

CONTINUING AIRWORTHINESS (PART 145, PART M, PART 147)

Scope of training	This course will provide delegates with the basic core competencies required by an Airworthiness regulator. Delegates will acquire further knowledge of Safety Regulations related to Continuing Airworthiness processes and procedures, as well as gaining a greater understanding of the best practices for demonstrating compliance and regulating their industry.
Objectives of the course	<p>By the end of this course delegates will demonstrate an understanding of the following through presentation and interactive discussion:</p> <ul style="list-style-type: none">• The SARI/EASA regulations related to Airworthiness and Standardisation• The Subparts of SARI/EASA Part M• The relevance of Part M Subpart G (Continuing Airworthiness Management) and Subpart I (Airworthiness Review Certificates) as appropriate to their aircraft and individual roles• Potential problems with Part M implementation and how to avoid these• How Part M regulations might be implemented in their related fields• The ARC and when it is required• Key components of SARI/EASA Part 145• Practical application of Part 145• Implementation of Part 145 within an organisation• Interface between Part 145, Part 66/ Part 147 and EU-OPS• Part 145 maintenance from both a regulatory and industry perspective• Key components of SARI/EASA Part 147• Practical application of Part 147• The Maintenance Training Organisation Exposition (MTOE)• Construction and control of training courses• Requirements for procedures for control of the Approval and the quality oversight of the organisation• Requirements for initial issue and amendment of the Part 66 Licence• The knowledge and experience standards required to obtain a licence.
Course duration	7 days
Recommended participant profile	All delegates should be current Airworthiness Inspectors requiring a greater understanding of the EASA regulatory system, with reference made to the SARI variances, in relation to Continuing Airworthiness.
Key topics	<ul style="list-style-type: none">• SARI/EASA Part M overview, its Subparts and guidance material• Applicability of Part M• Detailed review of Part M Subparts B, C, D, F, G, H and I• The CAMO and the CAME• Personnel• Practical examples of Part M implementation and how to avoid potential problems• The Airworthiness Review Certificate (ARC) and the Controlled Environment• Part M Requirements for the Authority• SARI Variations to Part M• Scope of Part 145 approval• Personnel Requirements• Certifying Staff and Training Requirements• Interface between Part 145, Part 66 / Part 147 and EASA OPS• Aircraft Parts Acceptability• Nominated Form 4 Holder and management responsibilities• Certification of Maintenance• Maintenance Organisation Exposition (MOE)• Part 145 guidance materials• Safety and Quality Policy• Changes to an Organisation

	<ul style="list-style-type: none"> • Findings • Part 145 Requirements for the Authority • Case Studies • SARI Variations to Part 145 • Part 66 – Scope of the licence • Licence Privileges and Limitations • Basic Knowledge and Experience • Issue of a Maintenance Licence • Syllabus Requirements • Conversion of Certifying Staff Qualifications • Continuing Oversight of the Licence • Type Training, Exam Standards and On the Job Training • SARI Variations to Part 66 • Part 147 Training organisation Requirements • The approved Basic Course • Examinations • Aircraft Type and Task Training • Part 147 Requirements for the Authority including Quality Oversight and Audit Program • SARI Variations to Part 147
Method of delivery	Classroom training includes PowerPoint presentations, case studies, group exercises, group discussions and lesson learnt on Continuing Airworthiness implementation.
Maximum participants	16
Logistical requirements requested from host state	Classroom training: projector and screen, a flip chart with marker pens, U shaped class layout