

**Senate Standing Committee on Education Employment and Workplace  
Relations**

**QUESTIONS ON NOTICE  
Budget Estimates 2010-2011**

**Outcome 3 - Higher Education**

**DEEWR Question No.EW0039\_11**

**Senator Back provided in writing.**

**Question**

**CONSIDERATION OF CHANGES TO QUALIFICATIONS AND INCENTIVES  
(AVIATION INDUSTRY)**

Consideration of changes to qualifications and incentives. Have there been any changes in the type of qualifications offered to attempt to fill these industry shortages to prevent them from having to move maintenance off-shore. (ie. Qantas) For example 2 – 3 year courses to meet industry needs? Who, if this is underway, is responsible for assessing the adequacy of current qualifications to meet industry needs? What action has been taken to date? When will it be ready for industry consultation and when are any changes likely to be implemented?

**Answer**

The aviation industry is highly regulated both within Australia, by the Civil Aviation Safety Authority (CASA) and the Australian Defence Force (ADF), and internationally through the European Aviation Safety Agency and the Federal Aviation Administration (USA). The regulators' requirements are a significant driver in the development of qualifications for the aviation sector.

Manufacturing Skills Australia is the Industry Skills Council responsible for the development and continuous improvement of nationally endorsed qualifications for the aerospace industry, including aviation maintenance. The Aeroskills Training Package MEA07 contains qualifications at Certificate II, III and IV, Diploma and Advanced Diplomallevels for aviation maintenance performed on aircraft and their components in both the civil and military aviation.

In the development and continuous improvement of qualifications, Manufacturing Skills Australia is required to consult extensively with the aviation industry and regulatorsto ensure that qualifications meet industry needs and reflect regulatory or licensing requirements.

Manufacturing Skills Australia commenced a reviewof qualifications for aircraft component/workshop maintenance in response to the needs of the general aviation sector and to comply with CASA and ADF requirements.

At this time, only minor changes to the qualifications have been required. The current review is in the final stages of quality control prior to being submitted for endorsement by the National Quality Council by the middle of August 2010.

However, Manufacturing Skills Australia has indicated that further changes to aviation maintenance qualifications and the introduction of a new qualification for aviation armament fitters may be required in response to ADF and CASA requirements. The extent of change required to the qualifications will be become evident when the CASAestablishes its new B3 licensing system and the Civil AviationSafety

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Regulations Parts 42 and 145. The latter will include the requirements for engagement of qualified personnel by maintenance, repair and overhaul businesses.