This module provides a thorough examination of requirements of EASA for continued and continuing airworthiness. A more dedicated focus on continuing airworthiness management, maintenance organizations and in-service occurrence reporting and airworthiness directive processes is provided. Considering the related specificities for maintenance activities, the module also describes extended operations (ETOPS/EDTO) and associated requirements.

Prerequisites
- Familiarization with air laws and airworthiness;
- Aircraft architecture and basic aeronautics knowledge.
* not compulsory

Learning objectives
After completing this course, participants will be able to:
- Describe the applicable EASA regulations for continued and continuing airworthiness;
- Describe the EASA Part-21 maintenance requirements, and EASA Part-M/145/147/66 obligations applicable to involved stakeholders;
- Understand the in-service occurrence reporting system and the significance of an airworthiness directive;
- Understand the maintenance requirements significance for extended operations.

Key elements
- Duration: 24 hours
- For whom: recent graduates, jobseekers and experienced employees
- Location: ISAE-SUPAERO, Toulouse et/ou à distance
- Course fees: 2 000 €
- Language: English

Highlights
- EASA regulations in practice
- Industrial expertise
- ETOPS approval

Practical information and registration
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Course content

Continued airworthiness:
- In-service occurrence reporting
- Investigation process
- Airworthiness review meeting
- Airworthiness directive
- Practical cases

Continuing airworthiness:
- Context and applicable regulations
- EASA Part-M (continued airworthiness management)
- EASA Part-145 (maintenance organizations)
- EASA Part-147 (training organizations)
- EASA Part-66 (certifying staff)

ETOPS/EDTO operations:
- Concept, background and experience
- Regulation
- ETOPS approval (type design and reliability, operational)
- ETOPS maintenance requirements and practices (policies, procedures, reliability program)

Case study on continuing airworthiness and aircraft transfer

Teaching methods

<table>
<thead>
<tr>
<th>Teaching methods</th>
<th>Yes</th>
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<tbody>
<tr>
<td>Lectures / tutorial</td>
<td>X</td>
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<tr>
<td>Collaborative learning</td>
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<td>Flipped classroom</td>
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<td>Blended learning (online and face to face)</td>
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<td>Learning by doing</td>
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<td>Project-based</td>
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<td>Simulation</td>
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<td>Case study</td>
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Assessment

Written exam 50 % - Case studies report evaluation 50 %