The New Part 147
AMTS Best Practices

Panelists

- Jared Britt, Director of Global Aviation Maintenance Training, Southern Utah University

- James Hall, Dean, Aviation and Manufacturing National Center for Aviation Training, WSU Tech

- Mark Holloway, Director of Aviation, Aviation Institute of Maintenance

§147.5(b) Application Requirements

(1) A description of the **facilities**, including the physical address of the applicant's primary location for operation of the school, and any additional fixed locations where training will be provided, and the equipment and materials to be used at each location;

(2) A description of the manner in which the school's **curriculum** will ensure the student has the knowledge and skills necessary for attaining a mechanic certificate and associated ratings under subpart D of part 65 of this chapter;

(3) A description of the manner in which the school will ensure it provides the necessary qualified **instructors** to meet the requirements of § 147.19; and

A015, Facilities, Equipment, and Materials

- A description of the AMTS **facilities** at the primary location, and each additional training location.

- A description of the AMTS **equipment** used at the primary location, and each additional training location.

- A description of the AMTS **materials** used at the primary location, and each additional training location.

§147.5(b) Application Requirements

How did your program approach the drafting of these descriptions?

Did you have any differences of opinion with the local office?

Any suggestions or best practices for revising these descriptions moving forward?

§147.15 Training provided at another location

A certificated aviation maintenance technician school may provide training at any fixed location other than its primary location, provided the **additional training location** meets the requirements of this part and is listed in the certificate holder's operations specifications.

§147.15 Training provided at another location

Have you or are you planning to take advantage of additional training locations? And if so, how/why?

§147.19 Instructor requirements

Each certificated aviation maintenance technician school must:

(a) **Provide qualified instructors** to teach in a manner that ensures positive educational outcomes are achieved;

(b) Ensure instructors either—

(1) Hold a mechanic certificate with one or more appropriate ratings; or

(2) If they do not hold a mechanic certificate, are otherwise specifically qualified to teach their assigned content; and

(c) Ensure the student-to-instructor ratio does not exceed 25:1 for any shop class.

§147.19 Instructor requirements

Are you or do you plan to utilize more instructors that do not hold an A&P and if so, how/why?

§147.17 Training requirements

(a) Each certificated aviation maintenance technician school must:

(1) Establish, maintain, and utilize a curriculum that is designed to **continually align** with the mechanic airman certification standards referenced in paragraph (b) of this section, as appropriate for the ratings held;

(2) Provide training of a quality that meets the requirements of § 147.25; and

(3) **Ensure students have the knowledge and skills** necessary to be prepared to test for a mechanic certificate and associated ratings under subpart D of part 65 of this chapter.

§147.17 Training requirements

What changes did you make to your curriculum to cover new ACS elements?

What new equipment or supplies did you have to procure?

What plans do you have moving forward to ensure ACS alignment?

§147.23 Quality control system

(a) Each certificated aviation maintenance technician school must—

(1) **Be accredited** within the meaning of 20 U.S.C. 1001(a)(5); or

(2) **Establish and maintain a quality control system** that meets the requirements specified in paragraph (b) of this section, and is approved by the Administrator.

(b) The quality control system specified in paragraph (a)(2) of this section must provide procedures for recordkeeping, assessment, issuing credit, issuing of final course grades, attendance, ensuring sufficient number of instructors, granting of graduation documentation, and corrective action for addressing deficiencies.

§147.23 Quality control system

For accredited schools, have you successfully navigated this more "hands off" approach with your local office?

Are you still utilizing an "operations manual"?

If yes, are you managing it and revising it independent of "FAA approvals" (which is not required under the new rule)?

For non-accredited schools, any challenges navigating the quality system approvals?

§147.31 Early Testing

When a student satisfactorily completes the general portion of a certificated aviation maintenance technician school's curriculum, the school may issue an **authenticated document** that demonstrates the student's preparedness to take the mechanic general written test in accordance with § 65.75(c) of this chapter.

§147.31 Early Testing

For those that didn't have an exemption to provide early testing before, are you utilizing it now?

What programmatic changes did you have to make?

Any best practices for using early testing to put students on a path to certification?

Web-Based Operations Safety System (WebOPSS)

- OpSpecs can be maintained and revised electronically through WebOPSS

- Designated Persons (A007) may request access

- Electronic signature requires that the Designated Person have a Digital Certificate Service (DCS) certificate at https://dcs.faa.gov/

Are you utilizing WebOPSS? If no, what is the barrier?