

COURSE CATALOGUE

AEROTEAM TRAINING SOLUTIONS
2025





In a fast-moving and safety-critical industry like aviation, continuous learning is essential. At AEROTEAM Training Solutions, we specialise in delivering high-quality training that empowers professionals across the aviation industry to operate safely, effectively, and in full compliance with global standards.

This catalogue presents our complete range of training courses, covering everything from type training under EASA Part-147 to more company-wide training such as Crew Resource Management (CRM), Human Factors, and Safety Management Systems (SMS).

We also offer targeted training for aviation management roles, including auditor training, Nominated Persons training, EASA regulations, and NASP 13.1 basic course for Security Managers.

Whether you are a pilot, cabin crew member, maintenance technician, or manager, our training programmes are built to support your role and responsibilities by focusing on practical relevance, regulatory compliance, and measurable outcomes.

We are firm believers in physical classroom training, and our experienced and engaged instructors help ensure that your teams are ready to meet and manage the challenges of modern aviation.

TRAINING FOR PART-145 MAINTENANCE & PART-21G PRODUCTION

Training of maintenance and production staff is crucial to safety and the reinforcement of a strong safety culture within the organisation. We provide the following Part-145 and Part-21G training courses which cover theoretical and practical training requirements mandated by EASA.



HUMAN FACTORS TRAINING

Initial and recurrent training

Safety management processes are essential in aviation. However, it has become increasingly clear that the policies, processes, and procedures implemented by a company can never solely ensure a safe operational environment. We must always consider the human factor.

Our Human Factors training touches upon the principles of a Safety Management System and the impact of human factors on safety. What are human factors? Why and how do they affect safety? What can we do to mitigate the consequences?

Compliance:

EASA Part-145.A.30(e)
Associated AMC
GM requirements

EWIS MODULE A-F

Initial and recurrent training

History and previous accidents have demonstrated that electrical wiring must be considered an important aircraft system and area of training.

Our EWIS Module A-F training raises awareness of the reasons for introducing EWIS as a concept. Participants will gain an understanding of common problems they may encounter when working on these systems. This includes how and where to obtain and use maintenance data relevant for the work performed on EWIS.

Compliance:

Part-145 AMC4
145.A.30(e)
AMC 20-22



FUEL TANK SAFETY

Initial and recurrent training

Fuel Tank Safety (FTS) constitutes an important maintenance area since errors in the design, components, or structure may cause severe or even fatal incidents. In other words, strong awareness is crucial to flight safety.

Our FTS training enhances knowledge of potential issues and hazards which may cause accidents in the operational environment. The training touches upon the reasons for introducing FTS as a training discipline and offers insight into the problems which may occur when performing maintenance on fuel tank systems.

Compliance:

Part-145 AMC3
145.A.30(e) Appendix IV to AMC 145.A.30(e)

TRAINING FOR PART-145 MAINTENANCE & PART-21G PRODUCTION

Training of maintenance and production staff is crucial to safety and the reinforcement of a strong safety culture within the organisation. We provide the following Part-145 and Part-21G training courses which cover theoretical and practical training requirements mandated by EASA.



HUMAN FACTORS, EWIS A-F & FTS

Combined recurrent training course

Training of Human Factors, Fuel Tank Safety, and EWIS requires many resources. So why not combine the three required fields into one training session?

Our combined HF, EWIS, and FTS recurrent course is a cost-effective way to ensure that maintenance staff is trained and operates in compliance with requirements.

Compliance:

EASA Part-145.A.30 (e)

Associated AMC Appendix IV to AMC 145.A.30 (e)

AMC 20-22

FTS level 1+2 regulations

EWIS Module A-F

SAFETY MANAGEMENT SYSTEMS

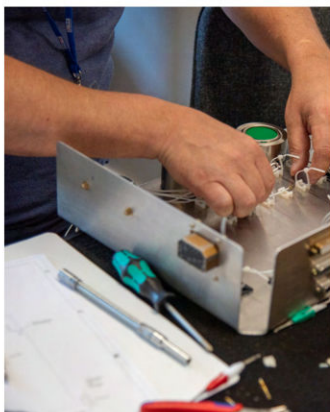
Initial and recurrent training

Lack of past problems does not guarantee a safe future! But implementing a Safety Management System into your organisational culture certainly helps. SMS is about identifying bad procedures, hazards, risks, and insufficient barriers. Being aware of the potential dangers in your organisation allows you to make informed decisions to either accept them or do something actively to address the situation. Our SMS training provides the fundamental knowledge needed to tailor, design, and implement a safety management system. Applying a new safety mindset contributes to a strong safety culture in all layers of your organisation. Our introductory SMS course touches upon SMS as a field, the associated regulations, and its scope.

Compliance:

EASA 145.A.200 & 145.A.202 / EASA 21.A.3A & 21.A.139

Associated AMC (ICAO Appendix 2 to Annex 19)



EWIS MODULE G

Practical training - initial and recurrent

EWIS constitutes the lifeline on a plane. If a line is broken, the whole system can potentially collapse.

Our EWIS Module G - Practical Training lays the groundwork for safe and efficient maintenance, alteration, and repair of EWIS in aircraft. The practical dimension enables demonstrations of the proper use of tools when performing repair as well as replacement of connective devices.

Compliance:

EASA Part-145 AMC 20-22

EASA 145.A.30 & 145.A.35

TRAINING FOR PART-145 MAINTENANCE & PART-21G PRODUCTION

Training of maintenance and production staff is crucial to safety and the reinforcement of a strong safety culture within the organisation. We provide the following Part-145 and Part-21G training courses which cover theoretical and practical training requirements mandated by EASA.



ELECTROSTATIC SENSITIVE DEVICES

Initial and recurrent training (Combine with SUP and Inspection training)

Electrostatic Sensitive Devices (ESDs) are highly susceptible to damage. Most commonly, damage is caused by human contact.

Our training course touches upon the following questions:

- What are ESDs?
- Why is it important to enhance awareness of these devices?
- How should you handle ESDs within your organisation?
- What can you do to prevent damages to ESDs?

Compliance:

EASA AMC4 145.A.30(e) / 21.A.145

RECEIVING INSPECTION

Initial and recurrent training (Combine with SUP and ESD training)

Receiving Inspection training was conceived by the FAA to ensure that aircraft parts and other materials are traceable and manufactured to an acceptable level of airworthiness in accordance with regulations and standards.

Receiving Inspection has since become a mandatory requirement to ensure that only approved items enter your workshop. Personnel in charge of performing receiving inspections must be aware what the given part is for. The part can be approved for one type of installation or repair, but unapproved for another.

Compliance:

EASA AMC4 145.A.30(e) / 21.A.145



SUSPECTED UNAPPROVED PARTS

Initial and recurrent training (Combine with ESD and Inspection training)

The airworthiness of an aircraft determines whether it is suitable for safe flight. Airworthiness may be compromised, and lives put at risk, if a mechanic installs 'bad parts' in a plane. Such parts are known as 'Suspected Unapproved Parts' (SUP).

The SUP programmes are driven by EASA and the FAA and should be included in a receiving inspection. The main idea behind the training is to prevent and purge. Our training will show you what to look for and how to keep updated.

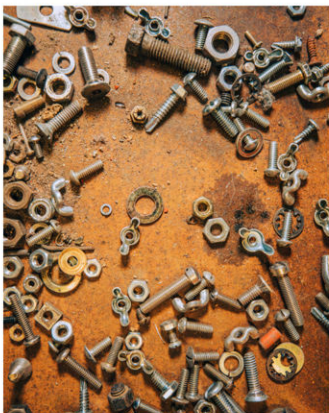
Compliance:

EASA AMC4 145.A.30(e) / 21.A.145



TRAINING FOR PART-145 MAINTENANCE & PART-21G PRODUCTION

Training of maintenance and production staff is crucial to safety and the reinforcement of a strong safety culture within the organisation. We provide the following Part-145 and Part-21G training courses which cover theoretical and practical training requirements mandated by EASA.



FOREIGN OBJECT DAMAGE/DEBRIS

Initial and recurrent training

Foreign Object Damage/Debris (FOD) can cause severe and fatal accidents due to the undetected impact it can have on the aircraft. FOD can originate from many different sources, especially human error. Normal daily operations will produce a lot of debris with the potential of causing damage to aircraft systems. Regardless of cause FOD is unacceptable in the work environment.

Our FOD training provides insights into the area of FOD and touches upon the following questions: What is FOD? Why is awareness of FOD important? How can your staff prevent FOD in the operational environment? And how can your organisation support this?

Compliance:

COMPONENT MAINTENANCE

Initial and recurrent training

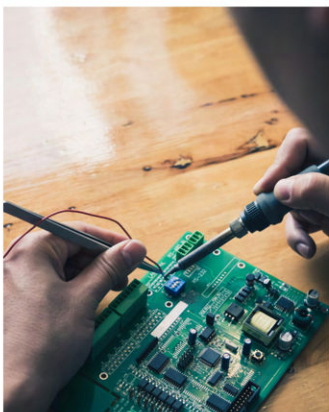
Aircraft maintenance sometimes includes detached aircraft components. For this job, a certain knowledge of component maintenance is required to identify the tasks that must be performed for a given component. Everything must be done according to regulations. The training is targeted at Component Certifying Staff **not** qualified in accordance with Annex III. Our training also applies where the qualifications are determined by company procedures and under the approval of the local Competent Authority. We offer tailored training for your organisation, including initial staff training and specific component maintenance requirements.

Compliance:

EASA Part-66 Module 10

Basic Regulation

1321/2014 (amended) Articles 5, (6) (ii), IR 145.A.30 (i), IR 66 Appendix I



PRODUCTION ORGANISATION

Initial and recurrent training

In a Part-21G production organisation, many people with different competencies and job functions intersect every day. That is why we need to be aware who everyone is and which job everyone is assigned to perform.

Our Production Organisation training touches upon the different job functions, areas of responsibility, and the interaction with Part-21J Design Organisations and Part-145 Maintenance Organisations. We offer initial and recurrent training for Production Organisations, introducing different job functions in a Part-21G environment as well as specific Work Instructions (WI) that different jobs are responsible for.

Compliance:

OPERATIONAL TRAINING FOR FLIGHT CREW & CABIN CREW

Operational training is crucial to a safe aviation industry. Our training connects theory with practice by developing, enhancing, and reinforcing skills and knowledge essential to the operational environment.



CREW RESOURCE MANAGEMENT

Initial and recurrent training

The purpose of CRM training is to achieve safe and efficient operations by developing a mindset for understanding and handling human errors. CRM training cannot eliminate human errors, but flight crew and cabin crew can learn how to handle situations more efficiently in the operational environment. Crew Resource Management training enhances the understanding of human errors in terms of occurrence, prevention, and risk factors. In other words, CRM training is crucial to ensure a safe and efficient operation. Our interactive CRM training emphasises and facilitates the enhancement, coherence, and assessment of non-technical Knowledge, Skills & Attitudes of flight and cabin crew.

Compliance:

Part ORO.FC.115

Part ORO.CC.115(e)

OVERVIEW OF CRM COURSES

For pilots, crew, HEMS/SAR, and joint training

Courses for crew:

- CRM Initial Training
- CRM Recurrent Training
- CRM Single Cabin Crew Course
- CRM Introductory Course for Cabin Crew
- CRM Senior Cabin Crew Course

Courses for HEMS, SAR & Offshore

- CRM Initial Training
- CRM Recurrent Training

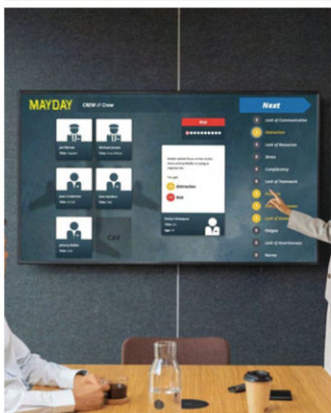
Courses for pilots:

- CRM Initial Training
- CRM Recurrent Training
- CRM Single Pilot Course
- CRM Command Course
- CRM Operator Conversion Course (OCC)

Joint training for pilots/cabin crew:

- CRM Initial Training
- CRM Recurrent Training

By training together, pilots and crew enhance their knowledge and understanding of working in a multi-crew environment. This approach to training improves teamwork, situational awareness, leadership skills, communication, and decision-making skills of the crew as a whole.



MAYDAY TRAINING SEMINAR

Training for MAYDAY customers (specified in agreement / on request)

Our 3-day MAYDAY training seminar offers new insights, enhanced skills, and tangible tools to work with training and assessment of non-technical skills, CBTA, EBT, and SMS within your own organisation.

Day 1: Train-the-trainer Refresher Course for CRM and Human Factors instructors

Day 2: Assessment of NOTECHs – practical methods

Day 3: CBTA, EBT & SMS Workshop – the value of data-driven insights

The 3-day course combines practical instruction, facilitated discussions, and hands-on workshops to support the implementation of the MAYDAY Training Tools for CRM and Human Factors in the training environment. The course invites instructors from different organisations to exchange insights and share experiences from their respective training environments.

OPERATIONAL TRAINING FOR FLIGHT CREW & CABIN CREW

Operational training is crucial to a safe aviation industry. Our training connects theory with practice by developing, enhancing, and reinforcing skills and knowledge essential to the operational environment.



DANGEROUS GOODS (CBTA)

Initial and recurrent training - IATA Competency-Based Training and Assessment

Did you know that Dangerous Goods training is required for all operators – regardless of approval to transport dangerous goods as cargo? Our Dangerous Goods training for flight crew and cabin crew incorporates Competency-Based Training and Assessment (CBTA) to train various job functions within the aviation environment to identify potential hazards and handle dangerous goods. This approach to training ensures that personnel are competent in functions relating to the safe transport of dangerous goods by air. The training has been approved by the Danish CAA (Trafikstyrelsen) and complies with current regulations, including the required assessment of competencies.

Compliance:

IATA Dangerous Goods Regulation

Appendix H CBTA ICAO doc. 9284

DGR Training DK National Order no. 763 of July 11th, 2008

FATIGUE RISK MANAGEMENT (FRM)

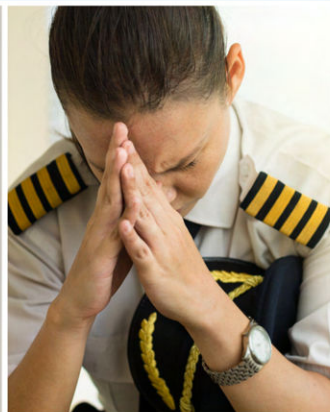
Initial and recurrent training

Fatigue is a human condition – and aviation is not exempt from fatigued employees. We live in a world where we are 'online' 24 hours a day, 365 days a year. That is bound to cause fatigue. Being tired or exhausted may seem insignificant in the moment. The problem in aviation lies in the fact that fatigued pilots and cabin crew have a greater risk of making fatal human errors.

Our Fatigue Risk Management training deals with fatigue from an aviation perspective. What are the signs of fatigue? Why does it occur? What can you do to prevent it – and how can you limit the potential for fatigue-induced human errors?

Compliance:

AMCI ORO.FTL250



SAFETY & EMERGENCY PROCEDURES

Initial and recurrent training

It is crucial to flight safety that all crew members have a strong knowledge of Standard Operating Procedures (SOPs) as well as emergency procedures. Especially cabin crew may have a need for additional training to accommodate the safety onboard.

Our Safety & Emergency Procedures (SEP) training helps cabin crew members enhance their knowledge of safety, SOP's, locations onboard the plane, and emergency procedures. The training also assesses their performance in relation to knowledge, skills, and attitudes displayed during the training.

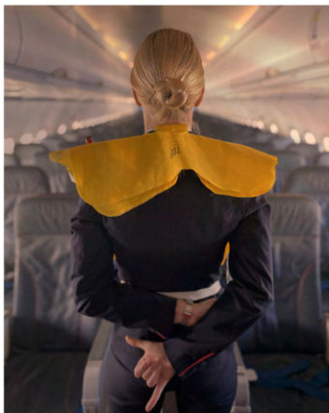
Aircraft types covered with our course:

A319, A320

ATR 72-500

OPERATIONAL TRAINING FOR FLIGHT CREW & CABIN CREW

Operational training is crucial to a safe aviation industry. Our training connects theory with practice by developing, enhancing, and reinforcing skills and knowledge essential to the operational environment.



MISCELLANEOUS COURSES (CREW)

We offer the following operational training courses aimed at crew:

- Performance Based Navigation (PBN)
- ETOPS Course
- RVSM Course
- MNPS Course
- Cost Index & Fuel Saving
- Flight Planning

MISCELLANEOUS COURSES (PILOTS)

We offer the following operational training courses aimed at pilots:

- Performance Based Navigation – theoretical course in accordance with:
 - FCL 615 of Annex I (Part-FCL)
 - FCL 062 07 00 00 PBN incl. brush up on FCL 062 06 00 00
- Class A Performance Training
- Flight Management System (FMS) Pilot Training
- ETOPS Course
- MNPS Course
- RVSM Course
- Cost Index & Fuel Planning
- Flight Planning



THE SKY IS THE LIMIT...

Every operation is different—and so is every crew. Therefore, we offer the flexibility to tailor or develop training courses that meet your specific needs, operational context, and organisational culture.

Whether you need to adapt existing CRM, Human Factors, SMS, FRM, or DGR training—or create something entirely new—we work closely with you to ensure the content remains relevant, compliant, and aligned with your safety objectives.

We support airlines, business operators, HEMS, and Approved Training Organisations in developing targeted training for both flight and cabin crew, delivered through engaging formats that promote reflection, learning, and behavioural change.

Please contact us to explore customised training solutions:
info@aeroteam.dk

OPERATIONAL TRAINING FOR GROUND STAFF

Operational training is crucial to a safe aviation industry. Our training connects theory with practice by developing, enhancing, and reinforcing skills and knowledge essential to the operational environment. Training ensures that your staff can think, do, and act according to operational standards.



DANGEROUS GOODS (CBTA)

Initial and recurrent training - IATA Competency-Based Training and Assessment

Did you know that Dangerous Goods training is required for all operators - regardless of approval to transport them as cargo? Since 2023, training in dangerous goods must be based on CBTA - Competency-Based Training & Assessment.

We provide initial and recurrent CBTA Dangerous Goods training (approved by the Danish CAA - Trafikstyrelsen) for ground staff.

The training includes the required assessment of competencies.

Compliance:

IATA Dangerous Goods Regulation
Appendix H CBTA ICAO doc. 9284

FATIGUE RISK MANAGEMENT (FRM)

Initial and recurrent training

All ground staff or operators have experienced fatigue at some point.
Being tired or exhausted may seem insignificant in the moment.

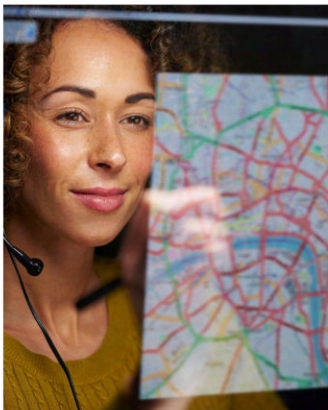
But in aviation, fatigue can lead to fatal human errors.

We offer initial and recurrent training of Fatigue Risk Management for ground personnel.

Compliance:

EASA AMC ORO.FTL250

We also offer other training courses for ground staff, including Performance Based Navigation (PBN), ETOPS, RVSM, MNPS, Cost Index & Fuel Saving, and Flight Planning.



FLIGHT DISPATCHER

Initial training (10 days) and recurrent training (3 days)

It is important to follow safety and security standards when monitoring delays, arranging logistics, or writing flight plans. But the job of a Flight Dispatcher also includes reporting of safety issues and hazards. If a breach of security goes unreported, it can turn fatal. But safety in the operational environment cannot be boiled down to a multiple-choice questionnaire.

Our Flight Dispatcher training introduces all the components that must work together to ensure a safe operational environment. This includes: Air Law, Aircraft General Knowledge, Aerodynamics, Aircraft Performance, Meteorology, Navigation, Operational Procedures, Flight Planning & Monitoring, Human Factors - Dispatcher Resource Management, Dangerous Goods, and Fatigue Risk Management

Please note that the training programme can be tailored to meet the needs of your organisation.

TRAINING FOR MANAGERS IN AVIATION

Managers in aviation have a responsibility to display good leadership skills and professional business knowledge that can ensure flight safety, promote a just safety culture, and reduce the risk of human errors throughout entire organisation. Our management training provides the knowledge and skills to promote safety and establish and maintain safety, quality, and compliance.



SAFETY MANAGEMENT SYSTEMS

Initial and recurrent training - can be tailored to meet your operational requirements

How does your organisation manage safety risks and ensure efficient safety procedures and risk evaluations as part of your quality system?

A Safety Management System (SMS) is about identifying bad procedures, hazards, risks, and insufficient barriers. Being aware of the potential dangers in your organisation allows you to make informed decisions to either accept them or do something actively to address the situation. Our SMS training is aimed at managers and key personnel working with or about to work with the design, implementation, and operation of SMS, particularly in a Part-145 and Part-21G environment. Applying a new safety mindset contributes to a strong safety culture in all layers of your organisation.

Compliance:

EASA 145.A.200 & 145.A.205 / EASA 21.A.3A & 21.A.139
ICAO Appendix 2 to Annex 19

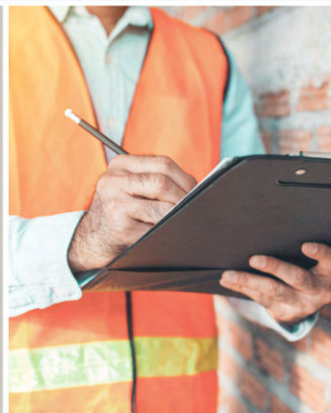
AUDITOR TRAINING

Initial and recurrent training

All aviation professionals must adopt a mindset of safety and compliance according to defined standards. Compliance monitoring, or conducting audits, is the process of determining whether standards are followed. This job is assigned to auditors. Being an auditor requires intricate knowledge of standards and regulations for products, services, and processes. One thing is doing the job. Another is knowing why it is important to conduct quality control and ensure conformity to regulations. Our training enables auditors to work with objective evidence through observations and interviews, particularly within SMS, quality control, and supply chain relations. The training supports EASA regulations for air operations as well as initial and continuing airworthiness which requires a person to monitor compliance within the management system. Several standards such as ISO and AS have requirements for performing value-adding audits.

Compliance:

EASA - Air Operations and Continuing Airworthiness



NOMINATED PERSONS

Initial and recurrent training

Nominated Persons take on the role of manager and supervisor in one or more assigned areas of responsibility. It is crucial that nominated personnel knows and can enforce the different rules and regulations the job demands. Our training revolves around the proactive search and review of legislation relevant to the area of responsibility for NPs, including familiarity with the responsibility that comes with initial and recurring airworthiness. The aim is to obtain general knowledge of safety activities and objectives to get the proper approval from national authorities to function as a Nominated Person. Designated deputies within EASA's Continuing Airworthiness. Accountable Managers will benefit from the training as well.

Compliance:

EASA M.A. 706
EASA Part-145.A.30 & Part-147.A.105

TRAINING FOR MANAGERS IN AVIATION

Managers in aviation must display good leadership skills and professional business knowledge that can ensure flight safety, promote a just safety culture, and reduce the risk of human errors throughout entire organisation. Our management training provides the knowledge and skills to promote, establish and maintain safety, quality, and compliance.



REGULATION TRAINING

EASA Part-145

Regulations and standards from ICAO, EASA, and the FAA form the basis of everything we do in aviation. In short terms: Everything and everyone must be compliant. Intricate knowledge about the contents and implications of these regulations enables staff to navigate efficiently and ensures proper implementation in a cost-effective manner. Our competency-based training is aimed at personnel working with or preparing to work within Part-145, Part-66, or Part-147 as Nominated Persons, designated deputies within airworthiness, Accountable Managers, Quality Managers, and auditors.

The training focuses on how to navigate Part-145 regulations and apply appropriately for the type of work/situation, keep up-to-date with proposed regulatory changes, and apply working knowledge about the contents of Part-145 regulations

Compliance:

EASA 145.A.200, 145.A.205 & ICAO Appendix 2 to Annex 19

NASP 13.1 SECURITY MANAGER

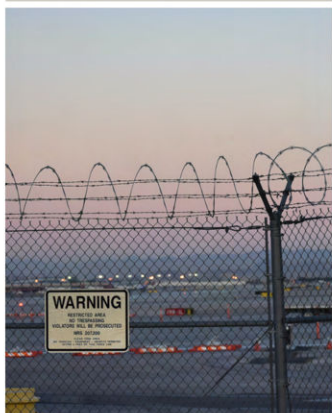
Basic Training Course

Focus on security within aviation has increased over the years. The prevalence of terror threats and security breaches has made security a concern for everyone in the industry, affecting virtually all areas of operation. Whether you work with passengers, cargo, customers, maintenance, or at a security checkpoint, you have a key role in keeping the industry safe. Our Security Manager Training raises awareness of security and provides the knowledge necessary to attend the mandatory Security Seminar held by the Danish Civil Aviation and Railway Authority (Trafikstyrelsen). The training introduces security measures and regulations that are crucial to know in order to work responsibly with security. The objective is to enable you to apply best practice into your workplace – and identify, address, and prevent potential security threats.

Compliance:

Danish National Aviation Safety Programme (NASP) session 13.1

Prerequisite to attend Security Seminar by the Danish CAA (Trafikstyrelsen)



TRAINING FOR INSTRUCTORS

Good training essentially reflects the competencies of the instructor. That is why our instructor training aligns with the principles of Competency-Based Training and Assessment (CBTA). This approach ensures training managers or instructors are equipped to handle the challenges and tasks in the training environment.



TRAINING FOR CRM TRAINERS

Initial and Refresher

Every trainer must possess the necessary skills, knowledge, and credibility to provide valuable training within the fields of CRM and Human Factors. Our approach to instructor training is simple: We combine theory with practice.

An EASA certified instructor must be able to demonstrate valuable skills - and successful integration of CRM and human factors principles into the operation.

Our CRM Trainer Course enables you to demonstrate an ability to:

- interact and manage groups
- pre-plan objective and timely training sessions
- deliver a good balance between 'telling', 'selling', and 'facilitating' - and to connect realistically poor and good CRM to the operational environment
- effectively assess the performance by observing, recording, interpreting, and debriefing

Our CRM Refresher Training touches upon the following themes and principles:

- Group facilitation skills including team dynamics, moderation skills, and use of questions
- Course preparation, defining objectives, and selecting methods to best convey knowledge (e.g., lectures, group work, case analysis, gamification, scenario-based training, and individual research)
- Safety culture and management systems
- Examples of analyses of CRM factors in previous accidents and serious incidents
- New developments of research within human factors and CRM
- Threat and Error Management principles and their practical implementation and application in daily operations.

Compliance:

EASA Part ORO.FC.146

- AMC2 ORO.FC.146(c)(1+2+3+4)
- AMC1 ORO.FC.115 table 1

EASA Part ORO.CC.115(e)

- AMC3 ORO.CC.115(e)(c)(1+2+3+4)
- AMC1 ORO.CC.115(e) table 1

CRM ASSESSEMENT TRAINING

Initial and recurrent training

Development of skills in Crew Resource Management (CRM) is becoming increasingly important to ensure flight safety and enhance non-technical skills. Therefore, it is vital that appointed and certified CRM instructors master the discipline of assessment. This process includes observing, recording, interpreting, and debriefing participants on their performance - and assessing the coherence between Knowledge, Skills, and Attitude (KSA) in the operational environment.

Compliance:

EASA Part ORO.FC.115

AMC1 ORO.FC.115(h)

GM6 ORO.FC.115



TRAINING FOR INSTRUCTORS

Good training essentially reflects the competencies of the instructor. That is why our instructor training aligns with the principles of Competency-Based Training and Assessment (CBTA). This approach ensures that training managers, classroom facilitators, or instructors are equipped to handle the challenges and tasks present within the training environment.



ASSESSMENT OF KNOWLEDGE, SKILLS & ATTITUDE (KSA)

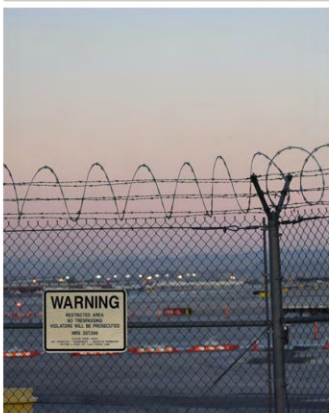
For ATPL Ground Instructors

In 2021, EASA introduced compulsory assessment of the knowledge, skills, and attitude displayed by pilot students during initial training conducted by Approved Training Organisations (ATOs).

The term is KSA-100 and defines the non-technical competencies which aviation professionals are measured by and assessed against.

We offer the following assessment courses which prepare ATPL Ground Instructors to assess knowledge, skills, and attitude according to required standards:

- KSA Student Formative Assessment
- AREA 100-KSA Student Course (3 days)



MISCELLANEOUS TRAIN-THE-TRAINER

Training courses

We offer train-the-trainer courses for the following instructor types:

- Human Factors trainers
- Ground instructors
- Instructor facilitation training
- Instructor standardisation
- Line trainers
- Supervision personnel
- Other instructors in similar positions/with similar responsibilities

EASA PART-147 TYPE TRAINING

Type Training is crucial to ensuring a competent workforce and flight safety in all phases of flight. We provide the following Part-147 Type Training courses for maintenance staff which cover the training requirements mandated by EASA. Our courses comply with EASA Part-66 Appendix III regulatory requirements for theoretical and practical training needed to obtain the AML type endorsements as a licensed B1, B2, and/or Cat. C mechanic.



PILATUS PC-12 (PWC PT6)

B1 and B2

A well-trained technician is crucial to ensuring good technical safety records and cost-effective maintenance inputs. This applies to the daily work of scheduled maintenance as well as troubleshooting and unforeseen repairs.

We offer Part-147 approved type training for the Pilatus PC-12 (PWC PT6), including the following aircraft models:

- PC-12
- PC-12/45
- PC-12/47
- PC-12/47E

Please note that we only offer combined B1 and B2 type training with separate B1 and B2 examinations.

FAIRCHILD/METROLINER (TPE331)

SA226/SA227 aircraft series - B1, B2, and Cat. C

We offer a unique Part-147 approved type training course for the majestic Metroliner.

Our training course covers the following aircraft models with Honeywell TPE331 engines:

SA226-AT, SA226-T, SA226-T(B), SA226-TC
SA227-AC, SA227-BC, SA227-AT, SA227-CC, SA227-DC, SA227-TT

*Please note that we only offer combined B1 and B2 type training - or the separate Cat. C endorsement.
All endorsements have separate examinations.*

Photo credit:
North Flying A/S



AIRBUS HELICOPTER H155

Formerly EC155 - B2

The course comprises knowledge and practical training which ensures that maintenance staff working with H155's gain the required competencies to perform safe maintenance, inspections, and routine work according to the maintenance manual and other relevant instructions for the Airbus Helicopter.

Please note that we currently only offer B2 type training for the H155 (Turbomeca Arriel 2), but the course incorporates B and B1 elements.

Photo credit:
Ned Dawson for Air Greenland