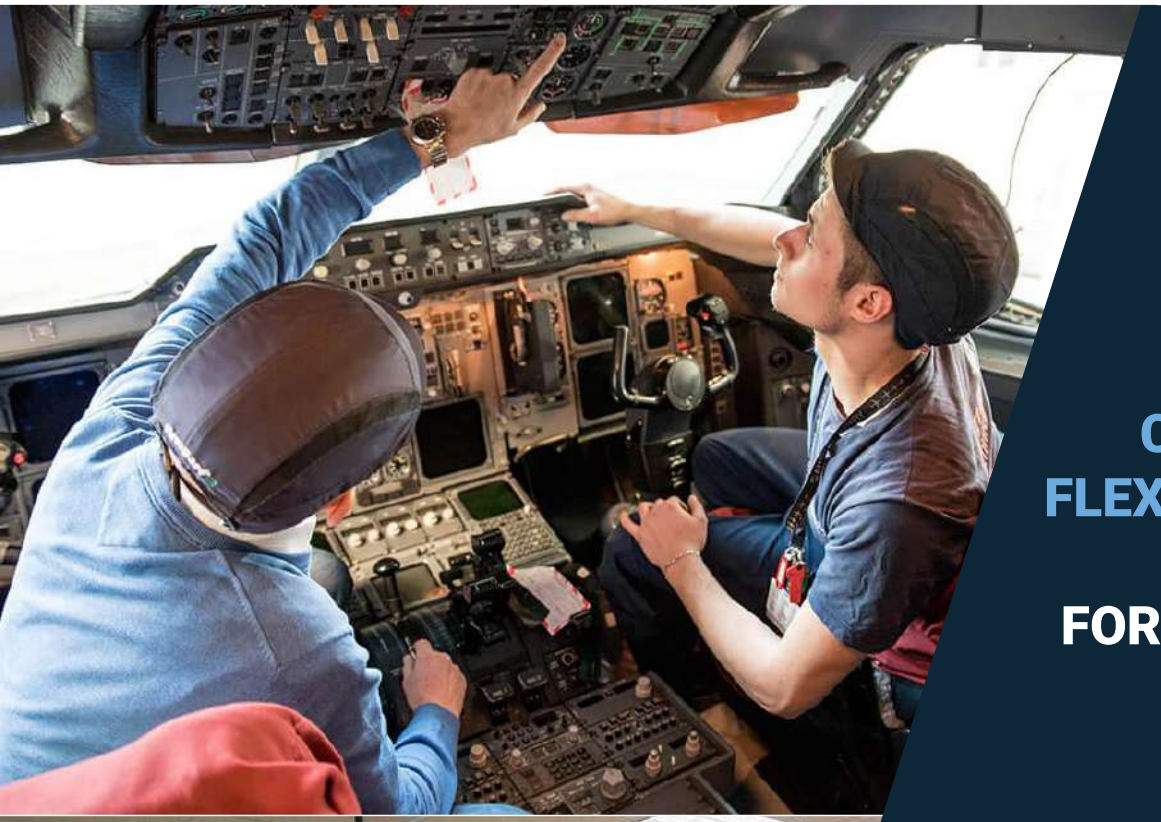
sabena technics training

Sabena technics training

Catalog 2026

AERONAUTICAL MAINTENANCE TRAINING ORGANIZATION

EASA Part-147 approval No FR.147-0016
EMAR/FR 147 approval No FR.147.012





We Qualify!

COMPLETE AND FLEXIBLE TRAINING SOLUTIONS FOR THE AVIATION INDUSTRY

CONTACT

TRAINING SOLUTIONS

training@sabenatechnics.com

+33 5 56 55 44 79

DSAÉ DIRECTION DE LA SÉCURITÉ AÉRONAUTIQUE D'ÉTAT

EASA European Aviation Safety Agency

Qualiopi processus certifié RÉPUBLIQUE FRANÇAISE

Quality certification has been awarded for the following category of action:
Training actions

eamtc

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TRAINING DESCRIPTION

Type rating trainings (civil aircraft)

Type rating trainings (military aircraft)

Part-145 trainings

E-Learning courses

PLEASE NOTE

Registration: All our training courses require registration at the following address: training@sabenatechnics.com

Lead Time: A minimum of 2 weeks is required to organize and coordinate the training sessions

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COMPANY PRESENTATION

INTRODUCTION

Sabena technics training is a subsidiary of Sabena technics group, 100% owned by Sabena technics BOD. Created in 2004 with its head office based in Bordeaux, it is dedicated to the training of the technical personnel of the various maintenance centers of the group.

It also provides a large number of training courses for third parties such as Airlines, MROs or Governmental entities (DGA, Armed Forces, Civil Security).

Sabena technics training is an EASA PART 147 and EMAR/FR 147 approved training organization.

In response to the challenges linked to the training of maintenance technicians and flight personnel, Sabena technics training offers a customized approach to its customers in order to meet their expectations and constraints, while respecting regulatory requirements.

In addition, thanks to our close relationship with all the maintenance units of Sabena technics Group, our training center is able to provide a wide range of training solutions and expertise.

Airframe Maintenance | **CAMO** | **Component Maintenance** | **Modification & upgrade** | **Painting**

PART 147 1 PART 145 TRAININGS

CUSTOMIZED TRAININGS



OUR LOCATION

Sabena technics training has **4 approved sites in France** located within Sabena technics Group maintenance facilities:



EASA PART 147
EMAR/FR 147

SNT BOD (Head office)
SNT DNR
SNT FNI

EMAR/FR 147

SNT MRS

At customers' premises worldwide

OUR MISSION & VALUES

Strengthened by its many years of experience in the field of technical training and its perfect knowledge of the needs and constraints of maintenance organizations and civil or military operators, Sabena technics training's mission is to offer its customers and partners training solutions which are both innovative and flexible.

To achieve this, our training center is constantly evolving to meet the expectations of the aviation sector, while maintaining a high level of quality through the values and missions shared with the entire Sabena technics group:

SAFETY, QUALITY & PERFORMANCE

FLEXIBILITY
A large network of instructors and educational tools allowing us to manage your needs and expectations

TAILORED SOLUTIONS
Course development matching any project you want to initiate (aircraft modification, refresh / reccurrent training...)

PERFORMANCE
Customer satisfaction and efficiency are our top priorities

PASSION
Instructors sharing their knowledge and experience in aeronautics with passion and professionalism

OUR PEDAGOGIC OFFER

All our training courses are conducted on one of our approved sites or at customer's presmises (France or abroad) by qualified and experienced instructors in the field of aeronautical maintenance and adult education.

In order to meet the requirements and constraints of our customers and partners, we are able to offer tailor-made training courses, dedicated (INTRA) or shared with other organizations (INTER). To do so, we rely on the following methods and pedagogical means:



PRESENTIAL

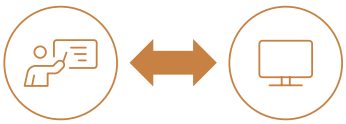
Theoretical parts in classroom
Practical parts on aircraft or simulator



E-LEARNING

7/7 – 24/24

Desktop or laptop computer
Tablet
Smartphone



VIRTUAL CLASSROOM

Videoconference tool (TEAMS, ZOOM, WEBEX, ...)

All our training courses are validated by one or more exams included in the training courses.
Online registrations can be made:

- At Sabena technics training, or
- Directly through the customer's HR department (consult us)

Our training center also relies on all Sabena technics Group's maintenance sites in order to offer practical training solutions on a wide range of aircraft thanks to the numerous PART 145 ratings of the group:

AIRBUS BOEING ATR Fokker
LOCKHEED MARTIN DASSAULT AVIATION BOMBARDIER

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KEY FIGURES

65
EASA Approved trainings

7
EMAR/FR Approved trainings

27
Approved Instructors

4
Approved Training sites

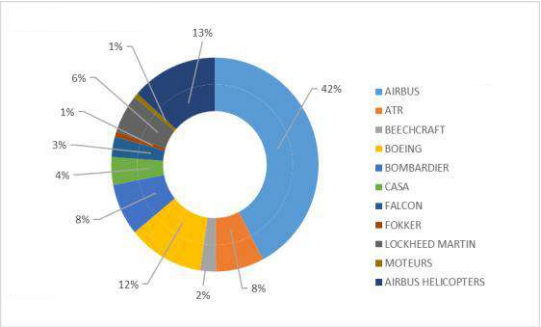
114
Part 147 & Associated Technical courses

185
Part 145 courses

1344
E-Learning Part 145 courses

3755
Trainees

90,9%
Trainees satisfaction



OUR EXPERTISE

TARGET POPULATION

- Our training offers are mainly dedicated to technical professions and support functions in aeronautical maintenance:
  - Aircraft mechanics (B1 / B2)
  - Design Office, Technical Office, CAMO
  - Technical crew
  - Cabin crew

TYPE TRAINNING

- We offer many different Type Rating trainings, approved by civil (EASA) and/or military (EMAR/FR) authorities. The content of each training course is described in the training sheets presented:
  - By aircraft type
  - By training level

PART-145 OR CUSTOMIZED TRAINING

- We also offer numerous regulatory training courses (initial and recurrent) required by EASA regulations.
- The expertise of our instructors and our proximity to the Part-145 and Part-21 J&G activities of the group allow us to develop numerous courses, customized to the needs of our customers, in particular for aircraft modifications or specific regulatory requirements in the civil (EASA) and/or military (EMAR/FR) domain.

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OUR APPROVALS AND CERTIFICATIONS

FR.147.0016 | 147.012 | FR095902-1

OUR PARTNERS

OUR MAIN CUSTOMERS

MILITARY

CIVIL

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sabena technics training

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TRAINING DESCRIPTION

Catalog of approved EASA Part-147 aircraft type rating trainings

The course definitions hereafter comply with the requirements of the EASA Part-66 regulation.

EASA
European Aviation Safety Agency

Approval number FR.147.0016

Contents

Airbus

Airbus A300-600 (GECF6) and Airbus A300-600 (PW4000) - T4
Airbus A300-600 (GECF6) to Airbus A300-600 (PW4000) Difference Course - T1 + T2 (Th & Pr)
Airbus A300-600 (PW4000) - T1 + T2 (Th & Pr)
Airbus A300-600 (PW4000) or (GE CF6) to Airbus A300-600ST (GE CF6) Difference course - T1 + T2 (Th & Pr)
Airbus A300-600ST (GECF6) - T1 + T2 (Th & Pr)
Airbus A310 (GECF6) - T1 + T2 (Th & Pr)
Airbus A310 (GECF6) and Airbus A310 (PW4000) - T4
Airbus A310 (GECF6) to Airbus A300-600 (GECF6) Difference Course - T1 + T2 (Th & Pr)
Airbus A310 (GECF6) to Airbus A310 (PW4000) Difference Course - T1 + T2 (Th & Pr)
Airbus A310 (PW4000) - T1 + T2 (Th & Pr)
Airbus A310 (PW4000) to Airbus A310 (GECF6) Difference Course - T1 + T2 (Th & Pr)
Airbus A318/A319/A320/A321 (CFM56) - T1 + T2 (Th & Pr)
Airbus A318/A319/A320/A321 (CFM56) or Airbus A319/A320/A321 (IAE V2500) to Airbus A330 (GE CF6) Difference Course - ACT - T1 + T2 (Th & Pr)
Airbus A318/A319/A320/A321 (CFM56) to A319/A320/A321 (IAE V2500) Difference Course - T1 + T2 (Th & Pr)
Airbus A318/A319/A320/A321 CFM56/V2500 to A319/A320/A321 CFM LEAP-1A Difference course - T1 + T2 (Th & Pr)
Airbus A319/A320/A321 (CFM LEAP-1A) - T1 + T2 (Th & Pr)
Airbus A319/A320/A321 (CFM LEAP-1A) - T4
Airbus A319/A320/A321 (IAE V2500) and Airbus A318/A319/A320/A321 (CFM56) - T4
Airbus A319/A320/A321 (IAE V2500) to A318/A319/A320/A321 (CFM56) Difference Course - T1 + T2 (Th & Pr)
Airbus A330 (GE CF6) - T1 + T2 (Th & Pr)
Airbus A330 (GE CF6) and Airbus A330 (RR Trent 700) and Airbus A330 (PW4000) - T4
Airbus A330 (GE CF6) or Airbus A330 (PW 4000) or Airbus A330 (RR Trent 700) to A340 (CFM 56) - T1 + T2 (Th & Pr)
Airbus A330 (GE CF6) or Airbus A330 (RR Trent 700) or Airbus A330 (PW4000) to Airbus A330 (RR Trent 7000) Difference Course - ACT - T1 + T2 (Th & Pr)
Airbus A330 (GE CF6) or Airbus A330 (RR Trent 700) or Airbus A330 (PW4000) to Airbus A330 (RR Trent 7000) Difference Course - T1 + T2 (Th & Pr)
Airbus A330 (GECF6) or Airbus A330 (PW4000) or Airbus A330 (RR Trent 700) or Airbus A340 (CFM56) to Airbus A318/A319/A320/A321 (CFM56) Difference Course - ACT - T1 + T2 (Th & Pr)
Airbus A330 (GECF6) or Airbus A330 (PW4000) to A330 (RR Trent 700) Difference Course - T1 + T2 (Th & Pr)
Airbus A330 (GECF6) or Airbus A330 (RR Trent 700) to A330 (PW 4000) Difference Course - T1 + T2 (Th & Pr)
Airbus A330 (PW4000) - T1 + T2 (Th & Pr)
Airbus A330 (PW4000) or Airbus A330 (RR Trent 700) to A330 (GECF6) Difference Course - T1 + T2 (Th & Pr)
Airbus A330 (RR Trent 700) - T1 + T2 (Th & Pr)
Airbus A340 (CFM56) - T4
Airbus A340 (CFM56) to A330 (GE CF6) Difference Course - T1 + T2 (Th & Pr)
Airbus A350 (RR Trent XWB) - T1 + T2 (Th & Pr)
Airbus A350 (RR Trent XWB) - T4

ATR

ATR 42-400/500/72-212A (PWC PW120) - T1 + T2 (Th & Pr)
ATR 42-400/500/72-212A (PWC PW120) - T4

Beechcraft

Beech 200 Series (PWC PT6) - T1 + T2 (Th & Pr)

Boeing

Boeing 737-300/400/500 (CFM 56) - T1 + T2 (Th & Pr)
Boeing 737-300/400/500 (CFM 56) - T4
Boeing 737-300/400/500 (CFM) to 737-600/700/800/900 (CFM) Difference Course - T1 + T2 (Th & Pr)
Boeing 737-600/700/800/900 (CFM 56) - T1 + T2 (Th & Pr)
Boeing 737-600/700/800/900 (CFM 56) - T4
Boeing 737-600/700/800/900 (CFM) to 737-300/400/500 (CFM) Difference Course - T1 + T2 (Th & Pr)
Boeing 787-8/9/10 (GE & RR) - T4
Boeing 787-8/9/10 (Genx) - T1 + T2 (Th & Pr)
Boeing 787-8/9/10 (GEnx) to Boeing 787-8/9/10 (RR Trent 1000) Difference Course - T1 + T2 (Th & Pr)
Boeing 787-8/9/10 (RR Trent 1000) - T1 + T2 (Th & Pr)
Boeing 787-8/9/10 (RR Trent 1000) to Boeing 787-8/9/10 (Genx) Difference Course - T1 + T2 (Th & Pr)

Bombardier

Bombardier DHC-8-400 (PWC PW150) - T1 + T2 (Th & Pr)
Bombardier DHC-8-400 (PWC PW150) - T4
Canadair CL-415 (PWC PW123) - T1 + T2 (Th & Pr)
Canadair CL-415 (PWC PW123) - T4

EADS Casa – Airbus Military

Casa CN-235 (GE CT7) - T1 + T2 (Th & Pr)

Casa CN-235 (GE CT7) - T4

Dassault

Falcon 10 (Honeywell TFE731) - T1 + T2 (Th & Pr)
Falcon 10 (Honeywell TFE731) - T4
Falcon 50 (Honeywell TFE731) - T1 + T2 (Th & Pr)
Falcon 50 (Honeywell TFE731) - T4

Fokker

Fokker 70/100 (RR D Tay) - T1 (Th & Pr)
Fokker 70/100 (RR D Tay) - T1 + T2 (Th & Pr)
Fokker 70/100 (RR D Tay) - T2 (Th & Pr)
Fokker 70/100 (RR D Tay) - T4

Lockheed-Martin

Lockheed 382 (RR Corp 501) - T1 (Th & Pr)
Lockheed 382 (RR Corp 501) - T1 + T2 (Th & Pr)
Lockheed 382 (RR Corp 501) - T2 (Th & Pr)
Lockheed 382 (RR Corp 501) - T4

AIRBUS



AIRBUS

Airbus A300-600 (GECF6) and Airbus A300-600 (PW4000) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A300-600 (GECF6) to Airbus A300-600 (PW4000) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 3
Hours 21

Duration - Practical
Day(s) 2
Hours 14

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A300-600 (PW4000) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 30
Hours 210

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
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Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

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The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
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AIRBUS

Airbus A300-600 (PW4000) or (GE CF6) to Airbus A300-600ST (GE CF6) Difference course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 8
Hours 56

Duration - Practical
Day(s) 4
Hours 28

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable the holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as welle as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The Practical Training Booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

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Follow-up of the execution through daily attendance sheets.

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The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

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The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A300-600ST (GECF6) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 28
Hours 196

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A310 (GECF6) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 33
Hours 231

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A310 (GECF6) and Airbus A310 (PW4000) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
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Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A310 (GECF6) to Airbus A300-600 (GECF6) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 2
Hours 14

Duration - Practical
Day(s) 0,5
Hours 3,5

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A310 (GECF6) to Airbus A310 (PW4000) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 3
Hours 21

Duration - Practical
Day(s) 2
Hours 14

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequisites
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A310 (PW4000) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 33
Hours 231

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A310 (PW4000) to Airbus A310 (GECF6) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 3
Hours 21

Duration - Practical
Day(s) 2
Hours 14

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
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Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A318/A319/A320/A321 (CFM56) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 32
Hours 224

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A318/A319/A320/A321 (CFM56) or Airbus A319/A320/A321 (IAE V2500) to Airbus A330 (GE CF6) Difference Course - ACT - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 20
Hours 140

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A318/A319/A320/A321 (CFM56) to A319/A320/A321 (IAE V2500) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 3
Hours 21

Duration - Practical
Day(s) 2
Hours 14

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A318/A319/A320/A321 CFM56/V2500 to A319/A320/A321 CFM LEAP-1A Difference course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 3
Hours 21

Duration - Practical
Day(s) 2
Hours 14

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A319/A320/A321 (CFM LEAP-1A) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 25
Hours 175

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, th eintegrated test means, the special precautions ans the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assesment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
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AIRBUS

Airbus A319/A320/A321 (CFM LEAP-1A) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A319/A320/A321 (IAE V2500) and Airbus A318/A319/A320/A321 (CFM56) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A319/A320/A321 (IAE V2500) to A318/A319/A320/A321 (CFM56) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 3
Hours 21

Duration - Practical
Day(s) 2
Hours 14

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GE CF6) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 27
Hours 189

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GE CF6) and Airbus A330 (RR Trent 700) and Airbus A330 (PW4000) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GE CF6) or Airbus A330 (PW 4000) or Airbus A330 (RR Trent 700) to A340 (CFM 56) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s) 3
Hours 21

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GE CF6) or Airbus A330 (RR Trent 700) or Airbus A330 (PW4000) to Airbus A330 (RR Trent 7000) Difference Course - ACT - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 3
Hours 21

Duration - Practical
Day(s) 3
Hours 21

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
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AIRBUS

Airbus A330 (GE CF6) or Airbus A330 (RR Trent 700) or Airbus A330 (PW4000) to Airbus A330 (RR Trent 7000) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 3
Hours 21

Duration - Practical
Day(s) 2
Hours 14

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
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Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GECF6) or Airbus A330 (PW4000) or Airbus A330 (RR Trent 700) or Airbus A340 (CFM56) to Airbus A318/A319/A320/A321 (CFM56) Difference Course - ACT - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 20
Hours 140

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
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Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GECF6) or Airbus A330 (PW4000) to A330 (RR Trent 700) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 4
Hours 28

Duration - Practical
Day(s) 2
Hours 14

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GECF6) or Airbus A330 (RR Trent 700) to A330 (PW 4000) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 4
Hours 28

Duration - Practical
Day(s) 2
Hours 14

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (PW4000) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 27
Hours 189

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (PW4000) or Airbus A330 (RR Trent 700) to A330 (GECF6) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 4
Hours 28

Duration - Practical
Day(s) 2
Hours 14

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
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AIRBUS

Airbus A330 (RR Trent 700) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 27
Hours 189

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A340 (CFM56) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A340 (CFM56) to A330 (GE CF6) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 8
Hours 56

Duration - Practical
Day(s) 3
Hours 21

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequisites
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A350 (RR Trent XWB) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 35
Hours 245

Duration - Practical
Day(s) 14
Hours 98

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A350 (RR Trent XWB) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

ATR



ATR

ATR 42-400/500/72-212A (PWC PW120) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 24
Hours 168

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

ATR

ATR 42-400/500/72-212A (PWC PW120) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BEECHCRAFT



BEECHCRAFT

Beech 200 Series (PWC PT6) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 15
Hours 105

Duration - Practical
Day(s) 8
Hours 56

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING



BOEING

Boeing 737-300/400/500 (CFM 56) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 30
Hours 210

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 737-300/400/500 (CFM 56) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 737-300/400/500 (CFM) to 737-600/700/800/900 (CFM) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 15
Hours 105

Duration - Practical
Day(s) 5
Hours 35

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 737-600/700/800/900 (CFM 56) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 25
Hours 175

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 737-600/700/800/900 (CFM 56) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 737-600/700/800/900 (CFM) to 737-300/400/500 (CFM) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 15
Hours 105

Duration - Practical
Day(s) 5
Hours 35

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 787-8/9/10 (GE & RR) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 787-8/9/10 (Genx) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 35
Hours 245

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 787-8/9/10 (GEnx) to Boeing 787-8/9/10 (RR Trent 1000) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s) 1
Hours 7

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 787-8/9/10 (RR Trent 1000) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 35
Hours 245

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 787-8/9/10 (RR Trent 1000) to Boeing 787-8/9/10 (Genx) Difference Course - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s) 1
Hours 7

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOMBARDIER



BOMBARDIER

Bombardier DHC-8-400 (PWC PW150) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 22
Hours 154

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOMBARDIER

Bombardier DHC-8-400 (PWC PW150) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOMBARDIER

Canadair CL-415 (PWC PW123) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 19
Hours 133

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOMBARDIER

Canadair CL-415 (PWC PW123) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

EADS CASA – AIRBUS MILITARY



EADS CASA

Casa CN-235 (GE CT7) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 24
Hours 168

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

EADS CASA

Casa CN-235 (GE CT7) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

DASSAULT



DASSAULT

Falcon 10 (Honeywell TFE731) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 15
Hours 105

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

DASSAULT

Falcon 10 (Honeywell TFE731) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

DASSAULT

Falcon 50 (Honeywell TFE731) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 20
Hours 140

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequisites
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

DASSAULT

Falcon 50 (Honeywell TFE731) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

FOKKER



FOKKER

Fokker 70/100 (RR D Tay) - T1 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 22
Hours 154

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 aeronautical technician or base maintenance B1 support staff.

Prerequises
Possession of a B1 license or, alternatively, equivalent basic aeronautical training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a "B1.1" category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format.
The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is conducted by an instructor qualified on the aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

FOKKER

Fokker 70/100 (RR D Tay) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 25
Hours 175

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

FOKKER

Fokker 70/100 (RR D Tay) - T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 19
Hours 133

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B2 aeronautical technician or base maintenance B2 support staff.

Prerequises
Possession of a B2 license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a "B2" category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is conducted by an instructor qualified in the aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

FOKKER

Fokker 70/100 (RR D Tay) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED-MARTIN



LOCKHEED MARTIN

Lockheed 382 (RR Corp 501) - T1 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 21
Hours 147

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 aeronautical technician or base maintenance B1 support staff.

Prerequises
Possession of a B1 license or, alternatively, equivalent basic aeronautical training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a "B1.1" category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format.
The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is conducted by an instructor qualified on the aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED MARTIN

Lockheed 382 (RR Corp 501) - T1 + T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 23
Hours 161

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B1 and/or B2 aeronautical technician or base maintenance B1 and/or B2 support staff.

Prerequises
Possession of a category B1 and/or B2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a sufficient level to understand the technical documentation and to carry out one's duties.

Objectives
Enable holders of a B1.1 and/or B2 category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B1.1 and/or B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 and/or B2 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is supervised by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED MARTIN

Lockheed 382 (RR Corp 501) - T2 (Th & Pr)

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 17
Hours 119

Duration - Practical
Day(s) 10
Hours 70

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF speciality area	253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Line/base maintenance B2 aeronautical technician or base maintenance B2 support staff.

Prerequises
Possession of a B2 license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a "B2" category Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required for the exercise of the profession of B2 technician for base and/or line maintenance.
Note: Practical training can never begin before theoretical training.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for B1 license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. The practical part takes place on real aircraft. A part of it can be done on a simulator. The training is conducted by an instructor qualified in the aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The assessment is formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED MARTIN

Lockheed 382 (RR Corp 501) - T4

Regulatory Domain
EASA Part-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day(s) 5
Hours 35

Duration - Practical
Day(s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF speciality area 253r

Prices INTER
Please contact us

Prices INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel.

Prerequises
Possession of a category C license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on this license.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of C certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 for C license holders and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material provided to trainees in electronic format. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified on the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

Catalog of approved EMAR/FR-147 aircraft type rating trainings

The course definitions hereafter comply with the requirements of the EMAR/FR-66 regulation.

DSAÉ
DIRECTION DE LA SÉCURITÉ AÉRONAUTIQUE D'ÉTAT

Approval number 147.012

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Airbus Helicopters

Airbus Helicopters AS 355 vers AS 555 AN Fennec - Cours de différences - Spécificités Militaires - Be1 (Th)
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Airbus Helicopters AS 355 vers AS 555 AN Fennec - Cours de différences - Spécificités Militaires - Ce
Airbus Helicopters AS 555 AN Fennec - Be1 (Pr)
Airbus Helicopters AS 555 AN Fennec - Be1 (Th & Pr)
Airbus Helicopters AS 555 AN Fennec - Be1 (Th)

Lockheed-Martin

Lockheed C-130J (RR Allison 2100 D3) - Be1 + Be2 (Pr)
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AIRBUS HELICOPTERS



AIRBUS HELICOPTERS

Airbus Helicopters AS 355 vers AS 555 AN Fennec - Cours de différences - Spécificités Militaires - Be1 (Th)

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 1,50
Hours 10,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF specific area	253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Technical (mechanical and electrical systems) line maintenance, or base support personnel - Government contracts.

Prerequises
Possession of a Be1 license or, alternatively, equivalent basic aeronautical training. Ability to read, write and express oneself in the language of the technical documentation at a level sufficient for the apprehension of this documentation and the performance of his/her duties.

Objectives
Enable holders of a State Aircraft Maintenance License (SAML) of category "Be1.3" to complete the training to obtain the aircraft type on this license, once the theoretical part on AS355 is validated in the same scope.
Acquire the theoretical knowledge only on the aircraft type, at the level required for the exercise of the profession of Be1.3 technician for base and/or line maintenance.

Course contents
The content of the training complies with the requirements imposed by Instruction No. 1693/ARM/DSAÉ for Be1 licensees and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. It only covers the differences between the AS355 and the AS555 AN applicable to the Be1.3 specialty. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material in electronic format provided to trainees. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training supervision by an instructor qualified on the concerned aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS HELICOPTERS

Airbus Helicopters AS 355 vers AS 555 AN Fennec - Cours de différences - Spécificités Militaires - Be2 (Th)

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 3,50
Hours 24,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF specific area 253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Technical personnel (avionics and electrical systems) for line maintenance or base support - Government contracts.

Prerequises
Possession of a Be2 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a State Aircraft Maintenance License (SAML) of category "Be2" to complete the training to obtain the aircraft type on this license, once the theoretical part on AS355 is validated in the same scope.
Acquire the theoretical knowledge only on the aircraft type, at the level required for the exercise of the profession of Be2 technician for base and/or line maintenance. Note: No practical training is required for this difference course.

Course contents
The content of the training complies with the requirements imposed by Instruction No. 1693/ARM/DSAÉ for Be2 licensees and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. It only covers the differences between the AS355 and the AS555 AN applicable to the Be2 specialty. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material in electronic format provided to trainees. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training supervision by an instructor qualified on the concerned aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS HELICOPTERS

Airbus Helicopters AS 355 vers AS 555 AN Fennec - Cours de différences - Spécificités Militaires - Ce

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 1,50
Hours 10,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF specific area	253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Base maintenance certifying staff, or airworthiness management personnel, or aircraft maintenance management/planning personnel - Government contracts.

Prerequises
Possession of a Ce category license, or equivalent basic aviation training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties.

Objectives
Enable holders of a State Aircraft Maintenance License (SAML) category "Ce" to obtain the aircraft type on this license, after completing the course on AS 355.
Acquire the theoretical knowledge on the aircraft type, at the level required for the exercise of the profession of Ce certifying staff in base maintenance.

Course contents
The content of the training complies with the requirements imposed by Instruction No. 1693/ARM/DSAÉ for Be2 licensees and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in general, as well as the special precautions and the location of the main components.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material in electronic format provided to trainees. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training is conducted by an instructor qualified in the type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS HELICOPTERS

Airbus Helicopters AS 555 AN Fennec - Be1 (Pr)

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s) 5,00
Hours 35,00

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF specific area	253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Technical (mechanical and electrical systems) line maintenance, or base support personnel - Government contracts.

Prerequises
Possession of a Be1 license, or equivalent basic aeronautical training. Ability to read, write and express oneself in English at a level sufficient to understand the technical documentation and to perform one's duties. Must have validated/started theoretical training on the same type of aircraft, at the same level.

Objectives
Complete and finish the theoretical training on the same type of aircraft. Validate the trainee's progress throughout the practical training and guarantee a sufficient level of autonomy in the function. The practical training can in no case start before the theory.

Course contents
This practical training completes the theory and covers the same chapters on the same type of aircraft, and in the same field (Be1). The performance of the tasks allows the acquisition of the practical skills and the autonomy necessary to perform the function (Be1) on the type of aircraft, in base maintenance or in operation.
The practical training booklet (PTL) allows the follow-up of the performance of the tasks on aircraft, as well as the progress and the assessment of the trainee.
Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
The tasks defined and performed are at least those required by the regulations for the category of license. They are based on the technical documentation corresponding to the aircraft on which they are performed. If necessary, part of the practice may be carried out on a simulator. The tasks are performed under the conduct of an instructor qualified on the aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
N/A

Practical assessment details
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The progress and the final assessment are formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS HELICOPTERS

Airbus Helicopters AS 555 AN Fennec - Be1 (Th & Pr)

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 10,00
Hours 70,00

Duration - Practical
Day (s) 5,00
Hours 35,00

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF specific area 253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Technical (mechanical and electrical systems) line maintenance, or base support personnel - Government contracts.

Prerequises
Possession of a Be1 license or, alternatively, equivalent basic aeronautical training. Ability to read, write and express oneself in the language of the technical documentation at a level sufficient for the apprehension of this documentation and the performance of his/her duties.

Objectives
Enable holders of a State Aircraft Maintenance License (SAML) category "Be1" to obtain the aircraft type on this license.
Acquire the theoretical and practical knowledge of the aircraft type at the level required to practice as a Be1 technician for base and/or line maintenance.
Note: Practical training can never begin before theory.

Course contents
The content of the training complies with the requirements imposed by Instruction No. 1693/ARM/DSAÉ for Be1 licensees and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the built-in test equipment, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) allows the follow-up of the performance of the tasks on the aircraft, as well as the progress and the assessment of the trainee. Beyond the technical procedures, the emphasis is on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material in electronic format provided to trainees. The practical part takes place on real aircraft. A part of the course can be done on a simulator. Training is conducted by an instructor qualified in the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
The knowledge acquired is assessed/validated by means of multiple choice questionnaires (MCQ). A minimum of 75% correct answers is required for each exam.

Practical assessment details
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The progress and the final assessment are formalized in the practical training booklet.

Handicap
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AIRBUS HELICOPTERS

Airbus Helicopters AS 555 AN Fennec - Be1 (Th)

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 10,00
Hours 70,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF specific area	253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Technical (mechanical and electrical systems) line maintenance, or base support personnel - Government contracts.

Prerequises
Possession of a Be1 license or, alternatively, equivalent basic aeronautical training. Ability to read, write and express oneself in the language of the technical documentation at a level sufficient for the apprehension of this documentation and the performance of his/her duties.

Objectives
Enable holders of a State Aircraft Maintenance License (SAML) category "Be1" to initiate the process to obtain the aircraft type on this license.
Acquire the theoretical knowledge only on the aircraft type at the level required for the exercise of the profession of Be1 technician for base and/or line maintenance.
Note: Practical training can never begin before theory.

Course contents
The content of the training complies with the requirements imposed by Instruction No. 1693/ARM/DSAÉ for Be1 licensees and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
A practical part should then complete this theoretical training.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material in electronic format provided to trainees. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training supervision by an instructor qualified on the concerned aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED-MARTIN



LOCKHEED MARTIN

Lockheed C-130J (RR Allison 2100 D3) - Be1 + Be2 (Pr)

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s) 10,00
Hours 70,00

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF specific area	253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Technical staff (all systems) for line maintenance, or base support - Government contracts.

Prerequises
Possession of a Be1 and/or Be2 license or, alternatively, equivalent basic aeronautical training. Ability to read, write and express oneself in the language of the technical documentation at a level sufficient for the apprehension of this documentation and the performance of his/her duties. Must have validated/started theoretical training on the same type of aircraft, at the same level.

Objectives
Complete and finish the theoretical training on the same type of aircraft. Under no circumstances can the practical training begin before the theory.

Course contents
This practical training completes the theory on the same type of aircraft, and in the same field (Be1+Be2). The performance of the tasks allows the acquisition of the practical skills necessary to perform the function (Be1 and/or Be2) on the type of aircraft, in base maintenance or in operation.
The practical training booklet (PTL) allows the follow-up of the performance of the tasks on aircraft, as well as the progress and the assessment of the trainee.
Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
The tasks defined and performed are at least those required by the regulations for the category of license. They are based on the technical documentation corresponding to the aircraft on which they are performed. If necessary, part of the practice may be carried out on a simulator. The tasks are performed under the conduct of an instructor qualified on the aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
N/A

Practical assessment details
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The progress and the final assessment are formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED MARTIN

Lockheed C-130J (RR Allison 2100 D3) - Be1 + Be2 (Th & Pr)

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 30,00
Hours 210,00

Duration - Practical
Day (s) 10,00
Hours 70,00

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF specific area 253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Technical staff (all systems) for line maintenance, or base support - Government contracts.

Prerequises
Possession of a license of the same category (Be1 and/or Be2) or, alternatively, equivalent basic aeronautical training. Ability to read, write and express oneself in the language of the technical documentation at a level sufficient for the apprehension of this documentation and the performance of his/her duties.

Objectives
Enable holders of a State Aircraft Maintenance License (SAML) category "Be1" and/or “Be2” to obtain the aircraft type on this license. Acquire the theoretical and practical knowledge of the aircraft type at the level required to practice as a Be1 and/or Be2 technician for base and/or line maintenance. Note: Practical training can never begin before theory.

Course contents
The content of the training complies with the requirements imposed by Instruction No. 1693/ARM/DSAÉ for Be1 and/or Be2 licensees and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the built-in test equipment, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) allows the follow-up of the performance of the tasks on the aircraft, as well as the progress and the assessment of the trainee. Beyond the technical procedures, the emphasis is on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material in electronic format provided to trainees. The practical part takes place on real aircraft. A part of the course can be done on a simulator. Training is conducted by an instructor qualified in the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment details
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The progress and the final assessment are formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED MARTIN

Lockheed C-130J (RR Allison 2100 D3) - Be1 + Be2 (Th)

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 30,00
Hours 210,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF specific area 253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Technical staff (all systems) for line maintenance, or base support - Government contracts.

Prerequises
Possession of a license of the same category (Be1 and/or Be2) or, alternatively, equivalent basic aeronautical training. Ability to read, write and express oneself in the language of the technical documentation at a level sufficient for the apprehension of this documentation and the performance of his/her duties.

Objectives
Enable holders of a State Aircraft Maintenance License (SAML) category "Be1" and/or “Be2” to initiate the process to obtain the aircraft type on this license. Acquire the theoretical knowledge only on the aircraft type at the level required for the exercise of the profession of Be1 and/or Be2 technician for base and/or line maintenance.
Note: Practical training can never begin before theory.

Course contents
See the syllabus.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material in electronic format provided to trainees. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training supervision by an instructor qualified on the concerned aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED MARTIN

Lockheed C-130J to KC-130J (RR Allison 2100 D3) Difference course - Be1 + Be2 (Pr)

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s) 1,00
Hours 7,00

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF specific area	253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Technical staff (all systems) for line maintenance, or base support - Government contracts.

Prerequises
Possession of a Be1 and/or Be2 license or, alternatively, equivalent basic aeronautical training. Ability to read, write and express oneself in the language of the technical documentation at a level sufficient for the apprehension of this documentation and the performance of his/her duties. Must have validated/started theoretical training on the same type of aircraft, at the same level.

Objectives
Complete and finish the theoretical training on the differences between the C-130J and the KC-130J. Validate the trainee's progress throughout the practical training and guarantee a sufficient level of autonomy in the position. Under no circumstances can the practical training begin before the theory.

Course contents
This practical training completes the theory on the differences between C-130J and KC-130J, and in the same field (Be1+Be2). The performance of the tasks allows the acquisition of the practical skills necessary to perform the function (Be1 and/or Be2) on the KC-130J, in base maintenance or in operation.
The practical training booklet (PTL) allows the follow-up of the performance of the tasks on aircraft, as well as the progress and the assessment of the trainee.
Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
The tasks defined and performed are at least those required by the regulations for the category of license. They are based on the technical documentation corresponding to the aircraft on which they are performed. If necessary, part of the practice may be carried out on a simulator. The tasks are performed under the conduct of an instructor qualified on the aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
N/A

Practical assessment details
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The progress and the final assessment are formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED MARTIN

Lockheed C-130J to KC-130J (RR Allison 2100 D3) Difference course - Be1 + Be2 (Th & Pr)

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 2,50
Hours 17,50

Duration - Practical
Day (s) 1,00
Hours 7,00

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	235608
Formacode	23613
CARIB/HAB	84728
Specific repertory	324
Employment Training Group	F
NSF specific area	253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Technical staff (all systems) for line maintenance, or base support - Government contracts.

Prerequises
Possession of a license of the same category (Be1 and/or Be2) or, alternatively, equivalent basic aeronautical training. Ability to read, write and express oneself in the language of the technical documentation at a level sufficient for the apprehension of this documentation and the performance of his/her duties.

Objectives
Enable holders of a State Aircraft Maintenance License (SAML) category "Be1" and/or “Be2” to obtain the KC-130J on top of the C-130J on this license. Acquire the theoretical and practical knowledge of the aircraft type at the level required to practice as a Be1 and/or Be2 technician for base and/or line maintenance. Note: Practical training can never begin before theory.

Course contents
The content of the training complies with the requirements imposed by Instruction No. 1693/ARM/DSAÉ for Be1 and/or Be2 licensees and is based on the various manufacturer's manuals. It only covers the differences between the C-130J and the KC-130J. The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the built-in test equipment, the special precautions and the location of the main components. The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) allows the follow-up of the performance of the tasks on the aircraft, as well as the progress and the assessment of the trainee. Beyond the technical procedures, the emphasis is on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material in electronic format provided to trainees. The practical part takes place on real aircraft. A part of the course can be done on a simulator. Training is conducted by an instructor qualified in the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment details
The practical assessment aims to measure the acquisition of skills: technical, documentary, safety of execution, compliance with procedures and return to aircraft configuration at the end of the task. The progress and the final assessment are formalized in the practical training booklet.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED MARTIN

Lockheed C-130J to KC-130J (RR Allison 2100 D3) Difference course - Be1 + Be2 (Th)

Regulatory Domain
EMAR/FR-147

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 2,50
Hours 17,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 235608
Formacode 23613
CARIB/HAB 84728
Specific repertory 324
Employment Training Group F
NSF specific area 253r

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Technical staff (all systems) for line maintenance, or base support - Government contracts.

Prerequises
Possession of a license of the same category (Be1 and/or Be2) or, alternatively, equivalent basic aeronautical training. Ability to read, write and express oneself in the language of the technical documentation at a level sufficient for the apprehension of this documentation and the performance of his/her duties.

Objectives
Enable holders of a State Aircraft Maintenance License (SAML) category "Be1" and/or “Be2” to initiate the process to obtain the KC-130J on top of the C-130J on this license. Acquire the theoretical knowledge only on the KC-130J at the level required for the exercise of the profession of Be1 and/or Be2 technician for base and/or line maintenance. Note: Practical training can never begin before theory.

Course contents
The content of the training complies with the requirements imposed by Instruction No. 1693/ARM/DSAÉ for Be1 and/or Be2 licensees and is based on the various manufacturer's manuals. The theoretical part is detailed in our syllabus. It only covers the differences between C-130J and KC-130J. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components. A practical part should then complete this theoretical training.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation. Course material in electronic format provided to trainees. Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training. Training supervision by an instructor qualified on the concerned aircraft type.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
The knowledge acquired is evaluated/validated all along the theoretical training through Multiple Choice Questionnaires (MCQ). A minimum of 75% of correct answers is required for each exam.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

Catalog of EASA Part-145 trainings

Course definitions comply with the authority's requirements and those of approved maintenance organizations.



Contents

Trainings linked to the aircraft type

Airbus

Airbus A300-600 (GECF6) - Aircraft refresh
Airbus A300-600 (GECF6) - Run-up & taxiing
Airbus A300-600 (GECF6) and Airbus A300-600 (PW4000) - General Familiarization
Airbus A300-600 (PW4000) - Run-up & taxiing
Airbus A300-600ST (GECF6) - General Familiarization
Airbus A310 (GECF6) - Aircraft refresh
Airbus A310 (GECF6) - Run-up & taxiing
Airbus A310 (GECF6) and Airbus A310 (PW4000) - General Familiarization
Airbus A310 (PW4000) - Aircraft refresh
Airbus A310 (PW4000) - Run-up & taxiing
Airbus A318/A319/A320/A321 (CFM56) - Aircraft refresh
Airbus A318/A319/A320/A321 (CFM56) - Run-up & taxiing
Airbus A319/A320/A321 (CFM LEAP-1A) - General Familiarization
Airbus A319/A320/A321 (IAE V2500) - Run-up & taxiing
Airbus A319/A320/A321 (IAE V2500) and Airbus A318/A319/A320/A321 (CFM56) - General Familiarization
Airbus A319/A320/A321 (IAE V2500) and Airbus A318/A319/A320/A321 (CFM56) - Run-up & taxiing
Airbus A330 (All engines) to Airbus A330 (RR Trent 700) Beluga XL - Differences
Airbus A330 (GE CF6) - Aircraft refresh
Airbus A330 (GE CF6) - Run-up & taxiing
Airbus A330 (GE CF6) & (RR Trent 700) - Run-up & taxiing
Airbus A330 (GE CF6) and Airbus A330 (RR Trent 700) and Airbus A330 (PW4000) - General Familiarization
Airbus A330 (GE CF6) and Airbus A330 (RR Trent 700) and Airbus A330 (PW4000) - Run-up & taxiing
Airbus A330 (GE CF6)) & (PW 4000) - Run-up & taxiing
Airbus A330 (PW4000) - Aircraft refresh
Airbus A330 (PW4000) - Run-up & taxiing
Airbus A330 (PW4000) & (RR Trent 700) - Run-up & taxiing
Airbus A330 (RR Trent 700) - Aircraft refresh
Airbus A330 (RR Trent 700) - Run-up & taxiing
Airbus A330 (RR Trent 700) T1 to T2 Difference Course - Corsair - Differences
Airbus A340 (CFM56) - Aircraft refresh
Airbus A340 (CFM56) - General Familiarization
Airbus A340 (CFM56) - Run-up & taxiing
Airbus A350 (RR Trent XWB) - Aircraft refresh
Airbus A350 (RR Trent XWB) - General Familiarization
Airbus A350 (RR Trent XWB) - Run-up & taxiing

ATR

ATR 42/72 600 series (PWC PW120) - Run-up & taxiing
ATR 42-400/500/72-212A (PWC PW120) - Aircraft refresh
ATR 42-400/500/72-212A (PWC PW120) - General Familiarization
ATR 42-400/500/72-212A (PWC PW120) - Run-up & taxiing
ATR 42-400/500/72-212A (PWC PW120) to ATR 42/72 600 series (PWC PW120) - Idle run
ATR 42-400/500/72-212A (PWC PW120) to ATR-600 (PWC PW120) Difference course - Differences
ATR 72 100/200 series (PWC PW120) - Run-up & taxiing

Boeing

Boeing 737-300/400/500 (CFM 56) - Aircraft refresh
Boeing 737-300/400/500 (CFM 56) - General Familiarization
Boeing 737-300/400/500 (CFM 56) - Run-up & taxiing
Boeing 737-300/400/500 (CFM 56) & 737-600/700/800/900 (CFM 56) - Run-up & taxiing
Boeing 737-600/700/800/900 (CFM 56) - Aircraft refresh
Boeing 737-600/700/800/900 (CFM 56) - General Familiarization
Boeing 737-600/700/800/900 (CFM 56) - Run-up & taxiing
Boeing 767-200/300 (PW 4000) - Aircraft refresh
Boeing 767-200/300/400 (GE CF6) - Aircraft refresh
Boeing 767-200/300/400 (GE CF6) - Run-up & taxiing
Boeing 767-200/300/400 (GE CF6) and Boeing 767-200/300 (PW 4000) - General Familiarization

Boeing 787-8/9/10 (GE & RR) - Aircraft refresh
Boeing 787-8/9/10 (GE & RR) - General Familiarization
Boeing 787-8/9/10 (Genx) - Aircraft refresh
Boeing 787-8/9/10 (RR Trent 1000) - Aircraft refresh

Bombardier

Bombardier DHC-8-400 (PWC PW150) - General Familiarization
Canadair CL-415 (PWC PW123) - General Familiarization

Dassault

Falcon 10 (Honeywell TFE731) - General Familiarization
Falcon 50 (Honeywell TFE731) - Aircraft refresh
Falcon 50 (Honeywell TFE731) - General Familiarization
Falcon 50 (Honeywell TFE731) - Run-up & taxiing

EADS Casa – Airbus Military

Casa CN-235 (GE CT7) - General Familiarization
Casa CN-235-100/200 (GE CT7) to Casa CN-235-300 (GE CT7) Difference course - Differences

Engine

CFM-56 and LEAP-1A - General Familiarization

Fokker

Fokker 70/100 (RR D Tay) - Aircraft refresh
Fokker 70/100 (RR D Tay) - General Familiarization

Lockheed-Martin

Lockheed 382 (RR Corp 501) - Aircraft refresh
Lockheed 382 (RR Corp 501) - General Familiarization
Lockheed 382 (RR Corp 501) - Run-up & taxiing

Other EASA Part-145 courses

Acceptation des Documents Libératoires (ADL) - Part-145
Aviation Familiarization - Part-145
Aviation Familiarization - Short - Part-145
Aviation legislation - Part-145
Electricity basics (aeronautical) - Part-145
ETOPS - Part-145
Évaluation anglais - Part-145
Évaluation FCE - Part-145
EWIS Group 1 & 2 - Initial - Part-145
EWIS Group 1 & 2 - Refresh - Part-145
EWIS Group 3 & 5 - Initial - Part-145
EWIS Group 3 & 5 - Refresh - Part-145
EWIS Group 4 - Initial - Part-145
EWIS Group 4 - Refresh - Part-145
FAA Supplement to MOE - Part-145
Foreign Object Damage (FOD) - Part-145
Fuel Tank Safety - CDCCL - LVL 1 - Awareness - Part-145
Fuel Tank Safety - CDCCL - LVL 2 - Initial - Part-145
Fuel Tank Safety - CDCCL - LVL 2 - Refresh - Part-145
Fuel Tank Safety - EWIS (Group 1 to 5) Refresh - Part-145
Full Regulatory Refresh (HOF - SMS - FOD - FTS CDCCL Ph2 - EWIS 1 & 2 - MOE & Procedures - EASA Regulation) - AIF - Part-145
Full Regulatory Refresh (HOF - SMS - FOD - FTS CDCCL Ph2 - EWIS 1 & 2 - MOE & Procedures - EASA Regulation) - Backshop - Part-145
Full Regulatory Refresh (HOF - SMS - FOD - FTS CDCCL Ph2 - EWIS 1 & 2 - MOE & Procedures - EASA Regulation) - CPT - Part-145
Full Regulatory Refresh (Regulation - Human & Organizational Factors - SMS - FTS CDCCL Ph2 - EWIS 1 & 2 - FOD) - Part-145
Human & Organisational Factors & SMS - Initial - Part-145
Human & Organisational Factors & SMS - Refresh - Part-145
Human & Organisational Factors & SMS + FOD - Initial - Part-145
Liquid Oxygen (LOX) Maintenance tasks on aircraft - Part-145
MOE - Internal Procedures - AIF - Part-145
MOE - Internal Procedures - CPT - Part-145
MOE - Internal Procedures - Painting DNR - Part-145
Remise à niveau FCE - Part-145
Safety Management System (SMS) - Awareness - Part-145

Sensibilisation Guidage Aéronef - Part-145
Train-the-assessor - Part-145
Train-the-mentor - Part-145
Train-the-trainer - Part-145
TRAX (Operator) - Part-145
TRAX (TE-CE) - Part-145

TRAININGS LINKED TO THE AIRCRAFT TYPE

Complementary training to those required for the Aircraft Maintenance Licenses (AML)



sabena technics training

Sabena technics training

Catalog 2026

AIRBUS



We Qualify!

AIRBUS

Airbus A300-600 (GECF6) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A300-600 (GECF6) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A300-600 (GECF6) and Airbus A300-600 (PW4000) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A300-600 (PW4000) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A300-600ST (GECF6) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is similar to a T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A310 (GECF6) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A310 (GECF6) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A310 (GECF6) and Airbus A310 (PW4000) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A310 (PW4000) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A310 (PW4000) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A318/A319/A320/A321 (CFM56) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A318/A319/A320/A321 (CFM56) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A319/A320/A321 (CFM LEAP-1A) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A319/A320/A321 (IAE V2500) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A319/A320/A321 (IAE V2500) and Airbus A318/A319/A320/A321 (CFM56) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A319/A320/A321 (IAE V2500) and Airbus A318/A319/A320/A321 (CFM56) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (All engines) to Airbus A330 (RR Trent 700) Beluga XL - Differences

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any qualified technician on the basic aircraft, requiring training for the subtype, for which a Part-147 approved training is not required.

Prerequises
Hold the basic aircraft type on your Aircraft Maintenance License (AML), or have been formally trained in the type.

Objectives
Complete the training on the basic aircraft with the specifics of the sub-type. Engines are not covered in the training.

Training contents
Only the systems that differ from the basic aircraft are explained.
The other chapters (systems) are not reviewed.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the target type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a follow-up and assessment booklet is filled in and validated by the instructor.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GE CF6) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GE CF6) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GE CF6) & (RR Trent 700) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GE CF6) and Airbus A330 (RR Trent 700) and Airbus A330 (PW4000) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GE CF6) and Airbus A330 (RR Trent 700) and Airbus A330 (PW4000) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 2,00
Hours 14,00

Duration - Practical
Day (s) 6
Hours 42

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (GE CF6)) & (PW 4000) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (PW4000) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (PW4000) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (PW4000) & (RR Trent 700) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (RR Trent 700) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (RR Trent 700) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A330 (RR Trent 700) T1 to T2 Difference Course - Corsair - Differences

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 9,00
Hours 63,00

Duration - Practical
Day (s) 5
Hours 35

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any qualified technician on the basic aircraft, requiring training for the subtype, for which a Part-147 approved training is not required.

Prerequises
Hold the basic aircraft type on your Aircraft Maintenance License (AML), or have been formally trained in the type.

Objectives
Enable a technician who already holds a level B1 course on the basic aircraft type to complete this training with the specificities required at a B2 level. The skills targeted are both theoretical and practical.

Training contents
The content of the training complies with the requirements set by the regulation (EU) 1321/2014 and is based on the various manufacturer's manuals.
The theoretical part is detailed in our syllabus. The systems are described in detail, as well as their normal and abnormal operation, the integrated test means, the special precautions and the location of the main components.
The practical part completes the theory and covers the same chapters. The practical training booklet (PTL) is the one used for the B2 training. It enables the follow-up of the performance of the tasks on aircraft, as well as the trainee's assessment. Beyond the technical procedures, the emphasis is placed on the use of the manufacturer's documentation and performing maintenance safely in a real environment.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the target type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a follow-up and assessment booklet is filled in and validated by the instructor.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A340 (CFM56) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A340 (CFM56) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A340 (CFM56) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 4,00
Hours 28,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A350 (RR Trent XWB) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A350 (RR Trent XWB) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

AIRBUS

Airbus A350 (RR Trent XWB) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 1,50
Hours 10,50

Duration - Practical
Day (s) 2
Hours 14

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

ATR



ATR

ATR 42/72 600 series (PWC PW120) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

ATR

ATR 42-400/500/72-212A (PWC PW120) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

ATR

ATR 42-400/500/72-212A (PWC PW120) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

ATR

ATR 42-400/500/72-212A (PWC PW120) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

ATR

ATR 42-400/500/72-212A (PWC PW120) to ATR 42/72 600 series (PWC PW120) - Idle run

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s) 0,5
Hours 3,5

Training location
Sabena technics site, customer or simulator

References
ROME Code I1602
CPF ID N/A
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group
NFS speciality area

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
This training allows the trainee to acquire or improve his or her skills in terms of starting up the engine(s) at reduced power, on the aircraft type.

Training contents
The theory details engine inspections, tests to be performed, normal, abnormal and emergency procedures, as well as the operational limitations of the engine during start-up and at idle power. The practical part is performed on real aircraft or on a simulator. It allows the trainee to master the applicable procedures, the different checklists and the management of emergency situations. The notions of phraseology, radio communication, and respect of airport rules are also described and explained.

Pedagogical means and supervision methods
Interactive presentations, situation scenarios, implementation of engine starting and shutdown procedures as well as emergency procedures.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination required. The assessment is carried out by situation, and/or oral or written questioning by the instructor.

Practical assessment details
The practical assessment aims at measuring the skills on the following subjects: technical, documentary, safety of execution, respect of procedures and management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

ATR

ATR 42-400/500/72-212A (PWC PW120) to ATR-600 (PWC PW120) Difference course - Differences

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any qualified technician on the basic aircraft, requiring training for the subtype, for which a Part-147 approved training is not required.

Prerequises
Hold the basic aircraft type on your Aircraft Maintenance License (AML), or have been formally trained in the type.

Objectives
This course allows holders of an EASA Part-66 Aircraft Maintenance License (AML) category "B1.1" and/or "B2" to obtain the aircraft type on that license.

Training contents
See syllabus.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the target type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a follow-up and assessment booklet is filled in and validated by the instructor.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

ATR

ATR 72 100/200 series (PWC PW120) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING



BOEING

Boeing 737-300/400/500 (CFM 56) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 737-300/400/500 (CFM 56) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 737-300/400/500 (CFM 56) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 737-300/400/500 (CFM 56) & 737-600/700/800/900 (CFM 56) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 737-600/700/800/900 (CFM 56) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 737-600/700/800/900 (CFM 56) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 737-600/700/800/900 (CFM 56) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s) 2
Hours 14

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 767-200/300 (PW 4000) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 767-200/300/400 (GE CF6) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 767-200/300/400 (GE CF6) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 3,00
Hours 21,00

Duration - Practical
Day (s)
Hours

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 767-200/300/400 (GE CF6) and Boeing 767-200/300 (PW 4000) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 787-8/9/10 (GE & RR) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 787-8/9/10 (GE & RR) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 787-8/9/10 (Genx) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOEING

Boeing 787-8/9/10 (RR Trent 1000) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOMBARDIER



BOMBARDIER

Bombardier DHC-8-400 (PWC PW150) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

BOMBARDIER

Canadair CL-415 (PWC PW123) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

DASSAULT



DASSAULT

Falcon 10 (Honeywell TFE731) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

DASSAULT

Falcon 50 (Honeywell TFE731) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

DASSAULT

Falcon 50 (Honeywell TFE731) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

DASSAULT

Falcon 50 (Honeywell TFE731) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s) 0,5
Hours 3,5

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

EADS CASA – AIRBUS MILITARY



EADS CASA

Casa CN-235 (GE CT7) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

EADS CASA

Casa CN-235-100/200 (GE CT7) to Casa CN-235-300 (GE CT7) Difference course - Differences

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any qualified technician on the basic aircraft, requiring training for the subtype, for which a Part-147 approved training is not required.

Prerequises
Hold the basic aircraft type on your Aircraft Maintenance License (AML), or have been formally trained in the type.

Objectives
This course is complementary to the EASA Part-66 category "B1.1" and/or "B2" Aircraft Maintenance License (AML): Casa CN-235-100/200 (GE CT7). It enables technicians (B1.1 and/or B2) already trained on Casa CN235-200 to acquire the knowledge needed to carry out their maintenance tasks on the Casa CN235-300 version of this aircraft.

Training contents
Only the systems that differentiate the "-300" version from the basic aircraft (-200) are explained. They include an introduction and the relevant parts of ATA chapters 22, 24, 28, 29, 30, 31, 32, 33 and 34. The other chapters (systems) are not reviewed.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the target type of aircraft.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a follow-up and assessment booklet is filled in and validated by the instructor.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

ENGINE



ENGINE

CFM-56 and LEAP-1A - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 2,00
Hours 14,00

Duration - Practical
Day (s) 1
Hours 7

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
This course is designed for technical personnel who do not hold a license, but it nevertheless provides a comprehensive overview of the aircraft engines covered by the course.
CAUTION :
This course DOES NOT allow holders of an Aircraft Maintenance License (AML) to amend this license.

Training contents
CFM 56 engine theory,
Focus on Trend monitoring and performance restoration for CFM 56 and LEAP-1A engines,
Practice on CFM 56 engine,
Theory on the LEAP-1A engine,
Examination of theory.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

FOKKER



FOKKER

Fokker 70/100 (RR D Tay) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation.
The content and duration of the refresher course are defined in advance with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

FOKKER

Fokker 70/100 (RR D Tay) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED-MARTIN



LOCKHEED MARTIN

Lockheed 382 (RR Corp 501) - Aircraft refresh

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any authorized technician who needs to refresh his knowledge of the aircraft type covered by the refresh.

Prerequises
Hold the aircraft type on his/her Aircraft Maintenance License (AML), or have been formally trained on the aircraft type.

Objectives
Refresh the trainee's technical knowledge on the operation of the aircraft being studied, as well as the associated systems. Learn about the new technological and regulatory developments- necessary for the proper performance of aircraft maintenance.

Training contents
The training covers the ATA chapters selected by the trainees and/or the client according to the evolution of the aircraft and the associated systems, or the problems encountered in operation. The content and the duration of the refresher course are defined in advance- with the client according to his needs.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the concerned aircraft systems and related explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees.in electronic format
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
No practical part is required, but it can be organized. In this case, a practical assessment on aircraft and/or oral questioning by the instructor is carried out.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED MARTIN

Lockheed 382 (RR Corp 501) - General Familiarization

Regulatory Domain
EASA Part-145

Course capacity
12

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Engineering, CAMO, Technical Support or management personnel wishing to have a non-in-depth understanding of aircraft systems.

Prerequises
No prerequisites for this level of training.

Objectives
Intended for a non-technical population, this course nevertheless allows a global approach of all the systems of the aircraft subject of the training.

CAUTION:
This course does NOT allow holders of a category "C" Aircraft Maintenance License (AML) to obtain the aircraft type on that license.

Training contents
The content of the course is identical to the T4 course, taken under Part-147, with the exception of the exams, which are not required.
Please refer to the syllabus for the exact content and course schedule.

Pedagogical means and supervision methods
Projection of a course material including diagrams of the aircraft systems concerned and associated explanatory texts. Answers to trainees' questions through concrete examples based on the instructor's experience and technical documentation.
Course material provided to trainees in electronic format.
Depending on the needs and the location of the training, a visit to an aircraft may complete the theoretical training.
Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
No examination is regulatory required for this training. The assessment is carried out by situation, and/or oral or written questioning by the trainer. If the client asks for examination, the knowledge acquired is then evaluated/validated throughout the theoretical training through Multiple Choice Questionnaires (MCQ). The target is then a minimum of 75% of correct answers.

Practical assessment details
N/A

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

LOCKHEED MARTIN

Lockheed 382 (RR Corp 501) - Run-up & taxiing

Regulatory Domain
EASA Part-145

Course capacity
4

Language(s)
French or English

Duration - Theory
Day (s) 1,50
Hours 10,50

Duration - Practical
Day (s) 1,5
Hours 10,5

Training location
Usually simulator at partner's location.

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Line/base maintenance B1 (or Be1) aeronautical technician or base maintenance B1 (or Be1) support staff.

Prerequises
Any maintenance technician holding the aircraft type on his B1 (or Be1) license.

Objectives
Acquire or improve one's skills in terms of engine operational test safety and autonomous taxiing on an airport platform.
Master the engine limitations.
Understand and respect the test procedures (normal, abnormal, emergency).
Implement the various checklists.
Master autonomous taxiing.
Know how to make the right decisions.

Training contents
Review of the checks before starting the engine and taxiing,
Review of procedures and engine limitations, presentation of on-board documentation (various procedures and checklists),
Definition of parameter readings and management of abnormal and emergency situations,
Taking into account the dimensions of the aircraft for taxiing, as well as its maneuverability limits.
Real-life situation in simulator.

Pedagogical means and supervision methods
Projection of a course material including pre-startup checks, airport, communication, safety and ground handling rules of the aircraft. Simulation of maneuvers on board a simulato. Training supervision by an instructor qualified on the type of aircraft concerned.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
The practical evaluation aims to measure technical skills, documentary skills, safety of execution, respect of checklists, procedures and trajectories, management of emergency situations.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

OTHER EASA PART-145 COURSES

Training related to the activity of the approved maintenance organization



PART-145

Acceptation des Documents Libératoires (ADL) - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Learn about all acceptance criterion for various (civil or military) certifying or conformity documents.
At the end of the training, the trainee is able to distinct acceptable document accompaning aircraft component/parts/consumables, and take acceptance decision for any incoming part.

Training contents
Explanations of the different regulatory contexts and reference texts
Detailed description of the release certificates for the most common component,
Special cases,
Demonstration with various real examples,
Acceptance decisions.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Aviation Familiarization - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Understand the purpose of the main aircraft systems,
Be able to name and recognize the main components of aircraft systems,
Understand the basic aeronautical vocabulary, both in French and in English,
Have a global understanding of aeronautical maintenance and the importance of its logistic/purchasing activity...

Training contents
History of aviation from its beginnings to the present day. Presentation of the principles of flight and the main systems that allow it. Identification of the main aircraft components. Basic principles of radio navigation and radio communication.
Presentation of the principle of preventive and curative maintenance.
When possible, a visit in a real maintenance environment is organized.
The duration of the training is defined in advance with the client, according to the target population.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Aviation Familiarization - Short - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 2,00
Hours 14,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Understand the purpose of the main aircraft systems,
Be able to name and recognize the main components of aircraft systems,
Understand the basic aeronautical vocabulary, both in French and in English,
Have a global understanding of aeronautical maintenance and the importance of its logistic/purchasing activity...

Training contents
History of aviation from its beginnings to the present day. Presentation of the principles of flight and the main systems that allow it. Identification of the main aircraft components. Basic principles of radio navigation and radio communication.
Presentation of the principle of preventive and curative maintenance.
When possible, a visit in a real maintenance environment is organized.
The duration of the training is defined in advance with the client, according to the target population.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Aviation legislation - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
The EASA Part-145 Aviation Regulations
An understanding of the related EASA Part-21, Part-CAMO, Part-66 and Part-147 regulations.
General understanding of the EMAR/FR regulation differences with EASA.
The relationship between EASA and other aviation authorities.

Training contents
Overview of the EASA regulation (EU) 1321/2014.
Detailed explanation of Part-145
Global approach of the related parts (Part-M / 66 / 147 / T / ML / CAMO / CAO)
Introduction to the differences with other civil aviation regulations.
EMAR/FR differences with EASA regulation.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Electricity basics (aeronautical) - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s) 1
Hours 7

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
This training is designed to improve the electrical skills of a pure mechanic. The skills targeted are:
In-depth knowledge of electrical hazards,
In-depth knowledge of special precautions,
Current use of electrical measurement tools,
Reading and use of technical aircraft electrical diagrams.

Training contents
Presentation of the use of electrical measurement tools (DC and AC voltage, resistance, insulation and continuity),
Interest of a ground and measurements,
Operation and reference values of relays, electric motors, wires, diodes, contacts,
Reading and use of electrical diagrams,
Introduction to wiring (basic notions),
Repair of current connectors,
Insulation and dielectric measurement.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

ETOPS - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Know the ETOPS rules and procedures applicable to the aviation industry as they relate to personnel, aircraft and companies,
Be familiar with ETOPS requirements as they relate to the operation of ETOPS qualified companies,
Be familiar with ETOPS procedures and be aware of all aspects of flight safety,
Understand the safety objective of the maintenance procedure and ensure compliance with ETOPS rules.

Training contents
Explanation of the regulatory context,
Detailed description of the most common component release certificates,
Demonstration with various real-life examples,
Acceptance decision making.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Évaluation anglais - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,15
Hours 1,05

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Evaluate whether the level of English reading and writing is consistent with the position held. Depending on the final result, an English training course may be decided by the client.

Training contents
Reading and exploitation of technical documents in English,
Search for information in these documents,
Restitution of this information,
English-French and French-English translation.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Évaluation FCE - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Final validation of the content of the OJT (On the Job Training) booklet according to the procedures of the Part-145 approved organization.

Training contents
Detailed study of the OJT logbook,
Validation of the tasks accomplished,
Interview with the trainee,
Completion of a task chosen by the evaluator (if required by the Part-145 organization that holds the OJT logbook).

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

EWIS Group 1 & 2 - Initial - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
For technicians performing any type of work on electrical wiring, understand the origin and implementation of EWIS rules, their mandatory nature, their integration in the technical documentation.
Reinforce the technical knowledge and skills regarding working on electrical wiring (inspection, troubleshooting, removal/installation, repair, modification, release to service).

Training contents
The course content complies with regulatory requirements and includes the following topics:
Introduction,
Materials and wiring know-how,
Wiring diagrams and procedures,
Wiring Inspections,
Cleaning of electrical wiring,
Electrical wiring,
Connectors,
Connector repair procedures.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

EWIS Group 1 & 2 - Refresh - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
An overview of the EWIS issue, its history and the various works of ASTRAC, the regulatory aspect of the training.
A basic knowledge of the contents of the regulatory training.

Training contents
What is EWIS? Electrical Wiring and Interconnection Systems
ATSRAC (Aging Transport Systems Rulemaking Advisory Committee)
Certification Standard (Task 6)
Wiring Manuals (Task 8)
EWIS Training Requirement (Task 9)
EWIS Training
Wiring Documentation
Inspection
Cleaning

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

EWIS Group 3 & 5 - Initial - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
For personnel not directly involved with electrical wiring, understand the origin and implementation of EWIS rules, their mandatory nature, their integration in technical documentation and maintenance programs.
Reinforce technical knowledge and skills in detecting problems related to electrical wiring during maintenance operations.

Training contents
The course content complies with regulatory requirements and includes the following topics:
Introduction,
Reference documentation,
Inspections,
Cleaning,
Electrical Wiring,
Connections.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

EWIS Group 3 & 5 - Refresh - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
An overview of the EWIS issue, its history and the various works of ASTRAC, the regulatory aspect of training.
A basic knowledge of the contents of the regulatory training according to its attributions.

Training contents
What is EWIS? Electrical Wiring and Interconnection Systems
ATSRAC (Aging Transport Systems Rulemaking Advisory Committee)
Certification Standard (Task 6)
Wiring Manuals (Task 8)
EWIS Training Requirement (Task 9)
EWIS Training
Wiring Documentation
Inspection
Cleaning

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

EWIS Group 4 - Initial - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
For technical personnel who do not work on electrical wiring, understand the EWIS rules, their mandatory nature, their integration in technical documentation and maintenance programs. Reinforce the technical knowledge and skills related to electrical wiring precautions during maintenance operations.

Training contents
The course content complies with regulatory requirements and includes the following topics:
Introduction,
Special precautions,
Inspections,
Defect detection,
Cleaning,
Electrical Wiring.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

EWIS Group 4 - Refresh - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Refresh the knowledge acquired in initial training for personnel not involved in electrical wiring during maintenance.

Training contents
Reminder of the topics covered during the initial training.
Presentation of typical defects to be identified and treated by qualified personnel during maintenance.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

FAA Supplement to MOE - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,10
Hours 0,70

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Identify the main differences between American and European aviation maintenance regulations.

Training contents
Explanation of the bilateral agreements between the United States / Europe / France. Definition of oversight responsibilities.
Presentation of the approved maintenance organization's internal documents highlighting specific FAA requirements.
Differentiated explanation of the requirements applicable to a component or a complete aircraft.
Case of major repairs or modifications (FAA Form 337)

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Foreign Object Damage (FOD) - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Be aware of the possible consequences in terms of flight and personal safety when objects or materials are present where they should not be.

Training contents
Presentation of the different concepts of foreign objects,
Identification of possible consequences,
Presentation of real examples,
Reminders on the ethics of aviation safety.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Fuel Tank Safety - CDCCL - LVL 1 - Awareness - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,07
Hours 0,49

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Have a general knowledge of fuel tank safety issues.
Be able to give a simple description of the history of CDCCL and the elements requiring special attention.
List simple examples of non-compliance.
Use and understand typical CDCCL vocabulary.

Training contents
This course is a level 1 course (Phase 1 in the regulations), considered as a first familiarization with the subject. It provides a history of fuel tank related accidents and describes their theoretical and practical background. In addition, the course introduces SFAR88 (Special Federal Aviation Regulations 88) and the concept of CDCCL (Critical Design Configuration Control Limitations).

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Fuel Tank Safety - CDCCL - LVL 2 - Initial - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Know the background and the reasons for the creation of the SFAR88 regulation.
Be able to define the characteristics of aeronautical fuels and know the means to reduce the risks of tank explosions.
Be able to find ways to obtain CDDCL information and alerts in technical documents.
Know and understand the aspects of the technologies implemented to prevent tank explosion.

Training contents
This course is a Level 2 course. It provides a background on fuel tank accidents and describes their theoretical and practical context. In addition, the course introduces SFAR88 (Special Federal Aviation Regulations 88) and the concept of CDCCL (Critical Design Configuration Control Limitations).
The detailed study of the TWA800 accident allows to address all the safety aspects related to the design, operation and maintenance.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Fuel Tank Safety - CDCCL - LVL 2 - Refresh - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,25
Hours 1,75

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Refresh the knowledge acquired in initial training on the safety of fuel-related systems, both during maintenance and in operation following maintenance.

Training contents
Reminder of the regulatory and technical requirements.
Reminder of the causes and consequences of defects on aircraft fuel systems.
Reminder of common defects and solutions identified in the technical documentation.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Fuel Tank Safety - EWIS (Group 1 to 5) Refresh - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Refresher course on the knowledge acquired from the initial FTS & EWIS trainings.
Raise the level of awareness on the safety requirements related to these two topics.
To remind the use of the technical documentation describing the specific requirements for each aircraft or component maintained.

Training contents
Reminder of the regulatory and technical requirements.
Reminder of the causes and consequences of defects on systems related to fuel and electrical wiring on aircraft or equipment.
Reminder of common defects and solutions identified in the technical documentation.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Full Regulatory Refresh (HOF - SMS - FOD - FTS CDCCL Ph2 - EWIS 1 & 2 - MOE & Procedures - EASA Regulation) - AIF - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Update knowledge of the regulatory framework in aviation maintenance, applicable to the approved maintenance organization, in "backshop" activity.
Update knowledge in terms of SMS, Human Factors, FTS, EWIS, FOD and Maintenance Organization (MO) procedures.
The definition of the content of this module is the responsibility of the MO.

Training contents
Reminder of the requirements related to the regulation (EU) 1321/2014 (Continuing Airworthiness)
Implementation of these requirements in the company's quality repository,
SMS / Human Factors approach and implication of each person,
Feedback and study of real cases that occurred in the company,
Reminder of the FTS (CDCCL) and EWIS requirements,
The FOD on a daily basis.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Full Regulatory Refresh (HOF - SMS - FOD - FTS CDCCL Ph2 - EWIS 1 & 2 - MOE & Procedures - EASA Regulation) - Backshop - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Update knowledge of the regulatory framework in aviation maintenance, applicable to the approved maintenance organization, in "backshop" activity.
Update knowledge in terms of SMS, Human Factors, FTS, EWIS, FOD and Maintenance Organization (MO) procedures.
The definition of the content of this module is the responsibility of the MO.

Training contents
Reminder of the requirements related to the regulation (EU) 1321/2014 (Continuing Airworthiness)
Implementation of these requirements in the company's quality repository,
SMS / Human Factors approach and implication of each person,
Feedback and study of real cases that occurred in the company,
Reminder of the FTS (CDCCL) and EWIS requirements,
The FOD on a daily basis.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Full Regulatory Refresh (HOF - SMS - FOD - FTS CDCCL Ph2 - EWIS 1 & 2 - MOE & Procedures - EASA Regulation) - CPT - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Update knowledge of the regulatory framework in aviation maintenance, applicable to the approved maintenance organization, in "backshop" activity.
Update knowledge in terms of SMS, Human Factors, FTS, EWIS, FOD and Maintenance Organization (MO) procedures.
The definition of the content of this module is the responsibility of the MO.

Training contents
Reminder of the requirements related to the regulation (EU) 1321/2014 (Continuing Airworthiness)
Implementation of these requirements in the company's quality repository,
SMS / Human Factors approach and implication of each person,
Feedback and study of real cases that occurred in the company,
Reminder of the FTS (CDCCL) and EWIS requirements,
The FOD on a daily basis.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Full Regulatory Refresh (Regulation - Human & Organizational Factors - SMS - FTS CDCCL Ph2 - EWIS 1 & 2 - FOD) - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Update knowledge of continuing airworthiness regulations. Identify links in the approved organization's repository.
Update knowledge of HOF and SMS, supported by case studies.
Update knowledge of FTS and EWIS implementation.
Raise awareness of FOD risks.

Training contents
Reminder of the regulatory structure of continuing airworthiness and the requirements applicable to approved organizations. The basic structure is that of EASA, but other regulations such as EMAR/FR, FAR or TCAC 571 are covered in addition.
Description of SMS implementation within the organization. Identification of stakeholders, internal and external operations in terms of flight safety reporting.
Reminder on the integration of FTS (CDCCL) and EWIS requirements in maintenance documents and on the implementation requirement.
Day-to-day FOD management.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Human & Organisational Factors & SMS - Initial - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 2,00
Hours 14,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Acquire knowledge of safety risks related to human errors in aeronautical maintenance activities.
Identify the root causes and solutions to be implemented to prevent errors and their consequences.
Understand that risk is managed with the active participation of all.

Training contents
Safety management and human factors in accordance with the guidelines of Regulation (EU) 1321/2014.
Safety Management Principles,
Human Performance,
Human Factors,
Feedback.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Human & Organisational Factors & SMS - Refresh - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Group N/A
NFS speciality area 253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Maintain up-to-date skills and awareness of safety risks and human factors in aviation maintenance.
Learn from past mistakes and understand that everyone is an essential part of the continuous improvement of safety.

Training contents
Reminder of the key points discussed during the initial training,
Changes in regulatory requirements,
Implementation of these requirements in the company,
Study of concrete cases that have occurred in the company,
Reminder of how the feedback process works,
Reminder of the essential need for everyone to participate in the proper functioning of risk management.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Human & Organisational Factors & SMS + FOD - Initial - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 2,00
Hours 14,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Acquire knowledge of safety risks related to human errors in aeronautical maintenance activities.
Identify the root causes and solutions to be implemented to prevent errors and their consequences.
Understand that any kind of foreign object can have an impact on flight safety.
Understand that risk is managed with the active participation of all.

Training contents
Safety management and human factors in accordance with the guidelines of Regulation (EU) 1321/2014.
Safety Management Principles,
Human Performance,
Human Factors,
Identification and management of FOD,
Feedback.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

Liquid Oxygen (LOX) Maintenance tasks on aircraft - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s) 0,5
Hours 3,5

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
This course is designed to train personnel in the procedures for handling and filling an aircraft's liquid oxygen tank.
In-depth knowledge of oxygen-related risks.
In-depth knowledge of the risks associated with liquid oxygen.
Thorough knowledge of safety precautions.
First-aid knowledge of liquid oxygen risks.
Routine use of liquid oxygen transfer/filling bench.
Reading and use of job documentation (Job Guide).

Training contents
Presentation of the dangers associated with handling liquid oxygen and precautions to be taken.
Presentation of the elements and first aid action to be taken following an incident related to the handling of liquid oxygen.
Preparation and implementation of the "SERVICING" procedure for liquid oxygen on aircraft.
Preparation and implementation of the "HOT PURGING" procedure for liquid oxygen on aircraft.
Preparation and implementation of the "COLD PURGING" procedure for liquid oxygen on aircraft.
Understand the ACAWS messages associated with the various liquid oxygen SERVICING procedures.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
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PART-145

MOE - Internal Procedures - AIF - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Understand how regulatory requirements are reflected in the company's internal documentation for the aircraft maintenance activity.
Know how to identify, find, understand and use the company's internal documents on its documentary repository.

Training contents
Presentation of the regulatory context,
Presentation of the MOE and its supplements,
Demonstration of the common sense of the regulatory requirements and their integration in the internal repository,
Presentation of the "Horizon" intranet,
Search for documents on the intranet for the “Airframe” activity,
Exchange with the participants,
Answers to their questions.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

MOE - Internal Procedures - CPT - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Understand how regulatory requirements are reflected in the company's internal documentation for the aircraft maintenance activity.
Know how to identify, find, understand and use the company's internal documents on its documentary repository.

Training contents
Presentation of the regulatory context,
Presentation of the MOE and its supplements,
Demonstration of the common sense of the regulatory requirements and their integration in the internal repository,
Presentation of the "Horizon" intranet,
Search for documents on the intranet for the “Component” activity,
Exchange with the participants,
Answers to their questions.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

MOE - Internal Procedures - Painting DNR - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Understand how regulatory requirements are reflected in the company's internal documentation for the aircraft or component painting activity.
Know how to identify, find, understand and use the company's internal documents on its documentary repository.

Training contents
Presentation of the regulatory context,
Presentation of the MOE and its supplements,
Demonstration of the common sense of the regulatory requirements and their integration in the internal repository,
Presentation of the "Horizon" intranet,
Search for documents on the intranet for the “Painting” activity,
Exchange with the participants,
Answers to their questions.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Remise à niveau FCE - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s)
Hours

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Enable a technician who has not validated his or her OJT under the conditions normally required to complete his or her technical knowledge, according to the requirements specified by the authority.

Training contents
The content and duration of the training is determined in each case by the competent authorities. A practical part with formal assessment may be required.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Safety Management System (SMS) - Awareness - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,15
Hours 1,05

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Awareness of risk management in terms of flight safety.
Approach of the notion of risk management.

Training contents
Presentation of the "SMS" concept (Safety Management System),
Presentation of the stakeholders in the company,
Principle of risk management in terms of flight safety,
Highlighting the need for individual participation in the SMS process.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Sensibilisation Guidage Aéronef - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,20
Hours 1,40

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Make the trainee understand the role of the guide during the towing operations in entrance and/or exit of an aircraft hangar.

Training contents
Description of the organization's procedural requirements for an aircraft movement in or out of the hangar.
Description of the roles of each person involved in an aircraft tow.
Description of the expectations of the guides for the people in charge of the maneuver.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Train-the-assessor - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Provide the practical assessor with the tools necessary to manage and assess a practical training and/or on-the-job training (OJT).

Training contents
Adult pedagogy,
Communication in assessment situations,
Responsibilities of the assessor,
Situational exercises,
Exchanges with participants.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Train-the-mentor - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Understand the function of the tutor within the company,
Set up the conditions for a successful tutoring (or mentoring),
Understand the learners' needs,
Know how to transmit knowledge and know-how,
How to assess the learners.

Training contents
The management function in the company,
Identification of the learners' needs,
Transmission of knowledge and know-how,
Acquisition of skills,
Assessments.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Train-the-trainer - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 5,00
Hours 35,00

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Give the trainer the pedagogical tools for teaching adults in a professional environment,
Understand the different typologies of people,
Dealing with different characters and situations,
Know how to engage participants,
Knowing how to listen to your audience,
Organize your training sessions.

Training contents
Pedagogy adapted to adults,
Managing a group,
Efficiently transmitting knowledge,
Recognize and remedy a blocking situation,
Define and stick to your objectives,
Situational exercises.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

TRAX (Operator) - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Know how to use the TRAX software included in the tablets available to maintenance personnel.
Be able to use, fill in and generate work documents in the TRAX environment.

Training contents
Presentation of the TRAX tablet and software.
Presentation of the concept and the "Production Control" tool defined in the software.
Under the guidance of the instructor, real-life situations for all of the various scenarios with which the technician is confronted when filling out work documents.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

TRAX (TE-CE) - Part-145

Regulatory Domain
EASA Part-145

Course capacity
16

Language(s)
French or English

Duration - Theory
Day (s) 1,50
Hours 10,50

Duration - Practical
Day (s)
Hours

Training location
Sabena technics training or customer premises

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Know how to use the TRAX software included in the tablets available to maintenance personnel.
Be able to use, fill in and generate work documents in the TRAX environment.
The trainee will be able to understand and master the 100% automated "Production Control" environment, from the supervision of the maintenance file to the final CRS.

Training contents
Presentation of the TRAX tablet and software.
Presentation of the concept and of the "Production Control" tool defined in the software.
Under the guidance of the instructor, real-life situation simulation for all the various cases with which the Expert Technician or Team Leader is confronted during the validation of the operators' work documents.

Pedagogical means and supervision methods
Projection of a course material developing the themes of the training. Discussions with the participants. Answers to the trainees' questions based on concrete examples based on feedback, regulatory requirements and the experience of the instructor and the trainees.
Supervision of the training by a duly qualified instructor.

Modalities of follow-up and sanction of the action
Follow-up of the execution through daily attendance sheets.

Theoretical examination details
Continuous assessment of the trainees through written tests (MCQ) and/or oral questioning by the instructor.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

Catalog of E-Learning courses

Course definitions comply with the authority's requirements and those of approved maintenance organizations.

Our courses are accessible on desktop, laptop, tablet or smartphone.



We Qualify!

Contents

Acceptation des Documents Libératoires (ADL) – E-Learning
Aviation Legislation - Initial - E-Learning
Aviation Legislation - Refresh - E-Learning
EWIS - Refresh - E-Learning
EWIS Group 1 & 2 - Initial - E-Learning
EWIS Group 3 & 5 - Initial - E-Learning
Fuel Tank Safety - CDCCL - LVL 1 - Awareness - E-Learning
Fuel Tank Safety - CDCCL - LVL 2 - Initial - E-Learning
Fuel Tank Safety - CDCCL - LVL 2 - Refresh - E-Learning
Human & Organisational Factors & SMS - Initial - E-Learning
Human & Organisational Factors & SMS - Refresh - E-Learning
Safety Management System (SMS) - Awareness - E-Learning

PART-145

Acceptation des Documents Libératoires (ADL) – E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Day (s)
Hours

Training location
Computer terminal

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Group	N/A
NFS speciality area	253m

Prices - INTER
Please contact us

Prices - INTRA
Please contact us

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Learn about all acceptance criterion for various (civil or military) certifying or conformity documents.
At the end of the training, the trainee is able to distinct acceptable document accompaning aircraft component/parts/consumables, and take acceptance decision for any incoming part.

Training contents
Explanations of the different regulatory contexts and reference texts
Detailed description of the release certificates for the most common component,
Special cases,
Demonstration with various real examples,
Acceptance decisions.

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate learning as students progress through the course.
If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module are automatically recorded by the training platform.

Theoretical examination details
The tests offered throughout the course must be passed in order to move from one stage to the next. The minimum pass mark is 75% correct answers. At the end of the final test, the training certificate is automatically generated and made available for download.

Practical assessment details
If a practical part is carried out, the evaluation of the progression is measured through situation scenarios, and/or oral or written questioning by the instructor, throughout the practice. This then conditions the validation of the training.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Aviation Legislation - Initial - E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Jour(s)
Heures

Training location
Computer terminal

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Groupe	N/A
NSF specific area	253m

Prices - INTER
Per trainee

95,00 €

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
The EASA Part-145 Aviation Regulations
An understanding of the related EASA Part-21, Part-CAMO, Part-66 and Part-147 regulations.
General understanding of the EMAR/FR regulation differences with EASA.
The relationship between EASA and other aviation authorities.

Training contents
Overview of the EASA regulation (EU) 1321/2014.
Detailed explanation of Part-145
Global approach of the related parts (Part-M / 66 / 147 / T / ML / CAMO / CAO)
Introduction to the differences with other civil aviation regulations.
EMAR/FR differences with EASA regulation.

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate the trainee's knowledge as they progress through the course. If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module is automatically recorded by the training platform.

Theoretical examination details
The quizzes offered throughout the course must be passed to move on to the next step. The minimum success rate is 75% of correct answers. At the end of the last test, the training certificate is automatically generated and offered for download.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

Aviation Legislation - Refresh - E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 0,50
Hours 3,50

Duration - Practical
Jour(s)
Heures

Training location
Computer terminal

References
ROME Code I1602
CPF ID 303190
Formacode 23613
CARIB/HAB N/A
Specific repertory N/A
Employment Training Groupe N/A
NSF specific area 253m

Prices - INTER
Per trainee

95,00 €

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
The EASA Part-145 Aviation Regulations
An understanding of the related EASA Part-21, Part-CAMO, Part-66 and Part-147 regulations.
General understanding of the EMAR/FR regulation differences with EASA.
The relationship between EASA and other aviation authorities.

Training contents
Overview of the EASA regulation (EU) 1321/2014.
Detailed explanation of Part-145
Global approach of the related parts (Part-M / 66 / 147 / T / ML / CAMO / CAO)
Introduction to the differences with other civil aviation regulations.
EMAR/FR differences with EASA regulation.

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate the trainee's knowledge as they progress through the course. If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module is automatically recorded by the training platform.

Theoretical examination details
The quizzes offered throughout the course must be passed to move on to the next step. The minimum success rate is 75% of correct answers. At the end of the last test, the training certificate is automatically generated and offered for download.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

EWIS - Refresh - E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 0,29
Hours 2,03

Duration - Practical
Jour(s)
Heures

Training location
Computer terminal

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Groupe	N/A
NSF specific area	253m

Prices - INTER
Per trainee

95,00 €

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
An overview of the EWIS issue, its history and the various works of ASTRAC, the regulatory aspect of the training.
A basic knowledge of the contents of the regulatory training.
This refresher training covers group 1 to 5.

Training contents
What is EWIS? Electrical Wiring and Interconnection Systems
ATSRAC (Aging Transport Systems Rulemaking Advisory Committee)
Certification Standard (Task 6)
Wiring Manuals (Task 8)
EWIS Training Requirement (Task 9)
EWIS Training
Wiring Documentation
Inspection
Cleaning

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate the trainee's knowledge as they progress through the course. If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module is automatically recorded by the training platform.

Theoretical examination details
The quizzes offered throughout the course must be passed to move on to the next step. The minimum success rate is 75% of correct answers. At the end of the last test, the training certificate is automatically generated and offered for download.

Handicap
If any trainee is subject to specific difficulties, you should contact our Disability advisor at these coordinates: eliane.ricardo@sabenatechnics.com - +33 (0)5 56 55 24 78.

PART-145

EWIS Group 1 & 2 - Initial - E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Jour(s)
Heures

Training location
Computer terminal

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Groupe	N/A
NSF specific area	253m

Prices - INTER
Per trainee

95,00 €

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
For technicians performing any type of work on electrical wiring, understand the origin and implementation of EWIS rules, their mandatory nature, their integration in the technical documentation.
Reinforce the technical knowledge and skills regarding working on electrical wiring (inspection, troubleshooting, removal/installation, repair, modification, release to service).

Training contents
The course content complies with regulatory requirements and includes the following topics:
Introduction,
Materials and wiring know-how,
Wiring diagrams and procedures,
Wiring Inspections,
Cleaning of electrical wiring,
Electrical wiring,
Connectors,
Connector repair procedures.

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate the trainee's knowledge as they progress through the course. If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module is automatically recorded by the training platform.

Theoretical examination details
The quizzes offered throughout the course must be passed to move on to the next step. The minimum success rate is 75% of correct answers. At the end of the last test, the training certificate is automatically generated and offered for download.

Handicap
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PART-145

EWIS Group 3 & 5 - Initial - E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 0,60
Hours 4,20

Duration - Practical
Jour(s)
Heures

Training location
Computer terminal

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Groupe	N/A
NSF specific area	253m

Prices - INTER
Per trainee

95,00 €

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
For personnel not directly involved with electrical wiring, understand the origin and implementation of EWIS rules, their mandatory nature, their integration in technical documentation and maintenance programs.
Reinforce technical knowledge and skills in detecting problems related to electrical wiring during maintenance operations.

Training contents
The course content complies with regulatory requirements and includes the following topics:
Introduction,
Reference documentation,
Inspections,
Cleaning,
Electrical Wiring,
Connections.

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate the trainee's knowledge as they progress through the course. If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module is automatically recorded by the training platform.

Theoretical examination details
The quizzes offered throughout the course must be passed to move on to the next step. The minimum success rate is 75% of correct answers. At the end of the last test, the training certificate is automatically generated and offered for download.

Handicap
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PART-145

Fuel Tank Safety - CDCCL - LVL 1 - Awareness - E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 0,25
Hours 1,75

Duration - Practical
Jour(s)
Heures

Training location
Computer terminal

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Groupe	N/A
NSF specific area	253m

Prices - INTER
Per trainee

95,00 €

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Have a general knowledge of fuel tank safety issues.
Be able to give a simple description of the history of CDCCL and the elements requiring special attention.
List simple examples of non-compliance.
Use and understand typical CDCCL vocabulary.

Training contents
This course is a level 1 course (Phase 1 in the regulations), considered as a first familiarization with the subject. It provides a history of fuel tank accidents and describes their theoretical and practical background. In addition, the course introduces SFAR88 (Special Federal Aviation Regulations 88) and the concept of CDCCL (Critical Design Configuration Control Limitations).

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate the trainee's knowledge as they progress through the course. If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module is automatically recorded by the training platform.

Theoretical examination details
The quizzes offered throughout the course must be passed to move on to the next step. The minimum success rate is 75% of correct answers. At the end of the last test, the training certificate is automatically generated and offered for download.

Handicap
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PART-145

Fuel Tank Safety - CDCCL - LVL 2 - Initial - E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Jour(s)
Heures

Training location
Computer terminal

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Groupe	N/A
NSF specific area	253m

Prices - INTER
Per trainee

95,00 €

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Know the history and the reasons for the creation of the SFAR88.
Be able to define the characteristics of fuels and know the ways to reduce the risk of tank explosions.
Be able to find ways to obtain CDDCL alerts in relevant documents such as AMM, ESPM, CMM, SB, SIL, AD,...
Know and understand aspects of new technologies that prevent tank explosion.
Know and understand new technologies that prevent tank explosio.

Training contents
This course is a Level 2 course. It provides a history of fuel tank accidents and describes their theoretical and practical background. In addition, the course introduces SFAR88 (Special Federal Aviation Regulations 88) and the concept of CDCCL (Critical Design Configuration Control Limitations).

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate the trainee's knowledge as they progress through the course. If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module is automatically recorded by the training platform.

Theoretical examination details
The quizzes offered throughout the course must be passed to move on to the next step. The minimum success rate is 75% of correct answers. At the end of the last test, the training certificate is automatically generated and offered for download.

Handicap
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PART-145

Fuel Tank Safety - CDCCL - LVL 2 - Refresh - E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 0,29
Hours 2,03

Duration - Practical
Jour(s)
Heures

Training location
Computer terminal

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Groupe	N/A
NSF specific area	253m

Prices - INTER
Per trainee

95,00 €

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Know the history and the reasons for the creation of the SFAR88.
Be able to define the characteristics of fuels and know the ways to reduce the risk of tank explosions.
Be able to find ways to obtain CDDCL alerts in relevant documents such as AMM, ESPM, CMM, SB, SIL, AD,...
Know and understand aspects of new technologies that prevent tank explosion.
Know and understand new technologies that prevent tank explosin.

Training contents
This course is a Level 2 course. It provides a history of fuel tank accidents and describes their theoretical and practical background. In addition, the course introduces SFAR88 (Special Federal Aviation Regulations 88) and the concept of CDCCL (Critical Design Configuration Control Limitations).

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate the trainee's knowledge as they progress through the course. If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module is automatically recorded by the training platform.

Theoretical examination details
The quizzes offered throughout the course must be passed to move on to the next step. The minimum success rate is 75% of correct answers. At the end of the last test, the training certificate is automatically generated and offered for download.

Handicap
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PART-145

Human & Organisational Factors & SMS - Initial - E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 1,00
Hours 7,00

Duration - Practical
Jour(s)
Heures

Training location
Computer terminal

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Groupe	N/A
NSF specific area	253m

Prices - INTER
Per trainee

95,00 €

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
To have acquired knowledge of the human factors involved in the aeronautical sector and in relation to the personnel in its environment.
Know the safety aspects related to its working conditions.
Be aware that the awareness of all personnel to human factors increases productivity and decreases the accident rate.

Training contents
Introduction to Human Factors (in accordance with PART-145 GM145.A.30 (e))
Aviation culture and organizational factors
Human error
Human performance and its limitations
The work environment
Procedures, information, tools, practices and rules
Communication
Teamwork
Professionalism and integrity
The organization's consideration of human factors

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate the trainee's knowledge as they progress through the course. If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module is automatically recorded by the training platform.

Theoretical examination details
The quizzes offered throughout the course must be passed to move on to the next step. The minimum success rate is 75% of correct answers. At the end of the last test, the training certificate is automatically generated and offered for download.

Handicap
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PART-145

Human & Organisational Factors & SMS - Refresh - E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 0,29
Hours 2,03

Duration - Practical
Jour(s)
Heures

Training location
Computer terminal

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Groupe	N/A
NSF specific area	253m

Prices - INTER
Per trainee

95,00 €

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Maintain up-to-date skills and awareness of the risks of errors related to aviation safety.

Training contents
Reminder of key points seen in the initial training,
Interactive activities on screen,
Study of concrete cases.

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate the trainee's knowledge as they progress through the course. If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module is automatically recorded by the training platform.

Theoretical examination details
The quizzes offered throughout the course must be passed to move on to the next step. The minimum success rate is 75% of correct answers. At the end of the last test, the training certificate is automatically generated and offered for download.

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PART-145

Safety Management System (SMS) - Awareness - E-Learning

Regulatory Domain
EASA Part-145

Course capacity
1

Language(s)
French or English

Duration - Theory
Day (s) 0,10
Hours 0,70

Duration - Practical
Jour(s)
Heures

Training location
Computer terminal

References

ROME Code	I1602
CPF ID	303190
Formacode	23613
CARIB/HAB	N/A
Specific repertory	N/A
Employment Training Groupe	N/A
NSF specific area	253m

Prices - INTER
Per trainee

95,00 €

Target population
Any person employed in an aeronautical maintenance organization.

Prerequises
No generic prerequisites. The position targeted or held determines the prerequisites as well as the need to take the training. Management of the needs depends on the procedures of the trainee's employing organization.

Objectives
Awareness of risk management in terms of flight safety.

Training contents
Presentation of the "SGS" concept (Safety Management System),
Presentation of the actors in an aeronautical maintenance organization,
Highlighting the need for individual participation in the SMS process.

Pedagogical means and supervision methods
Interactive presentations, punctuated by regular tests to validate the trainee's knowledge as they progress through the course. If online assistance is required, please contact Jean-Loup GATARD. Jeanloup.gatard@sabenatechnics.com (+33 (0)5 56 55 44 79)

Modalities of follow-up and sanction of the action
The trainee's attendance and progress on the module is automatically recorded by the training platform.

Theoretical examination details
The quizzes offered throughout the course must be passed to move on to the next step. The minimum success rate is 75% of correct answers. At the end of the last test, the training certificate is automatically generated and offered for download.

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