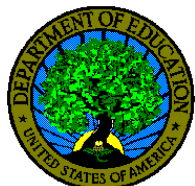




**North
Central
Institute**
Aviation Maintenance School

North Central Institute is accredited,
approved and/or licensed by the following:



Commission of the Council on Occupational Education
7840 Roswell Road, Building 300, Suite 325, Atlanta, GA 30350
Telephone: 770-396-3898/Fax: 770-396-3790

www.council.org

The Federal Aviation Administration under Part 147 of the Federal Aviation Regulations
for Aviation Maintenance Technician School.

www.faa.gov

Approved for the training of Veterans utilizing their educational benefits.

www.va.gov

The Department of Education administering Title IV funding for students loans and grants.

www.ed.gov

Member of the Aviation Technical
Education Council (ATEC)

www.atec-amt.org

Tennessee Higher Education Commission
for the purpose of coordination and supporting the efforts of post-secondary institutions in
the state of Tennessee.

www.tn.gov/thec

As of April 04, 2024

Aviation Maintenance Technician (AMT 147) Program



The wing-span of the A380 is longer than the aircraft itself.

Wing-span is 80m, the length is 72.7m.

The world-wide 747 fleet has logged more than 78 billion kilometers,
equivalent to 101,500 trips to the moon and back.



www.nci.edu



168 Jack Miller Blvd. Clarksville, Tennessee 37042



(931) 431-9700 Fax: (931) 431-9771



Aviation Maintenance Mechanics (including Airframe and Powerplant Technicians, Avionics Technicians and Instrument Repairman) have the important responsibility of keeping airplanes in a safe condition to fly. In this effort they service, repair, and overhaul various aircraft components and systems including airframes, engines, electrical and hydraulic systems, propellers, avionics equipment, and aircraft instruments.

The successful aircraft mechanic should have an above average mechanical ability and a desire to work with his hands. He or she should also have an interest in aviation, appreciation of the importance of doing a job carefully and thoroughly, and the desire to learn throughout a career.

Aircraft mechanics generally work 40 hours a week on a variety of shifts; overtime work is common.



Program Objective: The Aviation Maintenance Technician (AMT 147) Program imparts knowledge and skills to those striving to become aircraft technicians or for career enhancement in aviation and related industries



The program is comprised of approximately 40% lecture and 60% hands-on training for a total of 56 semester hours. Overall program length is 1960 contact hours.

Job Placement

NCI offers job placement assistance to all students at no cost. Although successful placement cannot be guaranteed, NCI's staff makes every effort to assist students in obtaining desirable employment.

Financial Aid

State and Federal Programs are available to help students finance their education. NCI participates in the Pell Grant, William D. Ford Federal Direct Loan Program, and Parent Plus Loan Program, along with Tennessee State Programs (TSAC). Those eligible may also use their Veterans Educational Benefits towards financing the program.

Tuition Assistance (TA)

If you are planning on using TA our Admissions Department can walk you through the process, prior to registering for the program.

Associates Degree

Take the next step and earn an Associate Degree. Upon receiving certification, students will need only three additional courses (9 semester hours); one English, one Business and one Humanities course to complete an Associate of Applied Science Degree (AASD).

Program Requirements

The Federal Aviation Administration (FAA) requires students that enroll in the Aviation Maintenance Technician (AMT)147 Program must be able to read, write, speak, and understand the English Language and be at least eighteen (18) years of age prior to testing for A&P certification.

North Central Institute's Mission:

To provide quality education and motivation to all students, encourage the development of technical skills, professional values and knowledge pertinent to their chosen career field.

COST BREAKDOWN

Prices below are effective May 01, 2024

Total Program Credit: <i>(in semester hours)</i>	56 courses 1 SH each: 56 SH
NCI Application Fee:	\$ 75
Tuition (per course):	\$ 301
Technology/Lab Fee	\$ 1,700
General, Airframe, & Powerplant Textbooks:	Up to \$ 675
Tuition for All Courses: <i>(excluding books, tools, NCI fees, cost of Written and Oral & Practical Exams)</i>	\$16,856
Additional Cost	
FAA Written Exams:	Up to \$ 200
FAA Oral & Practical Exams <i>(Paid directly to Designated Mechanic Examiner)</i>	Up to \$ 2,000

Prices are subject to change without notice

All fees must be paid in US currency

NCI accepts cash, money orders, Visa, & MasterCard

For more information about gainful employment go to: www.nci.edu/GE

AVIATION MAINTENANCE TECHNICIAN PROGRAM INFORMATION

Required Materials:

Textbooks, tools and supplies as listed in the NCI Catalog

www.nci.edu/catalog

Program Duration:

17 months Full-Time and 34 months Part-Time

Term Start Date	Term End Date	Registration Deadline/ Orientation date
May 29, 2024	Sep 05, 2024	May 13, 2024 / May 14, 2024
Sep 10, 2024	Dec 19, 2024	Aug 29, 2024 / Aug 30, 2024
Jan 02, 2025	April 11, 2025	Dec 12, 2024 / Dec 13, 2024
April 16, 2025	July 24, 2025	April 03, 2025 / April 04, 2025

Schedule subject to change without notice.

Class Schedule: Monday - Friday 7:30 - 3:00 p.m. DAYS

Monday - Friday 6:00 - 9:30 p.m. NIGHTS

***Night classes—subject to availability**

Escrow Program for AMT 147 students still in high school

School students in grades 9-12 have the opportunity to pursue an FAA Airframe and Powerplant certification. Admission requirements for the Escrow Program are described in the NCI Catalog.

The focus of NCI's program is on theory, concepts, and hands on skills essential for maintenance requirements and keeping aircraft in an airworthy condition. An Aviation Maintenance Technician, often referred to as an A&P, is responsible for maintaining aircraft in accordance with the Federal Aviation Administration's (FAA) standards. Employment opportunities are plentiful and while most often in the Aviation Industry, A&P's are sought after in other industries for the skills they possess.

FAA AMT 147 Curriculum

General Curriculum:

General is prerequisite to Airframe and/or Powerplant. General requires 420 contact hours. General courses are the basic systems and knowledge needed to understand the certification sought in Airframe and Powerplant sections.

- | | |
|---|--|
| GN110 Basic Mathematics | GN140 Aircraft Drawings |
| GN111 Physics | GN150 Ground Operations & Servicing |
| GN112 Weight and Balance | GN160 Mechanic Privileges & Limits |
| GN120A Basic Electricity | GN161 Maintenance Publications |
| GN120B Advance Electricity | GN300 Application of General Subject Principles |
| GN130 Materials and Processes | |
| GN131 Fluid Lines and Fittings, Cleaning & Corrosion | |



Airframe Curriculum:

Airframe requires 770 contact hours and deals with all parts of an aircraft that house the Powerplant along with the operations of the aircraft.

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|---|---|
| AF215 Aircraft Structures and Basic Aerodynamics | AF250 Hydraulic and Pneumatic Power |
| AF220A Basic Sheet Metal | AF251 Landing Gear |
| AF220B Advanced Sheet Metal | AF253 Cabin Atmosphere Control Systems |
| AF221 Assembly and Rigging Aircraft | AF254 Airframe Fuel Systems |
| AF225 Welding | AF255 Fire Protection, Ice and Rain Control |
| AF230 Composite Structure and Repair | AF256 Position & Warning |
| AF231 Aircraft Fabric | AF260A Airframe Inspection I |
| AF232 Aircraft Finishes | AF260B Airframe Inspection II |
| AF233 Aircraft Wood | AF260C Airframe Inspection III |
| AF240 Aircraft Instruments | AF300 Application of Airframe Subject Principles |
| AF241 Aircraft Avionics | |
| AF245 Aircraft Electrical Systems | |

Powerplant Curriculum:

Powerplant is the operating system that enables the aircraft to fly and requires 770 contact hours.

- | | |
|---|--|
| PP214 Reciprocating Engine Theory, Design & Construction | PP223 Engine Fire Protection |
| PP215 Reciprocating Engine Carburetor Systems | PP224 Engine Electrical Systems |
| PP216 Reciprocating Engine Fuel Injection System | PP225 Powerplant Ignition |
| PP217A Reciprocating Engine Maintenance/Overhaul I | PP226 Powerplant Starting Systems |
| PP217B Reciprocating Engine Maintenance/Overhaul II | PP227 Powerplant Inspection |
| PP217C Reciprocating Engine Maintenance/Overhaul III | PP230 Turbine Engine Development, and Theory, Design & Construction |
| PP217D Reciprocating Engine Maintenance/Overhaul IV | PP231 Turbine Fuel Metering System |
| PP220 Lubrication Systems | PP232A Turbine Engine Maintenance and Overhaul I |
| PP221 Induction and Exhaust | PP232B Turbine Engine Maintenance and Overhaul II |
| PP222 Powerplant Instruments and Cooling | PP240A Propellers I |
| | PP240B Propellers II |
| | PP300 Application of Powerplant Subject Principles |