

TRAINING COURSE

Cabin Safety Design - Certification of Interior Changes & Repairs - Small & Large Rotorcraft

Introduction

This course provides participants with the necessary knowledge of how to classify and certify Cabin Interior Design Changes & Repairs for Small & Large Rotorcraft. The content of the course is based on the conditions that the rotorcraft to be changed or repaired is having a valid Certificate of Airworthiness and that the design change or repair is classified as minor or major in accordance with Annex I (Part 21) Subpart D, and in case of a major design changed designed by somebody else than the TC Holder as a STC in accordance with Subpart E.

In this course, the classification of interior changes and repairs into minor, major or significant will be explained in detail as well as the relevant paragraphs of CS-27, Certification Specifications for Small Rotorcraft (Amendment 4) as well as of CS-29, Certification Specifications for Large Rotorcraft (Amendment 4), e.g. those paragraphs who may require a showing and verification of compliance, will be presented and highlighted with practical examples.

COURSE DURATION

3 days, starting each day at 9:00 hrs and ending on day 1 and day 2 at 17:00 hrs and on day 3 at approximately 16:00 hrs. NOTE: On special request this 3 day course can be extended by 1/2 day to address also relevant CS-25 (Latest Amendment) paragraphs or CS-23 (Amendment 4) or by a full day to address both CS-25 and CS-23 paragraphs (Latest Amendment, resp. Amendment 4), as applicable to Cabin Interior changes and repairs. PRICES for this additional training syllabus will be defined upon request.

TARGET GROUP

Design (engineering) organisations having an EASA DOA or ADOA approval or considering to apply for such an approval. The training is of importance to the management of such organisations, e.g. Head of the Design Organisation, Chief Independent Design Assurance monitoring and Chief Office of Airworthiness, as well as engineering staff, Office of Airworthiness staff and Compliance Verification Engineers (CVE). The training is also valuable to engineering organisations in third countries (non-EASA Member States) involved in the designing of changes and repairs to large aeroplanes and the staff of Civil Aviation Authorities located in those third countries responsible for the approval of these changes and repairs.



Read more about the course Content, Learning Objectives and Pre-requisites on the website:
www.jaato.com