

Proposal for CASA to Promulgate, by Instrument, Reference to ICAO Minimum Aircraft Maintenance Engineer Training Standards.

Issue: Australia's aircraft maintenance engineer (AME) training standards have been declining since CASA's predecessors stopped promulgating the ICAO AME Training Standards as AME training curricula. The decline was further accentuated when CASR Parts 66/147 were applied to the NVET trade/licencing training system.

Principle: The ICAO AME Training Standards underpin the EASA Part 66/147 AME training standards but these standards were ignored by CASA's last regime that tried to insert EASA LAME training outcomes into the NVET AME training system with unsatisfactory outcomes.

- EASA AME Part 66 licencing overlays, not replaces, each EU country's trade training system.
- Our NVET AME training system now needs to be rebuilt, based on ICAO AME training standards, as it had been based for decades.
- This proposal does not recommend CASA reproducing AME training curricula, as it did in the past.

Background: The ICAO promulgated AME training standards were the origin of the Australian NVET AME training system for many decades. CASA now needs to promulgate reference to these "international minimum AME training standards" so the Education Department's *Aerospace Industry Reference Committee* can develop AME training packages to support the avionic and mechanical trade streams as prescribed in the ICAO manual.

Under the Convention, Article 37 requires the adoption of standards promulgated by ICAO to the highest practical degree of uniformity. CASA can meet this obligation by issuing a legal instrument that references the ICAO AME Training Manual, Doc 7192, Part D-1, as the minimum training standards for the application of an AME licence.

- Will assist in global recognition of trade and licencing skills.

The ICAO AME Training Manual, *Doc 7192, Part D-1* is referenced in Annex 1 Chapter 4, that "recommends" applicants for an AME licence should have completed a course of training appropriate to the ICAO privileges to be granted. The manual provides guidance material for AME (avionic &/or mechanical) training courses. In addition, in Chapter 3 of the manual, it prescribes the additional knowledge that a LAME must have.

The Commonwealth Department of Education, through its *Aerospace Industry Reference Committee*, is responsible to develop NVET training packages. In the past, they developed the trade training packages based on the ICAO AME training standards that CASA had promulgated as curricula for the trade training system so it simplified the granting of a licence that was based on internationally recognised trade skills.

The Aerospace IRC urgently needs to get started on rebuilding an internationally comparable trade training system and can only do so if these international standards are promulgated by CASA.

Development of international comparable AME training packages by the Aerospace IRC will take about 12 months to obtain Federal & State acceptance.

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Recommendation: It is therefore recommended that CASA issue an instrument referencing the ICAO AME Training Manual as the personnel training standards to be used when developing NVET AME training packages.

The Education Department has confirmed they will adopt these international AME training standards as long as CASA promulgates the personnel standards to be adopted. These standards will buttress the NVET training packages thus providing the underpinning AME skills irrespective to the outcome of the CASR Part 66 PIR.

Instrument: CASA issue an Instrument referencing the ICAO AME training standards contained in ICAO AME Training Manual, Doc 7192, Part D-1, as the AME training standards for NVET avionic and mechanical AME training packages.

In addition, the Instrument needs to state that the EASA course standards specified in EASR 147 Subpart C, *The Approved Basic Training Course*, and Appendix A, *Basic Training Course Duration*, is an acceptable alternative to the course standards specified in the ICAO AME training manual.

Aerospace IRC: This instrument will enable the Education Department's *Aerospace Industry Reference Committee* to adopt/adapt the international minimum training "standards" necessary to develop the NVET avionic and mechanical base trade training packages.

It will take 12 months to align the avionic and mechanical practical and knowledge trade training packages with the ICAO AME training standards even using the EASA Part 66 licencing outcomes as the guiding format. This means, internationally acceptable AME apprenticeship training courses will not begin until 2018 at the earliest.

Development of these AME training packages by the Aerospace IRC will have no effect on the PIR of Part 66/147. The licencing needs additional training covered in Chapter 3 of the manual. This will vary depending on the outcomes of the PIR.

This adoption of personnel training standards was missing when CASA partially adopted of EASR Parts 66/147. It re-applies the international minimum training standards that the NVET system was originally based on.

It will provide the foundations for international recognition of personnel skills.

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