

IT⁺3 INSTITUT
TECHNIK
UND
BILDUNG

BIBB



Céreq



7

Präsentation des Projektes vor geladenen Experten des CEDEFOP




Lifelong Learning Programme

Dieses Projekt wurde mit Unterstützung der Europäischen Kommission finanziert. Die Verantwortung für den Inhalt dieser Veröffentlichung (Mitteilung) trägt allein der Verfasser; die Kommission haftet nicht für die weitere Verwendung der darin enthaltenen Angaben.

Universität Bielefeld

ITB INSTITUT TECHNIK UND BILDUNG

EASA Part 66 CAT A - Experiences with units within the dual system in aeronautics



ECVET AEROVET
Andreas Saniter, ITB, Uni HB

CEDEFOP-WS: ECVET 30./31.5.11

14.07.2012

Universität Bielefeld

ITB INSTITUT TECHNIK UND BILDUNG

Agenda

1. Motivation
2. EASA, Part 66, CAT A1: modules
3. EASA <=> ECVET
4. EASA <=> German regulations
5. Proposed reorganisation
6. Lessons learnt

CEDEFOP-WS: ECVET 30./31.5.11

14.07.2012

Universität Bielefeld

ITB INSTITUT TECHNIK UND BILDUNG

1: AEROVET: Frame

- Co-financed by the  , key activity ECVET.
- Running from 2009 to 2012.
- Participating countries: Germany, France, United Kingdom, Spain.
- Participating institutions: Research centres, Competent institutions.
- Supported by Airbus.

CEDEFOP-WS: ECVET 30./31.5.11

14.07.2012

Universität Bielefeld

ITB INSTITUT TECHNIK UND BILDUNG

ZDH Zentrum für die Entwicklung der Hochschullehrkräfte

1. Motivation: Pilots: Experiences

- Learning outcomes (qualitative dimension) ✓
- Units (structuring element) ✓
- Credits (quantitative dimension) ?
- Memorandum of Understanding (institutional regulation) ✓
- Mobility passes (individual learning aims) ✓
- Transcript of records (individual achievement) ✓
- Accumulation, obligatory assessment (institutional regulation) ?

© Dr. Christian Sperle, own translation

Universität Bielefeld

ITB INSTITUT TECHNIK UND BILDUNG

1. Motivation

According to the actual regulations it is impossible that skilled workers, who graduated in a brilliant vocational training of 42 month in Germany, are allowed to work on an airplane in operation. This means they are very skilled but not allowed to do anything. And possibly somewhere else workers do know a lot, are allowed to work – but have no vocational skills.

(Speaker department Education & Human resources, German Aerospace Industries Association BDLI, own translation)

CEDEFOP-WS: ECVET 30./31.5.11

14.07.2012

Universität Bielefeld

ITB INSTITUT TECHNIK UND BILDUNG

2. The EASA-Modules

- Part 66, the licence for **Aviation Maintenance** consists of 17 modules
- 12 of those are relevant for the basic category A1 "**Line Maintenance Certifying Mechanic**"
- The modules are divided into sub-modules (partly into sub-sub-modules) each one with
 - time to be spend on this sub-module
 - a division between theory and practice,
 - and a level (1-3) of complexity.
- Mode of assessment is regulated for all member states: Multiple-Choice (75% to be solved) & three essays

CEDEFOP-WS: ECVET 30./31.5.11

14.07.2012

Universität Bielefeld

IT3 INSTITUT FÜR TECHNISCHE UND BERUFLICHE BILDUNG

5: Proposed reorganisation (NO)

Responsible: Social partners, officially started: 04/2011

Motivation

Integration of the content of the EASA part 66 CAT A1 in the curricula

Actually training providers are certified twice:

- By the ministry of education/economics (as VET-provider)
- By the ministry of transport (LBA/EASA)

⇒ "Mutual trust" between these two competent institutions!

CEDEFOP-WS: ECVET 30./31.5.11

14.07.2012

Universität Bielefeld

IT3 INSTITUT FÜR TECHNISCHE UND BERUFLICHE BILDUNG

5: Proposed reorganisation (NO)

Approach

- Based on the transnational (FR, UK, ES, DE) units of the AEROVET-Project (common for schools & companies!)
- Common core of all profiles, part of the core: the EASA-modules as a minimum requirement (but not as standard!), accepted by the National Aviation Agency (LBA)
- Following the "Berufsprinzip" by additional units/more impact on the core units
- Recognition of the equivalence (at least) of the final exams with the assessment of the EASA-modules

CEDEFOP-WS: ECVET 30./31.5.11

14.07.2012

Universität Bielefeld

IT3 INSTITUT FÜR TECHNISCHE UND BERUFLICHE BILDUNG

5: Draft: the new German occupational group: Aircraft technicians

Profile: Electrician

Profile: Mechanic: Production & Maintenance

Profile: Turbine (Maintenance/AEROVET)

Part of all profiles

CEDEFOP-WS: ECVET 30./31.5.11

14.07.2012

Universität Bielefeld

IT3 INSTITUT FÜR TECHNISCHE UND BERUFLICHE BILDUNG

6: Lessons learnt

Recommendations on the ECVET-recommendation

- Use the revision clause ["create the necessary conditions and adopt measures, as appropriate"] by
 - ⇒ allowing a range of credits for each unit and
 - ⇒ adopting the assessment regulations (level of legal relevance) to the national requirements.

CEDEFOP-WS: ECVET 30./31.5.11

14.07.2012

Universität Bielefeld

IT3 INSTITUT FÜR TECHNISCHE UND BERUFLICHE BILDUNG

Units: Mechanic

1	Production of metallic components for aircraft or ground support equipment
2	Production of components of plastics or composite materials for aircraft or ground support equipment
3	Operating and monitoring of automated systems in the aircraft production
4	Joining and dissolving of structural components and aircraft airframes
5	Assembly and disassembly of equipment and systems in/at the aircraft airframe
6	Functional checks and tuning at the aircraft
7	Maintenance and inspection of the aircraft
8	Analysis and recondition of malfunctions at system components
9	Analysis and reconditioning of damage on structure components
10	Reconditioning of accessory equipment
11	Independent quality inspections

CEDEFOP-WS: ECVET 30./31.5.11

14.07.2012

Universität Bielefeld

IT3 INSTITUT FÜR TECHNISCHE UND BERUFLICHE BILDUNG

Units: Electric

11	Independent quality inspections
12	Production of bunched circuits for aircraft systems
13	Production or modification of electric devices
14	Passing bunched circuits in aircraft systems
15	Assembly and disassembly of subsystems and devices at aircraft systems
16	Modification of aircraft systems
17	Functional checks and system audit of supply units and control systems
18	Functional checks and system audit of information and communication systems
19	Analysis and repair of malfunctions at bunched circuits in aircraft systems
20	Analysis and repair of malfunctions at supply units and control systems
21	Analysis and repair of malfunctions at information and communication systems
22	Maintenance and inspection of aircraft systems

CEDEFOP-WS: ECVET 30./31.5.11

14.07.2012

The



Network:



&



HH

Visit: www.pilot-aero.net
Contact: asaniter@uni-bremen.de

Supported by:

