14 CFR Part 147
Oversight and Mechanic Certification Updates

Presented To: ATEC
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Mechanic Certification Processes

• An individual in the United States (U.S.) may become a certificated aviation maintenance technician (A&P/AMT) in one of two ways:
  – 1) by graduating from a Title 14 Code of Federal Regulations (14 CFR) Part 147 school for AMTs; or
  – 2) by qualifying for experience eligibility under the provision described in 14 CFR Part 65.77 to include active duty military who have completed the JSAMTCC program.

• On average, the FAA certificates 7,000 new AMTs each year through the combined process.
Policy update MOS Codes 8900.1

Military Occupational Specialty Codes

• The FAA updated, new, and the older MOS codes for the U.S. Army, Air Force, Navy, Marine Corps, and Coast Guard enlisted personnel. The new codes are used for active duty time after January, 1990. The older codes are still valid for persons wishing to credit their military aviation maintenance experience toward meeting the requirements of the FAA airframe and powerplant mechanic certificate.

• The update codes are pending a revision release in FSIMS.
Mechanic Certifications FY 09

• TOTAL FY2009 MECH ISSUES: 7,949

• TOTAL WITH SCHOOL CODE: 4,960
  ORIGINAL ISSUES : 3,218
  ADDED RATINGS     : 1,742

• TOTAL W/O SCHOOL CODE: 2,989
  ORIGINAL ISSUES : 2,610
  ADDED RATINGS     : 379
147 School Oversight

• The FAA performs inspections on each 14 CFR Part 147 AMT schools to ensure that the school adheres to its approved curricula and continues to comply with certification requirements and operating rules.

• At the minimum, the National Work Program Guidelines (NPG - FAA Order 1800.56J) requires one formal inspection of the facility and curricula annually.
# Airman Certifications

- Non-Certificated Mechanics: 11,219
- Certificated Mechanics: 58,889
- Inspection Authorizations: 21,386
- Repairmen: 1,153
- Mechanic Examiners (Airframe): 307
- Mechanic Examiners (Powerplant): 307
- Parachute Rigger Examiners
  - Senior Back: 29
  - Senior Chest: 29
  - Master Back: 42
  - Master Chest: 42
  - Master Seat: 32
147 School Oversight

- There is no formal risk assessment process for 14 CFR Part 147 schools. We rely on the inspector’s professional judgment to assess the risk.

- However, we do evaluate them against a national passing average to monitor school performance and to determine whether or not they meet the academic provisions of 14 CFR Part 147.38.
147 School Oversight

• Currently, there are 168 certificated 14 CFR Part 147 AMT schools in the U.S. Since AMT schools are focused on airworthiness, each has an assigned Maintenance and Avionics Inspector.

• There are 134 Principal Maintenance Inspectors (PMIs) and 114 Principal Avionics Inspectors (PAIs) currently assigned to these 147 schools (FY 2009).
147 School Oversight

- During the last seven fiscal years, each 14 CFR Part 147 school has received an average of five inspection activities annually.

- As stated previously, the NPG only requires one formal inspection, which includes
  - evaluation of instruction time and quality,
  - review of transcripts for accurate record keeping,
  - review of test reports for graduating students and other activities to support curricula evaluation.
Last year (FY-09), FAA performed over 600 inspections on 14 CFR part 147 AMT schools, as shown in the chart below.

<table>
<thead>
<tr>
<th>Description of Inspection</th>
<th>Maintenance inspection completed</th>
<th>Avionics inspections completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial certification or evaluation of facilities, equipment, materials, tools etc for addition of a rating, curricula change, or change of location</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Evaluate curricula and instructor qualifications initial</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>Evaluate curricula and instructor qualifications revisions</td>
<td>30</td>
<td>8</td>
</tr>
<tr>
<td>Surveillance</td>
<td>353</td>
<td>251</td>
</tr>
</tbody>
</table>
147 Distance Learning

- Due to the delay in moving forward with the ARAC 147 rulemaking recommendations until FY 2011 an effort is underway to establish policy for Distance Learning D.L. by way of a Beta test model.

- Much of the curriculum identified by the ARAC work group is being considered as part of the policy development for approval and incorporated into the beta test model for a nationally approved process.
DME Oversight and Mechanic Testing

• As part of the overall mechanic certification process, Aviation Safety Inspectors are required to provide oversight also of designees (DME), consisting of two inspections annually.

• As part of the annual inspection, the inspector may observe a designee’s testing of an applicant, review documentation of examinees, and check the facility and equipment the designee uses.
DME Training Requirements

- Designees are required to attend FAA training on a biannual basis.

- The FAA renews a designee’s authorization one to three years in duration after the FAA ensures he or she has attended training and has a satisfactory inspection. Ref. 8900.2

- Designation authority is granted from the local Flight Standards District Office (FSDO) based on need and the amount of aviation activity within the district (ability to manage).
DME Oversight

• Currently, the FAA has 289 DMEs performing airmen certification.

• Of the 167 active Aviation Maintenance Technician (AMT) schools certificated under Part 147, the majority have DMEs affiliated with these schools.

• Our records show that 231 of the 289 DMEs are school-affiliated; however, a DME may be affiliated and also conduct certifications independently.

• The average DME performs 25 examinations per year.

• The most active DME conducted upwards of 200 test FY 2009.
Office and Regional FOCAL Points

• Assigned Airworthiness focal points are available within each region and field office to assist inspectors or industry representatives with questions regarding training, oversight, and other questions regarding the oversight of TPEs. (Technical Personnel Examiners)

• Guidance currently can be found in FAA Orders 8900.1 and 8900.2 however changes are pending release in FSIMS
44709 Retesting – Anthony St. George Completed

The current status of testing is shown in the chart below:

<table>
<thead>
<tr>
<th>Results of SGA Re-Examination Program</th>
<th>Number of SGA Examinees</th>
</tr>
</thead>
<tbody>
<tr>
<td>Successfully passed the re examination</td>
<td>622</td>
</tr>
<tr>
<td>Certificates suspended</td>
<td>402</td>
</tr>
<tr>
<td>Certificates surrendered voluntarily</td>
<td>271</td>
</tr>
<tr>
<td>Certificates revoked</td>
<td>49</td>
</tr>
<tr>
<td>Tested and received FAA Inspection Authorization</td>
<td>61</td>
</tr>
<tr>
<td>Embry-Riddle University</td>
<td>19</td>
</tr>
<tr>
<td>Deceased</td>
<td>21</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,445</td>
</tr>
</tbody>
</table>
The FAA is pursuing multiple violations against Mr. Tobias and retesting all of the individuals that he examined.

On September 1, 2009, the FAA sent 1,215 letters to identified applicants.

On August 9, 2009, the FAA published FAA Notice 8900.86, Reexamination of Airmen Tested by Designated Mechanic Examiner Bryan Tobias.
Retest

- The mechanics had until October 2, 2009 to schedule the re-examination or FAA will begin the process of suspending their certificates until such time as they schedule and pass a re-exam to demonstrate competency. The re-examination must be completed by September 1, 2010. If a mechanic elects to not be reexamined, their certificate will be suspended until they do so.
QUESTIONS