How to use the Part 66 training pathway and why its best for Australian Aviation
Aviation Australia

EASA Part 147
GCAA (UAE) Part 147
AACM (Macao) Part 147
CASA Part 147
CAR 30 in transition to Part 145

Currently manage approx 300 Aeroskills apprentices mainly QLD and NT but our footprint is quickly becoming national
Regulatory confusion in Australia?

• In July 2011 we transitioned to Part 66 licences and CASA reissued everyone’s licence most of them with exclusions.
  • So what did that mean?
  • How have we educated ourselves effectively yet?
  • Do we really know how to explain the LAME pathway to our apprentice or AME?
Lets start at the Beginning

What did the CAR 31 pathway look like

• We did some sort of trade course spending time away from work at a technical college (TAFE) or similar and achieved our trade certificate

• Next, one of the more senior members of the organisation said “hey you had better go and sit your CASA basics”

• So we had trade certificate then a syllabus of regulatory examinations (CASA basics) which we had to apply to CASA to sit at their scheduled sittings
Let's start at the Beginning (cont.)

- After much private study (a few may have had some courses) and sitting quite a few exams we had all our category basics being either Airframe, Engine, Electrical, Instrument or Radio.

- In later times we may have sat the set that formed the Mechanical or Avionic pathways.

- At some stage on this part of the journey, someone would suggest to you to get a “1202” schedule of experience book/s from CASA and recording what you are doing because you are going to need it into the future.
What happened next?

- After diligently filling out your 1202 you achieved some sort of “type” training, mostly self study, but again some people attended company sponsored type training

- On completion, filled out all the paperwork and submitted to CASA (provided you had 4yrs total experience +21yrs of age)

- Two fundamental outcomes
  - All good – LAME licence issued
  - Required more experience relevant to particular aspects (ATA chapters) of your submitted 1202
Summary -

1. Trade course +
2. CASA basics +
3. Schedule of Experience +
4. Type course/training +
5. 4 years experience and a min of 21 years old

= LAME with first type

Note: If you do this today, up until June 2020, you will still get issued a licence with exclusions but un-rated. Type training is governed by Parts 66 and 147.
The best advice to give your apprentice

• They will still do a TAFE style course to achieve some underpinning knowledge
• This piece is now more critical than ever as it should be done in a Part 147 MTO that provides examinations that are fully aligned to the Part 66 MOS
• If this is done and they achieve 75% or greater they will have a credit for that module for the next 10 years toward a part 66 licence without exclusions
Advice (cont)

• This can be done two ways either block release (old way) or what is termed institutional/pre-vocational where they do all the theory and some basic practical in one block. We conduct both pathways at AA across the country

• Either way they should also be issued with a journal where they will need to record the work they do from day one (not part way through when someone said you had best get a 1202 from CASA)
Advice (cont)

• After completing all the examinations for the trade stream, being either Mechanical or Avionic, and having at least 4 years experience documented in their journal they are ready to apply for a category licence

Note: the number of exams is roughly the same as if they did the old CAR 31 basic exams although content has been modified in line with more modern aircraft in some areas
What Next?

1. Trade theory and Part 66 module exams completed +
2. Practical competency via trade journal +
3. 3/4 years minimum + 18 years of age = casa part 66 licence (B1, B2)
   = LAME with no restrictions/exclusions

This is by far the best pathway as when the new B1 or B2 LAME then completes aircraft type training he should also have the type endorsed without exclusions !!

This gives your organisation full licence coverage and better use overall of your former apprentice
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### Schedule of Experience

- **Aircraft type training**
- Minimum of 4 years on operational aircraft in an AMO
- At least 21 years old

### Aeroskills Competency (Vocational Qualifications)

- **Aircraft type training - theory, POC and/or OJT**
- Minimum of 3/4 years on operational aircraft in an AMO
- At least 18 years old
How can we cater for Regional Aviation right now?

QLD, VIC and NT Aeroskills Training (State government funded)

Distance learning modular training material that can be studied at the engineers own pace and then sit the applicable examinations.

World class facilities in Brisbane and Cairns, Essendon Fields coming very soon.

National examination venues; Cairns, Brisbane, Mascot, Essendon Fields, Parafield, Jandakot
What are our plans for Regional Aviation in the future?

WA, NSW, SA, TAS Aeroskills Training
(State government funded)

Satellite-facilities in every state

Increase the national examination venues in to regional areas of Australia
Questions?