



CAP1814 Guidance Material

Accreditation of Apprenticeships in Aviation

(Maintenance & Engineering)

(England and Scotland)

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Abbreviations and Terms

Regulation Interpretation – In this publication, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced as “UK Regulation (EU) year / number “ or “ UK regulation (EU)No. number/ year”.

AAG	Apprenticeship Approvals Group (Scotland)	MTO	Maintenance Training Organisation
AMC	Acceptable means of Compliance	MTOE	Maintenance Training Organisation Exposition (Document)
AML	Aircraft maintenance licence	OEM	Original Equipment Manufacturer
ATA	Air Transport Association of America	Part 66	EASA Engineer Training Regulations
CAA	Civil Aviation Authority	Part 145	EASA Maintenance Regulations
CAP	Civil Aviation Publication	Part M	EASA Continued AW Regulations
CR	EU Commission Regulation	Part 21	EASA Design & Production Regulations
CS	EASA Certification Specification	PD	Professional Discussion
DfT	Dept Of Transport	SAAB	Scottish Advisory Apprenticeship Board
EASA	European Aviation Safety Agency	SCQF	Scottish Credit and Qualifications Framework
Emulation Zone		SDS	Skills Development Scotland
Enginuity	(Formally Science, Engineering and Manufacturing Technologies, SEMTA - Responsible for Scottish Frameworks)	SSC	Sector Skills Council
EPA	End Point Assessment	SME	Subject Matter Expert

Abbreviations and Terms contd

EPAO	End Point Assessment Organisation	SVQ	Scottish Vocational Qualifications
ESFA	Education and Skills Funding Agency	TBG	Trailblazer Group
Gateway	Refer to Annex 3	TNA	Training Need Analysis
HNC/HND	Higher National Certificate/Diploma		
IfATE	Institute for Apprenticeships and Technical Education		

Introduction

The ongoing intent of this Civil Aviation Publication (CAP) is to provide guidance for the accreditation of National Qualifications, issued by Further and Higher Education Training Establishments in the United Kingdom and Northern Ireland however, at this current time, this revision only covers the specific accreditation for England and Scotland.

The document will be revised accordingly as and when the other two nations wish to be considered.

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The UK Civil Aviation Authority (CAA) is the regulatory body for aviation within the UK and specifies the qualifying requirements for maintenance & continuing airworthiness personnel.

Those requirements are defined within the respective regulations (Regulations 748/2012 for Design & Production & 1321/2014 for Continued Airworthiness).

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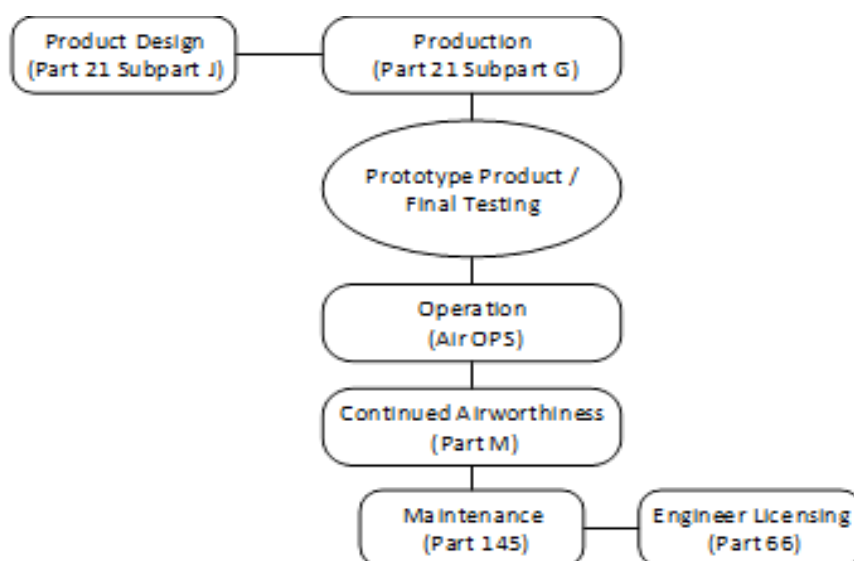
These regulations require companies and individuals to be approved to undertake design, manufacturing, maintenance and maintenance training tasks. For certain personnel involved in aircraft maintenance, there is a requirement to hold an Aircraft Maintenance Engineer's Licence (AMEL).

There are a significant number of common core skills found in the non-aviation manufacturing and maintenance environments and it is important to acknowledge that these may be transferable to the aviation sector.

As part of an initial government incentive the trailblazer group was set up to identify potential apprenticeship standards for the aviation sector. Additionally, the CAA was approached by several key industry representatives to establish and implement a process for the acceptance and recognition of UK Apprenticeships. This also included recognised Degrees and industry qualifications.

The scope of this CAP includes the UK Part 66 Syllabus, equivalent aerospace qualifications within design, manufacturing, continued airworthiness, and maintenance disciplines.

*The diagram below, details the close links between aviation production and the other aviation regulations.*



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## Accreditation (England and Scotland)

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### Introduction

#### England:

In England the Institute for Apprenticeships and Technical Education (IfATE) regulate and approve apprenticeships. These apprenticeships are developed by employer led groups called Trailblazers and replace previous Apprenticeship Frameworks.

With guidance from the IfATE and other professional bodies, the Trailblazer groups (TBG) propose to develop the Apprenticeship Standards and define the roles and duties of those involved. Only apprenticeships developed by a TBG and approved by the IfATE can be funded from the Government's Apprenticeship Levy.

#### Scotland:

In Scotland the Apprenticeship Approvals Group (AAG) regulate and approve apprenticeships. These apprenticeships are developed by Sector Skills Councils (SSCs). SSCs consult with employers and key partners in their sector to produce a training programme, which meets the needs of employers.

Skills Development Scotland (SDS) administers Scottish Apprenticeships on behalf of Scottish Government, which incorporates Foundation Apprenticeships (FAs), Modern Apprenticeships (MAs) and Graduate Apprenticeships (GAs). Only approved Apprenticeship Frameworks will be eligible for funding support from SDS who should be contacted to establish the availability and level of support for each Framework.

### Remit within Apprenticeships

This document defines the process that the CAA follows, when accepting apprenticeship programmes which encompass aircraft design, manufacturing, continued airworthiness and maintenance.

The Organisational Architecture Diagram in Annex 1 contains all the apprenticeships that have been recognised as of August 2021. Subsequent approved apprenticeships will be included by further revisions to this CAP.

## Proposing an Apprenticeship (England and Scotland)

### England:

Within England organisations considering using apprenticeships should first consult relevant government website [Home / Institute for Apprenticeships and Technical Education](#) to establish whether a standard already exists.

If there is no pre-existing standard and an aviation industry 'need' has been identified, a TBG should be established to clearly define the new standard in an easy to follow and employer centric format.

Other organisations with an interest in the proposed standard (sector or trade bodies, professional bodies, training providers, industry training boards or potential assessment organisations) can also be invited to join the group.

Whilst these other members cannot take on the role of group leader, they should be actively encouraged to provide their support and to contribute to the development of the apprenticeship standard.