The better way to meet your flight department’s training needs

Online

Classroom

IS–BAO Auditor On Staff

Advanced Aircrew Academy is an International Standards Support Services Affiliate (I3SA) for Subject Matter Training.
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About Advanced Aircrew Academy

Advanced Aircrew Academy enables flight operations to fulfill their flight department training needs in the most efficient and affordable way—in any location at any time. We do this by providing high quality professional pilot, flight attendant, flight coordinator, maintenance, and line service modules delivered via the web using a world-class online aviation training system.

Flight department personnel can log in and take their training at their own pace, at any time, from any place. All activity, progress, and exam scores are tracked and documented, and you have access to that information with a few mouse clicks.

After flying and training in business aviation for over two decades, we felt there was a niche in the aviation online training market for a company that could affordably customize online training to an operator’s specific needs. As technology, global standardization, safety awareness, and security concerns continue to drive changes in our aviation operations, we strive to rapidly incorporate the latest information and aviation developments in our online modules.

Most online training companies today use a courseware developer working with a team of computer programmers and subject matter experts; all typically physically located somewhere else. Although this process can deliver a quality-looking product, it is time-consuming, inefficient, prone to errors, and produces training that can be rapidly outdated. At Advanced Aircrew Academy, we have streamlined the process: the subject matter expert is the courseware developer and “owns” the product, using our state-of-the-art editing software to rapidly and accurately develop up-to-date modules customized to each operator’s requirements. You get direct and accountable delivery of your training product.

Advanced Aircrew Academy’s modules are authored by trainers with extensive experience as professional pilots, flight attendants, and mechanics who share the ‘real’ information that can be used on the job. We can customize any of our modules to your operation easily and affordably.

Both operators and the Federal Aviation Administration (FAA) have praised two features unique to Advanced Aircrew Academy’s online training program: ‘Email my coach’ and ‘Page References’ links. Each training page has an ‘Email my coach’ feature that allows a person to ask a question or provide feedback on the training. In addition, each module has ‘Page References’ links embedded on training pages to allow students to download additional material on the topic.

There is no easier, more affordable, or effective way to meet your flight department’s training needs.
Why Choose Advanced Aircrew Academy?

Superior Content
Our superior eLearning content is the result of our Subject Matter Experts (SMEs) and frequent updates. Each of our eLearning modules has an industry expert responsible for developing and maintaining the training material. Our SMEs are active business aviation pilots, mechanics, and flight attendants. They regularly attend industry Safety Stand-downs, are members of FAA/Industry working groups and NBAA committees, and are subscribed to blogs, journals, and other publications to stay on top of what’s relevant and changing in the industry.

Our SMEs make updates to the courseware weekly while you can measure our competitor’s frequency of updates to eLearning content in years.

Total Customization
Many aviation eLearning companies say they will customize content for you, but when you get into the details, you quickly find out it is either too expensive or too limited.

Advanced Aircrew Academy includes, at no additional cost, Total Customization with our FAST+ and Air Carrier packages. What do we mean by customization?

- Total integration of your procedures throughout an eLearning module. For example, we include your hazard reporting process and safety policies in the Safety Management Systems module.
- Creation of an eLearning module on your company operations manual.
- Training material tailored to the regulatory authority where your aircraft is registered. We have versions of our modules compliant with the FAA, EASA, Hong Kong CAD, Bermuda DCA, and other civil aviation authorities around the world.

Comprehensive Catalog
With over 50 eLearning modules, we have the content to meet your training needs. We have eLearning modules for all job roles in your flight department including pilots, flight/cabin attendants, mechanics/engineers, scheduler/dispatchers, and line service technicians.

Have a training need and don’t see the eLearning module in our catalog? We can create it for you at no or little additional cost. Past projects include development of eLearning modules for Aviation Safety Action Program (ASAP), International Waste, Aircraft Specific Memory Items and Limitations, RNAV Visual Approaches, Company Specific Emergency Response Plan, and various iPad® Apps.

Easy to Manage
Put your training program on autopilot with Advanced Aircrew Academy’s easy-to-manage eLearning program.

With our FAST+ and Air Carrier packages, you have access to a robust reporting and record-keeping system designed specifically for aviation. Our system also includes automated email due date reminders for upcoming training due. Our eLearning is available for you to access and complete or return to and review for over a year while our competitors typically only make the training available for 90 days.

Consider us a diverse set of expert resources available to your training and flight department. Our service to you begins with a free training program analysis. Our team of experts has extensive experience managing business aviation training programs and will provide you with a recommended training plan to meet your training program requirements. We are also certified by the International Business Aviation Council as an International Standards Support Services Affiliate (I3SA) for Subject Matter Training.
Air Carrier Package (Part 135)

The Air Carrier Package is a group of modules designed to meet the training requirements of Federal Aviation Regulation (FAR) 135.331, 135.351, 135 subpart K, your Ops Specs, and FAA Order 8900.1. Each module contains an exam to meet the testing requirements of FAR 135.293 (a) 1 and 3-8. We customize each module to the operator’s General Operations Manual (GOM), Operations Specifications, FAA-approved Training Program, Standard Operating Procedures (SOP), Hazmat, and Security Manual. Your modules are delivered in a personalized Online Learning Center dedicated to your company.

We begin the process of setting up your online training with an in-depth analysis of your training program. We map out the modules we have that, after customization, will meet your training program requirements.

We have modules that satisfy the following curriculums:

- Pilot-In-Command (PIC) / Second-In-Command (SIC) Basic Indoctrination (Operator and Airman specific)
- Dangerous Goods / Hazmat (Will-Carry or Will-Not-Carry)
- Transportation Security Administration (TSA) Security
- Emergency Situations and Emergency Drill (by demonstration)
- International Procedures
- Specialty curriculums like RNAV, Electronic Flight Bag (EFB), LAHSO, TCAS, and others

The flexibility of the platform the modules are written in allows us to integrate operator-specific procedures into the material. This also allows us to keep up with FAA emphasis items and your changing procedures.

The recurrent modules cover portions of the initial with the focus of each module changing annually. In the span of three years, everything covered in initial is reviewed.

Within 60-90 days, we can have your training program customized and ready for your pilots to enroll. Principal Operations Inspectors (POI) from across the country have approved the training programs and praised the emphasis on the operator’s specific procedures.

Our pricing is based on the scope of training provided. A typical recurrent training program covering your basic indoctrination, hazmat, security, and emergency curriculums is priced at $700 per pilot for the first five you train each year, then $500 for each additional pilot. There is an additional fee for pilots that need Worldwide International Procedures training. Contact us for specific pricing based on your training requirements.
Fundamental Aviation Safety Training Plus (FAST+) / IS-BAO Training Package

Advanced Aircrew Academy can deliver individual modules or a group of modules as part of a flight department proficiency program and/or to meet your International Standard for Business Aircraft Operations (IS-BAO) training needs. You can select the group of modules you want from any of those listed in this catalog. Supplement your aircraft-specific training with our general operating subjects training.

IS-BAO registered operators, or those seeking IS-BAO registration, can select our Fundamental Aviation Safety Training Plus (FAST+) / IS-BAO training package that includes eight modules per year for pilots, four modules per year for flight attendants and mechanics, and two modules per year for flight coordinators / schedulers. We have a complete line of modules available to meet your IS-BAO training needs, including Emergency Procedures, Aircraft Surface Contamination, Safety Management Systems (SMS), Dangerous Goods, Occupational Safety and Health (OSH), International Procedures, Controlled Flight Into Terrain (CFIT), Crew Resource Management (CRM), High Altitude Operations, Fatigue Management, and many more.

The FAST+ package includes total customization, a personalized online learning center dedicated to your flight department, and a flexible module delivery schedule. Pricing for the FAST+/IS-BAO training package is as follows:

- $700 per pilot for the first five you train each year, then $500 for each additional pilot (8 modules)
- $400 for flight attendants and mechanics (4 modules)
- $250 for flight coordinators/schedulers (2 modules)

We can add Worldwide International Procedures training for pilots to the training package at a discounted price.

If you are not interested in a training package, individual module pricing is available. For more information, see our web site: www.aircrewacademy.com.
IS-BAO Auditing and Consulting Services

The International Business Aviation Council (IBAC) recognizes Advanced Aircrew Academy as an International Standards Support Services Affiliate (I3SA). In that role, we offer clients a broad range of IS-BAO-related services.

Our clients have experienced significant benefits when selecting Advanced Aircrew Academy for their IS-BAO auditing/consulting services and their Training Program. The effectiveness of the consulting and training, along with the associated documentation, are important elements of the IS-BAO. Our core competencies in both training and IS-BAO reinforce each other in the delivery of these services to you.

Our in-house Accredited Auditor and IS-BAO Representative to IBAC, Jim Weaver, anchors the delivery of these services to you. They include the following:

- Training program consulting
- IS-BAO gap analysis
- Implementation support
- IS-BAO Stage 1, 2, and 3 audits
- Annual IS-BAO highlight of changes
- Quarterly compliance checklists

Providing IS-BAO-related advice and consulting leverages both our training and IS-BAO competencies for existing and new customers, ultimately providing a more efficient and effective result for you. In addition, those with experience in working with IS-BAO will tell you that the judgement and perspective of the auditor or consultant are key to satisfactory outcomes. You need someone on your team who understands the difference between what's important and what isn't.
Module List

The following pages in this catalog detail our current module offerings. Each listing includes a general module description, references to Part 135 and IS-BAO training requirements, a brief module content outline, and a list of job functions the module applies to.

We are always working on developing new modules. Don’t see a topic listed that you are interested in? Contact us to discuss your training needs.

Our specialty is custom module creation. At the request of our clients, we have developed custom modules on Aircraft Systems, Air Ambulance Operations, Runway Analysis, Emergency Response Plans, RNAV Visual Procedures into KLAS, Aircraft Specific Emergency Drill, Pilot Assessment of RVR, Security Screening, iPad® apps, and many others.

Need to train your group and document completion in an easy, effective, and affordable way? Contact us for more details.
Countries around the world are implementing Automatic Dependent Surveillance–Broadcast (ADS-B) technology to enhance or extend the surveillance capability of their air traffic control (ATC) systems. The ADS-B module covers operating procedures, flight planning, MEL procedures, human factors considerations, ADS-B phraseology, normal and abnormal system operation, aircraft IDs, data source errors, and incident reporting. The training is in compliance with FAA Advisory Circular (AC) 90-114 and guidance in the 8900.1.

Operators seeking Ops Spec / Letter of Authorization (LOA) A153, Automatic Dependent Surveillance-Broadcast (ADS-B) Operations Outside of U.S. Designated Airspace can use Advanced Aircrew Academy’s ADS-B online training module to satisfy the training requirements. The ADS-B module can be included with the International Procedures curriculum for those crews using ADS-B in and/or out systems or can be taken as a stand-alone module for crews seeking approval to use their system for the first time.

PART 135: Operators seeking Ops Spec A153, Automatic Dependent Surveillance-Broadcast (ADS-B) Operations Outside of U.S. Designated Airspace can use Advanced Aircrew Academy’s ADS-B online training module to satisfy the training requirements.

PART 91: Operators seeking Letter of Authorization (LOA) Paragraph A153, Automatic Dependent Surveillance-Broadcast (ADS-B) Operations Outside of U.S. Designated Airspace can use Advanced Aircrew Academy’s ADS-B online training module to satisfy the training requirements.

Module Content
- General Information
- How ADS-B Works
- ADS-B In and Out
- Benefits
- Operational Considerations
- ADS-B In-Trail Procedure
- ADS-B Terminal Services

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
The Air Ambulance Operations module is designed for rotary or fixed wing Air Ambulance Operations. This module supplements other Part 135 training modules with the focus on air ambulance procedures.

PART 135: We use the air ambulance section of your operations manual to tailor the material to meet your training program requirements and the requirements of Ops Spec A021, Helicopter Air Ambulance (HAA) Operations, or Ops Spec A024, Air Ambulance Operations – Airplane and your training program requirements. This module is applicable to pilots, medical crewmembers, and operational control center personnel.

PART 91: This module is not applicable to Part 91 operators.

Module Content
- History
- Standards
- Safety of Emergency Medical Flights
- Regulations and Procedures
- Occupational Safety and Health
- Air Medical Resource Management
- Medical Personnel

Applicable Job Functions
- ✗ Pilot – Fixed Wing
- ✗ Pilot – Rotary Wing
- ☐ Mechanics/Engineers
- ☐ Flight/Cabin Attendant
- ☐ Scheduler/Dispatcher
- ☐ Line Service
Aircraft Performance

The Aircraft Performance module includes training on Part 25 aircraft certification performance standards and on Aircraft Flight Manual (AFM) performance charts. The module is not aircraft-specific. For takeoff performance planning, the module details TORA/TODA/ASDA runway lengths, takeoff field lengths, and climb performance. The difference between Part 25 climb performance and obstacle clearance is highlighted. For landing performance planning, the module details Landing Distance Available (LDA), Part 25 certification standards, and additional additive factors to landing distances.

PART 135: This Aircraft Performance module satisfies a portion of the training requirements of FAR 135.345 (Initial) and 135.351 (Recurrent). After customization, this module satisfies your Training Program Airman Specific Basic Induction course on Aircraft Performance.

PART 91: This module is not required by IS-BAO. It expands on information provided in a Part 142 aircraft specific ground school on aircraft performance.

Module Content
- Aircraft Flight Manual
- Runway Length
- Takeoff Field Length
- Climb Requirements
- Landing Performance

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Alcohol/Drug Misuse Prevention

The Alcohol/Drug Misuse Prevention module is designed for employees working in a safety-sensitive position who are subject to U.S. Department of Transportation (DOT) workplace drug and alcohol testing. The module gives covered employees the basics of what they need to know about the DOT and your company programs. We also have a supervisor’s module that expands into observing employee behaviors to help determine if they are under the influence of alcohol or drugs.

PART 135: Flight crews, flight attendants, flight instructors, mechanics, and ground security coordinators working for Part 121 or 135 air carriers are required to be part of an alcohol and drug testing program. We customize our standard module for your specific policies and procedures for alcohol and drug testing.

PART 91: If your company has an alcohol and drug testing program, we can customize our standard module for your specific program.

Module Content
- Alcohol and Drug Testing
- Alcohol
- Illegal Drugs
- Federal Aviation Administration (FAA) Anti-Drug Policy
- Approved Medications

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Automation Airmanship

This module was developed by Convergent Performance. It provides an introduction to the fundamental concepts of Automation Airmanship to include how technology has been incorporated in the past, the new concept of Automation Airmanship, and the nine principles that must be mastered to achieve top performance on the automated flight deck.

PART 135: There is no specific Part 135 requirement for training on Automation Airmanship. This module can be used as a one-time training event to highlight leading edge automation management skills to reduce your organization’s risk of an altitude or course deviation. This module was created to be used to mitigate potential hazards identified in your SMS.

PART 91: The module complies with the IS-BAO training requirement for “Crew Resource Management / Human Factors” defined in Chapter 5 of IS BAO. The standard is for flight crewmembers to complete the training during initial and every two years thereafter. With the higher rate of pilot deviations related to automation management, this module was created to mitigate a potential hazard identified by your SMS. This eLearning module can be used as your hazard mitigation tool to reduce your organization’s risk of an altitude or course deviation.

Module Content
- Tapping into Technology
- Automation 101
- Technology and Error
- High Drivers of Excellence
- 9 Automation Airmanship Skills

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Aviation Safety Action Program

The Aviation Safety Action Program (ASAP) module is an introduction to what an ASAP program is, types of events that can be reported in an ASAP program, the event review committee process, and ways to use ASAP data to improve safety. Because ASAP programs require a memorandum of understanding between the company and the FAA, the module is customized to the operator's specific ASAP program.

PART 135: As part of an operator’s overall training program, we can include ASAP program specifics either in a stand-alone eLearning module for initial training, or as part of recurrent training with ASAP reporting information embedded into the Emergency Procedures module.

PART 91: Employee training is required for operators that have an ASAP program. The module highlights the Air Charter Safety Foundation’s ASAP program for Part 91 operators. The module can be tailored to an operator’s ASAP program specifics, including how employees complete your tailored web-based aviation technology (WBAT) report form.

Module Content
- ASAP Procedures
- Event Review Committee
- Excluded Reports
- Sole Source / Non-Sole Source Events
- Safety Reports

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Clear Air Turbulence

The Clear Air Turbulence module reviews the challenges presented by clear air turbulence and some techniques for predicting and managing flight in areas of clear air turbulence.

**PART 135:** There is no specific requirement to train on Clear Air Turbulence under Part 135 unless you have added it to your training program requirements. We can include Clear Air Turbulence as a stand-alone eLearning module or as part of the Weather module.

**PART 91:** There is no specific IS-BAO requirement for the Clear Air Turbulence module. The module complies with the IS-BAO training requirement for “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO.

**Module Content**
- Jetstream
- Mountain Waves
- Wake Turbulence
- Thunderstorms
- Challenges and Techniques

**Applicable Job Functions**
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Climb and Descend Via

The Climb and Descend Via module was created in response to the increasing complexity of Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs). In a four-month period in Las Vegas, there were 30 Pilot Deviations (PD) filed by the FAA against crews (the majority of which were business/GA crews) for failure to adhere to the altitude restrictions published on these procedures. This eLearning module reviews terminology, ATC expectations, and recent changes in these procedures.

PART 135: Climb and Descend Via information is also included in our RNAV and Instrument Procedures modules to meet your regulatory training requirements. This module can be used as a one-time training event to highlight the changing ATC procedures to reduce your organization’s risk of an altitude or course deviation on complex SIDs and STARs. This module was created to be used in response to a potential hazard identified in your SMS.

PART 91: There is no IS-BAO requirement for the Climb and Descend Via module. With the higher rate of pilot deviations on complex SIDs and STARs, this module was created to be used in response to a potential hazard identified by your SMS. This eLearning module can be used as your hazard mitigation tool to reduce your organization’s risk of an altitude or course deviation.

Module Content
- Preflight
- Climb Via
- Descend Via

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Continuous Descent Final Approach

Non-precision approaches were not originally designed with a vertical path, but may easily be flown using a Continuous Descent Final Approach (CDFA) technique. Flying non-precision approaches with a continuous descent profile provides a safety advantage over flying approaches using the dive-and-drive technique. The Continuous Descent Final Approach highlights how to implement CDFA to incorporate the safety benefits derived from flying a continuous descent in a stabilized manner as a standard practice on a non-precision approach.

PART 135: The module was designed to meet the training requirements for Ops Spec / C073 – Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH) and FAA AC 120-108.

PART 91: The module is not required by the IS-BAO. Training is required if you are seeking or are issued Letter of Authorization C073 – Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH). The module meets the training requirements of FAA AC 120-108.

Module Content
- Controlled Flight Into Terrain
- Visual Descent Point
- Approach VNAV
- Minimums

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Controlled Flight Into Terrain (CFIT)

The CFIT module is designed for pilots flying turboprop and jet aircraft with a Terrain Awareness Warning System (TAWS) installed in the aircraft: Ground Proximity Warning System (GPWS), Enhanced Ground Proximity Warning System (EGPWS), or other TAWS system. The module raises awareness of CFIT hazards and best practices to avoid a CFIT accident. The training module provides an overview of the International Civil Aviation Organization (ICAO), Flight Safety Foundation, and FAA CFIT Education and Training Aid as it applies to business aircraft operations. Case studies on CFIT accidents and some near misses are included.

PART 135: There is no specific requirement to train on CFIT under Part 135 unless you have added it to your training program. We can customize our standard module for any procedures you have outlined for CFIT avoidance or CFIT escape maneuvers in your manuals. Typically, your aircraft-specific simulator plan of action will include practicing a CFIT escape maneuver.

PART 91: This module complies with the IS-BAO training requirement for “equipment installed on the aircraft” and “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO. No specific time interval is required in IS-BAO for CFIT. The IS-BAO training recommendation, as defined in Implementation Guide (IG) Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content

- Causal Factors in CFIT Accidents
- Visual Approaches
- Best Practices
- TAWS / GPWS / EGPWS
- Departure Procedures
- CFIT Escape Maneuvers

Applicable Job Functions

- ☒ Pilot – Fixed Wing
- ☒ Pilot – Rotary Wing
- □ Mechanics/Engineers
- □ Flight/Cabin Attendant
- □ Scheduler/Dispatcher
- □ Line Service
Controller Pilot Data Link Communications (CPDLC)

CPDLC is a generic term for data link communications between pilots and air traffic controllers. You may also hear data link referred to as Future Air Navigation System (FANS) 1/A which, in addition to CPDLC, includes Automatic Dependent Surveillance–Contract (ADS-C).

The CPDLC module is designed for pilots flying internationally in aircraft with FANS 1/A avionics capability. The module is based on two source documents: Global Operational Data Link Document (GOLD) and FAA Advisory Circular 120-70C – Operational Authorization Process for Use of Data Link Communication System. The module includes the human factors associated with data link communications and Aviation Safety Reporting System (ASRS) reports by pilots with lessons learned on how to prevent errors.

The module has been updated to include CPDLC Departure Clearance (DCL) referenced in FAA notice N 8900.297.

The CPDLC module can be included with the International Procedures curriculum for those crews using data link systems, or can be taken as a stand-alone module for crews seeking approval to use their system for the first time.

PART 135: FAA AC 120-70C states “operators that choose to use a data link system (in addition to the required voice communication system) must obtain FAA design approval and...operation specifications (Ops Specs).” This module can be used to demonstrate compliance with the training requirement of the Ops Spec.

PART 91: FAA Advisory Circular AC 120-70C states “operators that choose to use a data link system (in addition to the required voice communication system) must obtain FAA design approval and a...letter of authorization (LOA).” This module can be used to demonstrate compliance with the training requirement of the LOA.

Module Content
- General Information
- ADS-C and CPDLC
- CPDLC Departure Clearance (DCL)
- Flight Planning
- Connecting with ATS
- CPDLC Messages
- Emergency
- Europe-Specific Procedures
- Pacific-Specific Procedures
- AOC Messages
- ADS-C

Applicable Job Functions
☒ Pilot – Fixed Wing
☐ Pilot – Rotary Wing
☐ Mechanics/Engineers
☐ Flight/Cabin Attendant
☐ Scheduler/Dispatcher
☐ Line Service
The Corporate Aircraft Security module is designed for all employees of Part 91 flight departments flying high performance aircraft. The module is based on the best security practices developed by the general aviation industry and the National Business Aviation Association (NBAA) in the wake of the events of September 11, 2001. The module provides a review of the events leading to the current state of the business aviation security threat, and then covers the best practices that have been developed to address business aviation’s security vulnerabilities, including threat assessment and procedures to secure people, facilities, and aircraft. Recommended actions in the event of a security breach are included.

The Corporate Aircraft Security module can be used for one hour of credit towards IA Renewal. FAA Course Acceptance Number: C-IND-IM-151112-K-006-001.

PART 135: This module does not apply to Part 135 operators with aircraft over 12,500 lbs. For training in compliance with the TSA Twelve-Five Standard Security Program (TFSSP) or DCA Access Standard Security Program (DASSP), reference the TSA Security module.

PART 91: The module complies with the IS-BAO training requirement for Security Programs defined in Chapter 15 of IS-BAO and is compliant with the IS-BAO training recommendation defined in IG Section 15 of IS-BAO, which specifies initial and periodic training. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- Background Events
- Threat Assessment
- People Security
- Facilities Security
- Aircraft Security
- Responsive Procedures

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Crew Resource Management (CRM)

The CRM curriculum is a collection of modules that addresses the traditional CRM topics. Although the topics may be familiar, our modules take a unique perspective on the material. The module content is designed for pilots flying two-pilot high performance turboprop, helicopter, or jet aircraft. Based on extensive research into human performance, we present specific examples of how to break down barriers and effectively use available resources in each module. We use a case study approach in each module to reinforce the module material and focus on both the good use of CRM and incidents where poor use of CRM was a causal factor in an accident or incident.

PART 135: The curriculum content efficiently and effectively addresses the training requirements in FAR 135.330, Crew Resource Management Training, and AC 120 51E, Crew Resource Management Training. For recurrent training, the topics rotate year to year so your flight crews see different CRM modules each year. A modified version of the CRM curriculum is available for flight or cabin attendants.

PART 91: The curriculum complies with the IS-BAO training requirement for “Crew Resource Management / Human Factors” defined in Chapter 5 of IS-BAO. The standard is for flight crewmembers (pilots and flight attendants) to complete the training during initial and every two years thereafter. The 2015 changes to IS-BAO included “schedulers, dispatchers, maintenance personnel and all others connected with the operation should receive human factors training.” Advanced Aircrew Academy has a wide variety of Human Factors eLearning and on-site training options for all members of a flight department.

Select from the CRM/Human Factors eLearning modules below. Each module is approximately one hour long.

**Modules**
- Aeronautical Decision Making
- Communications / Red Flags
- Fatigue
- Effective Monitoring
- Risk Management
- Single-Pilot Resource Management
- Situational Awareness
- Stress
- Teamwork/Leadership: Authority of the PIC
- Workload Management

**Applicable Job Functions**
- ☒ Pilot – Fixed Wing
- ☒ Pilot – Rotary Wing
- ☐ Mechanics/Engineers
- ☒ Flight/Cabin Attendant
- ☒ Scheduler/Dispatcher
- ☐ Line Service
Our online module for will-not-carry Hazmat operators helps flight crews recognize hazardous materials and know what exceptions they are allowed to have onboard. The Hazmat training module focuses on common hazardous materials that passengers may bring onboard, such as medical oxygen, powered wheelchairs, ammunition, alcohol, dry ice, and personal electronic device batteries, and provides information on risks associated with allowing these items onboard and how to safely carry the items. We also include analysis of National Aeronautics and Space Administration (NASA) ASRS reports of Hazmat incidents with other business aircraft crews. The module complies with the training requirements of both the U.S. DOT and International Air Transport Association (IATA) Dangerous Goods Regulations (DGR).

PART 135: After customization, this module satisfies your training program curriculum on Hazmat. We have organized the module to meet the training requirements outlined by the DOT Hazmat Training Reference Table, 49 CFR Parts 171 through 180, and 135 subpart K. We have both a will-carry and will-not-carry version for you to choose from.

This module also includes information from FAA Safety Alert for Operators (SAFOs) 06008, 09013, 15003, 15010, 16004; Information for Operators (InFO) 08030, 09006, and 13005; AC 121-38, Reporting Hazardous Materials Discrepancies to the FAA; and AC 91-76, Hazard Associated with Sublimation of Solid Carbon Dioxide (Dry Ice) Aboard Aircraft.

We can add a module timer feature to this module to ensure your flight crews meet your minimum required curriculum time in your training program. We can also add your Hazmat manual or Hazmat section of your GOM as a reference document to the module during the customization process.

PART 91: Transportation of hazardous materials aboard a Part 91 business aircraft is subject to the Hazardous Material Regulations (HMR). This module creates awareness of the HMR applicable to a will-not-carry flight department.

This module complies with the IS-BAO training requirement for “dangerous goods” defined in Chapter 5 of IS-BAO and is compliant with the IS-BAO training recommendation defined in IG Section 5.1. The standard is for flight crewmembers to complete the training during initial training and every two years thereafter.

Module Content
- General Philosophy
- Limitations
- Labeling and Marking
- Recognition of Undeclared Hazardous Materials
- Provisions for Passengers and Crew
- Emergency Procedures

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Effective Monitoring

Effective monitoring was identified as a concern at the first Human Factors Aviation Industry Roundtable meeting. Too many accidents today involve ineffective monitoring as a casual factor. As aircraft get more automated, the challenge of effectively monitoring gets more complex. An Active Pilot Monitoring Working Group was formed and published the *Practical Guide for Improving Flight Path Monitoring* through the Flight Safety Foundation. The Effective Monitoring module highlights the recommendations in the report for improving monitoring performance on the flight deck.

**PART 135:** There is no specific Part 135 requirement for training on Effective Monitoring. This module can be used as a one-time training event to supplement Crew Resource Management training.

**PART 91:** The module complies with the IS-BAO training requirement for “Crew Resource Management / Human Factors” defined in Chapter 5 of IS BAO. The standard is for flight crewmembers to complete the training during initial and every two years thereafter.

**Module Content**
- Monitoring Errors
- Challenge of Monitoring
- Sampling Rates
- Areas of Vulnerability
- Cognitive Bias
- Automation

**Applicable Job Functions**
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
The Electronic Flight Bag / iPad module is designed to comply with the flight crew training requirements outlined in AC 120-76C and 91-78. For operators looking to implement the iPad to replace paper charts and documents in the cockpit, this module is for you.

**PART 135:** This module complies with Ops Spec A061 training requirements and is designed to meet FAA Order 8900.1, Volume 3, Chapter 19, Training Programs and Airman Qualifications and FAA Order 8900.1 Volume 4, Chapter 15.

**PART 91:** The module complies with AC 120-76C Training for Part 91F Operators Large and Turbine-Powered Multi-engine Airplanes.

**Module Content**
- Hardware Orientation
- Charging Procedures
- Settings
- Functions
- Human Factors Considerations
- Apps
- Company Guidance

**Applicable Job Functions**
- ☒ Pilot – Fixed Wing
- ☒ Pilot – Rotary Wing
- □ Mechanics/Engineers
- □ Flight/Cabin Attendant
- □ Scheduler/Dispatcher
- □ Line Service
Emergency Procedures

Do you know what the top two medical emergencies are on business aircraft and how to handle them? The Emergency Procedures module prepares crewmembers for emergency and abnormal situations that may occur on an aircraft. The module reviews ditching, first aid, fire protection, hijacking, decompression, and other emergency situations. Hands-on demonstration videos show use of fire extinguishers, life rafts, and flares. We can customize this module to show specific procedures with the equipment you carry onboard your aircraft.

PART 135: After customization, this module satisfies your Emergency Procedures training program curriculum and FAR 135.331. We can also add videos demonstrating the use of the emergency exit in your aircraft to satisfy the 24-month Emergency Drill “by demonstration” training curriculum. This module also includes information on FAA SAFO 09008, Proper Identification and Procedures During In-Flight Engine Failures; 09013, Fighting Fires Caused By Lithium Type Batteries in Portable Electronic Devices; 10004, Contaminated Halon Fire Extinguishers; and 10005, Go-Around Callout and Immediate Response. We can add a module timer to the module to ensure your flight crews meet your minimum required curriculum time in your training program. We use the Emergency section of your GOM to customize the courseware to your procedures.

PART 91: The module complies with the IS-BAO training requirement for “emergency procedures training” defined in Chapter 5, section 5.3 of IS-BAO and is compliant with the IS-BAO training recommendation defined in IG Section 5.1 of IS-BAO. The standard is for flight crewmembers to complete the training during initial and every two years thereafter.

Module Content
- Flight Crewmember Duties and Responsibilities
- Crew Coordination
- Aircraft Fires
- First Aid Equipment
- Illness, Injury, and Basic First Aid
- Ground Evacuation
- Ditching
- Aircraft Accidents / Incidents
- Crewmember Incapacitation
- Basic Survival
- Hijacking and Other Unusual Situations
- Operations Above 25,000 Feet
- Rapid Decompression

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
The Emergency Response Plan training is a custom module developed to train flight department employees—pilots, flight attendants, mechanics, scheduler/dispatcher, and line service—on the contents of your Emergency Response Plan. The training is designed to familiarize employees with the layout of the manual and resources provided. Using two examples of incidents that would require use of your Emergency Response Plan, the training module describes the steps employees should follow in the event of an emergency.

**PART 135:** There is no specific requirement to train on your Emergency Response Plan under Part 135 unless you have added it to your training program requirements. If you have a published Emergency Response Plan, we can include the details in your Emergency Procedures module.

**PART 91:** The module complies with the IS-BAO training requirement for “Emergency Response Plan” defined in Chapter 11 of IS-BAO. The standard is for all personnel who have a role in the emergency response plan to be trained.

**Module Content**
- Your company-specific Emergency Response Plan
- Scenario examples
- NTSB Part 830

**Applicable Job Functions**
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
ETOPS

The Extended-Range Twin-Engine Operational Performance Standards (ETOPS) module intends to familiarize pilots with the regulations, procedures, and safety considerations that they should know before performing ETOPS. This module includes the purpose of ETOPS regulations, which enlarge the area of operation for twin-engine aircraft.

PART 135: The ETOPS module can be incorporated into your Worldwide International Procedures curriculum to meet the requirements of CFR 135.364, AC 135-42, and Ops Spec B342.

PART 91: ETOPS authorization is not required for Part 91 operators. If operating in remote areas, the ETOPS module can be incorporated into your Worldwide International Procedures curriculum or as a stand-alone module to learn best operating practices associated with ETOPS.

Module Content
- Objectives and Definitions
- ETOPS Overview
- Approval
- Initial Route Study
- ETOPS Flight Dispatch
- ETOPS Flight

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
FAR Part 43 Review

The FAR Part 43 Review module is a review of Federal Aviation Regulation Part 43 Maintenance, Preventive Maintenance, Rebuilding, and Alteration. The module is designed for maintenance professionals. It is FAA-accepted for one hour of IA Renewal credit. FAA Course Acceptance Number: C-IND-IM-140312-K-006-002.

PART 135: FAR Part 43 Review training for mechanics complies with CFR 135.433 and can be used for one hour of credit towards IA Renewal.

PART 91: There is no specific IS-BAO training requirement for the FAR Part 43 Review module. The module complies with the IS-BAO training requirement for “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO.

Module Content
- The Regulations
- Return to Service
- Records
- General

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Fatigue Management

The ASRS database contains over 300 narrative reports by flight crews reporting fatigue as the cause of operational errors. Errors include altitude and module deviations, fuel miscalculations, landing without a clearance, and landing on the incorrect runway or at the wrong airport. Fatigue has also been cited by the National Transportation Safety Board (NTSB) as a causal factor in many accidents. This module is designed to raise awareness on the causes of fatigue and countermeasures to reduce or mitigate the effects of fatigue in aviation.

The Fatigue Management module can be used for one hour of credit towards IA Renewal. FAA Course Acceptance Number: C-IND-IM-160330-K-006-001.

PART 135: Fatigue Management training is included with the Crew Resource Management training in accordance with FAR 135.330.

PART 91: The module complies with the IS-BAO management strategy for all employees on “training and education for everyone in the flight department on the physiological mechanisms that underlie fatigue and the misconceptions about fatigue.” The IS-BAO training recommendation is defined in IG Section 6.13. We can include any company-specific information in your Fatigue Risk Management System (FRMS) in the training. We recommend the module during initial training and once every 24 months for all employees in the flight department.

Module Content
- Issue of Fatigue
- Causes and Symptoms
- Countermeasures

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Federal Aviation Regulations (FAR) and Aeronautical Information Manual (AIM) Review

The FAR and AIM Review module is an overview of FAR Parts 61, Certification: Pilots, Flight Instructors, and Ground Instructors; Part 91, General Operating and Flight Rules; NTSB 830; and the AIM. The applicable regulations in these Parts and the AIM are typically included in the subject matter of our other modules; for example, FAR 91.211, Supplemental Oxygen is in our Emergency Procedures module. Portions of the FARs and AIM that are not included in other modules are included in this FAR/AIM Review module.

Maintenance Technicians should access the FAR Part 43 Review module in this catalog.

PART 135: This module satisfies many of your training program requirements under the Operator-Specific Basic Indoctrination curriculum section on Appropriate Provisions of the Code of Federal Regulations. In addition to the FAR Parts already noted, we include a review of the applicable Part 135 regulations within all of the modules in your curriculum. Instead of combining all of the Part 135 regulations into a single module, we organize your curriculum according to subject matter. For example, FAR 135.379, Large transport category airplanes: Turbine engine powered – Takeoff limitations, along with your GOM section guidance on takeoff performance, is included in our Instrument Procedures/Performance module.

PART 91: There is no specific IS-BAO requirement for the FAR/AIM module. The module complies with the IS-BAO training requirement for “equipment installed on the aircraft” and “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO. No specific time interval is required in the IS-BAO standard for the FAR and AIM Review. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- FAR Parts
- VOR Check
- Alternates
- Aircraft Documents
- Recent Flight Experience
- Airspace
- Landing Under Instrument Flight Rules (IFR)
- Supplemental Oxygen
- NTSB 830

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Flight Discipline

This module was developed by Convergent Performance. It establishes an anchor point of understanding and compliance to act as a cornerstone for follow on professional development. It establishes a common professional ethos and restores the integrity of existing policy, procedures, and regulatory guidance.

PART 135: There is no specific Part 135 requirement for training on Flight Discipline. This module can be used as a one-time training event to supplement Crew Resource Management training. If you are seeing a trend of non-compliance with your published procedures, this is a good module to highlight the critical role of following procedures in non-emergency situations.

PART 91: The module complies with the IS-BAO training requirement for “Crew Resource Management / Human Factors” defined in Chapter 5 of IS BAO. The standard is for flight crewmembers to complete the training during initial and every two years thereafter.

Module Content
- Professional Airmanship
- Personal Influences of Discipline
- Organizational Influences of Discipline
- Personalities
- Peer Pressure

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Food Safety

The Food Safety module reviews the best practices related to handling in-flight catering. From the ordering of or shopping for food, to storage in the aircraft, and preparation in-flight, there are some key guidelines for keeping catering safe for passengers and crew.

PART 135: There is no regulatory requirement under Part 135 for the Food Safety module. The module does satisfy the training requirement for pilots and cabin personnel for safe handling and storage of food for the Air Charter Safety Foundation standard.

PART 91: There is no IS-BAO requirement for the food safety module.

Module Content
- Risk of Foodborne Illnesses
- First Rule in Food Safety
- Second Rule in Food Safety
- Prevention Tips
- Food Allergies and Dietary Restrictions
- Cross-Contamination
- Catering
- Reheating

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Fueling Safety

The Fueling Safety module is designed for operators with a fuel farm or self-fueling capabilities to raise awareness of fueling best practices and emergency response procedures. This module can be used for training pilots, mechanics, facility managers, or line service technicians.

PART 135: There is no specific requirement to train on your Fueling Safety under Part 135 unless you have added it to your training program requirements.

PART 91: There is no specific IS-BAO training requirement for the Fueling Safety module. The module complies with the IS-BAO training requirement for “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO.

Module Content
- Fueling Safety
- Fire Hazard
- Fuel Spills
- Static Buildup

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Ground Vehicle Access Program

The Ground Vehicle Access Program module was created in response to the FAA AC 150/5210-20A Ground Vehicle Operations to include Taxiing or Towing an Aircraft on Airports. It includes training on safe ground vehicle operations, personnel taxiing or towing an aircraft, and pedestrian control on the movement and safety areas of an airport. Vehicle operations includes aircraft being taxied under their own power by a non-pilot or being towed with no intention for flight.

PART 135: There is no specific Part 135 requirement for training on Ground Vehicle Access Program. The overall responsibility for the operation of vehicles on an airport rests with the airport operator. The airport operator may require training for ground personnel to operate in the movement and safety areas of the airport.

PART 91: This module is not required by IS-BAO. The overall responsibility for the operation of vehicles on an airport rests with the airport operator. The airport operator may require training for ground personnel to operate in the movement and safety areas of the airport.

Module Content
- Purpose
- Vehicle Operating Requirements
- Taxi and Towing
- Runway Incursions, Safety, and Security
- Signs, Markings, and Lighting
- Airport Familiarization Day/Night
- Communications
- Preventative Measures

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
High Altitude Operations

The High Altitude Operations module is designed for pilots who are transitioning to higher performance aircraft that routinely operate above 18,000 feet and/or those who require the FAA high altitude operations training mandated in FAR 61.31(g) and recommended in AC 61-107B, Operations of Aircraft at Altitudes Above 25,000 Feet and/or Mach Numbers (MMO) Greater than .75. The module will also serve those seeking refresher training in high altitude operations. After providing a description of the High Altitude Environment, we review the High Altitude aspects of Weather, Flight Planning and Navigation, Physiology, Aircraft Systems, Aerodynamics and Performance, and Emergencies.

PART 135: The module meets the high altitude ground training requirements of FAR 61.31(g) and addresses the high altitude weather ground training requirements of FAR 135.345(a)(3) (Initial) and 135.351(b)(2) (Recurrent) for Part 135 operators. We can include any GOM-based operator-specific high altitude procedures in the customized module. The module meets the FAA High Altitude Operations pilot training recommendations published in AC 61-107B and can be customized to meet any specialty curriculum requirements in your FAA-approved Training Program.

PART 91: The module meets the high altitude ground training requirements of FAR 61.31(g) and includes the FAA High Altitude Operations pilot training recommendations published in AC 61-107B. The module complies with the IS-BAO training requirement for High Altitude Training and “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO. IS-BAO’s IG Section 5.1 mandates training during Initial followed by key items covered at least every 12 months.

Module Content

- The High Altitude Environment
- High Altitude Weather
- Flight Planning and Navigation
- High Altitude Physiology
- High Altitude Aircraft Systems
- Aerodynamics and Performance
- High Altitude Emergencies

Applicable Job Functions

☒ Pilot – Fixed Wing
☐ Pilot – Rotary Wing
☐ Mechanics/Engineers
☒ Flight/Cabin Attendant
☐ Scheduler/Dispatcher
☐ Line Service
Human Factors

Human Factors is a broad term to describe interactions among humans and other elements of a system. Human Factors training for pilots can include traditional CRM topics as well as topics such as flight discipline and automation management. Maintenance Resource Management, Dirty Dozen, and Dispatch Resource Management also fall under the category of Human Factors training. Contact us to determine the best topics and format of Human Factors training for everyone in your flight department.

The Maintenance Human Factors eLearning module is FAA-accepted for one hour of IA Renewal credit. FAA Course Acceptance Number: C-IND-IM-151112-K-006-002.


PART 91: The 2015 changes to IS-BAO included “schedulers, dispatchers, maintenance personnel, and all others connected with the operation should receive human factors training.” Advanced Aircrew Academy has a wide variety of Human Factors eLearning and onsite training options for all members of a flight department. Our onsite Human Factors training options are provided in conjunction with Convergent Performance.

In addition to the following modules, see Crew Resource Management in this catalog for additional Human Factors topics.

Modules
- Automation Airmanship (by Convergent Performance)
- Effective Monitoring on the Flight Deck
- Flight Discipline (by Convergent Performance)
- Hazardous Attitudes

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
How many times can you watch the same FAA video on Instrument Landing System (ILS) Precision Runway Monitor (PRM) approaches? If you are looking for a new way to review ILS PRM operations or procedures for flying a Localizer type Directional Aid (LDA) PRM or RNAV (GPS) PRM approach into San Francisco (SFO), this module is for you.

Our approach to the training is to review the required briefings for a PRM approach and highlight NASA ASRS reports that cite errors made by other business jet operators. Short video clips are included to emphasize the main objectives of the module.

PART 135: This module meets the FAA PRM approach pilot training requirements published in Flight Standards Information Management System (FSIMS) 8900.1, Volume 2, Chapter 18, Section 5. The eLearning module covers the initial and recurrent ground training requirements. AC and AIM section 5-4-16, Simultaneous Close Parallel ILS PRM Approaches (Independent) and Simultaneous Offset Instrument Approaches (SOIA) are reviewed in the module.

We customize the online module based on your Ops Spec C052 authorization and any guidance you have published in your GOM.

PART 91: The FAA requires all pilots to complete PRM Approach Training before accepting a clearance for a simultaneous close parallel ILS, LDA, or RNAV (GPS) PRM approach. Pilot training requirements are referenced in FSIMS. For Part 91 operations involving transport category aircraft, pilots must comply with approved company training policies and must view the FAA video ILS PRM and SOIA Approaches: Information for Air Carrier Pilots.

Our eLearning module goes beyond watching the video in relaying need-to-know information on flying an ILS, LDA, RNAV (GPS) PRM approach.

Module Content
- ILS PRM Approach Procedure Differences
- PRM Approach Authorization
- Attention All Users
- Required Briefing Items
- Use of Traffic Collision Avoidance System (TCAS)
- LDA PRM Unique Features

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Instrument Procedures

The Instrument Procedures module is intended for Airline Transport Pilot (ATP) rated pilots flying transport category jet or equivalent high performance turboprop aircraft. The module includes a review of navigation basics and instrument procedures including departures, arrivals, and approaches. Training on the use of approach VNAV is provided. Background material and numerous text and web-linked references are included.

PART 135: This Instrument Procedures module provides ground training in preparation for the testing requirements of FAR 135.293 (a)(4) and (5), and in response to the training requirements of FAR 135.345 (Initial) and 135.351 (Recurrent). After customization, this module satisfies your Training Program Airman Specific Basic Indoctrination curriculum on Navigation, Airspace and Air Traffic Control (ATC) Procedures, and Concepts of Instrument Procedures. Separate Initial and Recurrent versions of the module are available. The module is customized based on your Ops Specs, GOM, and/or Flight Operations Manual (FOM) requirements, and any special curriculum requirements in your FAA-approved Training Program.

PART 91: Using AIM and Instrument Procedures Handbook materials, this module supports Part 91 pilot knowledge and proficiency requirements for aircraft performance, navigation, and instrument procedure flight operations in the U.S. National Airspace System. The module can be customized to your specific FOM and special authorization requirements. The module is responsive to the IS-BAO training requirement for “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO. No specific time interval is required in IS-BAO for Instrument Procedures. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- Navigation Basics
- Instrument Procedures
- Takeoff
- Departures
- Arrivals
- Approaches
- Approach VNAV

Applicable Job Functions
- ✗ Pilot – Fixed Wing
- ☐ Pilot – Rotary Wing
- ☐ Mechanics/Engineers
- ☐ Flight/Cabin Attendant
- ☐ Scheduler/Dispatcher
- ☐ Line Service
We offer either online or on-site training for you to complete the International Procedures curriculum. With either option, we create a training program tailored to your operations; for example, there is no need to train crews on operating in the North Atlantic Tracks if you don’t fly to Europe. Our International North America program focuses on operations in Canada, Mexico, and the Caribbean along with U.S. Customs procedures. Pricing for the training varies according to the scope of training that meets your needs. A basic North America module is typically included with our Part 135 training and IS-BAO training package for Part 91 operators. Contact us for pricing based on your training requirements.

Our Worldwide International Procedures training consists of multiple online modules to create a training curriculum. Because of the scope of the Worldwide International Procedures training curriculum, there is an additional fee when added to our IS-BAO or Part 135 package.

PART 135: This custom module satisfies your training program curriculum on International Procedures. If you are authorized for worldwide operations in Ops Spec B050, a typical training program requirement is for a 21-hour initial and 8-hour recurrent program. If your Ops Spec B050 limits you to operations within North America, we can deliver courseware as part of your Basic Indoctrination curriculum to meet your international training needs.

PART 91: Part 91 operators are issued LOA to operate in Reduced Vertical Separation Minimum (RVSM), Required Navigation Performance (RNP), and Minimum Navigation Performance Specification (MNPS) airspace. To be issued an LOA, operators develop and submit to the FAA manuals to support the procedures you will follow, including a requirement for training crews. Either the online or on-site training can be used to accomplish the training required to maintain your LOAs. This module complies with the IS-BAO training requirement for “International Airspace Operations” and “RVSM, MNPS, RNP Operations” defined in Chapter 5 of IS-BAO and is compliant with the IS-BAO training recommendation defined in IG Section 5.1. No specific time interval is required in IS-BAO; however, we recommend the module during initial training and once every 24 months.

Select from the individual modules below to create your own personalized Worldwide International Procedures curriculum.

**Curriculum Content**

- ADS-B and CPDLC
- Europe P-RNAV
- ICAO Altimetry
- ICAO Differences
- ICAO Phraseology
- Latin and South America
- New York West Airspace
- North America
- North Atlantic
- Pacific Ocean Region
- Required Navigation Performance
- RVSM

**Applicable Job Functions**

☑️ Pilot – Fixed Wing
☐ Pilot – Rotary Wing
☐ Mechanics/Engineers
☐ Flight/Cabin Attendant
☐ Scheduler/Dispatcher
☐ Line Service
Land and Hold Short Operations (LAHSO)

The LAHSO module reviews pilot responsibilities, best operating practices, and planning tools for pilots who are going to accept a land and hold short clearance. Over 250 ASRS reports were reviewed in the development of the module to learn the lessons from pilots involved in past LAHSO incidents. Runway signs and markings, landing distance information, Minimum Equipment List (MEL) considerations, weather, and required landing distance (RLD) for LAHSO are reviewed in the module.

PART 135: We can either deliver the complete module if you are approved for LAHSO, or include in the landing distance section of the Regulatory module a training page and exam question that you are not approved.

PART 91: There is no specific IS-BAO requirement for the LAHSO module. If you operate into airports like Boston Logan (BOS), Chicago O’Hare (ORD), Miami (MIA), or other airports that may issue a land and hold short clearance, you must be proficient in knowing what your responsibilities are. The module complies with the IS-BAO training requirement for “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- Definitions
- Preflight Planning
- In-flight Planning
- Visual Aids
- Rejected Landings

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Loss of Control – Inflight (LOC-I)

LOC-I has overtaken CFIT as the leading cause of aircraft accidents worldwide. The FAA, European Aviation Safety Agency (EASA), and ICAO have made LOC-I / Jet Upset Recovery training one of their “hot button” issues in an effort to reduce the number of fatalities. This module covers the academic principles published in the Airplane Upset Recovery Training Aid developed by the Upset Prevention and Recovery Training Association.

PART 135: There is no specific requirement to train on your LOC-I under Part 135 unless you have added it to your training program requirements.

PART 91: There is no specific IS-BAO training requirement for the LOC-I module. The module complies with the IS-BAO training requirement for “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO.

Module Content
- Loss of Control – The Basics
- Wing Stall
- Tail Stall
- Upset

Applicable Job Functions
☑ Pilot – Fixed Wing
☐ Pilot – Rotary Wing
☐ Mechanics/Engineers
☐ Flight/Cabin Attendant
☐ Scheduler/Dispatcher
☐ Line Service
Low Visibility Operations

This module is an introduction to low visibility takeoff requirements, fog classification, reduced visibility due to fog, surface movement factors, runway markings, and runway visual range (RVR) equipment.

PART 135: Based on your Ops Spec C057 and/or C079, we tailor the content to your authorizations and procedures. We can also include training on pilot assessment of visibility if you are authorized for that in Ops Spec C079. This Low Visibility Operations information is typically provided in your tailored Instruments Procedures module, Takeoff section.

PART 91: The module complies with the IS-BAO ground training requirement for “low visibility takeoff weather minimum” defined in Chapter 5 of IS-BAO.

Module Content
- Fog
- Pilot Assessment of Visibility
- Takeoff Alternates
- Visual Aids

Applicable Job Functions
☒ Pilot – Fixed Wing
☐ Pilot – Rotary Wing
☐ Mechanics/Engineers
☐ Flight/Cabin Attendant
☐ Scheduler/Dispatcher
☐ Line Service
**Maintenance Resource Management**

The Maintenance Resource Management curriculum is a collection of modules under the category of Human Factors training for mechanics and engineers.

The Maintenance Resource Management module can be used for one hour of credit towards IA Renewal.

FAA Course Acceptance Number: C-IND-IM-151112-K-006-002.

**PART 135:** Maintenance Resource Management training for mechanics complies with CFR 135.433 and Advisory Circular (AC) 120-72.

**PART 91:** IS-BAO states “maintenance personnel…should receive human factors training.” The Maintenance Resource Management modules are the maintenance version of human factors training.

### Curriculum Content
- Fatigue Management
- Hazardous Attitudes
- Communications

### Applicable Job Functions
- □ Pilot – Fixed Wing
- □ Pilot – Rotary Wing
- ☒ Mechanics/Engineers
- □ Flight/Cabin Attendant
- □ Scheduler/Dispatcher
- ☒ Line Service
Minimum Equipment List (MEL) Use

The MEL Use module is an overview of FAR 91.213 Inoperative Instruments and Equipment, AC 91-67 Minimum Equipment Requirements For General Aviation Operating Under FAR Part 91, and the different sections of a typical MEL. In this module, we address Configuration Deviation Lists (CDL) and Non-Essential Equipment and Furnishings (NEF) and review NASA ASRS reports from fellow business aircraft pilots related to MELs.

PART 135: The MEL Use module contents are typically included in our Regulatory module for Part 135 operators to allow all of your maintenance procedures to be trained together in one module. The MEL Use content, in part, provides ground training in preparation for the testing requirements of FAR 135.293 (a)(1) and in response to the training requirements of FAR 135.345 (Initial) and 135.351 (Recurrent). This content satisfies your training program Operator Specific Basic Indoctrination curriculum requirement to train on Minimum Equipment Lists. We customize the module content based on your GOM and/or FOM guidance for flight crews.

PART 91: This module complies with the IS-BAO training requirement for “minimum equipment list” defined in Chapter 8 of IS-BAO and is compliant with the IS-BAO training recommendation defined in IG Section 5.1. No specific time interval is required in IS-BAO for the MEL Use module. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- FAR 91.213 and AC 91-67
- Definitions
- Preamble
- Master Minimum Equipment List
- Procedures Manual
- CDL / NEF

Applicable Job Functions
☒ Pilot – Fixed Wing
☒ Pilot – Rotary Wing
☒ Mechanics/Engineers
☐ Flight/Cabin Attendant
☒ Scheduler/Dispatcher
☐ Line Service
Mountain Flying

The Mountain Flying module is designed for pilots flying high performance jet and turboprop aircraft into and out of high altitude airports located in the mountains. Using airports such as Aspen, Eagle, and Telluride as examples, the module includes a review of best practices and considerations for flight planning, mountain weather, the terrain and its consequences for flight operations, density altitude and aircraft performance, approaches and departures, and emergencies during mountainous airport operations. Text and web-linked references are provided.

PART 135: This module is designed to support the safe operations of operators flying into high altitude mountain airports and is especially recommended for pilots who have limited experience in mountain airport flying. It may be used for both initial and recurrent training. We can customize the module to include any GOM/FOM operator-specific mountain operations procedures. We can also customize the module to meet any specialty curriculum requirements in your FAA-approved Training Program. This module is appropriate for use as a training element of risk mitigation when an SMS risk analysis identifies mountain flying hazards in your operation.

PART 91: For flight departments conducting operations into high altitude mountain airports, this module is appropriate for use as a training element of risk mitigation when an SMS risk analysis identifies mountain flying hazards in your operation. The module complies with the IS-BAO training requirement for “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- Mountainous Terrain and Its Consequences
- Flight Planning for Mountain Flying
- Mountain Weather
- Density Altitude
- Approaches To Mountain Airports
- Departures from Mountain Airports
- Emergencies During Mountain Airport Operations

Applicable Job Functions
- ☒ Pilot – Fixed Wing
- ☐ Pilot – Rotary Wing
- ☐ Mechanics/Engineers
- ☐ Flight/Cabin Attendant
- ☐ Scheduler/Dispatcher
- ☐ Line Service
Why train on OSH? Because it’s the law! The OSH module is designed as an introduction to and overview of the Occupational Safety and Health Act, establishment of Occupational Safety and Health Administration (OSHA), and the guidelines that are used to enhance safety in a flight operation. OSH background, references, web links, and examples are provided. The training is appropriate for all flight operations personnel. The OSH content may be customized based on the job description of who takes the module. No need to train Flight Crews on Electrostatic Discharge or Lockout/Tagout procedures, but they will have an expanded back safety section due to back injuries being the highest workman’s compensation claim for pilots.

PART 135: Standards-29 Code of Federal Regulation (CFR) 1910 is the OSH standard for General Industry, including aviation, regulating health and safety guidelines performed in the aviation industry as a whole.

Although the OSH Act does not apply to flight deck crew on an aircraft in operation, it does apply on all of their duties leading up to the cockpit door including loading bags and walking through the hangar.

PART 91: Standards-29 CFR 1910 is the OSH standard for General Industry, including aviation, regulating health and safety guidelines performed in the aviation industry as a whole. Although the OSH Act does not apply to flight deck crew on an aircraft in operation, it does apply on all their duties leading up to the cockpit door including loading bags and walking through the hangar. OSH standards compliance is an integral component of an SMS. The module is responsive to the IS-BAO training requirement for “complying with all national and local occupational health and safety laws and requirements” defined in Chapter 13 of IS-BAO.

Module Content
- Introduction to OSH Act and OSHA
- Ramp Safety
- Aircraft Fueling
- Hearing Conservation
- Back Safety
- Blood-borne Pathogens
- Hazardous Materials
- Hazard Communication
- Electromagnetic Energy Exposure
- Electrostatic Discharge
- Lockout/Tagout
- Ladder/Stairway Safety
- Powered Industrial Equipment (Forklift/Tug)

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service

Advanced Aircrew Academy
The Operations Manual module is a custom module developed to train flight department employees—pilots, flight attendants, mechanics, schedulers/dispatchers, and line service—on the contents of your Operations Manual. The training is designed to familiarize employees with the layout of the manual and general content. We can also design the module to highlight any changes you have recently made to the manual.

PART 135: This module does not apply to Part 135 operators. A Part 135 operator’s GOM is covered in the general subjects customized modules. For example, fueling procedures are covered in the Regulatory module, emergency procedures in the Emergency Procedures module, and thunderstorm avoidance procedures in the Weather module.

PART 91: Most IS-BAO registered companies include a training requirement in the operator’s manual to train flight department employees on their Operations Manual. This module is responsive to many requests we have received from flight departments for a custom module on their manual. We don’t charge extra for the custom development of the module. This module is typically included for operators who select our IS-BAO training package.

Module Content
Each chapter of your Operations Manual is featured in a training module section with review questions. An exam is also included at the end of the training module. We typically deliver the module in 60-90 days from the day we receive your Operations Manual.

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Part 125 Exam

The Part 125 exam is designed to meet the requirements of CFR 125.287 a1 and 3-9 initial and recurrent pilot testing requirements or CFR 125.289 initial and recurrent flight attendant crewmember testing requirements. This module is an exam only and is tailored to include company-specific questions from your operations manual.

PART 135: This module is not applicable to Part 135 operators.

PART 91: This module is not applicable to Part 91 operators.

Module Content

- Exam

Applicable Job Functions

☒ Pilot – Fixed Wing
☐ Pilot – Rotary Wing
☐ Mechanics/Engineers
☒ Flight/Cabin Attendant
☐ Scheduler/Dispatcher
☐ Line Service
Performance and Navigation

The Performance and Navigation module is designed for VFR rotary-wing operators. It supports pilot knowledge and proficiency for rotary-wing aircraft performance and navigation. Training for the Washington DC and New York Class B Airspace Hudson River and East River Exclusion Special Flight Rules Airspace (SFRA) is included.

For a fixed-wing IFR version of this module, see our Instrument Procedures module.

PART 135: This Performance and Navigation module provides ground training in preparation for the testing requirements of CFR 135.293 (a)(4) and (5), and in response to the training requirements of CFR 135.345 (Initial) and 135.351 (Recurrent). After customization, this module satisfies your Training Program Airman Specific Basic Indoctrination curriculum on Aircraft Performance and Airport Analysis, Navigation, and Airspace and Air Traffic Control (ATC) Procedures.

PART 91: The module is responsive to the IS-BAO training requirement for “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- Performance
- Navigation Basics
- Airspace and Air Traffic Control
- Special Flight Rules Airspace
- Aeronautical Charts and Data
- Airport/Heliport/Landing Zone Analysis

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Reduced Vertical Separation Minimums (RVSM)

Operations in RVSM airspace have become a non-event. We regularly climb through FL290 without a thought that we are entering RVSM airspace. Although it has become commonplace, the FAA still mandates training on the subject. The RVSM online module is designed for pilots flying aircraft that have either a LOA or Ops Specs approval to operate in RVSM airspace. The module also includes a downloadable RVSM Reference card.

PART 135: This module meets the FAA RVSM pilot training requirements published in AC 91-85, Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum Airspace, Appendix 4 and mandated by Ops Spec B046 paragraph c. Appendix G to Part 91 also requires “initial and recurring pilot training” for Part 135 operators on RVSM. Your training program may also contain a specialty curriculum for RVSM. During our customization process, we ensure we meet any operator-specific requirements that you have outlined in your training program.

PART 91: This module meets the FAA RVSM pilot training requirements published in AC 91-85, Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum Airspace, Appendix 4, and mandated by your Letter of Authorization to operate in RVSM airspace. The module complies with the IS-BAO training requirement for “equipment installed on the aircraft” and “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO and is compliant with the IS-BAO training recommendation defined in IG Section 5.1. No specific time interval is required in the IS-BAO standard for RVSM. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- Authorizations
- Altitudes / Locations
- Flight Planning
- Equipment Requirements
- RVSM Numbers
- Special Emphasis Items
- Contingency Procedures

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Regulated Waste

The Regulated Waste / International Garbage module is designed for operators with a compliance agreement with U.S. Customs and Border Protection approved to handle and dispose of regulated garbage when arriving back into the United States.

**PART 135:** There is no specific requirement to train on Regulated Waste under Part 135 unless you have added it to your training program requirements.

**PART 91:** There is no specific IS-BAO training requirement for the Regulated Waste module.

**Module Content**
- United States Department of Agriculture (USDA) and Customs and Boarder Protection requirements
- Waste Bin
- Holding Period
- USDA No Free Ride Video
- Spill Procedures

**Applicable Job Functions**
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Regulatory

The Regulatory module is a collection of topics in which we have combined various parts of the FAR with your GOM/Standard Operating Procedure (SOP) guidance and Ops Specs authorizations in one location. Unlike other online training providers, we integrate your multiple source documents for each topic so crews get a complete view of how they are expected to operate. For example, on the topic of Alternate Requirements, we integrate FAR 135.217—IFR: Takeoff limitations; FAR 135.223—IFR: Alternate airport requirements; FAR 135.225—IFR: Takeoff, approach, and landing minimums; Ops Spec A010, Aeronautical Weather Data; Ops Spec A057, Eligible On-Demand Operations; Ops Spec C055, Alternate Airport IFR Weather Minimums; and AIM section 1-1-19, Global Positioning System into one comprehensive section on alternates. We use that same integrated approach for all module content sections listed and include downloadable flow charts to help crews apply the material in the cockpit.

PART 135: This module satisfies many of your training program requirements under the Operator Specific Basic Indoctrination curriculum section on Duties and Responsibilities of Flight Crew Members, Appropriate Provisions of the CFR, and Concepts of Operating Manual, Certificate, and Operations Specifications.

This module also satisfies many of your training program Airman Specific Basic Indoctrination curriculum section on Flight Control, Weight and Balance, Takeoff and Landing minimums and alternate requirements.

PART 91: This module does not apply to Part 91 operators. For training on the Federal Aviation Regulations, see the FAR/AIM Review module in this catalog.

Module Content

- Operating Certificate
- Duties and Responsibilities
- Training and Qualification
- Flight and Duty Times
- Operational Control
- Weight and Balance
- Ergonomics
- Alternates
- Landing Distance Calculations
- Fueling
- Maintenance Procedures
- Low Visibility Takeoff
- Weather Briefings
- Special Airport Familiarization

Applicable Job Functions

☒ Pilot – Fixed Wing
☒ Pilot – Rotary Wing
☐ Mechanics/Engineers
☐ Flight/Cabin Attendant
☒ Scheduler/Dispatcher
☐ Line Service
RNAV PBN

The RNAV PBN module is for pilots flying turboprop and jet aircraft with advanced avionics capable of navigating using GPS and multiple-sensor, Flight Management System (FMS)-based Area Navigation procedures. The module provides background information and references along with a review of RNAV instrument flight procedures including departure, en-route, arrival, and approaches.

PART 135: The RNAV PBN module is customized based on Ops Spec authorizations in B034 Class I Terminal and En-route Navigation, B035 Class I Navigation in Class A Airspace, C052 Instrument Approaches, C063 Departure Procedure (DPs) and Standard Terminal Arrival Routes (STARs), C073 IFR Approach Procedures Using VNAV, C300 Substituting GPS/Wide Area Augmentation System (WAAS) FMS for selected Non-Precision Approaches, and C384 RNP Approaches, as applicable. GOM-based operator specific RNAV procedures are included in the customized module. The module meets the FAA RNAV pilot training requirements published in AC 90-100A, U.S. Terminal and En-Route Area Navigation (RNAV) Operations. We can customize the module to meet any specialty curriculum requirements in your FAA-approved Training Program.

PART 91: This module meets the FAA RNAV pilot training requirements published in AC 90-100A, U.S. Terminal and En-Route Area Navigation (RNAV) Operations, addressing the need for the specialized training required to operate in a U.S. National Airspace System that is moving increasingly toward satellite-based instrument procedures. The module complies with the IS-BAO training requirement for “equipment installed on the aircraft” and “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO as well as with the IS-BAO training recommendation defined in IG Section 5.1. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- RNAV Definitions and Terminology
- Subject Background, Key Concepts, and References
- Pre-Flight Preparations
- RNAV Departures
- RNAV En-route
- RNAV Arrivals
- RNAV Approaches
- VNAV Approach Procedures
- Key RNAV Elements Review

Applicable Job Functions
- ✗ Pilot – Fixed Wing
- □ Pilot – Rotary Wing
- □ Mechanics/Engineers
- □ Flight/Cabin Attendant
- □ Scheduler/Dispatcher
- □ Line Service
Required Navigation Performance (RNP)

The Required Navigation Performance (RNP) module was developed in accordance with the International Civil Aviation Organization (ICAO) Document 9613, Performance Based Navigation (PBN) Manual. It includes training on the following navigation standards: RNP-1, RNAV-1, P-RNAV, RNP-2, RNAV-2, RNP-4, RNP-4, RNP-5, B-RNAV, RNP-10, and RNP 0.3.

The Hong Kong Civil Aviation Department is requiring State Approval for RNP-1 and Australia will soon require the same. This eLearning module satisfies the training requirement for issuance of State Approval.

PART 135: Most Part 135 turbojet operators have Ops Spec B036 and C063 issued. Advanced Aircrew Academy’s RNP eLearning module, when customized for operator-specific procedures and authorizations, complies with the training requirements for Ops Spec B036 and C063.

PART 91: For United States registered aircraft, the Federal Aviation Administration (FAA) published Notice N 8900.348 with guidance on issuance of Letter of Authorization (LOA) C063 Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations. LOA C063 satisfies the requirement for operators to obtain State Approval for RNP. Operators have used this eLearning module to satisfy the training requirement for issuance of LOA C063.

Module Content
- Background
- RNP-10
- RNP-4
- B-RNAV/RNP-5
- RNP-1/RNAV-1/P-RNAV
- RNP-2/RNAV-2
- RNP Approaches

Applicable Job Functions
☒ Pilot – Fixed Wing
☒ Pilot – Rotary Wing
☐ Mechanics/Engineers
☐ Flight/Cabin Attendant
☐ Scheduler/Dispatcher
☐ Line Service
Runway Analysis

The Runway Analysis module is designed for an operational perspective on use of a commercial runway analysis product like that provided by Aircraft Performance Group (APG). Consideration of low close-in obstacles and the accuracy of efficiency of performance calculations are included. Insight into how maximum takeoff weight is derived is provided with an overview of the obstacle analysis process engineers use. Various engine-out procedures are discussed along with the implications for briefings and cockpit setup.

PART 135: This Runway Analysis module satisfies a portion of the training requirements of FAR 135.345 (Initial) and 135.351 (Recurrent). After customization, this module satisfies your Training Program Airman Specific Basic Indoctrination curriculum on Runway Analysis.

PART 91: This module is not required by IS-BAO. It provides training on integration of a runway analysis product into your flight operations.

Module Content
- Benefits
- Risk Management
- Obstacle Analysis Process
- Limit Weights
- Engine-Out Procedures

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Runway Excursion

Based on accident statistics, you are 50 times more likely to have a runway excursion than you are a runway incursion accident. Our Runway Excursion module reviews risk factors associated with runway excursions, such as rejected takeoffs, non-compliance with SOPs, long touchdowns, and contaminated runways. Risk mitigation techniques such as stabilized approaches, proper performance planning, and constant angle descents are presented.

The eLearning module has been updated with the new Runway Condition Assessment Matrix (RCAM) and associated Runway Condition Codes (RwyCC).

**PART 135**: There is no specific Part 135 requirement for training on Runway Excursions. We typically include the module as part of the Emergency Situations module. A review of SAFO 06012, 09011, 11011, 14005, and 16008; InFO 15003, and Advisory Circular 91-79A is included in the module.

**PART 91**: There is no specific IS-BAO requirement for the Runway Excursion module. The module complies with the IS-BAO training requirement for “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

**Module Content**
- What Is a Runway Excursion?
- Takeoff Risk Factors
- Landing Risk Factors
- Risk Mitigation

**Applicable Job Functions**
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Runway Incursion

The FAA special emphasis item Runway Incursions is presented in a training module that focuses on preventive measures. The latest information from the FAA and ICAO Runway Safety teams are included in the module. In addition, we reviewed over 500 ASRS Reports related to runway incursions by business jet crews to assemble a practical list of prevention techniques. An NTSB animated presentation of a runway incursion prevented by a flight crew demonstrates best practices for surface operations. A pilot procedures brochure is available to download in the module.

PART 135: After customization, this module satisfies your training program Airman Specific Basic Indocrtination curriculum on all-weather surface operations and airport ground operational safety. During the customization process, we tailor our standard module to the guidance in your GOM related to runway safety.

PART 91: There is no specific IS-BAO requirement for Runway Incursion training. The module complies with the IS-BAO training requirement for “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- Statistics
- Why Do They Happen?
- Providence, RI Case Study
- Surface Movement Guidance Control System (SMGCS)
- Runway Status Lights
- Preventive Measures

Applicable Job Functions
- ✗ Pilot – Fixed Wing
- □ Pilot – Rotary Wing
- □ Mechanics/Engineers
- □ Flight/Cabin Attendant
- □ Scheduler/Dispatcher
- □ Line Service
Safe Towing Practices

Aircraft towing and ramp accidents resulting in aircraft damage can delay or cancel flights and be a major cause of flight schedule disruptions. Many costs are uninsured and estimated at over $100 million per year in direct costs. Most events are preventable by employing precautionary measures, utilizing patience, and carefully handling the aircraft to avoid personnel injury and costly repairs. The Safe Towing Practices module addresses best practices when towing aircraft.

PART 135: This module is not required under Part 135 for flight crewmember training.

PART 91: This module is not required by IS-BAO. It can be used for business aviation flight departments or FBOs to train pilots, maintenance techs, and line service techs on safe towing practices.

Module Content
- Ramp and Hangar Safety
- Best Practices – Tow Vehicle Use
- Best Practices – Towing Procedures
- Preventing Injuries
- Runway Incursion Prevention

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Safety Management System (SMS)

The SMS eLearning module is designed as an introduction to and overview of the SMS concept and how an SMS can enhance safety in a flight operation. The module is organized around the four core elements of the SMS: Policy, Risk Management, Assurance, and Promotion. The SMS module provides web links, background, references, and examples. This training is appropriate for all flight operations personnel, not just aircrews. The SMS module is available in generic form, or we can customize it to your organization and SMS.

The SMS module can be used for one hour of credit towards IA Renewal. FAA Course Acceptance Number: C-IND-IM-160330-K-006-002.

PART 135: There is currently no FAR requiring an SMS in the U.S., although an FAA mandate is expected. Currently, both the NTSB and the FAA “encourage” General Aviation business and corporate operators to develop and implement an SMS. For operators of large and turbojet aircraft that operate internationally, an ICAO mandate requires an SMS. This training module is responsive to both FAA and ICAO perspectives and their supporting documents. This module is based on the IS-BAO model and, when customized, meets the IS-BAO SMS training requirements.

PART 91: Both the NTSB and the FAA “encourage” GA business and corporate operators to develop and implement an SMS. For operators of large and turbojet aircraft that operate internationally, an ICAO mandate requires an SMS. This training module is responsive to both FAA and ICAO perspectives and their supporting documents. The module is based on the IS-BAO model and, when customized, meets the IS-BAO SMS training requirements. The IS-BAO training recommendation, as defined in the IG, is to include SMS in initial training and annually for recurrent.

Module Content
- Introduction to SMS
- Safety Policy
- Safety Risk Management
- Safety Assurance
- Safety Promotion

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Suspected Unapproved Parts

The Suspected Unapproved Parts (SUP) module highlights the role and responsibility of a maintenance technician in identification of an unapproved or counterfeit parts. The module also includes FAA reporting procedures for SUP.

PART 135: The module can be customized to operator-specific procedures outlined in a General Maintenance Manual.

PART 91: This module is not required by IS-BAO. It can be used for business aviation flight departments or Part 145 repair stations to train maintenance technicians on Suspected Unapproved Parts.

Module Content
- Purpose
- How SUPs Enter the System
- Part Marking Requirements
- Civil and Legal Impacts
- Reporting

Applicable Job Functions
☑️ Pilot – Fixed Wing
☐ Pilot – Rotary Wing
☒ Mechanics/Engineers
☐ Flight/Cabin Attendant
☐ Scheduler/Dispatcher
☐ Line Service
Traffic Collision Avoidance System (TCAS)

In SAFO 11010, the FAA “strongly recommends” pilot training on use of TCAS for Part 91 and 135 flight crews because of a high percentage of noncompliance with TCAS RA alerts. Our TCAS module highlights the issues published in the SAFO and reviews best operating practices outlined in AC 120-55 – Aircraft Operational Approval and Use of TCAS II and Information for Operators (InFO)—Transponder/TCAS Operations While on the Airport Surface.

PART 135: Although training on TCAS is not specifically required under Part 135, we typically include it with the initial PIC/SIC Basic Indoctrination curriculum. We review TCAS procedures specific to RVSM airspace in the RVSM module and PRM approaches in the Instrument Procedures module. We also highlight the NTSB 830 reporting changes for TCAS RAs in the FAR/AIM Review module.

PART 91: IS-BAO only cites TCAS training for operations in RVSM airspace. The TCAS module could also be considered part of the IS-BAO training requirement for “equipment installed on the aircraft” and “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- TCAS History and Development
- TCAS/Airborne Collision Avoidance System (ACAS) – Including Software version 7.1
- Data Block
- TCAS Controls
- TCAS Operations
- Comply With the RA
- TCAS in RVSM Airspace
- TCAS Use During PRM Approaches
- Inhibited TCAS Commands
- Mid-Air Accidents

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
TSA Security

The TSA Security module is designed for all flight department employees of Part 135 operators flying aircraft weighing over 12,500 lbs that have a need to know about the Twelve Five Standard Security Program (TFSSP) or operators with a TSA Security program like the DCA Access Standard Security Program (DASSP), Private Charter Standard Security Program (PCSSP), or Fixed Based Operator Standard Security Program (FBOSSP). The module goes beyond the TSA requirements, including security best practices for operations.

PART 135: We customize our standard TSA Security module for any company-specific security procedures you have. We will sign a TSA Non-Disclosure Agreement with you to develop an eLearning module specific to your protocols. The exam is set up with a minimum 85% score to pass and module timers to ensure your crews meet the TSA guidelines, making your next TSA audit a breeze.

PART 91: This module does not apply to Part 91 operators that are not part of the DASSP or FBOSSP TSA programs. For training in business aviation security best practices, see the Corporate Aircraft Security module in this catalog.

Module Content

- Security Threats
- Threat Levels
- TFSSP
- DASSP
- Security Screening (FBOSSP and PCSSP only)
- Passengers
- Baggage
- Security Mindset
- International Security

Applicable Job Functions

☑️ Pilot – Fixed Wing
☑️ Pilot – Rotary Wing
☑️ Mechanics/Engineers
☑️ Flight/Cabin Attendant
☑️ Scheduler/Dispatcher
☑️ Line Service
Volcanic Ash

The Volcanic Ash module covers information about the hazards of volcanic ash phenomenon and its negative effects on aviation. This module also presents the preventive measures for avoiding a cloud of volcanic ash and the procedures used to deal with an encounter.

PART 135: There is no specific requirement to train on your Volcanic Ash under Part 135 unless you have added it to your training program requirements. We can include Volcanic Ash training as a stand-alone module or as part of the Weather module.

PART 91: There is no specific IS-BAO requirement for the Volcanic Ash module. The module complies with the IS-BAO training requirement for “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO.

Module Content
- Volcanoes
- Aviation and Volcanic Eruptions
- Hazards
- Avoidance
- If Ash is Encountered

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Wake Turbulence

The Wake Turbulence module addresses the hazard of flying into another aircraft's vortices. Aimed at avoidance techniques, the module highlights the guidance in FAA AC 90-23G, AIM, SAFO 12007, InFo 13006, and several FAA Notices on the topic.

We present specific wake turbulence-related incidents in turbine business aircraft flown by professional flight crews. The module also highlights the new Wake Turbulence Aircraft Categories and Separation Standards going into effect across the United States.

PART 135: The Wake Turbulence module satisfies your training program Airman Specific Basic Indoctrination curriculum Wake Turbulence section. The Wake Turbulence information is included in the initial curriculum. During the customization process, we tailor our standard module to the guidance in your GOM on wake turbulence avoidance techniques.

PART 91: There is no specific IS-BAO requirement for Wake Turbulence training.

Module Content

- What Is Wake Turbulence?
- Where Does Wake Turbulence Exist?
- Avoiding Wake Turbulence?

Applicable Job Functions

☒ Pilot – Fixed Wing
☒ Pilot – Rotary Wing
☐ Mechanics/Engineers
☐ Flight/Cabin Attendant
☐ Scheduler/Dispatcher
☐ Line Service
Weather

Our Weather module provides the required understanding and knowledge for flight crews to assess weather conditions that may be potentially hazardous to flight. The module covers the types of weather frontal systems that may be encountered and general conditions associated with each type. The following topics are presented in this module: Different types of cloud formations; Thunderstorms and the associated hazards of icing conditions, microburst, and windshear; high altitude weather, volcanic activity, and various regional weather phenomena; reading and understanding METAR and TAF products and a downloadable METAR/TAF key; and specific incidents about weather-related accidents and incidents in turbine business aircraft flown by professional flight crews.

PART 135: After customization, this module satisfies your training program Airman Specific Basic Indoctrination curriculum on Weather and Notices to Airmen (NOTAM) information as well as the Meteorology section. We have organized the module to meet the training requirements required under FAR 135.345 and the testing requirements of 135.293 (a)6 and 7. During the customization process, our standard module is tailored to the guidance in your GOM on operations near thunderstorms, icing conditions, and any other meteorological information published in your manuals.

PART 91: There is no specific IS-BAO requirement for a general weather module. We do offer an IS-BAO required Winter Operations/Surface Contamination module that includes some meteorology information, an IS-BAO required High Altitude module that covers high altitude meteorology, and a Weather Radar module that addresses hazards of operating near thunderstorms.

### Module Content
- Fronts
- Icing
- Fog
- Thunderstorms
- Microburst
- Clouds
- High Altitude
- Volcanoes
- Local Oddities
- METAR-TAF

### Applicable Job Functions
- ✗ Pilot – Fixed Wing
- ✗ Pilot – Rotary Wing
- ☐ Mechanics/Engineers
- ☐ Flight/Cabin Attendant
- ☒ Scheduler/Dispatcher
- ☐ Line Service
Weather Radar

The Weather Radar module is designed to provide the required understanding and knowledge for flight crews to assess summer time weather conditions that may be potentially hazardous to flight. The module includes a detailed operational perspective on using onboard airborne and data uplinked NEXRAD weather radar. We also present specific incidents about weather related accidents and incidents in turbine business aircraft flown by professional flight crews.

PART 135: The Weather Radar module is typically included with the general Weather module to satisfy your training program Airman Specific Basic Indocration curriculum on Weather and NOTAM information as well as the Meteorology section. The Weather Radar information is included in the initial curriculum. The recurrent Weather module is a portion of the initial and the Weather Radar information cycles through your recurrent curriculum once every 2-3 years.

During the customization process, we tailor our standard module to the guidance in your GOM on operations near thunderstorms.

PART 91: There is no specific IS-BAO requirement for Weather Radar training. The module complies with the IS-BAO training requirement for “equipment installed on the aircraft” and “other training required to ensure a safe operation” defined in Chapter 5 of IS-BAO. The IS-BAO training recommendation, as defined in IG Section 5.1, recommends the recurrent training program should be designed so that key items are covered each year.

Module Content
- Warm Weather Hazards
- Aviation Weather Radar
- Radar Limitations
- Radar Beam Control
- Lessons Learned / Case Study

Applicable Job Functions
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
Winter Operations

Are you ready for snow and ice? Our Winter Operations module reviews operations in ground icing conditions including anti- and deice fluids, deice procedures, holdover times, and pre-takeoff contamination checks. Braking action reports, cold temperature altitude corrections, and contaminated runways are also presented.

The eLearning module has been updated with the new Runway Condition Assessment Matrix (RCAM) and associated Runway Condition Codes (RwyCC).

**PART 135:** After customization, this module satisfies your training program Airman Specific Basic Indoctrination curriculum on Winter Operations / Ground Deicing. This module also addresses FAA SAFOs 16009, 15009, 06012, 08012, 09004, 09015, 10006, and 01001 along with FAA InFOs 15002, 09007 and 09016 and Advisory Circular 90-74B.

We customize this module based on the guidance published in your GOM, authorization in Ops Spec A041, and any FAA-Approved Deicing Program you might have.

Many Part 135 operators include the module in the initial training as well as have crews complete it each October as a Winter Operations refresher. We also have a shorter Surface Contamination module available for Flight/Cabin Attendants.

**PART 91:** The module complies with the IS-BAO training requirement for “aircraft surface contamination training” defined in Chapter 5 of IS-BAO and is compliant with the IS-BAO training recommendation defined in IG Section 5.1 of the IS-BAO.

The IS-BAO standard is for flight crewmembers to complete the training during initial and every two years thereafter. Many Part 91 operators opt to complete the training each October as a Winter Operations refresher. The Winter Operations module is part of the IS-BAO training package.

We also have an Aircraft Surface Contamination module available for Flight/Cabin Attendants.

**Module Content**
- Extreme Cold Temperatures
- Contaminated Runways
- In-flight Icing
- Ground Icing Conditions

**Applicable Job Functions**
- Pilot – Fixed Wing
- Pilot – Rotary Wing
- Mechanics/Engineers
- Flight/Cabin Attendant
- Scheduler/Dispatcher
- Line Service
# IS–BAO Training Recommendations

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(Table continued on next page)

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2 **24 Month**: The IS-BAO standard specifically states required training on this topic every 24-months.

3 **Key Item / S.O.**: The topic would fall under the IS-BAO training category (5.1.3 e) of “other training required to ensure a safe operation” and IS-BAO Standard IG 5.1 that recurrent training should include key items each year.

4 **Not Required**: The topic is not required by IS-BAO.

5 **FAA Required**: The topic is a required training item for Part 91 operators if conducting such operations.
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# Modules by Job Function

The following table lists each module and the job functions to which it is applicable.

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