



CASR Part 66 AME Licence Without Exclusions

There is a critical shortage of LAMEs brought about by the current aviation regulatory system, but you would not think there was when discussing this matter with CASA. CASA won't acknowledge that their regulatory and licencing system simply does not produce B1.2, B1.3 or B1.4 LAMEs.

It does produce airline aeroplane knowledge that includes subjects not applicable to these licences and does not includes subjects applicable to these licences.

If you work in the helicopter or non-airline large aeroplane sectors covered by a B1.3 or B1.4 Part 66 AME licences, then the only way to obtain such an AME licence is to use the self-study pathway and sit CASA module examinations because there are no helicopter NVET courses.

The same applies to the Part 66 B1.2 AME licence. There are no NVET training courses so the self-study pathway and pass the applicable CASA modules will enable a licence to be issued with no exclusions simply because you pass the module examination applicable to the licence.

Modules 11A airline aeroplane, 11B aeroplane and 12 helicopters.

e.g. The B1.3/4 module 12 examination questions do not, or should not, include questions from module 11 aeroplanes, it should only include module 12 questions. Module 11 is not applicable.

The B1.2 module examination should only include module 11B questions, not module 11A questions.

Ever since CASA introduced the 5 basic trade-based AME licencing pathways, without the training standards from EASA, there has been no cohesion between education, VET training and CASA to bring about the training required to support each of the 5 different licenses issued under Part 66.

The regulatory support for apprenticeships and trades has totally disappeared.

If you use the current Part 147 available endorsed CASA training pathway, the B1.3/4 helicopter/B1.2 aeroplane LAME will end up with exclusions on the licence because the training available is based on a composite aeroplane trade/licencing course for the B1.1.

Self-Study Process

Just about every helicopter AMO and aeroplane AMOs not servicing B1.1 aeroplanes have concluded that the bureaucracy has not created a system where employers can cost-effectively train their AMEs to obtain a B1.2, 1.3 & 1.4 licence without any exclusions.

Many have now resorted to providing on-the-job training and use self-study pathway.

The previous self-study system was based on trade training by mainly TAFE training AMEs in 5 different categories: airframe, engine, electrical, instruments & radio.

- This is no longer available at RTOs that have CASR Part147 MTO approvals.

CASA's introduction and implementation of CASR Part 147 has virtually killed of the trade training and replaced the AME mechanical course with a composite AME mechanical training course that supports the B1.1 LAME only.

There are many companies worldwide that provide Part 66 module guides, especially EASR Part 66 modules that CASA Part 66 have supposedly been adopted from. The original reason for adopting EASR Part 66 was because it gave the airlines a Cat A for line maintenance and many Asian nations were also adopting. Asian nations have kept their systems, EASA harmonised.

On-line Part 66 self-study training guides.

Today there are many available sources for module training guides.

CASA advises that you can purchase Part 66 study material (Modules 1-9 and 11-17) from websites stocking EASA Part 66 textbooks.

The website below provides a list of sample examination questions per module.

[Link to examination questions for each Part 66 module](#)

[The module 10 study guide](#) provided by CASA can be used by people who choose to self-study for a Part 66 aircraft engineer licence.

There are also on-line training organisations that are providing EASR module examinations NOT recognised by CASA. It is a pity that avenue is not open in Australia.

Self-study and pass the applicable CASA module examinations should result in a licence without exclusions especially for the B1.3/4 helicopter and the B1.2 aeroplane sectors because the regulatory training system is biased to the aeroplane airline system.

CASA Data Available

The CASA chart opposite states which module is applicable to each licence, but it gives the impression that a module is at the same level for each licence.

This is not the case, the MoS also identifies the number of questions per module/licence and the training level/licence that it is taught at. For educators, this identifies the depth of knowledge that each licence holder needs to attain for each of the licence’s exams.

The only negative is the CASA practical experience requirements for the B1.2, B1.3 & B1.4.

CASA experience logbooks do not compare with the simplicity of the EASA Part 66 practical experience logbooks produced by different nations and training organisations.

Many of these EU nation logbooks resembled CASA’s older CAR 31 SoE.

It is recognised that there may be some gaps in knowledge in this self-study system as it is based on the experience within one AMO. Employment, post obtaining a Part 66 licence is based on experience. If the LAME lacks knowledge/experience to be fully functional within a business, the new employer will do what they do with all LAMEs they hire, provide the skills/knowledge to the LAME to be fully functional within the AMO.

CASA, by providing this pathway has concluded that government will not be providing trade-based training to underpin each Part 66 licence.

What the Part 66 modules do correctly is to identify what is trade training and what is licence training.

Module 10 is the only module associated with licencing requirements above the trade training modules.

History of Failure

For over 30 years the NVET system has failed to adjust to the differences between aircraft maintenance personnel knowledge and skills for aeroplanes not used by airlines and the helicopter maintenance sectors. The VET system provides both avionic and mechanical training pathways in composite courses that include licencing requirements.

This course has never supported the non-airline aeroplane or the helicopter sectors. 30 years of no government action leading to a critical shortage of AMEs and LAMEs. Unless the VET system changes and CASA accept VET qualifications for licencing purposes, the fast tracking of foreign LAMEs is the only pathway where out future LAMEs will come from.

All other trade-based industries that use a licence system seem to have cohesion between government departments to provide relevant training supporting the industry regulators licences.

How can we, Australia, be so out of sync with global standards specified in an Annex to the Convention for knowledge and practical skills for aircraft maintenance engineers. The concept is to have worldwide qualified aircraft maintenance engineers to world training standards, including additional licencing knowledge.

CASA Modules applicable per licence.									
Module	Aeroplane Line		Rotorcraft Line		Aeroplane Line/Base		Rotorcraft Line/Base		Avi L/B
	A1	A2	A3	A4	B1.1	B1.2	B1.3	B1.4	B2
1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	-	-	-	-	Yes	Yes	Yes	Yes	Yes
5	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
9	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
10	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
11A	Yes	-	-	-	Yes	-	-	-	-
11B	-	Yes	-	-	-	Yes	-	-	-
12	-	-	Yes	Yes	-	-	Yes	Yes	-
13	-	-	-	-	-	-	-	-	Yes
14	-	-	-	-	-	-	-	-	Yes
15	Yes	-	Yes	-	Yes	-	Yes	-	-
16	-	Yes	-	Yes	-	Yes	-	Yes	-
17	Yes	Yes	-	-	Yes	Yes	-	-	-
VET Course	Yes	No	No	No	Yes	No	No	No	Yes

Happy Australia Day

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