



# Preparing Aviation Maintenance Technicians for Airline Employment

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February 2017 Melbourne



# Kalamazoo July 2017

- How to get there
  - AZO service from ORD, DTW, and MSP
  - GRR only 45 minutes away
  - DTW 2 hour drive
- Kalamazoo
  - Lot's of arts and culture
  - Many restaurants and pubs within 4 blocks of the conference hotel. You don't need a car.
  - <http://www.discoverkalamazoo.com/>
- Before or After AABI
  - Lake Michigan 1 hour away
  - Many wonderful camping, golf, dunes, etc.



# Summer 2017

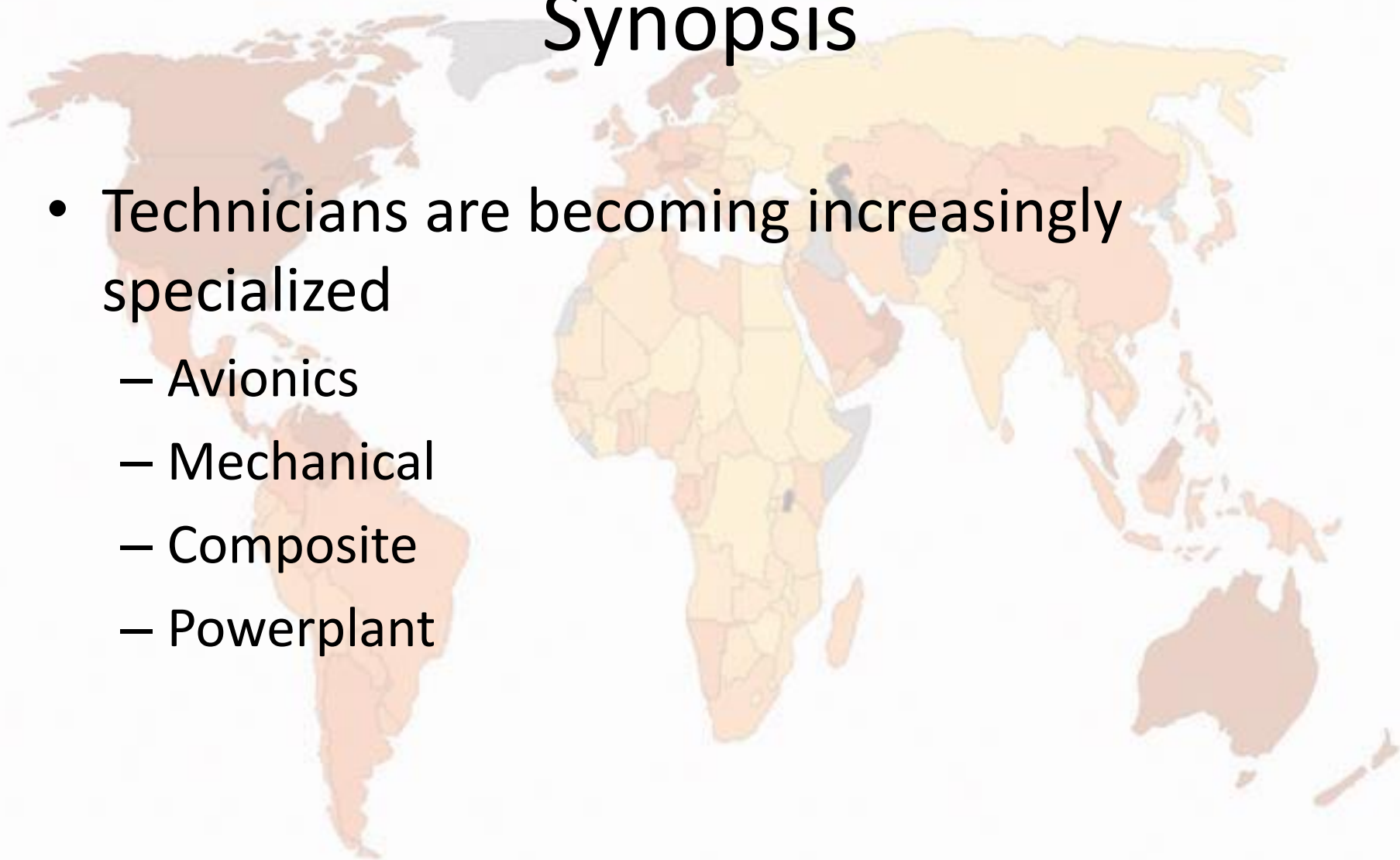
- Crystal Maguire – ATEC
- Doug Caldwell – Bombardier
- Cesar Longeri – Jazz





# Synopsis

- Technicians are becoming increasingly specialized
  - Avionics
  - Mechanical
  - Composite
  - Powerplant





# Synopsis

- Three areas in particular were noted:
  - Electronics in all forms
  - Greater understanding of MSG-3, reliability, maintainability, supportability
  - Greater understanding of airline operations, logistics and cost, especially related to maintenance





# Addressing the Need

- Each regulatory entity has minimum requirements for technician training and certification
- The EASA model is the most specialized and rigorous
- Canada is close behind
- US model is very outdated



## Legacy

- We don't need a bigger pie, we need a cake!
- The US model for aviation training is modeled from the early-mid 20<sup>th</sup> century
  - The individual is responsible to obtain the training and time industry wants
  - Those who started later are more focused on industry supporting the individual



# US Technician Capacity

- Current 147 enrollment: 18,732
- Current 147 max allowed (capacity): 34,932
- Percent of capacity: 54%
- 171 Schools with enrollment





## Trends

- Globally we see more countries creating internal regulations more closely aligned with the EASA or Canadian model than the FAA.
- FAA Part 147 was the standard for many years and there are still many countries with a similar set of rules.



## In the United States

- It has been 10 years since the FAR Part 147 ARAC was formed. Still awaiting final rule.
- Many industry groups (NBAA, ASTM, NCATT) are forming industry recognized certifications in areas such as avionics and FOD.
- This creates a patchwork of credentials for employers to consider.



# What Can Be Done?

- As educators, we have the ability to add additional content to satisfy industry need. Particularly at the 4-year level.
- Stress occurs between what the regulator demands, what industry wants, and student time to complete and cost.



## Hopefully....

- Updated Part 147 in 2017 (fingers crossed)
  - Curriculum removed to the OpSpec
  - Updated curriculum
  - MTRB to routinely assess training needs
  - Contact hours or credit hours allowed
  - Distance Education (now available)



# Finally...

- Schools are still below capacity although improving
- Many students want in and out as quickly as possible. Does the minimum become the maximum?
- We need renewed effort to promote the professional and highly technical nature of aviation maintenance.
- Do we need a more industry responsive model?
- The technician shortage is upon us.





Thank You For Your Attention  
Questions and Discussion

