

# Aviation Maintenance Technician Schools

## Annual Conference

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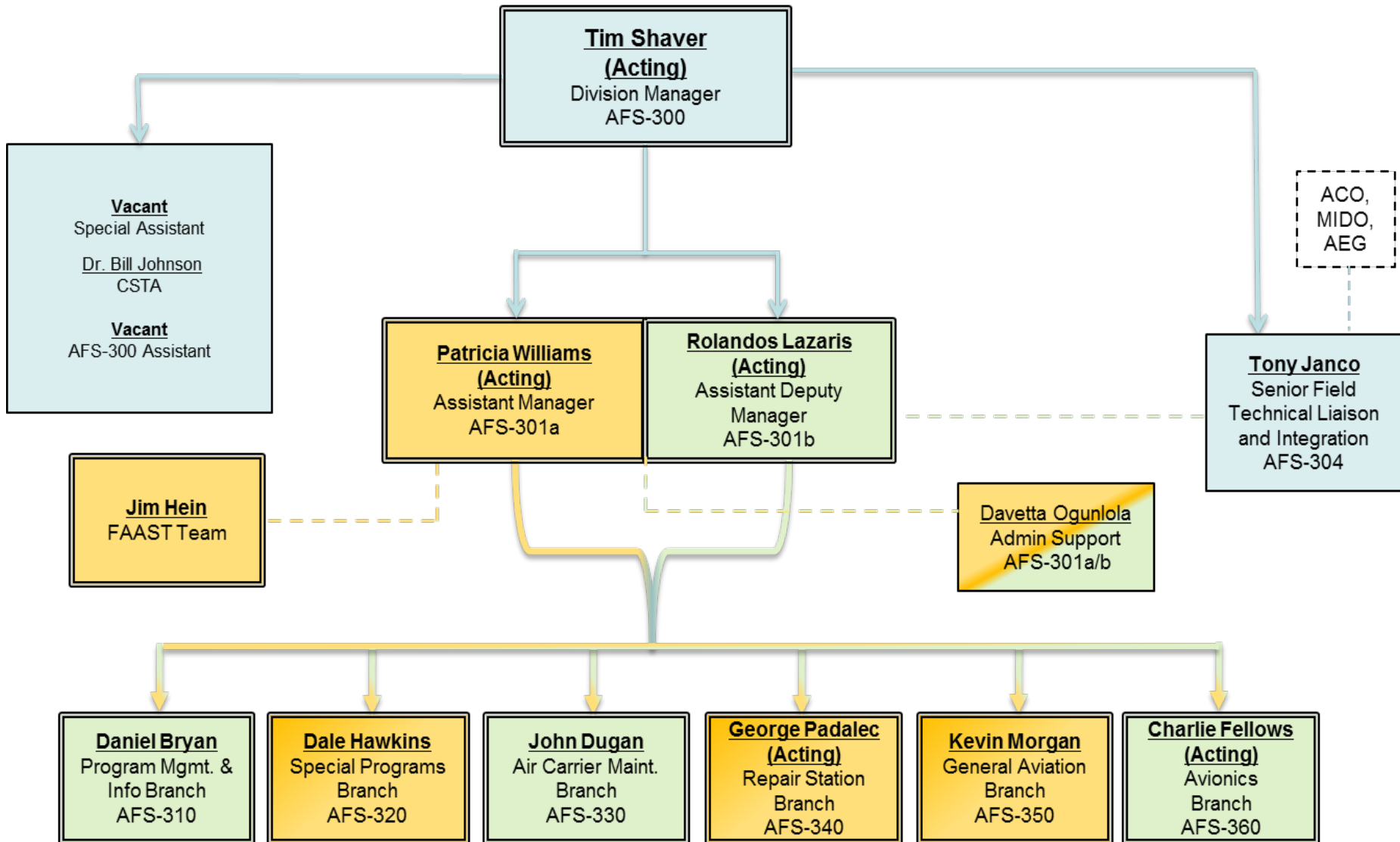


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# Aircraft Maintenance Division, AFS-300, Organizational Chart



# Part 147 NPRM Status Update

## Milestones on the path to a Final Rule

- Disposition of NPRM Comments
- Economic Evaluation of Final Rule
- Final Team Concurrence of Final Rule
- AGC-1 Concurrence of Final Rule
- AVS-1 Concurrence of Final Rule
- Administrator Concurrence of Final Rule
- Publication of Final Rule

# Part 147 Final Rule Necessities

Revisions to the following guidance and templates must occur in-conjunction with the publication of the final rule.

- Advisory Circular 147-3
- FAA Order 8900.1 AMTS specific chapters
- Operation Specifications (OpSpecs) templates

# Maintenance Training Review Board (MTRB)

Intent:

- The goal of the MTRB is to keep the Master Minimum Curriculum (MMCL) current with the advancements in technology and recommend updates to the part 147 required maintenance training curriculum.
- The MTRB would review and recommend subsequent amendments to the curriculums as proposed under the procedures in section 145.10.
- Agreement on curriculum changes between the certificate holders and the FAA would amend the operations specifications.

# Maintenance Training Review Board (MTRB)

- MTRB proposed tasks:
  - Review the MMCL and identify improvements
  - Revise the MMCL
  - Discuss global maintenance training issues, ICAO recommendations and develop strategies for international harmonization.
  - Research specific concerns affecting Part 147

# Compliance Philosophy

- FAA Compliance Philosophy is contained in FAA Order 2150.3 (as revised).
- Policy on non-enforcement responses to deviations is now the responsibility of FAA program offices.
- If a deviation does not involve intentional, reckless or criminal behavior and the airman/organization is qualified and willing to cooperate, AFS will resolve the issue through use of compliance tools, techniques, concepts, and programs.

# Safety Management System (SMS)

- SMS is the formal, top-down business approach to managing safety risk, which includes a systemic approach to managing safety, including the necessary organizational structures, accountabilities, policies and procedures. (Order VS 8000.367A, Order VS 8000.370A, AC 120-92B)
- SMS implementation is an evolutionary approach to risk management and drives the need for an equivalent ongoing change in compliance philosophy.
- <https://www.faa.gov/about/initiatives/sms/>



# Fatigue Risk Management (FRM)

- FRM is a management program used to mitigate the effects of fatigue.
- Fatigue has been identified as a risk within the aviation community. The FAA has developed training tools and awareness posters to inform both pilots and mechanics of the risks associated with fatigue.
- [http://www.faa.gov/about/initiatives/maintenance\\_hf/fatigue/](http://www.faa.gov/about/initiatives/maintenance_hf/fatigue/)

# Fatigue Risk Management (FRM)

- The FAA has sponsored a multi-disciplinary work group to investigate the issues associated with human fatigue in maintenance and the practical science-based methods that can be used to manage fatigue risk. The work group involved industry, labor, research, and government personnel.
- Fatigue awareness should be ongoing training for both junior and senior aviation maintenance technicians. We should ensure that they understand how fatigue affects their daily lives.

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# Questions

