



No CASA Standards – No Fed Training Funds

CASA originally caused the shortage of AMEs/LAMEs before the making of Parts 66/147 when it stopped, in the late 1980s, promulgating their '*Guide to become a LAME*' that set the syllabi for each licence category. The early 90s was when the shortage was first noticed.

The Real Facts.

Since CASA introduced Parts 66/147 16 years ago, AMROBA has been lobbying CASA to promulgate EASR Part 147 Annex I, refer page 2. Without these course duration STANDARDS, Federal funding in the VET system has been lacking. It is available if CASA promulgates the EASR 147 Annex 1.

AMROBA has lobbied the last 3 CEO's of CASA and has made the same submission to the current CEO requesting that this Annex be promulgated ASAP. i.e. 4 CEOs of CASA.

What can be the problem in CASA to withhold the EASA Part 147 Annex 1 Basic training course duration from CASR Part 147?

It makes one wonder if there is a policy within CASA or Government to create the crisis job shortage we have today by restricting the training funds for the VET training system.

FUNDING

The EASR Annex on page 2, with or without the shaded areas, must immediately be made by CASA to obtain education funding which has been one of the prime reason that has stopped development in VET training. Funding will be made available through the Federal Training formula only after CASA promulgates these EASA class room training hours.

Ever since CASA made Part 61/147 industry has lobbied to include Annex 1 to no avail .

- Education Department will make the funds available, hopefully, before the Budget.
- It will remove the current formula implemented in the 1980s.
- It will add funds to all levels which will align our regulations with other NAAs.
- The Department of Education has guaranteed that the additional funding will be available once CASA initiates promulgation of this Annex.
- The Dept of Infrastructure has also met with Education who confirmed the funds are available.
- This has been repeatedly confirmed over 16 years.

The FAA, EASA, TCA, NZ, Asian NAAs and most other NAAs promulgate AME/LAME training class room training hours. Why, for 16 years, these EASR Part 147 course duration Standards have not been promulgated by CASA?

Why won't CASA? It just might reduce the costs to become a LAME.

This Annex inclusion will provide additional funding that would increase current funding by 40 - 50% to the AME/LAME training RTOs. More funding – lower costs to apprentices, etc.

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Safety All Around.

EASR: “amending Regulation (EU) as regards the introduction of certain categories of aircraft maintenance licences, the modification of the acceptance procedure of components from external suppliers and the modification of the maintenance training organisations' privileges”

“(2) Appendixes I and II are replaced by the following:

‘Appendix I – Basic training course duration

The minimum duration of a complete basic training course shall be as follows:”

| Basic Course | Duration (in hours) | Theoretical Training Ratio (in %) |
|-------------------------------------------------------------------------------------------------------------|---------------------|-----------------------------------|
| A1 | 800 | 30–35 |
| A2 | 650 | 30–35 |
| A3 | 800 | 30–35 |
| A4 | 800 | 30–35 |
| B1.1 | 2,400 | 50–60 |
| B1.2 | 2,000 | 50–60 |
| B1.2 Low Speed | 1,500 (**) | 50-60 |
| B1.3 | 2,400 | 50–60 |
| B1.4 | 2,400 | 50–60 |
| B2 | 2,400 | 50–60 |
| B2L | 1,500 (*) | 50–60 |
| B3 | 1,000 | 50–60 |
| *) This number of hours shall be increased as follows, depending on the additional system ratings selected: | | |
| B2 System Rating | Duration (in hours) | Theoretical Training Ratio (in %) |
| COM/NAV | 90 | 50–60 |
| INSTRUMENTS | 55 | |
| AUTOFLIGHT | 80 | |
| SURVEILLANCE | 40 | |
| AIRFRAME SYSTEM | 100 | |
| **) AMROBA’s proposed number of hours for a B1.2 Low Speed aeroplane CASA should also adopt the B3: | | |
| B1.2. HIGH SPEED | 500 hours | 50-60 |

The shaded areas are recommended to adopt ASAP, if not now, then, well before Part 66 amendments are made. We recommend the B1.2 be modularised between low speed and high speed as defined by Part 23. Helicopter B1.4/3 should be course should be progressive.

This Annex needs to be promulgated well in advance of making regulations so the competencies can be tailored for each course developed by the IRC can be in place by the time part 66 is amended.

CASA has already stated they will be adopting the EASR Part 66 B2 modular B2L system listed in the Annex on page 2.

AMROBA has proposed that the B1.2 also needs the same modular approach to separate Part 23 Low & High Speed aeroplanes. i.e. a B1.2 (High & Low Speed) and a B1.2L. (Low Speed only)

Low speed is basically GA unpressurised aeroplanes below <5700 Kgs and Low/High Speed <8618 Kg.

The B3, desperately needed by industry, if CASA is proposing to adopt, should be included **before** CASA makes changes to Part 66.

The IRC can also create a modular B1-3/4 helicopters training course with base competencies (B1.4) plus elective competencies to full B1.3