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aviation intelligence

# GYMS

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AVIATION TRAINING AT ITS FINEST:

## > GET FIT FOR REGULATIONS

PROFESSIONALS FOR PROFESSIONALS

### ISSUE 01/2009:

**2\_INDUSTRY UPDATE** - Changes in fees and charges regulation... | EASA amends the regulation about Continuing Airworthiness (EC 2042/2003) | EASA introduces the Operational Suitability Certificate **2\_COURSE INFORMATION** - Course administration | Course ware | Exams and certificates **3\_TRAINING SCHEDULE** - Training schedule | Requirements for on-site courses | Discounts **4\_EASA e-EXAMINATION** - the new quality standard | groWING as first company ever conducting an EASA e-Examination **4\_ABOUT US** - The idea behind our training programs | How to create enduring values | How to contact us |

**2\_**industry update

**2\_**course information

**3\_**training schedule

**4\_**EASA e-Examination

**4\_**about us

## Changes in fees and charges regulation

The first amendment to the Regulation 593/2007 came into force on 1st January 2009. Commission Regulation (EC) No 1356/2008 of December 23, 2008 is available on the EASA website.

Since June 1, 2008, all fees and charges have been indexed at the rate of 2.4%. The Agency will soon publish the indexation rate from June 1, 2009.

## EASA amends the regulation about Continuing Airworthiness (EC 2042/2003)

Commission Regulation (EC) No 1056/2008 of October 27, 2008 is amending Regulation (EC) No 2042/2003 on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of aircraft and aeronautical products, parts and appliances, and on the approval of organizations and personnel involved in these tasks. The changes introduced involve the regulation as well as the acceptable means of compliance.

The Agency has concluded that the current provisions of Annex I (Part-M) to Regulation (EC) No 2042/2003 are too stringent for aircraft not involved in commercial air transport, in particular for aircraft that are not classified as 'complex motor-powered aircraft'. In order to allow the competent authorities of the Member States and the interested parties to become sufficiently acquainted with the new requirements of Part M, and to adapt themselves thereto, Member States should be allowed to defer the application of Part M to aircraft not involved in commercial air transport for an additional period of one or two years, depending on the provisions concerned. This will have impact on Part-M and Part-145!

The provisions of this regulation take also into account the Communication from the Commission of January 11, 2008, 'An Agenda for sustainable Future in General and Business Aviation'.

## EASA introduces the Operational Suitability Certificate

EASA published on its website proposed amendments to Part-21 introducing the "Operational Suitability Certificate" and "Safety Directives", including the corresponding acceptable means of compliance (AMC) and guidance material (GM). In line with the Agency's principles of broad consultation and transparency, interested persons worldwide now have the possibility to comment on this Notice of Proposed Amendment (NPA 2009-01) by using the Agency's web-based Comment Response Tool (CRT). The comment period ends on April 30, 2009.

The Operational Suitability Certificate (OSC) is a transposition of the Joint Operations Evaluation Board (JOEB) established by the Joint Aviation Authorities (JAA). While under the JAA this process still used to be voluntary, type-certificate holders have to obtain an OSC for aircraft types in service of Community operators in future. The approved OSC elements will be the basis for those operators and training organizations to develop their Minimum Equipment List (MEL) as well as their type training.

## COURSE INFORMATION

### Course Administration

The courses are either held at our company headquarters in Huenenberg/Zug or on-site at our clients location.

The courses start at 08.30 and end at 17.30 with a lunch break of one hour. Lunch, refreshments during breaks, including all course ware are included.

Attendees needing hotel accommodation should notify us when booking the course. We will kindly assist you with your hotel reservation.

### Course Ware

The course binder contains all required legislation / course subject material, for legislation courses the regulation and AMC's are combined into one document. You will not need any additional books and/or documentation other than the supplied course binder.

All of this material is also available on a DVD for further study or search. This DVD is part of the course binder and may be used during the course and the exam.



Writing instruments and high-lighter pens are also supplied to you.

### Exams and Certificates

For courses having an EASA e-Examination available, you will perform such an exam. For courses where no EASA e-Examination is available you will perform an exam established by growING.

When reaching 75%, a certificate will be issued to you, confirming successful completion of your training, including a course syllabus about duration and content of your training.

For all EASA e-Examinations these will be an EASA certificate, for all others a growING certificate will be issued.

A "Certificate of Attendance" will be issued for all Human Factors training courses, as this training courses are conducted without an exam.



growING certificate and syllabus



EASA e-Examination Certificate

COURSE NO	TRAINING COURSE TITLE / DETAILS	EXAM	LOCATION	DATES	DAYS	COST
TR-EMSG-CL3	EASA Part-M Subpart G (incl. Fuel Tank Safety Level 1)	EASA	Huenenberg Huenenberg Huenenberg Geneva Huenenberg	11.-13.02.2009 25.-27.03.2009 21.-23.04.2009 19.-21.05.2009 09.-11.06.2009	3 days	€ 1'190
TR-EALG-CL2	Aviation Legislation Structure and Organization	EASA	Huenenberg Huenenberg Huenenberg	19.-20.02.2009 14.-15.04.2009 16.-17.06.2009	2 days	€ 1'040
TR-E145-CL3	EASA Part-145	EASA	Huenenberg Geneva	28.-30.04.2009 23.-25.06.2009	3 days	€ 1'190
TR-GAMM-CL2	Aircraft Maintenance Management Introduction	groWING	Huenenberg	23.-24.03.2009	2 days	€ 790
TR-EMSI-CL1	EASA Part-M Subpart I (ARC Staff Practical Training)	None	Altenrhein Altenrhein	28.03.2009 22.05.2009	1 day	€ 590
TR-GQSI-CL2	Quality Management Systems in Aviation	groWING	Huenenberg Huenenberg	01.-02.04.2009 01.-02.06.2009	2 days	€ 790
TR-GSMS-CL2	Safety Management Systems in Aviation (SMS)	groWING	Huenenberg Huenenberg	07.-08.04.2009 03.-04.06.2009	2 days	€ 790
TR-E21D-CL3	EASA Part-21 (ADOA and DOA - Design Organizations)	EASA	Huenenberg	11.-13.08.2009	3 days	€ 1'390
TR-E32P-CL3	EASA Part-21 (POA - Production Organizations)	EASA	Huenenberg	on request	3 days	€ 1'390
TR-GADM-CL2	Quality Auditor in Aircraft Maintenance	groWING	Huenenberg	on request	2 days	€ 915
TR-GSMM-CL2	Stock Management in Aircraft Maintenance	groWING	Huenenberg	27.-28.07.2009	2 days	€ 915
TR-GADC-CL2	Quality Auditor in Continuous Airworthiness Management	groWING	Huenenberg	on request	2 days	€ 915
TR-GADF-CL2	Quality Auditor in Flight Operations	groWING	Huenenberg	on request	2 days	€ 915
TR-GADG-CL2	Quality Auditor in Ground Operations	groWING	Huenenberg	on request	2 days	€ 915
TR-GMFT-CL1	Fuel Tank Safety Level 1 (Familiarization)	groWING	Huenenberg Huenenberg Huenenberg Geneva Huenenberg	13.02.2009 27.03.2009 23.04.2009 21.05.2009 11.06.2009	1 day	€ 490
TR-GMFT-CL2	Fuel Tank Safety Level 2 (Detailed Training)	groWING	Huenenberg	28.-29.05.2009	2 days	€ 790
TR-GC23-CL5	CS-23 (Normal, Utility, Aerobatic, Commuter Aeropl.)	groWING	Huenenberg	23.-27.11.2009	5 days	€ 2'320
TR-GC25-CL5	CS-25 (Large Aeroplanes)	groWING	Huenenberg	14.-18.12.2009	5 days	€ 2'320
TR-GC27-CL5	CS-27 (Small Rotorcraft)	groWING	Huenenberg	on request	5 days	€ 2'320
TR-GC29-CL5	CS-29 (Large Rotorcraft)	groWING	Huenenberg	on request	5 days	€ 2'320
TR-GCEN-CL5	CS-E (Engines)	groWING	Huenenberg	21.-25.09.2009	5 days	€ 2'320
TR-EFHI-CL2	Human Factors in Aviation - Initial	None	Huenenberg Huenenberg	29.-30.04.2009 29.-30.06.2009	2 days	€ 790
TR-EHFI-CL1	Human Factors in Aviation - Refresher	None	Huenenberg Huenenberg	13.04.2009 26.06.2009	1 day	€ 490
TR-GPHA-CL3	Post Holder Assessment Preparation	EASA	Huenenberg	on request	3 days	€ 3'150

All above training courses can be arranged also as "on-site course" at your facilities. We can also combine existing training course contents with elements developed or required especially for your team. Speaking about individual training contents you might ask yourself what can be changed in a course about aviation legislation...

A lot – depending on the target group of the course, we can easily combine modules in order to fit the actual participants. While establishing course contents we strictly analyze the subject along the four basic competence needs: knowledge, proficiency, experience and awareness. Each segment is tailored to the target group. With only one of the four missing or inappropriately covered, resulting decision-making skills will be limited.

Each of our training courses undergoes this careful selection of what focal point is needed for each of the four elements in order to let students make the most out of it.

Our lecturers and instructors all have an aviation industry background with hands on experience – this is our guarantee that they know what they actually talk about!

### What is EASA e-Examination?

EASA e-Examinations are typically taken by participants at the end of training courses and the topics to be covered are defined and outlined below. An EASA certificate of achievement is awarded to candidates who successfully pass; the certificates however do not confer any special rights, privileges or accreditation.

groWING group course attendees will perform the respective EASA e-Examination as part of their course. The EASA e-Examination is only available through NAAs, independent training organizations or other bodies registered as EASA e-Examination providers.

Please note there is no relationship between this e-Examination and the examinations foreseen under Part 147 / Part 66 or JAR FCL.

### The Syllabus

Exam syllabi define the subject area. This allows participants to prepare for each exam and training providers to tailor their material accordingly. Each exam is open-book, limited to the regulatory material covered, and typically consists of approximately 30 multiple-choice questions and lasts around 40 minutes. A demo examination is available on the EASA website.

groWING group amended its training courses to comply with the EASA e-Examination scope and the related syllabus.

The subject matter and exam questions are under constant revision. Every effort is made to ensure each EASA e-Examination is up-to-date, accurate and reliable; however, EASA cannot guarantee against any error.

groWING group was the first training organization ever conducting an EASA e-Examination. With introducing a new European Aviation Safety Agency Initiative - the EASA e-examination, a major step in standardizing the regulation and legislation training courses has been made by EASA. By development through open consultation with the Agency's stakeholders the aim of EASA e-Examination is to promote a high and uniform level of knowledge of EU Civil Aviation safety legislation.

### What EASA e-Examinations are available?

For the time being EASA e-Examinations are available for the following legislation parts:

- E.1702-21.001:  
☞ Part-21 – General overview ✓
- E.1702-21G.001:  
☞ Production Organisation Approval ✓
- E.1702-21J.001-01:  
☞ Design Organisation Approval ✓
- E.2042-M.001:  
☞ Part-M – General overview ✓
- E.2042-M.002:  
☞ Part-M – Commercial Air Transport ✓
- E.2042-M.003:  
☞ Part-M – Non-Commercial Air Transport ✓
- E.2042-145.001:  
☞ Part-145 – General overview ✓
- E.2042-145.002:  
☞ Part-145 – Detailed ✓
- E.2042-66.001:  
☞ Part-66 – General overview P
- E.2042-66.002:  
☞ Part-66 – Detailed P
- E.2042-147.001:  
☞ Part-147 – General overview P
- E.2042-147.002:  
☞ Part-147 – Detailed P

✓ = included in groWING Training Course  
P = Pending - course under development

## ABOUT US

### The idea behind our training programs

The reason for all training is to increase people's ability to make the right decision at the right time. We are aware of this!

### We know how to create enduring values!

Whether it is aircraft type training or a resource management seminar – it basically has the same aim. In order to make a decision, a human being must consider four competence needs: knowledge, proficiency, experience and awareness. With only one of the four missing, the decision-making skills will be limited.

We offer you a wide range of existing training programs, developed in a modular framework so that you can choose and define the training course for your individual needs.

### How to contact us

Our offices in Huenenberg/Zug, Switzerland are open from Monday to Friday from 8.00am to 5.30pm local.

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