



# PRODUCT SUPPORT & SERVICES

FLIGHT CREW &  
OPERATIONS  
TRAINING &  
SERVICES

**ATR Training Products and Services**  
**Issue November 2023**

**ATR**  
Training Centre /



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**ATR Training Products and Services**

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# ICONS



## AIRCRAFT NEEDED

An ATR Aircraft is mandatory to perform practical part..



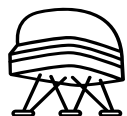
## DISTANCE LEARNING

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



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.

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).

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 environ-

ment. 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.



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 Variants available at ATR Training Centers

- Miami: 72-600
- Toulouse: all variants legacy -500, -600
- Singapore: 72-600



## 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 (capability) 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 ACOS<sup>2</sup> 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™).

1. OUR TRAINING  
PHILOSOPHY

2. PILOT  
COURSES

3. FLIGHT  
OPERATIONS  
SUPPORT & SERVICES

4. FLIGHT  
OPERATIONS  
COURSES

5. FLIGHT OPERATIONS  
SUPPORT  
PUBLICATIONS

6. CABIN CREW  
COURSES

7. TRAINING EQUIPMENT  
AND MULTIMEDIA  
TRAINING TOOLS

8. GLOSSARY

9. SPECIFIC  
TERMS AND  
CONDITIONS



## 2. **PILOT COURSES**

**ATR Training Products and Services**

# 2.1.1 ATR 42/72 PILOT TYPE RATING COURSE EASA

EASA APPROVED

DURATION

5 WEEKS



## OBJECTIVES

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

## WHO IS ELIGIBLE?

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

## PREREQUISITES

### Captain

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

### First officer

- Valid and current Commercial Pilot License (CPL) ) with IR-PBN/ME
- Theoretical ATPL
- Flight time: 500 hours as pilot, including at least 200 hours on a EASA CS/FAR25 or a EASA CS/FAR 23 aircraft (operated in multicrew environment
- MCC qualified
- English (ICAO level 4 minimum)

The Trainee Information Sheet (TIS) (filled in by the customer and returned at least 40 days before the beginning of the course) describes the pilot's prerequisites.

In case of noncompliance of prerequisites, an ELT (see 2.1.3, p. 14) or ELT/MCC (see 2.1.4, p. 15) will be proposed before the Type Rating course.

If the trainee's level of English does not meet prerequisite, the airline has to provide an interpreter and the training course length may be increased.

**Note: For EASA licence, Advanced UPRT mandatory prior Initial Type rating course ATR oriented specific modular UPRT session available upon request**

## COURSE OUTLINE

The instruction provided throughout the ATR Type Rating Transition Course is composed of a Theoretical Phase, a Synthetic Flight Training Phase and a Flight Phase. Each phase is concluded by a written examination or a proficiency test.  
Note: The Type Rating includes UPRT and LNAV requirements for 500 and 600 variants and VNAV for 600 variant.

### Theoretical Phase - 12 days

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

### Synthetic Flight Training - 12 days

The Synthetic Flight Training phase aims to introduce the trainee to the aircraft and to familiarise him with its procedures and operations. It includes 32h FFS.

### Flight Phase - 1 day

The flight phase is composed of 6 take-offs and landings.

## DOCUMENTATION

- All trainees shall be provided with a tablet containing all training and operational documentation, as well as 3D training tools
- Aircraft Flight Crew Operating Manual (FCOM)
- Normal, abnormal and emergency checklists
- Flight Deck Layout Poster
- Training Manual
- Supplementary manuals are provided as appropriate

## PROGRAMME

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

### WEEK 1

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6
Introduction (3:00)	Daily Presentation (1:30)	Daily Presentation (1:30)	OPS + Performance (5:00)	CRM (5:00)	ACOS (6:00) (self study)
ACOS (1:00)	ACOS (2:00)	ACOS (3:00)			
ACOS (1:30)	ACOS (2:00)	ACOS (1:00)	Icing Module (1:30)	VNAV Course (2:30)	
FPT A (1:30)	FPT B (1:30)	FPT C (1:30)			

### WEEK 2

DAY 7	DAY 8	DAY 9	DAY 10	DAY 11
FPT 1 (3:00)	FPT 2 (3:00)	FPT 3 (3:00)	FPT 4 (3:00)	FPT 5 (3:00)
ACOS (1:30)	ACOS (2:00)	ACOS (1:30)	Self study SOP (2:00)	Self study SOP (2:00)

### WEEK 3

DAY 12	DAY 13	DAY 14	DAY 15	DAY 16
FPT 6 (3:00)	FPT 7 (3:00)	FPT 8 (3:00)	FFS 1 (4:00)	FFS 2 (4:00)
Self study SOP (2:00)	Self study SOP (2:00)	Theoretical Test (2:00)		

### WEEK 4

DAY 17	DAY 18	DAY 19	DAY 20	DAY 21
FFS 3 (3:00)	FFS 4 (3:00)	FFS 5 (3:00)	FFS 6 (3:00)	FFS 7 (3:00)

### WEEK 5

DAY 22	DAY 23	DAY 24	DAY 25	DAY 26
FFS 8 (3:00)	FFS 9 (3:00)	FFS 10 (3:00)	Skill Test (4:00)	Aircraft external visual inspection (1:00) Flight (1:00)

Note: Optional Assembly line visit upon request, in Toulouse.

## 2.1 PILOT TYPE RATING

# 2.1.2 ATR 42/72-600 PILOT TYPE RATING COURSE FAA

FAA APPROVED

DURATION

5 WEEKS



The following FAA approved course is offered in Miami and Toulouse.

### INITIAL ATR 42/72 TYPE RATING

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

### OBJECTIVES

To provide the pilot with the knowledge, skills and abilities to meet the standards outlined in 14 CFR 61.157 and the FAA Airman Certification Standards and to safely operate the ATR as Pilot in Command.

### WHO IS ELIGIBLE?

Pilots who meet EITHER

the minimum requirements of the Federal Aviation Administration (FAA) for the issuance of an ATP certificate and/or ATR 42/72 Type Rating given in 14 CFR 61.153, 61.155, 61.156, 61.159, 61.160 (As Applicable)

OR for FAA Commercial Pilots, the eligibility requirements given in 14 CFR 61.63.

### COURSE OUTLINE

The instruction provided consists of a theoretical phase with a written test, and a synthetic flight training phase and proficiency check.

#### Theoretical Training -14 days

Consists of systems and performance training, aircraft external walk-around training using a 3-D virtual training tool, a safety course, a Crew Resource Management course (CRM) and 28.5 hours of flight deck oriented training in a Flight Procedures Trainer (FPT). VNAV and UPRT training is integrated into the course.

#### Synthetic Flight Training - 10 days

This phase is designed to familiarize the trainee to the procedures and aircraft operations. It includes 33 hours of Full Flight Simulator (FFS).

#### Qualification - 3 days

Oral examination and flight check including pre-flight inspection.

### DOCUMENTATION

All trainees shall be provided with a tablet containing all training and operational documentation, as well as 3D training tools.

- Aircraft Flight Crew Operating Manual (FCOM)
- Normal, abnormal and emergency Checklists
- Flight Deck Layout Poster
- Flight Crew Training Manual (FCTM)
- Supplementary manuals as appropriate

1. OUR TRAINING PHILOSOPHY

2. PILOT COURSES

3. FLIGHT OPERATIONS SUPPORT & SERVICES

4. FLIGHT OPERATIONS COURSES

5. FLIGHT OPERATIONS SUPPORT PUBLICATIONS

6. CABIN CREW COURSES

7. TRAINING EQUIPMENT AND MULTIMEDIA TRAINING TOOLS

8. GLOSSARY

9. SPECIFIC TERMS AND CONDITIONS

Contact [atc@atr-aircraft.com](mailto:atc@atr-aircraft.com) for scheduling

## PROGRAMME

### WEEK 1 GROUND INSTRUCTION - CBT - FPT

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6
Introduction (2:30)	Daily Presentation (1:30)	Daily Presentation (1:30)	OPS Performance Icing Safety	CRM (3:00)	CBT (8:00)
CBT (3:30)	CBT (4:30)	CBT (4:30)	External Walk-Around Training	LNAV/VNAV Theory	
Flat Panel Training Device (1:30)	FPT (1:30)	FPT (1:30)			

### WEEK 2 CRM & FPT

DAY 7	DAY 8	DAY 9	DAY 10	DAY 11
FPT (3:00)	FPT (3:00)	FPT (3:00)	FPT (3:00)	FPT (3:00)
CBT	CBT	CBT		

### WEEK 3 FPT & FFS

DAY 12	DAY 13	DAY 14	DAY 15	DAY 16
FPT (3:00)	FPT (3:00)	FPT (3:00)	FFS (4:00)	FFS (4:00)

### WEEK 4 FFS

DAY 17	DAY 18	DAY 19	DAY 20	DAY 21
FFS (3:00)	FFS (3:00)	FFS (3:00)	FFS (3:00)	FFS (3:00)

### WEEK 5

DAY 22	DAY 23	DAY 24	DAY 25	DAY 26
FFS (3:00)	FFS (3:00)	FFS (4:00)	ORAL EXAMINATION AND PRE-FLIGHT INSPECTOR (3:30)	FAA ATP/ TYPE RATING CHECK RIDE (4:00)

Note: Optional Assembly line visit upon request, in Toulouse.



# 2.1.3 PREVIOUS EXPERIENCE PILOT COURSE FAA

FAA APPROVED

DURATION

7 DAYS



## OBJECTIVES

For experienced ATR pilots, already holding an ATR type rating on a non-FAA ICAO license, this course provides the necessary training and checking events required to issue an FAA Airline Transport Pilot Certificate concurrently with an Airplane category, Multi-Engine Land class rating, and ATR 42/72 Type Rating or for the addition of the ATR 42/72 Type Rating to an existing FAA Airline Transport Pilot Certificate.

## WHO IS ELIGIBLE?

### PREREQUISITES

- Hold a current ICAO pilot license with a current and valid ATR 42/72 type rating
- Minimum of 50 hours flight time on any ATR 600 variant
- ICAO PBN qualified
- Meet the minimum requirements of the Federal Aviation Administration (FAA) for the issuance of an ATP certificate and/or ATR 42/72 Type Rating, as outlined in 14 CFR Part 61
- Summary of flight experience required:
  - 1500 hours total flight time
  - 250 hours PIC
  - 75 hours Instrument
  - 50 hours in Class
- Read, write and understand English language in accordance with AC63-28B (as revised)

## COURSE OUTLINE

The instruction provided consists of ground training including written tests, a flight training segment carried out in the zero-flight-time flight simulator, and a qualification phase including the practical test, oral and flight phases.

### Ground Training - 2 Days

Consists of systems and performance refresher training, aircraft external walk-around training using a 3-D virtual training tool, a safety refresher course, and an ATR42 differences course

### Flight Training - 2 Days

This phase is designed to refresh the trainee on all procedures and aircraft maneuvers required by the ACS. It includes 8 hours of Full Flight Simulator (FFS).

### Qualification - 3 days

Oral examination and flight check including pre-flight inspection

## DOCUMENTATION

All trainees shall be provided with a tablet containing all training and operational documentation, as well as 3D training tools.

- Aircraft Flight Crew Operating Manual (FCOM)
- Normal, abnormal and emergency Checklists
- Flight Deck Layout Poster
- Flight Crew Training Manual (FCTM)
- Supplementary manuals as appropriate

## PROGRAMME

ATR 42/72-600

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Ground Course (8:00)	Ground Course (8:00)	FFS (4:00)	FFS (4:00)	Oral Exams (3:30 per pilot)

DAY 6	DAY 7
FFS Skill Test Pilot 1 (4:00)	FFS Skill Test Pilot 2 (4:00)



CAE

CAE 7000 Series

**ATR**  
TRAINING CENTER

STAFF ONLY

## 2.1.4 ELT ENTRY LEVEL TRAINING

EASA APPROVED

DURATION

5 DAYS



### OBJECTIVES

To allow pilots, who do not have the prerequisites specified in the Type Rating course description, to enter the 5 week Pilot Type Rating Course.

### WHO IS ELIGIBLE?

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

NOTA: For private EASA candidates fitting the minimum EASA requirements including MCC, one simulator evaluation can be performed in order to determine volume of a specific ELT if needed (from 0 session to full ELT).

### PREREQUISITES

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

### DOCUMENTATION

All trainees shall be provided with a tablet containing all training and operational documentation, as well as 3D training tools.

### PROGRAMME

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

**Note:** This course is usually included in a type rating course but can be conducted independently as a gap training.

# 2.1.5 ELT/MCC ENTRY LEVEL TRAINING & MULTI CREW COORDINATION COURSE

DURATION

10 DAYS



## OBJECTIVES

- To upgrade pilots to work in a multi pilot environment (Crew Resource Management, Human Factors, Crew Coordination, Leadership).
- To allow pilots to enter the 5 week Pilot Type Rating Course who do not have the prerequisites specified in the Type Rating course description.

## WHO IS ELIGIBLE?

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

## PREREQUISITES

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

## DOCUMENTATION

All trainees shall be provided with a tablet containing all training and operational documentation, as well as 3D training tools.

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

**Note: A 3 weeks modular MMC course can be delivered on request.**

## PROGRAMME

### ELT/MCC PROGRAMME STARTS AFTER THE FIRST WEEK OF TYPE RATING GROUND TRAINING

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Type Rating course	Type Rating course	Type Rating course	Type Rating course	Crew Resource Management (6:00)
DAY 6	DAY 7	DAY 8	DAY 9	DAY 10
Crew Resource Management (6:00)	Crew Resource Management (6:00)	Multi Crew Coordination (7:00)	Self Study	Briefing (1:00)
				FFT or FFS upon availability (4:00)
				Debriefing (1:30)
DAY 11	DAY 12	DAY 13	DAY 14	DAY 15
Briefing (1:00)	Briefing (1:00)	Self Study	Briefing (1:00)	Briefing (1:00)
FFT or FFS upon availability (4:00)	FFT or FFS upon availability (4:00)		FFT or FFS upon availability (4:00)	FFT or FFS upon availability (4:00)
Debriefing (1:30)	Debriefing (1:30)		Debriefing (1:30)	Debriefing (1:30)

# 2.1.6 AB INITIO ENAC - ATR PILOT TRAINING COURSE

EASA APPROVED

DURATION

18 TO 20  
MONTHS



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

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

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

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

## OBJECTIVES

To become an ATR First Officer.

## COURSE OUTLINE

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

## WHO IS ELIGIBLE?

Pilots candidates pre-selected by the Airline.

### PREREQUISITES

- To be at least 18 years old
- Hold a scientific diploma or an equivalent qualification High School Diploma

## DOCUMENTATION

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

### TRAINING EQUIPMENT

The simulators operated throughout the course should be:

- TB20 or DA40 single-engine FNPT II
- Be58 multi-engine FNPT II

The airplanes operated throughout the course should be:

- TB10 or TB20 or DA40 single engine aircraft
- Be58 or DA42 twin engine aircraft

ATR training devices: FPT, FFS level D all

ATR aircraft variants



## PROGRAMME

ENAC SELECTION	THEORETICAL PHASE ENAC 29 WEEKS	PHASE 1 ENAC 22 WEEKS	PHASE 2 ENAC 11 WEEKS	PHASE 3 ENAC 11 WEEKS	PHASE 4 ATR 2 WEEKS	PHASE 5 ATR 5 WEEKS
On-site candidate selection	Classroom ATPL courses	CPL (Commercial Pilot License)	IR/SE (Instrument Rating/Single Engine)	IR/ME (Instrument Rating/Multi Engine)	ELT/MCC (Entry Level Training - Multi Crew Coordination)	ATR 42/72 Pilot type rating course
Candidates are preselected by ENAC and the Airline	Classroom ATPL courses cover the necessary subjects to prepare ATPL certificates	<ul style="list-style-type: none"> <li>• Single-engine operations</li> <li>• VFR flight training</li> <li>• Flight preparation</li> <li>• Navigation training</li> <li>• Night flight training</li> <li>• Implementation of flying techniques</li> <li>• Maneuverability skill Improvement</li> <li>• CPL skill test preparation</li> </ul>	<ul style="list-style-type: none"> <li>• Single-engine operations</li> <li>• IFR flight training</li> <li>• Basic instrument flying</li> <li>• Night flight training</li> <li>• Radio navigation procedures</li> </ul>	<ul style="list-style-type: none"> <li>• Multi-engine operations</li> <li>• IFR navigation and flight management techniques on a twin engine airplane</li> <li>• Class rating skill test preparation</li> <li>• IR/ME skill test preparation</li> </ul>	<ul style="list-style-type: none"> <li>• CRM (Crew Resources Management)</li> <li>• Check list management</li> <li>• Abnormal situation management introduction</li> <li>• MCC Multi Crew coordination</li> </ul>	<ul style="list-style-type: none"> <li>• Theoretical ground class (Aircraft performance &amp; systems)</li> <li>• Computer based training</li> <li>• Simulator training: FPT, FFT &amp; FFS</li> <li>• Base training - Flight Phase</li> </ul>

## 2.2.1 UPRT COURSE



## OBJECTIVES

UPRT stands for aeroplane 'Upset Prevention and Recovery Training' and constitutes a combination of theoretical knowledge and flying training with the aim of providing flight crew with the required competencies to both prevent and to recover from situations in which an aeroplane unintentionally exceeds the parameters for line operation or training (aeroplane upsets).

The design of this course focuses on three distinct areas and objectives:

- a) **Heightened awareness** – of the potential threats from events, conditions, or situations;
- b) **Effective avoidance** – at early indication of a potential upset-causing condition;
- c) **Effective and timely recovery** – from an upset to restore the aeroplane to safe flight parameters.

## WHO IS ELIGIBLE?

Any ATR qualified pilot.

## TRAIN THE TRAINER

The Train the Trainer specific course is available. See 2,2,5



## 2.2.2 LOW VISIBILITY OPERATIONS

DURATION

1 DAY



### OBJECTIVES

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

### WHO IS ELIGIBLE?

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

### PREREQUISITES

Any ATR qualified pilot.

### DOCUMENTATION

All trainees shall be provided with a tablet containing all training and operational documentation, as well as 3D training tools.

- AWO brochure

### PROGRAMME

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







# 2.2.3 CLEARVISION™/EVS COURSE

DURATION

3 DAYS



## OBJECTIVES

To provide expertise on using the Clearvision™ system including EVS, SVS and CVS.

## WHO IS ELIGIBLE?

Any ATR Cat II qualified pilot.

**Note:** Following the course, ATR recommends an associated Line Training.



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

# 2.2.4 ATR 42/72 PILOT PBN COURSE



## OBJECTIVES

To enable the pilot to safely and efficiently operate the ATR with all NAV functions:

- PBN regulation, benefits and constraints
- ATR 42/72 PBN capacities
- 2D/3D environment in SID, STAR, cruise and descent phases
- 2D and 3D approaches (RNAV or Navaided) using FMS

## WHO IS ELIGIBLE?

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

## PREREQUISITES

To hold a valid ATR 42 or ATR 72 Type Rating Certificate issued by an EASA Member State or a non PART-FCL license acceptable to the Aviation Authorities.

The amount and specification of training depends on:

- The knowledge and validation already mastered by the trainee,
- The targeted competences.

## COURSE OUTLINE

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

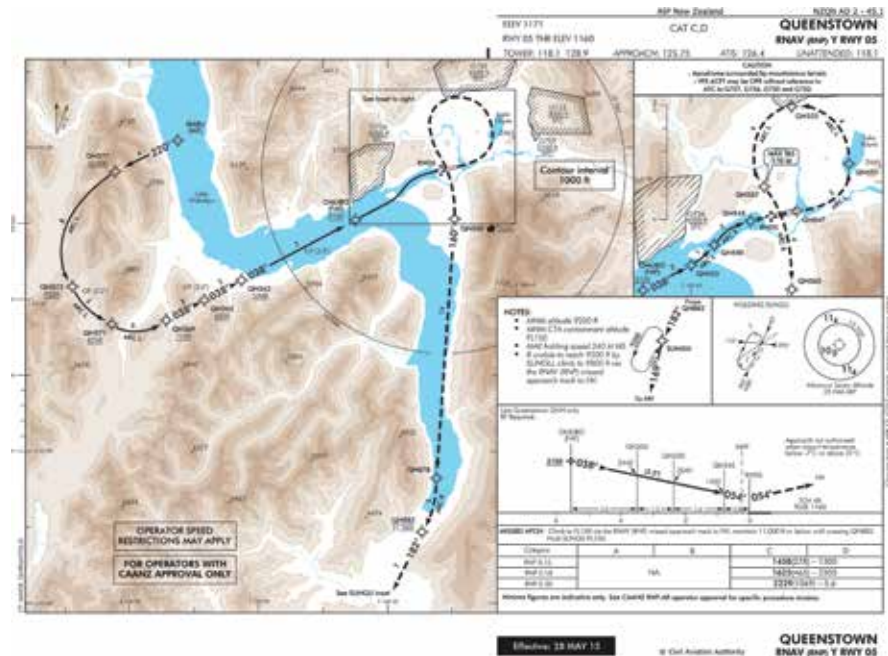
## TRAIN THE TRAINER

The Train the Trainer specific course is available, please refer to course description in this Catalogue.

## DOCUMENTATION

All trainees shall be provided with a tablet containing all training and operational documentation, as well as 3D training tools.

- FCTM
- Syllabus and approach charts
- PBN brochure



		Current Knowledge		AB-INITIO PBN		KNOWLEDGE PBN		LNAV		LNAV-VNAV		
To become												
-500 & -600 BASIC	PBN-FAM	1/2 day										
		Day 1: Theory GEN	4h									
	LNAV	2 days		2 days								
		Day 1: Theory GEN+LNAV	8h	Day 1: Theory LNAV	4h							
		Day 2: SIM LNAV	4h	Day 2: SIM LNAV	4h							
-600 BASIC	VNAV	3 days		3 days		1 day						
		Day 1: Theory GEN+LNAV	8h	Day 1: Theory LNAV	4h	Day 1:	Theory VNAV	3h				
		Day 2: SIM LNAV	4h	Day 2: SIM LNAV	4h		SIM VNAV	3h				
		Day 3:	Theory VNAV	3h	Day 3:	Theory VNAV	3h					
			SIM VNAV	3h		SIM VNAV	3h					
-600 CUSTOMER OPTION	LPV	3 days		3 days		1 day		1 day				
		Day 1: Theory GEN+LNAV	8h	Day 1: Theory LNAV+LPV	7h	Day 1:	Theory LPV	3h	Day 1:	Theory LPV	3h	
		Day 2: SIM LNAV	4h	Day 2: SIM LNAV	4h		SIM LPV	3h		SIM LPV	3h	
		Day 3:	Theory LPV	3h	Day 3: SIM LPV	3h						
	SIM LPV		3h									
	RNP-AR Basic	5 days		5 days		3 days		2 days				
		Day 1: Theory GEN+LNAV	8h	Day 1: Theory LNAV	4h	Day 1: Theory VNAV+RNP-AR	6h	Day 1: Theory RNP-AR	3h			
Day 2: SIM LNAV		4h	Day 2: SIM LNAV	4h	Day 2: SIM VNAV	3h	Day 2: SIM RNP-AR basic	4h				
Day 3: Theory VNAV+RNP-AR		6h	Day 3: Theory VNAV+RNP-AR	6h	Day 3: SIM RNP-AR basic	4h						
Day 4: SIM VNAV		3h	Day 4: SIM VNAV	3h								
	Day 5: SIM RNP-AR basic	4h	Day 5: SIM RNP-AR basic	4h								
	RNP-AR Customized	TO BE QUOTED										

# 2.2.5 ATR 42/72 TRAIN THE TRAINER COURSE



## OBJECTIVES

Transfer our teaching expertise, as well as our knowledge and skills, to the airline experts/instructors.

Typical subjects would be UPRT, PBN...

## WHO IS ELIGIBLE?

Airline instructors and/or management team.

## COURSE OUTLINE

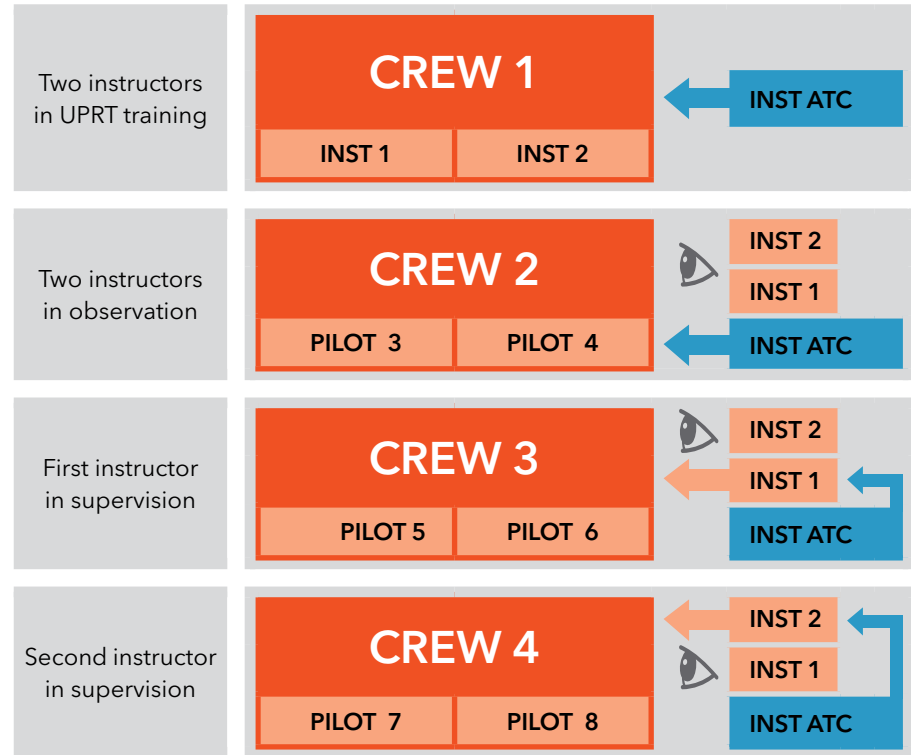
This course is based on pilot competencies, and observation and /supervision sessions to reach a full expertise.

Duration will depend on prerequisites and objective and will be discussed/ customised with ATR Training Center Head of Flight Training.

## DOCUMENTATION

All trainees shall be provided with a tablet containing all training and operational documentation, as well as 3D training tools.

- FCTM
- Syllabus and approach charts
- Specific brochures/documentation
- Training program and course support



- 1. OUR TRAINING PHILOSOPHY
- 2. PILOT COURSES
- 3. FLIGHT OPERATIONS SUPPORT & SERVICES
- 4. FLIGHT OPERATIONS COURSES
- 5. FLIGHT OPERATIONS SUPPORT PUBLICATIONS
- 6. CABIN CREW COURSES
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- 9. SPECIFIC TERMS AND CONDITIONS

# 2.3 FLIGHT CREW LINE TRAINING

ATR flight instructors can provide **line training services** for crews to support aircraft introduction and enhance flight operations.

The service is provided:

- By experienced Type Rating Instructors/Examiners who have an in-depth ATR operational knowledge
- Via training methods which strictly comply with the Airline's Standard Operating Procedures
- In situ, for hands-on operational support and expertise to answer your needs

Beyond the pilots training, ATR gives access to the entire support and expertise of the ATR Flight Ops Support team, by setting a privileged and direct link between customer's operations management and ATR staff.

ATR Training Center also provides **ferry flight services**, allowing ATR Training Center pilots to convey customer aircraft to the airline's premises.



# 2.4.1 ATR 42/72 PILOT DIFFERENCES COURSE EASA

EASA APPROVED

DURATION

1 TO 10 DAYS



## WHO IS ELIGIBLE?

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

## PREREQUISITES

To hold a valid ATR 42 or ATR 72 Type Rating Certificate issued by an EASA Member State or a non PART-FCL license acceptable to the Aviation Authorities.

ATR 42/72 Pilot Differences Course -500 to -600:

- **For experienced pilots** (ATR 42/72-500 qualified with more than 500 FH, or more than 100FH within the last 12 months on any ATR variant) a 1-week blended training will be performed.
- **For inexperienced or new ATR pilots** (without the above requested experience) an additional week will be added, for a training of 2 weeks in total.

## PROGRAMME

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

FROM DAY -30 TO DAY -1

- **10/12 hours** of elearning to be perform on ATR e-Training Hub platform



We recommend doing the elearning within 7 days before course in ATC  
Elearning module must be completed before Day 1

REMOTE WORK

## OBJECTIVES

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

## COURSE OUTLINE

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

In addition, for 600 variant, a modular LNAV/VNAV course should be added to the difference course, to ensure adequate usage of NAV functions.

## DOCUMENTATION

All trainees shall be provided with a tablet containing all training and operational documentation, as well as 3D training tools.

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Avionic presentation (2:30)	FPT 2 Full cockpit prep. System page description FMS practices (speed configuration) (3:00)	VNAV (3:00)	Theoretical Test	FFS2 Local Navigation Engine flameout at takeoff Ice detection VNAV CRM (4:00)
FPT 1 Avionic presentation FMS initialisation (3:00)	CRM (2:00)	FPT 3 Failure treatment Flaps unlock DC GEN Fault ENG flameout (3:00)	FFS1 Navigation IOM failures FMS msg (4:00)	

ATR TRAINING CENTRE

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

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



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

WEEK 1					WEEK 2				
DAY 1	DAY 2	DAY 3	DAY 4	DAY 5	DAY 6	DAY 7	DAY 8	DAY 9	DAY 10
Avionic presentation (2:00)	ACOS (2:00)	ACOS (2:00)	ACOS (2:00)	FFS 1 (4:00 per crew)	Briefing: (1:30)	Briefing: (1:30)	Briefing: (1:30)	Briefing: (1:30)	Briefing: (1:30)
FPT 1 Avionic presentation FMS initialisation (3:00)	FPT 2 Full cockpit prep. System page description FMS practices (speed configuration) (3:00)	FPT 3 Failure treatment Flaps unlock DC GEN Fault IOM failure ENG flameout FMS msg (3:00)	FPT 4 NAVIGATION (3:00)		FFS 2 (3:00) (Nav management)	FFS 3 (3:00) (Nav management)	Theoretical Test	FFS 5 (3:00)	FFS 6 (3:00)
ACOS (2:00)	CRM (2:00)				Full Cockpit Prepa. Full SOP application ---- FMS RWY/SID revision ILS + NPA	Full Cockpit Prepa. Full SOP application ---- FMS STAR revision 1 Holding Pattern	FFS 4 (3:00) Short transit --- Specific failure revision Severe Icing	Single Engine Practice EFATO ENG FIRE Visual pattern EMERGENCY EVAC	(LOFT) Short transit --- NPA
					Debriefing: (1:30)	Debriefing: (1:30)	Debriefing: (1:30)	Debriefing: (1:30)	Debriefing: (1:30)

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

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

Contact [atc@atr-aircraft.com](mailto:atc@atr-aircraft.com) for scheduling

1. OUR TRAINING PHILOSOPHY

2. PILOT COURSES

3. FLIGHT OPERATIONS SUPPORT & SERVICES

4. FLIGHT OPERATIONS COURSES

5. FLIGHT OPERATIONS SUPPORT PUBLICATIONS

6. CABIN CREW COURSES

7. TRAINING EQUIPMENT AND MULTIMEDIA TRAINING TOOLS

8. GLOSSARY

9. SPECIFIC TERMS AND CONDITIONS

# 2.4.2 ATR 42/72 PILOT DIFFERENCES COURSE FAA

FAA APPROVED

DURATION

1 TO 10 DAYS



## WHO IS ELIGIBLE?

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

## PREREQUISITES

To hold a valid ATR 42 or ATR 72 Type Rating Certificate issued by the FAA.

For ATR 42/72 Pilot Differences Course to -600:

- **For experienced pilots** (with more than 500 FH, or more than 100 FH within the last 12 months on any ATR variant) a 1-week training will be performed.
- **For inexperienced or new ATR pilots** (without the above requested experience) an additional week will be added, for a training of 2 weeks in total.

## OBJECTIVES

To enable the pilot to safely and efficiently operate another variant of ATR airplane in compliance with FAA regulation.

## COURSE OUTLINE

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

## DOCUMENTATION

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

FROM	TO	ATR 42-200 ATR 42-300	ATR 72-100 ATR 72-200 ATR 72-210	ATR 42-500	ATR 72-212 A	ATR 42-600	ATR 72-212A 600 version
ATR 42-200 ATR 42-300			Ground Training ½ day	Ground Training ½ day	Ground Training ½ day		Differences course 7 days/10 days
ATR 72-100 ATR 72-200 ATR 72-210		Ground Training ½ day		Ground Training ½ day	Ground Training ½ day		Differences course 7 days/10 days
ATR 42-500		Ground Training ½ day	Ground Training ½ day		Ground Training ½ day		
ATR 72-212 A		Ground Training ½ day	Ground Training ½ day	Ground Training ½ day			Differences course 1 week/2 weeks
ATR 42-500 600 version							Ground Training ½ day
ATR 72-212A 600 version						Ground Training ½ day	

1. OUR TRAINING PHILOSOPHY  
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8. GLOSSARY  
9. SPECIFIC TERMS AND CONDITIONS

# 2.5.1 PILOT RECURRENT COURSE EASA

**DURATION**  
**4 DAYS/YEAR**  
**3 YEARS**



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

## OBJECTIVES

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

## WHO IS ELIGIBLE?

Operator flight crews.

## PREREQUISITES

To be holders of a valid ATR Type Rating.

## Please note

- The crew should ideally be paired by crew (Captain + F/O)
- The ATR TRE must be qualified by the Operator's Authorities in order to perform the test
- Our programme must be approved by the Operator's Authorities
- Operators must submit all relevant documents needing to be signed by the ATR Training Center TRE prior to the start of the training

## COURSE OUTLINE

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

## DOCUMENTATION

As appropriate

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

- 1. OUR TRAINING PHILOSOPHY
- 2. PILOT COURSES
- 3. FLIGHT OPERATIONS SUPPORT & SERVICES
- 4. FLIGHT OPERATIONS COURSES
- 5. FLIGHT OPERATIONS SUPPORT PUBLICATIONS
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## PROGRAMME

All ATR models

### YEAR 1 (FCL/OPS 1)

### (OPS 1)

	DAY 1	DAY 2	6 MONTHS INTERVAL	DAY 1	DAY 2
1/2 day	<b>Ground school</b> - Flight controls - Landing Gear - Ice protection	<b>Ground school</b> Power plant IV.Start/ Relighting V.Fire protection VI.Systems Test		<b>Safety Course</b>	<b>Ground school</b> - Severe Icing - Windshear - Unusual attitudes
1/2 day	<b>Simulator Training</b> FFS: 4:00	<b>LPC + OPC</b> FFS: 4:00		<b>Simulator Training</b> FFS : 4:00	<b>OPC</b> FFS: 4:00

### YEAR 3 (FCL/OPS 3)

### (OPS 3)

	DAY 1	DAY 2	6 MONTHS INTERVAL	DAY 1	DAY 2
1/2 day	<b>Ground school</b> ACW Electrics EFIS TCAS	<b>Ground school</b> - NAV GPS - CCAS/MFC - AFCS - Systems Test		<b>Safety Course</b>	<b>Ground school</b> - Icing Procedures - UPRT - Visual app
1/2 day	<b>Simulator Training</b> FFS: 4:00	<b>LPC + OPC</b> FFS: 4:00		<b>Simulator Training</b> FFS : 4:00	<b>OPC</b> FFS : 4:00

### YEAR 2 (FCL/OPS 2)

### (OPS 2)

	DAY 1	DAY 2	6 MONTHS INTERVAL	DAY 1	DAY 2
1/2 day	<b>Ground school</b> - Pneumatic system - Conditioning - Pressurisation - Ventilation	<b>Ground school</b> - Hydraulic system - Fuel DC Electrics Systems Test		<b>Safety Course</b>	<b>Ground school</b> - Icing procedures - Incapacitation - Approach to stall
1/2 day	<b>Simulator Training</b> FFS: 4:00	<b>LPC + OPC</b> FFS: 4:00		<b>Simulator Training</b> FFS: 4:00	<b>OPC</b> FFS: 4:00

# 2.5.2 RECURRENT TRAINING PILOT COURSE FAA

FAA APPROVED

DURATION

6-10 DAYS  
PER CREW

## OBJECTIVES

The curriculum provides the necessary refresher training and checking events for certified ATR flight crew, as required by §61.58 pilot in command proficiency check.

For pilots who have not performed recurrent training or passed a pilot in command proficiency check in the last 12 months, it also provides the necessary requalification training and checking events, and reestablishment of recency of experience and instrument currency requirements.

## WHO IS ELIGIBLE?

### PREREQUISITES

1. Hold an FAA ATP with ATR 42/72 type rating
2. Last 61.58 must be within last 59 months
3. For pilots who have not performed recurrent training or passed a pilot in command proficiency check in the last 12 months, training times are as follows:
  - Up to 12 months past due: 15 hours ground school, 4 hours flight training as PF
  - From 12 months to 35 months past due: 15 hours ground school, 8 hours flight training
  - From 35 months to 59 months past due: 24 hours ground training, 16 hours flight training
  - Greater than 59 months past due: a complete type rating course must be followed

## COURSE OUTLINE

The instruction provided consists of ground training including written tests, a flight training segment carried out in the zero-flight-time flight simulator, and a qualification phase including the practical test, oral and flight phases.

### Ground Training - 2-3 Days per crew

Consists of systems and performance refresher training, aircraft external walk-around training using a 3-D virtual training tool, a safety refresher course, and an ATR42 differences course. It includes 15-24 hours of ground training per crew.

### Flight Training - 1-4 Days per crew

This phase is designed to refresh the trainee on all procedures and aircraft maneuvers required by the ACS. It includes 4-16 hours of Full Flight Simulator (FFS) per crew.

### Qualification - 3 days per crew

Oral examination and flight check including pre-flight inspection. It includes 1 day or oral examination per crew and one 4 hours FFS session per pilot.

## DOCUMENTATION

All trainees shall be provided with a tablet containing all training and operational documentation, as well as 3D training tools.

- Aircraft Flight Crew Operating Manual (FCOM)
- Normal, abnormal and emergency Checklists
- Flight Deck Layout Poster
- Flight Crew Training Manual (FCTM)
- Supplementary manuals as appropriate

# 2.6 ATR PILOT REVALIDATION OR RENEWAL COURSES EASA

EASA APPROVED

DURATION

1 TO 12 DAYS



## OBJECTIVES

Pilots who want to revalidate or renew their ATR Type Rating.

## WHO IS ELIGIBLE?

Applicants must refer to PART FCL to ensure relevancy of this ATR course.

### PREREQUISITES

1. Revalidation: Current Type Rating
2. Renewal: Expired Type Rating

The ATR Training Centre Head of Flight Crew Training will define the training module according to AMC1 FCL740:

- the time since the rating expired and
- the applicant's total and recent experience on Multi Crew aircraft.

## COURSE OUTLINE

Note for revalidation Mod. A:

The 3 days duration could on a case by case basis be reduced to 1 day, upon review by Head of Flight Crew Training.

Note for test sessions:

- FFS: 3 hours for single pilot
- FFS: 4 hours for 2 pilots

WITH RECENT EASA 25 EXPERIENCE	EXPIRY TIME	WITHOUT RECENT - EASA 25 EXPERIENCE
Module A 3 days 1 ACOS/Test + 1 FFS + 1 Test FFS	Renewal Rating expired < 1 year	Module B 3 days 1 ACOS/Test + 2 FFS + 1 Test FFS
Module B 3 days 1 ACOS/Test + 2 FFS + 1 Test FFS	Renewal Rating expired < 3 years	Module C 5 days 1 ACOS + ½ Perfo + ½ Test + 3 FFS + 1 Test FFS
Case by case study	Renewal Rating expired ≥ 3 years	Case by case study

The first simulator session of each module can be considered as an evaluation. The result of this evaluation may determine a change in the training module proposed and will be recorded by the SFI/ TRI in the applicant's records.

## PROGRAMME

### MODULE A

DAY 1	DAY 2	DAY 3
ACOS: Gen Fam Lite Part 1+2 + Test	FFS (4:00)	FFS Proficiency Test

### MODULE B

DAY 1	DAY 2	DAY 3
Gen Fam Lite Part 1	Gen Fam Lite Part 2 + Test	FFS Proficiency Test
FFS (3:00)	FFS (3:00)	

### MODULE C

DAY 1	DAY 2	DAY 3	DAY 4	DAY 5
Gen Fam Lite Part 1+2	ACOS Performance	Tests System + Performance	FFS (4:00)	FFS Proficiency Test
	FFS (3:00)			

# 2.7.1 SYNTHETIC FLIGHT INSTRUCTOR SFI COURSE

EASA APPROVED

DURATION

6 TO 11 DAYS



COURSE	DURATION (WORKING DAYS)	PHASES
SFI Initial Course	11	All phases
SFI Extension to ATR Course / SFI already Instructor Course	6	Phase 1 ATR Technics, Phase 2

## WHO IS ELIGIBLE?

Experienced pilots who want to become a Synthetic Flight Instructor.

### PREREQUISITES

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

## OBJECTIVES

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

## COURSE OUTLINE

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

Contact [atc@atr-aircraft.com](mailto:atc@atr-aircraft.com) for scheduling

## DOCUMENTATION

- Teaching Notes
- Performance & Limitation Manual
- Human Factors Guide for the instructor
- Relevant technical doc.

## PROGRAMME

### PHASE 1 GROUND COURSES

TITLE	MEDIA	DURATION
<b>Learning &amp; teaching</b>	Classroom	Day 1 to 5
<b>ATR Technics</b>	Classroom	Day 6 & 7

### PHASE 2 SIMULATOR INSTRUCTION

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

For SFI Revalidation/Renewal, please contact commercial department.

# 2.7.2 TYPE RATING INSTRUCTOR TRI COURSE

EASA APPROVED

DURATION

7 TO 12  
DAYS

COURSE	DURATION (WORKING DAYS)	PHASES
TRI Initial Course	12	All phases
TRI Extension to ATR / TRI already Instructor Course	7	Phase 1 ATR Technics, Phases 2 & 3

## WHO IS ELIGIBLE?

Experienced Captains who want to become a Type Rating Instructor.

### PREREQUISITES

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

### FRENCH PILOTS

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

## OBJECTIVES

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

## COURSE OUTLINE

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

## DOCUMENTATION

- Teaching Notes
- Performance & Limitation Manual
- Human Factors Guide for the instructor
- Relevant technical doc.

## PROGRAMME

### PHASE 1 GROUND COURSES

TITLE	MEDIA	DURATION
<b>Learning &amp; teaching</b>	Classroom	Day 1 to 5
<b>ATR Technics</b>	Classroom	Day 6 & 7

### PHASE 2 SIMULATOR INSTRUCTION

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

### PHASE 3 TRI LANDING TRAINING

DAY 12
Flight 1:00 per pilot

**Note : Remove phase 3 for TRI restricted to simulator  
For TRI Revalidation/Renewal, please contact commercial department.**

Contact [atc@atr-aircraft.com](mailto:atc@atr-aircraft.com) for scheduling



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

EASA APPROVED

DURATION

3 DAYS



COURSE	DURATION (WORKING DAYS)
TRE / SFE Initial	3
TRE / SFE Refresher Seminar, Revalidation or Renewal	1
TRE / SFE EASA AoC (Assessment of Competence)	Should be organized within operator context for EASA pilots (1 FFS session of 2 hours)

### WHO IS ELIGIBLE?

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

### PREREQUISITES

#### A - TRE

- 1 500 hours as PIC on multipilot Airplanes.
- 2 Hold ATPL, type rating and current TRI.
- 3 Justify a minimum of 50 hours instruction as SFI or TRI (aircraft or simulator).
- 4 Justify knowledge related to examiner's privileges.
- 5 No suspension or limitation by relevant authority within 3 previous years.
- 6 Have been positively evaluated regarding capabilities to cooperate with relevant authority in the functions of examiner.

#### B - SFE

- 1 500 hours on multipilot Airplanes (no PIC hours required).
- 2 Hold or have held ATPL and valid type rated (FCL 1000 (a) (1)).
- 3 SFI valid.
- 4 Justify a minimum of 50 hours instruction as SFI (or TRI).
- 5 Justify knowledge related to examiner's privileges.
- 6 No suspension or limitation by relevant authority within the 3 previous years.
- 7 Have been positively evaluated regarding capabilities to cooperate with relevant authorities in the functions of examiner.

Contact [atc@atr-aircraft.com](mailto:atc@atr-aircraft.com) for scheduling

### OBJECTIVES

- To give TRI/SFI the knowledge related to examiner functions as TRE/SFE
- The initial issuance of SFE/TRE authorisation has to be done by relevant authority, within 12 months following course completion

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

### COURSE OUTLINE

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

### DOCUMENTATION

- Teaching notes
- Guide du TRE/SFE (French)
- Aircrew (English or French)

### PROGRAMME

#### INITIAL ISSUANCE

DAY 1	DAY 2	DAY 3
Theory (6:00) + simulator (2:00) (optional)*	Workshop (2:00) + 1 FFS session (3:00)	1 FFS session (3:00)

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

\* For non-ATR rated applicant

## 2.8 OTHER COURSES

# 2.8.1 UPGRADE TO CAPTAIN COURSE

DURATION

FROM 5DAYS



### WHO IS ELIGIBLE?

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

### PREREQUISITES

To hold a current ATPL License.

### OBJECTIVES

- To develop the command, management and leadership skills of a captain
  - To prepare Captain line training (Captain designation under operator responsibility)
- FFS simulator sessions will be performed by a TRI. The minimum is 12 hours of FFS and can be customized upon request.

### DOCUMENTATION

CRM and human factors for Captains.

## 2.8 OTHER COURSES

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

DURATION

1 DAY

### WHO IS ELIGIBLE?

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

### OBJECTIVES

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

### COURSE OUTLINE

This course comprises the following:

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

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

The training is divided into three parts:

- Review of ice and rain protection procedures in ACOS
- Type II/IV Fluids tuition in the classroom
- Simulator Training

## 2.8.3 ATR 42/72 INSIGHT COURSE

DURATION

3 DAYS



### WHO IS ELIGIBLE?

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

### PREREQUISITES

Have a good knowledge of English.

### OBJECTIVES

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

### COURSE OUTLINE

#### 1<sup>st</sup> day:

- Introduction
- Systems monitoring (CCAS & FWS)
- Electrical system
- Fuel system
- Power plant
- Fire protection
- Lights
- Emergency Equipments
- Oxygen

#### 2<sup>nd</sup> day:

- Hydraulic system
- Flight controls
- Landing gear
- Flight Instruments
- Navigation (Conventional VOR ILS)
- (GNSS)
- Flight Protections (EGPW-TAWS) TCAS
- Ice & Rain protection
- Doors

#### 3<sup>rd</sup> day:

- Air system
- AFCS
- Communication
- ATR Technical publication

#### 3<sup>rd</sup> day afternoon:

1 hour demonstration on FFT for 4 persons where each candidate can fly the ATR

### PROGRAMME

DAY 1	DAY 2	DAY 3
Theory (6:00)	Theory (6:00)	Theory (3:00)
		Optional Simulator (FFT/FFS) 1:00 / 4 pers.

#### DOCUMENTATION GIVEN:

- ATR-600 Cockpit panel book.
- ATR-600 System book.

# 2.8.4 CRM TRAIN THE TRAINER COURSE

DURATION

5 DAYS

## WHO IS ELIGIBLE?

Personal willing to gain competences on Human Factors subject and to be able to perform CRM Courses to Airlines crews.

## OBJECTIVES

- To develop the Human Factor concept.
- The aim is to enable a ground instructor to deliver CRM training within ATO or Airline scope.

## COURSE OUTLINE

This course comprises the following:

- 4 days of ground school with a Human Factor & CRM Trainer Specialist, including:
  - Major HF concepts
  - Crew competences
  - Cases study
- 1 day Supervision on a real CRM course + debriefing.

# 2.8.5 MAINTENANCE CHECK FLIGHT (MCF) COURSE

DURATION

5 DAYS



## WHO IS ELIGIBLE?

Pilots and Flight Engineers needing to perform ATR Maintenance Check Flights as required by the Manufacturer Aircraft Maintenance Manual, or the organization responsible for the continuing airworthiness or as by the Maintenance Organization. These flights intend to verify in flight the correct functioning of one or more systems after maintenance or defect rectification, or assist in fault isolation or troubleshooting.

The course does not address the purpose of demonstration flights also called acceptance flight which are the Flights at the end of lease or upon transfer of ownership. This can be done using ATR ISATFM (In Service Aircraft Technical Flight Manual).

## PREREQUISITES

### 2 Captains:

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

### 2 Technical Flight Engineers being either:

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

**Optimum crewing : two Captains and two Flight Engineers.**

**FFS sessions and flights must be duplicated if pilots want to be validated as Captain and Flight Engineer.**

## OBJECTIVES

- Offer practical guidance and instruction in ATR technical flights
- Improve the quality of an ATR operator's technical flight check processes and practices
- Enhance knowledge, skills and attitudes and increase the safety of an operator's technical flight checking.

Contact [atc@atr-aircraft.com](mailto:atc@atr-aircraft.com) for scheduling

## COURSE OUTLINE

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

## DOCUMENTATION

- MCF run-up
- Course documentation

## PROGRAMME

### WEEK 1

DAY 4	DAY 5
GROUND SCHOOL	GROUND SCHOOL

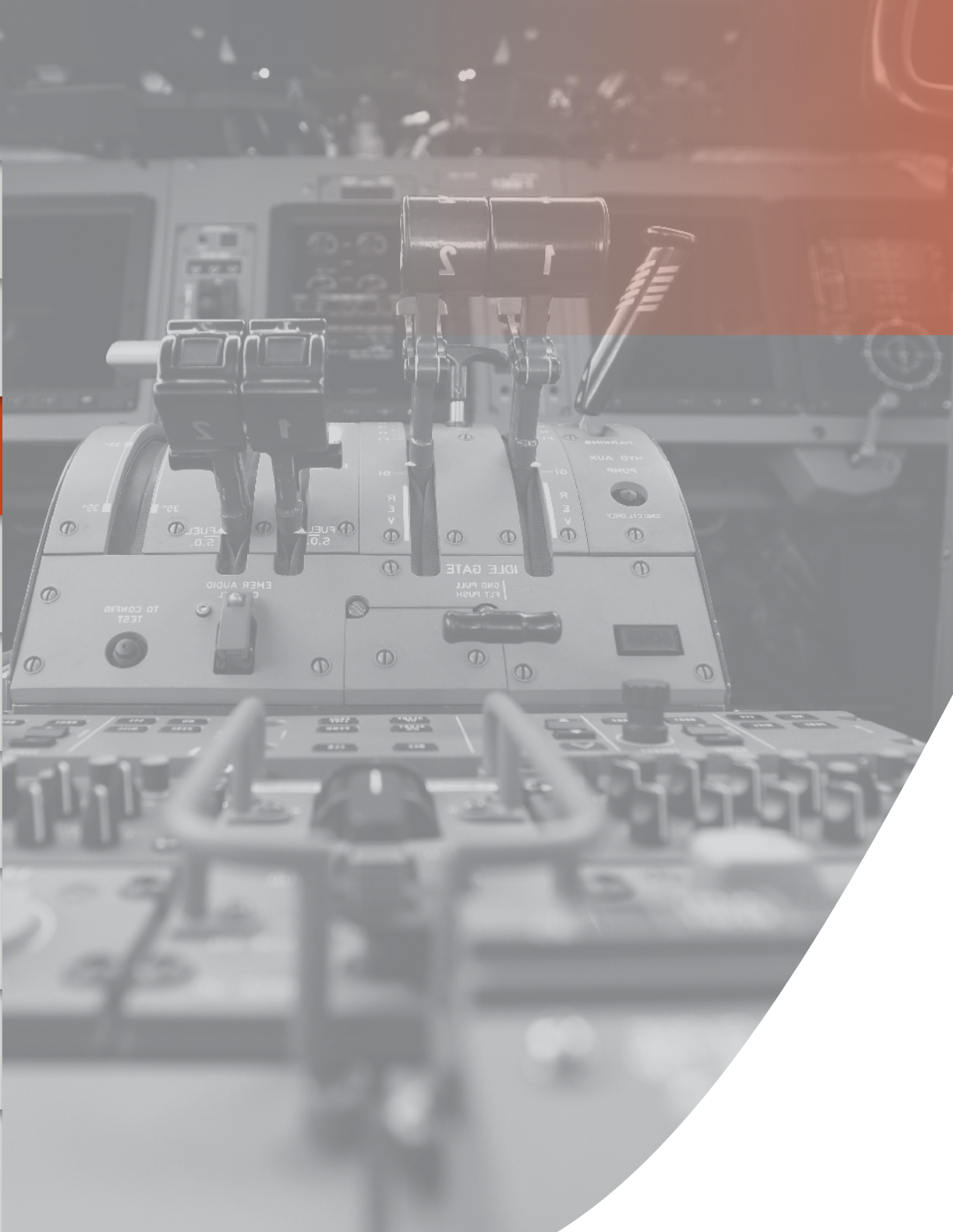
### WEEK 2

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

### WITHIN 4 WEEKS TIME IN THE AIRLINE TECHNICAL BASE

Flight 1 (1:40) Captain #1 + Flight Engineer #1	Flight 2 (1:40) Captain #2 + Flight Engineer #2
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**Note : course available from January to mid-June**



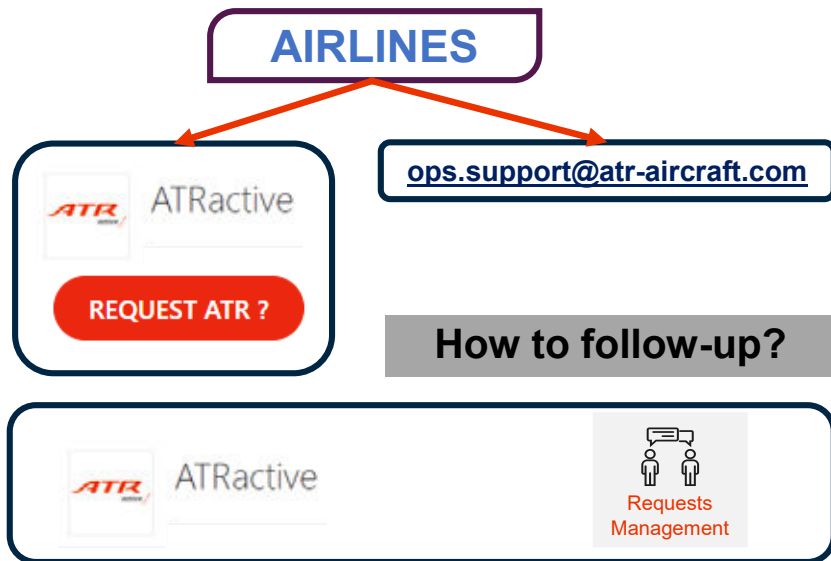
# 3. FLIGHT OPERATIONS SUPPORT & SERVICES

**ATR Training Products and Services**

# 3.1 SUPPORT TO AIRLINES

## Flight Ops Support Desk

### How to contact?



### What topics?

- Operational documentation
- Crew procedures
- Aircraft systems
- Performance
- FOS SPS
- W&B
- FDM

### F/OPS Desk experience

-  ~2000 Requests(\*)
  -  From ~ 170 airlines worldwide
  -  Answer targetted in less than 7 days
- (\*) per year

# 3.2 OPERATIONAL DOCUMENTATION SERVICES

The Flight Operations Support team can assist in the writing, customisation and review of customer operational documentation.

## 3.2.1 MEL CUSTOMISATION

Production of customer MEL, taking into account the fleet configuration, the local regulations (provided by the airline), the airline MEL format and other specificities. Several levels of customisation are available. MEL can be delivered in XML (eXtensible Markup Language), Word and PDF formats.

## 3.2.2 SOPs REVIEW AND CUSTOMISATION

Review of airline SOPs against ATR policy. ATR recommendations are delivered through a technical report.

Production of customer Standard Operating Procedures, taking into account the fleet configuration, the local regulations (provided by the airline), current operator SOP format and specificities. SOPs can be delivered in XML (eXtensible Markup Language), Word and PDF formats.

## 3.2.3 SAFETY CARD CUSTOMISATION AND PRODUCTION

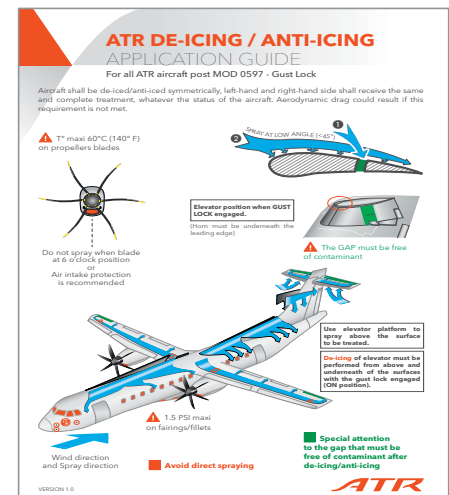
ATR Safety card template can be customised to customer needs and printed with a plastic cover.

## 3.2.4 DE-ICING CARD CUSTOMISATION AND PRODUCTION

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

## 3.2.5 MANAGEMENT OF AIRLINE OPERATIONAL DOCUMENTATION

Turn key solution for the airline for operational documentation authoring, customisation, revision and publishing.





# 3.3 WEIGHT & BALANCE STUDIES

The Flight Operations Support team can assist on the computation of Operational CG envelopes customization of Load & Trim Sheets, and filling of AHM 560/565..

## 3.3.1 CUSTOMIZED OPERATIONAL CG ENVELOPE

The certified CG envelopes are provided by the manufacturer to ensure a correct maneuverability and stability during takeoff/landing and in-flight. The determination of the aircraft CG position using paper or electronic LTS is affected by possible inaccuracies and moving items during the flight. To take into consideration these possible inaccuracies and moving items, an operational envelope is defined by applying operational margins to the certified envelopes. This will be done according to aircraft configuration and customer specific assumptions.

## 3.3.2 LOAD & TRIM SHEET

The Load and Trim Sheet (LTS) records the composition and the distribution of the total load carried on board the aircraft for a flight, and computes associated Centre of Gravity (CG) position. LTS must be filled before each flight to ensure weights and CG remain within the Operational Envelope throughout the whole flight. LTS customization is based on the actual aircraft configuration and airline policy. Computation of a customized operational envelope is included in the service. Two formats are proposed: graphical and tabulated.

## 3.3.3 AHM FILLING

The AHM 560/565 is a ATA standard document used by airlines to configure their DCS (Departure Control System) for production of computerized trim sheet. We fill in AHM 560/565 according to aircraft configuration and customer specific assumptions. The document is delivered in Word/Excel and PDF format.

**ATR 72-212A** **LOAD AND TRIM SHEET** **F-WATC / MSN 5000**  
V2 / March-21

**CARGO INDEX TABLE**

FORWARD CARGO				AFT FWD CARGO			
WEIGHT (KG)	INDEX	WEIGHT (KG)	INDEX	WEIGHT (KG)	INDEX	WEIGHT (KG)	INDEX
0-10	0	371-388	-49	0-8	0	159-150	+10
11-30	-1	391-410	-30	9-24	+1	174-150	+11
31-50	-2	411-430	-21	25-41	+2	189-223	+12
51-70	-3	431-451	-22	42-57	+3	207-223	+13
71-90	-4	452-471	-23	58-74	+4	224-229	+14
91-110	-5	472-491	-24	75-90	+5	240-229	+15
111-130	-6	492-511	-25	91-107	+6	257-272	+16
131-150	-7	512-531	-26	108-124	+7	273-289	+17
151-170	-8	532-551	-27	125-140	+8	290-332	+18
171-190	-9	552-571	-28	141-157	+9		
191-210	-10	572-591	-29				
211-230	-11	592-611	-30				
231-250	-12	612-631	-31	0-7	0	230-244	+18
251-270	-13	632-651	-32	8-20	+1	246-259	+19
271-290	-14	652-671	-33	21-37	+2	262-273	+18
291-310	-15	672-691	-34	38-51	+3	274-289	+19
311-330	-16	692-711	-35	52-66	+4	289-333	+20
331-350	-17	712-731	-36	67-81	+5	304-338	+21
351-370	-18	732-751	-37	82-96	+6	319-353	+22
371-390	-19	752-771	-38	97-112	+7	334-357	+23
				112-126	+8	349-352	+24
				127-140	+9	363-377	+25
				141-155	+10	378-382	+26
				156-171	+11	393-407	+27
				172-185	+12	408-422	+28
				186-199	+13	423-439	+29
				200-214	+14	437-442	+30
				215-229	+15		

**PASSENGER INDEX TABLE**

CABIN ZONE A	CABIN ZONE B	CABIN ZONE C			
PAU NUMBER	INDEX	PAU NUMBER	INDEX	PAU NUMBER	INDEX
0	0	0	0	0	0
1	-2	1-2	+1	1	+3
2	-4	3-4	+2	2	+5
3	-6	5-6	+3	3	+8
4	-7	7-8	+4	4	+11
5	-8	9-10	+5	5	+14
6	-11	11-12	+6	6	+17
7	-13	13	+7	7	+20
8	-15	14-15	+8	8	+23
9	-16	16-17	+8	9	+26
10	-18	18-19	+9	10	+29
11	-20	20-21	+11	11	+31
12	-22	22-23	+12	12	+34
13	-24	24-25	+13	13	+38
14	-25	26-27	+14	14	+43
15	-27	28	+15	15	+47
16	-28			16	+52
17	-31			17	+58
18	-33			18	+65
19	-34			19	+72
20	-36			20	+80
21	-38			21	+89
22	-40			22	+99
23	-42			23	+110
24	-44			24	+122

**FUEL INDEX TABLE**

WEIGHT (KG)	INDEX
0-100	0
104-132	+1
135-153	+2
155-183	+3
184-240	+4
241-303	+5
304-337	+6
338-427	+7
428-508	+8

**LTC INDEX CORRECTION**

COMPARTMENT	INDEX CHANGE
FWD CARGO	+5.0 (+50 KG)
AFT FWD CARGO	+6.0 (+60 KG)
AFT REAR CARGO	+6.0 (+60 KG)
CABIN ZONE A	+1.0 PER PAU
CABIN ZONE B	+1.0 PER PAU
CABIN ZONE C	+1.0 PER PAU
WING CREW SEAT	-4.0 (-40 KG)
REAR GALLEY	+4.0 (+40 KG)

**BASIC INDEX CORRECTION**

WEIGHT	ZONES
A	E F
+10g	-0.50 -0.50
+10g	+0.50 -0.50

**LOAD AND BALANCE WORKSHEET**

LOAD ITEM	WEIGHT	INDEX
DRY OPERATING WEIGHT (E, FD, CC)		
FWD CARGO (MAX 300 KG)		
AFT FWD CARGO (MAX 300 KG)		
AFT REAR CARGO (MAX 440 KG)		
CABIN ZONE A (MAX 24 PAU)		
CABIN ZONE B (MAX 28 PAU)		
CABIN ZONE C (MAX 18 PAU)		
TOTAL PASSENGER WEIGHT		
ACTUAL ZERO FUEL WEIGHT		
TAKEOFF FUEL		
ACTUAL TAKEOFF WEIGHT		
TRIP FUEL		
ACTUAL LANDING WEIGHT		

**LAST MINUTE CHANGES**

LOAD ITEM	WEIGHT	INDEX
ACTUAL ZERO FUEL WEIGHT		
LTC		
FINAL ACTUAL ZERO FUEL WEIGHT		
TAKEOFF FUEL		
FINAL ACTUAL TAKEOFF WEIGHT		

**CG ENVELOPE GRAPH**

The graph shows the CG envelope for the aircraft. The x-axis represents the CG position in meters (m) and the y-axis represents the CG position in centimeters (cm). The envelope is defined by several curves and lines, indicating the operational limits for different flight phases and configurations.

**FORMALIZATION**

I CERTIFY THAT THIS AIRCRAFT HAS BEEN TRIM IN ACCORDANCE WITH THE AFM

Approved by: \_\_\_\_\_ Prepared by: \_\_\_\_\_

Captain sign & License No.: \_\_\_\_\_ LAT Staff sign & License No.: \_\_\_\_\_

Date: \_\_\_\_\_

# 3.4 PERFORMANCE STUDIES

## 3.4.1 TAKE-OFF AND LANDING CHARTS

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

Charts are aircraft specific (airframe/engines) and **fully compliant with applicable regulations and ATR AFM.**

## 3.4.2 TURN DEPARTURE

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



## 3.4.3 EOSID

When a Standard Instrument Departure (SID) climb profile cannot be followed with one engine inoperative, ATR can design an Engine Out SID (EOSID) take-Off flight path.

## 3.4.4 OPERATIONAL FLIGHT PLANS

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

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

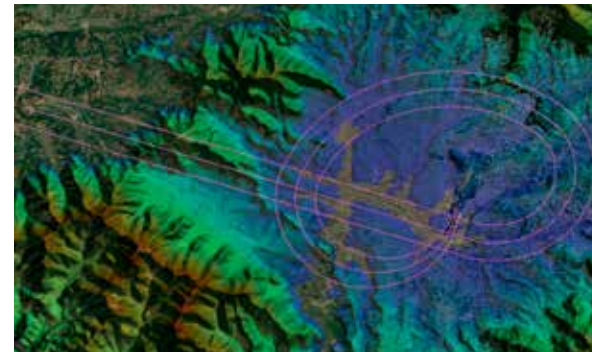
Route data (waypoints, distance, alternate airfields,...) is provided by the customer.

## 3.4.5 ROUTE STUDIES

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

We determine specific procedures, compute decision points and associated constraints.

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



# 3.5 OPERATIONAL SERVICES

Operational Services cover all aspects of airlines operations for both new and experienced ATR operators respectively to smooth the introduction of the ATR in the fleet and to continuously improve ATR operations.

## 3.5.1 ENTRY INTO SERVICE ASSISTANCE

The Entry Into Service (EIS) assistance helps a customer to prepare the introduction of an ATR aircraft into the fleet. The duration and scope of the assistance is adapted to customer requirements and split between on-site and off-site activities covering:

- Development of MEL (Minimum Equipment List)
- Development of SOP (Standard Operating Procedures)
- Performance studies (take-off and landing charts computations, turn departure, flight planning...)
- Customisation of Safety cards
- Customisation of training manuals
- EFB approval
- Flight dispatchers and operations engineers tailored training
- Assistance toward Civil Aviation Authorities for endorsement of ATR type on AOC



## 3.5.2. OPERATIONAL ASSESSMENT

In-depth assessment of ground and flight operations requested by Airline to improve processes and efficiency in ATR operations. It is conducted by a Flight Operations support manager and a Type Rating Instructor / Examiner for a one week mission that includes observation of commercial flights and training sessions.

### OPERATIONAL ASSESSMENT COVERS:

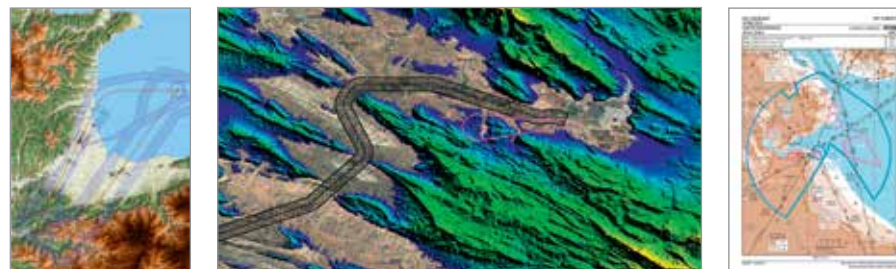
- Ground and flight operations
- Standard Operating Procedures
- Operational documentation
- Operational engineering: performance, weight & balance, flight planning
- Safety
- Training

## 3.5.3 OPERATIONAL APPROVAL

ATR provides a modular assistance as needed by the airline for obtaining the operational approval for PBN, ETOPS, Low Visibility (Clearvision®) operations or use of Electronic Flight Bag (EFB).

## 3.5.4 PBN PROCEDURES DESIGN

To improve accessibility or payload on some airfields, ATR can design specific PBN procedures (LNAV, LNAV-VNAV, RNAV Visual, LPV, RNP-AR). Service can cover on-site surveys, coordination with Air Navigation Service Provider (ANSP) & National Aviation Authority (NAA), production of charts and FMS database, Training of Air Traffic Controllers & Flight crews.



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

# 3.6 ATR 42/72 PERFORMANCE SOFTWARE



## 3.6.1 FOS FLIGHT OPERATIONS SOFTWARE

In addition to the Flight Crew Operating Manual (FCOM), which contains all the basic performance data, ATR has developed a tool to optimise airlines computation of ATR aircraft performance for day-to-day flight operations: the Flight Operations Software (FOS).

This software is used on the ground by airline operations engineers and flight dispatchers to compute easily accurate and optimised performance data. Computations fully comply with Airplane Flight Manual performance data.

### FOS IS COMPOSED OF FIVE COMPUTATION MODULES:

- Module 1: Take-off and Landing**
- Module 2: In-Flight Performance**
- Module 3: Flight Planning**
- Module 4: En-Route Net Flight path**
- Module 5: Cruise Performance Monitoring**

FOS works with data bases administrated by the airline (airport, fleet and route) and can be used in daily operations as well as for specific or complex performance and route studies.



## 3.6.2 SPS SINGLE-POINT PERFORMANCE SOFTWARE

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

### TAKE-OFF AND LANDING MODULE

The take-off module allows easy generation of take-off limiting weight from atmospheric day conditions and aircraft status. It provides all necessary parameters for take-off (take-off speeds, torques, engine out procedure if any, etc.). Take-off speeds are optimised and calculated based on the actual aircraft weight. As for the take-off module, landing limiting weight and all necessary parameters for landing (Speeds, Landing Distance, go-around capability, etc.) can be easily computed.

All MEL items having an impact on performance can be incorporated into the computation.

En Route failure effects on landing performance are available for immediate recomputation of landing distance.

### WEIGHT AND BALANCE MODULE

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



# 4. FLIGHT OPERATIONS COURSES

**ATR Training Products and Services**

Contact [atc@atr-aircraft.com](mailto:atc@atr-aircraft.com) for scheduling

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

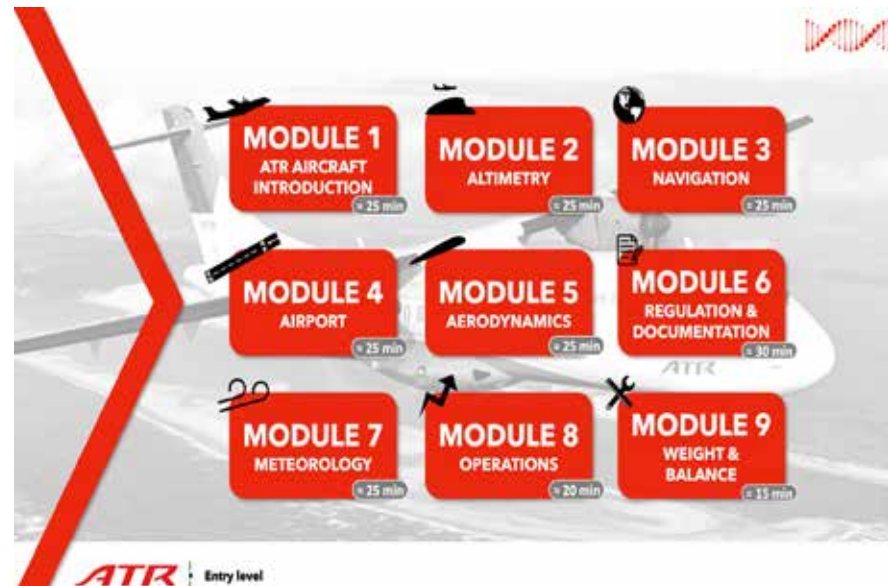
# FLIGHT OPS ENTRY LEVEL E-LEARNING COURSE

Before starting any Flight Ops courses, Trainees are invited to study the "Flight Ops ENTRY LEVEL COURSE" e-learning program.

It consists in refreshing the Trainees on the knowledge required to attend and take full advantage of the instructor given courses.

## PROGRAMME

- **Module 1: ATR Aircraft Introduction**
- **Module 2: Altimetry**
- **Module 3: Navigation**
- **Module 4: Airport**
- **Module 5: Aerodynamics**
- **Module 6: Regulation & Documentation**
- **Module 7: Meteorology**
- **Module 8: Operations**
- **Module 9: Weight & Balance**



# 4.1 GETTING TO GRIPS WITH ATR SYSTEMS & MMEL

DURATION

**2 DAYS  
15 HOURS**


## WHO IS ELIGIBLE?

Airline operations engineers and experienced flight dispatchers.

## PREREQUISITES

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

## OBJECTIVES

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

## COURSE OUTLINE

This course covers:

- ATR aircraft systems description
- MMEL/CDL use
- Principles of MEL writing

## DOCUMENTATION

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

## PROGRAMME

- General ATR description
- Operational documentation
- MMEL & CDL use
- Indicating and recording systems
- Electrical systems
- Doors
- Lights
- Oxygen
- Hydraulic power
- Landing gears
- Flight controls
- Equipment & furnishing
- Engines and propellers
- Fuel system
- Fire protection
- Air conditioning and pressurization
- Ice and rain protections
- Navigation
- Communications
- AFCS
- Final test

**For distance learning, this course is divided into 5 sessions of 3 hours.**

**The trainee has an online access to 9 complimentary e-learning modules covering required aeronautical knowledge for the course.**

**In order to have the required level to attend this course, it is highly recommended to follow online modules of E-learning Entry Level Course.**

4.2 ADVANCED **WEIGHT AND BALANCE**

DURATION

**2 DAYS  
12 HOURS****WHO IS ELIGIBLE?**

Airline operations engineers and experienced flight dispatchers.

**PREREQUISITES**

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

**OBJECTIVES**

To acquire the necessary knowledge and practice to develop and properly use Weight & Balance documents

**COURSE OUTLINE**

This course covers:

- Weight definitions and limitations
- Principles of aircraft Weight and Balance
- Weight and Balance Manual description and use
- Load & Trim Sheet principles and computation
- Operational envelope and DOW/DOI computations
- AHM 560 related computation

**DOCUMENTATION**

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

**PROGRAMME**

- ATR Aircraft specificities
- Weight definitions and limitations
- Useful limitations and payload computation
- Center of gravity (CG)
- Dry operating weight
- CG envelope
- Load and Trim Sheet (LTS)
- LMC & Transfers
- Payload distribution & loading procedures
- Global case exercise
- Final test

**For distance learning, this course is divided into 4 sessions of 3 hours.**

**The trainee has an online access to 9 complimentary e-learning modules covering required aeronautical knowledge for the course.**

**In order to have the required level to attend this course, it is highly recommended to follow online modules of E-learning Entry Level Course.**



# 4.3 ADVANCED AIRCRAFT PERFORMANCE

DURATION

**3 DAYS  
18 HOURS**


## WHO IS ELIGIBLE?

Airline operations engineers and flight dispatchers.

## PREREQUISITES

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

## OBJECTIVES

To acquire an extensive knowledge in aircraft performance in all flight phases and flight planning to ensure safe and optimized operations.

## COURSE OUTLINE

This course covers:

- ATR operational documentation description
- Limitations
- Performance (Take-off, Climb, Cruise, Descent, Holding and Landing)
- Flight planning
- Special operations
- Assessment of payload limitations

## DOCUMENTATION

- ATR operational documentation (AFM, FCOM, QRH, MMEL)
- Exercises booklet
- Performance brochure

## PROGRAMME

- Generalities and limitations
- Take-off performance computations
- Climb, Cruise, Descent, Holding
- Flight planning computations
- Drift-down computations
- Landing performance computations
- Final test

**For distance learning, this course is divided into 6 sessions of 3 hours.**

**The trainee has an online access to 9 complimentary e-learning modules covering required aeronautical knowledge for the course.**

**In order to have the required level to attend this course, it is highly recommended to follow online modules of E-learning Entry Level Course.**

## 4.4 SET-UP &amp; MANAGE FOS

DURATION

3 DAYS  
18 HOURS

## WHO IS ELIGIBLE?

Airline operations engineers and flight dispatchers who will use and administrate the Flight Operations Software (FOS).

## PREREQUISITES

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

## OBJECTIVES

To acquire the necessary knowledge and practice for a comprehensive and efficient use of ATR FOS software.

## COURSE OUTLINE

The training is performed using a Windows computer loaded with FOS.

- Software installation and unlocking process
- Database creation and update : Fleet database, Airport database, Route database
- Computation with the five modules
- Reading and Analysis of obtained results

## DOCUMENTATION

- Exercises booklet
- FOS user guide
- Performance brochure

## PROGRAMME

- FOS introduction
- Software management
- **Module 1** - take off and landing
- **Module 2** - in-flight
- **Module 3** - flight planning
- **Module 4** - En-route net flight path
- **Module 5** - Cruise performance monitoring

**For distance learning, this course is divided into 6 sessions of 3 hours.**

**The trainee has an online access to 9 complimentary e-learning modules covering required aeronautical knowledge for the course.**

**In order to have the required level to attend this course, it is highly recommended to follow online modules of E-learning Entry Level Course.**

Contact [atc@atr-aircraft.com](mailto:atc@atr-aircraft.com) for scheduling

# 4.5 SET-UP & ADMINISTERE THE SPS

DURATION

**2 DAYS  
12 HOURS**


## WHO IS ELIGIBLE?

The course is for airline operations engineers who will set-up and administrate the SPS.

### PREREQUISITES

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

## OBJECTIVES

To acquire the necessary knowledge and practice for a comprehensive and efficient implementation of SPS in daily operations.

## COURSE OUTLINE

The course covers set-up and administration of SPS on Electronic Flight Bags (iPads or Windows tablets or Windows computers).

- Software installation and unlocking process
- Database creation and update: Fleet database, Airport database, Configuration file
- Compute Take off & Landing charts, compute W&B trim sheet
- SPS administration: SPS device management, upload process, SPS device monitoring

## DOCUMENTATION

- User guides for SPS user and SPS administrator
- Exercises booklet
- Performance brochure

## PROGRAMME

- SPS introduction
- Software management
- SPS user:
  - Take-off module
  - Landing module
  - Weight and balance module
- SPS admin:
  - Database management
  - Update package process
  - Logs and monitoring

**For distance learning, this course is divided into 4 sessions of 3 hours.**

**The trainee has an online access to 9 complimentary e-learning modules covering required aeronautical knowledge for the course.**

**In order to have the required level to attend this course, it is highly recommended to follow online modules of E-learning Entry Level Course.**

# 4.6 OPTIMIZE DAILY ATR DISPATCH & OPERATIONS

DURATION

**5 DAYS  
30 HOURS**


## WHO IS ELIGIBLE?

Airline dispatchers and/or any flight ops staff willing to address all ATR specificities.

### PREREQUISITES

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

## OBJECTIVES

- This 5-day training delivers the necessary knowledge on ATR aircraft and develops the practical skills necessary for the tasks and responsibilities of a flight operations dispatcher.
- To acquire the necessary knowledge on ATR aircraft systems and operational documentation.
- To reinforce knowledge on meteorology, flight folder completion, flight planning completion and refresh knowledge on performance (takeoff, landing and W&B).
- To practice ATR performance software, Flight Operations Software (FOS) and Single-point Performance Software (SPS).

## COURSE OUTLINE

This course covers:

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

## DOCUMENTATION

- Exercises booklet
- Systems brochure
- Performance brochure

## PROGRAMME

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

**The trainee has an online access to 9 complimentary e-learning modules covering required aeronautical knowledge for the course.**

**In order to have the required level to attend this course, it is highly recommended to follow online modules of E-learning Entry Level Course.**

# 4.7 INTRODUCTION TO **ATR** **SYSTEMS**

DURATION

**1 DAY  
6 HOURS**



## WHO IS ELIGIBLE?

Any airline personnel.

### PREREQUISITES

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

## OBJECTIVES

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

## COURSE OUTLINE

This course covers: Aircraft system overview via thematic approach.

## DOCUMENTATION

ATR Systems brochure

## PROGRAMME

- Generalities
- Energies
- Flight control & landing gear
- Power plant
- Avionics
- Air & icing protection
- Test

**For distance learning, this course is divided into 2 sessions of 3 hours.**

**The trainee has an online access to 9 complimentary e-learning modules covering required aeronautical knowledge for the course.**

**In order to have the required level to attend this course, it is highly recommended to follow online modules of E-learning Entry Level Course.**

# 4.8 FLIGHT DATA MONITORING ON ATR

DURATION

**3 DAYS  
18 HOURS**


## WHO IS ELIGIBLE?

Flight data analysts, Flight Safety Officers, Safety managers.

### PREREQUISITES

1. To have a degree or some proven experience in aeronautical engineering
2. To have some proven level of experience in ATR aircraft systems or a training certificate from the ATR Systems course or having attended a recent « Introduction to ATR Systems » course.
3. To have a good command of the English language

## OBJECTIVES

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

## COURSE OUTLINE

This course covers:

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

## DOCUMENTATION

- FDM brochure
- Exercises booklet

## PROGRAMME

- Introduction/Recording/Downloading
- Processing
- Analyzing
- Event analysis/Trace reading
- Practical training/Operational case analysis
- Test

**For distance learning, this course is divided into 6 sessions of 3 hours.**

**The trainee has an online access to 9 complimentary e-learning modules covering required aeronautical knowledge for the course.**

**In order to have the required level to attend this course, it is highly recommended to follow online modules of E-learning Entry Level Course.**

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# 4.9 TAILORED TRAINING TO AIRLINE NEEDS

DURATION

CUSTOM



## WHO IS ELIGIBLE?

Airline operations engineers or flight operations officers dealing with operations control or flight dispatch.

### PREREQUISITES

1. Course tailored to personnel Technical knowledge
2. To have a good command of the English language

## OBJECTIVES

- To provide flight operations knowledge as per airline needs and constraints.

## COURSE OUTLINE

This course can cover all flight operations topics:

- ATR Operational Documentation
- Aircraft Systems & MMEL
- Aircraft loading and Weight and Balance
- Aircraft performance
- PBN
- Operational approvals
- Etc...

## DOCUMENTATION

- In line with tailored training

## PROGRAMME

DEFINED BETWEEN ATR AND THE AIRLINE

Tailored training can be provided in English, French or Spanish language.

1. OUR TRAINING PHILOSOPHY

2. PILOT COURSES

3. FLIGHT OPERATIONS SUPPORT & SERVICES

4. FLIGHT OPERATIONS COURSES

5. FLIGHT OPERATIONS SUPPORT PUBLICATIONS

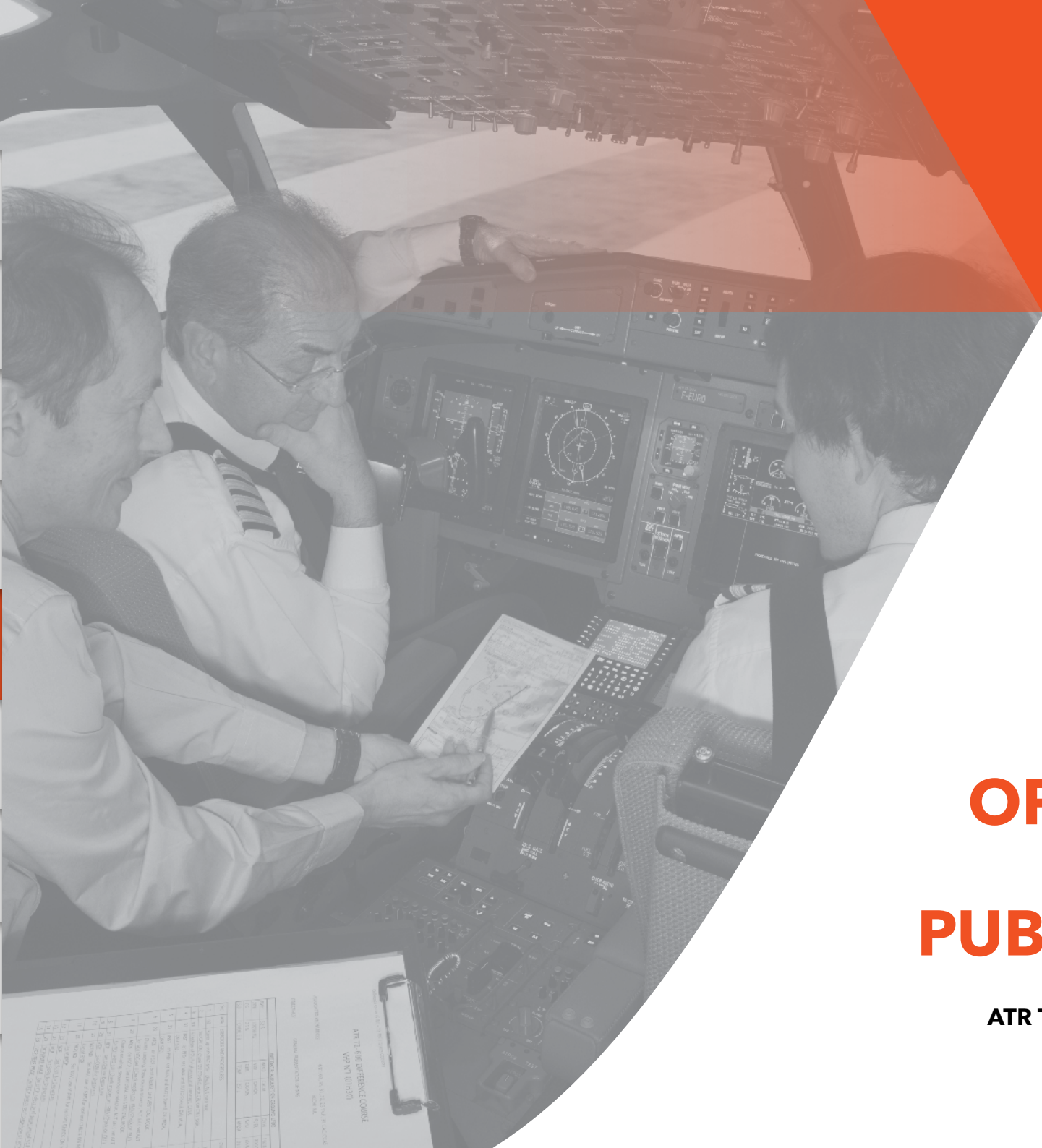
6. CABIN CREW COURSES

7. TRAINING EQUIPMENT AND MULTIMEDIA TRAINING TOOLS

8. GLOSSARY

9. SPECIFIC TERMS AND CONDITIONS

- 1. OUR TRAINING PHILOSOPHY
- 2. PILOT COURSES
- 3. FLIGHT OPERATIONS SUPPORT & SERVICES
- 4. FLIGHT OPERATIONS COURSES
- 5. FLIGHT OPERATIONS SUPPORT PUBLICATIONS
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# 5. FLIGHT OPERATIONS SUPPORT PUBLICATIONS

**ATR Training Products and Services**




# 5.1 BROCHURES AVAILABLE FOR DOWNLOAD ON ATTRACTIVE WEBPORTAL

## Support - Flight Operations Support Brochures



- Overfly ATR Speeds**  
Guidelines to understand ATR -600 operational speeds and limitations
- GRF & LDTA**  
Guidelines for GRF and LDTA
- Fly Eco responsibly**  
Guidelines for fuel-efficient operations
- Load & balance the ATR**  
Guidelines to understand weight & balance concepts and procedures
- Be prepared for icing**  
Guidelines for operations in icing conditions on-ground and in-flight



- FCTM**  
42-72 PEC & 42/72-600
- Performance Based Navigation**  
Presentation of PBN concept  
Application to the ATR
- Performance**  
Reminder on Operational regulations  
Guidelines for performance calculations
- Systems**  
The essentials for aircraft systems knowledge
- Weather radar use**
- All weather operations**  
For a clearer approach on low visibility operations
- FDM on ATR aircraft**  
Guidelines to start implementing Flight Data Monitoring for ATR aircraft

Access on [ATRactive](#)

- 1. OUR TRAINING PHILOSOPHY
- 2. PILOT COURSES
- 3. FLIGHT OPERATIONS SUPPORT & SERVICES
- 4. FLIGHT OPERATIONS COURSES
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# 6. CABIN CREW COURSES

**ATR Training Products and Services**

# 6.1 ATR 42/72 CABIN CREW TYPE RATING COURSE

EASA APPROVED

DURATION

2 DAYS



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

## WHO IS ELIGIBLE?

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

## PREREQUISITES

To be holders of a cabin crew license.

## OBJECTIVES

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

## COURSE OUTLINE

Some exercises may lead to use the following methods or facilities:

- ACOS Programme
- ATR aircraft
- ATR safety equipment
- 3D Trainer Program
- Practical & simulated Emergency procedures exercises using Emergency equipment during Aircraft visit

## DOCUMENTATION

CCOM (Cabin Crew Operations Manual)

## PROGRAMME

DAY 1	DAY 2
Airplane general IFE if needed Emergency Equipment Normal procedures Emergency procedures CRM relevant to type rating and single cabin crew operations	Summary of day 1, preparation to practical training day 2 and briefing before Aircraft visit Aircraft walk around Briefing before emergency procedures exercise Emergency procedures (including Evac) Emergency procedures exercise analysis and feedback, preparation to test Test

**This course can also be provided within customer's premises.**

**This training course is designed in accordance with the requirements and guidance materials set out in:**

- EASA Air Operations (EU) No 965/2012 SUBPART CC: CABIN CREW
- EASA Aircrew (EU) No 1178/2011) ANNEX V (PART CC)

## 6. CABIN CREW COURSES

# 6.2.1 ATR 42/72 CABIN CREW INSTRUCTOR COURSE

EASA APPROVED

DURATION

2 DAYS

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

### WHO IS ELIGIBLE?

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

### OBJECTIVES

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

### COURSE OUTLINE

Training may lead to use different means such as:

- ATR Portable Safety Equipment

### DOCUMENTATION

- CCOM (Cabin Crew Operations Manual)
- Trainer's booklet

### PROGRAMME

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

**This course can also be provided within customer's premises.**

**This training course is designed in accordance with the requirements and guidance materials set out in:**

- EASA Air Operations (EU) No 965/2012 SUBPART CC: CABIN CREW
- EASA Aircrew (EU) No 1178/2011 ANNEX V (PART CC)

## 6. CABIN CREW COURSES

# 6.2.2 ATR 42/72 CABIN CREW INSTRUCTOR REFRESHER COURSE

EASA APPROVED

DURATION

1 DAY

### WHO IS ELIGIBLE?

Cabin Crew already operating as Instructor on specific types of ATR Aircraft or on other types of Aircraft.

### OBJECTIVES

The objective of Cabin Crew Instructor Refresher course is to provide Cabin Crew with a refresh on Instructional methods (teaching & Learning), including CRM/ HF aspects in a training environment and taking to account some difficulties that Instructors faced in training situation.

Additionally, some guidance may be given on how to develop Cabin Crew courses.

### COURSE OUTLINE

Training may lead to use different means such as:

- ATR Portable Safety Equipment

### DOCUMENTATION

- CCOM (Cabin Crew Operations Manual)
- Trainer's booklet

### PROGRAMME

DAY 1
Refresh on Methods Training styles/Learning process/Human Factors in training Trainees behavior management CRM in training Practical presentations and trainees' Performances Conclusion: Time to share, trainees' questions, Nice to Know

# 6.3 ATR 42/72 CABIN CREW RECURRENT COURSE

EASA APPROVED

DURATION

1 DAY



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

## WHO IS ELIGIBLE?

Cabin Crew already operating on specific types of ATR Aircraft.

## PREREQUISITES

To be holders of a cabin crew license.

## OBJECTIVES

The objective of the cabin crew recurrent courses is to provide cabin crew with a recurrent training of a specific ATR Aircraft type taking into account cabin crew's difficulties in day to day operations and to draw their attention on the main incidents occurred so as to give them a response to the main issues.

## COURSE OUTLINE

Training is provided using various means such as:

- ATR aircraft
- ATR safety equipment
- 3D Trainer Program
- Practical & simulated Emergency procedures exercises using Emergency equipment during Aircraft visit

## DOCUMENTATION

CCOM (Cabin Crew Operations Manual)

## PROGRAMME

### DAY 1

Update regulations  
 Refresh theory airplane general  
 Equipment  
 Procedures IFE if needed  
 CRM relevant to aircraft type and single or multiple cabin crew operations  
 Aircraft walk around  
 Emergency procedures exercise + briefing  
 Emergency procedures exercise analysis and feedback  
 Preparation to test  
 Test

**This training course is designed in accordance with the requirements and guidance materials set out in:**

- EASA Air Operations (EU) No 965/2012 SUBPART CC: CABIN CREW
- EASA Aircrew (EU) No 1178/2011) ANNEX V (PART CC)

# 6.4 ATR 42/72 CREW RESOURCE MANAGEMENT COURSE

EASA APPROVED

DURATION

1 DAY

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

## WHO IS ELIGIBLE?

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

## OBJECTIVES

The objective of the cabin crew CRM course is to provide cabin crew with a CRM training taking into account cabin crew's difficulties in day to day operations and to draw their attention on the main Human Factors affecting safety performance.

## COURSE OUTLINE

The ATR 42/72 cabin crew CRM course is divided into a theoretical knowledge instruction phase and a practical training phase performed in the classroom consisting of a focus group on a study-case exercise realized with the other trainees common work.

## DOCUMENTATION

CCOM (Cabin Crew Operations Manual)

## PROGRAMME

INTRODUCTION SEQUENCES 1, 2, 3	SEQUENCES 4, 5, 6	SEQUENCES 7, 8, 9	SEQUENCES 10, 11, CONCLUSION
<p>General presentation of the Human Factors and CRM principles through CRM Modules analysis, presentation and showing of the movie "ills in the air".</p> <p>In-depth study of sequences 1 to 3 about communication, NITS, surprise and startle effect, situation awareness, leadership, assertiveness, coordination, workload management, stress, stress and procedures, decision, FORDEC, performance, airspace organization, workload management ATC side</p>	<p>In-depth study of sequences 4 to 6 about communication, Cabin Crew stress due to forced wait, Flight Crew decision to emergency descent, optimisation of available resources, synergy, biases, monitoring, conflicts, shared situation awareness, Reason's model, TEM, contextual briefing, focus groups (practical exercise on TEM).</p>	<p>In-depth study of sequences 7 to 9 about situation awareness, crew teamwork, synergy, workload management, support the leader, barriers to communication, communication techniques, communication walls, conflicts, workload management during a diversion, sterile flight deck period.</p>	<p>In-depth study of sequences 10 and 11 about communication, situation awareness, contextual briefing, cultural differences, resilience, leadership and crowd control, interspecialism Stress Management Module analysis Final conclusion: "from Human Factor to Organisational and Human Factor".</p>

**This training course is designed in accordance with the requirements and guidance materials set out in:**

- EASA Air Operations (EU) No 965/2012 SUBPART CC: CABIN CREW
- EASA Aircrew (EU) No 1178/2011) ANNEX V (PART CC)

# 6.5 ATR 42/72 CABIN CREW DIFFERENCE COURSE

EASA APPROVED

**DURATION**  
**1 DAY OR SELF-STUDY**



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

## WHO IS ELIGIBLE?

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

## PREREQUISITES

To be holders of a current ATR Type rating.

## OBJECTIVES

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

## COURSE OUTLINE

Training is provided using different means such as:

- The ACOS Programme (Difference « TYPE » classroom + aircraft)
- 3D Trainer Program (Difference « TYPE » classroom + aircraft)
- ATR Aircraft (Difference « TYPE » classroom + aircraft)
- ATR safety portable equipment (Difference « TYPE » classroom + aircraft)

## DOCUMENTATION

CCOM (Cabin Crew Operations Manual)

	TO	ATR 42-300	ATR 72-200	ATR 42-500	ATR 72-500	ATR 42-600	ATR 72-600
FROM							
ATR 42-300			Classroom 1 day	Self-study 1 day	Classroom 1 day	Self-study 1 day	Classroom 1 day
ATR 72-200	Classroom 1 day			Classroom 1 day	Self-study 1 day	Classroom 1 day	Self-study 1 day
ATR 42-500	Self-study 1 day	Classroom 1 day			Classroom 1 day	Self-study 1 day	Classroom 1 day
ATR 72-500	Classroom 1 day	Self-study 1 day	Classroom 1 day			Classroom 1 day	Self-study 1 day
ATR 42-600	Self-study 1 day	Classroom 1 day	Self-study 1 day	Classroom 1 day			Classroom 1 day
ATR 72-600	Classroom 1 day	Self-study 1 day	Classroom 1 day	Self-study 1 day	Classroom 1 day		

## PROGRAMME DIFFERENCE « SERIES » (SELF-STUDY)

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

**This training course is designed in accordance with the requirements and guidance materials set out in:**

- EASA Air Operations (EU) No 965/2012 SUBPART CC: CABIN CREW
- EASA Aircrew (EU) No 1178/2011 ANNEX V (PART CC)

## PROGRAMME DIFFERENCE « TYPE » (CLASSROOM + AIRCRAFT)

DAY 1
Theory aeroplane/procedures differences Optional IFE (ACOS programme) CRM relevant to aircraft type differences Preparation to practical training and briefing before Aircraft visit Aircraft walk around Briefing before emergency procedures exercise Emergency procedures exercise Emergency procedures exercise analyse and feedback, preparation to test Test Test Correction and course feedback

**This training course is designed in accordance with the requirements and guidance materials set out in:**

- EASA Air Operations (EU) No 965/2012 SUBPART CC: CABIN CREW
- EASA Aircrew (EU) No 1178/2011 ANNEX V (PART CC)



# 7. TRAINING EQUIPMENT AND MULTIMEDIA TRAINING TOOLS

**ATR Training Products and Services**



# 7.1 CBT (COMPUTER-BASED TRAINING) ACOS/ACOS2, ATR COURSEWARE

As the contents of the ACOS are considered to be the minimum knowledge for ground crew working daily on ATR aircraft, ATR Training Center maintenance instructors will add their own experience and knowledge and capitalise on the convenience of using teaching material which can be shared with trainees. The ATR 42/72 ACOS is a state-of-the-art and ATR exclusive Computer Based Training (CBT) programme for Pilots, A/C Maintenance Mechanics and Engineers, and Cabin crews.

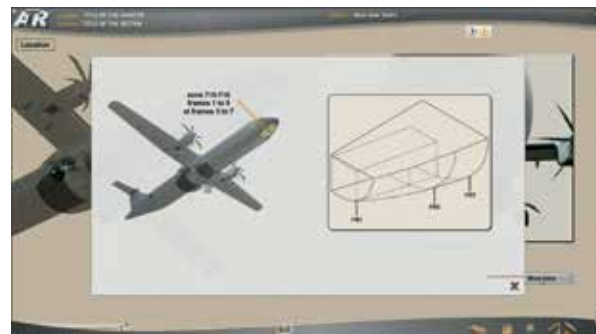
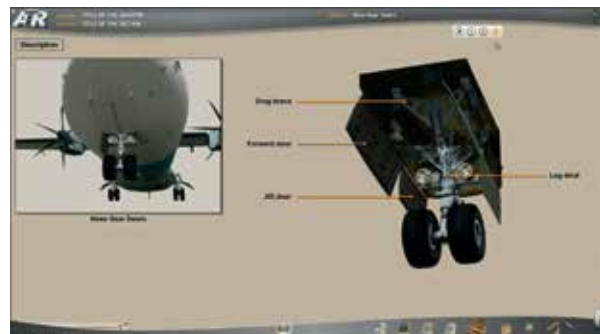
ACOS has been developed using Windows™-based multimedia tools incorporating 3D graphics and animation, as well as high quality digital photos to improve realism and training efficiency. Navigation throughout the courseware is easy as the trainee can move forwards or backwards as required. Each section of the course is automatically “ticked off” to indicate completion. All our products are provided with dedicated help documentation.

**COURSEWARE IS AVAILABLE FOR EACH OF THE FOLLOWING ATR AIRCRAFT VERSIONS**

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

**PILOT COURSES**

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



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

**CABIN CREW**

The ATR Cabin crew courseware comprises the following modules:

- Aircraft familiarisation
- Aircraft systems and equipment
- Normal flight procedures
- Emergency procedures

It is a full multimedia product including real life pictures. The ATR Cabin crew CBT includes 12 hours of theory tuition.

**A/C MAINTENANCE MECHANICS & ENGINEERS**

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

## ACOS/ACOS<sup>2</sup> INSTALLATION SUPPORT AND ASSISTANCE

### ASSISTANCE LEVEL 0

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

### ASSISTANCE LEVEL 1

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

### ASSISTANCE LEVEL 2 (2 DAYS)

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

**Note: Customer must have completed all the prerequisites**

### ASSISTANCE LEVEL 3 (3 DAYS)

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

### Notes:

- Customer must have completed all of the prerequisites.
- Travel & accommodation excluded.
- The ACOS/ACOS<sup>2</sup> does not include any syllabus, it is the customer's responsibility to customize its own courses.



## 7.2 3D TRAINERS

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

### ATR VIRTUAL CABIN PROCEDURE TRAINER (AVCPT)

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

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



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

### ATR WALKAROUND TRAINER (AWT)

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

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



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

Contact [atc@atr-aircraft.com](mailto:atc@atr-aircraft.com) for scheduling

### ATR COMPONENT LOCATION SOFTWARE (ACLS)

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



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

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

Note: ATR has developed a specific version of ACLS dedicated to its customers which is available for sale.

### ATR VIRTUAL MAINTENANCE PROCEDURE TRAINER (AVMPT)

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



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

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

**Note: This trainer is not available for sale.**

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

# 7.3 PACKAGES

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

	LEGACY AIRCRAFT ATR 42-300/320/500 ATR 72-200/210/500		GLASS COCKPIT AIRCRAFT ATR 42/72-600	
	PILOT & ATTENDANT	MAINTENANCE	PILOT & ATTENDANT	MAINTENANCE
INITIAL PACKAGE	<b>ACOS</b> Pilot: Type rating and Differences Course / Attendant: Complete Course	<b>ACOS</b> LBAS	<b>ACOS<sup>2</sup></b> Pilot: Type rating and Differences Course / Attendant: Complete Course	<b>ACOS<sup>2</sup></b> (LBAS)
ADDITIONAL 3D PACKAGE	<b>AWT</b> 42-300, 72-500	<b>ACLS</b> 42-300, 72-500	<b>AWT</b> <b>AVCPT</b> 72-600	<b>ACLS</b> (72-600, 42-600)
PREMIUM PACKAGE	<b>ACOS</b> Pilot: Type rating and Differences Course / Attendant: Complete Course <b>AWT</b> 42-300, 72-500	<b>ACOS</b> LBAS <b>ACLS</b> 42-300, 72-500	<b>ACOS<sup>2</sup></b> (Pilot: Type rating and Differences Course / Attendant: Complete Course <b>AWT</b> <b>AVCPT</b> (72-600)	<b>ACOS<sup>2</sup></b> (LBAS) <b>ACLS</b> (72-600, 42-600)

Note: the ACOS/ACOS<sup>2</sup> 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.

# 7.4 PREREQUISITES

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

## NETWORK CONFIGURATION

### HARDWARE

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

### SOFTWARE

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

## STAND ALONE CONFIGURATION

### HARDWARE

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

### SOFTWARE

ITEM	VERSION
Operating System	Microsoft windows 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

1. OUR TRAINING  
PHILOSOPHY

2. PILOT  
COURSES

3. FLIGHT  
OPERATIONS  
SUPPORT & SERVICES

4. FLIGHT  
OPERATIONS  
COURSES

5. FLIGHT OPERATIONS  
SUPPORT  
PUBLICATIONS

6. CABIN CREW  
COURSES

7. TRAINING EQUIPMENT  
AND MULTIMEDIA  
TRAINING TOOLS

8. GLOSSARY

9. SPECIFIC  
TERMS AND  
CONDITIONS



8.

# GLOSSARY

**ATR Training Products and Services**

## 8. GLOSSARY

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

<b>MEL</b>	Minimum Equipment List	<b>QRH</b>	Quick Reference Handbook
<b>MFSTD™</b>	Maintenance and Flight Simulation Training Device™	<b>RNP-AR</b>	Required Navigation Performance - Authorization Required
<b>MI</b>	Maintenance Instructor	<b>SFE/SFI</b>	Synthetic Flight Examiner/Instructor
<b>MMEL</b>	Master Minimum Equipment List	<b>SID</b>	Standard Instrument Departure
<b>MPC</b>	Multi-Purpose Computer	<b>SOP</b>	Standard Operating Procedures
<b>MPD</b>	Maintenance Planning Document	<b>SPM</b>	Standard Practices Manuals
<b>MRBR</b>	Maintenance Review Board Report	<b>SPS</b>	Single-point Performance Software
<b>MTN</b>	Maintenance Training Notes	<b>SRM</b>	Structure Repair Manual
<b>MTOE</b>	Maintenance Training Organization and Exposition	<b>STD</b>	Synthetic Training Device
<b>NAMS</b>	New Air Management System	<b>TCAS</b>	Traffic Collision Avoidance Systems
<b>NDT</b>	Non Destructive Testing	<b>TEM</b>	Threat & Error Management
<b>NSA</b>	National Supervisory Authority	<b>TIS</b>	Trainee Information Sheet
<b>OFFP</b>	Operational Flight Plan	<b>TRE/TRI</b>	Type Rating Examiner/Instructor
<b>OJT</b>	On Job Training	<b>TSM</b>	TroubleShooting Manual
<b>OPC</b>	Operators Proficiency Check	<b>UPRT</b>	Upset Prevention and Recovery Training
<b>OSD</b>	Operational Suitability Data Report	<b>VCPT</b>	Virtual Cabin Procedure Trainer
<b>PART FCL</b>	Flight Crew License	<b>VHP™</b>	Virtual Hardware Panel™
<b>PBM</b>	Pre-Broadcast Monitoring	<b>VMPT</b>	Virtual Maintenance Procedure Trainer
<b>PBN</b>	Performance-Based Navigation	<b>VPT™</b>	Virtual Procedure Trainer™
<b>PIC</b>	Pilot In Command	<b>WBM</b>	Weight and Balance Manual
<b>PPH</b>	Policy & Procedures Handbook	<b>WBT</b>	Web Based Training
<b>QAR</b>	Quick Access Recorder	<b>WDM</b>	Wiring Diagram Manual





# 9. **SPECIFIC TERMS AND CONDITIONS**

**ATR Training Products and Services**

# 9. 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 Conditions 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.

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

# 9. ATR SPECIFIC TERMS AND CONDITIONS FOR THE SALE OF TRAINING AND FLIGHT OPERATIONS SERVICES

## 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 1<sup>st</sup>.

### 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 1<sup>st</sup>.

### 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 authorization 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

# 9. ATR SPECIFIC TERMS AND CONDITIONS FOR THE SALE OF TRAINING AND FLIGHT OPERATIONS SERVICES

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 1<sup>st</sup> 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 1<sup>st</sup>. For the first order, prices are calculated from the date of the Purchase Order until January 31<sup>st</sup> 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 1<sup>st</sup>. For the first order, prices are calculated from the date of the Purchase Order until March 31<sup>st</sup> 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.

# 9. ATR SPECIFIC TERMS AND CONDITIONS FOR THE SALE OF TRAINING AND FLIGHT OPERATIONS SERVICES

**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 writing 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 CUSTOM-

ER 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 except as expressly provided herein and in the Agreement, and all conditions, warranties or other terms implied by statute or applicable law are hereby excluded to the fullest extent permitted by law.

(iii) The Agreement may not be amended, modified or complemented at any time except by a written document signed by duly authorized representatives of both Parties and subject to compensation for all costs ATR 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 am-

icably 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.

## ATR

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