

T.C.
ULAŞTIRMA DENİZCİLİK VE HABERLEŞME BAKANLIĞI
Sivil Havacılık Genel Müdürlüğü

Sayı : B.11.1.SHG.0.15.01.00-010.06.02/1306-8664
Konu : Hava Aracı Bakım Personeli Dil
Yeterliliği

29/06/2012

GENELGE

İLGİ: 25.04.2012 tarih ve 758-5513 sayılı Genelge.

Bilindiği üzere; Onaylı Bakım Kuruluşlarında, hava aracı üzerinde yapılan bakım işlemlerinde onaylayıcı (C/S) veya destek personeli (S/S) olarak yetkilendirilecek Hava Aracı Bakım Personeli, Kalite Teknisyeni ile motor, APU, iniş takımı, komponent/parça üzerinde yapılan bir bakım işlemi sonrası servise verme sertifikası (CRS) düzenlemek üzere, SHY/Part-147 ve SHY/Part-145 kuruluşunda teorik ve pratik eğitmen olarak, SHY/Part-145 kuruluşunda iş başı eğitimi eğitmeni (OJT) olarak yetkilendirilecek Personelin ilgili hava aracı tipine ve/veya komponente ait yayımlanmış olan teknik dokümanları anlayabilmeyi teminen okuyabilecek, yazabilecek ve konuşabilecek düzeyde İngilizce bilmesi gerekmekte olup, bu personel için gerekli görülen İngilizce dil seviyesi İLGİ'de bulunan Genelge ile düzenlenmiştir.

Söz konusu Genelge'nin yayımının ardından bazı farklı uygulamalar yapıldığı tespit edilmiş olup, gerek bu farklı uygulamaların ortadan kaldırılarak, standart hale dönüştürülmesi gerekse de uygulama konularına daha da açıklık getirilmesini teminen Genelge'de belirtilen hususlara ilave olarak aşağıdaki açıklamaların yapılmasına ihtiyaç duyulmuştur:

Onaylı Bakım Kuruluşları ve Onaylı Bakım Eğitim Kuruluşları tarafından yukarıda belirtilen kapsamda yetkilendirilmesi yapılmış mevcut personelin;

- 1) Sahip olduğu mevcut yetki kapsamında herhangi bir değişiklik yapılmadığı takdirde bu yetki, 25.04.2012 tarihinden itibaren 2 yıl süreyle kullanılabilecek olup, bu sürenin sonunda yetkili personelin dil yeterliliğini belgelemesi gerekmektedir. Aksi halde yetkilendirilmesi mümkün olamayacaktır.

Ayrıca, söz konusu personelin lisansında bulunan yetki kapsamı aynı kalmak koşuluyla, işletme tarafından hat veya üs bakım yetkisi kapsamında yeni bir faaliyet alanda veya başka bir istasyonda görev alması durumunda da bahse konu iki yıllık süre içinde dil yeterliliğinin belgelenmesi gerekmektedir.

- 2) Sahip olduğu mevcut yetkisinde herhangi bir değişiklik (ilave veya sınırlama kaldırılması v.b.) talep edilmesi halinde; söz konusu personelin dil yeterliliğini belgelemesi gereklidir.
- 3) Part-66 Hava Aracı Bakım Lisansına sahip olması durumunda olanlar için de dil yeterliliği belgesi aranacaktır.
- 4) Organizasyon değişikliği yapması halinde; yeni organizasyonunda yetkilendirilebilmesi için dil yeterliliğini belgelemesi gerekmektedir.

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Konu : Hava Aracı Bakım Personeli
Minimum Dil Yeterliliği

25./04/2012

G E N E L G E

Amaç: Bu genelgenin amacı Hava aracı bakım personelinin yetkilendirilmelerinde sağlamaları zorunlu olan dil yeterliliğinin minimum şartlarını belirtmektir. Onaylı bakım kuruluşları bu genelgede belirtilen asgari şartlardan düşük olmamak üzere kendi kalite standartları, çalışma koşulları ve teknisyenleri yetkilendireceği alanlara yönelik olmak üzere daha üst seviyede standartlar belirlemeleri tavsiye edilir.

Bilindiği üzere; Onaylı Bakım Kuruluşlarında, hava aracı üzerinde yapılan bakım işlemlerinde onaylayıcı (C/S) veya destek personeli (S/S) olarak yetkilendirilecek Hava Aracı Bakım Personeli, Kalite Teknisyeni ile motor, APU, iniş takımı, komponent/parça üzerinde yapılan bir bakım işlemi sonrası servise verme sertifikası (CRS) düzenlemek üzere yetkilendirilecek Personelin ilgili hava aracı tipine ve/veya komponente ait yayımlanmış olan teknik dokümanları anlayabilmeyi teminen okuyabilecek, yazabilecek ve konuşabilecek düzeyde İngilizce bilmesi gerekmektedir.

Bu gereklilik, SHY 66-01 Yönetmeliği'nde hükme bağlandığı gibi konuyla ilgili olarak yayınlanan ve birer örnekleri Ek-1 ve Ek-2'de yer verilen dokümanlarda da belirtilmektedir.

Son dönemlerde bakım organizasyonlarına yapılan denetlemelerde bu yönde tespit edilen bulgulardaki artış sebebiyle bakım personelinin aşağıda belirtilen kategorilere uygun olarak İngilizce dil seviyesinin belirlenmesi ihtiyacı ortaya çıkmıştır:

- 1) Hava aracı bakım lisansı alacak bakım personeli, hava aracı bakım lisansına sahip olup C/S, S/S veya Kalite deneticisi olarak yetkilendirilecek teknisyenler ile motor, APU, iniş takımı, komponent/parça üzerinde yapılan bir bakım işlemi sonrası servise verme sertifikası (CRS) düzenlemek üzere yetkilendirilecek personelin bir örneği Ek-3'te yer alan dokümanda belirtilen CEFR (Common European Framework of Reference for Languages) yeterlilik seviyelerinden en az **A2** seviyesini,
- 2) C/S veya S/S olarak ve motor, APU, iniş takımı, komponent/parça üzerinde yapılan bir bakım işlemi sonrası servise verme sertifikası (CRS) düzenlemek üzere yetkilendirilmeyen ancak belirli eğitimleri alarak, tanımlı işleri hava aracı veya motor, APU, iniş takımı, komponent/parça üzerinde yapmak için onaylı bakım kuruluşlarınca yetkilendirilecek teknik personelin İngilizce dil seviyelerini tespit etmek amacıyla CEFR yeterlilik seviyelerinden en az **A1** seviyesini,
- 3) SHY/Part-147 ve SHY/Part-145 kuruluşunda teorik ve pratik eğitmen olarak, yetkilendirilen veya yetkilendirilecek personelin, Ek-4'de yer alan doküman doğrultusunda, CEFR yeterlilik seviyelerinden en az **B1** seviyesini,



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4) SHY/Part-145 kuruluŖunda iŖ baŖı eėitimi eėitmeni (OJT) olarak, yetkilendirilen veya yetkilendirilecek personelin, Ek-4'de yer alan dok¼man doėrultusunda, CEFR yeterlilik seviyelerinden en az **A2** seviyesini, saėlamaları gerekmektedir.

A1/A2/B1 İngilizce seviyesi iin yapılmıŖ olan tanımlama ve bu seviyelere karŖılık gelen, ÖSYM tarafından onaylanmış, yabancı dil sınavları ve puanları ile eŖdeėerlikleri de Ek-5'te bulunmaktadır. Ülkemizde yetkili makamlar tarafından tanınmış ve tanınacak sınavlar İngilizce dil yeterliliėi seviyesi iin Genel M¼d¼rl¼ė¼m¼zce kabul edilecektir.

İngilizce yeterlilik seviyelerini g¼steren her bir sınav sonu belgesinin geerliliėi, belgenin alındıėı kuruluŖ tarafından belirlenen geerlilik s¼resi kadardır.

Genelgenin yayın tarihinden ¼nce belirtilen yetkilere sahip olan kiŖiler yetkilerinin devamı iin genelgenin yayımlandıėı tarihten itibaren 2 yıl ierisinde yukarıdaki maddelere uygun İngilizce dil yeterlilik seviyelerini belgelendirmek zorundadır. Genelgenin yayımlanmasını m¼teakip 2 yıl iinde dil yeterliliėini belgelendirmeyen ilgili bakım personelleri ile teorik, pratik ve iŖ baŖı eėitmenlerinin yetkileri geersiz olacak ve belirtilen İngilizce dil yeterlilik seviyeleri saėlanmadıka yeniden yetkilendirilmeyecektir.

Ayrıca, Genel M¼d¼rl¼ė¼m¼z tarafından d¼zenlenecek ilk defa hava aracı bakım lisansı iin yapılacak baŖvurularda; genelgenin yayımlandıėı tarih itibari ile İngilizce dil seviyesini belirleyen geerli bir sınav belgesi aranacaktır.

Bakım Merkezi ve Eėitim KuruluŖları tarafından, bakım personeli ve eėitmenlerden genelgede belirtilen İngilizce dil yeterlilik seviyelerinin altında bir deėer olmamak koŖulu ile ilave yeterlilik ve deėerlendirme istenebilir.

Bakım personeli ve eėitmenlerin yetkilendirmeleri aŖamasında da bu konudaki uygulamaların kontrol sorumluluėu Bakım Merkezi ve Eėitim KuruluŖları Kalite Sorumlarına ait olacak ve denetimler sırasında kullanılmak amacı ile dosyalarında saklanacaktır.

Sonu olarak, Onaylı bakım kuruluŖlarında g¼rev alan C/S ve S/S ile motor, APU, iniŖ takımı, komponent/para üzerinde yapılan bir bakım iŖlemi sonrası servise verme sertifikası (CRS) d¼zenleme yetkisine sahip teknisyenler ile diėer teknisyen ve eėitmenlerin yabancı dil yeterlik seviyelerinin yukarıda belirtilen hususlara uygun olarak yapılmasına hassasiyet g¼sterilmesi hususunda bilgilerinizi ve gereėini ¼nemle rica ederim.

Bilal EKŖI
Genel M¼d¼r

Ekler:

- 1) Part-66.A.20
- 2) Part-145.A.35 (User Guide)
- 3) Part 147 Appendix 3 (User Guide)
- 4) Part 147 Appendix 1 (User Guide)
- 5) EŖdeėerlik bilgileri

2. Group 2: aircraft other than those in Group 1 belonging to the following subgroups:

- sub-group 2a: single turbo-propeller engine aeroplanes
- sub-group 2b: single turbine engine helicopters
- sub-group 2c: single piston engine helicopters.

3. Group 3: piston engine aeroplanes other than those in Group 1.

66.A.10 Application

- (a) An application for an aircraft maintenance licence or change to such licence shall be made on an EASA Form 19 (see Appendix V) in a manner established by the competent authority and submitted thereto.
- (b) An application for the change to an aircraft maintenance licence shall be made to the competent authority of the Member State that issued the aircraft maintenance licence.
- (c) In addition to the documents required in points 66.A.10(a), 66.A.10(b) and 66.B.105, as appropriate, the applicant for additional basic categories or subcategories to an aircraft maintenance licence shall submit his/her current original aircraft maintenance licence to the competent authority together with the EASA Form 19.
- (d) Where the applicant for change of the basic categories qualifies for such change via the procedure referred to in point 66.B.100 in a Member State other than the Member State which issued the license, the application shall be sent to the competent authority referred to in point 66.1.
- (e) Where the applicant for change of the basic categories qualifies for such change via the procedure referred to in point 66.B.105 in a Member State other than the Member State which issued the license, the maintenance organisation approved in accordance with Annex II (Part-145) shall send the aircraft maintenance licence together with the EASA Form 19 to the competent authority referred to in point 66.1 for stamp and signature of the change or reissue of the licence, as appropriate.
- (f) Each application shall be supported by documentation to demonstrate compliance with the applicable theoretical knowledge, practical training and experience requirements at the time of application.

66.A.15 Eligibility

An applicant for an aircraft maintenance licence shall be at least 18 years of age.

66.A.20 Privileges

- (a) The following privileges shall apply:
 - 1. A category A aircraft maintenance licence permits the holder to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation referred to in point 145.A.35 of Annex II (Part-145). The certification privileges shall be restricted to work that the licence holder has personally performed in the maintenance organisation that issued the certification authorisation.
 - 2. A category B1 aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as B1 support staff following:
 - maintenance performed on aircraft structure, powerplant and mechanical and electrical systems,

- work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.

Category B1 includes the corresponding A subcategory.

3. A category B2 aircraft maintenance licence shall permit the holder:

(i) to issue certificates of release to service and to act as B2 support staff for following:

- maintenance performed on avionic and electrical systems, and
- electrical and avionics tasks within powerplant and mechanical systems, requiring only simple tests to prove their serviceability; and

(ii) to issue certificates of release to service following minor scheduled line maintenance and simple defect rectification within the limits of tasks specifically endorsed on the certification authorisation referred to in point 145.A.35 of Annex II (Part-145). This certification privilege shall be restricted to work that the licence holder has personally performed in the maintenance organisation which issued the certification authorisation and limited to the ratings already endorsed in the B2 licence.

The category B2 licence does not include any A subcategory.

4. A category B3 aircraft maintenance licence shall permit the holder to issue certificates of release to service and to act as B3 support staff for:

- maintenance performed on aeroplane structure, powerplant and mechanical and electrical systems,
- work on avionic systems requiring only simple tests to prove their serviceability and not requiring troubleshooting.

5. A category C aircraft maintenance licence shall permit the holder to issue certificates of release to service following base maintenance on aircraft. The privileges apply to the aircraft in its entirety.

(b) The holder of an aircraft maintenance licence may not exercise its privileges unless:

1. in compliance with the applicable requirements of Annex I (Part-M) and Annex II (Part-145); and
2. in the preceding 2-year period he/she has, either had 6 months of maintenance experience in accordance with the privileges granted by the aircraft maintenance licence or, met the provision for the issue of the appropriate privileges; and
3. he/she has the adequate competence to certify maintenance on the corresponding aircraft; and
4. he/she is able to read, write and communicate to an understandable level in the language(s) in which the technical documentation and procedures necessary to support the issue of the certificate of release to service are written.

66.A.25 Basic knowledge requirements

- (a) An applicant for an aircraft maintenance licence, or the addition of a category or subcategory to such a licence, shall demonstrate by examination a level of knowledge in the appropriate subject modules in accordance with the Appendix I to Annex III (Part-66). The examination shall be conducted either by a training organisation appropriately approved in accordance with Annex IV (Part-147) or by the competent authority.
- (b) The training courses and examinations shall be passed within 10 years prior to the application for an aircraft maintenance licence or the addition of a category or subcategory to such aircraft maintenance licence. Should this not be the case, examination credits may however be obtained in accordance with point (c).



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4. Appendix IV paragraph 1.(d):

Details of the work experience of the nominated certifying staff/support staff with reference to Part 145 Appendix IV for the relevant category.

5. Appendix IV paragraph 1.(e) (f):

Evidence that the Aircraft Type Training given to certifying staff/support staff has either been followed in an EASA Part 147 approved MTO (with Part 147 certificate of recognition) or is equivalent to EASA Part 66 Appendix III (syllabus and examination).

6. Part 145.A.35 (e):

The assessment has to show that the certifying staff/support staff has demonstrated that he/she possesses the language knowledge needed to use technical instructions and manuals of the aircraft type he is assigned to. He/she should also be able to write technical entries and complete any maintenance documentation entries to an acceptable standard in English.

7. Part 145.A.35 (a) (d):

- When necessary, evidence has to be provided that shows that the certifying staff/support staff have received continuation training on the aircraft types specified on the EASA approval and where required, additional training on the aircraft systems differences, where such systems have not been previously included in the aircraft type training.
- Details of the Fuel Tank Safety training referring to Appendix IV to AMC to Part 145 per ED Decisions 2007/002/R & 2009-007/R.
- Details of EWIS training as and where applicable in accordance with AMC 20-22
- Evidence of relevant MOE training

7.3. Assessment of the type training.

This part is used for demonstration that the type training is at a level corresponding to EASA Part 66 Appendix III.

When a foreign Part 145 organisation intends to nominate certifying staff/support staff holding a Part 147 type training certificate for the considered A/C type, the following demonstration of equivalency is not required.

When a foreign Part 145 organisation intends to nominate certifying staff/support staff not having been type trained in an approved Part 147 maintenance training organisation (so does not hold a Part 147 type training certificate), the Quality system of the foreign Part 145 approval has to review and assess the following items using the check list 2:

1. Type training syllabus:

- Syllabus levels for the type training should be assessed for equivalence to Part 66 Appendix III for the relevant licence discipline;

2. Type training course length:

- Verification that the course length is equivalent to an EASA Part 147 course for the same or similar aircraft type.



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Appendix 3

Assessment of the English level of knowledge

Common European Framework of Reference for Languages

The **Common European Framework of Reference for Languages: Learning, Teaching, Assessment**, abbreviated as CEFR, is a guideline used to describe achievements of learners of foreign languages across Europe and, increasingly, in other countries. It was put together by the Council of Europe as the main part of the project "Language Learning for European Citizenship" between 1989 and 1996. Its main aim is to provide a method of assessing and teaching which applies to all languages in Europe. In November 2001 a European Union Council Resolution recommended using the CEFR to set up systems of validation of language ability. The six reference levels (see below) are becoming widely accepted as the European standard for grading an individual's language proficiency.

Levels

The Common European Framework divides learners into three broad divisions which can be divided into six levels:

A Basic Speaker

- A1** Breakthrough or beginner
- A2** Waystage or elementary

B Independent Speaker

- B1** Threshold or pre-intermediate
- B2** Vantage or intermediate

C Proficient Speaker

- C1** Effective Operational Proficiency or upper intermediate
- C2** Mastery or advanced

The CEFR describes what a learner is supposed to be able to do in reading, listening, speaking and writing at each level.

level	description
A1	Can understand and use familiar everyday expressions and very basic phrases aimed at the satisfaction of needs of a concrete type. Can introduce him/ herself and others and can ask and answer questions about personal details such as where he/she lives, people he/she knows and things he/she has. Can interact in a simple way provided the other person talks slowly and clearly and is prepared to help.
A2	Can understand sentences and frequently used expressions related to areas of most immediate relevance (e.g. very basic personal and family information, shopping, local geography, employment). Can communicate in simple and routine tasks requiring a simple and direct exchange of information on familiar and routine matters. Can describe in simple terms aspects of his/her background, immediate environment and matters in areas of immediate need.
B1	Can understand the main points of clear standard input on familiar matters regularly encountered in work, school, leisure, etc. Can deal with most situations likely to arise whilst travelling in an area where the language is spoken. Can produce simple connected text on topics which are familiar or of personal interest. Can describe experiences and events, dreams, hopes & ambitions and briefly give reasons and explanations for opinions and plans.
B2	Can understand the main ideas of complex text on both concrete and abstract topics, including technical discussions in his/her field of specialisation. Can interact with a degree of fluency and spontaneity that makes regular interaction with native speakers quite possible without strain for either party. Can produce clear, detailed text on a wide range of subjects and explain a viewpoint on a topical issue giving the advantages and disadvantages of various options.
C1	Can understand a wide range of demanding, longer texts, and recognise implicit meaning. Can express him/herself fluently and spontaneously without much obvious searching for expressions. Can use language flexibly and effectively for social, academic and professional purposes. Can produce clear, well-structured, detailed text on complex subjects, showing controlled use of organisational patterns, connectors and cohesive devices.
C2	Can understand with ease virtually everything heard or read. Can summarise information from different spoken and



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written sources, reconstructing arguments and accounts in a coherent presentation. Can express him/herself spontaneously, very fluently and precisely, differentiating finer shades of meaning even in the most complex situations.

These descriptors can apply to any of the languages spoken in Europe, and there are translations in many languages.

Self-evaluated equivalences to CEFR levels

CEFR level	NQF (UK Only) ^[3]	Cambridge exam	CLES (11 languages)	DCL	IELTS	PTE Academic	PTE General (formerly LTE)	TOEIC ^[9]	UNlcert (different languages)	Versant	ALTE level	TOEFL (IBT) ^[6]
C2	Level 3	CAE grade A (From 25 January 2010, see:[12]) / CPE	CLES 3	Certification IV	IELTS 8.5-9.0	85	Level 5	-	UNlcert IV	79-80	Level 5	>110
C1	Level 2	CAE	CLES 3	Certification III	IELTS 7.0-8.0	76	Level 4	945+ points	UNlcert III	69-78	Level 4	110-120
B2	Level 1	FCE	CLES 2	Certification II	IELTS 5.5-6.5	59	Level 3	785 - 945 points	UNlcert II	58-68	Level 3	87-109
B1	Level Entry 3	PET	CLES 1	Certification I	IELTS 4.0-5.0	43	Level 2	550 - 785 points	UNlcert I	47-57	Level 2	57-86
A2	Level Entry 2	KET				30	Level 1	225 - 550 points		36-46	Level 1	no scored
A1	Entry 1						Level A1	120 - 225 points		26-35	Breakthrough level	no scored

Equivalence with common North American standards

The following table establishes equivalences between the CEFR and some Canadian and U.S. standards. The standards compared are:

1. The CEFR itself
2. [Interagency Language Roundtable Scale](#) (ILR, United States)
3. [American Council for the Teaching of Foreign Languages Proficiency Guidelines](#) (ACTFL)
4. [New Brunswick Oral Proficiency Scale](#) (NB OPS, English and French only)
5. [Canadian Language Benchmarks](#) (CLB, English and French only)
6. [Public Service Commission of Canada Second Official Language Proficiency Levels](#) (PSC, English and French only)

CEFR	ILR	ACTFL	NB OPS	CLB	PSC
A1	0/0+1	Novice (Low/Mid/High)	Unrated/0+1	1/2	A
A2	1+	Intermediate (Low/Mid/High)	1+2	3/4	B
B1	2	Advanced Low	2+	5/6	C
B2	2+	Advanced Mid	3	7/8	
C1	3/3+	Advanced High	3+	9/10	
C2	4	Superior	4	11/12	
	4+5				



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RECORDS

No record associated with this User Guide.



Appendix 1

Qualifications and experience requirements of Instructors, Knowledge examiners and practical assessors

Basic Training

Theoretical knowledge Instructors	modules 1,2,3,4	table 1a	C:\Documents and Settings\murfred\Desktop\package new procedures\Instructors & assessors qualifications v1.3.doc - Hlk284247788#_Hlk284247788 Modules 1.2.3.4
	modules 5,6,8	table 1b	Modules 5.6.8
	module 7	table 1c	Module 7
	module 8	table 1d	Module 9
	module 10	table 1e	Module 10
	modules 11,12,13,14,15,16,17	table 1f	Modules 11.12.13.14.15.16.17
Practical knowledge Instructors		table 2	Practical elements instructors
Theoretical knowledge examiners		table 3	Knowledge examiners
Practical knowledge Assessors		table 4	Practical assessors

Type Training

Theoretical knowledge Instructors		table 5	Theoretical elements instructors
Practical knowledge Instructors		table 6	practical elements instructors
Theoretical knowledge Examiners		table 7	knowledge examiners
practical knowledge Assessors		table 8	practical assessors



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Basic Training - Theoretical elements instructors		
Modules 1,2,3,4		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty knowledge	<p>-option 1: Knowledge level attested by a school specialty diploma* that is recognised by the local Authorities, or an acceptable equivalent,</p> <p style="text-align: center;">or</p> <p>-option 2: EASA Part 66 Basic Licence endorsing the category (ie B1 for B1 instructors)</p> <p style="text-align: center;">or</p> <p>-option 3: Part 147 Certificates of recognition (training + exam) for the modules to be taught, at the appropriate level (ie Module 1 level 2 for a B1/B2 instructor in module 1 class)**. The scope of instruction will be limited to the passed modules.</p>	<p>*i.e. college, university etc... the diploma's specialty must be consistent with the modules to be taught (the curriculum must include the appendix 1 sub-modules), and the level of the studies must be adapted to the level (1, 2 or 3) of the modules to be taught.</p> <p>**In order to avoid conflicts of interest, the Part 147 <u>exam</u> should not be attended in the Part 147 organisation where the instructor is to exercise its privileges unless specific measures are taken and accepted by the surveyor to demonstrate that the integrity of the examination is ensured.</p>
Pedagogical skills	<p>-option 1: Instructor Certificate delivered by a legal entity *</p> <p style="text-align: center;">or</p> <p>-option 2: completion of a "Train the trainer course"</p> <p style="text-align: center;">or</p> <p>-option 3: Assessment performed and documented by the Training Organisation's Training Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure.</p> <p style="text-align: center;"><u>and</u></p> <p>Accepted by the Competent Authority following an in-situ audit in real training conditions.</p>	<p>*When the detention of such a certificate is imposed by the national authority of the country where the instructor will exercise his privileges, it should be demonstrated that the certificate is acceptable for this authority, in particular when the certificate was issued in another country.</p>
Other Knowledge	- A documented familiarisation with the specific training procedures and requirements (ie organisation of courses, attendance etc...) as described in the approved Training organisation's exposition (MTOE).	
Specialty Experience	nil *	<p>*: however practical experience in A/C maintenance, design or production activities is advantageous; the advantage for the instructor is to understand the practical applications of a scientific knowledge and therefore to better appreciate the knowledge that the student must receive (ie for a mathematics instructor, the practical applications may be the reading of inflation charts, the conversation of units (metric system...) or determination of a centre of gravity etc...)</p>

Table 1a



Basic Training - Theoretical elements instructors		
Modules 5,6,8		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty knowledge	<p>- option 1: Knowledge level attested by a school specialty diploma* that is recognised by the local Authorities, or an acceptable equivalent,</p> <p style="text-align: center;"><u>and</u></p> <p>A training received to gain knowledge about the design, the function and the operation of relevant typical aircraft systems and components</p> <p style="text-align: center;">or</p> <p>-option 2: Part 66 Basic Licence endorsing the category (ie B1 for B1 instructors)</p> <p style="text-align: center;">or</p> <p>-option 3: Part 147 Certificates of Recognition (training + exam) for the modules to be taught, at the appropriate level **. The scope of instruction will be limited to the passed modules.</p>	<p>*: i.e. college, university etc... curriculum must be consistent with the modules to be taught (the curriculum must include the appendix 1 sub-modules), and the level of the studies must be adapted to the level (1, 2 or 3) of the modules to be taught.</p> <p>**In order to avoid conflicts of interest, the Part 147 <u>exam</u> should not be attended in the Part 147 organisation where the instructor is to exercise its privileges unless specific measures are taken and accepted by the surveyor to demonstrate that the integrity of the examination is ensured.</p>
Pedagogical skills	<p>-option 1: Instructor Certificate delivered by a legal entity recognised by its local authorities and acceptable to the national authority where the instructor will exercise his privileges</p> <p style="text-align: center;">or</p> <p>-option 2: completion of a "Train the trainer course"</p> <p style="text-align: center;">or</p> <p>-option 3: Assessment performed and documented by the Training Organisation's Training Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure.</p> <p style="text-align: center;"><u>and</u></p> <p>Accepted by the Competent Authority following an in-situ audit in real training conditions.</p>	
Other Knowledge	<p>- A documented familiarisation with the specific training procedures and requirements (ie organisation of courses, attendance etc...) as described in the approved Training organisation's exposition (MTOE).</p>	
Specialty Experience	nil*	<p>*: however practical experience in A/C maintenance, design or production activities is advantageous; the advantage for the instructor is to understand the practical applications of a scientific knowledge and therefore to better appreciate the knowledge that the student must receive.</p>

Table 1b



Basic Training - Theoretical elements instructors		
Module 7		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty knowledge	<p>-option 1: Knowledge level attested by a school* accredited by the local Authorities to issue Aircraft Maintenance & engineering specialty diploma. The training syllabus should meet the Part 66 appendix 1 elements at the appropriate level and for the adequate category/ subcategory (ie B1.4)</p> <p style="text-align: center;"><u>and</u></p> <p>at least a completed A/C type training iaw Part 66 standard, which must be representative of the category/ sub category (ie B1.4)</p> <p style="text-align: center;">or</p> <p>-option 2: Part 66 Basic Licence endorsing the relevant category (ie B1.1 for B1.1 instructors)</p> <p style="text-align: center;"><u>and</u></p> <p>at least an A/C type representative of the category/ sub category (ie B1.1) endorsed on the licence</p> <p style="text-align: center;">or</p> <p>-option 3: Part 147 Certificates of recognition level 3 for the module 7 (training + exam)**</p> <p style="text-align: center;"><u>and</u></p> <p>at least a passed A/C Type Training iaw Part 66 standard, which must be representative of the category/ sub category (ie B1.1)</p> <p style="text-align: center;">or</p> <p>-option 4: Specialised training received from acceptable training organisations/ institutions for specialised services (ie for welding, NDT etc.)***</p>	<p>*: curriculum must be consistent with the syllabus of module 7, level 3.</p> <p>**In order to avoid conflicts of interest, the Part 147 exam should not be attended in the Part 147 organisation where the instructor is to exercise its privileges unless specific measures are taken and accepted by the surveyor to demonstrate that the integrity of the examination is ensured.</p> <p>***: the purpose is to facilitate the use of instructors –non maintenance specialised- providing a very specialised training (ie on welding) as part of the module7 training and under the oversight of the module 7 maintenance instructor(s). The instruction will be limited to the concerned sub-modules.</p>
Pedagogical skills	<p>-option 1: Instructor Certificate delivered by a legal entity recognised by its local authorities and acceptable to the national authority where the instructor will exercise his privileges</p> <p style="text-align: center;">or</p> <p>-option 2: completion of a “Train the trainer course”</p> <p style="text-align: center;">or</p> <p>-option 3: Assessment performed and documented by the Training Organisation’s Training Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure.</p> <p style="text-align: center;"><u>and</u></p> <p>Accepted by the Competent Authority following an in-situ audit in real training conditions.</p>	
Other Knowledge	<p>-A level* of English compatible with the A/C maintenance activity and the “Foreign 147” specificity (instruction in an international environment);</p> <p style="text-align: center;"><u>and</u></p> <p>- A training on EASA regulation: part 66 (basic), 147 (basic) and 145 (detailed), and the Training Organisation procedures (MTOE etc..).</p>	<p>*: the level of English should be determined iaw:</p> <p>option 1: a valid certificate attesting a minimum level B1 iaw the Common European Framework of Reference for Languages (CEFR) or equivalent**</p> <p style="text-align: center;">or</p> <p>-option 2: Assessment performed and documented by the Training Organisation’s Training Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure. The assessment should confirm skills corresponding to a minimum level B1 iaw the Common European Framework of Reference for Languages (CEFR) or equivalent**</p> <p style="text-align: center;"><u>and</u></p>



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		Verified by the Competent Authority following an in-situ audit in real training conditions at the first opportunity. **: equivalency to CEFR level B1 is provided in appendix 3
Specialty Experience	- 3 years of relevant experience in civil aviation environment (aeronautical maintenance) or acceptable equivalent; the experience must be representative of the subject(s) to be taught.	

Table 1c



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Basic Training - Theoretical elements instructors		
Module 9		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty knowledge	<p>-option 1: A documented training on Human Factors in Aviation, of a minimum of 2 days. The syllabus of the training must comply with Part 66 appendix 1.</p> <p style="text-align: center;">or</p> <p>-option 2: a certificate of recognition for the module 9 at level 2 (training + exam).*</p>	*In order to avoid conflicts of interest, the Part 147 exam should not be attended in the Part 147 organisation where the instructor is to exercise its privileges unless specific measures are taken and accepted by the surveyor to demonstrate that the integrity of the examination is ensured.
Pedagogical skills	<p>-option 1: Instructor Certificate delivered by a legal entity recognised by its local authorities and acceptable to the national authority where the instructor will exercise his privileges*</p> <p style="text-align: center;">or</p> <p>-option 2: completion of a "Train the trainer course"</p> <p style="text-align: center;">or</p> <p>-option 3: Assessment performed and documented by the Training Organisation's Training Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure.</p> <p style="text-align: center;">and</p> <p>Accepted by the Competent Authority following an in-situ audit in real training conditions.</p>	*When the detention of such a certificate is imposed by the national authority of the country where the instructor will exercise his privileges, it should be demonstrated that the certificate is acceptable for this authority, in particular when the certificate was issued in another country.
Other Knowledge	<p>- training on EASA regulations: part 66 (basic) and 145 (detailed)</p> <p style="text-align: center;">and</p> <p>- A documented familiarisation with the specific training procedures and requirements (ie organisation of courses, attendance etc...) as described in the approved Training organisation's exposition (MTOE).</p>	
Specialty Experience	N/A *	*:however experience in an environment that is representative of human factors affecting aviation maintenance (ie Line & Base maintenance experience) is advantageous;

Table 1d



Basic Training - Theoretical elements instructors		
Module 10		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty knowledge	<ul style="list-style-type: none"> - a documented training on regulations described in Appendix 1, module 10 <p style="text-align: center;"><u>and</u></p> <ul style="list-style-type: none"> - A documented familiarisation with the specific training procedures and requirements (ie organisation of courses, attendance etc...) as described in the approved Training organisation's exposition (MTOE). 	
Pedagogical skills	<ul style="list-style-type: none"> -option 1: Instructor Certificate delivered by a legal entity recognised by its local authorities and acceptable to the national authority where the instructor will exercise his privileges* <li style="text-align: center;">or -option 2: completion of a "Train the trainer course" <li style="text-align: center;">or -option 3: Assessment performed and documented by the Training Organisation's Training Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure. <p style="text-align: center;"><u>and</u></p> <p>Accepted by the Competent Authority following an in-situ audit in real training conditions.</p>	*When the detention of such a certificate is imposed by the national authority of the country where the instructor will exercise his privileges, it should be demonstrated that the certificate is acceptable for this authority, in particular when the certificate was issued in another country.
Other Knowledge	nil	
Specialty Experience	- option 1: Experience in an aviation maintenance environment where these regulations are applicable (ie Part 145 AMO)	

Table 1e



Basic Training - Theoretical elements instructors		
Modules 11,12,13,14,15,16,17		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty knowledge	<p>-option 1: Knowledge level attested by an aviation engineering diploma* recognised by the local Authorities and covering the subject to be taught, or an acceptable equivalent,</p> <p style="text-align: center;">or</p> <p>-option 2: Part 66 Basic Licence endorsing the category (ie B1 for B1 instructors)</p> <p style="text-align: center;">or</p> <p>-option 3: Part 147 Certificates of recognition (training + exam) for the modules to be taught, at the appropriate level **. Scope of instruction will be limited to the passed module(s).</p> <p style="text-align: center;">or</p> <p>-option 4: specialised training received from acceptable training organisations or institutions***</p>	<p>*: Diploma's specialty must be consistent with the modules to be taught (the curriculum must include the appendix 1 sub-modules), and the level of the studies must be adapted to the level (1, 2 or 3) of the modules to be taught.</p> <p>**In order to avoid conflicts of interest, the Part 147 <u>exam</u> should not be attended in the Part 147 organisation where the instructor is to exercise its privileges unless specific measures are taken and accepted by the surveyor to demonstrate that the integrity of the examination is ensured.</p> <p>***: the purpose is to facilitate the use of specialised instructors providing a very specialised training (ie on hydraulic power) as part of a complete module and under the oversight of the training manager. The instruction will be limited to the concerned sub-modules. Acceptable specialised training may for instance include specialised training offered by A/C manufacturers etc...</p>
Pedagogical skills	<p>-option 1: Instructor Certificate delivered by a legal entity recognised by its local authorities and acceptable to the national authority where the instructor will exercise his privileges*</p> <p style="text-align: center;">or</p> <p>-option 2: completion of a "Train the trainer course"</p> <p style="text-align: center;">or</p> <p>-option 3: Assessment performed and documented by the Training Organisation's Training Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure.</p> <p style="text-align: center;"><u>and</u></p> <p>Accepted by the Competent Authority following an in-situ audit in real training conditions.</p>	<p>*When the detention of such a certificate is imposed by the national authority of the country where the instructor will exercise his privileges, it should be demonstrated that the certificate is acceptable for this authority, in particular when the certificate was issued in another country.</p>
Other Knowledge	<p>- A documented familiarisation with the specific training procedures and requirements (ie organisation of courses, attendance etc...) as described in the approved Training organisation's exposition (MTOE).</p>	
Specialty Experience	<p>-option 1: 1 years of relevant experience in a civil aviation environment. The experience must be adapted to cover the subject to be taught and gained in an aviation engineering dept or in base maintenance AMO.</p>	

Table 1f



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Basic Training - Practical elements instructors		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty knowledge	<p>-option 1: Part 66 Basic Licence endorsing the appropriate category/ sub. category (ie B1.1 for B1.1 instructors)</p> <p style="text-align: center;"><u>and</u></p> <p>A/C type endorsed on the appropriate category / sub. category of licence, for each aircraft type used for the purpose of the training.</p> <p style="text-align: center;">or</p> <p>-option 2: Part 147 Certificates of recognition** (Cat B1 or B2 as applicable) covering training & exam at level 3 for the module 7, level 2 for modules 9 and 10, and at the level defined by part 66 appendix 1 for module 11 to 17***.</p> <p style="text-align: center;"><u>and</u></p> <p>Approved type training (theory + practical) passed in the appropriate category / sub. category for each aircraft type used for the purpose of the training.</p> <p style="text-align: center;">or</p> <p>-option 3: Specialised training received from acceptable training organisations/ institutions to cover specialised services (ie welding, NDT inspections etc..). **** The instruction will be limited to the subjects/methods covered by the specialised training(s). NDT instructors should be holder of a valid licence iaw EN4179 (level 2 minimum) or acceptable equivalent.</p> <p style="text-align: center;">or</p> <p>-option 4: A documented release to service authorisation (or an internal certification authorisation) granted by an approved Part 145 organisation iaw the approved MOE and covering the subjects to be taught. For aircraft maintenance instructors the authorisation should include privileges for A/C certification that are comparable to B1 or B2 C/S as applicable and include each aircraft type used for the purpose of the training. For shop (ie structure, components) & specialised services the qualifications must meet the standard as exposed in the organisation's MOE. The instruction will be limited to the subjects covered by the AMO authorisation(s).</p>	<p>**In order to avoid conflicts of interest, the Part 147 exam should not be attended in the Part 147 organisation where the instructor is to exercise its privileges unless specific measures are taken and accepted by the surveyor to demonstrate that the integrity of the examination is ensured.</p> <p>***: the required level depends on the instructor' speciality (airframe or avionics).</p> <p>****: the purpose is to facilitate the use of instructors –non maintenance specialised- providing a very specialised training (ie on welding) as part of the module7 training and under the oversight of the module 7 maintenance instructor(s). The instruction will be limited to the concerned sub-modules.</p>
Pedagogical skills	<p>-option 1: Instructor Certificate delivered by a legal entity recognised by its local authorities and acceptable to the national authority where the instructor will exercise his privileges*</p> <p style="text-align: center;">or</p> <p>-option 2: completion of a "Train the trainer course"</p> <p style="text-align: center;">or</p> <p>-option 3: a practical instructor privilege (documented) granted by the Maintenance organisation when this part is contracted out (note: an administrative assessment of the competency is still required to be completed and documented by the Part 147 training organisation to determine how the maintenance organisation qualifies internal instructors)</p> <p style="text-align: center;">or</p> <p>-option 4: Assessment performed and documented by the Training Organisation's Training Manager (if himself appropriately qualified as practical instructor and in accordance with an MTOE procedure).</p> <p style="text-align: center;"><u>and</u></p> <p>Accepted by the Competent Authority following an in-situ audit in actual training conditions.</p>	<p>*When the detention of such a certificate is imposed by the national authority of the country where the instructor will exercise his privileges, it should be demonstrated that the certificate is acceptable for this authority, in particular when the certificate was issued in another country.</p>



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Table 2 (1/2)

Cont'



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Basic Training - Practical elements instructors (cont')

Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Other Knowledge	<p>-A level* of English compatible with the A/C maintenance activity and the "Foreign 147" specificity (instruction in an international environment);</p> <p style="text-align: center;"><u>and</u></p> <p>- A training on EASA regulation: part 66 (basic), 147 (basic) and 145 (detailed), and the Training Organisation procedures (MTOE etc..).</p>	<p>*: the level of English should be determined iaw:</p> <p>option 1: a valid certificate attesting a minimum level B1 iaw the Common European Framework of Reference for Languages (CEFR) or equivalent**</p> <p style="text-align: center;">or</p> <p>-option 2: Assessment performed and documented by the Training Organisation's Training Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure. The assessment should confirm skills corresponding to a minimum level B1 iaw the Common European Framework of Reference for Languages (CEFR) or equivalent**</p> <p style="text-align: center;"><u>and</u></p> <p>Accepted by the Competent Authority following an in-situ audit in real training conditions.</p> <p>**: equivalency to CEFR level B1 is provided in appendix 3</p>
Specialty Experience	<p>- 3 years of relevant experience. The experience must be representative of the subject(s) to be taught and gained as following:</p> <p>1) <u>A/C maintenance</u> instructor: experience to be gained in a regulated* civil aviation environment or acceptable equivalent, including line and/ or hangar maintenance experience;</p> <p>2) <u>shop maintenance</u> instructors (component/structural elements etc...): experience to be gained in approved civil aviation workshops and adequate to the component maintenance to be taught.</p> <p>3) <u>For specialised services</u> (welding, NDT etc...): relevant experience to be gained in industry*</p>	<p>* Care should be exercised that the experience gained in a non aeronautical industry is relevant and transferable to aviation maintenance practices.</p>

Table 2 (2/2)



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Basic Training - Knowledge examiners		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty Knowledge	Knowledge examiners should meet the same criteria as the theoretical instructor of the concerned modules (ie examiner for module 11 meet the criteria of instructor module 11)	
Pedagogical skills	- completion of a "Train the examiner course" <u>and</u> - Assessment performed and documented by the Training Organisation's Examination's Manager (if himself appropriately qualified as knowledge examiner and in accordance with an MTOE procedure).	
Other Knowledge	Training to the Organisations procedures (MTOE) addressing examinations and to the Part 66 examination standard	
Specialty Experience	N/A however practical experience in A/C maintenance, design or production activities is advantageous	

Table 3



Basic Training - Practical assessors		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty knowledge	Practical assessors should meet the same criteria as the practical instructor of the concerned modules (ie examiner for module 11 meet the criteria of instructor module 11)	
Pedagogical skills	- completion of a "Train the assessor" course and - Assessment performed and documented by the Training Organisation's Examination's Manager (if himself appropriately qualified as practical assessor and in accordance with an MTOE procedure).	
Other Knowledge	Training to the Organisations procedures (MTOE) addressing practical assessments	
Specialty Experience	- 3 years of relevant experience. The experience must be representative of the subject(s) to be taught and gained as following: 1) <u>A/C maintenance</u> instructor: experience to be gained in approved civil aviation environment or acceptable equivalent, including line and/ or hangar maintenance experience; 2) <u>shop maintenance</u> instructors (component/structural elements etc...): experience to be gained in approved civil aviation workshops and adequate to the component maintenance to be taught. 3) <u>For specialised services</u> (welding, NDT etc...): experience to be gained in industry*	*Care should be exercised that the experience gained in a non aeronautical industry is relevant and transferable to aviation maintenance practices.

Table 4



Type training - Theoretical elements instructors		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty knowledge	<p>-option 1: A Part 147 Certificate of Recognition** (training + exam) issued by a Part 147 training organisation for a type training (level 3) successfully received on the relevant A/C(s) and including theory & practical. The Certificate of recognition should address the category of licence corresponding to the speciality of the instructor (ie B2 for an avionics instructor)</p> <p style="text-align: center;"><u>and</u></p> <p>A refresher/update course on the concerned A/C type if the instructor has not instructed the concerned A/C type(s) in a Part 147 environment during the two years preceding its employment in the current 147 organisation.</p> <p style="text-align: center;">or</p> <p>-option 2: a type training (theory + practical) received in a non Part 147 organisation. The curriculum/ level of the course must be equivalent to Part 66 appendix 3. the equivalency of the course shall be demonstrated by following the principles exposed in §7.3 of EASA "Foreign Part 145 approvals – User guide for Applicants" reference UG.CAO.00006-001 <u>note:</u> relevant extract of the above mentioned user guide is presented in appendix 2 of the present document.</p> <p style="text-align: center;"><u>and</u></p> <p>A refresher/update course on the concerned A/C type if the instructor has not instructed the concerned A/C type(s) in a Part 147 environment during the two years preceding its employment in the current 147 organisation.</p> <p style="text-align: center;">or</p> <p>-option 3: a specialised training (ie hydraulics) on the relevant A/C type(s). The curriculum/ level of the course must comply with at least with Part 66 appendix 3. the scope of instruction must be limited to the relevant speciality.</p> <p style="text-align: center;"><u>and</u></p> <p>A refresher/update course on the concerned A/C type or A/C type concerned systems if the instructor has not instructed the concerned A/C type(s) in a Part 147 environment during the two years preceding its employment in the current 147 organisation.</p>	<p>**In order to avoid conflicts of interest, the Part 147 <u>exam</u> should not be attended in the Part 147 organisation where the instructor is to exercise its privileges unless specific measures are taken and accepted by the surveyor to demonstrate that the integrity of the examination is ensured.</p>
Pedagogical skills	<p>-option 1: Instructor Certificate delivered by a legal entity recognised by its local authorities and acceptable to the national authority where the instructor will exercise his privileges*</p> <p style="text-align: center;">or</p> <p>-option 2: completion of a "Train the trainer course"</p> <p style="text-align: center;">or</p> <p>-option 3: Assessment performed and documented by the Training Organisation's Training Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure.</p> <p style="text-align: center;"><u>and</u></p> <p>Accepted by the Competent Authority following an in-situ audit in real training conditions.</p>	<p>*When the detention of such a certificate is imposed by the national authority of the country where the instructor will exercise his privileges, it should be demonstrated that the certificate is acceptable for this authority, in particular when the certificate was issued in another country.</p>

Table 5 (1/2)

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Type training - Theoretical elements instructors (cont')

Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Other Knowledge	<p>A level* of English compatible with the A/C maintenance activity and the "Foreign 147" specificity (instruction in an international environment);</p> <p style="text-align: center;"><u>and</u></p> <p>- A documented familiarisation with the specific training procedures and requirements (ie organisation of courses, attendance etc...) as described in the approved Training organisation's exposition (MTOE).</p> <p style="text-align: center;"><u>and</u></p> <p>- A training on specific instructional methods or training devices used by the training organisation (ie simulators, synthetic trainers etc...)</p>	<p>*: the level of English should be determined iaw:</p> <p>option 1: a valid certificate attesting a minimum level B1 iaw the Common European Framework of Reference for Languages (CEFR) or equivalent**</p> <p style="text-align: center;">or</p> <p>-option 2: Assessment performed and documented by the Training Organisation's Training Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure. The assessment should confirm skills corresponding to a minimum level B1 iaw the Common European Framework of Reference for Languages (CEFR) or equivalent**</p> <p style="text-align: center;"><u>and</u></p> <p>Accepted by the Competent Authority following an in-situ audit in real training conditions.</p> <p>**: equivalency to CEFR level B1 is provided in appendix 3</p>
Specialty Experience	<p>- 3 years of relevant experience, including 1 year of experience on the relevant A/C type(s)*. The experience must be representative of the elements(s) to be taught and gained in civil aviation environment or acceptable equivalent (maintenance, engineering, design organisation etc..)</p>	<p>* does not apply for new type certified aircraft. Contact EASA for these specific cases.</p>

Table 5 (2/2)



Type training – practical elements instructors		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty knowledge	<p>-option 1: A Part 147 Certificate of Recognition (training + examination + practical assessment) issued by a Part 147 training organisation for a type training (level 3) successfully received on the relevant A/C(s) and including theory & practical**. The Certificate of recognition should address the category of licence corresponding to the speciality of the instructor (ie B2 for an avionic instructor) <u>and</u></p> <p>A refresher/update course on the concerned A/C type if the instructor has not instructed the concerned A/C type(s) in a Part 147 environment during the two years preceding its employment in the current 147 organisation.</p> <p>or</p> <p>-option 2: a type training (theory + practical) received in a non Part 147 organisation***. The curriculum/ level of the course must comply with Part 66 appendix 3. Procedure to demonstrate the compliance of the course should follow principles exposed in §7.3 of EASA “Foreign Part 145 approvals – User guide for Applicants” reference UG.CAO.00006-001 <u>and</u></p> <p>A refresher/update course on the concerned A/C type if the instructor has not instructed the concerned A/C type(s) in a Part 147 environment during the two years preceding its employment in the current 147 organisation.</p> <p>or</p> <p>-option 3: a specialised training (ie hydraulics) on the relevant A/C type(s). The curriculum/ level of the course must comply with at least with Part 66 appendix 3. The scope of instruction must be limited to the relevant speciality <u>and</u></p> <p>A refresher/update course on the concerned A/C type or A/C type concerned systems if the instructor has not instructed the concerned A/C type(s) in a Part 147 environment during the two years preceding its employment in the current 147 organisation.</p>	<p>**In order to avoid conflicts of interest, the Part 147 <u>examination & practical assessment</u> should not be attended in the Part 147 organisation where the instructor is to exercise its privileges unless specific measures are taken and accepted by the surveyor to demonstrate that the integrity of the examination is ensured.</p> <p>***In order to avoid conflicts of interest, the <u>exam & practical assessment</u> must not be attended in the organisation where the instructor is to exercise its privileges</p>
Pedagogical skills	<p>-option 1: Instructor Certificate delivered by a legal entity recognised by its local authorities and acceptable to the national authority where the instructor will exercise his privileges* or</p> <p>-option 2: completion of a “Train the trainer course” or</p> <p>-option 3: a practical instructor privilege (documented) granted by the Maintenance organisation when this part is contracted out (note: an administrative assessment of the competency is still required to be completed and documented by the Part 147 training organisation to determine how the maintenance organisation qualifies internal instructors) or</p> <p>-option 4: Assessment performed and documented by the Training Organisation’s Training Manager (if himself appropriately qualified as practical instructor and in accordance with an MTOE procedure). <u>and</u></p> <p>Accepted by the Competent Authority following an in-situ audit in actual training conditions.</p>	<p>*When the detention of such a certificate is imposed by the national authority of the country where the instructor will exercise his privileges, it should be demonstrated that the certificate is acceptable for this authority, in particular when the certificate was issued in another country.</p>

Table 6 (1/2)

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Type training – practical elements instructors (cont')

Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Other Knowledge	<p>A level* of English compatible with the A/C maintenance activity and the "Foreign 147" specificity (instruction in an international environment); <u>and</u></p> <p>A training on EASA regulation: part 66 (basic), 147 (basic) and 145 (detailed), and the specific Training Organisation procedures (MTOE etc..). <u>and</u></p> <p>A training on specific instructional methods or training devices used by the training organisation (ie simulators, synthetic task trainers etc...)</p>	<p>*: the level of English should be determined iaw:</p> <p>option 1 : a certificate attesting a minimum level B1 iaw the Common European Framework of Reference for Languages (CEFR) or equivalent** or</p> <p>-option 2: Assessment performed and documented by the Training Organisation's Training Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure. The assessment should confirm skills corresponding to a minimum level B1 iaw the Common European Framework of Reference for Languages (CEFR) or equivalent** <u>and</u></p> <p>Accepted by the Competent Authority following an in-situ audit in real training conditions.</p> <p>**: equivalency to CEFR level B1 is provided in appendix 3</p>
Specialty Experience	<p>-Option 1: 3 years of relevant experience including 1 year of experience on the relevant A/C type(s)*. The experience must be representative of the tasks to be instructed and gained in approved civil aviation environment or acceptable equivalent, including line and/ or hangar maintenance experience;</p> <p style="text-align: center;">Or</p> <p>-Option 2: 3 years of experience on similar aircraft types</p> <p style="text-align: center;">And</p> <p>Additional experience on the particular type gained through type trainings etc...</p>	<p>* does not apply for new type certified aircraft. Contact EASA for these specific cases.</p>

Table 6 (2/2)



Foreign Part 147 approvals User guide for Maintenance Training Organisation Exposition	Doc # Approval Date	UG.CAO.00014-001 13/01/2012
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Type training – knowledge examiners		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty knowledge	Knowledge examiners should meet the same criteria as the theoretical instructor of the concerned elements (ie examiner for navigation meet the criteria of navigation elements instructor)	
Pedagogical skills	- completion of a “Train the examiner course” and - an Assessment performed and documented by the Training Organisation’s Examination’s Manager (if himself appropriately qualified as knowledge examiner and in accordance with an MTOE procedure).	
Other Knowledge	Training to the Organisations procedures (MTOE) addressing examinations and to the Part 66 examination standard	
Specialty Experience	nil	however practical experience in A/C maintenance, design or production activities is advantageous

Table 7



Foreign Part 147 approvals User guide for Maintenance Training Organisation Exposition	Doc # Approval Date	UG.CAO.00014-001 13/01/2012
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Type training –practical assessors		
Qualification/ experience	Acceptable mean of compliance	Comments/ limitations
Specialty Knowledge	Practical assessors should meet the same criteria as the practical instructor of the concerned elements (ie assessor for landing gear tasks meet the criteria of landing gear elements practical instructor)	
Pedagogical skills	- completion of a “Train the assessor “course <u>and</u> - an Assessment performed and documented by the Training Organisation’s Examination’s Manager (if himself appropriately qualified as practical assessor and in accordance with an MTOE procedure).	
Other Knowledge	-Training to the Organisations procedures (MTOE) addressing practical assessments <u>and</u> -Training on specific assessment methods or devices used by the training organisation (ie simulators, synthetic task trainers etc...)	
Specialty Experience	- Option 1: 3 years of relevant experience including 1 year of experience on the relevant A/C type(s). The experience must be representative of the tasks to be assessed and gained in approved civil aviation environment or acceptable equivalent, including line and/ or hangar maintenance experience;	

Table 8

T.C.
ULAŖTIRMA DENİZCİLİK VE HABERLEŖME BAKANLIđI
Sivil Havacılık Genel M¼d¼rl¼đ¼

Ek-5

A1; Basit tipteki ihtiyaçların karŖılanmasını amaçlayan bilindik g¼nl¼k ifadeleri ve en temel c¼mleleri anlayabilir ve kullanabilir. Kendisini ve baŖkalarını takdim edebilir ve nerede yaŖadığı, tanıdığı kiŖiler ve sahip olduđu Ŗeyler gibi kiŖisel detaylar hakkında sorular sorabilir ve cevaplar verebilir. KarŖı taraftaki kiŖinin yavaŖ ve net bir Ŗekilde konuŖması ve yardımcı olmaya hazır olması koŖuluyla basit bir Ŗekilde etkileŖim içerisinde olabilir.

A2; En orta d¼zeyde anlam ve geçerliliğine sahip olan alanlarda (örneğin, çok temel kiŖisel bilgiler ve aile bilgileri, alışveriŖ, yerel cođrafya, istihdam) c¼mleleri ve sıkça kullanılan ifadeleri anlayabilir. Bilindik ve rutin konularda basit ve dođrudan bilgi alışveriŖini gerektiren basit ve rutin görevlerde iletiŖim kurabilir. Kendi geçmiŖi, o anki ortamı ve o anki ihtiyaçlarına iliŖkin konular bakımından basit ifadeleri tanımlayabilir.

B1; İŖte, okulda, sosyal hayatta, vb. d¼zenli olarak karŖılaŖılan bilindik konulara iliŖkin açık standart sözlerin ana noktalarını anlayabilir. Lisanın konuŖulduđu bir bölgede seyahat ederken dođması muhtemel çođu durumun üstesinden gelebilir. Bilindik veya kiŖisel ilgi duyulan konu baŖlıklarında basit bađlantılı metinler oluŖturabilir. Deneyimleri ve olayları, d¼Ŗler, umutları ve hırslar tanımlayabilir ve g¼r¼Ŗlere ve planlara iliŖkin sebepleri ve açıklamaları kısaca verebilir.

Tablo 1. EŖdeđerlik Tablosu

Avrupa Ortak Dil Çerçevesi Seviyeleri	KPDS-ÜDS Puanı	IELTS Puanı	TOEFL IBT Puanı	TOEFL CBT Puanı	TOEFL PBT Puanı
A1	30	-	36	108-109	418-419
A2	45	-	54	154-156	478-479
B1	60	4	72	198-199	531-532
B2	75	6	90	231-232	574-576
C1	95	7,5	114	279	648-649
C2	100	9	120	297-300	674-677

CEFR Seviyeleri eŖdeđerliklerini g¼steren tablo ÖSYM'nin web sitesinden temin edilen yabancı dil sınavları eŖdeđerlikleri dok¼manına g¼re oluŖturulmuŖtur.