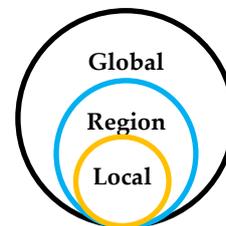




Aviation Engineering Future Can Be Optimistic

Aviation engineering is a job creating industry that can be further grown if we realise that Australian aviation engineering is a domestic aviation market that is part of a regional aviation market that is part of an international aviation engineering market. Engineering: design, maintenance, manufacturing and training.

Though there are local dedicated engineering businesses supporting our local domestic market, it is impractical to have unique conditions that restrict involvement in the fast growing regional aviation market of the Asia/Pacific. This regional market will more than double in the next decade and will be reliant on design, maintenance, manufacturing and technical training disciplines from within the region and beyond. We need regional uniformity & streamline all industry/government practices and procedures so that unnecessary Australian red tape is removed so businesses can compete within Australia and are capable of providing engineering services to regional and global markets.



A core underpinning requirement is that our VET qualifications must have clarity in terminology and be acceptable within the Asia/Pacific region and also global aviation engineering markets.

There is concern within the engineering disciplines that fundamental changes, so businesses and individuals can participate in the local, regional and global aviation engineering markets, are taking far too long.

Removal of unique Australian terminology and practices and adoption of at least regional aviation terminology and practices is fundamental for business and individuals to participate in these markets.

Design: CASA has indicated that full adoption of the EASA design organisation regulatory requirements (EASA CS Part 21 Subpart J) will be fully adopted. This has high priority so Approved Design Organisations can become more involved regionally as well as domestically.

Manufacturing: CASA has indicated that full adoption of FAA manufacturing requirements (FAR Part 21, except for Subpart J and M) will be fully adopted. This also has high priority because of the effect it has on our manufacturing businesses. Aircraft, parts, ASTC, APMA & ATSO systems of current FAR Part 21 are different from the out-dated CASR Part 21.

Maintenance: CASA is consulting, but not yet committed, to adopting FAR Part 43 which is the only system that addresses the MRO and maintenance aspects of the CASA registered aircraft fleet. FAR Part 43 and associated FARs will modernise and unify maintenance requirements. Harmonisation has more benefits in our local and regional markets.

Training: This is another urgent field to unify. We employ **Aircraft Maintenance Engineers** but we have no national VET qualification titled "**Aircraft Maintenance [and] Engineering**", the most common terminology used in the Asian region. There is an urgent need to change the VET "**MEA Aerospace**" terminology that will enable better recognition and acceptance within the Asia/Pacific Region. There is a current urgent "Case for Change" to fix the current lack of VET qualifications to support the *CASR Part 66 B1.2* and *B1.4* aircraft maintenance engineer licences. Underpinning VET qualifications to a system that was adopted from EASA needs a new VET training package system.

It is now the end of September 2017, and industry is now totally dependent on government, CASA and the Australian Industry Skill Committee and its Aerospace Industry Reference Committee to implement the identified changes (needed by government, CASA regulations, standards, procedures and NVET training qualifications) to enable our aviation businesses and individuals to not only participate in the local aviation engineering disciplines, but to be able to participate globally, especially in the Asia/Pacific region.

Some of these changes should have happened, in the opinion of businesses and individuals, over a decade ago when regulatory changes imposed many uniquely Australian conditions.

Aviation engineering is a global industry/market, any differences from international standards negatively affects participation in local, regional and global markets.

Ken Cannane

25/09/2017

Executive Director

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