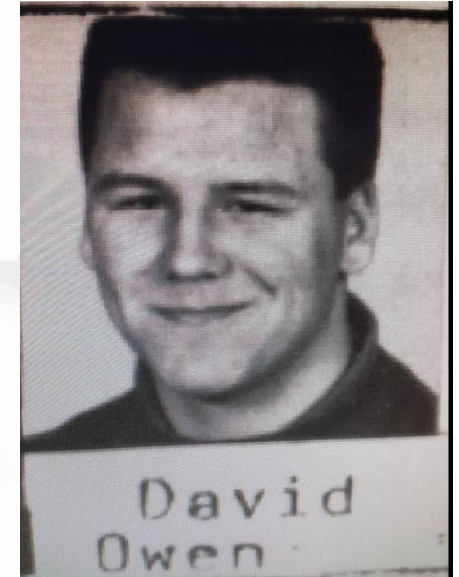




[www.catts.org.uk](http://www.catts.org.uk)

# *Introduction*

## ***David Owen***



### My Background

- BA Apprentice/Engineer
- BAe systems 'Subject Matter Expert'
- MyTravel Aircraft Engineering
- Thomas Cook Aircraft Engineering
- CATTs.

# Who is CATTs ?

## Civil Aviation Technical Training Solutions Ltd

Formed 10 years ago, independent Part 147

Based in Northwich (Manchester) UK

Second site in KL, Malaysia

10 office staff and @ 30+ instructors

EASA (UK) Approval

- GCAA (UAE)
- PCAA (Pakistani)
- CARC (Jordanian).



## ***What can we do ?***

147 type training is our core business

- Boeing B737 CL+NG, 757, 767, 777
- Airbus 300, 320, 330, 340
- BAe 146
  
- Also a lot of non 147 activity
- Gen Fams, EGR, SFAR, EWIS, HF
- We also offer online training.

# ***Basic Part 66 Training and Examinations***



# ***Challenges .....***

The brief: “We’d like you to talk about some of the challenges facing an independent EASA Part 147 training organisation”

- Instructors
- New technologies
- Competition
- Legislation
- Micro management.

# *Instructors*



Instructors ..... Don't you just love them !



# ***Instructors***

- Not enough in the industry
- Rules are too strict
- Some of our best people are not licenced
- Some of our best people do not have a 147 certificate
- Teaching old dogs new tricks
- Feedback and Sharing.



# ***New Technologies***



The new PFM ?  
'Plastic Flying Machines'



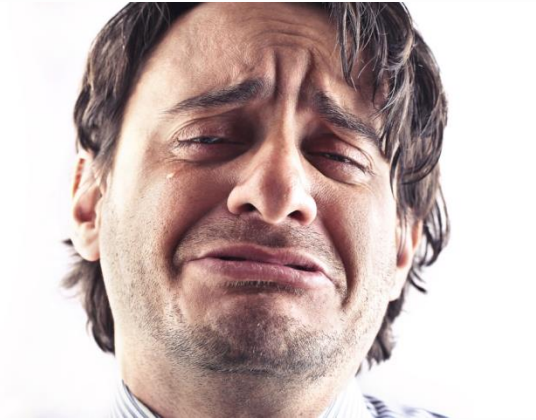
# ***Technology***

- B787, A350, B737 MAX
- Composites, Networking, Geared Fans etc
- Increased reliance on third party expertise
- Maintenance data not as in-depth
- Monkey see, Monkey do manuals
- Digital Software, system software etc
- Virtual Reality - Cost ?
- Lets not loose sight of what's important
- 'Chalk and Talk'.

# *Competition*

- CAA 147 no longer 'Worth as much'
- MRO's and Airlines just want 'a Cert'
- Eastern Europe 147's far cheaper
- Instructor costs / The big players
- CAA operating costs out of control
- £25k Offsite charge
- 100k of revenue required (130/140 days)
- CAA International, said no to an exam centre.

# *Legislation*



- EASA Website
- Isolated operation - Bitty
- We feel the CAA should do more with EASA
- Lack of published CAA guidance
- Where would a new company go for information
- Because 'we say so' still exists

# ***Micro Management***

- Been in training longer than most of CAA guys
- Delivered more courses than most CAA
- Written more TNA's and Questions
- Dealt with more 'issues' personally
- Trained all over the world - different cultures
- Dual trade licences
- Form 4 Approved

## ***Questions***

- 1 x Bank Holiday on a 35 day theory course ?
- Change of Classroom to a bigger better one in the same building next to the room stated ?
- Move the Avionics FWD to Week 1/2 of a course instead of at the back end ?
- Practical Training – 2 engines .... 10 days ?
- What would you do ?.

## ***Final Say***

- Despite the challenges listed I currently feel we are in a good place
- We hardly advertise yet grow year on year
- We will look to expand our 'aircraft offered'
- I'd like to thank the CAA for inviting me to talk
- Any Questions ?