

Basic Training

Modern training concepts in accordance with the EASA requirements



Lufthansa
Technical Training

Quality based on experience

Member of the Lufthansa Technik Group

Lufthansa Technical Training (LTT) can look back on more than 50 successful years in both vocational and fundamental aviation technical training. During this period, generations of mechanics, electricians and specialists have benefited from this training which has provided a substantial foundation for the technical reliability of the fleet in their care and thus also for the economic success of the company. Originally this technical training was meant primarily for Lufthansa itself, but in the last ten years has gone on to include an increasing number of satisfied customers worldwide.

We always focus our attention on the course participant. We do not stop at providing him with mere abstract knowledge but extend our training to include practice-oriented operational and problem-solving skills, skills that are of direct use in the respective field of responsibility.

As well as presenting the individual training programmes, the current brochure also provides information about our training philosophy and the legal requirements which lie behind it.

Our apprenticeship training programmes lead to recognition according to EASA Part-66 and provide your company with the personnel who will, in the future, be necessary for maintaining quality and ensuring growth. As always, LTT offers the highest possible degree of flexibility and customer-orientation in the implementation of these qualification programmes and EASA conformity.

Our fundamentals' training follows the principles of a modular system – the same can be said of this brochure. You will find exactly what you are looking for in compact form.

We will be pleased to cooperate with you to work out, by a process of careful analysis, exactly what it is your need in terms of qualifications and will then present you with solutions which are tailor-made to suit your particular requirements. You can, of course, rely on our support in any matters concerning official recognition.

Please do not hesitate to get in touch with our sales department if you would like to have more detailed information on any of the topics mentioned here. Our sales team will be happy to advise you in all matters.

Sincerely,



A handwritten signature in black ink, appearing to read 'C. Meyerrose'.

Christoph Meyerrose
Managing Director



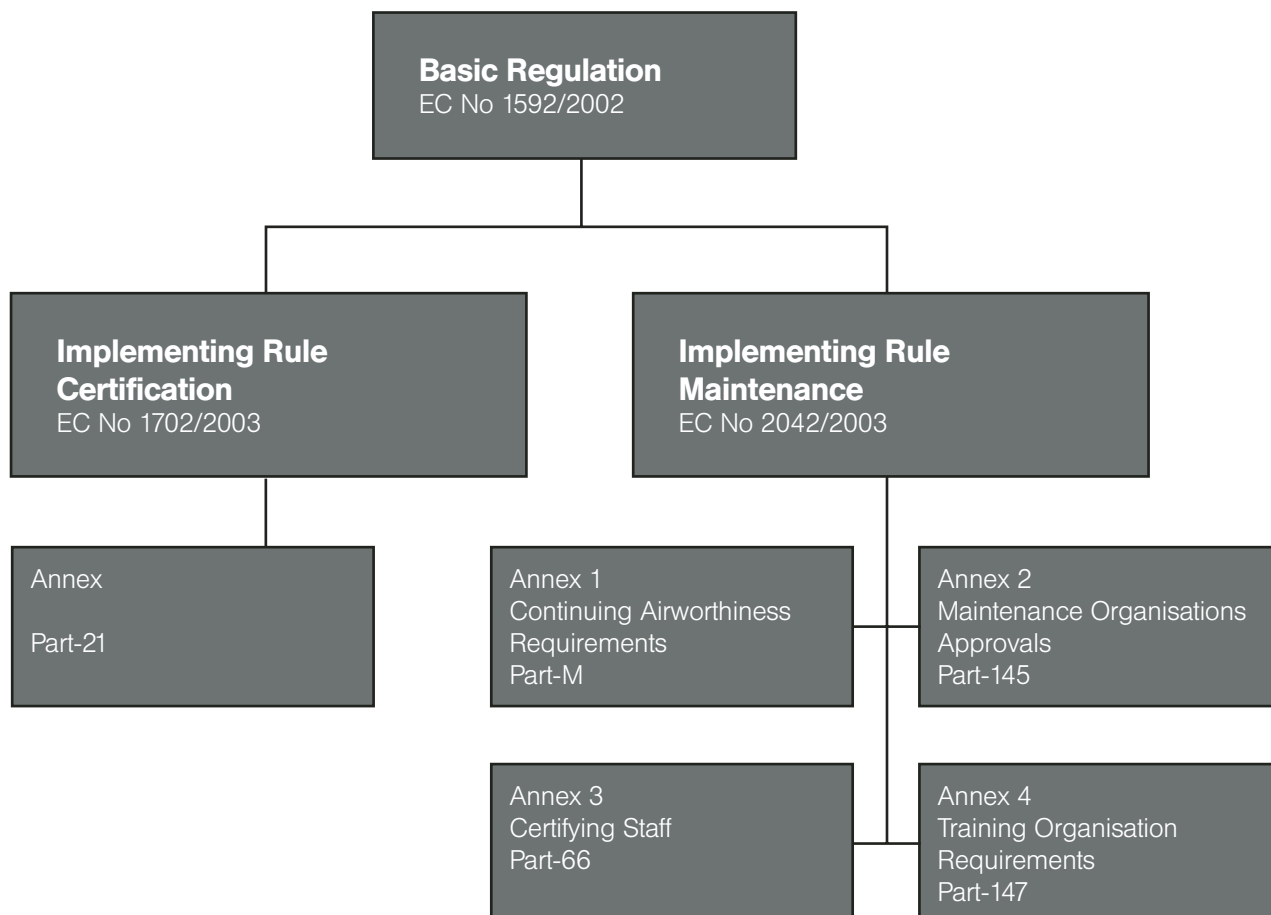
A handwritten signature in black ink, appearing to read 'Franz Skibowski'.

Franz Skibowski
Director Apprentice &
Fundamentals Training

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Hierarchy of EASA's Rules and Regulations

The European Aviation Safety Agency is an agency of the European Union which has been given specific regulatory and executive tasks in the field of aviation safety and environmental protection. The Agency therefore constitutes a key part of the European Union's strategy to establish and maintain a high uniform level of civil aviation safety and environmental protection in Europe. A summary of the regulations and their connections shall be given in the following.



Requirements at a glance

Regulation No 1592/2002 of 15 July 2002

“Regulation (EC) of the European Parliament and of the Council on common rules in the field of civil aviation and establishing a European Aviation Safety Agency.”

Commission Regulation No 1702/2003 of 24 September 2003

“Commission Regulation (EC) laying down implementing rules for the airworthiness and environmental certification of aircraft and related products, parts and appliances, as well as for the certification of design and production organisations.”

Commission Regulation No 2042/2003 of 20 November 2003

“Commission Regulation (EC) on the continuing airworthiness of aircraft and aeronautical products, parts and appliances, and on the approval of organisations and personnel involved in these tasks.”

EASA Annex I (Part-M) “Continuing Airworthiness Requirements”

Requirements for Airworthiness and Maintenance

EASA Annex 1 (Part-M) lays down the measures for maintaining airworthiness. Under these requirements an aircraft may only participate in air traffic if it is airworthy. This means that the official requirements for airworthiness must be met and safe operation must be guaranteed.

The owner of the aircraft has to ensure its continuing airworthiness. In the case of aircraft which are used commercially for carrying passengers or cargo the operator is responsible for continuing airworthiness.

The operator can carry out the necessary work itself if it is an approved maintenance organisation in accordance with EASA Annex 2 (Part-145). Otherwise, the operator must entrust the maintenance to an approved organisation which may issue Certificates of Release to Service to the operator for the work to be carried out.

EASA Annex II (Part-145) “Maintenance Organisation Approvals”

Requirements for Maintenance Operations

EASA Annex 2 (Part-145) describes the requirements for an approved maintenance organisation. Under these requirements maintenance work on an aircraft or on an aircraft component may only be carried out by an organisation which is itself approved under EASA Annex 2 (Part-145) or which uses the quality assurance system of an approved maintenance organisation.

A Certificate of Release to Service after work on an aircraft or an aircraft component may only be issued by a maintenance organisation which itself has approval under EASA Annex 2 (Part-145).

The maintenance work and testing on the aircraft in such an organisation may only be carried out by properly qualified personnel. The Certificate of Release to Service may only be issued by certifying staff.

Lufthansa Technical Training will train the personnel in accordance with internationally recognised quality and procedural standards and will prepare them for obtaining and retaining the authorisation to issue Certificates of Release to Service.

EASA Annex III (Part-66) “Certifying Staff”

Requirements for Certifying Staff

EASA Annex 3 (Part-66) describes the requirements for the certifying staff in approved maintenance organisations.

Special authorisation is required for issuing a Certificate of Release to Service after maintenance work on an aircraft. EASA Annex 3 (Part-66) describes the requirements for obtaining and retaining this authorisation.

The staff concerned require an Aircraft Maintenance Licence (AML) in accordance with EASA Annex 3 (Part-66) which after successful training is issued by the aviation authority. An internal authorisation is also required after instruction inside the organisation. This is issued by the organisation itself and applies only to this organisation.

Under EASA Annex 3 (Part-66) the certifying staff receive the Aircraft Maintenance Licence (AML) in various categories which reflect the areas of activity and responsibilities:

Line Maintenance Certifying Mechanic (Cat. A)

Category A authorisation entitles the holder to issue Certificates of Release to Service after simple scheduled maintenance work and after repairing simple defects within the scope of the authorisation. The issuing of Certificates of Release to Service is restricted to work which the holder of the authorisation has personally carried out.

Maintenance Certifying Technician/Mechanical (Cat. B1)

Category B1 authorisation entitles the holder to issue Certificates of Release to Service after maintenance work, including work on the airframe, the engines and mechanical and electrical systems. The authorisation also includes the replacement of quickly replaceable avionic units for which a simple check – usually on board – is required to verify their integrity for further operation. Category B1 authorisation automatically entitles the holder to issue Category A Certificates of Release to Service.

Categories A and B1 are subdivided into subcategories relative to combinations of aeroplanes, helicopters, turbine and piston engines. The subcategories are:

A1 and B1.1 Aeroplanes Turbine
A2 and B1.2 Aeroplanes Piston
A3 and B1.3 Helicopters Turbine
A4 and B1.4 Helicopters Piston

Maintenance Certifying Technician/Avionic (Cat. B2)

Category B2 authorisation entitles the holder to issue Certificates of Release to Service after maintenance work on the avionic and electrical systems. Category B2 certifying staff can qualify for authorisation to issue Category A Certificates of Release to Service.

Base Maintenance Certifying Engineer (Cat. C)

Category C authorisation entitles the holder to issue Certificates of Release to Service after maintenance work. The authorisation applies to aircraft in their entirety, including all systems.

EASA Annex IV (Part-147) “Training Organisation Requirements”

Requirements for Training Organisations

EASA Annex 4 (Part-147) describes the requirements for approved training organisations which conduct training and testing of certifying staff.

The certifying staff must take examinations, in which knowledge and skills about specific subject modules in accordance with appendix 1 must be proven.

The Aircraft Maintenance Licence (AML) can be issued after a defined period of experience in a maintenance organisation in accordance with EASA Part-145.

A reduction of the period of experience is possible if the applicant participated in an approved training course, which obtains a fixed minimum of knowledge and talents, and passed the final examination successfully. Such training courses may only be conducted by suitable training organisations which can guarantee this minimum standard in theoretical and practical training.

Lufthansa Technical Training is a training organisation approved in accordance with EASA Annex 4 (Part-147). This guarantees the international recognition of our training. Your personnel will therefore be optimally prepared for its tasks in your organisation as well as for obtaining and retaining the authorisation to issue Certificates of Release to Service.

Certification of Release to Service

- > permits the release for the flight and requires a Certification Authorisation and an Aircraft Maintenance Licence

Aircraft Maintenance Licence (AML)

- > the AML is issued by the local authority (NAA)
- > it does not entitle to Release to Service, but is the most important requirement
- > it is applied by the applicant or by the EASA Part-145 Organisation
- > it is recognised by all EASA member countries
- > the AML is a personal document

Certification Authorisation

- > is issued by the respective EASA Part-145 Organisation
- > confirms knowledge about aircraft and in-house procedures

Practical Experience

- > is confirmed by the EASA Part-145 Organisation
- > required duration depends on aspired licence
- > significantly reduced if approved training is conducted in EASA Part-147 Organisation

Type Training

- > Type Training is required at Level III, in accordance with ATA Spec. 104
- > knowledge has to be proven by means of an examination
- > not required for Cat. A

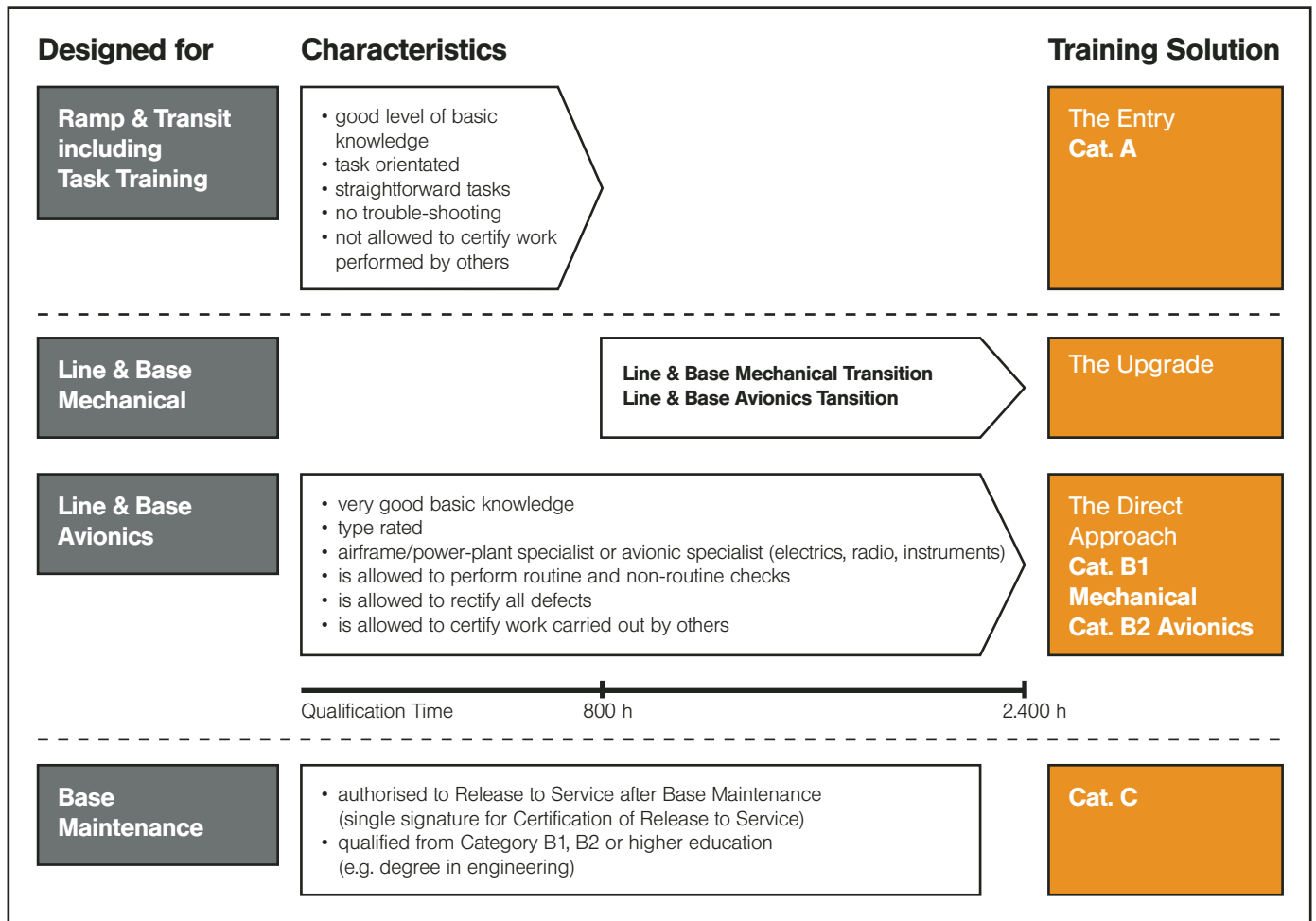
Company Procedures

- > knowledge about the company organisational set-up and in-house procedures; a test is mandatory
- > knowledge is confirmed by the EASA Part-145 Organisation and can only be used in this Organisation

EASA Part-66 Basic Training

- > training and/or examination by EASA Part-147 Organisation
- > amount of Basic Training depends on prerequisites and obtained licence category
- > self-study is possible, however, additional years of practical experience are required if training is not conducted in EASA Part-147 Organisation

Concepts for Approved Aircraft Type/Task Training for Line and Base Maintenance



Previous training pays off

The EASA system doesn't only apply to persons that are planning a career in aircraft maintenance as a beginner. In recent years LTT has also performed intensive analyses of different national aircraft related qualifications as well as the assessment of technical knowledge achieved in other branches of the industry.

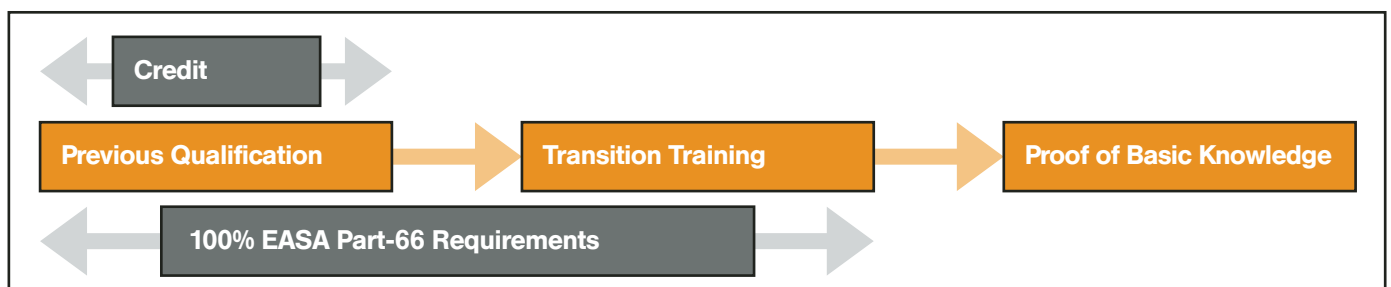
In the above cases it was determined to which extent these qualifications meet the EASA Part-66 requirements.

These efforts were supported by leading Maintenance Organisations and several National Aviation Authorities.

EASA explicitly authorises previously acquired (traceable) technical knowledge as long as it meets the EASA Part-66 requirements. In most cases it is not necessary to re-examine knowledge that has previously been checked already.

In other words this means: the more traceable technical prerequisites the less additional training will be necessary.

The advantages for customers and course participants: savings of time and expenses.



Overview of further Basic Training Courses

The purpose of this compilation is to inform you about further main focuses of our basic training. All training courses listed are available in German or English as language of instruction.

We will be happy to provide brochures regarding the topics of your choice. You can also download these from our internet site in the category "Service Center/Download Center".

Subject Area	Focus
Technical Aviation English <ul style="list-style-type: none"> • Line & Base Maintenance • Airframe / Component & Engine Overhaul • Simplified English • Communication 	
Line & Base Maintenance <ul style="list-style-type: none"> • Part-66 Full Courses • Part-66 Conversion Courses • Modular Extension • Skills Training 	<ul style="list-style-type: none"> • Cat. A/B1/B2 • Cat. A → Cat. B1 • Cat. B1 → Cat. B2 • Cat. B2 → Cat. B1 • M16 – Piston Engine • M12 – Helicopter • Electrical / avionic handskills • Structure repair handskills • SRM-handbook training
Maintenance Management <ul style="list-style-type: none"> • Human Factors in Maintenance • Aviation Legislation • Quality Management • Production Planning 	
Continuation Training <ul style="list-style-type: none"> • Human Factors • Aviation Legislation • Technical Knowledge/Improvements 	
Structure Repair <ul style="list-style-type: none"> • Type-related Courses • Processes & Procedures 	<ul style="list-style-type: none"> • General Airbus Types / General Boeing Types • Fatigue Improvements • Aircraft Inspection Finding • Blueprint Reading • Composites
Engine Overhaul <ul style="list-style-type: none"> • Type-related Courses 	<ul style="list-style-type: none"> • General Electrics (GE) • CFM International • Pratt & Whitney (PW) • International Aero Engine (IAE)
Component Overhaul <ul style="list-style-type: none"> • Mechanic • Avionik • Handbook Reading 	<ul style="list-style-type: none"> • Landing Gear Maintenance • Hydraulic System • Oxygen • Rescue & Safety

As one of the leading Training Organisations for personnel in MRO companies worldwide, LTT offers a wide range of training opportunities - tailored for the needs of modern airlines and the individual requirements of their staff. With our various locations and cooperations we are able to provide a global training and service network for you.

Our training meets the present and future quality and procedure standards. We train and qualify MRO staff according to the standards of EASA.

Open Courses

Our Open Courses provide flexible and independent training for single participants and smaller groups. These are courses which can be booked for single participations. More information, dates and locations are available on the internet. Your individual questions will be answered by us with pleasure.

In-house Courses

Our In-house Courses are focussed on the individual consultation and mutual planning with the customer. Together with you we will compile and analyse the task and decide on the requirements, training goals, and training solutions. The courses can be held at the premises of LTT or at your company.

Arrival / Hotel

We will assist you in finding a suitable hotel. We will also provide information concerning your journey to our different training locations.

Internet

You can find us on the internet! Here you can get current information on courses, requirements for attendance, locations and many other topics that might attract your attention.

Inquiries / Booking

Please use our website for inquiries and bookings without obligation or contact our Customer Service or the Sales Manager responsible for your enterprise. Please do also note our general terms and conditions.

Contacts at a glance

Please contact us in case of any further questions, requests or proposals. We will be pleased to assist you.

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