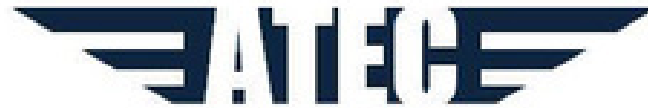


A View of AMT Workforce Through the Lens of ATEC

Ryan Goertzen

*Chief Aviation and Academic Officer, Spartan College
President, ATEC*



Aviation Technician Education Council

Mission

The Council's mission is to advocate for aviation maintenance schools in the areas of curriculum improvement, technical and financial support, while promoting mutually beneficial relations with related government and industry groups

<http://www.atec-amt.org/>

2014-2016 Strategic Goals

1. Develop Request for Proposal and award new contract for both the Executive Director and Business Office changeover.
2. Restructure current committee structures that will utilize board member strengths and support our strategic initiatives and position.
3. Remain engaged in the Federal Aviation Administration (FAA) rulemaking process and support initiatives that support the successful completion of the new rule.
4. Provide guidance to the Department of Labor on the classification for Aviation Maintenance Technician (AMT).
5. Grow relationship with the STEM Coalition to recognize AMT training as a STEM program and occupation.

2014-2016 Strategic Goals

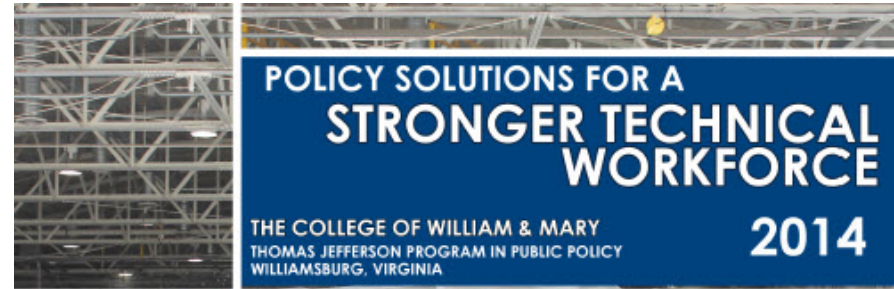
6. Work with Governor Mary Fallin of Oklahoma on America Works: Education and Training for Tomorrows Jobs.
7. Develop an Industry Working Group with a focus on education needs of the aerospace industry to meet current and future workforce needs.
8. Develop a portal page that provides number of graduates listed by school and location for industry members seeking to find students to employ.
9. Grow revenues by 25% per year to help continue to support membership activities and organizational goals.

Partnered with ARSA on the study conducted by the College of William & Mary concerning the looming AMT Shortage?

“Why does Apple build its products in China if it is not the money”.

Tim Cook Response: **It is Skill**

<https://www.youtube.com/watch?v=wdMxrovkpmU>





Aviation Technician Education Council

AMT Shortage Anyone

The GAO does not think so?

What is the average age of technicians in your facility?

Problem: Data and Classification

ATEC: Provided a response to the Dept. of Labor concerning Standard Occupational Codes (SOC) to better reflect what is actually happening in the field



United States Government Accountability Office

Report to Congressional Requesters

February 2014

AVIATION WORKFORCE

Current and Future
Availability of
Aviation Engineering
and Maintenance
Professionals

GAO-14-237

NPRM – Part 147

- It has only taken 50 years!!!
- What is a stake now?
 - Rewrite of most of the rules.
 - Operation Specifications
 - Distance Education
 - Update on 45 subject areas



Maintenance Training Review Board

- Industry Involvement Critical



Legislative Affairs

1. Make STEM a top education policy priority.
2. Revitalize out dated FAA maintenance school regulations.
3. Ensure proper classification of aviation workers
4. Provide the FAA the resources to do its job.



Efforts Are Working

1. Congressional Support
2. STEM Coalition Member
3. ASTM F46 Member
4. ARAC Member for Testing
5. Regulatory Guidance Review

ATEC has become the trade association for AMT education and beyond.

TOM RICE
7TH DISTRICT, SOUTH CAROLINA
COMMITTEE ON THE BUDGET
COMMITTEE ON SMALL BUSINESS
COMMITTEE ON TRANSPORTATION
AND INFRASTRUCTURE



Congress of the United States
House of Representatives
Washington, DC 20515-4007

January 13, 2016

The Honorable Michael Huerta
Administrator
Federal Aviation Administration
800 Independence Ave, SW
Washington, DC 20591

Dear Administrator Huerta,

We are writing to request prioritization of the Federal Aviation Administration (FAA) rulemaking to update regulations governing aviation maintenance technician schools (Title 14 Code of Federal Regulations [CFR] part 147 ["part 147"]). We are encouraged to see FAA recognize the need to modernize and reorganize these important regulations in the Notice of Proposed Rulemaking (Notice No. 15-10) and we believe FAA should focus efforts to complete the rulemaking process efficiently.

Part 147 is long-overdue for modernization; in fact, the regulations pertaining to aviation maintenance technical education curricula requirements haven't been significantly updated since 1962. In the meantime, the FAA has restructured aircraft design and maintenance rules to enhance aviation safety and integrate constantly changing technology. Nonetheless, despite the need for more sophistication and knowledge from maintenance personnel, part 147 remains outdated and incapable of meeting industry demands for highly-skilled aviation maintenance workers.

Both industry and government agree that current part 147 requirements inhibit maintenance technician schools from keeping up with changes in aircraft technology. Schools are mandated by law to teach skills that do not prepare students for jobs available post-graduation and industry must bear the cost to retrain these graduates to complete basic tasks required to maintain a modern, sophisticated aircraft.

Outdated part 147 mandates hinder the aviation maintenance industry's ability to compete and grow. As the global aviation sector expands, U.S. maintenance companies are unable to meet increased demand because of a significant skilled worker shortage. Modernizing part 147 will allow aviation maintenance technician schools to produce the most qualified workers possible, benefiting the broader aviation sector and enhancing the competitiveness of the U.S. maintenance industry.

WASHINGTON OFFICE:
325 Cannon House Office Building
Washington, DC 20515
Tel: (202) 225-8895
Fax: (202) 225-8890

CHARLOTTE/IRVING REGIONAL OFFICE:
2411 NORTH GAK STREET
SUITE 400
MYRTLE BEACH, SC 29577
Tel: (843) 445-6485
Fax: (843) 445-6418

FAA REGISTRATION OFFICE:
1831 WEST END AVE STREET
SUITE 300
FLORENCE, SC 29501
Tel: (843) 675-8783
Fax: (843) 675-9303

www.faa.gov

The End