PIPELINE REPORT & AVIATION MAINTENANCE SCHOOL DIRECTORY*

APRIL 2020

*This truncated version of the Pipeline Report does not include the maintenance school directory. The full version, available to members only, is available at www.atec-amt.org/amts-directory (member password is required to access).

An online school directory is available to the public at www.atec-amt.org/schools.

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2019-20 PIPELINE REPORT & AVIATION MAINTENANCE SCHOOL DIRECTORY

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OVERVIEW

Each year the Aviation Technician Education Council (ATEC) compiles information about Federal Aviation Administration (FAA) airframe and powerplant (A&P) mechanic certificate holders, the aviation maintenance technician schools (AMTS) that prepare the majority of those individuals for careers in aviation maintenance, and the companies that employ maintenance professionals.

These compilations are published annually as *The Pipeline Report*.

This year's edition covers the period since the last version was published in December 2018. The report will henceforth publish each year in the spring, to ensure a complete and accurate representation of statistics from the previous calendar year.

The data in this report was compiled and analyzed before the novel coronavirus pandemic triggered a significant decline in commercial air transport. The near- and-medium-term implications of airline capacity cuts on maintenance demand remain unclear.

In the short-term (3-6 months), airlines are expected to fly fewer aircraft and therefore will need less maintenance. As of late March 2020, some maintenance providers had signaled that hiring freezes, and, in some cases, layoffs, will be necessary to adjust capacity downward. The medium (6-18 months) and longer-term trends will be determined by how quickly airlines add services, and how much service returns relative to pre-2020 levels. Maintenance providers will scale their operations to meet customer demand, and the long-term outlook still suggests a steadily growing need for A&P holders.

THE DATA IN THIS REPORT WAS COMPILED AND ANALYZED BEFORE THE **NOVEL CORONAVIRUS PANDEMIC** TRIGGERED A SIGNIFICANT DECLINE IN COMMERCIAL AIR TRANSPORT. THE NEAR-AND-MEDIUM-TERM IMPLICATIONS OF AIRLINE CAPACITY CUTS ON MAINTENANCE DEMAND **REMAIN UNCLEAR**.

OVERVIEW

The purpose of the report is to identify workforce trends and propose some solutions to meet employment demand. The year's key conclusions:

- More individuals achieved FAA mechanic certification in 2019 than in any of the previous 17 years. The agency issued 7,363 certificates last year, the largest number since 2002, and a near 10 percent increase over 2018. A&P school enrollments also grew by 2 percent, the biggest jump in five years.
- Despite the uptick in mechanic certifications and A&P program enrollments, two out of every five A&P program seats remain open. Mechanics are still retiring faster than they are being replaced; new entrants make up 2 percent of the population annually, while 33 percent of the workforce is at or near retirement age. The industry will need to produce an additional 2,700 mechanics annually over its 2019 output to meet the 20-year demand.
- More and more students are choosing careers in aviation. AMTS respondents estimate that only 8 percent of 2018 graduates took jobs outside aviation, down from 13 percent in 2017 and 20 percent in 2016. More good news: 81 percent of 2018 graduates took the FAA test for A&P mechanic certification, a jump of 10 basis points in each of the last two years.
- When asked to rank the biggest challenge to growing aviation programs, AMTS most often cited—for the second year running—the inability to hire and retain qualified faculty. Career awareness is also adversely affecting student recruitment efforts.
- Private-school enrollments are increasing more than their public-school counterparts. While private schools enroll only 38 percent of the A&P student population, their enrollments grew by 20 percent in the last year, compared to a 9 percent increase in public school enrollments.
- Industry is doing a poor job of capturing exiting military service members with aviation maintenance experience. In 2018, there were 22,000 service members with aviation maintenance backgrounds that separated from the Air Force and Navy alone, more than the entire current A&P school population. ATEC estimates that less than 10 percent of these new veterans obtained an FAA mechanic certificate.
- The return on investment for A&P programs is high. The average A&P student is enrolled in school for 21 months and pays $16,321 in tuition. The average starting annual pay for a certificated mechanic is $45,000.

PHOTO PROVIDED BY **PITTSBURGH INSTITUTE OF AERONAUTICS**

DATA SOURCES

PHOTO PROVIDED BY **WAYNE COMMUNITY COLLEGE**

AMTS data was gathered through an ATEC-conducted survey of educational institutions holding an FAA certificate, issued under Title 14 of the *Code of Federal Regulations* part 147. The survey took place between October 29 and December 3, 2019.

While all schools with technical programs were eligible to participate in the AMTS survey, most questions focused on A&P program and graduate demographics.

In total, 69 percent of all FAA-certificated AMTS responded to the questionnaire; a list of contributing institutions is included in Appendix 1. Data gathered also populates ATEC's online maintenance school directory, available at www.atec-amt.org/schools.

Additional data was gathered from the National Center for Education Statistics and FAA sources including airmen certification branch personnel, the maintenance school database, U.S. Civil Airmen Statistics, Regional Active Airmen Tables, FAA data downloads, and the airmen certification database.

The information in this report is based on data available as of January 15, 2020.

CURRENT AND PROJECTED WORKFORCE

MECHANIC POPULATION

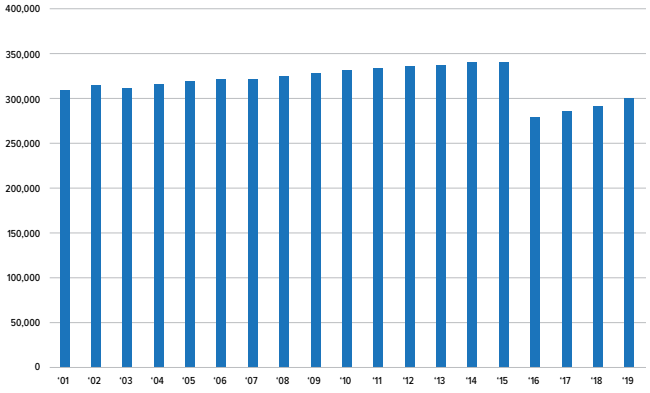
Certificated Individuals

The FAA airmen database includes 301,516 certificated mechanics, a 3 percent increase over the previous year's population. Females make up 2.52 percent of the population, a statistic that is trending up, but only by tenths of a percent per year. A decade ago, females made up 2.12 percent of the mechanic population.

The FAA does not track whether mechanic certificate holders are working in the U.S. or actively performing maintenance. Certificated mechanics are removed from the airmen database only when the agency receives notification of death, the certificate is suspended or revoked, or the mechanic turns 90 years of age. Therefore, the number of active mechanics is likely significantly lower than the number derived from the data source. For purposes of analysis, ATEC assumed 80 percent of the current mechanic population under age 65 is actively using their certificates.

Factoring out administrative adjustments made in 2016[1], the number of certificated mechanics has steadily increased 1-2 percent a year since 2001, with 2019 seeing its biggest jump in recent years at 3 percent (see Figure 1). Nearly 7,400 individuals obtained their FAA mechanic certificate last year, the largest number since 2002, and a near 10 percent jump over 2018. Sixty-four percent of new mechanics obtained certification based on completion of an AMTS program, 12 percent based on military experience, and 24 percent based on civilian experience (see Figure 2).

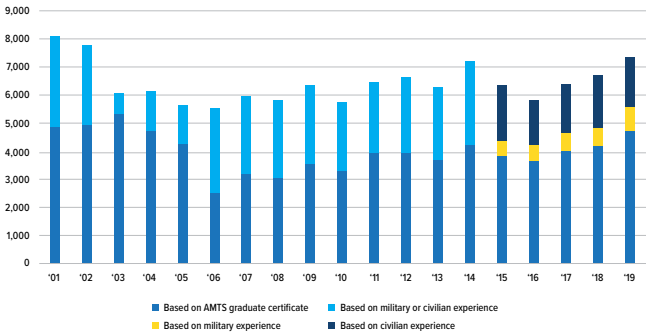
Figure 1: Active FAA Mechanic Certificates



Source: FAA US Civil Airmen Statistics

The increase in certificated mechanics was mostly attributable to more student and military applicants. The number of individuals achieving certification by virtue of A&P school completion increased by 13 percent in 2019 (amounting to 536 new entrants).

Figure 2: New Mechanic Certificates



Source: FAA Airmen Certification Branch

Newly certificated mechanics with military experience jumped by 35 percent over the previous year. While still the smallest source of certificated mechanics by far over the last five years (the group contributed only 901 of the 7,363 new civilian mechanics in 2019), the number of veterans that have obtained their A&P by virtue of their military experience increased by 75 percent.

According to a February 2020 Government Accountability Office Report, more than 22,000 service members with aviation maintenance backgrounds separated from the Air Force and Navy in 2018. Given the current A&P school veteran population (23 percent) and the number of new mechanics that obtained certification on the basis of military experience in 2018 (664), ATEC estimates the civil aviation industry is capturing less than 10 percent of veterans with at least some aviation maintenance experience.

Air Agency Employees

While the FAA airmen database is an important source for identifying and analyzing mechanic population and pipeline trends, a more accurate representation of the current workforce may be derived from analysis of air agency employee reports.

[1] In 2016, the number of certificated mechanics dropped nearly 20 percent after the agency removed all mechanics that had not applied for the required plastic certificate (see § 65.15(d)).

CURRENT AND PROJECTED WORKFORCE

Forty-one percent of all FAA mechanic certificate holders—123,631 individuals—are accounted for in FAA databases[2] reporting employees that work in general aviation,[3] or for repair stations, air carriers,[4] or AMTS.

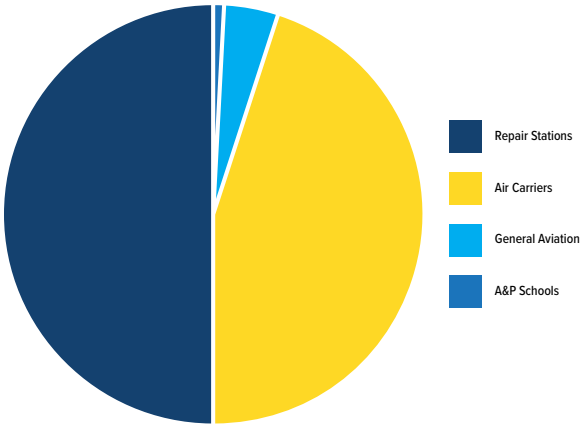
Certificated mechanics make up 34 percent of the aviation technical personnel working in these segments. They contribute to 82 percent of the air operator maintenance workforce, 21 percent of the repair station workforce, and 89 percent of the general aviation workforce (see Table 1).

Table 1: Aviation Maintenance Personnel Employers

	Certificated Mechanics	Non-Certificated Technicians	Repairmen
Air Carriers	55,538	10,505	1,652
General Aviation	4,815	537	80
Repair Stations	61,599	213,261	17,276
A&P Schools	1,679	134	Not reported
Grand Total	**123,631**	**224,437**	**19,008**

Half of all certificated mechanics reported in the air agency employee reports are employed by repair stations (see Figure 3).

Figure 3: Certificated Mechanic Aviation Employers



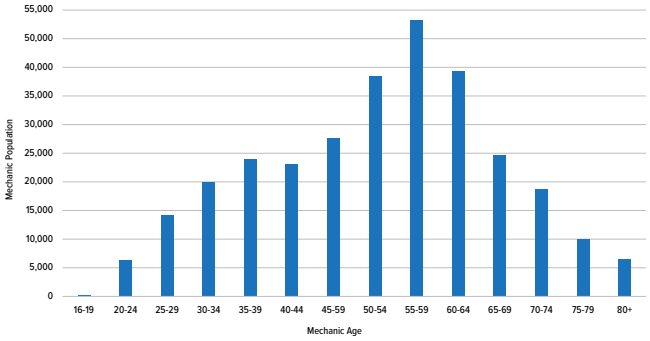
SOURCE: FAA Data Download For Repair Stations and Air Operators

Projected Shortage

Although 2018-2019 saw a positive trend in terms of mechanic population, it will not be enough to overcome the fast-approaching exodus of seasoned maintenance professionals.

The average age of an FAA mechanic is 52, ten years older than the median age for a U.S. worker as reported by the Bureau of Labor Statistics. Thirty-three percent of the mechanic population is age 60 or above (see Figure 4).

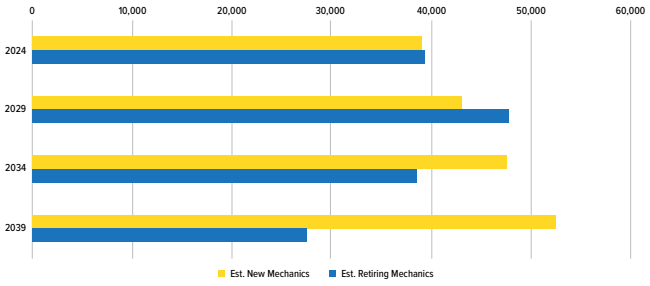
Figure 4: Mechanic Age Distribution



SOURCE: FAA Airmen Certification Branch

Though last year's uptick in new FAA mechanics is a move in a positive direction, retirees will continue to outpace new entrants throughout this decade (see Figure 5).[5]

Figure 5: Estimated New Mechanics vs. Retiring Mechanics



SOURCE: FAA Airmen Certification Branch Age Distribution Data Set and FAA US Civil Airmen Statistics

[2] The datasets (e.g., the repair station download and air operators download) do not include certificated employees of design approval holders, those that work as maintenance contractors, or those employed elsewhere in the supply chain.

[3] Includes entities certificated under 14 CFR parts 91, 133 and 137.

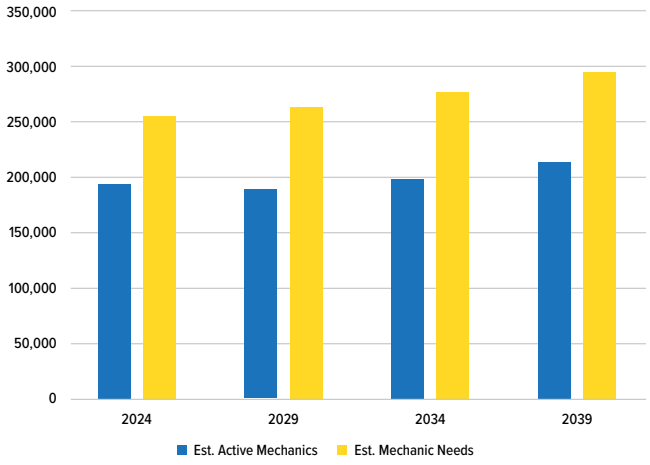
[4] Includes entities certificated under 14 CFR parts 121, 125, 129 and 135.

[5] Assumes a 2 percent increase in the number of new mechanics year-over-year, consistent with the average rate of change over the past 10 years.

CURRENT AND PROJECTED WORKFORCE

New mechanics will begin fulfilling "new" demand (as opposed to replacing retirees) once retirements plateau around 2030. At current certification rates, the mechanic population is expected to increase 12 percent over the next 20 years, but still fall 79,000 mechanics short of projected needs by 2039 (see Figure 6).[6]

Figure 6: Mechanic Population Projection



SOURCE: FAA Airmen Certification Branch Age Distribution Data Set, FAA US Civil Airmen Statistics, Boeing Technician Outlook

PHOTO PROVIDED BY **ALABAMA COMMUNITY COLLEGE**

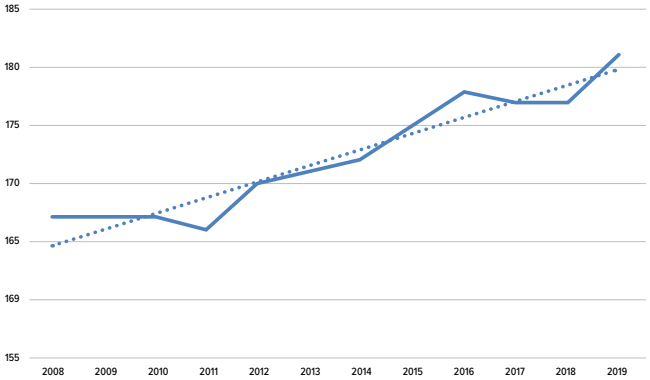
[6] Need assessment based on Boeing Pilot and Technician Outlook, available at https://www.boeing.com/commercial/market/pilot-technician-outlook/. ATEC's forecast model used current employer demographics to adjust demand projections for certificated personnel needs in the U.S. It assumes that the majority of North American estimated demand (85 percent) derives from the U.S., the average distribution of certificated vs. non-certificated personnel holds constant across all sectors of aviation (33 percent), new certificates issued will increase by 2 percent annually through 2039, and the Boeing needs forecast increases at a constant pace over the next 20 years. The forecast does not consider projections for manufacturing or other entities in the supply chain that hire A&P mechanics, since those segments were not included in Boeing's outlook.

AVIATION MAINTENANCE TECHNICIAN SCHOOLS

POPULATION AND ENROLLMENT

FAA-certificated AMTS produce 64 percent of new mechanics. There are 181 active part 147 certificates listed in the FAA maintenance school database; of those, approximately 175 schools are enrolling students. The number of certificated schools has generally trended upwards—four new schools were certificated in 2019 (see Figure 7).

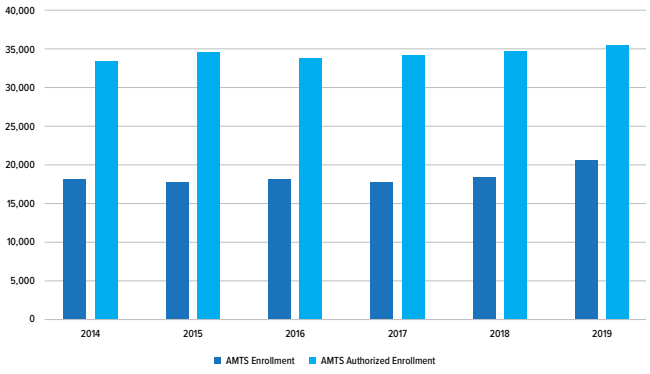
Figure 7: Number Of Aviation Maintenance Technician Schools



SOURCE: FAA Mechanic School Data Download and ATEC Member Database

According to FAA data, total AMTS enrollment capacity last year was 35,568,[7] up 2 percent from the previous year (the biggest jump in five years). ATEC estimates total enrollment for all A&P programs is 20,493,[8] up 13 percent over the previous year, and is the highest enrollment number seen since ATEC started tracking the statistic in 2014. The AMTS student enrollment load factor is 58 percent, meaning 2 out of every 5 AMTS seats are open (see Figure 8).

Figure 8: AMTS Enrollment vs. Capacity

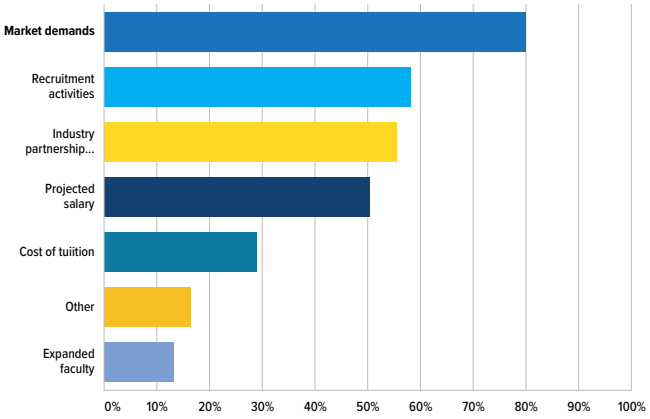


SOURCE: FAA Mechanic School Data Download and ATEC Survey

Nearly all survey respondents (88 percent) expect program enrollment to increase in 2020, by an average of 40 percent. Schools reported similar optimism in the previous surveys, and while enrollments did increase in 2019, the jump was markedly short of respondent projections.

The largest driver of increased enrollment is market demand, with 80 percent of respondents attributing growing programs to industry needs. Expanded recruitment activities and developing industry partnerships are also putting more students into aviation program seats (see Figure 9).

Figure 9: What drives the predicted increase in program enrollment?



SOURCE: ATEC Survey

More than half of AMTS reported having a formalized dual-enrollment or partnership program with a local high school (i.e., concurrent enrollment, automatic transfer of coursework for credit, matriculation agreement, etc.). That is an increase from a 2017 survey which revealed only 8 percent of schools had such an agreement. The marked increase in educational partnership programs is a likely driver of the mirrored increase in AMTS enrollment.

For those that did not report having a dual-enrollment program with a local high school, the most often cited barrier was lack of funding, followed by lack of leadership

[7] Enrollment capacity is based on the sum of authorized enrollment for all AMTS as provided in the FAA's mechanic school data download. Authorized enrollment numbers for schools with zero current enrollment are not included in the summation.

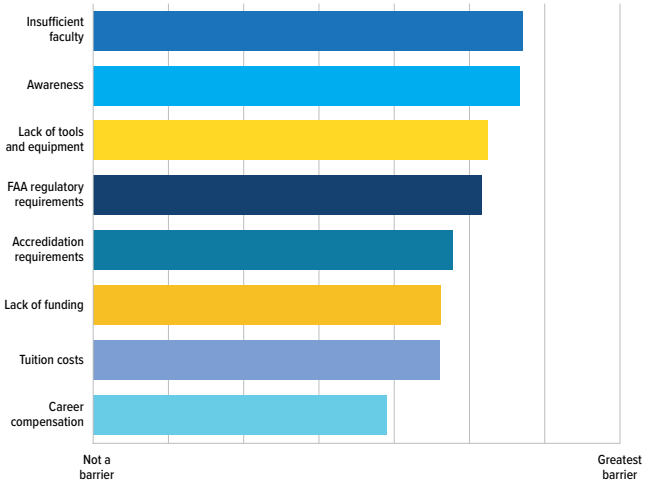
[8] Estimated enrollment numbers are based on responses to ATEC's annual survey. For those schools that have not provided enrollment numbers for one of the last two years, FAA enrollment numbers as provided for in its mechanic school data download are used.

AVIATION MAINTENANCE TECHNICIAN SCHOOLS

(at either the AMTS or high school level) and FAA-imposed limitations.

When asked to rank the biggest challenge to growing aviation programs, AMTS again—for the second year running—pointed to the inability to hire and retain qualified faculty. Career awareness was also cited as a top limitation for student recruitment (see Figure 10).[9]

Figure 10: What are the most significant barriers to growing your program?



SOURCE: ATEC Survey

STUDENT INVESTMENT

Tuition costs are not generally seen as a barrier to entry, given the relatively low cost of A&P programs when compared to career income potential.

ATEC research and analysis of published tuitions for all AMTS found the average cost to complete an A&P program is $16,321. The rates are lower for public community colleges, with a quarter of their A&P students paying less than $5,000 in tuition (see Table 2).

Table 2: AMTS Tuition

	A&P Program	A&P Program with Associate's Degree
All AMTS	$ 16,321	$ 17,142
Public AMTS	$ 9,851	$ 12,327
Private AMTS	$ 35,492	$ 42,698

The average time it takes for an AMTS student to obtain an A&P program certificate of completion necessary for FAA mechanic certification is 21 months. When factoring out four-year and high school programs, the average time investment decreases to 20 months, with four institutions reporting completion opportunities in as little as 12 months.

INSTITUTIONAL DEMOGRAPHICS

Seventy-eight percent of A&P programs reside in public institutions. Although private schools are the minority in the community of schools, they enroll 38 percent of all A&P students.

Private schools are responsible for more than half of the A&P school enrollment growth. As a whole, private school enrollment increased by 20 percent last year, compared to 9 percent increased enrollment for public schools.

A few schools dominate overall enrollment. Thirty-four percent of all A&P students are enrolled at the 10 largest institutions. The AMTS community is, therefore, composed mostly of smaller institutions, with nearly half of AMTS reporting 50 or fewer enrollments.

More than half of all A&P students reside in Florida, New York, Texas, California or Alabama (see Table 3).


PHOTO PROVIDED BY
AVIATION INSTITUTE OF MAINTENANCE

[9]There are 1666 certificated mechanics working as instructors for AMTS, a 7 percent increase over the number of instructors reported in 2018.

AVIATION MAINTENANCE TECHNICIAN SCHOOLS

Table 3: Students by State

State	A&P Students	State	A&P Students
FL	2,701	NJ	197
NY	2,665	AR	197
TX	2,061	LA	174
CA	1,630	KY	125
GA	1,278	OR	122
AL	765	MD	116
OK	695	MN	110
IN	668	AK	102
PA	631	CT	98
IL	505	IA	95
OH	487	WV	82
VA	484	ID	53
WA	468	MS	51
TN	463	HI	49
MI	457	NM	49
MA	361	WI	46
NV	357	DC	45
AZ	341	NH	29
NC	315	SD	25
KS	285	NE	25
CO	260	VT	19
SC	232	MT	17
MO	223	DE	11
UT	209		

PROGRAMS AND DEGREES OFFERED

To meet the growing demand for specialized services, nearly half of all AMTS provide stand-alone, aviation-related programs outside an A&P program, including avionics, unmanned aircraft systems, composites, welding, nondestructive testing, and sheet metal (see Table 4).[10]

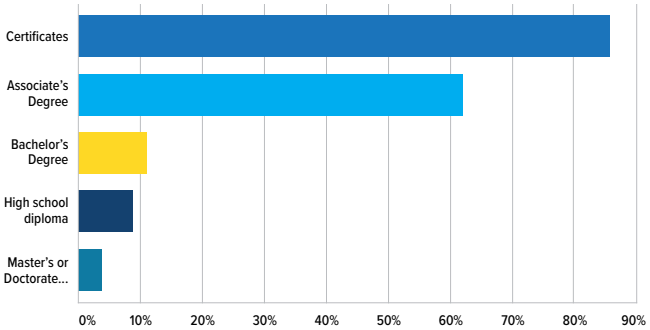
Table 4: What stand-alone, technical aviation-related program(s) does your institution offer?

Avionics/aviation electronics	34
Unmanned aircraft systems	19
Welding	14
Sheet metal	14
Composites	13
Nondestructive testing	8

One quarter of all AMTS offer the ASTM NCATT Aircraft Electronics Technician (AET) certification. The second most popular credential offered by AMTS was the Ground Radiotelephone Operator License (GROL) (19 percent), followed by NC3 Multimeter certification (13 percent), the CertTEC Aircraft Electronics Technician (AET) Practical Skills Certificate (8 percent), and NC3 Torque Fundamentals certification (6 percent).

Although all AMTS offer graduating students a certificate of completion, 62 percent of institutions couple the program with an associate's degree. One in ten schools offer an A&P program as part of a four-year degree (see Figure 11).

Figure 11: What awards and/or degrees are offered to AMTS program students?



SOURCE: ATEC Survey

[10] The ATEC online school directory includes certificate programs offered for each school that responded to the ATEC survey. For more information visit https://www.atec-amt.org/schools.html.

AVIATION MAINTENANCE TECHNICIAN SCHOOLS

GRADUATES

Survey respondents reported an average graduation rate of 59 percent for A&P students. The average age of an A&P graduate is 27. Twenty-three percent of graduates are veterans and 8 percent are female. Minorities (i.e., African American, American Indian/Alaska Native, Asian and Pacific Islander, or Hispanic origin) makeup 43 percent of graduates, and 4 percent are foreign nationals.

Of those eligible for placement, 58 percent of graduates had a job offer upon graduation.

New mechanics are willing to relocate for their careers. Of those with a job offer upon graduation, nearly 47 percent moved outside the school's geographic location.

The number of students securing employment in other industries continues to decrease, AMTS respondents estimate that only 8 percent of 2018 graduates took jobs outside aviation (down from 13 percent in 2017 and 20 percent in 2016).

AMTS also report that 81 percent of 2018 graduates took the FAA test for A&P mechanic certification. The percentage has jumped 10 basis points in each of the last two years (70 percent in 2017 and 60 percent 2016).

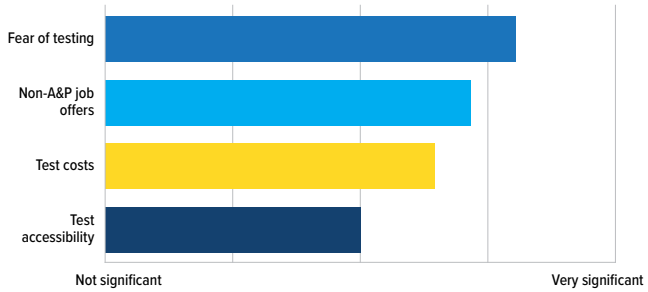
When asked what the most significant barrier was for a graduating student to obtain a mechanic certificate, the response was "fear of testing." Job offers that do not require a mechanic certificate as a condition of employment were the second leading reason students did not take the mechanic test. Test costs were cited as a top concern for 40 percent of respondents, and inaccessible designated mechanic examiners are still a problem for one-third of the schools (see Figure 12).

Anecdotal evidence suggests that the increased number of test takers is due to market demands, employer programs that assist with testing costs, and an increasing number of schools that build the requisite FAA tests into their curriculum.

NEW ENTRANT EMPLOYERS

When asked what type of employer involvement best entices a student to seek employment with a company,

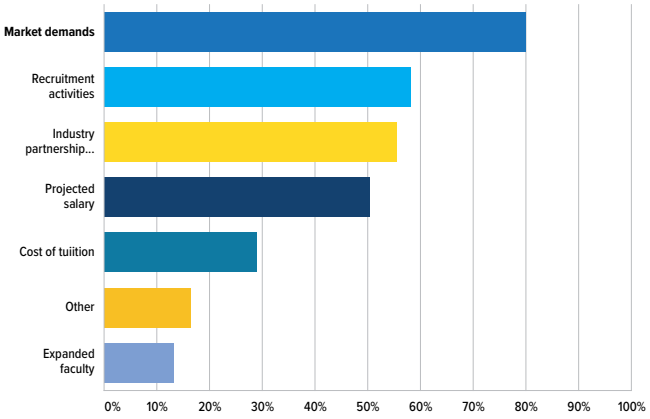
Figure 12: What are the most significant barriers for mechanic testing?



SOURCE: ATEC Survey

schools overwhelmingly pointed to employment opportunities for students while they are still enrolled. Tuition reimbursement and internship programs also see big returns for companies investing in those student support programs (see Figure 13).

Figure 13: What types of industry involvement prove must successful for recruiters?



SOURCE: ATEC Survey

For entry-level positions, AMTS report that repair stations employed the most graduates, followed closely by regional airlines. The two industry sectors have long-held the top employer spots for new entrants (see Figure 14).

Though the number is dropping, some students are still choosing non-aviation careers. The oil and gas industry hires the most aviation program students, followed by automotive and alternative energy (see Figure 15).

AVIATION MAINTENANCE TECHNICIAN SCHOOLS

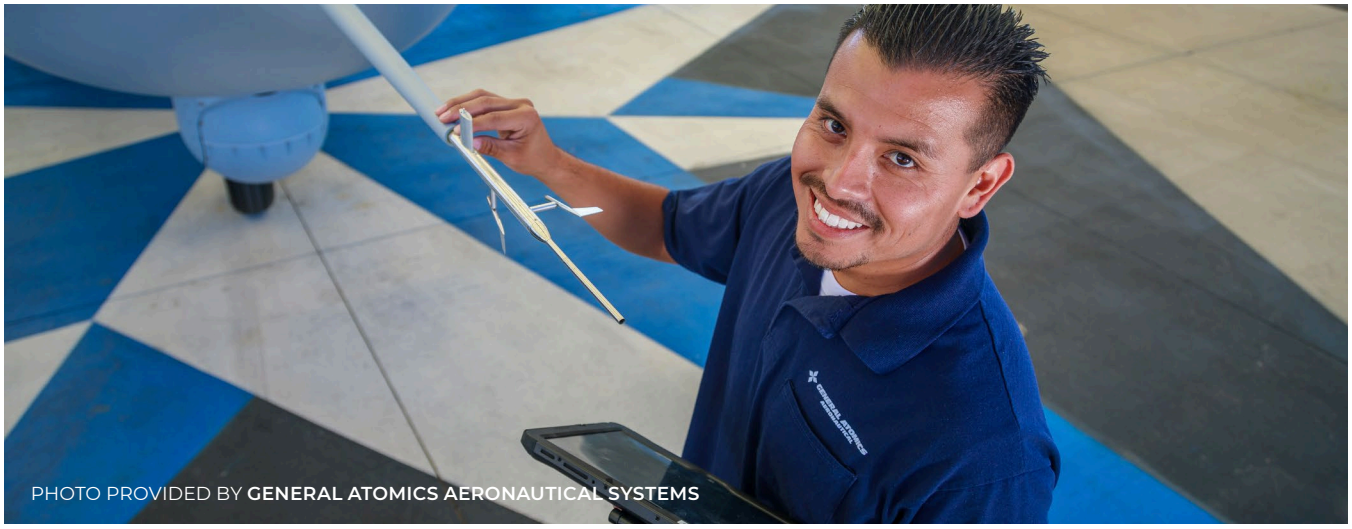
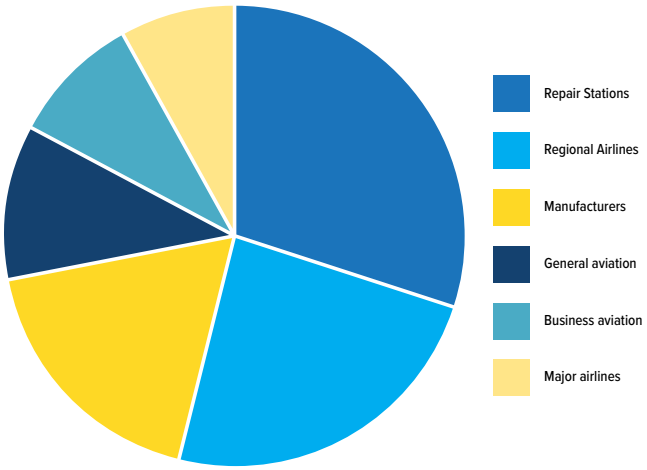


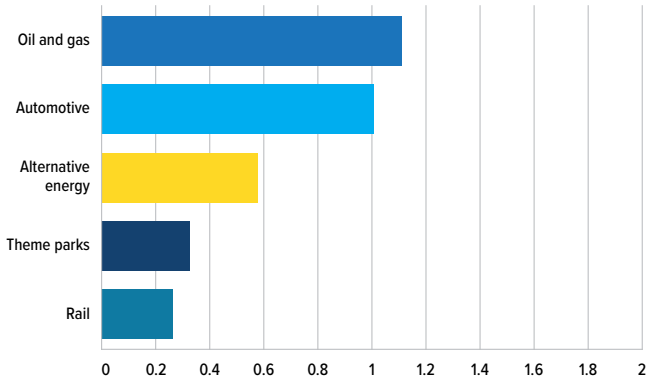
PHOTO PROVIDED BY **GENERAL ATOMICS AERONAUTICAL SYSTEMS**

Figure 14: AMTS graduate placement



SOURCE: ATEC Survey

Figure 15: AMTS graduate placement (non-aviation sectors)



SOURCE: ATEC Survey

Survey respondents report an average starting hourly rate for AMTS alumni at $21.54 per hour, up $1.84 (9 percent) from last year, or $44,803 annually.[11] The Bureau of Labor Statistics reports median pay for all aircraft mechanics and technicians— both certificated and non-certificated—at $30.32 per hour.[12]

For the first time, ATEC asked schools about the starting hourly pay for graduates that did not obtain a mechanic certificate. Respondents reported an average hourly rate of $14.41, or nearly one-third less than their certificated counterparts.

[11] Calculations assume a 40-hour work week at 52 weeks per year.

[12] Bureau of Labor Statistics Occupational Outlook Handbook, Aircraft and Avionics Equipment Mechanics and Technicians, available at https://www.bls.gov/ooh/installation-maintenance-and-repair/aircraft-and-avionics-equipment-mechanics-and-technicians.htm.

CONCLUSIONS AND SOLUTIONS

Although the number of entering aviation mechanics in 2019 hit a 17-year high, those outputs will need to increase another 37 percent to meet 20-year demand projections. Developing industry and education partnerships is the most effective way to move the needle.

To meet anticipated demand, the U.S. will need to certificate an additional 2,707 mechanics annually each year, over the next 20 years. That's a massive increase over today's numbers.

Because AMTS produce 64 percent of new mechanics, schools would need to increase output by 27 percent, or 1,732 new mechanics per year, to meet their share of the need. Continued focus on student and instructor recruitment and retention to improve school load factors, and expand bandwidth will be instrumental in meeting those targets.

At the same time, the number of individuals that qualify for a mechanic certificate on the basis of military and civilian experience must also increase by 974 per year. Given the approximately 19,000 exiting service members with aviation experience that do not seek civilian mechanic certification, there is certainly opportunity for enhanced outreach and partnerships with military programs.

Since the data for this report was gathered, the novel coronavirus pandemic triggered an unexpected, significant decline in the demand for maintenance services due to a decline in worldwide airline activity. Though the long-term effect on the demand for A&P holders is uncertain, the community must remember the time and resources spent over the last few years and keep the momentum going if it wants to capitalize on tremendous strides made over the past few years.

AMTS-industry and AMTS-high school partnership programs are on the rise, suggesting both communities are doing a better job of defining career paths for students, and consequently, retaining future aviators already in the pipeline.

More students are choosing careers in aviation, and the mechanic certification pathway. Though more students are taking the mechanic exam, testing costs and accessibility are top deterrents. ATEC will continue to advocate for best practices to incorporate testing into A&P programs and encouraging employers to consider testing reimbursement programs in hiring strategies.

Programs looking to increase enrollment are seeing big returns on high school partnership programs. ATEC will also focus on breaking down barriers to program development, including creating a viable regulatory framework to ensure effective FAA oversight.

The opportunity is ripe for a campaign focusing on career awareness, the common thread between all recruitment challenges (i.e., student, instructor, military).

When asked about challenges affecting a school's ability to recruit students into its program, more than half of respondents cited program awareness. Smaller schools—which make up the majority of AMTS—are less likely to implement their own marketing campaigns to sell aviation technical programs and post-graduation career opportunities. A national campaign to support local recruitment efforts could alleviate some of these barriers.

Last year a group of aerospace stakeholders came together to identify and implement solutions to the aerospace workforce shortage. Choose Aerospace is a partnership of companies, trade associations, labor unions, and educational institutions. The purpose of the foundation is to spur interest in aerospace careers by identifying and implementing solutions to the aerospace workforce shortage. To learn more and get involved, visit www.chooseaerospace.org.

CONTRIBUTING SCHOOLS

Alabama Aviation College - Albertville
Alabama Aviation College - Mobile
Alabama Aviation College - Ozark
Amarillo College
Andrews University
Arkansas State University Mid-South
Augusta Technical College
Aviation High School
Aviation Institute of Maintenance - Atlanta
Aviation Institute of Maintenance - Charlotte
Aviation Institute of Maintenance - Dallas
Aviation Institute of Maintenance - Fremont
Aviation Institute of Maintenance – Houston
Aviation Institute of Maintenance – Indianapolis
Aviation Institute of Maintenance – Kansas City
Aviation Institute of Maintenance - Las Vegas
Aviation Institute of Maintenance – Manassas
Aviation Institute of Maintenance - Norfolk
Aviation Institute of Maintenance - Orlando
Aviation Institute of Maintenance - Philadelphia
Aviation Training Institute at Vaughn College
Big Bend Community College
Blue Ridge Community College
Boynton Beach Community High School
Burlington Technical Center
Cape Cod Community College
Caribbean Aviation Training Institute Inc
Central Florida Aerospace Academy
Central Georgia Technical College
Central New Mexico Community College
Chaffey College
Cincinnati State Technical and Community College
Clover Park Technical College
College of Alameda
Columbia Gorge Community College
Columbus State Community College
Connecticut Aero Tech School
Eastern New Mexico University - Roswell
Edmonds Community College
Embry-Riddle Aeronautical University
Florida State College at Jacksonville
Fox Valley Technical College
Gateway Institute of Technology
Gavilan College
George Stone Technical Center
George T. Baker Aviation Technical College
Georgia Northwestern Technical College
Gordon Cooper Technology Center
Greenville Technical College
Guilford Technical Community College
Hallmark University
Hinds Community College
Indian Hills Community College
Ivy Tech Community College
Jefferson County Public Schools Vanhoose Education
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Lake Superior College
Lansing Community College
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Liberty University

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Miami Valley Career Technology Center
MIAT College of Technology - Houston
Middle Georgia State University
Middle Tennessee State University
Midland College
Milwaukee Area Technical College
Mohawk Valley Community College
Moody Bible Institute, Moody Aviation
Nashua Community College
North Central Institute
North Idaho College
Northern Michigan University
Northland Community and Technical College
Northwest Mississippi Community College
Orange Coast College
Pittsburgh Institute of Aeronautics - Hagerstown
Pittsburgh Institute of Aeronautics - Myrtle Beach
Pittsburgh Institute of Aeronautics - Pittsburgh
Pittsburgh Institute of Aeronautics - Youngstown
Polk State College
Portland Community College
Pulaski Technical College
Purdue University
Reedley College
Rock Valley College
Sacramento City College
Salt Lake Community College
Savannah Technical College
School of Missionary Aviation Technology
Sinclair Community College
Somerset Community College
South Louisiana Community College
Southern Arkansas University Tech - Camden
Southern Illinois University Carbondale
Southern University
Southern Utah University
Southwest Texas Junior College
Spartan College of Aeronautics and Technology - Denver
Spartan College of Aeronautics and Technology - Tulsa
Spokane Community College
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Tennessee College of Applied Technology - Memphis
Tennessee College of Applied Technology - Morristown
Teterboro School of Aeronautics
Texas State Technical College - Abilene
Texas State Technical College - Harlingen
Texas State Technical College - Waco
Toledo Public Schools - Aerospace Center
Tulsa Technology Center
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Utah State University
Vincennes University Aviation Technology Center
Wayne Community College
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Western Michigan University - College of Aviation
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