Civil Aviation Safety Authority
of Papua New Guinea

Advisory Circular

AC66-1A

Practical Training Options for Aircraft Type Training and Recording of Recent Work Experience

Original

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GENERAL

Civil Aviation Safety Authority Advisory Circulars (AC) contain information about standards, practices and procedures that the Director has found to be an **Acceptable Means of Compliance (AMC)** with the associated rule.

An AMC is not intended to be the only means of compliance with a rule, and consideration will be given to other methods of compliance that may be presented to the Director. When new standards, practices or procedures are found to be acceptable, they will be added to the appropriate Advisory Circular.

This Advisory Circular also includes **Explanatory Material (EM)** where it has been shown that further explanation is required. Explanatory Material must not be regarded as an acceptable means of compliance.

PURPOSE

This Advisory Circular provides methods, acceptable to the Director, for showing compliance with the requirements of Rule 66.107(2) relating to Practical Experience on Type and Rule 66.107(4) regarding aircraft Type Courses (theory) acceptable to the Director for the issue of type ratings and provides explanatory material to assist in showing compliance.

RELATED CAR

This AC relates specifically to Civil Aviation Rule Part 66.107(2) and 66.107(4).

CHANGE NOTICE

This AC is the Original and there is no change notice.

APPROVAL

This AC has been approved for publication by the Director of Civil Aviation.

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1. EM 66.107(2) Overview

Practical-On-Course (POC) training is combined with an On-Job Training (OJT) to provide the 6 months of practical experience required by rule 66.107(2), in order to be eligible for a licence rating in the (A & P) B1 or B2 (Avionics) categories.

Another method for satisfying the practical type rating training requirements for the issue of B1 and B2 AME Licences is known as Practical Consolidated Training or PCT. The details of how PCT Programs are developed, approved and used are detailed in a separate Advisory Circular, AC 141-4.

A licenced aircraft maintenance engineer (LAME) who already holds a B1 or B2 type rating may utilise the PCT training facilitated by a Part 141 ATO, to meet the practical requirements for their second or subsequent type rating in the same category as their first type rating, or their first type rating in the other licence category (as a pre-requisite they must first gain the underlying category). For example a B1 holder seeking their first B2 rating may utilise PCT training to fully meet the practical requirements for the aircraft type rating.

1.1. List of Acronyms

For the purposes of this AC, the following acronyms apply:

ATO – Aviation Training Organisation

MTO – Maintenance Training Organisation

OJT – On-Job-Training.

PCT – Practical-Consolidated-Training

POC -Practical-On-Course

SOE – Schedule of Experience

1.2. List of Definitions

For the purposes of this AC, the following definitions apply:

1.Practical On Course – is the practical training gained by a LAME through their participation in an aircraft type training course where the practical element of the training is run in conjunction with the theory training.

2.On-Job-Training – is the aircraft maintenance experience gained by the LAME in the workplace. The objective of the OJT is to gain the required competence and experience in the performance of safe maintenance. This type of training may or may not use a structured learning process.

3.Schedule of Experience – is a workplace ‘Recent work experience record’ worksheet that can be utilized for logging OJT. This worksheet may be printed off and used by an individual LAME to record evidence of their OJT experience or maintenance tasks performed.

4.Practical Consolidated Training – is a training program that is an alternative to Schedule of Experience (SOE) as a means of satisfying the practical experience requirements of rule 66.107(2) for the issue of aircraft type ratings. A PCT Program is approved and delivered under a Part 141 ATO Exposition procedures and Quality assured under the following 4 elements:

4.1 **Service Familiarization** - the minimum level of actual maintenance exposure applicable to all LAMEs seeking the type rating;

4.2 **Experience Analysis** – which identifies if any additional practical experience, called Supplementary Tasks, prior to rating application;

4.3 **the PCT Course** – is a structured practical training course applicable to the type rating; and

4.4 **PCT Program Audit** – conducted as part of the organization's Quality management system.

For further details on PCT Programs, refer to AC 141-4.

5.Supervisor – in the context of aircraft maintenance, is a person who supervises the carrying out of maintenance done by another person if the supervisor:

(a) is physically present at the place where the maintenance is being carried out. For example if the maintenance is being carried out in Port Moresby, then the Supervisor must be physically present in Port Moresby to supervise and sign-off the OJT experience being carried out in Port Moresby; and
(b) is observing the maintenance being carried out to the extent necessary to enable the supervisor to form an opinion as to whether the maintenance is being carried out properly; and
(c) is available to give advice to, and answer questions about the maintenance from, the person carrying it out.

2. EM 66.107(2) Purpose

This AC provides guidance material pertaining to carrying out practical on course (POC) training and on-the-job training (OJT) in order to satisfy the eligibility requirements in Civil Aviation Rule 66.107(2). Both of these practical training methodologies provide a way of satisfying the practical component of aircraft type rating training for Aeroplane & Powerplant (B1) and Electrical, Instruments & Radio (B2) LAME licences.

Another method of satisfying the practical component of aircraft type rating training for B1 and B2 LAME licences is practical consolidation training (PCT), the details of which are contained in AC 141-4.

This AC also provides guidance to LAMEs on the options available for the recording of evidence of their recent OJT work experience or maintenance tasks performed. This record may assist the LAMEs in verifying that their Part 66 licence remains valid.

3.0 EM 66.107 Type/Task training and ratings – Theoretical, Practical and Assessment Standards

The training should give adequate detailed theoretical knowledge of the aircraft, it's main parts, systems, equipment, interior and applicable components, including training in the systems in use for technical manuals and maintenance procedures.

The type rating course should also consider the following:

- In-service experience on aircraft type;
- Feedback from in-service difficulties / occurrence reporting CA 005, etc;
- Significant Airworthiness Directives and/or Service Bulletins; and
- Known human factors issues associated with the aircraft type.

Theoretical training should be supported by training aids such as aircraft system parts. Ground simulator time, engine ground running and computer-based training (CBTs) may also be utilized.

Theoretical and practical training should also take into account critical aspects such as Critical Design Configuration and Control Limitations (CCDL).

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

The required duration of practical training should be accepted on a case-by-case basis by CASA up to 6 months [rule 66.107(2)] prior to the type rating endorsement.

While it is not feasible to give a formula giving the required training duration in all cases, the following may be used as a guideline:

- For a first type training course with no recent recorded maintenance experience, a six (6) months practical training is required.

Some factors that may lead to a reduction in the maximum duration of **six (6) months to three (3) months** of practical training required are as follows:

- **Experience on type of a similar technology** (eg. B737-800, B767-300, BD500), constructions and systems including engines (FADEC);
- **Recency on type**;
- The **quantity of practical experience**. For example experience gained will depend upon the environment. Eg. a line maintenance environment with 1 aircraft per week would permit limited experience compared with a constant base maintenance check environment; and
- The **quality of practical experience**. The types of tasks carried out. These tasks should reflect at a minimum, those tasks specified by the practical training needs analysis matrix developed by a Part 141 MTO or a Part 145 AMO.

A minimum of two (2) weeks or ten (10) working days POC practical training is normally required for all recognized type rating courses. This includes the addition of similar type ratings on a CAR Part 66 licence (differences courses).

There may be cases where the practical differences training required is less than 2 weeks (or 10 days). Eg. a Part 66 LAME in category B2 on an Airbus A330 with PW4000 Engines who takes a differences course to an Airbus A330 with RR Trent engines.

Type training consists of theoretical (classroom) training, examination and practical training and assessment and is further described in sections 3.0, 3.1, 3.2 and 3.3 of this AC.

The practical element of the type training may be conducted simultaneously with the conduct of the theoretical element of type training or provided separately as a standalone element.

3.0.1 Type Training Levels

The 3 levels set out below describe the objectives, the depth of training and the level of questions that the training is intended to achieve.

Level 1

A brief overview of airframe, systems and powerplant, as outlined in the systems description section of the aircraft maintenance manuals/information for continued airworthiness.

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

(a) Provide a simple description of the whole subject, using common words, examples, typical terms, and identify safety precautions related to the airframe, its systems and powerplant; and

(b) Identify aircraft manuals, and maintenance practices important to the airframe, its systems and powerplant; and

(c) Define the general layout of the aircraft's major systems; and

(d) Define the general layout and characteristics of the powerplant; and

(e) Identify special tooling and test equipment used with the aircraft.

Level 2

Basic system overview of controls, indicators, principal components – including their locations and purpose -servicing and minor troubleshooting, general knowledge of the theoretical and practical aspects of the subject.

On completion of the course the student will be able to:

In addition to the information contained in Level 1 training, at the completion of Level 2, the student will be able to:

(a) Understand the theoretical fundamentals and apply knowledge in a practical manner using detailed procedures; and

(b) Recall the safety precautions to be observed when working on or near the aircraft, powerplant and systems; and

(c) Describe the systems and handling procedures, particularly access, power availability and sources; and

(d) Identify the locations of the principal components; and

(e) Explain the normal functioning of each major system, including terminology and nomenclature; and

(f) Perform the procedure for servicing associated with the aircraft for the following systems: fuel, powerplant, hydraulics, landing gear, and oxygen; and water/waste; and

(g) Demonstrate proficiency in the use of crew reports and on-board reporting systems (minor troubleshooting) , and determine aircraft airworthiness as per the MEL/CDL; AND

(h) Demonstrate the use, interpretation and application appropriate documentation including instructions for continued airworthiness, maintenance manual and illustrated parts catalogue.

Level 3

Detailed description, component location, removal and installation, and BITE and troubleshooting procedures to maintenance manual level.

On completion of the course the student will be able to:

In addition to the information contained in Level 1 and 2 training, at the completion of Level 3, the student will be able to:

(a) Demonstrate a theoretical knowledge of aircraft systems and structures and inter-relationships with other systems, provide a detailed description of the subject using theoretical fundamentals and, specific examples and interpret results from various sources and measurements, and apply corrective action where appropriate; and

(b) Perform system, powerplant, component and functional checks as specified in the aircraft maintenance manual; and

(c) Demonstrate the use of, interpret and apply appropriate documentation, including structures repair manual and troubleshooting manual; and

(d) Correlate information for the purposes of making decisions in respect of fault diagnosis and rectification to maintenance manual level; and

(e) Describe procedures for the replacement of components unique to aircraft type.

3.0.2 EM 66.107(4) Theoretical (Classroom) Element – Examination standard

EM 66.107(4) Standards for Written Examinations

Where aircraft type training is required, the examination must be written and comply with the following:

(a) Format of the Examination is of the multiple choice type. Each multiple choice question must have 3 alternative answers of which only 1 must be the correct answer. The time for answering is based on a nominal average of 90 seconds per question;

(b) Alternative answers must seem equally possible to anyone with no knowledge of the subject. All of the alternatives should be clearly related to the question and of similar vocabulary, grammatical construction and length.

(c) In numerical questions, the incorrect answers must correspond to procedural errors such as the use of incorrect sense (- versus +) or incorrect measurement units; they must not be mere random numbers.

(d) Subject to paragraph (j), the level of each question should be the one defined in 3.0.1.

(e) The examination must be of the closed book type. No reference material is permitted. An exception will be made for the case of examining a B1/B2 candidate's ability to interpret technical documents.

(f) The number of questions should be at least equal to 1 question per hour of instruction, with a minimum of 1 question per chapter. CASA will assess number and level of questions on a sampling basis when approving a course. The number of questions of each level must be consistent with the effective training hours teaching at that level.

(g) The minimum examination pass mark is 75%. When the type training examination is , each split into several examinations, each examination must be passed with at least 75% pass mark. For it to be possible to achieve exactly a 75% pass mark the total number of examination questions must be a multiple of 4.

(h) Penalty marking is not to be used to determine whether a candidate has passed.

(i) End of module phase examinations cannot be used as part of the final examination unless they contain the correct number and level of questions required.

(j) It is accepted that during a level 3 examination, level 1 and level 2 questions may be used to examine the full scope of the course material. However, during the examination it is not acceptable to use more than 25% of questions at any lower level such that the intention of the higher level examination is reduced.

Although aircraft type training includes both theoretical and practical training elements, courses can be approved for the theoretical element, the practical element, or a combination of both.

EM 66.107(4) Theoretical training minimum tuition hours standards

1. Objective

   On completion of a theoretical training course, the student must be able to demonstrate to the level identified in paragraph 3.0.1 above, the detailed theoretical knowledge of the aircraft's systems, structure, operations, maintenance, repair and troubleshooting according to the instructions for continued airworthiness or acceptable technical data. The student must be able to demonstrate the use of manuals and approved procedures, including the knowledge of relevant inspections and limitations.

2. Level of Training

   Training Levels are those defined in paragraph 3.0.1 above.

3. Duration

   The theoretical training minimum tuition hours are contained in the following table:

	Category	**Tuition Hours**
Aeroplanes with a	Aeroplanes (A) /Turbine	150

certificated maximum take-off mass above 30,000kg	engines	
	Aeroplanes(A) / Piston engines	120
	E, I & R	100
Aeroplanes with a certificated maximum take-off mass equal to or less than 30,000kg and above 5700kg	Aeroplanes (A) /Turbine engines	120
	Aeroplanes(A) / Piston engines	100
	E, I & R	100
Large Helicopters (MCTOM over 3175kg)	Helicopters Airframe/Powerplant	120
	E, I & R	100

Notes:

(1) For the purposes of the table above, ***tuition hour*** means 60 minutes of teaching and excludes any breaks, examination, revision, preparation and aircraft visits.

(2) Tuition hours in the table above apply only to theoretical courses for complete aircraft/engine combination according to the type rating as defined by CASA.

4. Justification of Course duration

When applying for acceptance of a recognized foreign Aviation Training Organization (ATO) type rating course or a Part 141 ATO type rating course directly approved by CASA, the proposed hour duration must be justified and shown to cover the full syllabus by a training needs analysis based on:

(a) The design of the aircraft type, its maintenance needs and types of operation; and

(b) Detailed analysis of applicable chapters – see contents table below; and

(c) Detailed competency analysis showing that the objective as stated above in 'Theoretical Element -1. Objectives' are fully met; and

(d) Information based on the approved type design, if necessary.

Tuition hours of differences courses and other training course combinations, such as Airframe/Engine and Avionics (E,I &R) courses, must be justified to CASA by the training needs analysis as described above.

5. Content

As a minimum, the elements in the syllabus below, that are specific to the aircraft type, must be covered. Additional elements added due to the type variations, technological changes etc. must be included. The training syllabus should be focused on mechanical, powerplant, structural and electrical aspects for Airframe/Engine personnel and electrical and E/I/R aspects for avionics personnel.

Introductory Elements of Training – All Aircraft						
ATA	**Theory Elements**	**Aeroplane / Turbine**	**Aeroplane / Piston**	**Helicopter / Turbine**	**Helicopter / Piston**	**Avionics (E, I & R)**
05	Time Limits / Maintenance checks	1	1	1	1	1
06	Dimensions and areas, for example weights, MTOW	1	1	1	1	1
07	Lifting and Shoring	1	1	1	1	1
08	Levelling & Weighing	1	1	1	1	1
09	Towing and Taxiing	1	1	1	1	1
10	Parking, Mooring, Storing & RTS	1	1	1	1	1
11	Placards & Marking	1	1	1	1	1
12	Servicing	1	1	1	1	1
20	Standard Practices - only type particular	1	1	1	1	1
ATA	**Theory Elements**	**Aeroplane / Turbine**	**Aeroplane / Piston**	**Helicopter / Turbine**	**Helicopter / Piston**	**Avionics (E, I & R)**
Helicopters						
18	Vibration and Noise Analysis (Blade tracking)	-	-	3	3	
25	Emergency Floatation Equipment	-	-	3	3	1
53	Airframe Structure (Helicopter)	-	-	3	3	
60	Standard Practices rotor	-	-	3	3	
62	Rotor(s)	-	-	3	3	1
62A	Rotors monitoring and Indication	-	-	3	3	3
63	Rotor drive(s)	-	-	3	3	1
63A	Rotor drive(s)	-	-	3	3	3

	monitoring and indicating					
64	Tail Rotor	-	-	3	3	1
64A	Tal rotor(s) monitoring and indicating	-	-	3	3	3
65	Tail rotor drive	-	-	3	3	1
65A	Tail rotor drive monitoring and indicating	-	-	3	3	3
66	Folding blades and pylon	-	-	3	3	-
67	Rotors and Flight Controls	-	-	3	3	-
Aircraft Structures						
ATA	**Theory Elements**	**Aeroplane / Turbine**	**Aeroplane / Piston**	**Helicopter / Turbine**	**Helicopter / Piston**	**Avionics (E, I & R)**
27A	Flight Control Surfaces (all)	3	3	-	-	1
51	Standard practices and structures (damage classification, assessment and repair)	3	3	-	-	1
52	Doors	3	3	-	-	1
53	Fuselage	3	3	-	-	1
54	Nacelles and Pylons	3	3	-	-	1
55	Stabilisers	3	3	-	-	1
56	Windows	3	3	-	-	1
57	Wings	3	3	-	-	1
	Zonal and station identification systems	1	1	1	1	1
Aircraft Systems						
ATA	**Theory Elements**	**Aeroplane / Turbine**	**Aeroplane / Piston**	**Helicopter / Turbine**	**Helicopter / Piston**	**Avionics (E, I & R)**
21	Air Conditioning	3	3	3	3	3

21 (10/20)	Air Supply	3	3	3	3	2
21B	Pressurisation	3	3	3	3	3
21C	Safety and Warning Devices	3	3	3	3	3
22	Autoflight	2	2	2	2	3
23	Communications	2	2	2	2	3
24	Electrical Power	3	3	3	3	3
25	Equipment and Furnishings	3	3	3	3	1
25A	Electronic equipment including emergency equipment	1	1	1	1	3
26	Fire Protection	3	3	3	3	3
27	Flight Controls	3	3	3	3	2
27A	Systems Operation: electrical and fly-by-wire	3	-	-	-	3
28	Fuel Systems	3	3	3	3	2
28-40	Fuel systems monitoring and indicating	3	3	3	3	3
29	Hydraulic Power	3	3	3	3	2
29A	Hydraulic Power-monitoring and indicating	3	3	3	3	3
30	Ice and Rain Protection	3	3	3	3	3
31	Indicating and Recording systems	3	3	3	3	3
31A	Instrument systems	3	3	3	3	3
32	Landing Gear	3	3	3	3	2
32A	Landing Gear – monitoring and indicating	3	3	3	3	3
33	Lights	3	3	3	3	3
34	Navigation	2	2	2	2	3
35	Oxygen	3	3	-	-	2

36	Pneumatics	3	3	3	3	2
36A	Pneumatics – monitoring and indicating	3	3	3	3	3
37	Vacuum					
38	Water and Waste	3	3	-	-	2
41	Water Ballast	3	3	-	-	1
42	Integrated Modular Avionics	2	2	2	2	3
44	Cabin Systems	2	2	2	2	3
45	On-board maintenance systems (except if the element is covered in the element for ATA 31)	3	3	3	-	1
46	Information systems	2	2	2	2	3
50	Cargo and Accessory compartments	3	3	3	3	1
Turbine Engines						
ATA	**Theory Elements**	**Aeroplane / Turbine**	**Aeroplane / Piston**	**Helicopter / Turbine**	**Helicopter / Piston**	**Avionics (E, I & R)**
49	Auxilliary Power Unit (APU)	3	-	-	-	2
70	Standard Practices engines	3	-	3	-	1
70A	Constructional Arrangements and Operation (namely installation, inlet, compressors, combustion section, turbine section, bearings and seals, lubrication systems)	3	-	3	-	1
70B	Engine Performance	3	-	3	-	1
71	Powerplant	3	-	3	-	1
72	Engine Turbine and Turboprop and	3	-	3	-	1

	ducted/unducted fan					
73	Engine fuel and control	3	-	3	-	1
73A	FADEC	3	-	3	-	3
74	Ignition	3	-	3	-	3
75	Air	3	-	3	-	1
76	Engine Control	3	-	3	-	1
77	Engine Indicating Systems	3	-	3	-	3
78	Exhaust	3	-	3	-	1
79	Oil	3	-	3	-	1
80	Starting	3	-	3	-	1
82	Water Injection systems	3	-	3	-	1
83	Accessory Gearboxes	3	-	3	-	1
84	Propulsion Augmentation	3	-	3	-	1
Piston Engines						
ATA	**Theory Elements**	**Aeroplane / Turbine**	**Aeroplane / Piston**	**Helicopter / Turbine**	**Helicopter / Piston**	**Avionics (E, I & R)**
70	Standard Practices - engines	-	3	-	3	1
70A	Constructional arrangement and operation (carburettors, fuel injections systems, induction, exhaust and cooling systems, supercharging/turbo-charging, lubrication systems)	-	3	-	3	1
70B	Engine Performance	-	3	-	3	1
71	Powerplant	-	3	-	3	1
73	Engine and Fuel Control	-	3	-	3	1
73A	FADEC	-	3	-	3	3

74	Ignition	-	3	-	3	3
76	Engine Control	-	3	-	3	1
77	Engine Indicating Systems	-	3	-	3	3
79	Oil	-	3	-	3	1
80	Starting	-	3	-	3	1
81	Turbines	-	3	-	3	1
82	Water Injections	-	3	-	3	1
83	Accessory Gearbox	-	3	-	3	1
84	Propulsion Augmentation	-	3	-	3	1
Aeroplane Propellers						
ATA	**Theory Elements**	**Aeroplane / Turbine**	**Aeroplane / Piston**	**Helicopter / Turbine**	**Helicopter / Piston**	**Avionics (E, I & R)**
60A	Standard Practices - Propeller	3	3	-	-	1
61	Propellers/Propulsion	3	3	-	-	1
61A	Propeller Construction	3	3	-	-	-
61B	Propeller Pitch Control	3	3	-	-	-
61C	Propeller Synchronising	3	3	-	-	1
61D	Propeller electronic Control	2	2	-	-	3
61E	Propeller Ice Protection	3	3	-	-	-
61F	Propeller Maintenance	3	3	-	-	1

EM 66.107(4) Approved Theoretical Courses recognized by CASA PNG

Rule 66.107(4) states that a LAME may be eligible for the grant of a type rating for a large aircraft issued by CASA, if they successfully complete a course of training relevant to the type of aircraft or component for which the rating is being sought:

(i) conducted by a PNG Part 141 ATO Certificate holder which authorizes the conduct of such a course; or

(ii) conducted by a PNG Part 145 MO Certificate holder with an E1 rating; or

(iii) conducted by the manufacturer of the aircraft or component; or

(iv) approved by a competent authority of a contracting State (eg. FAA, EASA, UK CAA, TCCA, CASA Australia and CAA NZ) and acceptable to the Director as meeting equivalent standards for rating issue.

PNG Air Operator Certificate (AOC), Aviation Training Organisation Certificate and/or Aircraft Maintenance Organisation Certificate holders should ensure that all Type Rating Courses that it intends to run in-house or acquire from a foreign aviation training organization(s), satisfy the above minimum standards acceptable to the Director.

3.1. EM 66.107(4) Practical On Course (POC) Experience

POC is the practical experience gained by a LAME through their participation on an aircraft type course where the practical element of the training is run in conjunction with the theory (classroom) training.

PNG Part 145 MTOs and Part 141 ATOs should review all classroom training theory course content (including POC) thoroughly to ensure that type rating theory (classroom) courses comply with this paragraph 3.1 requirements prior to running the course.

The objective of POC is to gain the required competence in performing safe maintenance, inspections, and routine work in accordance with the maintenance manual and other relevant instructions for continuing airworthiness and tasks, as appropriate to the type of aircraft. For example:

-troubleshooting

-repairs

-adjustments

-replacements

-rigging and functional checks

It includes an awareness of the use of all technical literature and documentation for the aircraft, the use of specialist/special tooling and test equipment for performing removal and replacement of components and modules unique to the aircraft type including any on-wing maintenance activity.

The POC task list is presented in the table below. At least 50% of the crossed items in the table, which are relevant to the particular aircraft type, must be completed and assessed as part of the approved practical training.

Tasks marked with a cross represents subjects that would be MANDATORY for practical training purposes to ensure that the operation, function and installation and safety significance of key maintenance tasks are adequately addressed; particularly, where these cannot be fully explained by theoretical (classroom) training alone.

Although the below table lists the minimum POC training subjects, other items may be added where applicable to the particular aircraft type. POC tasks to be completed must be representative of the aircraft and systems both in complexity and in technical input required to complete that task. While relatively simple tasks may be included, other more complex maintenance tasks shall also be incorporated and undertaken as appropriate to the aircraft type.

A type course developed to include the POC tasks in the table below is subject to the normal type course approval process.

ATA	B1/B2						
		Locate	Function / Operate Test	Service/ Ground Handle	Remove Install	MEL	Trouble shoot
	Introduction Module						
5	Time limits	X/X	-	-	-	-	-
6	Dimension / Areas	X/X	-	-	-	-	-
7	Lifting and Shoring	X/X	-	-	-	-	-
8	Levelling and Weighing	X/X	-	X/X	-	-	-
9	Towing and Taxiing	X/X	-	X/X	-	-	-
10	Parking and Mooring	X/X	-	X/X	-	-	-
11	Placards and Markings	X/X	-	-	-	-	-
12	Servicing	X/X	-	X/X	-	-	-
20	Standard Practices – type particular	X/X	-	X/X	-	-	-
	Airframe Systems						
21	Air Conditioning	X/X	X/X	X/X	-	X/X	X/X
21A	Air Supply	X/X	X/X	-	-	-	-
21B	Pressurization	X/X	X/X	-	-	X/X	X/X
21C	Safety and Warning Devices	X/X	-	X/X	-	-	-
22	Auto Flight	X/X	-/X	-/X	-/X	X/X	-/X
23	Communications	X/X	-/X	X/X	-/X	X/X	-/X
24	Electrical Power	X/X	X/X	X/X	X/X	X/X	X/X
25	Equipment & Furnishings	X/X	X/X	X/X	X/X	-	-
25A	Electronic equipment including emergency equipment	X/X	X/X	X/X	X/X	-	-
26	Fire Protection	X/X	X/X	X/X	X/X	X/X	X/X
27	Flight Controls	X/X	X/X	X/-	X/-	X/-	X/-
27A	Flight Controls System Operation: Electrical / Fly-by-wire	X/X	X/X	X/-	X/X	X/-	-/X
28	Fuel Systems	X/X	X/X	X/X	X/-	X/X	X/-
28A	Fuel Systems – Monitoring and Indicating	X/X	X/X	-	-/X	-	-/X
29	Hydraulic Power	X/X	X/X	X/X	X/-	X/X	X/-
29A	Hydraulic Power- Monitoring and	X/X	X/X	-	X/X	X/X	X/X

	Indicating						
30	Ice & Rain Protection	X/X	X/X	X/X	X/-	X/X	X/X
31	Indicating / Recording systems	X/X	X/X	X/X	X/X	X/X	X/X
31A	Instruments Systems	X/X	X/X	X/X	X/X	X/X	X/X
32	Landing Gear	X/X	X/X	X/X	X/X	X/X	X/-
32A	Landing Gear – Monitoring and Indicating	X/X	X/X	X/X	X/X	X/X	X/X
33	Lights	X/X	X/X	X/X	X/X	X/X	-
34	Navigation	X/X	-/X	X/X	-/X	X/X	-/X
35	Oxygen	X/-	X/X	X/X	X/-	-	-
36	Pneumatic	X/-	X/X	-	X/X	X/X	X/X
36A	Pneumatic -Monitoring and Indicating	X/X	X/X	X/X	X/X	X/X	X/X
37	Vacuum	X/-	X/-	-	X/-	X/-	X/-
38	Water /Waste	X/-	X/X	X/X	-	-	-
41	Water Ballast	X/-	-	-	-	-	-
42	Integrated Modular Avionics	X/X	-/X	-/X	-/X	-/X	-/X
44	Cabin Systems	X/X	-/X	-/X	-/X	-/X	-/X
45	On-board maintenance systems	X/X	X/X	X/X	X/X	X/X	X/X
46	Information systems	X/X	-/X	-	-/X	-/X	-/X
47	Nitrogen Generation system	X/X	X/-	X/-	-	X/-	X/-
50	Cargo and Accessory Compartments	X/X	-	X/-	-	-	-
	AIRFRAME STRUCTURES						
51	Standard Practices and Structures (damage classification assessment and repairs)	Locate	Function / Operate Test	Service/ Ground Handle	Remove Install	MEL	Trouble shoot
52	Fuselage Doors	X/X	X/-	X/X	-	-	-
53	Fuselage	X/-	-	-	-	-	X/-
54	Nacelles / Pylons	X/-	-	-	-	-	-
55	Stabilisers	X/-	-	-	-	-	-
56	Windows	X/-	-	-	-	-	X/-
57	Wings	X/-	-	-	-	-	-
27A	Flight Control Surfaces	X/-	-	-	-	-	X/-
	TURBINE AND PISTON ENGINE MODULES	Locate	Function / Operate	Service/ Ground	Remove	MEL	Trouble shoot

			Test	Handle	Install		
70	Standard Practices – Engines only – Type Particular	-	-	X/X	-	-	-
70A	Constructional arrangement and operation (Installation inlet, compressors, Combustion section, Turbine Section, Bearings and Seals, Lubrication systems)	X/X	-	-	-	-	-
70B	Engine Performance	-	-	-	-	-	X/-
71	Powerplant	X/-	X/-	X/X	-	-	-
72	Engine Turbine / Turboprop / Ducted Fan / Unducted Fan	X/-	-	-	-	-	-
73	Engine Fuel and Control	X/X	X/-	-	-	-	-
73A	Ful Authority Digital Engine Control (FADEC) systems	X/X	X/X	-	X/X	X/X	X/X
74	Ignition	X/-	X/X	-	-	-	-
75	Air	X/-	-	-	X/-	-	X/-
76	Engine Controls	X/-					
77	Engine Indicating	X/X	X/X	-	-	X/X	X/X
78	Exhaust	X/-	X/-	-	-	X/-	-
79	Oil	X/-	-	X/-	X/-	-	-
80	Starting	X/-	X/-	-	-	X/-	X/-
82	Water Injection	X/-	X/-	-	-	-	-
83	Accessory Gearboxes	X/-	-	X/-	-	-	-
84	Propulsion Augmentation	X/-	X/-	-	-	-	-
	AUXILLIARY POWER UNITS (APUs)	Locate	Function / Operate Test	Service/ Ground Handle	Remove Install	MEL	Trouble shoot
49	APU	X/X	X/X	X/X	-	-	X/-
	PISTON ENGINES						
70B	Engine Performance	-	-	-	-	-	X/-
71	Powerplant	X/-	X/-	X/X	-	-	-
73	Engine Fuel and Control	X/X	X/-	-	-	-	-
73A	FADEC systems	X/X	X/X	-/X	X/X	X/X	X/X
74	Ignition	X/X	X/X	-	-	-	-
76	Engine Control	X/-	X/-	-	-	-	X/-
77	Engine Indicating	X/X	X/X	-	-	X/X	X/X
78	Exhaust	X/-	X/-	-	-	X/-	X/-

79	Oil	X/-	-	X/-	X/-	-	-
80	Starting	X/-	X/-	-	-	X/-	X/-
81	Turbines	X/-	X/-	X/-	X/-	-	X/-
82	Water Injection	X/-	X/-	-	-	-	-
83	Accessory Gearboxes	X/-	-	X/-	X/-	-	-
84	Propulsion Augmentation	X/-	X/-	-	-	-	-
	HELICOPTERS	Locate	Function / Operate Test	Service/ Ground Handle	Remove Install	MEL	Trouble shoot
18	Vibration and Noise Analysis (Blade Tracking)	X/-	-	-	-	-	X/-
60	Standard practices rotor – type specific only	X/X	-	X/X	-	-	-
62	Rotors	X/-	-	X/-	X/-	-	X/-
62A	Rotors- monitoring and indicating	X/X	X/-	X/-	X/X	X/-	X/X
63	Rotor drives	X/-	X/-	-	-	-	X/-
63A	Rotor drives – monitoring and indicating	X/X	X/-	-	X/X	X/-	X/X
64	Tail rotor	X/-	-	X/-	-	-	X/-
64A	Tail rotor – monitoring and indicating	X/X	X/-	-	X/X	X/-	X/X
65	Tai rotor drive	X/-	X/-	-	-	-	X/-
65A	Tail rotor drive – monitoring and indicating	X/X	X/-	-	X/X	X/-	X/X
66	Folding Blades / Pylon	X/-	X/-	X/-	-	-	X/-
67	Rotors Flight Control	X/-	X/-	X/-	-	X/-	X/-
53	Airframe Structure (Helicopter) (Note: covered under Airframe Structure)	-	-	-	-	-	-
25	Emergency Floatation Equipment	X/X	X/X	X/X	X/-	X/-	X/-
	PROPELLERS	Locate	Function / Operate Test	Service/ Ground Handle	Remove Install	MEL	Trouble shoot
60A	Standard Practices - Propellers	-	-	-	X/-	-	-
61	Propellers/ Propulsion	X/X	X/-	X/-	-	X/-	X/-
61A	Propeller / Construction	X/X	-	X/-	-	-	-
61B	Pitch Control	X/-	X/-	-	X/-	X/-	X/-
61C	Synchronising	X/-	X/-	-	-	-/X	X/-

61D	Electronic control	X/X	X/X	X/X	X/X	X/X	X/X
61E	Ice Protection	X/-	X/-	-	X/-	X/-	X/-
61F	Maintenance	X/X	X/X	X/X	X/X	X/X	X/X

3.2. EM 66.107(2) Aircraft type practical training and assessment

3.2.1 Aircraft type practical training and assessment must include a representative cross-section of maintenance activities relevant to the category or subcategory.

3.2.2 Practical training must be of fixed content and duration, and except in the case of PCT, can be conducted by either by a Part 141 MTO or a Part 145 AMO with E1 rating. In the case of PCT, only a Part 141 MTO approved to conduct PCT may deliver and assess the training. Where practical training is conducted by a Part 145 with E1 rating, the practical training must be first approved by CASA. The practical training must be supported by a detailed syllabus or practical worksheets/logbooks showing content and duration of training.

3.2.3 The practical element of type training may be conducted simultaneously with the conduct of the theoretical element or provided separately as a stand-alone element.

3.2.4 Options for practical training include:

(a) PCT; or

(b) practical-on-course (POC) training; and

(c) structured OJT performed according to a type-specific program.

3.2.5 Practical training can be done by demonstration using equipment, components, simulators, other training devices or aircraft. This training does not need to involve actual servicing or repair of aircraft.

3.2.6 Records of demonstration of practical training must be retained by the organization conducting the practical training for at least 5 years following the practical training in accordance with rule 141.59.

EM 66.107(2) Practical Elements

3.2.7 The representative cross-section of maintenance activities may include:

(a) training in maintenance of aircraft;

(b) rigging;

(c) adjustments;

(d) replacement of LRUs;

(e) troubleshooting;

(f) rectification of minor defects; and

(g) testing of systems covering each element of the course.

3.2.8 The structured OJT practical element of type training may include targeted experience recorded within a schedule of experience or competency-based assessment of a schedule of practical tasks.

3.2.9 Any practical training element, whether PCT, POC, OJT/SOE, consists of the performance of representative maintenance tasks drawn from the type training and examination syllabus at the indicated level (1, 2 or 3) and to the following assessment standards:

EM 66.107(2) Practical training element – Assessment Standards

1. For assessment of practical elements of type training, the assessment must be oral, written or practical assessments based, or a combination of all of these. Conduct of the assessment method must be in accordance with the Maintenance Training Organisation's (MTO) Exposition procedures.
2. Practical assessments must determine a person's competence to perform a task based on a sample of subjects drawn from the type training and examination syllabus at the indicated level.
3. A written report must be made by the Examiner or assessor to explain why the candidate has passed or failed.
4. The Assessments must ensure that the following objectives are met:
   (a) accurately and confidently discuss the aircraft and its systems;
   (b) ensure safe performance of maintenance, inspections and routine work in accordance with the maintenance manual and other relevant instructions and tasks as appropriate for the aircraft, for example, troubleshooting, repairs, adjustments, replacement, rigging and functional checks such as engine runs, etc., if required;
   (c) Correctly use all technical literature and documentation for the aircraft;
   (d) Correctly use specialist and special tooling and test equipment, perform removal and replacement of components and modules unique to type; including any on-wing maintenance activity.

Structured OJT is performed according to a type-specific program and includes training in maintenance of the aircraft, rigging, adjustments, replacements of line replaceable units, troubleshooting, rectification of minor and defects, and testing of systems covering each element of the course.

3.3 EM 66.107(2) On-Job-Training (OJT)

3.3.1 On-Job-Training (OJT) is the maintenance experience gained by a LAME in the workplace. The objective of OJT is to gain the required competence and experience in performing safe maintenance. This type of training may or may not use structured learning processes.

3.3.2 OJT is normally delivered peer-to-peer and shall take place on the aircraft, or aeronautical product and at the Part 145 AMO workplace using actual work task performance. OJT may include both line and base maintenance tasks and must comply with the requirements of paragraph 3.2.

3.3.3 OJT needs to cover a cross-section of tasks representative of the aircraft and systems both

in complexity and in the technical input required to complete that task. While relatively simple tasks may be included, other more complex tasks shall also be incorporated and undertaken as appropriate to the aircraft type.

Each task shall be signed-off by the student, in addition to the workplace supervisor, peer or assessor. The task listed shall refer to an actual job card/work order etc. The following data is addressed on the OJT worksheets/logbook:

(a) trainee name, date of birth, etc
(b) approved maintenance organization and location;
(c) name of supervisor and assessor (include AMEL number as applicable);
(e) Description of task/job card/ work order / tech log, date of task completion etc.
(f) Aircraft type and aircraft registration
(g) Licence rating applied for.

3.3.4 Type specific tasks may be substituted as applicable to the aircraft type concerned and licence category. OJT should demonstrate a variety and a cross section of tasks both in terms of aircraft systems experience and in the complexity of the tasks performed.

The design of the OJT program should consider which tasks for an aircraft should be mandatory irrespective of the experience reductions available by virtue of completing PCT or POC.

There will be aircraft-specific tasks that every LAME will need to carry out, irrespective of their experience.

EM 66.107(2) Nomination of MANDATORY and/or ADDITIONAL TASKS

Appendix B of this AC provides a suggested template for OJT Journals or Logbooks for type ratings.

A Part 145 AMO or Part 141 MTO should nominate out of the tasks listed below, those that will be applicable to all LAMEs (MANDATORY), and those that are (ADDITIONAL) or (SUPPLEMENTARY) tasks required for less experienced LAMEs.

Aircraft type practical experience and OJT task list

ATA 05 -Time Limits/Maintenance Checks
-100 hr check (GA aircraft)
-“A”, “B” or “C” Check (Large transport aircraft)
-Assist in carrying out scheduled maintenance check iaw the AMM
-Review Aircraft Maintenance Log for correct completion
-Review records for compliance with Airworthiness Directives
-Review records for compliance with aeronautical product life limits
-Procedure for inspection following heavy landing
-Procedure for inspection following lightning strike

ATA 06 -Dimensions / Areas
-Locate aeronautical product(s) by zone/station number
-Perform symmetry check

ATA 07 -Lifting and Shoring
Assist:

-Jack aircraft nose or tail wheel
-Jack complete aircraft; and
-sling or trestle major aeronautical product.

ATA 08 - Levelling / Weighing
-Level aircraft
-Weigh aircraft
-Prepare weight and balance amendment
-check aircraft against equipment list

ATA 09 - Towing / Taxiing
-Prepare aircraft for towing
-Tow aircraft
-Be part of aircraft towing team

ATA 10 – Parking and Mooring
-Tie down aircraft
-Park, secure and cover aircraft
-Position aircraft in maintenance dock
-Secure rotor blades

ATA 11 -Placards / Markings
-Check aircraft for correct placards
-Check aircraft for correct markings

ATA 12 -Servicing
-Refuel Aircraft
-Defuel Aircraft
-Carry out tank to tank fuel transfer
-check/adjust tire pressures
-check/replenish oil levels
-check/replenish hydraulic fluid levels
-check/replenish accumulator pressure
-charge pneumatic system
-Grease aircraft
-Connect ground power
-service toilet / portable water system
-perform pre-flight / daily check

ATA 18 -Vibration and Noise Analysis
-Analyze helicopter vibration problem
-Analyze noise spectrum
-Analyze engine vibration

ATA 21 -Air conditioning
-Replace combustion heater
-Replace Flow Control Valve
-Replace Outflow valve
-Replace Safety valve
-Replace vapor cycle unit

-Replace air cycle unit
-Replace cabin blower
-Replace heat exchanger
-Replace pressurization controller
-Clean outflow valves
-deactivate / reactivate cargo isolation valves
-deactivate / reactivate avionics ventilation components
-check operation of airconditioning/ heating system
-check operation of pressurization system
-troubleshoot faulty system

ATA 22 -Autoflight
-Install servos
-Rig bridle cables
-Replace controller
-Replace amplifier
-Replacement of the Autoflight system line replaceable units (LRUs) in case of the fly-by-wire aircraft
-Check operation of autopilot
-Check operation of autothrottle /autothrust
-Check operation of yaw damper
-Check and adjust servo clutch
-Perform autopilot gain adjustments
-Perform mach trim functional checks
-Troubleshoot faulty systems
-Check Autoland system
-Check flight management systems
-Check Stability augmentation systems

ATA 23 -Communications
-Replace VHF Comm unit
-Replace HF Comm unit
-Replace existing antenna
-Replace static discharge wicks
-Check operation of Radios
-Perform antenna Voltage Standing Wave Ratio (VSWR) check
-Perform Selective Calling (SELCAL) operational check
-Perform operational check of Passenger Announcement (PA) system
-Functionally check audio integrating system
-Repair Co-ax cable
-Troubleshoot faulty system

ATA 24 – Electrical Power
-Charge lead/acid battery
-Charge Ni-cad battery
-Check battery capacity
-Deep cycle Ni-cad battery
-Replace IDG/Alternator
-Replace switches

-Replace circuit breakers
-Adjust voltage regulator
-Change voltage regulator
-Amend electrical load analysis report
-Repair / Replace electrical feeder cable
-Troubleshoot faulty system
-Perform functional check of IDG/Alternator
-Perform functional check of voltage regulator
-Perform functional check of Emergency Generation system

ATA 25 – Equipment / Furnishings
-Replace Carpets
-Replace Crew Seats
-Replace passenger seats
-Check inertia reels
-Check seats/belts for security
-Check emergency equipment
-Check ELT for compliance with CARs
-Repair toilet waste container
-Remove and Install ceiling/sidewall panels
-Repair upholstery
-Change cabin configuration
-Replace cargo loading system actuator
-Replace escape slides/ropes

ATA 26 – Fire Protection
-Check Fire bottle contents
-Check/test operation of fire/smoke detection and warning system
-Check cabin-fire extinguisher contents
-Check lavatory smoke detector system
-Check cargo panel ceiling
-Install new fire bottle
-Replace fire bottle squib
-Troubleshoot faulty system
-Inspect engine fire wire detection systems

ATA 27 – Flight Controls
-Inspect primary flight controls and related aeronautical products iaw AMM
-Extending/ Retracting flaps/slats
-Replace Horizontal Stabiliser
-Replace spoiler/lift dumper
-Replace Elevator
-Deactivation / Reactivation of aileron servo control
-Replace Aileron
-Replace Rudder
-Replace Trim Tabs
-Install Control Cables and Fittings
-Replace Flaps
-Replace Slats
-Replace Powered Flying Control Unit

-Replace Flap Actuator
-Rig Primary Flight Controls
-Adjust Trim Tab
-Adjust control cable tension
-Check control range and direction of movement
-Check for correct assembly and locking
-Troubleshoot faulty system
-Functional test of primary flight controls
-Functional test of flap system
-Operational test of the side-stick assembly
-Functional test of Trimmable Horizontal Stabilzer (THS)
-THS system wear check

ATA 28 – Fuel Systems
-Water drain system (operation)
-Replace Booster pump
-Replace fuel selector
-Replace fuel tank cells
-Replace/test fuel control valves
-Replace magnetic fuel level indicators
-Replace water drain valve
-Check / Calculate fuel contents manually
-Check filters
-Flow Check system
-Check calibration of fuel QTY gauges
-Check operation Feed/Selectors
-Check operations of fuel dump/Jettison system
-Fuel transfer between tanks
-Pressure defuel
-Pressure refuel (manual control)
-Deactivation / Reactivation of fuel valves (transfer defuel, xfeed, refuel)
-Troubleshoot faulty system

ATA 29 - Hydraulics
-Replace Engine Driven Pump
-Check / Replace Case drain filter
-Replace Standby Pump
-Replace hydraulic motor pump / generator
-Replace Accumulator
-Check operation of shut-off valve
-Check filters / clog indicators
-Check indicating systems
-Perform functional checks
-Pressurisation / Depressurisation of the Hydraulic system
-Parallel Transfer Unit (PTU) operation
-Replacement of PTU
-Troubleshoot faulty system

ATA 30 – Ice and Rain Protection
-Replace Pump
-Replace timer
-Inspect / Repair Propeller ice boot
-Inspect / Test wing leading edge de-icer boot
-Replace anti-ice / De-ice valve
-Install wiper motor
-Check operation of systems
-Operational test of the pitot-probe ice protection
-Operational test of the Turbine Air Temperature (TAT) ice protection
-Operational test of the Wing Ice Protection
-Assistance to the operational test of the engine air-intake ice protection (engines in operation)
-Troubleshoot faulty systems

ATA 31 – Indicating/Recording Systems
-Replace Flight Data Recorder (FDR)
-Replace Cockpit Voice Recorder (CVR)
-Replace clock
-Replace Master Caution Unit
-Replace FDR
-Perform FDR data retrieval
-Troubleshoot faulty system
-Implement Emergency Shutdown system (ESDS) Procedure
-Inspect for High Intensity Radio Frequency (HIRF) requirements
-Start / Stop Electronic Instrument System (EIS) Procedure
-BITE test of the Centralised Fault Display Interface Unit (CFDIU)
-Ground Scanning of the Central Warning System

ATA 32 – Landing Gear
-Build up wheel
-Replace mainwheel
-Replace nosewheel
-Replace steering actuator
-Replace truck tilt actuator
-Replace gear retraction actuator
-Replace uplock/downlock assembly
-Replace shimmy damper
-Rig Nosewheel steering
-Functional test of the nosewheel steering system
-Replace shock strut seals
-Servicing of shock strut
-replace brake unit
-replace brake control valve
-bleed brakes
-replace brake fan
-test anti-skid unit
-test Gear retraction
-change bungees
-adjust micro-switches / sensors

-charge struts with oil/air
-troubleshoot faulty system
-test auto-brake system
-replace rotorcraft skids
-replace rotorcraft skid shoes
-pack and check floats
-floatation equipment
-check /test emergency blowdown (emergency landing gear extension)
-operational test of landing gear doors

ATA 33 – Lights
-Repair / replace rotating beacon
-repair / replace landing lights
-repair / replace navigation lights
-repair / replace interior lights
-replace ice inspection lights
-repair / replace logo lights
-repair / replace emergency lighting system
-perform emergency lighting system checks
-troubleshoot faulty systems

ATA 34 – Navigation
-Calibrate magnetic direction indicator
-replace airspeed indicator
-replace altimeter
-replace air data computer
-replace VHF omni-directional radio range (VOR) unit
-replace attitude direction indicator (ADI)
-replace horizontal situation indicator (HSI)
-Check pitot static system for leaks
-Check operation of directional gyroscope
-functional check weather radar
-functional check doppler
-functional check TCAS
-functional check DME
-functional check ATC transponder
-functional check flight director system
-functional check Inertial navigation system
-complete quadrangle error correction of ADF system
-update FMS database
-check calibration of pitot-static instruments
-check calibration of pressure altitude reporting system
-troubleshoot faulty system
-check marker system
-compass replacement direct/indirect
-check satcom
-check GPS
-test avionics monitor(AVM)

ATA 35 – Oxygen
-inspect on-board oxygen equipment
-purge and recharge oxygen system.
-replace regulator
-replace oxygen generator
-test crew oxygen system
-Perform auto oxygen system deployment check
-troubleshoot faulty system

ATA 36 – Pneumatic systems
-replace filter
-replace air shutoff valve
-replace pressure regulating valve
-replace compressor
-recharge dessicator
-adjust regulator
-check for leaks
-troubleshoot faulty system

ATA 37 – Vacuum systems
-inspect the vacuum system IAW with AMM
-replace vacuum pump
-check/replace filters
-adjust regulator
-troubleshoot faulty system

ATA 38 – Water / Waste
-replace water pump
-replace tap
-replace toilet pump
-perform water heater functional check
-troubleshoot faulty system
-inspect waste bin flap closure

ATA 45 – Central Maintenance System
-retrieve data from Communication Maintenance Unit (CMU)
-replace CMU
-Perform BITE check
-troubleshoot faulty system

ATA 49 – Auxilliary Power Unit
-Removal/Installation of the APU
-Removal/Installation of the inlet guide vane actuator
-operational test of the APU emergency shutdown test
-operational test of the APU

ATA 51 – Structures
-assessment of damage
-sheetmetal repair
-fibreglass repair
-wooden repair
-fabric repair
-recover fabric control surface
-treat corrosion
-apply protective treatment

ATA 52 – Doors
-inspect passenger door IAW with AMM
-Rig / Adjust locking mechanism
-Adjust Air stair system
-check operation of emergency exits
-test door warning system
-troubleshoot faulty system
-remove and install passenger door IAW AMM
-remove and install emergency exit IAW with AMM
-inspect cargo door IAW with AMM

ATA 56 – Windows
-Replace Windshield
-Replace direct vision window
-Replace cabin window
-Repair Transparency

ATA 57 – Wings
-Skin repair
-Recover Fabric Wing
-Replace tip
-Replace rib
-Replace integral fuel tank panel
-Check incidence/rig

ATA 61 – Propeller
-Assemble Prop after transportation
-Replace Propeller
-Replace Governor
-Adjust Governor
-Perform static functional checks
-Check operation during ground run
-Check track
-Check setting of micro-switches
-Assessment of blade damage iaw AMM
-Dynamically balance prop
-Troubleshoot faulty system

ATA 62 – Main Rotors
-Install rotor assembly
-Replace blades
-Replace damper assembly
-Check static balance
-Check dynamic balance
-Troubleshoot

ATA 63 – Rotordrive
-Replace mast
-Replace drive coupling
-Replace clutch / freewill unit
-Replace drive belt
-Install main gearbox
-check gearbox chip detectors
-check/install bearings and hangers
-check/service/assemble flexible couplings
-check alignment of driveshafts
-install and rig drive shafts

ATA 65 – Tail Rotor Drive
-Replace Bevel Gearbox
-Replace Universal joints
-Overhaul Bevel Gearbox
-Install Drive Assembly
-Check Chip Detectors
-Check / Install Bearings and Hangers
-Check / service / assemble flexible couplings
-Check alignment of driveshafts
-Install and rig driveshafts

ATA 67 – Rotorcraft Flight Controls
-Install Swash plate
-Install mixing box
-Adjust pitch links
-Rig Collective system
-Rig Cyclic system
-Rig anti-torque system
-Check controls for assembly and locking
-Check controls for assembly and sense
-Troubleshoot faulty system

ATA 71– Powerplant
-Build up engine control unit (ECU)
-Replace engine
-Repair cooling baffles
-Repair Cowling
-Adjust cowl flaps
-Repair faulty wiring
-Troubleshoot

-Assist in dry motoring check
-Assist in wet motoring check
-Assist in engine start (manual mode)

ATA 72 – Piston Engines
-Remove / Install reduction gear
-Check crankshaft runout
-Check tappet clearance
-Check compression
-Extract broken stud
-Install Helicoil
-Perform ground run
-Establish / check reference RPM
-Troubleshoot

ATA 72 – Turbine Engines
-Replace module
-Replace Fan Blades
-Hot Section Inspection / Borescope check
-Carry out engine compressor wash
-Carry out engine dry cycle
-Engine ground run
-Establish reference power
-Trend monitoring / Gas path analysis
-Troubleshoot

ATA 73 – Fuel and Control, Piston
-Replace Engine Driven Pump
-Adjust Automatic mixture control (AMC)
-Adjust automatic boost control (ABC)
-Install carburrettor / injector
-Adjust carburrettor / injector
-Clean injector nozzles
-Replace primer line
-Check carburrettor float setting
-Troubleshoot faulty system

ATA 73 – Fuel and Control, Turbine
-Replace Flight Control Unit (FCU)
-Replace Engine Electronic Control Unit – Full Authority Digital Engine Control (FADEC)
-Replace Fuel Metering Unit (FADEC)
-Replace Engine Driven Pump
-Clean / Test fuel nozzles
-Clean / Replace filters
-Adjust FCU
-Troubleshoot faulty systems
-Functional test FADEC

ATA 74– Ignition systems, Piston

-Change magneto
-Change ignition vibrator
-Change plugs
-Test Plugs
-Check H.T leads
-Install new leads
-Check timing
-Check system bonding
-Troubleshoot faulty system

ATA 74– Ignition systems, Turbines
-Perform functional test of the ignition system
-Check glow plugs / ignitors
-Check H.T leads
-Check ignition unit
-Replace ignition unit
-Troubleshoot faulty system

ATA 76– Engine Controls
-Rig Thrust Lever
-Rig RPM control
-Rig mixture High Pressure (HP) cock lever
-Rig Power Lever
-Check control sync (multi-eng)
-Check controls for control assembly and locking
-Check controls for range and direction of movement
-Adjust pedestal micro-switches
-Troubleshoot faulty system

ATA 77– Engine Indicating
-Replace engine instrument(s)
-Replace oil temperature bulb
-Replace thermocouples
-Check calibration
-Troubleshoot faulty system

ATA 78– Exhaust, Piston
-Replace exhaust gasket
-Inspect welded repair
-Pressure check cabin heater muff
-Troubleshoot faulty system

ATA 78– Exhaust, Turbine
-Change jet pipe
-Change shroud assembly
-Install trimmers
-Inspect /replace thrust reverser
-Replace thrust reverser component
-Deactivate / Activate Thrust Reverser

ATA 79– Oil
-Change oil
-Check filters
-Adjust pressure relief valve
-Replace oil tank
-Replace oil pump
-Replace oil cooler
-Replace firewall shutoff valve
-Perform oil dilution test
-Troubleshoot faulty system

ATA 80– Starting
-Replace starter
-Replace start relay
-Replace start control valve
-Replace start control valve
-Check cranking speed
-Troubleshoot faulty system

ATA 81– Turbine, Piston Engines
-Replace Power Recovery Turbine (PRT)
-Replace Turbo-blower
-Replace heat shields
-Replace waster gate
-Adjust density controller

ATA 82–Engine Water Injection
-Replace water/methanol pump
-Flow check water/methanol system
-Adjust water/methanol control unit
-Check fluid for quality
-Troubleshoot faulty system

ATA 83– Accessory Gearboxes
-Replace Gearbox
-Replace driveshaft
-Check/inspect magnetic chip detector

OJT Record keeping

Type experience should be demonstrated by the submission (to the Part 145 AMO Assessor) of OJT logbook or Schedule of Experience (SOE) or Practical Training Records (PTR) showing tasks performed by the applicant. The Part 145 maintenance organization should provide each applicant with a logbook indicating a list of tasks for a type rating to be performed under supervision.

A record of the tasks should be entered into a logbook, which should be designed such that each tasks or a group of tasks may be countersigned by a workplace supervisor, peer or assessor.

The format of the logbook should be clearly defined. Appendix A provides a sample template for the PTR logbook. Appendix A provides a sample template for a CASA SOE or workplace 'Recent Experience Record' which can be used for the logging of OJT. The worksheet may be printed off and used by individual LAMEs to record the evidence of their OJT experience or maintenance tasks performed.

EM 66.107(2) Conduct of OJT

It is acceptable for confirmation of individual OJT task completion to be undertaken by a direct supervisor. The Part 141 Maintenance Training Organisation Assessor/Examiner or the Part 145 AMO Personnel Competency and Authorization (PCA) Manager should conduct a final review of the tasks undertaken and provide confirmation of the completion of the required diversity, variety and quantity of OJT.

During OJT the supervisor is to oversee the complete process, including task completion and use of manuals and procedures during the performance of maintenance in an appropriately approved maintenance environment.

EM 66.107(2) Assessment or Technical Oral examinations

Where the OJT and its assessment are conducted under the responsibility of a Part 141 MTO assessor/examiner or Part 145 PCA, the respective Expositions should be amended to describe the process. These Exposition procedures should specify the requirements for Assessor /Examiner training and the Assessment process and should identify the assessor by name and position within the organization. The incorporation of an OJT program within a Part 145 AMOs operations requires a significant change to the Exposition procedures and required CASA approval. Each OJT program for each aircraft type will also require approval by CASA.

The OJT record will be submitted to the Part 141 Maintenance Training Organization with which an arrangement has been made for an assessment, or to the Part 145 AMO PCA. The final assessment of the OJT that has been satisfactorily completed to the requirements outlined above should be certified by either a Part 145 PCA or a Part 141 MTO assessor / examiner.

When the OJT has been successfully completed, the Part 141 MTO or the Part 145 PCA Manager should complete the appropriate section of the LAME Type Rating application form. The Assessment may be completed task-by-task or as a final assessment at the end of the practical training and/or OJT.

3.4 EM 66.107(2) Required Amounts of PCT, POC and/or OJT

The percentage of tasks to be covered for different combinations of PCT, POC and/OJT to satisfy the practical requirements of aircraft type training in rule 66.107(2) are provided below.

The Practical Training Regimes are:

3.4.1 **Practical Consolidation Training (PCT)**: Further details of PCT can be found in AC 141-4.

3.4.2 **Practical On Course (POC)**: POC is delivered in conjunction with the classroom theory type training course. Further information about POC can be found in paragraph 3.1.

3.4.3 **On-Job-Training (OJT)**: OJT may be used as a standalone method for gaining practical experience. Further information about OJT can be found in paragraph 3.3.

The objective of each of these programs is to be provided the practical competence required for each aircraft type rating. Each of these programs has a **MANDATORY** task list that all LAMEs need to complete irrespective of their level of experience. However, in the case of a first type rating, the MANDATORY tasks alone will not provide the required practical experience for a licence type rating outcome. To make up the shortfall in aircraft type experience a percentage of **ADDITIONAL** tasks from an OJT program will be required.

3.4.4 EM 66.107(2) Policy – Gaining an Initial or Additional aircraft type rating

The percentages outlined in the policy below represent the proportion of MANDATORY tasks and ADDITIONAL tasks from a Part 145 AMO's /Part 141 MTOs OJT journal that need to be completed by an applicant seeking a type rating. The method of practical training utilized for gaining the practical element of the type training determines the amount of supplementation by OJT that is required.

3.4.5 EM 66.107(2) Gaining the first unrestricted type rating / AMS-4

An unrestricted type rating has no exclusions endorsed on the rating. Where an individual is seeking their initial issue unrestricted type rating (ie. for a rating not held on the licence), the individual are subject to initial issue requirements for the rating in relation to the aircraft system that will be granted for the first time.

An AMS-4 credential may be issued under Part 66 to an individual who has successfully completed a B1/B2 type course (including POC) and has completed at least 3 months of OJT, for a first type rating. The AMS-4 allows the individual to gain the remaining practical experience (additional 3 months) under restrictions imposed on the individual's privileges when certifying release to service. The restrictions/conditions will be stated on the AMS-4. The individual may then apply for an unrestricted type rating endorsement on their AMEL once all the MANDATORY and ADDITIONAL tasks of the OJT totaling 6 months have been achieved in accordance with rule 66.107(2).

3.4.6 EM 66.107(2) First type rating - either B1 or B2

The first type rating would normally involve the use of PCT or POC combined with OJT, or the use of OJT alone. The percentages of OJT Tasks to be completed during the conduct of the OJT program for the alternate practical regimes acceptable to the Director are:

- **If PCT has been utilized** – 25% of the ADDITIONAL tasks in the OJT journal (may be taken concurrently with the service familiarization phase)
- **If POC has been utilized** – 80% of the mandatory tasks and 25% of the ADDITIONAL tasks in the OJT journal.
- **If OJT alone is to be utilized** – 100% of mandatory tasks and 25% of ADDITIONAL tasks in the OJT journal.

3.4.7 EM 66.107(2) Second type rating in the Category already held

For a second rating in a category, the percentage of OJT tasks to be completed are as follows:

- **If PCT has been utilized** – practical experience requirements has been met, where the rating sought is held in the existing category.
- **If POC has been utilized** – 50% of the MANDATORY tasks and 25% of ADDITIONAL tasks in the OJT journal.
- **If OJT alone is utilized** – 100% of the MANDATORY tasks plus 25% of the ADDITIONAL tasks in the OJT journal.

3.4.8 EM66.107(2) First type rating but in alternate Category – ie. into B1 from B2 or vice versa

For a first rating; but in alternative category the percentage of OJT tasks to be completed are as follows:

- **If PCT has been utilized** – practical experience requirement has been met, where the rating sought is held in the existing category.
- **If POC has been utilized** – 80% of the MANDATORY tasks and 25% of the ADDITIONAL tasks in the OJT journal.
- **If OJT alone is to be utilized** – 100% of the MANDATORY tasks plus 25% of the ADDITIONAL tasks in the OJT journal.

3.4.9 EM 66.107(2) Guidance in setting up an OJT Program

A Part 145 AMO and/or Part 141 MTO's development of an approved OJT program for a specific aircraft type rating can provide alternative means of practical training requirements for gaining an initial 1st rating in a licence category or gaining a 2nd rating in an alternate licence category.

The OJT program can be used either as a standalone means for practical where no other practical experience is required (POC or PCT) or can be combined with a PCT or POC program

OJT is performed during line or base maintenance operations and provides recency in category, with competency gained by the signoff/assessment of all appropriate tasks.

The AMO's/ MTO's development of an OJT task list (journal) for an aircraft should cover a cross section of tasks representative of the aircraft and aircraft systems both in complexity and the technical input required to complete the task. Appendix B to this AC provides a sample OJT journal template.

The design of the OJT program also needs to consider which aircraft maintenance tasks would be considered to be MANDATORY irrespective of the experience reductions available by virtue of completing PCT or POC, as there will be aircraft specific tasks that every LAME needs to carry out irrespective of their experience.

The AMO should provide applicants with a schedule or plan indicating a list of type rating tasks to be performed under supervision.

An AMO's/MTO's exposition requires inclusion of OJT training procedures approved by CASA.

The OJT program provides three classifications of maintenance tasks:

a. **MANDATORY tasks**:

These tasks are determined using a Training Needs Analysis (TNA) or taken from an approved or POC or PCT Program. A typical POC Program has P1/P2 tasks (P1 tasks accomplished on a synthetic trainer if available and P2 tasks which are accomplished on a live aircraft similar to PCT. For standalone OJT, all P1 and P2 or PCT tasks are MANDATORY and are accomplished on a live aircraft or aeronautical product.

b. **ADDITIONAL tasks**:
These tasks are scheduled maintenance tasks drawn from a computerized maintenance program (up to C check) or equivalent Aircraft Maintenance Manual (AMM) tasks that are relevant to the scope and depth of a license privilege. Eg. LRU replacements / simple tests, etc.

ADDITIONAL tasks are categorized as either COMPLEX or SIMPLE tasks.

COMPLEX tasks are identified in the OJT journal as BOLD text. It may have the following characteristics:

- Usually requires the removal/installation of a component from the airframe/engine.
- Involves several comprehensive steps to perform.
- Have multiple decision points in order to complete.
- May require the use of specialized tooling or test equipment.
- May often require more than one person to perform. Ie. a team of persons

SIMPLE tasks are identified in the OJT journal as UNBOLD text. It may have the following characteristics:

- Does not necessarily require the removal/installation of a component from the airframe/engine.
- Does not require the use of specialized tooling or special test equipment.
- Can be completed by a single person.
- Does not involve decision steps (ie. no troubleshooting)
- May involve on-board maintenance system BITE check to determine serviceability.

The minimum percentage of COMPLEX and SIMPLE tasks to be carried out will be 25% as per the policy in paragraph 3.4.4 to 3.4.8 above.

c. SUPPLEMENTARY tasks
These are unscheduled maintenance tasks or those tasks that are considered equivalent to a MANDATORY and ADDITIONAL task – COMPLEX or SIMPLE. These tasks will be evaluated during the Part 145 AMO /Part 141 MTO aircraft type practical assessment process.

3.5 Appendix A – OJT Logbook/Journal Cover Page for Type Ratings

3.6 Appendix B – Sample OJT Logbook/Journal for Type Ratings

APPENDIX A - OJT experience record - log book cover page

Personal details

SURNAME			
GIVEN NAME(S)			
DATE OF BIRTH			
NATIONALITY			
ADDRESS			
STATE		**POSTCODE**	

Change of address

ADDRESS			
STATE		**POSTCODE**	

ADDRESS			
STATE		**POSTCODE**	

ADDRESS			
STATE		**POSTCODE**	

Qualifications / training

QUALIFICATION/COURSE TITLE	TRAINING ORGANISATION/SCHOOL	START DATE	FINISH DATE
REMARKS			
CERTIFIED BY			

Authorisations / licences

AUTHORISATION / LICENCE	AUTHORISING / LICENSING ORGANISATION	DATE ISSUED

Employment history

EMPLOYER NAME			
ACN No. (if applicable)			
ADDRESS			
TELEPHONE			
START DATE		**FINISH DATE**	
BRIEF DESCRIPTION OF EMPLOYMENT			
SIGNATURE (COMPANY ENDORSED DELEGATE)			

EMPLOYER NAME			
ACN No. (if applicable)			
ADDRESS			
TELEPHONE			
START DATE		**FINISH DATE**	
BRIEF DESCRIPTION OF EMPLOYMENT			
SIGNATURE (COMPANY ENDORSED DELEGATE)			

EMPLOYER NAME			
ACN No. (if applicable)			
ADDRESS			
TELEPHONE			
START DATE		**FINISH DATE**	
BRIEF DESCRIPTION OF EMPLOYMENT			
SIGNATURE (COMPANY ENDORSED DELEGATE)			

APPENDIX B – On Job Training (OJT) Logbook or Journal

MRO Company Details	
Company Name:	
CASA PNG Part 145 approval Number	

Aircraft Rating		
This syllabus has been developed by MRO to provide On the Job Training (OJT) on the following aircraft type:		
This syllabus has been developed by MRO to provide On the Job Training (OJT) in the following license category/subcategory: (tick as applicable)	☒ B1	☐ B2

Trainee details			
Name Trainee:		**Date of Birth**	

OJT syllabus prepared by:			
Name:		**Date:**	
OJT syllabus approved by Assessor.			
Date:		**Name and Sign:**	

Duration of the OJT			
Start date practical training:		**End date practical training:**	

Assessment (Completed by Assessor & PCA Manager)			
The completed OJT has been assessed and is found to satisfy the Part 66 requirements for OJT			
Date		**Name and Sign:**	
Date		**Name and Sign**	

Introduction:
The OJT Record Form consists of a list of tasks, relevant to the aircraft type and license (sub) category to be performed by the trainee under direct supervision of a MRO supervisor.
The OJT should cover 100% of the MANDATORY tasks contained in this OJT and should cover at least 25% of the ADDITIONAL tasks for lesser experienced individuals. It represents a relevant cross section of the tasks applicable to the aircraft type and applicable license.

Note: *A task specified on the OJT Record Form may be replaced by another task within the same ATA chapter provided:*
- *The replacement task is acceptable by the supervisor and assessor as being relevant/applicable to the specific aircraft type and license (sub)category applied for.*
- *The replacement task performed is recorded onto the last section of the OJT form.*

The supervisor must be a Part 66 B1 or B2 support/certifying staff holding the applicable authorization on the aircraft type and task.
The supervisor is to personally oversee the complete process including task completion, use of manuals and procedures, observance of safety measures, warnings and recommendations and adequate behaviour in the maintenance environment.

Note: *More than 1 supervisor may be used during the completion of the On the Job training.*

After satisfactory completion of each task the following is to be completed on the OJT Record sheet:

Task Description:	Specifies the description of the tasks to be performed
Task Reference:	Specifies the maintenance data tasks reference of the task performed, (this can be an AMP reference, AMM reference, JIC/TC reference, etc)
Aircraft Registration:	Specifies the registration of the aircraft on which the task is performed
Work Order/ATL Reference:	Specifies MRO work order/work document or ATL used to record the performance of the task under MRO's maintenance approval
Date:	Specifies date when task was performed
Trainee Sign:	Signature of trainee stating completion of the tasks
Supervisor Sign/Stamp:	Signature **and** Stamp of supervisor who performed the supervision of the task as performed by trainee (only to be signed/stamped after satisfactory completion of the task by trainee)

After completion of the OJT the completed form is to be forwarded to the Quality Department for review and assessment. The PCA Manager and Assessor are to verify that the completed OJT meets the requirements.

Supervisors
Staff performing the role as Supervisor need to enter the details as requested below.

Name Supervisor	Signature	Stamp	MRO Company Authorisation #

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Eg. Bombardier BD500 Series(PW1500G)	ATA Chapter:	05 Time Limits/Maintenance checks			
.						

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Line check as per applicable AMP						
Defer defect iaw MEL						
Assist in A-check (or equivalent) as per applicable AMP						
Assist in C- check (or equivalent) as per applicable AMP						
Perform unscheduled maintenance check						
Review of MEL/CDL & HIL/DDL						
Review Aircraft Technical/ Maintenance Log for correct completion						
ADDITIONAL TASKS						

Name Trainee:			OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	06- Dimensions and area's	

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Locate internal/external access panels by number						
Locate components by zone/station number/access panel						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	07- Lifting and Shoring		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Jacking of the Aircraft						
Jacking of the Aircraft at the Main Landing Gear Axle						
Jacking of the Aircraft at the Nose Landing Gear Axle						
Jacking of the Aircraft at the Nose Fuselage and MLG Axles for Weighing						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	08- Leveling and Weighing		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Check aircraft against equipment list						
Weighing of the Aircraft						
Leveling of the Aircraft						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)		ATA Chapter:	09-Towing and Taxiing	

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Prepare aircraft for towing						
Push Back of the Aircraft with the Towbarless Vehicle						
Towing of the Aircraft with the Towbarless Vehicle						
Push Back of the Aircraft with the Towbar						
Towing of the Aircraft with the Towbar						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	10-Parking and Mooring		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Initial Preparation: Short−Term Storage						
Mooring the Aircraft						
Prepare Aircraft for Operation after Parking						
Grounding of the Aircraft						
Removal/Installation of the Air−Driven−Generator Ground Safety Pin						
Cold Weather Parking						
Removal/Installation of the Covers and Plugs						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	11-Placards and Markings		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Check aircraft for correct markings/placards						
Apply marking/placard						
ADDITIONAL TASKS						

Name Trainee:		OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	12-Servicing

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Manual - Refuel	BD500-A-J12-10-28-01AAA-211A-A					
Pressure - Defuel and drain fuel	BD500-A-J12-10-28-02AAA-221A-A					
Hydraulic systems No. 1 or No. 2 - Pressurize hydraulics	BD500-A-J12-10-29-01AAA-762A-A					
Main Landing Gear (MLG) shock strut - Jack - Fill with Hydraulic	BD500-A-J12-10-32-02AAA-210C-A					
Nose Landing Gear (NLG) shock strut - no jack no clamp - Fill with Hydraulic	BD500-A-J12-10-32-05AAA-210C-A					
Wing flap rollers - Lubrication	BD500-A-J12-20-27-02AAA-240B-A					
Normal mode – Energize/De-energize electrical network	BD500-A-J24-00-00-02AAA-761A-A					
AC generator system - Fill with oil	BD500-A-J24-21-01-00AAA-212A-A					
Primary AC power source - Energize electrical network	BD500-A-J24-21-00-01AAA-761A-A					
Fuel tank water contamination check - Fuel analysis	BD500-A-J28-00-00-02AAA-374A-A					
Microbial Growth test - Fuel analysis	BD500-A-J28-00-00-03AAA-374A-A					
Nose landing gear assembly - Lubrication	BD500-A-J12-20-32-01AAA-240B-A					

Main landing gear assembly - Lubrication	BD500-A-J12-20-32-02AAA-240B-A					
Engine Oil system - Fill with oil	BD500-A-J79-00-00-00AAA-212A-A					
Auxiliary Power Unit (APU) engine oil system - Servicing	BD500-A-J49-91-00-01AAA-200A-A					

Name Trainee:		OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	20-Standard Practices

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Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
Replacement of the Light Bulb for the One Legend Switch/Light						
Replacement of the Plug−in−Relay						
Replacement of the Terminal Module						
Standard Maintenance Practices for Electrical Wiring Interconnection System (EWIS)						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)		ATA Chapter:	21-Air Conditioning	
.					

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Distribution and recirculation system - Operation test	BD500-A-J21-22-00-01AAA-320A-A					
Recirculation filter – Remove/Installation procedure	BD500-A-J21-22-03-01AAA-520A-A					
Trim-Air Shut-Off Valve (TASOV) – Remove/Installation procedure	BD500-A-J21-61-11-01AAA-520A-A					
Pack Inlet Pressure Sensor (PIPS) – Remove/Installation procedure	BD500-A-J21-53-05-01AAA-520A-A					
Avionics cooling and extraction system - Operation test	BD500-A-J21-26-00-01AAA-320A-A					
Ground valve – Remove/Installation procedure	BD500-A-J21-26-09-01AAA-520A-A					
Cabin pressure control system - Leak test	BD500-A-J21-31-00-01AAA-364B-A					
Outflow Valve (OFV) – Removal/Installation procedure	BD500-A-J21-31-01-01AAA-720A-A					
Safety valve – Remove/Installation procedure	BD500-A-J21-31-03-01AAA-520A-A					
Mid avionics compartment backup fan check valve - Operational check	BD500-A-J21-26-05-02AAA-320B-A					
Air cycle machine (ACM) – Remove/Installation procedure	BD500-A-J21-51-03-01AAA-520A-A					
Integrated Environmental Control System (ECS) - Operation test	BD500-A-J21-90-00-01AAA-320A-A					

Integrated Air System Controller (IASC) – Remove/Installation procedure	BD500-A-J21-90-01-01AAA-520A-A					
Troubleshoot faulty system						

Name Trainee:		OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	22-Auto Pilot
.			

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Flight control panel - Operation test	BD500-A-J22-11-05-01AAA-320A-A					
Flight Control Panel (FCP) – Remove/Installation procedure	BD500-A-J22-11-05-01AAA-520A-A					
ADDITIONAL TASKS						

Name Trainee:		OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	23-Communications

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Very High Frequency (VHF) communication transceiver – Remove/Installation procedure	BD500-A-J23-11-01-01AAA-520A-A					
Audio Control Panel (ACP) – Remove/Installation procedure	BD500-A-J23-51-01-01AAA-520A-A					
Cockpit voice recorder channels - Operational check	BD500-A-J23-71-01-01AAA-320B-A					
Cockpit Voice Recorder (CVR) – Remove/Installation procedure	BD500-A-J23-71-01-01AAA-520A-A					
Cockpit Voice Recorder (CVR) Underwater Locator Beacon (ULB) - Function test	BD500-A-J23-71-01-02AAA-340A-A					
Recorder Independent Power Supply (RIPS) – Remove/Installation procedure	BD500-A-J23-71-07-01AAA-520A-A					
Control Tuning Panel (CTP) – Remove/Installation procedure	BD500-A-J23-81-09-01AAA-520A-A					
Static discharger - Functional check	BD500-A-J23-61-01-01AAA-340B-A					
Troubleshoot faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	24-Electrical Power & 80-Starting		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Circuit breaker operation - Circuit breaker operation	BD500-A-J24-00-00-01AAA-398D-A					
Electrical maintenance mode – Energize/De-energize electrical network	BD500-A-J24-00-00-03AAA-761A-A					
Ground service mode – Energize/De-Energize electrical network	BD500-A-J24-00-00-04AAA-561A-A					
Control and Distribution Cabinet (CDC) 1 - Operation test	BD500-A-J24-01-11-01AAA-320A-A					
Bus Power Control Unit (BPCU) – Install/Removal procedure	BD500-A-J24-02-01-01AAA-720A-A					
Generator Line Contactor (GLC) No. 1/2/APU – Remove/Installation procedure	BD500-A-J24-02-07-16AAA-520A-A					
AC generator - Variable Frequency Generator (VFG) – Remove/Installation procedure	BD500-A-J24-21-01-00AAA-520A-A					
Generator Control Unit (GCU) - Operation test	BD500-A-J24-21-11-01AAA-320A-A					
Primary AC power generation Overvoltage Protection Unit (OPU) – Remove/Installation procedure	BD500-A-J24-21-15-01AAA-520A-A					
Ram Air Turbine (RAT) - Manual extension/Retraction	BD500-A-J24-23-01-01AAA-398B-A					
Transformer Rectifier Unit (TRU) - Operation test	BD500-A-J24-31-01-01AAA-320A-A					

Battery – Remove/Installation procedure	BD500-A-J24-32-01-01AAA-520A-A					
Fly-By-Wire Power Converter (FBWPC) - Operation test	BD500-A-J24-33-01-01AAA-320A-A					
Troubleshoot faulty system						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	25-Equipment/Furnishing			
.						
Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Pilot/copilot seat – Remove/Installation procedure	BD500-A-J25-11-01-01AAA-520A-A					
Flight Deck Remote Access System (FDRAS) - Operation test	BD500-A-J25-17-00-01AAA-320A-A					
Flight compartment door – Remove/Installation procedure	BD500-A-J25-17-01-01AAA-520A-A					
Passenger seat – Remove/Installation procedure	BD500-A-J25-21-01-01AAA-520A-A					
Sidewall panel – Remove/Installation procedure	BD500-A-J25-29-01-01AAA-520A-A					
Passenger compartment ceiling panel – Remove/Installation procedure	BD500-A-J25-29-03-01AAA-520A-A					
Passenger life vest - Restoration	BD500-A-J25-61-00-02AAA-921C-A					
Emergency Locator Transmitter (ELT) system - Operation test	BD500-A-J25-62-00-01AAA-320A-A					
Emergency Locator Transmitter (ELT) - Remove procedure	BD500-A-J25-62-01-01AAA-520A-A					
Off wing slide, Overwing Emergency Exit Door (OWEED) – Remove/Install procedure	BD500-A-J25-63-02-01AAA-520A-A					

Door mounted slide, forward/Aft passenger door – Remove/Install procedure	BD500-A-J25-63-01-01AAA-520A-A					
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	26-Fire Protection			
Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Fire detection and extinguishing control unit (FIDEX-CU) – Remove/Install procedure	BD500-A-J26-00-01-01AAA-520A-A					
Cargo compartment/avionics and electrical bay smoke detection system - Operation test	BD500-A-J26-10-00-01AAA-320A-A					
Pylon fire detector – Remove/Install procedure	BD500-A-J26-11-10-01AAA-520A-A					
Avionics and electrical bay smoke detector – Remove/Install procedure	BD500-A-J26-13-01-01AAA-520A-A					
Main Wheel Well (MWW) sensing element – Remove/Install procedure	BD500-A-J26-14-01-01AAA-520A-A					
Lavatory smoke detection system - Operation test	BD500-A-J26-16-00-01AAA-320A-A					
Engine fire extinguisher pressure switch - Operational check	BD500-A-J26-21-05-01AAA-320B-A					
Engine fire extinguisher – Remove/Install procedure	BD500-A-J26-21-05-01AAA-520A-A					
Auxiliary Power Unit (APU) fire extinguisher - Operation test	BD500-A-J26-22-05-01AAA-320A-A					

Low rate discharge fire extinguisher pressure switch - Operational check	BD500-A-J26-24-01-01AAA-320B-A					
Cargo compartment High Rate Discharge (HRD) fire extinguisher – Remove/Install procedure	BD500-A-J26-24-05-01AAA-520A-A					
Lavatory disposable (auto discharge) fire extinguisher - Functional check	BD500-A-J26-25-01-01AAA-340B-A					
Troubleshoot faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	27-Flight Controls			
Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Trim panel - Operation test	BD500-A-J27-04-03-01AAA-320A-A					
Primary Flight Control Computer (PFCC) No. 1/2/3 – Remove/Install procedure	BD500-A-J27-04-05-01AAA-520A-A					
Side Stick Controller (SSC) – Remove/Install procedure	BD500-A-J27-04-15-01AAA-520A-A					
Multi-Function Spoiler Remote Electronics Unit (REU) - Operation test	BD500-A-J27-04-31-01AAA-320A-A					
Aileron Remote Electronics Unit (REU) - Operation test	BD500-A-J27-04-33-01AAA-320A-A					
Aileron Power Control Unit (PCU) - Leak test	BD500-A-J27-11-01-01AAA-364B-A					
Horizontal stabilizer trim actuator no-back device dip stick - Visual check	BD500-A-J27-41-01-01AAA-310B-A					

Horizontal Stabilizer Trim Actuator (HSTA) – Remove/Install procedure	BD500-A-J27-41-01-01AAA-520A-A					
Horizontal Stabilizer Trim Actuator (HSTA) motor/brake - Operation test	BD500-A-J27-41-01-02AAA-320A-A					
Flap and slat system (dual channel) - Operation test	BD500-A-J27-50-00-01AAA-320A-A					
Flap Power Drive Unit (PDU) – Remove/Install procedure	BD500-A-J27-51-10-01AAA-520A-A					
Ground Spoiler Actuator (GSA) - Operation test	BD500-A-J27-62-01-01AAA-320A-A					
Slat Power Drive Unit (PDU) – Remove/Install procedure	BD500-A-J27-81-10-01AAA-520A-A					
Slat skew sensor – Remove/Install procedure	BD500-A-J27-83-50-01AAA-520A-A					
Troubleshoot faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)		ATA Chapter:	28-Fuel	

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Motive flow check valve - Operational check	BD500-A-J28-21-10-01AAA-320B-A					
Engine feed Shut-Off Valve (SOV) - Remove procedure	BD500-A-J28-21-15-01AAA-520A-A					
Left and right wing AC electric boost pump cartridge – Remove/Install procedure	BD500-A-J28-21-30-01AAA-520A-A					
Auxiliary Power Unit (APU) feed shut-off valve - Operation test	BD500-A-J28-21-50-01AAA-320A-A					

Center Wing Box (CWB) Auxiliary Power Unit (APU) feed Shut-Off Valve (SOV) actuator – Remove/Install procedure	BD500-A-J28-21-55-01AAA-520A-A					
Manual fuel transfer - Operational check	BD500-A-J28-22-00-01AAA-320B-A					
Center tank transfer ejector pump, left and right wing – Remove/Install procedure	BD500-A-J28-22-05-01AAA-720A-A					
Gravity cross flow shut-off valve - Operational check	BD500-A-J28-22-15-01AAA-320B-A					
Automatic refuel shut-off - Operation test	BD500-A-J28-23-00-02AAA-320A-A					
Left and right wing refuel Shut-Off Valve (SOV) – Remove/Install procedure	BD500-A-J28-23-25-01AAA-520A-A					
Fuel indicating system - Operation test	BD500-A-J28-41-00-02AAA-320A-A					
Fuel Quantity Computer (FQC) – Remove/Install procedure	BD500-A-J28-41-15-01AAA-520A-A					
Wing-To-Body Fairing (WTBF) Remote Data Concentrator (RDC) - Remove procedure	BD500-A-J28-41-20-03AAA-520A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	29-Hydraulic			
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Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						

Hydraulic systems No. 1 or No. 2 - Operation test	BD500-A-J29-11-00-01AAA-320A-A					
Hydraulic Engine Driven Pump (EDP) – Remove/Install procedure	BD500-A-J29-11-01-00AAA-520A-A					
Pressure filter – Remove/Install procedure	BD500-A-J29-11-05-01AAA-520A-A					
Power Transfer Unit (PTU) – Remove/Install procedure	BD500-A-J29-11-18-01AAA-520A-A					
Hydraulic firewall shut-off valve (FWSOV) - Operation test	BD500-A-J29-11-36-01AAA-320A-A					
Hydraulic system No. 3 - Operation test	BD500-A-J29-12-00-01AAA-320A-A					
Pressure filter pressure transducer - Remove procedure	BD500-A-J29-31-01-02AAA-520A-A					
Temperature transducer, hydraulic reservoir system No. 1, No. 2, and No. 3 – Remove/Install procedure	BD500-A-J29-37-01-01AAA-720A-A					
Troubleshoot faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	30-Ice and Rain Protection		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp

MANDATORY TASKS						
Wing anti-ice system - Leak check	BD500-A-J30-11-00-01AAA-364B-A					
Wing Anti-Ice Valve (WAIV) – Remove/Install procedure	BD500-A-J30-12-01-01AAA-520A-A					
Wing Anti-Ice Temperature Sensor (WAITS) – Remove/Install procedure	BD500-A-J30-12-03-01AAA-520A-A					
Window ice protection controller - Operational check	BD500-A-J30-41-00-01AAA-320B-A					
Temperature controller - Operation test	BD500-A-J30-41-06-01AAA-320A-A					
Wiper motor – Remove/Install procedure	BD500-A-J30-42-05-01AAA-520A-A					
Ice detection system - Operation test	BD500-A-J30-81-00-01AAA-320A-A					
Ice detector – Remove/Install procedure	BD500-A-J30-81-01-01AAA-520A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	31-Indication/Recording Systems		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Panel Interface Module (PIM) - Operation test	BD500-A-J31-14-03-01AAA-320A-A					
Flight Data Recorder (FDR) - Operation test	BD500-A-J31-31-01-01AAA-320A-A					
Adaptive Flight Display (AFD) – Remove/Install procedure	BD500-A-J31-61-01-01AAA-520A-A					
Cursor Control Panel (CCP) – Remove/Install procedure	BD500-A-J31-61-05-01AAA-520A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:		OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	32-Landing Gear

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Main landing gear shimmy damper oil gauge - Visual check	BD500-A-J32-11-42-01AAA-310B-A					
Landing gear extension and retraction - Function test	BD500-A-J32-30-00-01AAA-340A-A					
Landing gear alternate extension system - Operational check	BD500-A-J32-33-00-01AAA-320B-A					
Main Landing Gear (MLG) retraction actuator – Remove/Install procedure	BD500-A-J32-32-04-01AAA-520A-A					

Main Landing Gear (MLG) wheel and tire – Remove/Install procedure	BD500-A-J32-41-01-01AAA-520A-A					
Nose Landing Gear (NLG) wheel and tire – Remove/Install procedure	BD500-A-J32-42-01-01AAA-520A-A					
Brake – Remove/Install procedure	BD500-A-J32-43-01-01AAA-520A-A					
Electromechanical Actuator (EMA) – Remove/Install procedure	BD500-A-J32-43-01-02AAA-520A-A					
Main Landing Gear (MLG) axle interface module / Wheel Speed Transducer (WST) - Operation test	BD500-A-J32-44-05-01AAA-320A-A					
Tire Pressure Indicating System (TPIS) - Function test	BD500-A-J32-47-00-01AAA-340A-A					
Electro-Hydraulic Servo Valve (EHSV) – Remove/Install procedure	BD500-A-J32-51-30-02AAA-520A-A					
Enable Weight Off Wheel (WOFFW) - OMS Mode - Aircraft system configuration	BD500-A-J32-60-00-05AAA-398A-A					
Weight OFF Wheel (WOFFW) proximity sensor, Main Landing Gear (MLG) – Remove/Install procedure	BD500-A-J32-61-05-01AAA-520A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	33-Lights		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Voltage driven multiple output dimmer box - Operation test	BD500-A-J33-13-03-01AAA-320A-A					

Landing/taxi power supply unit – Remove/Install procedure	BD500-A-J33-41-01-01AAA-720A-A					
Main Landing Gear (MLG) landing light – Remove/Install procedure	BD500-A-J33-41-03-01AAA-520A-A					
Taxi light lamp – Replace/Install	BD500-A-J33-41-06-05AAA-921B-A					
Wing navigation light – Remove/Install procedure	BD500-A-J33-42-02-01AAA-520A-A					
Wing inspection light – Remove/Install procedure	BD500-A-J33-43-01-01AAA-520A-A					
Beacon light power supply – Remove/Install procedure	BD500-A-J33-44-05-01AAA-520A-A					
Emergency Power Supply Unit (EPSU) - Operation test	BD500-A-J33-51-00-01AAA-320A-A					
Aisle emergency light – Remove/Install procedure	BD500-A-J33-52-03-01AAA-520A-A					
Overwing external emergency light – Remove/Install procedure	BD500-A-J33-55-02-02AAA-520A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	34-Navigation		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Air Data System Probe (ADSP) – Remove/Install procedure	BD500-A-J34-11-01-01AAA-520A-A					
Digital Angle Of Attack (AOA) sensor – Remove/Install procedure	BD500-A-J34-11-04-01AAA-520A-A					

Standby flight instrument – Remove/Install procedure	BD500-A-J34-13-01-01AAA-520A-A					
Terrain awareness and warning system - Operation test	BD500-A-J34-42-00-01AAA-320A-A					
Traffic Collision Avoidance System (TCAS) processor – Remove/Install procedure	BD500-A-J34-43-01-01AAA-520A-A					
Radio altimeter – Remove/Install procedure	BD500-A-J34-44-01-01AAA-520A-A					
Inertial Reference Unit (IRU) – Remove/Install procedure	BD500-A-J34-45-01-01AAA-520A-A					
Diversity transponder – Remove/Install procedure	BD500-A-J34-54-01-01AAA-520A-A					
Global navigation satellite system - Operation test	BD500-A-J34-55-00-01AAA-320A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Eg.Bombardier BD500 Series (PW1500G)	ATA Chapter:	35-Oxygen		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Oxygen low pressure switch - Operation test	BD500-A-J35-11-05-01AAA-320A-A					
Passenger compartment oxygen system - Manual deployment - Operation test	BD500-A-J35-20-00-01AAA-320A-A					
Portable oxygen cylinder – Remove/Install procedure	BD500-A-J35-31-01-01AAA-520A-A					
Troubleshooting faulty system						

ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	36-Pneumatics			
Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
ECS Pressure Regulating Valve (PRV) – Remove/Install procedure	BD500-A-J36-11-01-00AAA-520A-A					
Intermediate pressure check valve - Functional check	BD500-A-J36-11-03-01AAA-340B-A					
ECS High Pressure Valve (HPV) – Remove/Install procedure	BD500-A-J36-11-02-00AAA-520A-A					
Cross Bleed Valve (CBV) – Remove/Install procedure	BD500-A-J36-11-05-01AAA-520A-A					
Fan Air Valve (FAV) – Remove/Install procedure	BD500-A-J36-19-01-01AAA-520A-A					
Bleed-air leak/overheat-detection loop – Remove/Install procedure	BD500-A-J36-21-01-01AAA-520A-A					
Bleed Monitoring Pressure Sensor (BMPS) – Remove/Install procedure	BD500-A-J36-22-01-01AAA-520A-A					
Bleed Temperature Sensor (BTS) – Remove/Install procedure	BD500-A-J36-22-03-01AAA-520A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	38-Water/Wast			
Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Water waste system controller (WWSC) – Remove/Install procedure	BD500-A-J38-00-01-01AAA-520A-A					
Potable Water System (PWS) - Operation test	BD500-A-J38-10-01-01AAA-320A-A					
Potable water pump – Remove/Install procedure	BD500-A-J38-12-01-01AAA-520A-A					
Toilet flush system - Operation test	BD500-A-J38-30-01-02AAA-320A-A					
Vacuum generator – Remove/Install procedure	BD500-A-J38-31-09-01AAA-520A-A					
Toilet – Remove/Install procedure	BD500-A-J38-31-27-01AAA-520A-A					
Vacuum generator motor drive – Remove/Install procedure	BD500-A-J38-32-01-01AAA-520A-A					
Heated drain mast - Operation test	BD500-A-J38-33-01-01AAA-320A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:		OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	45 Central Diagnostic system

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Access to view fault messages - System monitoring	BD500-A-J45-45-00-01AAA-C21A-A					
Access to perform Line Replaceable Unit (LRU)/system operation - System monitoring	BD500-A-J45-45-00-03AAA-C21A-A					
Access to system parameters - System monitoring	BD500-A-J45-45-00-06AAA-C21A-A					
Access to flight deck effects - System monitoring	BD500-A-J45-45-00-07AAA-C21A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:		OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	49-APU

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Starting the Auxiliary Power Unit (APU) - Normal operation	BD500-A-J49-10-01-01AAA-130A-A					
Auxiliary Power Unit (APU) inlet door - Mechanical Rigging - Rigging	BD500-A-J49-12-00-00AAA-275C-A					
Auxiliary Power Unit (APU) engine compressor and hot section - Examination with a borescope	BD500-A-J49-20-00-01AAA-312A-A					
Fuel injection nozzles (atomizers) - Remove procedure	BD500-A-J49-31-01-01AAA-520A-A					
Fuel Control Unit (FCU) – Remove/Install procedure	BD500-A-J49-31-03-01AAA-520A-A					
Starter motor – Remove/Install procedure	BD500-A-J49-41-04-01AAA-520A-A					
Inlet Guide Vane (IGV) actuator – Remove/Install procedure	BD500-A-J49-51-05-01AAA-520A-A					
De-prime solenoid – Remove/Install procedure	BD500-A-J49-91-14-01AAA-520A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:		OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	52-Doors

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Forward Passenger Door (FPD) - Operation test	BD500-A-J52-11-00-00AAA-320A-A					
Aerodynamic seal, Forward Passenger Door (FPD) – Remove/Install procedure	BD500-A-J52-11-07-01AAA-520A-A					
Emergency Opening Assist Means (EOAM) trigger adjustment, Forward Passenger Door (FPD) - Adjust	BD500-A-J52-11-08-01AAA-271A-A					
Emergency Opening Assist Means (EOAM) reconditioning, Forward Passenger Door (FPD) - Fill with nitrogen	BD500-A-J52-11-08-01AAA-214A-A					
External handle and lock mechanism, Forward Passenger Door (FPD) - Rigging	BD500-A-J52-11-15-01AAA-275C-A					
Aft Passenger Door (APD) - Adjust	BD500-A-J52-12-00-00AAA-271A-A					
Overwing Emergency Exit Door (OWEED) - Operation test	BD500-A-J52-21-00-00AAA-320A-A					
Actuator, Overwing Emergency Exit Door (OWEED) – Remove/Install procedure	BD500-A-J52-21-13-01AAA-520A-A					
Escape slide cables, Overwing Emergency Exit Door (OWEED) - Rigging	BD500-A-J52-21-17-01AAA-275A-A					
Flight Crew Emergency Escape (FCEE) hatch - Operational check	BD500-A-J52-22-00-01AAA-320B-A					
Cargo compartment door - Operation test	BD500-A-J52-30-00-00AAA-320A-A					
Girt bar mechanism, Forward Service Door (FSD) – Remove/Install procedure	BD500-A-J52-45-17-01AAA-520A-A					

Proximity sensor, service doors - Operation test	BD500-A-J52-77-01-01AAA-320A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	53/54/55-Structures			
Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Floor panel, Forward Passenger Door (FPD) entrance – Remove/Install procedure	BD500-A-J53-00-47-11AAA-520A-A					
Center-mid fuselage keel beam between shear walls, internal surfaces - Examination with a borescope	BD500-A-J53-41-21-01AAA-312B-A					
Center-mid fuselage seat tracks - General visual inspection	BD500-A-J53-41-49-01AAA-310D-A					
Wheel bin right/left, Wing To Body Fairing (WTBF) – Remove/Install procedure	BD500-A-J53-82-84-07AAA-520A-A					
Tailcone – Remove/Install procedure	BD500-A-J53-84-00-01AAA-520A-A					
Auxiliary power unit struts and fittings - Detailed inspection	BD500-A-J53-84-25-01AAA-310E-A					
Pylon torque box, internal - Detailed inspection	BD500-A-J54-51-00-01AAA-310E-A					

Pylon to wing fittings and links, internal - Detailed inspection	BD500-A-J54-51-27-01AAA-310E-A					
Aft engine mount fitting - Detailed inspection	BD500-A-J54-51-28-02AAA-310E-A					
Horizontal stabilizer pivot fittings - Detailed inspection	BD500-A-J55-11-27-01AAA-310E-A					
Horizontal stabilizer trim actuator attachment fitting - Detailed inspection	BD500-A-J55-11-28-01AAA-310E-A					
Leading edge panel (322DT), vertical stabilizer – Remove/Install procedure	BD500-A-J55-32-01-01AAA-520A-A					
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	56-Windows			
Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Windshield – Remove/Install procedure	BD500-A-J56-11-01-01AAA-520A-A					
Side window – Remove/Install procedure	BD500-A-J56-12-01-01AAA-520A-A					
Cabin windows – Remove/Install procedure	BD500-A-J56-20-01-01AAA-520A-A					
Forward and aft service door view ports - General visual inspection	BD500-A-J56-30-03-01AAA-310D-A					
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	57- Wings		
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Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Outer-wing main landing gear pintle fitting assembly - Detailed inspection	BD500-A-J57-21-26-02AAA-310E-A					
Flap-track attachment components - Detailed inspection	BD500-A-J57-21-28-01AAA-310E-A					
Main landing gear beam support structure between rib 6 and rib 7 - Examination with a borescope (special detailed inspection)	BD500-A-J57-21-37-01AAA-312B-A					
Outer wing pylon backup fittings - Detailed inspection	BD500-A-J57-21-43-01AAA-310E-A					
Winglet assembly – Remove/Install procedure	BD500-A-J57-30-02-01AAA-520A-A					
Leading edge slats - Special detailed inspection	BD500-A-J57-42-00-01AAA-312B-A					
External flap drive components - Detailed Inspection	BD500-A-J57-52-00-02AAA-310E-A					
Flap tracks - Detailed inspection	BD500-A-J57-54-00-01AAA-310E-A					
Multi-function spoiler, No.1 to No.4 fittings - General visual inspection	BD500-A-J57-73-02-01AAA-310D-A					
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	71-Powerplant		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Power Plant - Operation test	BD500-A-J71-00-00-03AAA-320A-A					
Power plant - Normal operation (Normal automatic start)	BD500-A-J71-00-00-00AAA-130A-A					
Power plant - Normal operation (Normal manual start)	BD500-A-J71-00-00-00AAA-130B-A					
Power plant – Remove/Install procedure	BD500-A-J71-00-00-00AAA-520A-A					
Power plant - Leak check (Engine motor - Wet method)	BD500-A-J71-00-00-01AAA-364B-A					
Power plant - Emergency procedure (Engine shutdown)	BD500-A-J71-00-00-02AAA-140A-A					
Power plant - Pre-operation (Engine motor - Dry method)	BD500-A-J71-00-00-01AAA-120A-A					
Fan cowl system - Open for access procedure	BD500-A-J71-11-00-00AAA-540A-A					
Mount system - Visual examination	BD500-A-J71-20-00-00AAA-310A-A					
Troubleshoot faulty system						

ADDITIONAL TASKS						

Name Trainee:		OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	72- Engine

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Engine general - Water wash	BD500-A-J72-00-00-00AAA-258A-A					
Engine general - Examination with a borescope	BD500-A-J72-00-00-00AAA-312A-A					
Fan blade - Visual examination	BD500-A-J72-11-03-00AAA-310A-A					
Fan blade - Test for surface cracks with dye penetrant	BD500-A-J72-11-03-00AAA-351A-A					
Fan blade – Remove/Install procedure	BD500-A-J72-11-03-00AAA-520A-A					
Fan-drive gearbox module - Examination with a borescope	BD500-A-J72-15-00-00AAA-312A-A					
Fan exit guide vane - Visual examination	BD500-A-J72-21-02-00AAA-310A-A					
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	73- Engine Fuel and Control		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Fuel distribution system - Fuel analysis	BD500-A-J73-11-00-00AAA-374A-A					
Integrated fuel pump and control – Remove/Install procedure	BD500-A-J73-11-01-00AAA-520A-A					
Fuel filter element - Remove procedure	BD500-A-J73-11-06-00AAA-520A-A					
Fuel nozzle – Install/Remove procedure	BD500-A-J73-11-09-00AAA-720A-A					
FADEC system - EEC - Operation test (Self test)	BD500-A-J73-21-00-00AAA-320A-A					
FADEC system - Ignition system - Operation test	BD500-A-J73-21-00-03AAA-320A-A					
Electronic Engine Control (EEC) – Remove/Install procedure	BD500-A-J73-21-01-00AAA-520A-A					
Permanent Magnet Alternator/Generator (PMAG) stator/rotor and N2 speed transducer – Remove/Install procedure	BD500-A-J73-21-04-00AAA-520A-A					
P2/T2 probe – Remove/Install procedure	BD500-A-J73-21-21-00AAA-520A-A					

Burner Pressure (BP) sensor – Remove/Install procedure	BD500-A-J73-21-23-00AAA-520A-A					
T3 probe – Remove/Install procedure	BD500-A-J73-21-24-00AAA-520A-A					
Fuel flow transmitter – Remove/Install procedure	BD500-A-J73-31-21-00AAA-520A-A					
Ttroubleshoot faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	74- Ignition			
Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Ignition exciter – Remove/Install procedure	BD500-A-J74-11-01-00AAA-520A-A					
Igniter plug - Plug A or B – Remove/Install procedure	BD500-A-J74-21-01-00AAA-520A-A					
Ignition cable - Cable A or B – Remove/Install procedure	BD500-A-J74-21-61-00AAA-520A-A					
ADDITIONAL TASKS						

Name Trainee:		OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	75- Air

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Turbine Active Clearance Control (ACC) air valve – Remove/Install procedure	BD500-A-J75-24-01-00AAA-520A-A					
Buffer air heat exchanger – Remove/Install procedure	BD500-A-J75-26-01-00AAA-520A-A					
Buffer Air Valve Pressure Sensor – Remove/Install procedure	BD500-A-J75-26-22-00AAA-520A-A					
LPC Stator Vane Actuator (SVA) – Remove/Install procedure	BD500-A-J75-31-01-00AAA-520A-A					
HPC Stator Vane Actuator (SVA) – Remove/Install procedure	BD500-A-J75-31-02-00AAA-520A-A					
LPC (2.5) bleed valve actuator – Remove/Install procedure	BD500-A-J75-32-01-00AAA-520A-A					
HPC bleed air valve pressure sensor - Remove procedure	BD500-A-J75-32-21-00AAA-520A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	76-Engine Controls			
Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Throttle quadrant – Remove/Install procedure						
Throttle quadrant lighting panel – Remove/Install procedure						
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	77-Engine Indicating		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
N1 speed probe - Remove procedure	BD500-A-J77-11-21-00AAA-520A-A					
Prognostics and Health Management Unit (PHMU) – Remove/Install procedure	BD500-A-J77-32-21-00AAA-520A-A					
Forward/Aft vibration sensor – Remove/Install procedure	BD500-A-J77-32-21-00AAA-520A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	78-Exhaust		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Thrust reverser system - Adjust	BD500-A-J78-30-00-00AAA-271A-A					
Thrust reverser system - Deactivation maintenance practice	BD500-A-J78-30-00-00AAA-563A-A					
Thrust reverser - Manually deploy the translating sleeve – Open/Close for access procedure	BD500-A-J78-30-00-01AAA-540A-A					
Thrust reverser locks - Operational check	BD500-A-J78-31-03-01AAA-320B-A					
PDOS Power Pack - Fill with oil	BD500-A-J78-32-01-00AAA-212A-A					
Thrust reverser cascades - General visual inspection	BD500-A-J78-33-01-01AAA-310D-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	79 Oil		

Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Oil system - Magnetic chip collector - Oil analysis	BD500-A-J79-00-00-01AAA-371A-A					
Lubrication and scavenge oil pump – Remove/Install procedure	BD500-A-J79-21-01-00AAA-520A-A					
Active Oil Damper Valve (AODV) – Remove/Install procedure	BD500-A-J79-21-07-00AAA-520A-A					
Engine fuel/oil heat exchanger – Remove/Install procedure	BD500-A-J79-21-08-00AAA-520A-A					
Variable Oil Reduction Valve (VORV) - Remove procedure	BD500-A-J79-21-15-00AAA-520A-A					
Magnetic Chip Collectors - Function test	BD500-A-J79-22-01-00AAA-340A-A					
Oil pressure sensor – Remove/Install procedure	BD500-A-J79-33-21-00AAA-520A-A					
Oil Debris Monitoring (ODM) sensor - Remove procedure	BD500-A-J79-35-21-00AAA-520A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						

Name Trainee:				OJT Category (tick as applicable)	☒ B1 ☐ B2	
Aircraft Type :	Bombardier BD500 Series(PW1500G)	ATA Chapter:	80 Starting			
Task Description	Task Reference	Aircraft Registration	Work Order/ATL Reference	Date	Trainee Sign	Supervisor Sign/Stamp
MANDATORY TASKS						
Engine starting system - Magnetic chip collector - Oil analysis	BD500-A-J80-11-00-00AAA-371A-A					
Starter – Remove/Install procedure	BD500-A-J80-11-01-00AAA-520A-A					
Starter air control valve – Remove/Install procedure	BD500-A-J80-11-03-00AAA-520A-A					
Troubleshooting faulty system						
ADDITIONAL TASKS						