International AeroTech Academy

Student Handbook & Catalog2023 –2024

Volume 3/ Fall 2023

International AeroTech Academy LLC
FAA
Certificate #
IAAT654K3033
Drane Field
Road Lakeland,
FL 33811
(863) 213 5266

WELCOME!

Welcome to International AeroTech Academy's FAA Airframe mechanic training program!

The safety of our aviation industry depends on high quality professional maintenance technicians. This makes an Aviation Maintenance Technician careera great responsibility and very rewarding. In the coming months you will gain the knowledge and experience needed to become an FAA Certified Airframe Mechanic, known in the industry as an Aviation Maintenance Technician (AMT). Our goal is to provide you with the theoretical knowledge and practical skills to earn your FAA Airframe Certificate as well as to encourage you to maintain a professional attitude as you serve the aviation community. Your skill, expertise and dedication in the application of yourtraining can set you apart as a true professional.

The world today is highly dependent on aircraft for transportation, security, emergency response and recreation. This career choice can literally take you anywhere in the world. While the staff at International AeroTech enthusiastically embraces the world of aviation and is dedicated to creating the best possible learning environment, it is you, the future Aviation Professional, who will determine the level of your success and accomplishments as you move forward. We are committed to helping you as you work to achieve your hopes and dreams.

Again, "Welcome" to International AeroTech Academy, we've planned for and support your success!

The International AeroTech Academy Faculty and Staff

DISCLOSURE: All material in this catalog applies to the 2023-2024 academic year and reflects information available as of the effective date of publication. International AeroTech Academy reserves the right to revise material and information in this publication and to make changes to improve or update programs, policies and procedures at its discretion, at any time, withoutnotification.

Contents

HISTORY

In 1974, Bob Jones University (BJU) in Greenville, SC, began an aviation flight training program at the Greenville Downtown Airport. In 1981, BJU added the Aviation Maintenance Technician (AMT) training program and both programs continued until early in 2011 when BJUannounced they would teach-out then discontinue the Trades and Technologies division, including all aviation programs. The AMT program was then privatized by a group of instructors and continued operation as US AeroTech Institute LLC.

US AeroTech Institute LLC was formed in May of 2012 and the new owners/instructors immediately converted the previous 42 month program to a 12-month AMT training program designed for professionally-minded individuals who desire an expeditious A&P certificate preparation for missionary aviation service or a commercial aviation career.

In 2017 Falcon Aviation Academy acquired International AeroTech Academy and relocated the school to its home campus in Newnan, Georgia.

In 2020 a group of former airline executives, CEO's, Chief Operating Officers, Managing Directors and Presidents of US Major, regional, charter and cargo airlines acquired all of the assetsof USAerotech, relocated the school to Lakeland, Florida and renamed it International AeroTech Academy. It is now a sister company of International Aero Academy, an FAA certified 141 flight school, International Aero Charters, an FAA certified Air Carrier operating on-demand air chartersand International Aero Maintenance, an FAA certified145 certified repair station.

You are joining the most comprehensive aviation training organization in the U.S. As a group, wehold more FAA certificates than any organization in the U.S.

MISSION STATEMENT

Statement of Purpose

The purpose of International AeroTech Academy, guided by the following priorities, is to produce highly sought-after Aviation Maintenance Technicians for:

1) commercial aviation businesses (i.e., general aviation, corporate aviation, commercial airline aviation, aircraft manufacturing and repair stations); and

2) technologically related non-aviation maintenance and career fields that value the mechanical aptitude, knowledge and skills demonstrated by our students. [1]

International AeroTech Academy endeavors to accomplish this mission by equipping students in the technical subjects and clock hours delineated by 14 CFR 147 which make the student eligible to apply to the Federal Aviation Administration (FAA) for Airframe and Powerplant Ratings Exams. International AeroTech Academy LLC will also equip students professionally by requiring students, during school hours, to exhibit high standards of safety, workmanship, teamwork, integrity, personal conduct and respect for the laws governing aviation and the workplace.

In order to preserve a degree of educational quality, International AeroTech Academy Institute's seating availability in any one year may be limited by International AeroTech Academy ownership, at its own discretion, to fewer seats than the maximum allowed by Federal, State, and local approvals. Thus, International AeroTech Academy reserves the right, at its own discretion and in keeping with the stated priorities above, to reserve seats for or provide priority entrance dates to accepted applicant(s) based on the student's intended career goals and personal attributes that would contribute to success in the student's stated career goal.

Accepted applicants who indicate a career goal identified in the priorities of the above Statement of Purpose and who demonstrably exhibit predefined personal attributes may be assigned a reserved seat or be given preference in start dates over other accepted applicants who have not yet received a start date.

No student who has been accepted and been assigned a start date may be reassigned a later start date to accommodate a priority student without the consent of the student whose start date is being delayed. All accepted students will be assigned a start date as soon as priority and seating permits.

[1] Many industries desire the mechanical aptitude found in our aviation students due to the breadth of subjects found in their training. For example, our sheet metal class prepares students for aviation certification as well as basic HVAC applications in maritime and residential construction. Our hydraulics and pneumatics classes likewise also have application in heavy equipment maintenance. Our reciprocating and turbine engine and electrical classes similarly have application in the fields of wind and reciprocating and turbine powered electrical generating system maintenance. Additionally, FAA repair stations do not require an A&P certificate but often prefer to hire those with this training due to the ease with which that person can succeed in on the job training and the quality of work produced. These are illustrative of technologically related non- aviation maintenance career fields. Moreover, missionary aircraft mechanics may or may not be required to have US certification in their chosen country of service, but they would certainly obtain the proficiency and experience required at school and in US industry to perform the work on foreign registered mission aircraft.

ADMINISTRATION

Leadership

International Aero Academy, the parent company of International Aero Tech Academy is led by Mr. Steven Markhoff. Steve has vast aviation experience having served as an executive at ValuJet Airlines (Airtran), Mesa Airlines, Hawaiian Airlines and Kitty Hawk Cargo. Steve has a passion for aviation, teaching and investing in the next generation of aviation professionals, helping to lead each student to their highest level of personal development.

International AeroTech Academy is led by John Detrick. John has a long history in aviation with a varied amount of aviation experience. Everything from aircraft maintenance to flying the big jets. John started his aviation career at the age of 16 pumping gas at a local airport and washing aircraft. After that John spent 11 years in the USMC as an avionics technician. In his civilian career, John has worked as an avionics technician, structures mechanic, quality control inspector and flight mechanic for a VIP charter airline. While a flight mechanic, John started his path to becoming a commercial pilot. First as a Professional Flight Engineer on the B727 and DC-8, then as a First Officer on the DC-8 and B757/767. After his flying career John moved into maintenance management and instruction with the airlines. After a few years of this, John moved into the teaching side and oversaw a Part 147 AMTS at a local technical college and high school.

Faculty and Staff

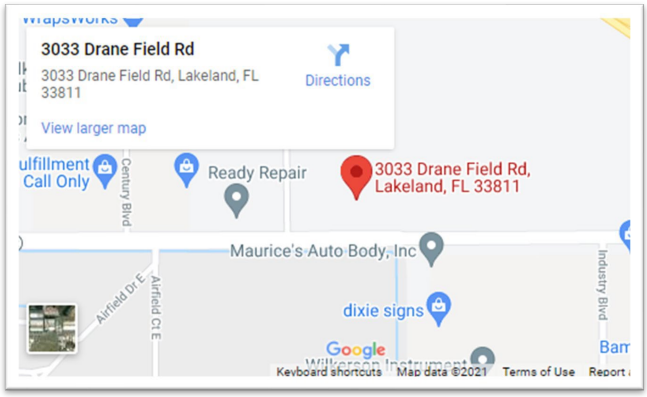
Steven Markhoff, President
John Detrick, Director of Maintenance Training/Chief Instructor
Phyllis Baxla, Manager AMT Student Services

FACILITIES

International AeroTech Academy is located at 3115 Drane Field Road Suite 9, Lakeland, FL 33811. When driving to International AeroTech Academy, take I-4 to exit 27 (Polk Parkway). On PolkParkway take the exit for Airport Road and turn right. At the second traffic light turn left onto Drane Field Road.

Upon request, visitors may be provided guided access by International AeroTech Academy Faculty and Staff. As to not interrupt FAA class hours, all tours are scheduled.

Please email A&PStudent Services at phyllis@iaero.us, so that we may add you to the next tour available. The mapbelow indicates the location of International AeroTech Academy in Lakeland, FL. We encourageeveryone interested to schedule a tour and we look forward to meeting you.



EQUIPMENT

The school has an extensive inventory of equipment, tools, and manuals needed for aviation maintenance training. Necessary equipment and special tools are provided for specific training such as welding, sheet metal, fabric covering, painting, engine overhaul, airframe, hydraulics, pneumatics, electrical and troubleshooting. Internet / Wi-Fi access in each classroom provides students with access to internet services including FAA websites, manufacturer's maintenance manuals and aviation publications.

EDUCATIONAL OBJECTIVE

Student FAA Completion Certificates and Licensures

The FAA requires all individuals who perform maintenance on certificated U.S. registered aircraft to have an Airframe Certificate. The FAA has three avenues toward certification: 1) a three-year, fulltime apprenticeship under the tutelage of a certificated A&P mechanic; 2) military aircraft maintenance experience; and 3) attendance at an FAA certified part147 aviation maintenance technician school such as International AeroTech Academy.

International AeroTech Academy Institute's training will prepare and qualify students to take the FAA written, oral and practical exams leading to FAA Airframe Certification. Additionally, the broad scope of technology taught in the school can equip students technically and professionally for industrially related non-aviation maintenance fields. Students must successfully complete all International AeroTech Academy courses in a curriculum to receive a International AeroTech Academy Completion Certificate which will be accepted by the FAA as qualification to take the FAA written, oral and practical exams leading to FAA Airframe Certification. Our AMT curriculum consists of 1884 contact hours in 3 programs (General 400 hours, Airframe 770 hours, and Powerplant 715 hours) subdivided into 40 FAA approved courses taught and measured according to 14 CFR § 147. When students satisfactorily complete these curricula and courses, they receive an International AeroTech Academy Completion Certificate.

Class Schedules

International AeroTech Academy offers both day and night class.

Day Classes.
Day class hours are Monday thru Thursday 0730 am to 0300 pm, and Friday 0730 am to 1100 am.
This is a 6-hour 45-minute school day, not including the 45-minute lunch break.
The day shift schedule is divided into 15-week semesters. With a new series of courses starting every 15 weeks.

The semester assignment is as follows:
Semester 1: General
Semester 2: Airframe 1
Semester 3: Airframe 2
Semester 4: Powerplant 1
Semester 5: Powerplant 2

The length of the complete course is 17 months.

Night Class
Night class hours are Monday thru Friday 0630 pm to 1030 pm.
This is a 4-hour school day with no lunch break.
The night shift schedule is divided into 17-week semesters. With a new series of courses starting every 17 weeks.

The semester assignment is as follows:
Semester 1: General
Semester 2: Airframe 1
Semester 3: Airframe 2
Semester 4: Powerplant 1
Semester 5: Powerplant 2

The length of the complete course is 25 months.

ADMISSION INFORMATION

Student Housing

Students are responsible for their own room and board. International AeroTech Academy doesnot have affiliation with any realty, housing association or student living quarters but can provide support in locating housing. Each student should research information about any property before signing a rental / lease agreement.

Nondiscrimination policy

International AeroTech Academy does not discriminate on the basis of race, color, religion, gender, age, national and ethnic origin, disability, marital status or military status in its administration of its educational policies, admissions policies, scholarship and loan programs, and other school-administered programs. International AeroTech Academy does not and shall not discriminate on the basis of race, color, religion (creed), gender, gender expression, age, national origin (ancestry), disability, marital status, sexual orientation, or military status, in any of its activities or operations.

Change of Schedule

International AeroTech Academy may require, at its sole discretion, a minimum number of students to offer its program. A student will be notified in writing if the school reschedules a student's start date under these circumstances. Students are expected to advise the school in writingas soon as practical as to their desire to withdraw or continue the application. Students are requiredto keep the instructor and AMT Student Services informed if their email or phone number changes.

Admission Requirements

International AeroTech Academy Institute's training is specifically designed to achieve the required licensure for careers in aircraft maintenance in venues such as general aviation, missionary aviation, corporate aviation, passenger airline operations, cargo airline operations, repair stations, and aircraft manufacturing. This training is also applicable in technologically related non-aviation maintenance fields that value the breadth of training that the aircraft mechanic brings to the work force. Therefore, it is strongly suggested that all applicants be mentally and physically prepared for the unique challenges of these career fields.

Mechanics and technicians often lift heavy objects, handle hazardous chemicals, or operate large power tools. They frequently stand, lie, or kneel on the ground and may work on scaffolds or ladders. Noise and vibrations are common, especially when engines are being tested, and they often endure hot and cold temperatures. Applicants must be able to stand at work for long periods;have adequate use of arms, legs, hands and fingers; be able to bend, stoop, kneel, crouch and move around easily; be able to lift and carry materials weighing up to 50 pounds; have good vision andhearing (normal or corrected); and be free of severe allergies to dust, dirt, oil, and grease.

To be eligible for admission to International AeroTech Academy Institute's AMT School aperson must:

1. Be sufficiently physically and mentally fit for the rigors of the school and work environment (as advised above).
2. Be at least 18 years of age by the anticipated (or desired) FAA testing date for the curriculum in which the student is enrolled (usually about 8 months after the beginning of the school year if a student attends and passes all courses of the first two curricula taken).
3. **You must speak, read, write, and understand English**.
4. You must complete an interview with a member of our admission staff.
5. Complete an *Application for Admission* (available at *InternationalAeroTech.com*), including the current *Student Contract / Enrollment Agreement*, provided separately

How to Apply

Prospective students should:

Obtain and complete *Application for Admission* and a current *Student Handbook/Catalog* at www.intaerotech.com or call 863-213-5266

Read the current *Student Handbook/Catalog* and completely fill out the *Student Contract / Enrollment Agreement* The *Student Contract / Enrollment Agreement* must be signed in the presence of a witness who can attest by signature as to the prospective student's identity.

Completely fill out the *Application for Admission*.

Return the entire *Application for Admission,* a signed, witnessed *Student Contract / Enrollment Agreement* as stated above along with a nonrefundable $25 application fee.

Prospective students will be notified of acceptance and available start dates. After receiving an acceptance letter, students will be placed on the class schedule in.

Application Deadline

Applicants should register as soon as possible for the training session they plan to attend to reserve a seat in the class. Applications will be considered and processed until the first day of class unless the class has been filled. After that time, the applicant (application) will be placed on a waiting list and entrance intothe program will be based upon cancellations.

Transfer In Credit Policy

International AeroTech Academy may grant individual credit to a student with training satisfactorily completed with a grade of 70% (C) or better that has been conducted at one of the following:

a. An accredited university, college, community college;

b. An accredited vocational, technical, trade or high school;

c. A military school; or

d. A certificated aviation maintenance technician school.

Each student must present a valid official transcript from the institution from which credit is being transferred that identifies specific FAA Part 147 class, course, or curriculum indicating the specific course content comparable to the FAA required curriculum. If the student transfers an entire Part 147 curriculum (General, Airframe, or Powerplant) to International AeroTech Academy from items b, c, or d above, the student must validate their previous training by submitting a valid FAA 147 graduation certificate, an approved FAA Form 8610-2, or Airframe or Powerplant certificate.

Transcripts and records will be evaluated by the Director for compatibility with IATA's curriculum. The student will be required to successfully pass an exam regarding the course subject material they are desiring credit for credit to be granted.

Transfer out Credit (Transfer of Credit to another institution)

International AeroTech Academy makes no claim or guarantee that credit earned will transfer to another institution. Transfer of credit to another academic institution is determined by that institution. At the request of a student, International AeroTech Academy will provide at no cost a transcript or copies of course syllabi or course descriptions from the student handbook / catalog.

Tuition and Fees

Tuition and School Fees are outlined below. Students are expected to attend all the courses of the program per the CLASS SCHEDULE in this handbook and according to the (updated) school calendar as found on the school website (https://www.intaerotech.com/).

Non-Amazon Students

Tuition is due prior to beginning each of the three courses. The tuition for each course is $12,000 for a total of $36,000 and includes:

Your study materials as well as the two FAA required written tests, 1 each for General, and Airframe are included in your tuition. [1]

The oral and practical exam conducted upon graduation by an FAA designated examiner.

Amazon Students

Tuition is paid through Amazon Career Choice. The tuition includes:

Your study materials as well as the two FAA required written tests, 1 each for General, and Airframe are included in your tuition. [1]

The oral and practical exam conducted upon graduation by an FAA designated examiner.

Amazon students are required to pay a one-time fee of $3000 dollars in addition to what is paid by Amazon.

[1] If a student does not pass the written or practical examinations, retesting fees are not included in tuition.

While a tablet is assigned to each student, International AeroTech Academy is migrating to an electronic document and delivery system for syllabi, quizzes, projects, tests, and student research.

GRADING POLICY

End of Course Exams

Subject examinations will be given following the completion of each course.

End of course exams will be generated from a question bank relevant to the course subject material.

An exam consisting of randomly generated questions will be generated by the Director of Maintenance Training. The Director will be the sole administrator for the handling, storage, and generation of exams.

Cheating will not be tolerated. If a student is caught cheating on an end of course exam, they will be issued a failing grade for that exam and removed from that course.

To be considered eligible for testing:

- all course training materials (lecture and practical), must be completed and turned in, and
- all missed materials assigned due to an absence must be complete and turned-in, and
- all requirements for scheduled attendance must be complete.

End of course examinations are graded on a percentile basis and have a minimum passing grade of 70%.

Students absent for the exam or failing the exam will be given a different randomly generated exam covering the subject material.

Skills Assessment

. The minimum required passing grade for each skill assessment (lab) is 70 percent.

Program Final Exams

At the completion of each program (General or Airframe), a comprehensive final exam will be given covering all the subject material for that program. The number of questions will be the same as the FAA written examinations for that program. ie… 60 for General and 100 for Airframe.

To be considered eligible for testing:

- all course training materials (lecture and practical), must be completed and turned in, and
- all missed materials assigned due to an absence must be complete and turned-in, and

Final examinations are graded on a percentile basis and have a minimum passing grade of 70%.

Retake of Examinations

The entire retake process must be completed within a three (3) day period.

Only one retake per course will be allowed.

If after the retake attempt the student has not achieved a passing grade of 70% the student must meet with the Director of Maintenance Training, and the student will be required to repeat the course.

The maximum grade that will be recorded for a passing grade on an examination retake is 70%.

For example, if a student fails an exam and then subsequently scores anything above a 70%, the score will be recorded as a 70%.

Grading Standards

Grades are based on a combination of: Practical labs and end of course exams. A minimum grade of 70% must be maintained in both the Lab and Academic categories to successfully complete a course.

GRADING SCALE for Lab Assignments, Written Exams and Quizzes

PERCENTILE	GRADE	COMPETENCE	DESCRIPTION
100-93	A	EXCELLENT	Outstanding Performance
92-85	B	ABOVE AVERAGE	Good Performance
84-77	C	AVERAGE	Fair to Good Performance
76-70	D	BELOW AVERAGE	Poor to Fair Performance
69-0	F	FAILING	Failing to meet standards
I	INCOMPLETE		Requires make up work or time before a grade can be assigned

ATTENDANCE

Students will not attend more than 8 hours per day or 40 hours per week.

Instructors will take attendance at the beginning of class and after the lunch break.

Each student is expected to attend all scheduled courses in their entirety unless they are ill, experiences a death in their immediate family, or is directly affected by some other emergency and can clearly justify the absence to the Director.

Allowable Missed Time: Students are allowed to miss up to and including 10% of the total time of the course. For example, if a course has a total time of 22 hours, 2.2 hours of time can be missed. Any time more than the 10% must be made up. Time missed above 20% of the total unit time requires the Directors approval and signature on the IATA 03 Missed Material Completion Record. All missed material must be made up. All missed practical projects(labs) must be made up.

Coordination of FAA make-up time with an instructor is the responsibility of the student and must be pre-coordinated and approved by the instructor who supervises the make-up time. Make-up time may be conducted, at instructor discretion, prior to the scheduled school day, during lunch,after the scheduled school day, or on scheduled make-up days listed on the school calendar wherein FAA approved courses are not being held but the school is open for other activities. Students havethe responsibility to assure that the instructor completes an FAA make-up form for inclusion in the student's records.

The student is still responsible for all class work which was due on the date of any absence. Make- up time content will be determined by the content missed during the specific class on the day the absence occurred. Both time and content requirements of absences must be met to ensure course completion. The content can include but is not limited to missed tests, quizzes, study sheets, reading, and projects. The make-up material must be the same subject area missed on the day of absence.

International AeroTech Academy reserves Friday afternoons for make-up time for students at no additional cost. Make-up time required other than on Friday afternoons will be available at the discretion of the Director of Maintenance Training and students will be charged additional costs for such additional make-up time.

[1] This includes any time lost due to late arrival to or early departure from class, or sleeping in class.

[2] Note that the hourly 10-minute class breaks cannot be used for make-up time as they already are counted toward the contact hours required by the FAA

STUDENT CONDUCT

In order to provide training to all students equally and without interference by other students, and to maintain a high standard of personal performance and progress throughout the program, **all students are subject to immediate disciplinary action up to and including termination or suspension as deemed appropriate for any of the following infractions.** The range or level of discipline may be determined by the number of offenses, severity of offense, and/or other measures. The list is not meant to be all inclusive, but rather an outline of some student conduct examples.

WARNING, PROBATION, SUSPENSION AND TERMINATION

A student may be placed on probation for unsatisfactory attendance, performance, progress or conduct upon recommendation from his/her instructor or other faculty member.

While on probation a student must provide evidence of improvement or be subject to suspension or termination.

A student will be placed on probation, suspension or termination for infractions of school policies by the Director/Chief Instructor.

Procedure of Probation and/or Escalation to Termination:

- A written warning is issued to the student.
- If there are no improvements noted, the student will be placed on probation.
- Continuation of infractions and/or lack of improvement of the condition(s) will result in suspension or possible termination.

Definitions of Warning, Probation, Suspension and Termination:

Warning - A warning may be issued verbally or written and may be recorded in the student action binder. Students who are issued a warning are put on notice to take corrective action or risk further disciplinary action.

Probation - Any student who does not take corrective action after a warning has been issued will be placed on probation. While on probation, a student must provide evidence of improvement or be subject to suspension or
termination.

Suspension - Any student on probation who has not provided evidence of improvement, or a student who acts in
a manner contrary to the rules and regulations of International AeroTech Academy, may be suspended. Suspension
length will be at the discretion of the Director/Chief Instructor. Once the student has been informed of the suspension, he/she may submit an appeal in writing to the Director/Chief Instructor for reconsideration. Suspended students may
be re-admitted after the suspension period by submitting a written request for re-admission. A student who is reinstated to the school after having been suspended must make up all hours previously missed and may not have any academics or finances outstanding at time of reinstatement.

Termination - A student may be dismissed for academics or conduct. Dismissal is normally permanent unless, with good cause, the student reapplies and is accepted under special consideration by the Director/Chief Instructor.

Examples of Warning, Probation, Suspensions and Termination

1. Willful destruction or defacing of school property or property under the control of the school including unauthorized disposal of refuse.

Warning, Probation, Suspension or Termination

2. Any act of violence or threatening violence either verbally, with a weapon or by using any item as a weapon. Taking part in any act of violence on school premises, possession of a weapon on school premises, or carrying a weapon in a vehicle onto airport property. Any intent to create a hostile learning environment.

Warning, Probation, Suspension or Termination

3. All forms of discrimination based on race, color, sex, religion, ancestry, national origin, disability, citizenship status, handicap, AIRS/HIV status, sickle-cell trait status, age, marital status, veteran status or any other protected category under federal, state, or local law are strictly prohibited.

Warning, Probation, Suspension or Termination

4. Harassment of any kind including sexual, verbal, written or physical act that makes a student or staff member uncomfortable is strictly prohibited. The definition of "sexual harassment" includes unwelcome sexual advances, requests for sexual favors, or other verbal or physical conduct of a sexual nature which

creates an intimidating, hostile or offensive environment. Other examples of harassment include bullying (verbal, physical or cyber), telling jokes or posting/distributing cartoons, practical jokes, horseplay or teasing that refer to race, color, religion, national origin, disability or age, or using slurs or other offensive language.

Warning, Probation, Suspension or Termination

5. Unauthorized removal of school property, property under the responsibility of the school or property owned by employees or students.

Probation, Suspension or Termination

6. Cheating, by giving or receiving information in any manner which may change the outcome of an examination. Copying another student's work or allowing your work to be copied; using unauthorized notes; taking another student's exam or having another take your exam are all prohibited actions. Other forms of academic dishonesty include selling or purchasing exams, papers or other assignments, and submitting or resubmitting the same paper for two different classes without explicit authorization.

Suspension or Termination

7. Physical and/or psychological abuse, threat, or harassment. Initiation of, or causing to be initiated, any false report, warning or threat of fire, explosion, or other emergency. Unauthorized use, possession, or storage of any weapon, dangerous chemical or explosive element. Disrupting, obstructing or interfering with school-sponsored events. Unauthorized possession, use, sale, or distribution of alcoholic

beverages or any illegal or controlled substance. Gambling or holding raffle or lottery at the school without proper approval. Disorderly, lewd, or obscene conduct.

Probation, Suspension or Termination

8. Any use during school hours or any instance of being under the influence of drugs, alcohol or any foreign substance which impairs the normal senses and which may cause an unsafe environment, harm to the student, other personnel or cause damage to equipment.

Probation, Suspension or Termination

9. Misuse or abuse of prescription drugs such as overdosing or altering the prescribed method of delivery from oral to intravenous and /or the possession of drug paraphernalia

Probation, Suspension or Termination

10. Any act or form of sabotage to the aircraft or its components, whether owned by the school or other parties.

Warning, Suspension or Termination

11. Violation of safety and health regulations or practices.

Warning, Probation, Suspension or Termination

12. Any disruption of the training process, whether in class or lab, or at any location where scheduled instruction is conducted or self-study is taking place.

Warning, Probation, Suspension or Termination

13. Showing or expressing disrespect to school officials, faculty/staff or visitors.

Warning, Probation, Suspension or Termination

14. The use of offensive, vulgar or profane language while on IATA property is inappropriate and should be controlled. When profanity is used in the classroom or public areas of the school which is offensive to instructors, staff, students or those who may visiting the school facility, appropriate disciplinary action will

be taken.

Warning, Probation, Suspension or Termination

15. Sleeping

Warning, Probation, Suspensions or Termination

16. The parking area for the International AeroTech Academy facility is in front of the classroom/ hanger building. Parking in unauthorized areas may result in a fine and possible towing of vehicle at owner's expense.

Warning, Probation, Suspension or Termination

17. Smoking in areas other than designated smoking areas.

Warning, Probation, Suspensions or Termination

18. IATA is committed to providing a safe learning and working environment. IATA will cooperate with authorities and assist them in any way possible, including the investigation into any sexual harassment, assault crime or sex offense.

Warning, Probation, Suspension or Termination

19. PEDs: The misuse of Personal Electronic Devices (PEDs) on the IATA campus is strictly prohibited. PEDs include, but are not limited to, cell phones, laptops, MP3 players, digital recorders, cameras and other electronic devices that can interrupt the training process. In a learning environment, the use of PEDs during class time can be disruptive and is considered disrespectful to your classmates and instructors.

Use of such devices in hangar work areas and around aircraft is dangerous as you may not have your full attention devoted to your safety and the safety of those around you.

Warning, Probation, Suspension or Termination

PEDs Use:

• Laptop computer use in the classroom is acceptable when approved by the instructor and is for course related material.

• Cell phones will be placed in the numbered class room cell phone holders in each class. Students pouch number assignment will be assigned on the first day of class. In no instance will cell phone use be allowed in class. Students may answer cell phones during class, but conversations must be kept at a minimum. Students may use their cell phone during break times and lunch.

Students must be in attendance during all scheduled classroom and lab activities. The use of cell phones during scheduled class time is not authorized.

Any use of PEDs other than as stated above is **prohibited.**

DRESS CODES

CLASSROOM AND HANGAR DRESS CODE AND PERSONAL APPEARANCE POLICY

IATA has developed a Uniform and Personal Appearance Policy for all students attending all programs at IATA Campus. The purpose and intent of this policy is to bring uniformity by practicing the industry guidelines to be better prepared for success as student's transition into the aviation industry after graduation. Content of this policy coincides with industry standards based on information obtained from industry standards, i.e., Boeing, Jet Blue, and others.

Responsibility

The Director/Chief Instructor, in conjunction with IATA staff members, will be the overall responsible department for control of ordering and issues.

PERSONAL APPEARANCE AND SAFETY

Students and Instructional Staff shall conform to the IATA Uniform and Personal Appearance Policy during all school and hangar activities. Further, all are expected to use their best judgment to project a professional image to the

public. Any student not in compliance with the IATA Uniform and Personal Appearance Policy may be considered unprepared for an activity and, therefore, be asked to leave campus and will be marked absent. **Students marked**

absent will be required to make up curriculum hours missed.

Non-compliance to this policy will further result in a professionalism violation resulting in a grade adjustment. In our effort to develop and maintain an attitude of safety and professionalism, IATA has established a personal appearance and safety standard that is, but not limited to, the following:

- It is highly recommended that students tuck shirts in at ALL times.
- Belts are not required at ALL times but recommended.
- Acceptable Footwear: Work shoes, work boots and tennis shoes. Close toed shoes are required.
- No loose items such as necklaces, bracelets, scarves and other accessories will be exposed outside of the shirt or jacket.
- IATA uniforms may not be altered without exception.
- For safety reasons, no hoop or hanging earrings are permitted.
- Hair must be neatly groomed and present a professional appearance at all times. This includes men and women.
- Hair length must never present a safety hazard and will be subject to Instructor discretion. Safety is paramount at ALL times.
- Facial hair must present a professional appearance.
- Baseball style caps and winter caps can be worn when in the classroom. Bills must face forward.
- Dark colors pants are required and obtained by the student. They will be worn at the waistline and undergarments will never be visible. This is a list of acceptable styles to be worn; Dickies, Carhartt, Wrangler, Craftsman and Red Cap. Athletic wear will not be permitted.

• All uniforms must be kept clean and in good condition and free of any stains, holes or wrinkles.
• Jewelry such as rings, watches, bracelets should be removed when working in lab or hangar environments.
• Sunglasses are authorized in the hangar and on the flight line, however, will NOT be worn in classroom environment.

Overall, the Uniform and Personal Appearance Policy MUST be followed every school day.
Students not adhering to the policy cannot sign in and begin classes.

ETHICS CODE

The purpose of the Ethics Code is to encourage an environment where academic integrity and honesty can flourish.

The Ethics Code recognizes the importance of honesty, trust, fairness, respect, and responsibility. The Ethics Code articulates IATA's expectations of students and staff in establishing and maintaining the highest standards in academic work.

Violations of the Ethics Code include:
• Copying from another's examination paper or allowing to copy from one's own paper.
• Unauthorized collaboration on projects.
• Plagiarism
• Revising and resubmitting a quiz or exam for re-grading without the instructor's knowledge and consent.
• Representing the work of another as his own.
• Giving or receiving aid on an academic assignment under circumstances in which a reasonable person would have known that such aid was not permitted.
• Bribes, favors, and threats to gain academic advantage.
• Computer-related infractions defined by applicable laws, contracts, or IATA's policies, such as unauthorized use of computer licenses, copyrighted materials, or trade secrets.
• The sale of class materials or notes.
• Unauthorized removal of an exam or quiz from a classroom or office.

Any person who becomes aware of a violation of the Ethics Code has an ethical duty to report it. Any violation of the Ethics Code is unacceptable and may result in disciplinary action up to and including termination.

DRUG AND ALCOHOL ABUSE POLICY

IATA is committed to assisting students in the resolution of problems associated with substance abuse and encourages students to seek additional help through appropriate resources.

Since its inception, IATA has been committed to maintaining a professional and stimulating learning environment for our students. Consistent with that commitment, IATA has a zero tolerance for drug or alcohol abuse.

It is the responsibility of any student to notify IATA of any personal criminal drug arrests or convictions as soon as possible of such incidents regardless of the nature or location of the violation.

If any student is taking medication prescribed by a licensed physician that may impair his or her performance, the student will not be considered in violation of this policy. Nonetheless, he/she must advise the Director/Chief Instructor so appropriate steps may be taken to ensure the continuity of educational activities of other students and the safety of others.

Adherence to this drug and alcohol abuse policy is a condition of admission and continued attendance at IATA and is applicable to all students, faculty, staff and visitors. In addition to any sanctions imposed by IATA, State and Federal drug statutes provide penalties ranging from monetary fines and probation to imprisonment depending on the nature of the offense. Drug and alcohol abuse will have far-reaching negative consequences when applying for aviation jobs. All students are urged to make a commitment to their personal and academic futures by making a conscious decision to stay drug and alcohol free.

CONFLICT OF INTEREST

The school expects each student to maintain a professional relationship with staff members. Engaging in dating or intimate relationships with staff members is not permitted.

STUDENT COMPLAINT/GREIVANCE POLICY

IATA strives to provide a quality training and learning environment. We will give every consideration to a student complaint/grievance relating to any aspect of the educational program, facilities, faculty, staff or related services.

IATA will make every effort to informally resolve a student's complaint/grievance. A student should first discuss any complaint/grievance with his/her instructor in a confidential manner. If the student does not feel this is the appropriate forum or is not satisfied with the response, he/she should discuss the complaint/grievance with the Director/Chief Instructor. If the student is not satisfied with the response from the Director/Chief Instructor, then he/she must put the complaint/grievance in writing. The Director/Chief Instructor will ensure the complaint/grievance is forwarded to the appropriate IATA Executive Team Member. That IATA Executive Team Member will coordinate a response/resolution with the Director/Chief Instructor. A written response will be provided to the student within three (3) days. A copy of the student complaint form is included with this document.

SAFETY RULES

Due to the very nature of our business, extreme caution and safety is required at all times to prevent an accident from happening. The following list of safety rules and practices will be followed at all times. Additional safety rules and practices may be required at the discretion of the Director/Chief Instructor. Failure to comply with these rules

will be considered a safety violation.

The following list is not meant to be all inclusive:

- Eye protection must be worn during all shop projects and in all shop areas.
- Ear protection must be worn when running reciprocating and turbine Instructor
- A ventilation mask (respirator) must be worn when painting.
- No use of tobacco products or electronic cigarettes in the building, hangar, SIDA, or within fifty (50) feet of any aircraft, smoke in designated areas only.
- Do not use shop air to blow dust off your body.
- Do not shoot people with shop air or spin bearings with shop air.
- No horse-play inside or outside the hangar.
- Oil spilled on floor will be cleaned up promptly.
- Yell “clear” before starting any aircraft engines.
- Use a checklist when running aircraft engines.
- Have a fire extinguisher on hand when running engines.
- Do not run-up aircraft or engine stands directly in front of the hangar door.
- Stay clear of turbine inlet and exhaust when engine is running.
- Deflate tires before disassembly.
- Deflate struts before disassembly.
- No hand-propping of aircraft or run-up stands.
- Beware of aircraft propellers, rotating or stationary.
- All aircraft fueling must be done outside of hangar.
- Dismount aircraft at rear.
- When using drill, ensure parts to be machined are clamped to drill press table.
- Keep hands clear of rotating parts and assembles to include reciprocating and turbine engines.
- Drills must be unplugged before changing the drill bit.
- No aluminum or brass parts are to be used on the grinder wheel.
- Safety Caps shall be installed on all compressed gas goggles any time the regulator is not installed.
- Keep hands clear when using the hydraulic press or any other tools and machinery.
- Beware of shock hazard when working on electrical components.
- Paint in designated areas only.
- Use proper manuals when performing maintenance.
- Any other action which a reasonable person may consider to be dangerous in unacceptable.
- In the case of an emergency call the local authorities.

Specific safety instructions must be followed at all times and may vary from shop to shop and project to project. Ask your instructor if you ever question a specific safety measure and report unsafe offences.

TRAINING INTERUPTION AND REINSTATEMENT

Students may at any time request a leave of absence from the program and rejoin the program where they left off in a later class. Request a leave of absence form from student services.

Dismissal Appeals Process

If a student is dismissed for nonperformance, academic or disciplinary reasons, the student may appeal within five calendar days after receiving the dismissal notice and the appeal must be in writing, addressed to the President or Chief Maintenance Instructor, and document the mitigating circumstances. The Student Appeal Form may be utilized and sent as well. Only extraordinary circumstances will be considered, such as death or severe illness in the immediate family.

The Director of Maintenance Training/Chief Instructor will convene an Appeal Panel of at least two instructors to determine if the student will be permitted to continue on a probationary status, despite non-satisfactory probationary progress. The student will be sent the written decision within ten days of receipt of the appeal. The decision of the Panel is final.

Reinstated students are on probationary status until the next evaluation. During this time, they must meet the terms and conditions set forth in the official notification. At the end of every evaluation period thereafter, the student's academic status is scrutinized. The student may continue probation as long as he or she meets the terms of the probation and until such time as satisfactoryacademic progress status is regained.

WITHDRAWAL/TERMINATION

It is anticipated that each student will successfully complete the certification training at International AeroTech Academy. However, if at any point after commencement of the training, should a student find that he/she cannot continue their studies, he/she needs to advise the Director in writing immediately. Course completion will be documented and retained should they be able to resume studies at some future date.

If a student withdraws or is terminated, that student's finance source may be eligible for a refund of a portion of the tuition and fees for payment period. If a student desires to withdraw, he or she must provide the Director with a written withdrawal letter stating the reason for the withdrawal and date of termination. The school, in accordance with its refund policy, will calculate any credit balance due to the finance source and provide any refund available.

REFUNDS

General Refund Policy

Full refund: If an applicant is rejected by the school, or if the school voluntarily cancels a program subsequent to a student's enrollment, or if the student cancels the enrollment agreement or contract within 3 business days after the enrollment contract is signed by the prospective student, or no contract is signed prior to classes beginning and the student requests a refund within 3 business days after making a payment, the school will provide a full refund.

The application fee of $50 is a one-time, non-refundable fee and will be retained by the school. Once the 3 business days have elapsed, as described above, the Specific Refund Policy will apply. All eligible refunds will be returned within forty-five (45) days.

Specific Refund Policy

Pro-rata refund: In the case of cancellation of the enrollment contract, due to student withdrawal or termination, after the first 3 business days through fifty percent (50%) of the period of financial obligation, the student may be entitled to a refund. A potential refund will be comprised of a pro-rata portion of tuition for the training period completed, rounded down to the nearest ten percent (10%) of that period, and less an administrative fee of $100 and out-of-pocket fees and expenses incurred by the school. For purposes of calculating the percent of the training period completed, that will be determined based on the clock hours completed divided by the total clock hours required in each program commenced. (Refer to the TOTAL PROGRAM HOURS section for the required clock hours per program.)

Extenuating Circumstance Refund Policy

For circumstances such as student injury, prolonged illness or death, or other circumstances which prohibit completion of the program International AeroTech Academymanagement will evaluate the situation at hand. If the case is considered "extenuating" International AeroTech Academy may offer a full refund of tuition. No Refund Period

No Refund Period

After fifty percent (50%) of the period of financial obligation is completed, as calculated above under "Specific Refund Policy" for each program commenced, the school will retain the full tuition and fees.

FAA CERTIFICATION PROCEDURES

The FAA is part of the US Department of Transportation. The FAA regulates and has oversightof and licensing authority over pilots, mechanics, airlines, aircraft maintenance, mechanic and pilottraining – all things associated with aviation.

Successful completion of the International AeroTech Academy program qualifies a student tomake application to the FAA for written, oral and practical exams leading to Airframe certification. Inaddition to the procedures below, the requirements listed in 14 CFR, Part 65 apply and will be explained to students during their training. Also, citizenship/authorized alien/immigrant status is now a prerequisite for a professional license by an agency of a State or local government under Title 8, US Code Section 1621.

FAA Exams toward Airframe Licensure: Our goal is to help you succeed in the aviation industry. International AeroTech covers in tuition the cost of the first exams toward licensure. To be covered by tuition, the exams must be taken within two months from the date on each separate FAA certificate earned. To be clear, 2 months after the date of completion on the General Certificate, and 2 months after date of completion on the Airframe Certificate.

Written Tests

There are three written tests: General, Airframe, and Powerplant. These tests are taken at an FAA computerized testing center terminal and the results are immediate. Each test is randomly generated from Oklahoma City, OK, and presented on the screen. It is graded and returned. The testing center administers the tests but does not determine test questions, answers, or results.

The General test is 60 questions while the Airframe and Powerplant tests are 100 questions each. The student must score 70 percent or better on each of these multiple-choice tests to pass. Test preparation books are on the book list. Each test typically requires just over one hour to complete. However, two hours are allowed for each of the General, Airframe, and Powerplant written exams.

Students must also achieve a grade of 70% or better on each of two International AeroTech Academy administered practice written tests for each FAA written test curriculum (4 practice tests total, 2 each for General and Airframe, Curricula) before students receive a completion certificate which permits the student to take official FAA written testing at a FAA computerized testing facility.

Oral Exams / Tests

Oral tests are administered by an FAA Designated Mechanic Examiner (DME). At least four oral questions in each subject area shall be utilized to evaluate the knowledge of each applicant. These four questions are scored. If necessary, additional oral questions or exploratory questions may be used to make an objective evaluation. However, these exploratory questions will not be used to evaluate the applicant for pass or fail of a subject area.

An applicant's answers to oral questions should show an understanding of the subject and theability of the student to apply knowledge. The minimum passing grade is 70 percent of the numberof oral questions asked in each subject area. Each subject area must be passed to pass a section. The applicant must be able to successfully answer oral questions without the use of reference materials. The oral test may be conducted before, after, or during any phase of the practical test. Oral questions need not necessarily apply to an assigned practical project.

Practical Exams / Tests

Practical tests are administered by an FAA Designated Mechanic Examiner (DME). Thenumber of projects necessary for each subject area of the practical test must be determined by theDME and will vary depending upon factors such as the skill and experience of the applicant, the facilities available, and the specific projects selected. At least one project in each subject area shallbe used to judge the skill of each applicant. Projects may cover more than one subject area at thesame time. The DME will personally observe all practical projects performed by the applicant.

To attain a passing grade, the applicant must meet the performance standard and level for the projects selected in each subject area. If the applicant fails to meet the performance standard and level for the projects selected, the DME may, at his or her option, give at least four practical projects in that subject area. The minimum passing grade in each subject area is 70 percent of the practical projects selected. Each subject area must be passed to pass a section.

Practical tests for the General section include at least one weight and balance problem. Practical tests for the Powerplant section shall include at least one propeller project. Applicants shall be required to execute an FAA Form 337 in conjunction with at least one project during the practical test.

The applicant or DME may provide unmarked reference materials for the practical test. Thesematerials must be limited to items such as unmarked Title 14 of the Code of Federal Regulations (14 CFR), advisory circulars, manufacturer's maintenance information, and other reference materials acceptable to the Administrator. Under no circumstances will the applicant be allowed to use or refer to study materials provided by any person. The "given(s)" listed in the Oral and Practical Test booklet(s) must be available and used for each practical project assigned as part of the practical test. Use of nonprogrammable calculators is permitted where appropriate.

PROGRAM COMPLETION

The AMT curriculum consists of 40 FAA approved courses taught and measured according to 14CFR, Part 147. The curriculum is divided into three programs: General, Airframe, and powerplant with each having required courses as outlined in CFR 14, Part 147. When the student satisfactorily completes all requirements of a curriculum in accordance with Federal AviationRegulations and school policy, he receives a Completion Certificate which expresses a student's eligibility to apply to the FAA for authorization to take the written, oral and practical tests leading to FAA Certification. Students must complete all International AeroTech Academy classes in a particular curriculum (General and Airframe) to qualify for a Completion Certificate. The General curriculum must be completed to qualify to apply for the Airframe leading to FAA certification. See **FAA Certification Procedures** and **Graduation Requirements** sections for additional information.

JOB PLACEMENT ASSISTANCE

Successful completion of the training program at International AeroTech Academy does not guarantee employment after graduation. Moreover, a criminal record may prevent the studentfrom obtaining employment in the field or delay application to the FAA for testing.

However, the following resources are available to students to assist their searchfor employment:

- International AeroTech Academy posts job openings from companies who make their needsknown.
- International AeroTech Academy graduates contact the school to communicate the needswithin their company.
- International AeroTech Academy regularly posts magazine andelectronic publications references to job postings.
- International AeroTech Academy refers students to internet-related aviation related job search websites.
- International AeroTech Academy administration will review resumes and assist with interviewskills at the end of the program

Job Placement Records

International AeroTech Academy follows up with each student who graduates the program and keeps a running list of employment history.

STUDENT TOOLS

Tools are included in the Non Amazon tuition. Tools will be disbursed at the end of Powerplant 2. IATA will provide tools for students' use. If a student does not wish to receive the tool set, the standard cost of the tool set will be deducted from the tuition.

COURSE DESCRIPTIONS

GENERAL COURSES:

AMT 101 – Human Factors. This course is designed to provide knowledge and understanding of human factors in the realm of aviation safety with a focus on the role of the maintainer. It presents human factors issues as conditions/ hazards that must be managed. Specific issues such as fatigue management, deviations for approved procedure, situation awareness and the Dirty Dozen are presented. Data collection methodologies such as MEDA and LOSA are examined as viable methods of safety information and as hazard identification tools in an organization's SMS. 13.00 Hours

AMT 102 - Ground Operation and Servicing. An introduction of the student to basic facts and terminology related to the proper and safe ground operation of the aircraft. The student will discuss and demonstrate the principles and techniques of safely starting, moving and securing the aircraft. The student will identify differenttypes of fuel, general fire safety and contaminates as found in the aircraft's fuel systems. 23.75 Hours

AMT 103 – Mathematics. This class is designed to reinforce high school level Math skills commonly used andas applied to aircraft maintenance. Identify basic facts, terminology and demonstrate general principles of addition, subtraction, multiplication, division and the application of algebraic operations to positive and negative numbers. 23.75 Hours

AMT 104 – Physics for Aviation. The class will include the principles related to simple machines, including the conceptsand mathematical calculation of mechanical work. Also included are formulation of physical matter. Included will be aircraft wing, and how they relate to various designs and the control including the aerodynamic forces acting on aircraft in the realms of subsonic, trans-sonic, and supersonic flight. 19.75 Hours

AMT 105 - Aircraft Drawings. Is the study of the theory and practical application of aircraft drawing. The topicsinclude identifying symbols to interpret diagram information, interpreting dimensions and tolerances using drawings, making a sketch of repairs/alterations made to an aircraft, and locating specific datausing graphs and charts. 23.75 Hours

AMT 106 – Fundamentals of Electricity and Electronics. This course will detail the theories of Direct Current and Alternating Currentelectrical circuits, and circuit analysis. Introduction of the principles of troubleshooting will be given, as well as how to use common test equipment such as volt/ohmeters. Solid state and logic circuits will be introduced. 91.50 Hours

AMT 107 – Aircraft Material Hardware and Processes. An introduction of the student to basic facts and terminology related to the materials and processes used in the construction of aircraft. The student will be able to identify a material, discuss the composition, characteristics, forming processes and construction techniques as found in the aviation industry. The identification of hardware and demonstration of proper application and installation practices will be covered. The student will discuss and demonstrate the principals and techniques of precision measuring tools and different Non- Destructive Testing (NDT) processes. 67.75 Hours

AMT 108 - Cleaning and Corrosion Control. An introduction of the student to basic facts and terminology related to the proper cleaning and protection of various surfaces and materials as found on and in the aircraft. The student will discuss and demonstrate the principles and techniques used to inspect, identify, remove, treatand for the prevention of corrosion on aircraft. The student will identify different types of corrosion, demonstrate corrosion removal, and perform corrosion prevention treatment. 17.00 Hours

AMT 109 - Fluid Lines and Fittings. This class will detail fabrication, testing, repair, and installation of varioustubing and flexible hose sections, along with their connection fittings, used for various fluid systems for aircraft and engines. The student will discuss and demonstrate the principles and techniques used to identify, inspect, install and repair rigid and flexible fluid lines and associated hardware and fittings. 20.25 Hours

AMT 110 - Weight and Balance. Is the study of the theory and practical application of aircraft weight and balance. Topics include weighting an aircraft, calculating the center of gravity, and revising the weight and balanceafter equipment changes. 30.50 Hours

AMT 111 – Inspection Concepts and Techniques. This course is designed to provide knowledge and understanding of annual inspections, 100 hour inspections, and progressive inspections. This course will also give the student a knowledge and understanding of inspection tools and techniques. The student will be given a knowledge and understanding of NDT testing and Procedures. 30.50 Hours

AMT 112 – Regulations, Maintenance Forms, Records, and Publications. This course is designed to provide knowledge and understanding of annual inspections, 100 hour inspections, and progressive inspections. This course will also give the student a knowledge and understanding of inspection tools and techniques. The student will be given a knowledge and understanding of NDT testing and Procedures. 37.50 Hours

Total General Program Hours 399.00 Hours (400.00 Hours)

AIRFRAME COURSES

AMT 201 – Metallic Structures This course is designed to provide knowledge and understanding of aircraft sheet metal repair and fabrication, the use and preparation of fasteners. This course will also give an understanding and knowledge of welding processes and techniques. This class will cover the various aluminum alloy structures, types of structural methods, rivets, forming of parts, heat treatment of metals, bend allowances, and sheet metal tools. 98.25 Hours

AMT 202 – Non Metallic Structures This course is designed to provide knowledge and understanding of non-metallic aircraft structures to include wood, fiberglass and other composite materials. The student will have a knowledge and understanding of repairs to wood, fiberglass and other composites, inspection of non-metallic components, fabric covering, inspection and repair processes. 122.00 Hours

AMT 203 – Rotorcraft Fundamentals This course is designed to provide knowledge and understanding of rotorcraft aerodynamics and flight controls. The student will gain an understanding and knowledge of maintenance procedures and safety factors when working around rotorcraft. 34.00 Hours

AMT 204 – Flight Controls This course is designed to provide knowledge and understanding of aircraft configurations, aircraft flight controls and their functions, stability of aircraft, aircraft rigging and inspection of aircraft. The student will demonstrate the ability to read and execute the techniques described in the maintenance manuals used to inspect, align and rig the flight surfaces and various control mechanisms found on the aircraft. 50.75 Hours

AMT 205 – Airframe Inspection An introduction of the student to the basics terminology and techniques usedduring the airframe conformity and air worthiness inspections. The student will demonstrate the ability to read and execute the inspection techniques described in the manufactures service publications and FAA Advisories to determine suitability and air worthiness of the aircraft's structure, components and systems. 40.75 Hours

AMT 206 – Landing Gear Systems This class is an introduction to the landing gear, brakes,wheels, and tires, along with their associated systems for retraction and extension. Inspection, checks,servicing, and repair procedures will be detailed. 61.00 Hours

AMT 207 – Hydraulic and Pneumatic Systems This class is an introduction to the components usedin, and the proper methods of inspecting, servicing, and repairing of aircraft hydraulic power systems. This class also is an introduction to the components used and the proper methods of inspecting, servicing and repairing aircraft pneumatic power systems. 61.00 Hours

AMT 208 – Environmental Systems This class is an introduction to the systems used forheating, cooling, and pressurization, as well as for supplementary oxygen. The methods of inspecting, servicing, and repairing the systems will be detailed. 88.00 Hours

AMT 209 – Aircraft Instrument Systems This class is an introduction to, and development of, the concepts ofaircraft instrumentation related to the operational environment of aircraft and engines. Included are the pitot- static system, related flight and engine instrumentation, inspections, troubleshooting, and testing procedures. 30.50 Hours

AMT 210 - Communication and Navigation Systems This class introduces the principles, practices, procedures and operation of basic aircraft communication and navigation systems. This includes instrumentapproach and landing systems, long range navigation, flight management and guidance, and radar systems, as well as the respective antennas used. 30.50 Hours

AMT 211 - Aircraft Fuel Systems This class is an introduction to aviation fuels and the systems used to supply fuel to the engines. Fuel dump systems, fuel warning systems, system inspectionand repair, fuel transfer and management procedures, as well as pressurized fueling, will be a major focus. 37.25 Hours

AMT 212 - Aircraft Electrical Systems This class is an overview of the electrical power system generation for aircraft. Included are Batteries, Generators, Alternators, Constant Speed Drives, Integrated DriveGenerators, and Auxiliary Power Units and their system components. This class will also cover the various systems and components used to provide electrical power to the aircraftand engines. 81.25 Hours

AMT 213 - Ice and Rain - Control Systems This class is an introduction to the various methods of ice and rain control used on aircraft. The components used, as well as the actual inspections and repairs of thesystems will be detailed and performed. 10.25 Hours

AMT 214 – Airframe Fire Protection Systems This class is an introduction to the equipment and operating principles offire detection and extinguishing systems used on board aircraft. This will include engine fire warning and extinguishing, lower cargo fire warning and extinguishing, cargo smoke indications and lavatory/cabin smoke detection systems. 13.50 Hours

AMT 215 – Water and Waste Systems This class is an introduction to the systems used for the storage and handling of potable water and waste systems aboard aircraft. The methods of inspecting, servicing, and repairing the systems will be detailed. 10.25 Hours

Total Airframe Program Hours: 769.25 Hours (770 Hours)

POWERPLANT COURSES

AMT 301 RECIPROCATING ENGINES

This course is designed to provide knowledge and understanding of the theory and practical application of reciprocating engine operation. The student will be able to identify engine types, list the events of the Otto cycle, compute cubic inch displacement and compression ratio, determine valve overlap, cylinder position, calculate indicated horsepower, and brake horsepower. 108.5 Hours

AMT 302 ENGINE INSPECTION

This course is designed to provide knowledge and understanding of the theory and practical application of aircraft powerplant inspections. The student will be able to evaluate a powerplant for compliance with FAA approved manufacturer data, perform a 100 hour inspection on an engine, and perform a records inspection. 61.00 Hours

AMT 303 TURBINE ENGINES

This course is designed to provide knowledge and understanding of the theory and practical application of turbine engines. The student will be able to identify the components of a turbine engine, inspect tan/compressor blades for damage, identify causes for performance loss, inspect a combustion liner and describe the airflow and theory of operation. 61.00 Hours

AMT 304 ENGINE INSTRUMENT SYSTEMS

This course is designed to provide knowledge and understanding of the theory and practical application of reciprocating and turbine engine instruments. The student will be able to identify the components of various engine instrument systems and troubleshoot issues. 37.25 Hours

AMT 305 ENGINE FIRE PROTECTION SYSTEMS

This course is designed to provide knowledge and understanding of the theory and practical application of engine fire detection and extinguishing systems. 23.75 Hours

AMT 306 ENGINE ELECTRICAL SYSTEMS

This course is designed to provide knowledge and understanding of the theory and practical application of aircraft engine electrical systems. 61.00 Hours

AMT 307 ENGINE LUBRICATION SYSTEMS

This course is designed to provide knowledge and understanding of the theory and practical application of aircraft engine lubrication systems. 61.00 Hours

AMT 308 IGNITION AND STARTING SYSTEMS

This course is designed to provide knowledge and understanding of the theory and practical application of aircraft engine ignition and starting systems. 61.00 Hours

AMT 309 ENGINE FUEL AND FUEL METERING SYSTEMS

This course is designed to provide knowledge and understanding of the theory and practical application of aircraft engine fuel and fuel metering systems. 61.00 Hours

AMT 310 RECIPROCATING ENGINE INDUCTION AND COOLING SYSTEMS
This course is designed to provide knowledge and understanding of the theory and practical application of aircraft reciprocating engine induction and cooling systems. 37.25 Hours

AMT 311 TURBINE ENGINE AIR SYSTEMS
This course is designed to provide knowledge and understanding of the theory and practical application of turbine engine air systems. 30.5 Hours

AMT 312 ENGINE EXHAUST AND REVERSER SYSTEMS
This course is designed to provide knowledge and understanding of the theory and practical application of aircraft engine exhaust and reverser systems. 30.5 Hours

AMT 313 PROPELLERS
This course is designed to provide knowledge and understanding of the theory and practical application of aircraft propellers and pitch change mechanisms. 81.25 Hours

Total Powerplant Program Hours: 715.00 Hours (715.00 Hours)

TOTAL PROGRAM HOURS

Total Program Length In Hours:

General	400
Airframe	770
Powerplant	715
Total	1885 Hours


International AeroTech Academy