


Irish Aviation Authority The Times Building 11–12 D’Olier Street Dublin 2, Ireland www.iaa.ie Safety Regulation Division	Údarás Eitlíochta na hÉireann Foirgneamh na hAmanna 11–12 Sráid D’Olier Baile Átha Cliath 2, Éire Rannán na Rialachán Sábháilteachta	No. PLAM 018 Revision 00 Area AML Date 02.07.2019	
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FACILITIES

Facilities should be adequate to ensure protection from the prevailing weather and of overall size to cope with all planned training and examinations on any particular day.

They should be fully enclosed and separate from other facilities for theory and examinations.

They should be maintained at a light, noise and temperature/humidity level such that students are able to concentrate on their studies or examinations without undue distraction or discomfort.

Access should be provided to appropriate facilities containing examples of the aircraft and/or engine type.

Adequate office accommodation should be provided for the instructor(s), examiner(s) and practical assessor(s).

Adequate storage facilities should be available for examination papers and training records.

The students should have access to a library containing all current technical material appropriate to the training course.

COURSE SYLLABUS

The course will normally be divided into (B1) mechanical course for airframe and engine and (B2) avionics course. Limited avionics training will be included in the mechanical course. The electrical system will be included in both categories.

The type training will include training corresponding to the levels specified in Part-66 Appendix III.

The training should give adequate detailed theoretical knowledge of the aircraft, its main parts, systems (all existing systems in accordance Part-66 Appendix III paragraph 3.1 where applicable) equipment, interior and applicable components. Relevant in-service problems, service bulletins and instructions should also be covered, including training in the systems in use for technical manuals and maintenance procedures.

Knowledge is also required of relevant inspections and limitations as applicable to the effects of environmental factors such as cold and hot climates, wind moisture etc.


A Training Needs Analysis (TNA) will be submitted to justify the hour duration of the training course iaw Part 66 Appendix III para 3.1 (d)

KNOWLEDGE EXAMINATIONS

Knowledge examinations must be conducted at the end of each distinct phase of training or at the end of the course. The examinations must be conducted using multi-choice questions as outlined in Part-66 Appendix III paragraph 4.1

On completion of the course, the student should be able to:

- demonstrate by knowledge examination a detailed understanding of applicable systems (in accordance with ATA 100), their operation and maintenance;
- ensure safe certification of line maintenance , inspections and routine work according to the maintenance manuals and other relevant instructions and tasks as appropriate for the type of aircraft, for example trouble shooting, repairs, adjustments, replacements, rigging and functional checks such as engine runs, etc., if required;
- correctly use all technical literature and documentation for the aircraft.

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Examination questions in use shall be sufficient to give full coverage of the phase or section of the syllabus and shall be appropriate to the end of course standard.

The number of questions is determined by the duration of the course and must comprise a minimum of one question for each hour of instruction subject to a minimum of one question per Syllabus subject and the total number of questions being a multiple of four (4).

The course provider must compile two to three alternate questions for each question required for the examination. The authority will select the questions for the examination from those provided and/or from the Authority question bank. The Authority reserves the right to invigilate the examination or part thereof.

PRACTICAL TRAINING

Practical training should be performed in accordance with Part-66 Appendix III paragraph 3.2 and to include hands on training in maintenance of the aircraft, rigging, adjustments, replacement of line replaceable units, trouble-shooting, rectification of minor defects and functional tests of systems.

A full B1/B2 practical training course should comprise a period of a minimum of 2 weeks (10 days). A programme of structured tasks will be prepared to satisfy this practical training requirement.

Practical training may be carried out at an approved maintenance organisation or at the manufacturers or a combination of both but such training will form part of the particular aircraft type training either approved directly by this Authority or approved via the Part-147 requirement.


The training shall include practical hands-on training and theoretical training as appropriate for each task nominated. Satisfactory completion may be demonstrated by a workplace assessment.

An authorised instructor must conduct the training and an authorised practical assessor must conduct the practical assessment. Qualifications and experience standards for the instructors and practical assessors must be established.

Practical Assessment

Practical assessments should be conducted in accordance with Part 66 Appendix III para 4.2. An assessed pass for each student should be granted when the practical assessor is satisfied that the student has demonstrated the capability to use the relevant tools/equipment/test equipment as specified by the tool/equipment/test equipment manufacturer and the use of maintenance manuals as specified by the Type Certificate holder in that the student can carry out the required maintenance/inspection/testing without missing any defects, can readily identify the location of components and is capable of correct removal/fitment/adjustment of such components as applicable.

The student should also show an appreciation of the need to ensure clean working conditions and the observance of safety precautions for the student and the product. In addition, the student should demonstrate a responsible attitude in respect of flight safety and airworthiness of the aircraft.

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CONDUCT OF COURSE

Lecture notes, diagrams and other instructional material shall be substantially accurate at the time they are handed out. Where an amendment service is not provided a written warning must be given to this effect.

QUALITY CONTROL

An audit will be carried out by the Authority to ensure that the training/examination is to the required standard. Any findings that affect the standards of the training course must be rectified before any certificates are issued.

COURSE RECORDS

Records of course attendance, examinations and student ID, shall be submitted to the authority.

COURSE CERTIFICATES

Certificates should be awarded to the successful students on completion of the course. The certificate details must be agreed by the Authority and should include the following:

- a unique certificate number;
- name plus the location and date of birth of the student;
- name of the course provider;
- the airframe/engine combination, whether the engine is included in the course or not (this is important for Part-66 type rating purposes as the type rating refers to an airframe/engine combination);
- Part-66 Category, i.e. A, B1 or B2, if applicable;
- subjects i.e. airframe/engine/electrical /avionic;
- a clear indication of the standard of the course i.e. in accordance with Part-66.Appendix III;
- the duration of the course including the start and end dates;
- specific elements of the course to which the certificate relates i.e. knowledge only, practical training only or knowledge and practical training,
- any other relevant details particular to the course such as APU type(s).

A sample template can be provided by the Authority

APPROVAL

The Authority will approve the course by letter that will contain any specific conditions necessary.