



The New Part 147: An Executive Summary

As of Sept. 21, 2022, a new 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. The regulation was published on May 24, 2022 in response to the [Promoting Aviation Regulations for Technical Training \(PARTT\) 147 Act](#) (H.R.133/[Public Law 116-260](#), sec. 135).

Part 147 was originally established under the Civil Aviation Administration and re-codified into 14 CFR in 1962. Industry began advocating for modernization of the outdated rule—which mandated schools teach long-outdated technologies and track student seat time—more than a decade ago. With no regulatory relief in sight and a host of toxic provisions included in 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 was [industry-supported](#), bipartisan and bicameral, and 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 bill directed the FAA to remove and replace the current part 147 with very specific, community-drafted language that introduced a performance-based regulation and massively changed 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 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 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 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 thorough assessment of an individual's skill and knowledge.

There are currently 190 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 22 months, pays \$16,328 in tuition, and once certificated, has an average starting annual pay of \$46,508.¹

For more information on compliance tools and the advocacy efforts that lead to regulatory reform, visit atec-amt.org/the-new-part-147.

¹ See ATEC's 2021 Pipeline Report, available at www.atec-amt.org/pipeline-report.