



## *The New Part 147: An Executive Summary*

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Title 14 Code of Federal Regulations (CFR) part 147 (“part 147”) governs aviation maintenance technician schools (AMTS) that hold a Federal Aviation Administration (FAA) certificate. There are currently 184 FAA-certificated part 147 programs that enroll approximately 20,000 students across the U.S. Students graduating from these programs have a high return on their investment; the average aviation technician student is in school for 21 months, pays \$16,321 in tuition, and once certificated, has an average starting annual pay of \$45,000.<sup>1</sup>

Part 147 was originally established under the Civil Aviation Administration and re-codified into 14 CFR in 1962. Since that time, neither the regulation nor the subject areas it dictates be taught have been significantly revised. Under the current rule, AMTS are *mandated* to teach 60-year-old technologies and obtain FAA approvals to modify curriculums and operating procedures. The long-outdated rule is creating an increasingly inflexible framework, hindering innovation in aviation technical education, and continually increasing new hire training costs for employers that must address a widening skills gap.

Industry began advocating for modernization of the current rule more than a decade ago. With no regulatory relief in sight and a host of toxic provisions included in recent FAA regulatory proposals, Congress stepped in and on Dec. 12, 2019, it introduced the Promoting Aviation Regulations for Technical Training (PARTT) 147 Act ([S.3043/H.R.5427](#)). The bill is an [industry-supported](#), bipartisan and bicameral bill championed by Sens. Jim Inhofe (R-Okla.) and Tammy Duckworth (D-Ill.) and Reps. Don Young (R-Alaska) and Cheri Bustos (D-Ill.).

On Dec. 27, 2020, the PARTT 147 Act was signed into law as part of the massive coronavirus relief package, the Consolidated Appropriations Act, 2021 (H.R.133/[Public Law 116-260](#)).

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<sup>1</sup> See ATEC’s 2019-2020 Pipeline Report, available at [www.atec-amt.org/pipeline-report](http://www.atec-amt.org/pipeline-report).

The law directs the FAA to remove and replace the current part 147 with very specific, community-drafted language through an interim final rule<sup>2</sup> by March 27, 2021. The performance-based regulation will massively change the way FAA approves and oversees aviation technical programs.

Under the new rule, for nationally accredited programs, the FAA will defer to Department of Education (DoE) expertise in all areas concerning quality of education, meaning the agency will no longer approve curriculums, methods of instructional delivery (i.e., no more FAA distance learning authorizations required), how and where educational content is consumed (i.e., schools will have the opportunity to provide training at an additional fixed location, such as a high school), grading systems, testing schedules, or class sizes.

And under the watchful eye of national accrediting bodies, AMTS will have the flexibility to assess educational outcomes in lieu of meeting seat time mandates—aligning aviation maintenance education with common practice in other technical-related programs.

As part of the part 147 certification requirements, the FAA will continue to oversee a program's facilities, equipment, and instructor qualifications, control the certification standards (i.e., mechanic airman certification standards) that drive school curriculums, and continually assess AMTS performance through analysis of student passage rates.

And most importantly for aviation safety, the FAA will retain the ultimate decision-making authority when it comes to issuing mechanic certificates, which it only does after through assessment of an individual's skill and knowledge.

As of the date of this summary, the FAA has not promulgated the interim final rule. The Department of Transportation's semi-annual regulatory agenda sets forth a November 2021 date for publication.

For more information, including tools to facilitate curriculum review in preparation for the new rule, informational webinars, and the text of the law, visit [atec-amt.org/the-new-part-147](https://atec-amt.org/the-new-part-147) or contact ATEC Executive Director Crystal Maguire at [crystal.maguire@atec-amt.org](mailto:crystal.maguire@atec-amt.org).

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<sup>2</sup> Interim final regulations are used when the agency finds it has good cause—such as when it is directed by Congress—to issue a final rule without the opportunity for notice and comment. ATEC therefore expects that the part 147 interim rule when published will become effective immediately with the stipulation that it be subsequently subject to public notice and comment. After which the agency could make adjustment to the rule if warranted by public comment.