

## **EASA 'Approved Training Organisation' (ATO)**

Considerations about EASA 'Approved Training Organisation' (ATO) presented by Sofema Aviation Services (SAS) [www.sassofia.com](http://www.sassofia.com)

### **Introduction Roles & Responsibility**

Regulation 1178/2011 describes the following requirements:

- Pilot training organisations,
- Operators of flight simulation training devices and
- Aeromedical centres.
- Describes all of the different types of pilot licences, ratings and certificate.
- Describes the initial training requirements for cabin crew.

All pilot training organisations in Europe need to comply with Commission Regulation (EU) No 1178/2011, also known as 'the aircrew regulation'.

All such organisations are referred to as 'approved training organisations' or 'ATOs' & the regulations do not make a distinction between flight training organisations (formally 'FTOs') and type-rating training organisations (formally 'TRTOs').

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### **Issue of ATO approval**

The ATO approval is issued by European Competent Authorities who will

- Verify that the organisation complies with the requirements of the Aircrew regulation.

Some types of pilot training do not have to be provided within an ATO,

- For example the following training can be provided in a declared training organisations (DTO)
  - o Light Aircraft Private Pilot's Licence (LAPL),
  - o Private Pilots Licence (PPL) and associated ratings.

### **Organisation requirements for ATOs**

The aircrew regulation requires ATOs to have a particular type of management system. (except those that only provide training for the LAPL, PPL and associated ratings) must have:

- A management system
- Safety management, SMS – This includes all of the elements of a safety management system (SMS) Compliant with ICAO annex 19;

- Compliance Monitoring, CMS.

**Note:** ATOs are required to implement a single, integrated management system. (requirements can be found in ORA.GEN.200.)

The 6 fundamental elements of the management system are as follows:

- Clearly defined lines of responsibility and accountability;
- A safety policy;
- Safety risk management;
- Personnel trained and competent to perform their tasks;
- Documentation of all management system key processes, and
- A compliance monitoring function.

**Part FCL Annex I**, Describes all the different types of pilot licences and ratings including instructor and examiner ratings and certificates.

#### **Medical Requirements – Annex IV (Part-MED)**

- Aeromedical Examiners (AMEs) and
- Criteria for Medical Certificates for Pilots.

#### **Cabin Crew Annex V (Part-CC)**

- Initial training of cabin crew
- Additional requirements for cabin crew training in the air operations

**Note:** A significant amount of Cabin Crew Training is the responsibility of the aircraft operators.

#### **Declared Training Organisations – Annex VIII (Part-DTO)**

- o Requirements for declared training organisations
- o training towards
  - LAPL
  - PPL
  - Associated ratings

**Authority Requirements – Annex VI** – requirements for the national aviation authorities (NAAs) or 'competent authorities' (Required to have a Management System).

#### **Next Steps**

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