debriefing	Debriefing	Debriefing

2.2 From T1 to T2 avionics course



OBJECTIVES

Maintenance Personnel wishing to get upgraded from category B1 to category B2 with additional training covering the avionics systems at level III.

WHO IS ELIGIBLE?

Prerequisites to attend this training:

1. To be qualified as B1-T1 performed in ATR Training Centre
2. To have good knowledge of the English language

COURSE OUTLINE

The additional training includes the following modules.

THEORETICAL PART: 3 DAYS

This module consists of the theoretical description (level 3) of ATR avionics systems. It takes place in the classroom, using ACOS.

PRACTICAL PART: 4 DAYS FOR -600 AND 3 DAYS FOR OTHER ATR MODELS

Module 1: Cockpit Test & Operations: 2 days

This sub-module is run on STD (Synthetic Training Device). It is a 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. It also includes a field trip to the ATR assembly line for systems component location. It comprises the testing and operations of aircraft systems.

Module 2: Aircraft Maintenance Practice: 1 day for -500 or 2 days for -600

This sub-module is carried out on real aircraft. It comprises the most significant maintenance operation on the avionics system.

DOCUMENTATION

- Maintenance Training Notes (MTN)
- Flight Deck Layout Posters and supplementary manuals, as appropriate
- Also available: Maintenance documentation

PROGRAMME

Transition Programme course from T1 to T2

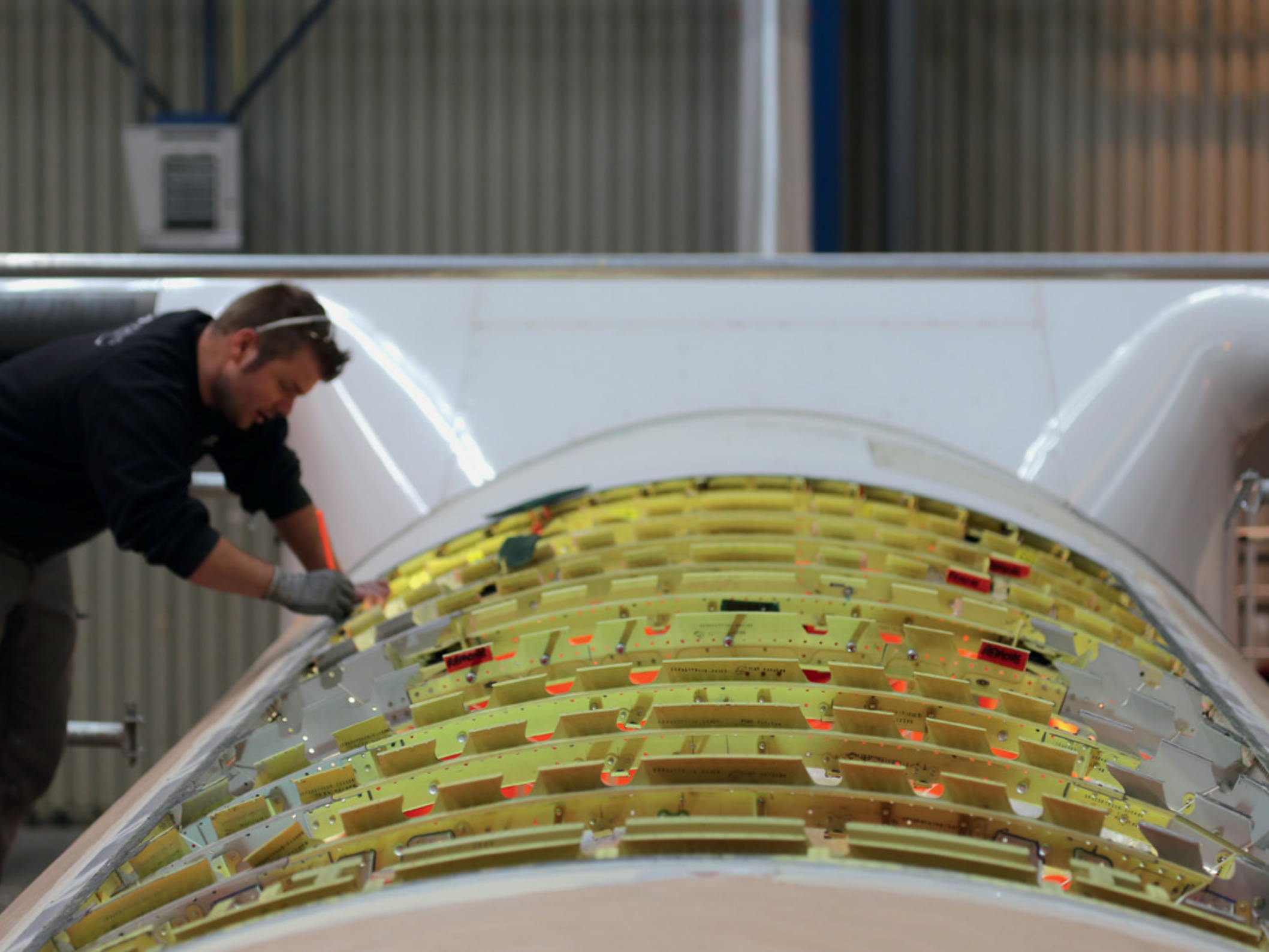
ATR 42-600 and 72-600 series (-500 series program available with T1 additional module)

WEEK 1 THEORETICAL /PRACTICAL TRAINING (MODULE 1) STD - SYNTHETIC TRAINING DEVICE

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome	Briefing	Briefing	Briefing	Examination Debriefing
Briefing	ACOS	ACOS/STD	ACOS	ACOS
ACOS	ACOS	Examination/Debriefing	ACOS/STD	ACOS
Debriefing	Debriefing	ACOS	Debriefing	Examination Debriefing

WEEK 2 PRACTICAL TRAINING (MODULE 2 - ON AIRCRAFT)

DAY 6	DAY 7
Briefing	Briefing
Practical training	Practical training
Practical training	Practical training
Debriefing	Debriefing



2.3 T2 avionics technician course



OBJECTIVES

- To provide the maintenance engineer with comprehensive and practical knowledge and understanding of the ATR electrical and avionics systems.
- To enable the participant to support the aircraft and to carry out effective troubleshooting and repairs

WHO IS ELIGIBLE?

Personnel required to issue certificates for release to service following line and base maintenance on avionics and electric systems.

PREREQUISITES

1. To have good basic knowledge of aircraft systems
2. To be certified staff or equivalent (with 1 year experience in a similar aircraft category for practical part only).
3. To have good knowledge of the English language

COURSE OUTLINE

THEORETICAL PART: 18 DAYS

This module consists of the theoretical description of ATR electrical and avionics systems (level 3) and of mechanical systems (Level 1). It takes place in the classroom, using ACOS.

PRACTICAL PART: 10 DAYS

Module 1: Cockpit Test & Operations: 5 days

This sub-module is run on STD (Synthetic Training Device). It is a 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. It also includes a field trip to the ATR assembly line for systems component location. It comprises the testing and operations of aircraft systems.

Module 2: Aircraft Maintenance Practices: 5 days

This sub-module is carried out on real aircraft. It comprises the most significant maintenance operation on the electrical and avionics systems.

DOCUMENTATION

- Maintenance Training Notes (MTN)
- Flight Deck Layout Posters and supplementary manuals, as appropriate
- Also available: Maintenance documentation



PROGRAMME

ATR 42-400/500/72-212A (-500, -600) series.

B2/T2 Training Programme. Powered with PWC PW 120 series

THEORETICAL TRAINING

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome	Briefing	Briefing	Briefing	Briefing
Course presentation	ACOS	ACOS	ACOS	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Debriefing	Examination/Debriefing	Examination/Debriefing	Debriefing
DAY 6	DAY 7	DAY 8	DAY 9	DAY 10
Briefing	Briefing	Briefing	Briefing	Briefing
ACOS	ACOS	ACOS	ACOS	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Examination/Debriefing	Debriefing	Examination/Debriefing	Debriefing	Debriefing
DAY 11	DAY 12	DAY 13	DAY 14	DAY 15
Briefing	Briefing	Briefing	Examination/Debriefing	Briefing
ACOS	ACOS	Examination/Debriefing	ACOS	Examination/Debriefing
ACOS	ACOS	ACOS	ACOS	ACOS
Examination/Debriefing	Debriefing	Debriefing	Examination/Debriefing	Debriefing
DAY 16	DAY 17	DAY 18		
Briefing	Briefing	Briefing		
Examination/Debriefing	Examination/Debriefing	Examination/Debriefing		
ACOS	ACOS	ACOS		
Debriefing	Debriefing	Debriefing		

PRACTICAL TRAINING

Module 1 - STD Synthetic Training Device

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Briefing	Briefing	Briefing	Briefing	Briefing
Field Trip	Field Trip	Field Trip	Field Trip	Field Trip
STD	STD	STD	STD	STD
Debriefing	Debriefing	Debriefing	Debriefing	Debriefing

PRACTICAL TRAINING

Module 2 - on Aircraft

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Briefing	Briefing	Briefing	Briefing	Briefing
Practical training	Practical training	Practical training	Practical training	Practical training
Practical training	Practical training	Practical training	Practical training	Practical training
Debriefing	Debriefing	Debriefing	Debriefing	Debriefing

2.4 T3 mechanics course



OBJECTIVES

- To provide the maintenance engineer with thorough knowledge of the ATR systems associated with ramp and transit operations.
- To enable the trainee to effectively carry out fault-diagnosis and repairs, in accordance with maintenance procedures.

WHO IS ELIGIBLE?

Personnel required to issue certificates for release to service following minor line maintenance and simple defect rectifications (Cat A or equivalent).

PREREQUISITES

1. To be certified staff or equivalent with 1 year experience in a similar aircraft category.
2. To have good knowledge of the English language

COURSE OUTLINE

This is a "Practical Training" course, which includes maintenance tasks for ramp and transit operations and it is carried out on real aircraft.

DOCUMENTATION

- Maintenance Training Notes (MTN)
- Flight Deck Layout Posters and supplementary manuals, as appropriate
- Also available: Maintenance documentation

PROGRAMME

ATR 42-400/500/72-212A (-500 or -600)

T3 Training Programme. Powered with PWC PW 120 serie

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome/Briefing	Briefing	Briefing	Briefing	Briefing
Practical Training	Practical Training	Practical Training	Practical Training	Practical Training
Practical Training	Practical Training	Practical Training	Practical Training	Practical Training
Debriefing	Debriefing	Debriefing	Debriefing	Debriefing

2.5 T4 base maintenance certifying engineer course



OBJECTIVES

To provide maintenance management with comprehensive knowledge of the ATR Systems.

WHO IS ELIGIBLE?

This course is also designed for technical managers and quality departments who wish to acquire knowledge of ATR aircraft systems.

Maintenance supervisors required to issue certificates of release to service following the line and base maintenance of the aircraft.

PREREQUISITES

1. To have good basic knowledge of aircraft systems
2. To be certified staff or equivalent
3. To have good knowledge of the English language

COURSE OUTLINE

This course takes place in a classroom, using ACOS.
All ATR systems are described at level 1 knowledge.

DOCUMENTATION

- Maintenance Training Notes (MTN)
- Flight Deck Layout Posters and supplementary manuals, as appropriate
- Also available: Maintenance documentation

PROGRAMME

ATR 42-400/500/72-212A (either -500 or -600)
T4 Training Programme.

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome	Briefing	Briefing	Briefing	Briefing
Course presentation	ACOS	Examination/Debriefing	Examination/Debriefing	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Debriefing	Debriefing	Debriefing	Examination/Debriefing

2.6 T1 and T2 maintenance differences course



OBJECTIVES

To enable the technician to efficiently work on another ATR variant.

WHO IS ELIGIBLE?

Certified staff or equivalent technician qualified for one ATR aircraft type and wishing to be qualified for another type.

COURSE OUTLINE

The required training module chosen from the table below will depend on the aircraft type. It applies to ATR Aircraft powered with PWC PW 120 series.

EASA APPROVED PART 147 DIFFERENCES COURSES

From To	ATR 72-100/200	ATR 72-100/-200 & 42/72 (500/600)	
ATR 42-200/300 Series	T1: 4 days T2: 2 days T1+T2: 5 days	T1: 10,5 days T2: 7,5 days T1+T2: 11,5 days	
From To	ATR 42-200/300	ATR 42/72 (500/600)	ATR 42-200/300 & 42/72 (500/600)
ATR 72-100/200 Series	T1: 4 days T2: 2,5 days T1+T2: 5 days	T1: 6 days	T1: 10,5 days T2: 7,5 days T1+T2: 12 days
From To	ATR 42-200/300 & 72-100/200	ATR 72-100/200	
ATR 42/72 (500/600)	T1: 10 days T2: 7,5 days T1+T2: 12 days	T1: 5,5 days	

NON PART 147 DIFFERENCES COURSE 500 > 600 VARIANTS

From To	ATR 42-600 & 72-600	AVS AIRCRAFT PRACTICAL TRAINING - MANDATORY IF NOT EXPERIENCED ON GLASS COCKPIT CONCEPT
ATR 42/72-500	T1: 4 days T2: 5 days T1+T2: 5 days	T1: 1 day T2: 2 days T1+T2: 2 days

NON PART 147 DIFFERENCES COURSE 600 > 500 VARIANTS

From To	ATR 42-500 & 72-500	OPTIONAL AVS AIRCRAFT OR SIMULATOR FFT
ATR 42/72-600	T1: 4 days T2: 5 days T1+T2: 5 days	T1: 1 day T2: 2 days T1+T2: 2 days

Non Part 147 Differences Courses are now also available in distance learning.

NAMS (2 days)
Freighter (1 day)

3. CUSTOMISED MAINTENANCE COURSES FOR FAA AND NON EASA OPERATORS

ATR Training Products and Services

3.1 General familiarisation course



DURATION
40H - 5 DAYS

OBJECTIVES

To provide maintenance personnel with comprehensive general knowledge of the ATR aircraft systems.

WHO IS ELIGIBLE?

Technical managers, quality departments and line maintenance personnel who wish to acquire knowledge of ATR aircraft systems.

COURSE OUTLINE

Main topics:

- Aircraft General Familiarization of the cockpit, composite materials, engine, performances etc.. + time limits and maintenance checks, parking and mooring, servicing, standard practices and equipment and furnishing
- Airframe systems: Air Conditioning, Flight control system, Communications, Electrical power, Fire protection, Fuel, Hydraulic power, Ice and rain protection, landing gear, Lights, Navigation system, Oxygen, Pneumatic system
- Avionics systems: Navigation system, Autopilot and Communications
- Structure: general description of metallic and non-metallic materials, Fasteners, Painted and Unpainted areas, Interface and Features, Safety and Precautions + focus on doors
- Propeller: general description with cockpit panels; Interfaces

DOCUMENTATION

Training Hand Out

PROGRAMME

Validated for ATR 42/72-500 variants and to be developed for ATR 42/72-600 and ATR legacy variants.

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome	Briefing	Briefing	Briefing	Briefing
Course Presentation	ACOS	Examination/Debriefing	Examination/Debriefing	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Debriefing	Debriefing	Debriefing	Examination/Debriefing

3.2 Avionics course



DURATION
40H - 5 DAYS

OBJECTIVES

To provide maintenance personnel with theoretical knowledge and understanding of the ATR avionics systems.

WHO IS ELIGIBLE?

Technical managers, quality departments and line maintenance personnel who wish to acquire knowledge of ATR avionics systems.

COURSE OUTLINE

Main topics:

- ATA 34 – Navigation System: Air Data System, Attitude Heading Reference System, Electronic Flight Instrument System, Radio Navigation System, Air Traffic System, Traffic Collision Avoidance System, Aircraft Internal Aids, Enhanced Ground Proximity Warning System, Landing System as well as maintenance procedure
- ATA 22 – Automatic Flight Control System: AFCS main functions, mode operation, main components, warning and indications as well as maintenance procedure
- ATA 23 – Communications: VHF System, HF system, Audio Integrating, Cockpit Voice Recorder as well as maintenance procedure

DOCUMENTATION

Course in classroom using ACOS and Virtual Training Tools
Training Notes

PROGRAMME

Validated for ATR 42/72-500 variants and to be developed for ATR 42/72-600 and ATR legacy variants.

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome	Briefing	Briefing	Briefing	Briefing
Course Presentation	ACOS	Examination/Debriefing	Examination/Debriefing	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Debriefing	Debriefing	Debriefing	Examination/Debriefing

3.3 Powerplant course



DURATION
40H - 5 DAYS

OBJECTIVES

To provide maintenance personnel with comprehensive theoretical knowledge and understanding of power plant systems.

WHO IS ELIGIBLE?

Technical managers, quality departments and line maintenance personnel who wish to acquire knowledge of ATR power-plant.

COURSE OUTLINE

Main topics:

- ATA 70 - Engine Systems: General description with cockpit panels location/interfaces of Engine controls, Engine fuel and control, Engine oil system, Engine air system, Engine Indicating, Ignition and starting, Engine system controls and indicators as well as Maintenance Procedure
- ATA 60 - Propeller: General description with cockpit panels location, Blade angle and speed governing controls, Propeller protection description with cockpit location and operation, Propeller indicating description, operation and test, Propeller brake, System controls and indicators as well as Maintenance Procedure

DOCUMENTATION

Course in classroom using ACOS and Virtual Training Tools
Training Notes

PROGRAMME

Validated for ATR 42/72-500 variants and to be developed for ATR 42/72-600 and ATR legacy variants.

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome	Briefing	Briefing	Briefing	Briefing
Course Presentation	ACOS	Examination/Debriefing	Examination/Debriefing	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Debriefing	Debriefing	Debriefing	Examination/Debriefing

3.4 Structure repair manual course



DURATION
32H - 4 DAYS

OBJECTIVES

To provide damage detection and structure repair knowledge.

WHO IS ELIGIBLE?

Structure repair engineers or line and base maintenance engineers.

COURSE OUTLINE

The "SRM" training is a 4 days course (2 theoretical days and 2 days with structure damages exercises about metallic and composite structure). The theoretical part helps trainees to enter into the SRM in order to find the damage acceptability in case of structural impact, dent or crack. The damage exercise allows to apply knowledge acquired during the theoretical part about repair of metallic and composite material.

DOCUMENTATION

Course in classroom, using Structure Repair Manual (SRM)
Training Notes

PROGRAMME

Validated for ATR 42/72-500 variants and to be developed for ATR 42/72-600 and ATR legacy variants.

DAY 1	DAY 2	DAY 3	DAY 4
Welcome	Briefing	Briefing	Briefing
Course Presentation	SRM	SRM Exercises	SRM Exercises
Structure	SRM	SRM	SRM
Debriefing	Debriefing	Debriefing	Debriefing



4. OTHER MAINTENANCE COURSES NON-PART 147

ATR Training Products and Services

4.1.1 Maintenance refresh training T1 & T2 course



DURATION
5 to 7 DAYS

OBJECTIVES

To refresh knowledge acquired in previous courses.

WHO IS ELIGIBLE?

Maintenance engineers with ATR Aircraft Type experience.

PREREQUISITES

1. To have completed the T1 or the T2 course or equivalent.
2. To have good knowledge of the English language
3. To have at least 2 years of experience on ATR aircraft

Note:

- The standard training duration is valid for a trainee owning an ATR qualification with less than 2 years out of active service.
- 10 days T1 or 8 days T2 or 15 days T1 + T2 refresher courses will be applicable to an ATR qualified trainee with less than 7 years out of active service.
- More than 7 years out of active service will request a customised offer.

COURSE OUTLINE

T1 REFRESHER PROGRAMME ENGINE POWERED WITH PWC PW 120 SERIES

ATR 42-400/500/72-212A (-500, -600) or ATR 72-100/200 series or ATR 42-200/300 series

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome	Briefing	Briefing	Briefing	Briefing
Course presentation	Examination/Debriefing	ACOS	ACOS	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Debriefing	Examination/Debriefing	Examination/Debriefing	Examination/Debriefing

T2 REFRESHER PROGRAMME ENGINE POWERED WITH PWC PW 120 SERIES

ATR 42-400/500/72-212A (-500, -600) or ATR 72-100/200 series or ATR 42-200/300

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome	Briefing	Briefing	Briefing	Briefing
Course presentation	ACOS	ACOS	ACOS	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Examination/Debriefing	Examination/Debriefing	Debriefing	Examination/Debriefing

T1/T2 REFRESHER PROGRAMME ENGINE POWERED WITH PWC PW 120 SERIES

ATR 42-400/500/72-212A (-500, -600) or ATR 72-100/200 series or ATR 42-200/300 series

WEEK 1

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome	Briefing	Briefing	Briefing	Briefing
Course presentation	Examination/Debriefing	ACOS	ACOS	ACOS
ACOS	ACOS	ACOS	ACOS	ACOS
Debriefing	Debriefing	Examination/Debriefing	Examination/Debriefing	Examination/Debriefing

WEEK 2

DAY 6	DAY 7
Briefing	Briefing
ACOS	ACOS
ACOS	ACOS
Debriefing	Examination/Debriefing

Contact atc@atr-aircraft.com
for scheduling

4.1.2 Trouble shooting course all systems



DURATION
3 - 5 or 10 DAYS

OBJECTIVES

This training shows the correct use of Trouble shooting technics in order to isolate most of the failure improving dispatch reliability.

Trouble shooting course is organized by ATA chapter and focuses on:

- Systems operation refresh (Airframe, Power- Plant, Electrical and Avionics),
- Top 10 suspected equipments
- Recurrent system failures
- Aircraft diagnostic tools
- Use of Technical Documentation for TS

WHO IS ELIGIBLE?

Line and Base Maintenance Engineers qualified for ATR aircraft type 500 and/or 600 involved in aircraft trouble shooting processes such as B1/B2 categories.

Participants must have good knowledge of the English language and aircraft systems.

DOCUMENTATION AND TRAINING TOOLS

Trouble Shooting Training Notes will be provided to the trainees.

- Aircraft Systems operation
- Aircraft component location
- Diagnostic Tools, Documentation

COURSE BENEFITS

- System knowleges & refresh
- Trouble shooting efficiency
- Maintenance cost reduction

IMPROVE AIRCRAFT RELIABILITY



COURSE OUTLINE

This training has been designed using ATR customer feedback database AWARE (ATR Website Aircraft Report and Exchange).

We took this database as a reference (10 years of feedback) which stores the recurrent systems failures which have resulted in departures being delayed by more than 15 minutes, in order to:

- Perform classification by ATA chapter on the 10 most failed equipment
- Analyse, by ATA chapter, recurrent failures and help mechanics how to recognise them
- Identify Complex TS analysis
- Know how to use diagnostic tools (MFC memory, Alpha Call-Up, ACMS reports, AVS bite, Computer front face etc...)
- ATR Technical Documentation (TSM, SL, ASM, TPS etc...)

This course includes a theoretical part taught by an instructor and TS exercises by using Simulation Training tools.

TS course tailored with 4 groups of training activities by ATA chapters:

- 1.** Centralised Maintenance ATA 31, 42, 45
- 2.** Airframe ATA 21, 24, 26, 28, 27, 29, 30, 32, 35, 36, 52
- 3.** Power & Plant 61, 70
- 4.** Avionics 22, 23, 34

TAILORED TO YOUR NEEDS

Training duration:

10 days for groups 1, 2, 3 and 4

5 days for groups 1+3 or 2

3 days for groups 1+4 or 3 for 500 only

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4.1.3 Phobos course - MFC systems



DURATION
2,5 DAYS

Phobos is a dedicated tool to trouble shoot systems controlled and monitored by the MFC (Multi-Function Computer).

OBJECTIVES

To study the alternative trouble shooting method using PHOBOS TOOL

- MFC's HISTORY & DESCRIPTION
- MFC's IMPLEMENTATION & SYSTEMS
- TROUBLE SHOOTING MFC's SYSTEMS USING PHOBOS TOOL
- PHOBOS FUNCTIONALITIES
- TROUBLE SHOOTING EXERCISES
 - USING A SIMULATION TOOL
 - USING PHOBOS ON AIRCRAFT

WHO IS ELIGIBLE?

Line and Base Maintenance Engineers qualified for ATR aircraft type involved in aircraft trouble shooting processes.

Participants must have good knowledge of the English language & the Aircraft systems.

COURSE OUTLINE

This course includes a theoretical part taught by an instructor using a Simulation Training tool.

A classroom with a high definition video projector is required due to the practical part on aircraft:

- The PHOBOS course is limited to 6 Trainees
- 2 practical sessions require access to an Aircraft in Flight Ready conditions fitted with MFC Standard 7
- A company Laptop running PHOBOS software associated to PHOBOS TOOL KIT will be used for the practical part (if available).

DOCUMENTATION

- PHOBOS Training Notes will be provided to the trainees.

PROGRAMME

DAY 1	DAY 2	DAY 3
Theoretical Part: MFC's History & refresh MFC's Implementation & Systems	Theoretical Part: PHOBOS TOOL Presentation PHOBOS Installation on Laptop MFC's INPUTS Check using PHOBOS	Theoretical Part: MFC's OUPUTS/AUDIO Check using PHOBOS Practical Part: OUPUTS & AUDIOS CHECKS Practical Trouble Shooting Exercises using Training Tool & Aircraft (2H00 required)
Theoretical Part: Failure Data Analysis TSM & ASM Documentation refresh	Practical Part: INPUTS CHECKS Practical Trouble Shooting Exercises using Simulation Training Tool Practical Trouble Shooting Exercises using Aircraft (2H00 required)	



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4.1.4 On-board maintenance system (OMS) course



DURATION
2 or 2,5 DAYS

OBJECTIVES

The course objective is to raise technicians' awareness about possibilities offer by on-board maintenance systems to improve maintenance data monitoring and effective troubleshooting analysis. OMS training contribute to reduce NFF (No Fault Found) - AOG (Aircraft On Ground) and aircraft flight delay occurrences (aircraft reliability).

WHO IS ELIGIBLE?

Line and Base Maintenance Engineers qualified on ATR that need to operate on aircraft for troubleshooting and systems data analysis on ATR 42/72- 600 series.

DOCUMENTATION AND TRAINING TOOLS

AMM Documentation => MP tasks / TS

Training student documentation (paper format)

COURSE OUTLINE

- Be comfortable with flight deck environment
- Continuous monitoring of aircraft avionics system
- Allow failure identification from flight deck
- Diagnosis of the root cause fault behind symptoms
- Correlation of the fault with flight crew alerts (flight deck effects)
- Capable of doing complementary aircraft parameters analysis
- Performs applicable testing BITE (Built in test Equipment)
- Limits exceedance detection (detection of over ITT ground and flight phases etc...)
- Correlate the on-board system with maintenance documentation

This course is conducted with a maximum of 12 attendees.

Note: The theoretical part is conducted with a maximum of 12 trainees. The practical part, on aircraft, is conducted with maximum 6 trainees. The course schedule could be modified according to the actual number of trainees.

DAY 1	DAY 2
Theoretical Part: Introduction ACMS ATA 45 CMS description CMC Maintenance Function	Theoretical Part: MPC Maintenance Function VMS Maintenance Function
Theoretical Part: AVS Maintenance Function MFC Maintenance Function FCU Maintenance Function PEC/EEC Maintenance Function	Practical Part on Aircraft: MCDU Practice on A/C

Contact atc@atr-aircraft.com for scheduling

4.2 DOCUMENTATION

4.2.1 ATR maintenance documentation

ATRnavX



DURATION
1 DAY

OBJECTIVES

Understand the change in approach from ATRn@v to **ATRnavX**.
Optimize trouble shooting procedures and maintenance tasks through deepened knowledge of **ATRnavX**.

WHO IS ELIGIBLE?

Maintenance staff who want to be familiar with ATR maintenance documentation.
Participants must have good knowledge of the English language.

COURSE OUTLINE

This course comprises:

- A theoretical part taught by an instructor, describing the different functionalities integrated to the platform as ATA 20, SPM, Trouble Shooting....
- Numerous practical exercises using **ATRnavX** platform

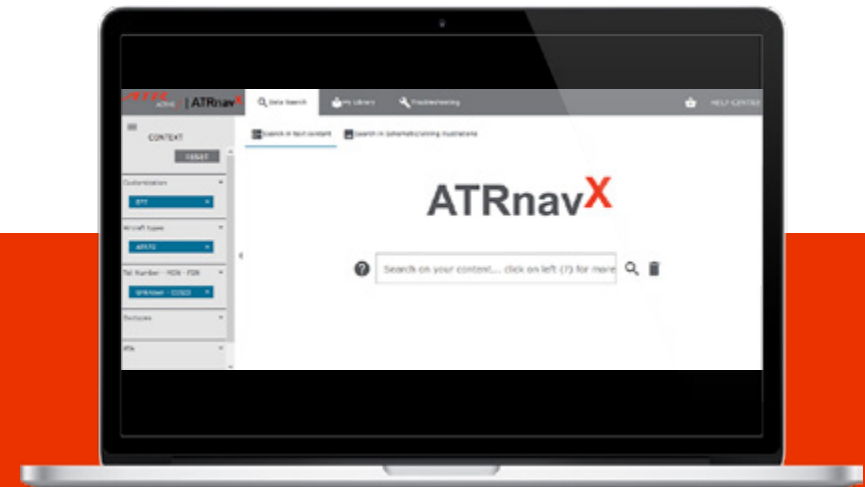
DOCUMENTATION

- Training Notes Manual provided
- **ATRnavX** access is required

PROGRAMME

DAY 1	DAY 2
Welcome ATRnavX introduction Features and functionalities	Trouble Shooting features
ATRnavX Practical activities	Trouble shooting Practical activities

This course is now
also available in
distance learning.



Contact atc@atr-aircraft.com for scheduling

4.2 DOCUMENTATION

4.2.2 Structure repair manual (SRM) familiarisation course


DURATION
 3 or 4 DAYS

OBJECTIVES

To provide Structure Repair knowledge on ATR structures using SRM (ATR Structure Repair Manual).

WHO IS ELIGIBLE ?

Structure Repair Engineers

PREREQUISITES

1. To have Structure Repair experience.
2. To have good knowledge of the English language.

COURSE OUTLINE

All of the ATR Structure Repairs chapters in the manual are described.

Depending on the Trainee's experience, the training lasts 3 or 4 days:

- For engineers with ATR Structure experience, the SRM Familiarization Course lasts 3 days including exercises.
- For engineers without any ATR structure experience, the first day is dedicated to ATR Structure Familiarization, before completing the 3 days SRM Familiarization Course.

DOCUMENTATION

- Maintenance Training Notes (MTN)
- Also available: SRM and additional manuals if appropriate



PROGRAMME

SRM USE ONLY (3 DAYS)

DAY 1	DAY 2	DAY 3
Structure & Regulation	Metallic Damage definition & criteria	Composite Damage definition & criteria
SRM Breakdown	Metallic Damage Sketch build up	Composite Damage Sketch build up
Final Assembly Line Visit (Toulouse only) or Aircraft Walkaround	S.R.M. Exercises	S.R.M. Exercises

ATR STRUCTURE AND SRM USE (4 DAYS)

DAY 1	DAY 2	DAY 3	DAY 4
Structure Generalities	Structure & Regulation	Metallic Damage definition & criteria	Composite Damage definition & criteria
Structural Documentation Presentation	SRM Breakdown	Metallic Damage Sketch build up	Composite Damage Sketch build up
Structure Breakdown	Final Assembly Line Visit (Toulouse only) or Aircraft Walkaround	S.R.M. Exercises	S.R.M. Exercises
Propeller Information & Windows			

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4.2 DOCUMENTATION

4.2.3 ATR 42/72 maintenance planning customisation



 DURATION
2 DAYS

OBJECTIVES

- To acquire general knowledge on MSG3 process leading to Maintenance Review Board Reports (MRBR) and Maintenance Planning Document (MPD).
- To acquire specifics of ATR maintenance planning philosophy.
- To be able to develop a customized Aircraft Maintenance Program (AMP) based on ATR MPD contents and other sources.

WHO IS ELIGIBLE?

Airline representatives or engineering department involved in Maintenance Planning Development processes.

PREREQUISITES

1. To have general knowledge of aircraft maintenance planning and airworthiness management.
2. To have good knowledge of the English language.

DOCUMENTATION

- MRBR Manual
- TLD manual
- MPD Manual
- PWC MM
- HS MM
- Training support

PROGRAMME

DAY 1	DAY 2
ATR MPD genesis (MSG3 process/MRB R/TLD)	Case studies / Tasks effectivity/ Components/Repairs/STCs
Customized AMP development based on ATR MPD and other sources	Case studies / Landing gears/Propellers/ Engines

Please bring along a laptop to access case studies files that will be provided on USB drive

ATR is granted with EASA Part M approval FR.CAMO.0039 with Airworthiness Reviews privilege and can also provide you with the following services:

- Authoring of your fleet customized maintenance program
- Auditing your organization
- Auditing of aircraft records for A/C recoveries and deliveries
- In service fleet airworthiness management
- Customized trainings related to CAMO responsibilities
- Airworthiness Reviews

4.3 POWER PLANT

4.3.1 Engine run-up course


DURATION
3,5 DAYS

ATR 42-400/500/72-212A (-500 or -600) or ATR 72-100/200 series or ATR 42-200/300 series

OBJECTIVES

- To familiarise the trainee with engine/propeller governing and control.
- To familiarise the trainee with the start/shut down and emergency procedures as well as with procedures following failures, including engine checks and performance.

WHO IS ELIGIBLE?

Personnel who want to be qualified for test with engine running on ATR aircraft.

PREREQUISITES

1. To have completed the Engine Interface Systems theoretical course, and be category B1/B2 or certified equivalent.
2. To have good knowledge of the English language.
3. Assessment on aircraft if no ERU experience.

COURSE OUTLINE

For the theoretical part, this course is held in class whilst for the practical part it is run on a simulator. It covers all operations relating to engine starts with battery and/ or GPU, static checks and engine run tests. For the -600, taxiing course is included in the course programme.

DOCUMENTATION

Aircraft Run-Up Training Guide.

PROGRAMME

DAY 1	DAY 2	DAY 3	DAY 4
Briefing Safety Controls Limitations Static Tests	Briefing Start/ shut-down Test with engine running	Briefing Start/ shut-down Failures Emergency procedures	Engine Run-Up Check on simulator /or on aircraft
Simulator	Simulator	Simulator	



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4.3 POWER PLANT

4.3.2 Engine run-up refresh course

**DURATION**
1 DAY**ATR 42-400/500/72-212A (-500 or -600)**

OBJECTIVES

To enable the technician to carry out refresh Engine Run-Up tests and systems procedure in emergencies and failures conditions.

WHO IS ELIGIBLE?

Personnel who want to update and refresh Engine Run-Up procedures.

PREREQUISITES

ERU qualification on one ATR Type Rating.

COURSE OUTLINE

The course is divided in two parts: theoretical and practical.

The theoretical part is taught in the classroom by an instructor for ERU tests procedures update.

The practical part is run on a simulator and it covers all operations relating to engine starts with battery and/or GPU, such as static checks, engine run tests and a strong emphasis on systems failure & emergency procedures.

DOCUMENTATION

ERU training documentation.

PROGRAMME

DAY 1

Classroom
ERU updates

Simulator (2hrs)
ERU procedures



4.3 POWER PLANT

4.3.3 Differences engine run-up course

**DURATION**
1,5 to 5 DAYS

ATR 42-400/500/72-212A (-500 or -600) or ATR 72-100/200 series or ATR 42-200/300 series

OBJECTIVES

To enable the technician to carry out Engine Run-Up on another ATR variant.

WHO IS ELIGIBLE?

Personnel already qualified for Engine Run-Ups on one ATR aircraft type and who wish to be qualified for another ATR type.

PREREQUISITES

1. Held ERU on ATR relevant model.
2. Power Plant and interface systems on required aircraft.

COURSE OUTLINE

For the theoretical part, this course is held in class, whilst for the practical part it is run on a simulator. It covers all operations relating to engine starts with battery and/ or GPU, such as static checks and engine run tests. The training module selection is by aircraft type.

DOCUMENTATION

Aircraft Run-Up Training Guide.

	To	ATR 42-200/300	ATR 72-100/200	ATR 42-400/500 72-500	ATR 42-600 72-600
From					
ATR 42-200/300		N/A	2,5 Days	2,5 Days	3,5 Days
ATR 72-200/100		2,5 Days	N/A	1,5 Day	3,5 Days
ATR 42-400/500/72-500		2,5 Days	1,5 Day	N/A	2,5 Days
ATR 42-600/72-600		3,5 Days	3,5 Days	2,5 Days	N/A

N.B.: in case all ATR models are to be covered, ERU differences course duration is 5 days.



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4.3 POWER PLANT

4.3.4 ATR 42/72 500/600 propeller module (HS568F)



 DURATION
3 DAYS

OBJECTIVES

To obtain or improve knowledge on Propeller Systems for Trouble Shooting and Line maintenance operation:

- System description and operation
- System cockpit interface
- Components description and operation
- Trouble Shooting
- Riggings and PEC trim
- Technics of balancing
- Blade damage assessments
- Propeller technical documentation utilisation

WHO IS ELIGIBLE?

Line and Base Maintenance Engineers qualified for ATR aircraft who need to operate on the propeller system HS 568 F (6 Blades Propeller) for line and base maintenance. Participants must have good knowledge of the English language.

COURSE OUTLINE

This course includes a theoretical part taught by an instructor using ACOS ATA 61, Simulation training tools (VPMT/Minitrainers) and a practical part on an aircraft.

DOCUMENTATION

Training Notes ATA 61 and maintenance documentation HS and AMM- JICs.

PROGRAMME

DAY 1	DAY 2	DAY 3
Theoretical Part: Propeller System and Subsystem description & operation	Theoretical Part: Propeller Protection & Indication Propeller Brake	Practical Part: Aircraft HS Tech Doc use Trouble Shooting
Theoretical Part: Propeller Components description & operation	Practical Part: Simulation Components Location Maintenance Procedure	Practical Part: Aircraft Rigging & PEC Trim Balancing Technics Blade damage assessment



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4.4 MATRI MAINTENANCE INSTRUCTOR

4.4.1 MATRI maintenance instructor course


DURATION
10 DAYS

OBJECTIVES

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

WHO IS ELIGIBLE?

Experienced B1/B2 or equivalent engineers wishing to become ATR Maintenance Instructors.

PREREQUISITES

1. To have participated in an ATR Type Rating course T1 and/or T2.
2. To have at least 5 years of relevant technical experience.
3. To have good knowledge of the English language.

COURSE OUTLINE

This course associates educational expertise with ATR's know-how in order to efficiently prepare the future instructor for his task. This course is divided into two parts. In the theoretical part, the trainee learns about human factors, pedagogical teaching techniques as well as EASA regulations. The practical part takes place both in the classroom and in the simulator so as to enable the trainee to put pedagogical techniques into practice straight away.

This course is conducted with a maximum of 4 attendees.

DOCUMENTATION

- EASA Part 147 extract.
- Training documentation, including human factors and educational aspects.

PROGRAMME

THEORETICAL PART

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Course Presentation	Briefing	Briefing	Briefing	Briefing
EASA Instructor Regulation	Examination/Debriefing	Human Factors	Human Factors	Teaching Techniques
EASA Instructor Regulation	ATR Technical Documentation	Pedagogical Factors	Pedagogical Factors	Teaching Techniques
Debriefing	Debriefing	Debriefing	Debriefing	Debriefing

PRACTICAL PART

DAY 6	DAY 7	DAY 8	DAY 9	DAY 10
Briefing	Briefing	Briefing	Briefing	Briefing
Instructor Guide Preparation	Instructor Guide Preparation	Instructor Guide Preparation	Instructor Guide Preparation	Teaching Practice (simulator)
Teaching Practice (classroom)	Teaching Practice (classroom)	Teaching Practice (classroom)	Teaching Practice (simulator)	Teaching Practice (simulator/vpf)
Debriefing	Debriefing	Debriefing	Debriefing	Debriefing

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4.4 MATRI MAINTENANCE INSTRUCTOR

4.4.2 MATRI maintenance instructor refresh course

 DURATION
5 DAYS

OBJECTIVES

- To refresh the required knowledge.
- To be informed and trained with the latest tools.
- To update knowledge of regulations.
- To raise awareness on the safety management systems.
- To review the human factors aspect.

WHO IS ELIGIBLE?

Instructors who wish to update their knowledge of new teaching tools and regulatory developments.

PREREQUISITES

1. Having followed the course MATRI.
2. Good knowledge of the ATR aircraft.
3. Good English level.

COURSE OUTLINE

This course is conducted with a maximum of four attendees in a classroom.

DOCUMENTATION

MATRI Refresh TN and cockpit layout.

PROGRAMME

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Welcome Regulation EASA	Human factor	Safety Management System	Pedagogical Exercise	Pedagogical Exercise
MTOE	Human factor	Maintenance errors	Preparation	Preparation
Examination ACOS LMS	Human factor	Safety and Precaution Training	Execution	Execution
New Teaching Methods	Human factor	Events and incidents Analysis	Debriefing	General Debriefing Conclusion



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4.5 PREVENTIVE ACTIONS FOR MAINTENANCE OPERATIONS

4.5 PAMO course



DURATION
5 DAYS

OBJECTIVES

The course objective is to raise technicians awareness of preventive maintenance actions to take into account during aircraft line operation. These preventive actions can avoid system deterioration and improve a/c reliability.

WHO IS ELIGIBLE?

Line and Base Maintenance Engineers qualified for ATR that need to operate on aircraft for line maintenance (ATR 500 & 600 series).

COURSE OUTLINE

A few examples of preventive maintenance actions:

- To avoid boots de-icing pneumatic deterioration and consequently leak fault, you can use specific protection
- Cargo door proximity switches adjustment
- Landing Gear (doors adjustment / cleaning / lubrication / preventive maintenance inspection)
- Air Conditioning (check / cleaning / Heat exchanger)
- Propeller (packaging /cleaning / preventive maintenance)
- Engine (compressor / turbine washing and PWC recommendations)
- Electrical system (DC & AC generators inspection and cleaning)
- Lighting (lighting systems removal & installation recommendation)
- Walkaround focus points/ Towing & Servicing precaution / Packaging

DOCUMENTATION

Training Notes.

PROGRAMME

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Theoretical Part	Theoretical Part	Theoretical Part	Theoretical Part	Theoretical Part
Theoretical Part	Theoretical Part	Theoretical Part	Theoretical Part	Theoretical Part
Aircraft visit 1h (if available)	Aircraft visit 1h (if available)	Aircraft visit 1h (if available)	Aircraft visit 1h (if available)	Aircraft visit 1h (if available)

PAMO course can be customised to follow customer needs (fleet performance analysis).



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4.6 LINE MAINTENANCE BEST PRACTICES

4.6 Line maintenance best practices course



DURATION
3 DAYS

OBJECTIVES

- To increase aircraft reliability through ATR in service experience.
- To be aware of ATR line maintenance features following ATR in service experience.
- To operate ATR following Line Maintenance Best Practices Recommendation.

WHO IS ELIGIBLE?

Line Maintenance Engineers working on ATR 42/72 Series 500/600 aircraft. Participants must have good knowledge of the English language.

COURSE OUTLINE

This course will cover a broad scope of the line maintenance activity and will allow the trainees to promptly identify, adopt and then deploy recommendations in the following domains:

- Line Maintenance Inspections procedures (Walk Around & Weekly Check)
- Detect anomaly during Walk Around (in service experience recommendation)
- Detect anomaly during Weekly Check (in service experience recommendation)
- Adapt maintenance to current environment (Cold & Hot Temperature Operation)
- Adapt maintenance to current environment (Harsh & Corrosive Environments)
- Enhance maintenance work and avoid commons errors (Towing, ERU, Aircraft Cleaning)
- Inspection after special event (Unscheduled Maintenance Tasks – ATA 05)
- Tools Boxes list for Line Maintenance Operation
- Technical Information about ATR Systems and Components Improvements

This course is conducted with a maximum of 12 attendees.

Note: The theoretical part is conducted with a maximum of 12 trainees. The practical part, on aircraft, is conducted with maximum 6 trainees. The course schedule could be modified according to the actual number of trainees.

DOCUMENTATION

Line Maintenance Best Practices brochure.

PROGRAMME

DAY 1	DAY 2	DAY 3
Theoretical Part	Theoretical Part	Theoretical Part
Weekly Tasks	Technical Recommendations	Walk Around presentation Technical Notes
Theoretical Part	Theoretical Part	Practical Part
Technical Recommendations	Inspection after special events Technical Tools	Walk Around on Aircraft



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4.7 GROUND HANDLING COURSE

4.7 Ground handling course



DURATION
2 DAYS

OBJECTIVES

- To gain knowledge on ATR Ground Handling Operations for personnel not ATR qualified.
- To operate the aircraft safely, taking into account human factors aspects.
- To apply in an optimized manner the operational procedures for arrival, transit, night stop and departure.

WHO IS ELIGIBLE?

Ground Handling Personnel.

Participants must have good knowledge of the English language.

COURSE OUTLINE

The course will cover all aspects of the aircraft handling while on the ground and will allow the trainees to gain advanced know-how on the following ground procedures:

- General aircraft information and technical documentation
- Ground Safety & Human factors
- Servicing and doors
- Parking & mooring
- Walk around
- Arrival & departure

This course is conducted with a maximum of 12 attendees.

DOCUMENTATION

Ground Handling Training Manual.

Also available, technical documentation such as AMM, JICs.

PROGRAMME

DAY 1	DAY 2
Theoretical Part	Theoretical Part
Aircraft general presentation and Ground Handling Procedure for aircraft arrival & departure	Human factor, parking, mooring, towing, placard, marking, walk around
Practical Part	Practical Part
Aircraft Cockpit presentation, GPU's connection, servicing, doors and Air Conditioning	Aircraft parking, mooring, towing, placard, marking and walk around operations



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5. TRAINING EQUIPMENT AND MULTIMEDIA TRAINING TOOLS

ATR Training Products and Services

5.1 CBT (Computer-Based Training) ACOS/ACOS2, ATR courseware

The ATR 42/72 ACOS is a state-of-the-art and ATR exclusive Computer Based Training (CBT) programme for Pilots, Maintenance Mechanics, 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 since the trainee can move forwards or backwards as required. Each section of the course is automatically "ticked off" to indicate completion.

COURSEWARE IS AVAILABLE FOR EACH OF THE FOLLOWING ATR AIRCRAFT VARIANTS:

- 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 Aircraft variants 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.

MAINTENANCE MECHANICS & ENGINEERS

The ATR CBT for Mechanics & Engineers training describes all ATR A/C series and all types of mechanic and engineer qualifications (Electrical/Mechanical, Avionics). All ATA chapters are covered at a EASA PART 66 level III specification. Specific modules have been added, for examples, technical publications and aircraft structure. Exercises are conducted by the individual trainee to perform testing/checks or removal and installation. Introduction to troubleshooting practices is also included. In total, 120 hours of CBT per aircraft variant are taught.



Contact atc@atr-aircraft.com for scheduling

ACOS/ACOS² INSTALLATION SUPPORT AND ASSISTANCE

COURSE OUTLINE

5 hours, including checks and advice to settle the technical prerequisites before installation and support for installation.

ASSISTANCE LEVEL 1 (10 HOURS)

- Remote assistance
- This includes advanced checks and advice to settle the technical prerequisites before installation and support for installation

ASSISTANCE LEVEL 2 (2 DAYS)

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

ASSISTANCE LEVEL 3 (3 DAYS)

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

Notes:

- Customer must fulfil and complete all the prerequisites specified in chapter 5.4 of this catalogue.
- The ACOS/ACOS² does not include any syllabus, which will have to be defined by the Customer.



Contact atc@atr-aircraft.com for scheduling

5.2 3D Trainers

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

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 themselves and check their 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 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 Walkaround Trainer is provided for 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 trainees to locate their exact places in the Aircraft. They are also associated 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 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 72-500, ATR 42-600 and ATR 72-600 aircraft. It provides training on 30 procedures for each A/C version.

Note: This trainer is not available for sale.

Contact atc@atr-aircraft.com for scheduling

5.3 Packages

The ATR Training Centre 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	ACOS² Pilot: Type rating and Differences Course / Attendant: Complete Course	ACOS²
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 ACLS 42-300, 72-500	ACOS² (Pilot: Type rating and Differences Course / Attendant: Complete Course AWT AVCPT (72-600)	ACOS² 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.

Contact atc@atr-aircraft.com for scheduling

5.4 Prerequisites for use of the ATR tools

The following prerequisites are applicable for the full range of ATR Training Centre 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)

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 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

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

6. GLOSSARY

ATR Training Products and Services

6. Glossary

A/C	Aircraft	CAA	Civil Aviation Authority	FAL	Final Assembly Line
ACLS	ATR Component Location Software	CBT	Computer-Based Training Competency-Based Training	FAR	Federal Aviation Regulations
ACOS	ATR Courseware - Aircraft Certification Office Subsystem	CCAS	Centralized Crew Alerting System	FCOM	Flight Crew Operating Manual
ADS-B	Automatic Dependent Surveillance-Broadcast	CCOM	Cabin Crew Operations Manual	FCTM	Flight Crew Training Manual
AFCS	Automatic Flight Control System	CDL	Configuration Deviation List	FCU	Fan Coil Unit
AFM	Airplane Flight Manual	CMC	Central Maintenance Computer	FDM	Flight Data Monitoring
AHM	Airplane Health Management	CRM	Crew Resource Management	FE/FI	Flight Examiner/Instructor
AMM	Aircraft Maintenance Manual	DDG	Dispatch Deviation Guide	FFS	Full Flight Simulator
AOC	Airline Operational Control	DGAC	Direction Générale de l'Aviation Civile	FFT	Full Flight Trainer
APM	Aircraft Performance Monitoring	EASA	European Aviation Safety Agency	FH	Flight Hours
ASM	Aircraft Schematics Manual	EDP	Electronic Data Processing	FIF	Flight Instructor Familiarisation
ATA	Air Transport Association of America	EFATO	Engine Failure After TakeOff	FMS	Flight Management System
ATO	Approved Training Organisation	EFB	Electronic Flight Bag	FOS	Flight Operations Software
ATPL	Airline Transport Pilot Licence	EFIS	Electronic Flight Instrument System	FPT	Flat Panel Trainer
AVCPT	ATR Virtual Cabin Procedure Trainer	EGPWS	Enhanced Ground Proximity Warning Systems	GNSS	Global Navigation Satellite System
AVMPT	ATR Virtual Maintenance Procedure Trainer	EIS	Entry Into Service	GPU	Ground Power Unit
AVS	Avionics System	ELT	Entry Level Training	IATA	International Air Transport Association
AWM	Aircraft Wiring Manual	EOSID	Engine Out Standard Instrument Departure	ICAO	International Civil Aviation Authority
AWT	ATR Walkaround Trainer	ERU	Engine Run-Up	IPC	Illustrated Parts Catalog
B-VNAV	Baro-VNAV	EWIS	Electronic Wiring Interconnection System	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
NAMS	New Air Management System
NDT	Non Destructive Testing
NSA	National Supervisory Authority
OFFP	Operational Flight Plan

OJT	On Job Training
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 - Authorization Required
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

7. SPECIFIC TERMS & CONDITIONS

ATR Training Products and Services

7. ATR specific terms and conditions for the sale of training and flight operations services

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1. DEFINITIONS – INTERPRETATION – ORDER OF PRECEDENCE

1.1. Definitions

Capitalized terms defined in ATR General Terms and Conditions for the Sale of Goods & Services ("ATR GTC") shall apply, unless otherwise defined in these Specific Terms and Conditions ("STC") as set out below:

"Affiliates" means with respect to any entity, any entity controlled by, controlling or under common control with, the first entity, and/or their respective lawful successors and/or assigns.

"Agreement" means any agreement entered into by the Parties under these Specific Terms and Conditions when (i) a quotation made by ATR is accepted by the Customer or (ii) a Purchase Order is accepted by ATR or (iii) any other document that refers to the Purchase Order or is referred to by the Purchase Order accepted by ATR, including these STC.

"Aircraft" means collectively or individually as the context requires the ATR 42/72-200/300/500/600 variant/model/version.

"Aircraft Data Package" means the Aircraft related information and data and associated Intellectual Property Rights (owned by ATR and/or ATR network entities and/or licensed and/or sub-licensed to the same by relevant third parties), as described in the Data Package Licence Agreement (DPLA), to the extent it is needed in the frame of the use of the Aircraft Data Packages solely for the purpose of manufacturing, testing, updating, maintaining and operating the Training Equipment. Any use and/or reference to

Aircraft Data Package irrevocably refers to all and/or any part of any Intellectual Property Right and/or any information and/or any data contained within;

"ATR" means Avions de Transport Régional G.I.E and/or any of its Affiliates, including without limitation:

- ATR Eastern Support Pte Ltd (Singapore);
- ATR South African Training Center (Proprietary) Limited (South Africa - Johannesburg);
- ATR Americas, Inc (USA - Miami).

"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 12 ("Insurance");
- (iii) any Party's obligations which by its nature and/or the context is intended to be material.

"Documentation Package" means documentation or publications, such as Flight Operations technical publications, brochures and/or training documentation, provided to non-operators.

"General Terms and Conditions for the Sale of Products and Services" or **"ATR GTC"** means ATR General Terms and Conditions for the Sale of Products and Services other than Training and Flight Operations Services covered by these STC.

"Intellectual Property Right(s)" or "IP Right(s)" means without limitation, ATR'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.

"Man month" means 30 (thirty) consecutive calendar days.

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

"Purchase Order" means a purchase order and call-ups, issued by the Customer under the Agreement and these STC.

"Payment in advance" or "PIA" means payment by the Customer to ATR of the price of the Services and or/ Material provided, prior to the performance of the Services.

"Price List" means the list of prices set by ATR for each Training and Flight Operations services described in the Flight Crew and Operations Training and Services catalogue and Maintenance Training Catalogue.

"Services" or "Training & Flight Operations Services" means the Training & Flight Operations Services and/or Materials supplied by ATR and offered to or requested by the Customer, including but not limited to Training courses, Dry Training, Wet Training, Flight Operations studies, Training documentation, Training Equipment, Software Licences, Data Package Licences...

"Software" means training software such as ACOS (ATR Courseware), 3D trainer (AVCPT, AWT, ACLS...), e-learning software or performance software (FOS, SPS, SCAP) and subject to a Licence agreement.

"Specific Terms and Conditions" or "STC" means these "ATR Training & Flight Operations Specific Terms and Con-

ditions for the Sale of Training & Flight Operations Services", which form an integral part of the Agreement.

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

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

"Training Equipment" means a training device, such as but not limited to a Full Flight Simulator (FFS), Flat Panel Trainer (FPT), mobile classroom, tablets and/or any equipment used to provide Training & Flight Operations Services for ATR aircraft.

"Training Instructors" means qualified Type Rating Instructors, Type Rating Examiners, Ground Instructors, Simulator Flight Instructors, Maintenance Instructors and/or any other qualified instructor delivering Training & Flight Operations Services provided by ATR to the Customer.

1.2. Interpretation:

In these Specific Terms and Conditions, save as otherwise expressly indicated to the contrary, any reference to:

1.2.1. "law" includes any law, order, statute, statutory instrument, regulation, decree, directive or instrument of equivalent effect;

1.2.2. the singular includes the plural and vice versa (unless the context otherwise requires) and references to a gender includes all genders;

1.2.3. headings are for convenience only and shall not govern the interpretation of the Agreement and/or these Specific Terms and Conditions;

1.2.4. "including", "include" shall be construed as a reference to: "... including, without limitation,..." or "...including but not limited to..."

1.3. 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 to the Customer through e-mail or any other document issued by ATR in relation with the Agreement;
- (ii) The Agreement ;
- (iii) These Specific Terms and Conditions ("**STC**");
- (iv) ATR's General Terms and Conditions for the sale of products and services ("**ATR GTC**").

For sake of clarity, these STC are covering the terms and conditions which differ from or are not covered in ATR GTC. All other terms and conditions not covered by these STC are covered by ATR GTC.

2. SUPPLY OF TRAINING & FLIGHT OPERATIONS SERVICES

ATR shall use its reasonable endeavours to (i) comply with the date of completion of the Training & Flight Operations Services as set in the Agreement and (ii) to provide the Customer with the Training Equipment and the Training Instructors (subject to their availability).

Description, duration and prerequisites of the Training & Flight Operations Services are described in the ATR Flight Crew and Operations Training and Services catalogue and Maintenance Training catalogue.

2.1. Training & Flight Operations Services Prerequisites and deadlines

Before attending Training and Flight Operations Services, the Trainee's qualifications must comply with the Training and Flight Operations Services prerequisites, including English level.

The Flight Crew and Operations Training and Services catalogue

and Maintenance Training catalogue describe the prerequisites.

The Customer will have to comply with the following requirements to be fulfilled before the Training and Flight Operations services delivery:

- Purchase order ≥ 45 Days
- Planning Proposal duly signed ≥ 45 Days
- Payment of Down payment (if required) ≥ 40 Days
- TIS (Trainee Information Sheet) ≥ 40 Days
- Trainee Passport ≥ 21 Days
- Customer Badge Request Form ≥ 21 Days

If any requested item of the above list is not provided on time and duly filled by the Customer, the Trainee may not be accepted in the Training Center or the training session may be cancelled or postponed and cancellation policy as described in Clause 6 ("Cancellation or Postponement of Training & Flight Operations Services") of the STC will apply.

2.2. Supply of Training & Flight Operations services

2.2.1. All Materials and documentation are in English and training courses are taught in English.

2.2.2. ATR reserves the right to cancel or postpone the Training and Flight Operations Services until 15 Days prior to the start of the training if the required minimum number of trainees, as specified in the Agreement, is not reached.

2.2.3. Supply of Aircraft:

In case the use of an aircraft is needed to deliver part of the Training and Flight Operations Services, the aircraft used should be the Customer's aircraft. In case no Customer aircraft is available, ATR will arrange for the supply of a leased Aircraft or an aircraft provided by ATR, in accordance with ATR Price List. Any costs (including but not limited to fuel, maintenance, support, landing fees and all other operating expenses) will be paid by the Customer. Clause 12 ("Insurance") shall apply to the supply of Aircraft for the performance of the Training & Flight Operations Services.

2.2.4. Training flight:

Any training flight, part of a qualified training program, required to perform the Training & Flight Operations Services may be executed outside the Training Center. In that case, the Trainee's accommodation for one (1) day and transportation by air, train or car from and back to the Training Center to the location where the training flight will take place is included in the Training & Flight Operations Services price, except otherwise mentioned.

2.2.5. Remedial Training:

During delivery of the Training & Flight Operations Services, ATR will be allowed to deliver one remedial training session without prior agreement of the Customer. Any additional remedial training session will be conducted after receipt of the Customer approval. The remedial training will be charged to the Customer in accordance with ATR Price List.

2.2.6. Performance software; FOS, SPS, SCAP Licences:

FOS, SPS and SCAP software are delivered upon receipt of a Purchase Order and signature of a FOS/SPS/SCAP Software Licence agreement. According to the FOS/SPS/SCAP Software Licence, performance software are yearly renewed on February 1st.

2.2.7. Training software; ACOS & 3D Trainer Licences:

ACOS and 3D trainer software are delivered upon receipt of a Purchase Order and signature of a Training Software Licence agreement. According to the Training Software Licence, training software are yearly renewed on April 1st.

2.2.8. E-learning software; Access Licences:

[RESERVED, to be developed when available].

2.2.9. Flight Operations Tech Pubs and Training Documentation:

Flight Operations technical publications are delivered according to ATR GTC. Training documentation is delivered upon receipt of a Purchase Order and, for non-operators, upon signature of an ATR Documentation Package Licence Agreement.

2.2.10. Aircraft Data Package:

The Aircraft Data Package is delivered upon receipt of a Purchase Order and signature of a Data Package Licence Agreement between ATR and the Training Equipment owner and/or operator.

2.3. Training & Flight Operations Services completion

2.3.1. If any Trainee does not reach the conditions set out in Clauses 2.1, ATR shall be entitled to terminate the Training & Flight Operations Services with respect to such Trainee without incurring any prejudice and/or liability.

2.3.2. ATR shall not be liable as to any insufficiency resulting from the Trainees' level of knowledge by the end of the Training & Flight Operations Services.

2.3.3. End of the Training & Flight Operations Services: upon completion of the Training & Flight Operations Services, ATR 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 shall deliver a certificate of course attendance.

2.4. Training Equipment

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

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

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 scheduling office, provided that a time-slot can be found within the published simulator program.

ATR shall use its reasonable endeavours 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.

3. ADMINISTRATIVE CONDITIONS

3.1. Trainees arrival:

Upon their arrival at the Training Center, the Trainees will receive a training program 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 either the Customer or ATR, the latter shall make its reasonable endeavours 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 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 Training program sent to Customer prior to the Training & Flight Operations Services starting date.

3.2. The Customer shall ensure that any of its Trainees attending the Training & Flight Operations 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 internal rules are at Trainees' disposal within the relevant Training Center (ATR or Training Center welcome brochure).

3.3. Any courses delivered with a tablet may require a security deposit of 1,500€ for a single trainee payable upon arrival or a down payment request of 5,000€ for a company (Airline, ATO, MRO...).

3.4. Training & Flight Operations Services supplied in the Customer's premises or outside a Training Center:

If the place to supply Training & Flight Operations Services is in the Customer's premises or in a place other than a Training Center, the Customer shall bear or reimburse all costs, such as, but not limited to, instructor's flight tickets or travel costs, Travel Days, accommodation, subsistence, local transportation, and other expenses related to the ATR Training Instructor's trip, in accordance with the ATR Travel policy. All such expenses shall be subject to a standard ten (10) % handling charge.

If any, when ATR Training Instructor's flight tickets have to be booked by the Customer, and such tickets are not available at least 9 days before the departure date, ATR reserves the right to book the flights and shall invoice the Customer.

To conduct Training & Flight Operations Services in the Customer's premises, ATR might have to send Training Equipment to the Customer's premises. Customer shall return such Training Equipment within Five (5) Days after the end of the Training & Flight Operations Services. Should Customer fail to return such Training Equipment within the foregoing period, then Customer shall pay to ATR a fee amounting to 1% of the Training & Flight Operations Services price per day of delay.

3.5. Customs:

Customer shall manage import and export customs clearance of Training Equipment, bear all related costs such as, but not limited to, customs duties, taxes, customs fees and other expenses related to customs clearance.

Customer shall be responsible for being compliant with local regulation and shall obtain all necessary licence or authorisation if needed for training material customs clearance.

3.6. Accommodation, transportation and medical fees:

3.6.1. At Customer's request, ATR may assist the Customer with booking a rental car. When necessary, drivers shall hold an international driving Licence. 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.

3.6.2. All living expenses shall be at Customer's charge. Upon written request from the Customer, ATR 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 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 be liable for any consequence arising out of or in connection with the assistance provided by ATR relating to the Customer living facilities.

3.6.3. In case of emergency, Trainees' medical care may be assumed by ATR. All payments of medical care bills advanced by ATR shall be charged to the Customer pursuant to Clause 5.5 hereafter.

4. PRICES

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

4.2. Quotations in a currency other than Euros are based on the exchange rate in force at the time of quoting. Unless otherwise stated, the price may be subject to revision if a different exchange rate applies at the date of invoice.

4.3. Any price specifically stipulated by ATR in a quotation and before any request for Services based on this quotation have been received by ATR, 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 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 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 Purchase Order by ATR.

4.4. In the event, the Training & Flight Operations Services price is varied in accordance with Clause 4.2, such price shall be binding on both Parties and shall not give either Party any right of cancellation.

4.5. Notwithstanding any other provision under these STC, ATR may revise the price to take into account any variation in the cost of labor, materials, fuel, power and transport or resulting from the modification of the Training & Flight Operations Services required by any change in any statutory obligations or any requirements of any Appropriate Authority prior to the completion of the Training & Flight Operations Services. ATR shall notify such revision to the Customer as soon as reasonably practicable.

4.6. Prices for Training Equipment session: Any booked Training Equipment session shall be fully invoiced and paid by the Customer despite partial use of the Training Equipment.

4.7. Prices for performance software: FOS, SPS or SCAP are applicable per aircraft and per year, and calculated based on the total fleet status of the Customer per defined ATR model, available on the 1st of January of each year. If operating several ATR models, the Customer can purchase such software for one ATR model or more.
According to the FOS/SPS/SCAP Software Licence, performance software are yearly renewed on February 1st. For the first order, prices are calculated from the date of the Purchase Order until January 31st of the following year.

4.8. Prices for training software: ACOS, 3D trainers are applicable per Licence, either stand-alone or server.

According to the Training Software Licence, training software are yearly renewed on April 1st. For the first order, prices are calculated from the date of the Purchase Order until March 31st of the following year.

4.9. Prices for e-learning software:
[RESERVED, to be developed when available]

4.10. Prices for Flight Operations Tech Pubs and Training Documentation: Flight Operations documentation prices are listed in the Technical Publication Catalogue for operators and in the Technical Publication Catalogue for non-operators. Training documentation and training Flight Operations brochures are listed on ATRActive web portal.

4.11. Prices for Data Package Licence: Prices for Data Package Licences are listed in the ATR Training & Flight Operations Simulation Solutions catalogue for airline training centers and third party training centers.

4.12. Prices for ATR Flight Ops Training Documentation Package Licence: Prices for Flight Ops Training Documentation Package Licences are provided by ATR third party training centers.

5. INVOICING, PAYMENTS

5.1. Unless otherwise required by ATR, ATR shall provide Customer with invoices showing all sums due under the Agreement at the end of each Training and Flight Operations Services session.

5.2. Any complaint relating to an invoice shall be submitted to Licensor in writing fifteen (15) days at the latest after issuance of the invoice. Failing this, the invoice shall be deemed accepted.

5.3. Unless otherwise specified herein, Clause "Terms of Payment" of the ATR GTC shall apply.

5.4. Unless otherwise stipulated by ATR, all payments due thereunder shall be made by the Customer in Euros to the following ATR's nominated bank account:

Account Name: GIE Avions de Transport Régional
Bank: CIC Sud-Ouest
Counter: CIC Toulouse Grandes Entreprises
Address: 20 Rue des Arts – 31000 – Toulouse – France
IBAN: FR76 1005 7190 4800 0608 8490 168
SWIFT BIC: CMCIFRPP

5.5. All payments advanced by ATR, including pursuant to Clauses 3.4 and 3.5 of these STC and ATR GTC, shall be charged thereafter to the Customer, together with a ten (10) % handling charge.

5.6. Down payment rules:

Before the supply of Training & Flight Operations Services, the Customer shall have to pay a down payment to ATR in the following cases:

- New or private Customer: 100% Payment In Advance (PIA)
- Customer with specific financial status evolution (i.e.: important debt): 100% PIA
- Depending on the amount of the Purchase Order, down payment might be requested by ATR.

In case of non-receipt in due time of such down payment, ATR reserves the right to cancel or postpone the supply of Training & Flight Operations Services; Clause 6 shall apply.

6. CANCELLATION OR POSTPONEMENT OF TRAINING & FLIGHT OPERATIONS SERVICES

In the event of cancellation or postponement of any ordered Training & Flight Operations Services by the Customer, ATR shall be entitled to charge the Customer with the partial or full payment of the price of the cancelled or postponed Services, on a sliding scale as described below:

Cancellation/postponement date 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

7. INTELLECTUAL PROPERTY

7.1. ATR 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 shall immediately upon creation or performance, vest in and shall be and remain the sole and exclusive property of ATR (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 Licence granted to the Customer by ATR 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 (or where appropriate, any of their supplier/licensors).

- (iv) The Customer undertakes to bring to ATR'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, at its request, in taking steps to defend such IP Rights.
- (v) In case of the use of a Data Package for the purpose of testing, updating, maintaining and operating the Training Equipment, a Licence agreement (Data Package Licence Agreement DPLA) specifically for this purpose shall be signed between ATR and/or the owner/operator of the Training Equipment.

7.2. In any case, ATR 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 & Flight Operations Services in compliance with the Agreement.

8. TERMINATION

8.1. Without prejudice to any other rights under the Agreement and/or at law, either Party shall be entitled to terminate all or part of the Agreement by way of Notice of termination as per Clause 8.3 ("Termination procedure"), in the following events:

- a) *Other Party's Default:* In such case, Clause 8.3 shall apply. Clause 8.2 shall apply in case of Customer's Default.
- b) *Hardship:* ATR shall be entitled to terminate all or part of the Agreement by way of Notice of termination, in the event no settlement is reached as per Clause 10 ("*Hardship*").
- c) *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.

d) *Excusable delay:* in accordance with Clause 9.5 ("*Excusable Delay*");

e) *Late payment:* if the Customer fails to make any payments within thirty (30) days after the Payment Date;

f) ATR 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;

g) *Export control:* in compliance with Clause "*Export Control and Compliance*" of ATR GTC

8.2. Suspension procedure:

In addition to Clause 8.1., in the event of Customer's Default, ATR shall be entitled to suspend all or part of any Purchase Order, Services and/or any Agreement and/or any other agreement entered into by and between the Customer and ATR, by way of Notice of suspension to the Customer which shall specify:

- (i) Purchase 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); and/or,
- (iii) Purchase 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's right to enforce any of Customer's obligations and/or (iii) ATR's right to terminate the Agreement in accordance with this Clause 8 ("*Termination*"). ATR reserves the right to apply new, stricter terms and conditions to the Services and/or part of Agreement that has not been suspended.

8.3. Termination procedure:

8.3.1. 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 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.

8.3.2. Any Purchase Order placed prior to any termination under this Clause 8 shall remain valid, subject to any sum due by the Customer to ATR under the Agreement and/or any other agreement between the Parties, has been paid in due time.

8.3.3. The right to terminate in accordance with this Clause 8 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 "Governing Law and Jurisdiction" of ATR GTC, without incurring any liability whatsoever.

8.4. Notwithstanding any provision in these STC, the Customer shall not have the right to set off any claims it might have against ATR against sums otherwise due to ATR.

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

9. EXCUSABLE DELAY

9.1. 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**".

9.2. 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.

9.3. 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 9.5 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.

9.4. 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.

9.5. 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 9.2, each Party shall be entitled to terminate this Agreement according to the terms of Clause 8 ("Termination") hereof.

10. 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 shall then notify the Customer in writ-

ing by means of a Notice. The Parties shall then meet to find a solution and use their reasonable endeavours to mitigate such effects. Should no agreement be reached within thirty (30) Days from said Notice, ATR shall be entitled to terminate the Agreement without incurring any liability in so doing as per Clause 8 ("**Termination**").

11. LIABILITY AND DISCLAIMER

11.1. For the purposes of Section 11, "ATR" shall include ATR, any of its suppliers, its Affiliates, their officers, employees, agents and subcontractors, and any of their respective insurers.

11.2. In addition to the foregoing, the Customer shall assume all risk and liability occasioned by failure of its Trainees as per clause 2.1 ("*Training & Flight Operations Services Prerequisites and deadlines*") to comply with ATR's instructions and, save due to ATR's wilful misconduct or gross negligence, ATR 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.

11.3. DISCLAIMER: EXCEPT AS EXPRESSLY OTHERWISE STATED HEREIN, THE WARRANTIES, OBLIGATIONS AND LIABILITIES OF ATR, 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, AND RIGHTS, CLAIMS AND REMEDIES OF THE CUSTOMER AGAINST ATR, 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 ATR'S NEGLIGENCE, ACTUAL OR IMPUTED; AND (E) ANY OBLIGATION, LIABILITY, RIGHT, CLAIM OR REMEDY FOR LOSS OF DAMAGE TO ANY GOODS AND/OR SERVICES. ATR 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.

11.4. NOTWITHSTANDING ANY OTHER TERMS STATED HEREIN, ANY DOCUMENT PREPARED BY ATR FURTHER TO THE REQUEST OF THE CUSTOMER IS PROVIDED FOR INFORMATION AND INDICATIVE PURPOSE ONLY. IN PREPARING SUCH DOCUMENTS, ATR 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 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 TO THE CUSTOMER AND ITS ADVISERS. ACCORDINGLY, NEITHER ATR NOR ANY OF ITS SHAREHOLDERS, DIRECTORS, EMPLOYEES, ADVISERS, AGENTS, SUBCONTRACTORS 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 SHALL BE USED EXCLUSIVELY FOR THE PURPOSE FOR WHICH IT IS SUPPLIED.

12. INSURANCE

12.1. The Customer shall maintain adequate insurance at its own costs and expenses and with insurers of internationally recognized reputation acceptable to ATR in accordance with applicable legislation and industry standards, with respect to its undertakings under the Agreement including Clauses 11 and "Indemnification" of ATR GTC and shall provide prior to the performance of the Services by ATR, a certificate of insurance, in a form acceptable to ATR 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, 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, 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, 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 ATR 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.

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

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

13. MISCELLANEOUS

- (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 ex-

cept 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 may incur in connection with such change, if any.
- (iv) In case of conflict between the English version of the STC 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.

14. 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 7 "*Intellectual Property Rights*", Clause 8 "*Termination*", Clause 18 "*Governing Law and Dispute Resolution*" and Clauses 9 "*Indemnification*", 11 "*Confidential and Proprietary Information*", 12 "*Data protection*" and 13 "*Export Control and Compliance*" of ATR GTC.

15. SUB-CONTRACTING

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

16. 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.

17. 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.

18. GOVERNING LAW AND DISPUTE RESOLUTION

The STC shall be governed by, subject to and construed and the performance thereof shall be determined in accordance with the laws of France. The parties shall use their reasonable endeavours to settle the dispute amicably within one (1) month after receipt of the notice of dispute. If the parties fail to settle the dispute amicably within such one (1) month, then any dispute arising out of the Terms shall be submitted to the exclusive jurisdiction of the commercial courts of Paris, France.

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