

## 1. EASA Minimum Requirement for Theoretical Instructor

Type training - Theoretical Elements Instructors		
Qualification/ experience	Acceptable mean of Compliance	Compliance (SAT/UN SAT) Comments/ limitations
<b>Specialty knowledge</b>	<p><b>Option 1:</b> A Part 147 Certificate of recognition (training + exam) issued by a Part 147 training organization for a type training (level 3) successfully received on the relevant A/C(s) and including theory &amp; practical.</p> <p>The Certificate of recognition should address the category of license corresponding to the specialty of the instructor (i.e. B2 for an avionic instructor)</p> <p>and</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 organization and that will be by attending a refresher course.</p> <p>Or</p>	
	<p><b>Option 2:</b> a type training (theory + practical) received in a non-Part 147 organization. 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</p> <p>and</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 organization.</p> <p>Or</p>	
	<p><b>Option 3:</b> a specialized training (i.e. 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 specialty.</p> <p>and</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 organization.</p>	

<b>Pedagogical skills</b>	<b>Option 1:</b> Instructor Certificate delivered by a legal entity recognized by its local authorities and acceptable to the national authority where the instructor will exercise his privileges*  Or	
	<b>Option 2:</b> completion of a “Train the trainer course (instructional technique followed by two-day H.F)”  Or	
	<b>Option 3:</b> Assessment performed and documented by the Training Organization’s Training Manager/ Examination Manager if himself appropriately qualified as instructor and in accordance with an MTOE procedure.	
	and  Accepted by the Competent Authority following an in-situ audit in real training conditions.	
<b>Other Knowledge</b>	A level of English compatible with the A/C maintenance activity and the “Foreign 147” specificity (instruction in an international environment);  and  A documented familiarization with the specific training procedures and requirements (i.e. organization of courses, attendance etc...) as described in the approved Training organization’s exposition (MTOE).  and  A training on specific instructional methods or training devices used by the training organization (i.e. simulators, synthetic trainers etc...)	
<b>Specialty Experience</b>	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 organization etc.)	

## 2. EASA Minimum Requirement for Practical Instructor

Type training - Practical Elements Instructors		
Qualification/ experience	Acceptable mean of Compliance	Compliance (SAT/UN SAT) Comments/ limitations
Specialty knowledge	<p><b>Option 1:</b> A Part 147 Certificate of Recognition (training + examination + practical assessment) issued by a Part 147 training organization for a type training (level 3) successfully received on the relevant A/C(s) and including theory &amp; practical**. The Certificate of recognition should address the category of license corresponding to the specialty of the instructor (ie B2 for an avionic instructor)</p> <p><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 organization.</p>	
	<p>or</p> <p><b>Option 2:</b> a type training (theory + practical) received in a non Part 147 organization***. 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</p> <p><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 organization.</p> <p>or</p>	
	<p><b>Option 3:</b> a specialized 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 specialty</p> <p><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 organization.</p>	
Pedagogical skills	<p><b>Option 1:</b> Instructor Certificate delivered by a legal entity recognized by its local authorities and acceptable to the national authority where the instructor will exercise his privileges*</p>	
	<p>or</p> <p><b>Option 2:</b> completion of a “Train the trainer course”</p> <p>or</p>	

	<p><b>Option 3:</b> a practical instructor privilege (documented) granted by the Maintenance organization 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 organization to determine how the maintenance organization qualifies internal instructors)</p> <p>or</p>	
	<p><b>Option 4:</b> Assessment performed and documented by the Training Organization's Training Manager (if himself appropriately qualified as practical instructor and in accordance with an MTOE procedure). and Accepted by the Competent Authority following an in-situ audit in actual training conditions.</p>	
<b>Other Knowledge</b>	<p>A level* of English compatible with the A/C maintenance activity and the "Foreign 147" specificity (instruction in an international environment);</p> <p>and</p> <p>A training on EASA regulation: part 66 (basic), 147 (basic) and 145 (detailed), and the specific Training Organization procedures (MTOE etc..).</p> <p>and</p> <p>A training on specific instructional methods or training devices used by the training organization (ie simulators, synthetic task trainers etc...)</p>	
<b>Specialty Experience</b>	<p><b>Option 1:</b> 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>Or</p> <p><b>Option 2:</b> 3 years of experience on similar aircraft types And Additional experience on the particular type gained through type trainings etc...</p>	

### 3. EASA Minimum Requirement for Knowledge Examiner

<b>Type Training – Knowledge Examiners</b>		
<b>Qualification/ experience</b>	<b>Acceptable mean of Compliance</b>	<b>Compliance (SAT/UN SAT) Comments/ limitations</b>
<b>Specialty knowledge</b>	Knowledge examiners should meet the same criteria as the theoretical instructor of the concerned elements (i.e. examiner for navigation meet the criteria of navigation elements instructor)	
<b>Pedagogical skills</b>	Completion of a “Train the examiner course” & “Instructional Technique Course”  and  An Assessment performed and documented by the Training Organization’s Examination’s Manager (if himself appropriately qualified as knowledge examiner and in accordance with an MTOE procedure).	
<b>Other Knowledge</b>	Training to the Organizations procedures (MTOE) addressing examinations and to the Part 66 examination standard	
<b>Specialty Experience</b>	Previous experience at JATS for at least 1 year as instructor.	

## 4. EASA Minimum Requirement for Practical Assessors

Type Training – Practical Assessors		
Qualification/ experience	Acceptable mean of Compliance	Compliance (SAT/UN SAT) Comments/ limitations
<b>Specialty knowledge</b>	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)	
<b>Pedagogical skills</b>	Completion of a “Train the assessor “course or a formal Instructional Techniques course.  and  An Assessment performed and documented by the Training Organization’s Examination’s Manager (if himself appropriately qualified as practical assessor and in accordance with an MTOE procedure).	
<b>Other Knowledge</b>	Training to the Organizations procedures (MTOE) addressing practical assessments.  and  Training on specific assessment methods or devices used by the training organization (ie simulators, synthetic task trainers etc...)	
<b>Specialty Experience</b>	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;	