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2025

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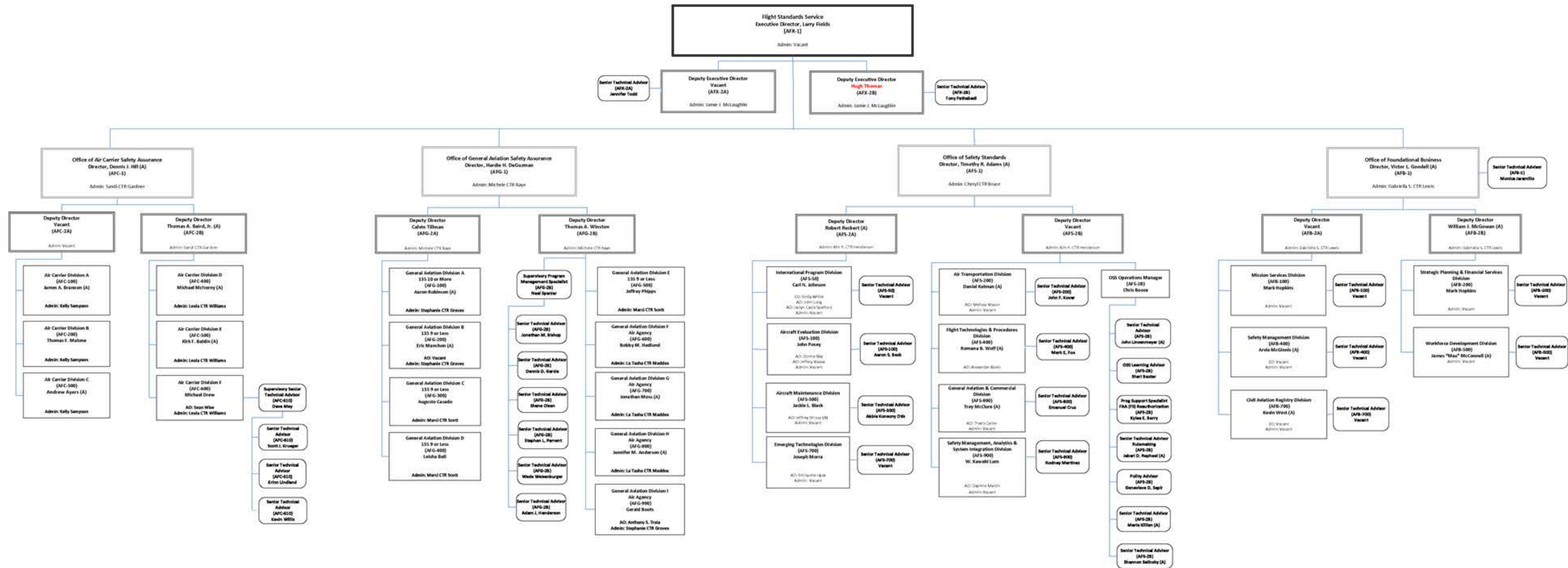
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Flight Standards Service Organizational Chart





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Airman and Special Programs Group (AFS-320)

- Part 147 new certification process
- Electronic application for mechanic certification (e.g., IACRA)
- Updates to guidance (e.g., AC 43.13)
- Inspector training
- Certificate management transition to SAS



OAPS and WebOPSS Transition to SAS: External User Overview Flyer

What features will be transitioned to the SAS External Portal?

SAS External Portal Features after Transition

SAS External Portal	Submit Configuration Change Requests	Submit documentation to the FAA
	Enter data for <i>Repair Station Form 8310-3</i>	Add satellites to their active certificate (CFR parts 141 and 142 only)
	Perform, update, and resubmit returned DCTs	Submit a schedule of events (Applicant only)
Operations Approval (OAPS)	Submit, track, and manage certificate data and documents	View notifications and broadcasts
	Communicate between Certificate Holders, Operators, and External Users and the FAA	Create, track, and manage applications
Authorizing Documents (WebOPSS)	Create, edit and sign Operations Specifications (OpSpecs), Management Specifications (MSpecs), Training Specifications (TSpecs), Letters of Authorization (LOAs), and other Authorizing Documents required under Title 14 of the Code of Federal Regulations (14 CFR)	

What are SAS and the SAS External Portal?

SAS is the FAA's oversight tool to perform certification, surveillance, and Continued Operational Safety (COS).

The SAS External Portal is a free, secure, web-based application that allows current Certificate Holders, Operators and External Users operating under 14 CFR Parts 91, 121, 135, 141, 142, 145, and 147 a means to communicate directly with local FAA offices. The SAS External Portal helps facilitate timely and streamlined communication between the FAA and Certificate Holders, Operators, and External Users pertaining to configuration, certification, and operations. The integration of OAPS and WebOPSS will expand the capabilities of the SAS External Portal.



How can I learn more about SAS and the External Portal?

What is SAS? (video)

<https://tinyurl.com/mszjp9bw>



SAS External Portal Information Guide

<https://tinyurl.com/chb9bu7r>



OAPS and WebOPSS Transition to SAS: External User Overview Flyer



Submit and Track Authorizations and Approvals in One Location

In the summer of 2025, the FAA will transition the Operations Approval Portal System (OAPS) and the Web-based Operations Safety System (WebOPSS) into the FAA Safety Assurance System (SAS). This enhancement allows Certificate Holders, Operators, and External Users access to all features currently in OAPS and WebOPSS, along with additional capabilities, through one central location known as the **SAS External Portal**.

Why will the OAPS and WebOPSS transition occur?

This transition will streamline processes, improve functionality, and simplify how operating approvals and authorizations are submitted, tracked, managed, and shared. Ultimately, it aims to reduce redundancies and increase efficiency for Certificate Holders, Operators, and External Users and the FAA.

What are the benefits of transitioning OAPS and WebOPSS to SAS?

- Allows Certificate Holders, Operators, and External Users to communicate with the FAA and submit, track, and manage operating approvals and authorizations from a single system
- Reduces redundancies and mismatches of data and increases efficiency for Certificate Holders, Operators, and External Users and the FAA
- Eliminates the fees Certificate Holders, Operators, and External Users pay for the digital signatures in WebOPSS
- Allows Certificate Holders, Operators, and External Users to view, edit, and sign Authorizing Documents directly from the SAS External Portal

Who is impacted by the OAPS and WebOPSS transition to SAS and when will it occur?

Current 14 CFR Parts 91, 121, 135, 141, 142, 145, and 147 Certificate Holders, Operators, and External Users will be able to use the expanded features in the SAS External Portal when they are transitioned in the summer of 2025. *Note, Certificate Holders, Operators, and External Users are not required to use the SAS External Portal unless they plan on using electronic signatures in OPSS.*



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FAA Reauthorization Initiatives

- Sec. 426. Military aviation maintenance technicians rule
- Sec. 405. Airman knowledge testing working group



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Sec. 426. Military aviation maintenance technicians rule

(a) Streamlined Certification for Eligible Military Maintenance Technicians.—

(1) Rulemaking.--Not later than 18 months after the date of enactment of this Act, the Administrator shall issue a notice of proposed rulemaking to revise part 65 of title 4, Code of Federal Regulations, to—

(A) create a military mechanic written competency test that addresses gaps between military and civilian experience; and

(B) develop, as necessary, a relevant Airman Certification Standard to qualify eligible military maintenance technicians for a civilian mechanic certificate with airframe or powerplant ratings.



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Sec. 405. Airman knowledge testing working group

(a) Working Group.--Not later than 1 year after the date of enactment of this Act, the Administrator shall task the Aviation Rulemaking Advisory Committee to establish a working group to assess and evaluate the appropriateness of allowing a high school student, upon successful completion of an aviation maintenance curriculum, to take the general written knowledge portion of the mechanic exam described in section 65.75 of title 14, Code of Federal Regulations, at an FAA-approved testing center.

(b) Report.--Not later than 18 months after the Aviation Rulemaking Advisory Committee tasks the working group under subsection (a), the working group shall submit to the Administrator a final report with relevant findings and recommendations.

(c) High School Defined.--In this section, the term "high school" has the meaning given such term in section 8101 of the Elementary and Secondary Education Act of 1965 (20 U.S.C. 7801).



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Potential Approach

- Start with general rating then stack on adding avionics, airframe, powerplant, and/or IA ratings
- General rating provides pathway for high school students (Sec. 405) and military personnel (Sec. 426)
 - Knowledge test eligibility models:
 - Remote Pilot, Aircraft Dispatcher, Ground and Flight Instructor, Military Competence: exams require NO instructor endorsement or other form of written authorization, or
 - Private Pilot exam model which require an instructor endorsement or ground school completion statement. For AMG the endorsement could be:
 - Certificate of authorization issued by an FAA certificated (Part 147) mechanic school, or
 - Written statement from a state-certified teacher certifying training or home study course
 - O&P test eligibility:
 - For non-military applicants: general written test + 12 months (?) experience or formal training that qualifies the applicant to complete the assigned task
 - For military applicants: general written test + qualified MOS code
- Eligibility for repairman certification = general rating + training to perform the work



Performance Reporting: Passage Rates

In accordance with [§ 147.25](#) (minimum passage rate), the FAA published [2024 Q4 data](#) for students who took the written, oral, or practical test within 60 days after graduation. While the report, which will be published quarterly, fulfills the minimum regulatory requirement, its utility is limited, particularly as more programs adopt progressive testing models that encourage early testing.



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A red silhouette of a commercial airplane is positioned below the text "WASHINGTON FLY-IN". The year "2025" is written in white on the side of the fuselage. Above the cockpit, there is a small graphic of the United States Capitol dome.

Performance Reporting

[Section 147.17\(a\)\(3\)](#) calls for broader quality oversight to ensure student readiness. A broader data set of de-identified airman test results could include:

- performance by ACS element and subject area;
- the ability to filter by training provider and candidate type (e.g., military experience, civilian experience, or part 47) to enable training organizations to filter the data to assess their training outcomes by ACS code; and
- results of written, oral, and practical for general, airframe, and powerplant by test taker filtered by training provider.



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Training and Certification Group (AFS-810)

- Group Overview
- Airman Certification System Workgroup
- Mechanic Airman Certification Standards, Rev. 1
- Aviation Maintenance Technician Handbooks Publication
- Status of Exam Board Review of Practical Projects
- PSI Partnership

FAA Update

Training & Certification Group
(AFS-810)

ATEC Fly-In

September 2025

Everette Rochon, Group Manager
Shelly Waddell Smith, TSS Manager



Federal Aviation
Administration



Training & Certification Group (AFS-810)

Everette Rochon, Group Manager

Daniel Klingler, Manager, Training Section

- Aviation Safety Inspector (General Aviation / Operations) qualifications and currency
- Training – flight instructors and pilots (Flight Instructor Refresher Course, Airline Transport Pilot Certification Training Program)
- Part 141 pilot school support

Shelly Waddell Smith, Manager, Testing Standards Section

- Practical Test Standards > Airman Certification Standards
- Airman knowledge, oral, and practical testing programs
- Supporting references materials for standards and testing

Christopher Yanni, Manager, Certification Section

- Certification – flight instructors and pilots
- Exemptions, international support, military qualifications, remote technology/pilot

ACS WG

FAA + Community Partners

Airman Certification System Workgroup (ACS WG)

- Most Recent Meeting of FAA & CP Leads: **August 13, 2025**
- CP members received termination letters: **August 15, 2025**

What happened?

- All Federal Advisory Committees, including the Aviation Rulemaking Advisory Committee (ARAC) and the ACS WG, were terminated.
- Appointment termination letters were issued, on behalf of the DOT, Secretary through the FAA's Office of Rulemaking (ARM).

What's next?

- We believe there will be a solicitation for new committee membership, but we have no date as to when this announcement may be issued.
- We have no update on the process for how members and subject matter experts will be selected or who will do the appointing.

Standards and Handbooks

Timeline

Mechanic Airman Certification Standards (FAA-S-ACS-1 to 1A)

- FAA SME revision reviews due: **December 15, 2025**
- FAA SME group review due: **February 15, 2026**
- FAA editorial final review due: **March 15, 2026**
- FAA rulemaking process begins: **March 16, 2026**
- Projected publish date: **March 30, 2029**

Aviation Maintenance Technician Handbooks

(This revision aligns the handbooks with the current standards.)

- General (FAA-H-8083-30B to 30C) – publication date: **June 2027**
- Airframe (FAA-H-8083-31B to 31C) – publication date: **June 2027**
- Powerplant (FAA-H-8083-32B to 32C) – publication date: **June 2027**

AMT O&P Exam Board

Status

- The Aviation Maintenance Technician (AMT) Oral and Practical (O&P) Airman Certification Standards Exam Board (ACS AEB) is comprised of both FAA Subject Matter Experts (SMEs) and aviation maintenance industry partners.
- This board is currently reviewing each AMT practical project to ensure educational soundness by aligning the projects with regulations, standards, and reference handbooks, while fully considering stakeholder interests and feedback.
- The AMT-General practical projects boarding is **88% complete**.
- **Next Steps:** The AMT-Airframe practical projects boarding will commence upon completion of the general boarding (**~late CY2025**).

ACTS Update

Training & Certification Group (AFS-810)
Testing Standards Section (TSS)

ATEC Fly-In

September 2025

Ryan Smith, Program Manager



Federal Aviation
Administration



ACTS Program

MISSION

Airman Certificate Testing Service (ACTS) Contract

The ACTS Contract is a comprehensive, best-practices approach aimed at enhancing the overall quality of FAA airman knowledge testing.

PSI Services, LLC, is the vendor contracted with the FAA to provide:

- Test development leadership
- Test delivery services
- Test delivery and item banking technology
- Analysis and assessment of test content
- Mechanic Test Generator (MTG) for mechanic oral and practical exams

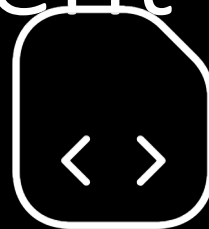
The **CUSTOMER** and **FOCUS** is **ALL AIRMEN** pursuing certification.








Federal Aviation
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Airman Certificate Testing Service (ACTS) Development Process



<p>Over 20 million tests</p> <p>delivered annually</p> 	<p>Delivering testing solutions for leading organizations for nearly</p> <p>78 years</p>	<p>Secure, multimodal experience</p> <p>Delivering remote proctoring exams for over 20 years</p> 	<p>31 years</p> <p>partnering with federal agencies for test development and delivery</p> 
<p>Test center network</p> <p>Spanning five continents and 150+ countries</p> 	<p>100+</p> <p>dedicated credentialing psychometricians and test dev experts</p> 	<p>1,000s</p> <p>of proprietary certification and licensure tests</p>	



Federal Aviation Administration



U.S. Customs and Border Protection



Transportation Security Administration



FBI FEDERAL BUREAU OF INVESTIGATION



U.S. Immigration and Customs Enforcement



U.S. Department of Education

Update of FAA Examinations



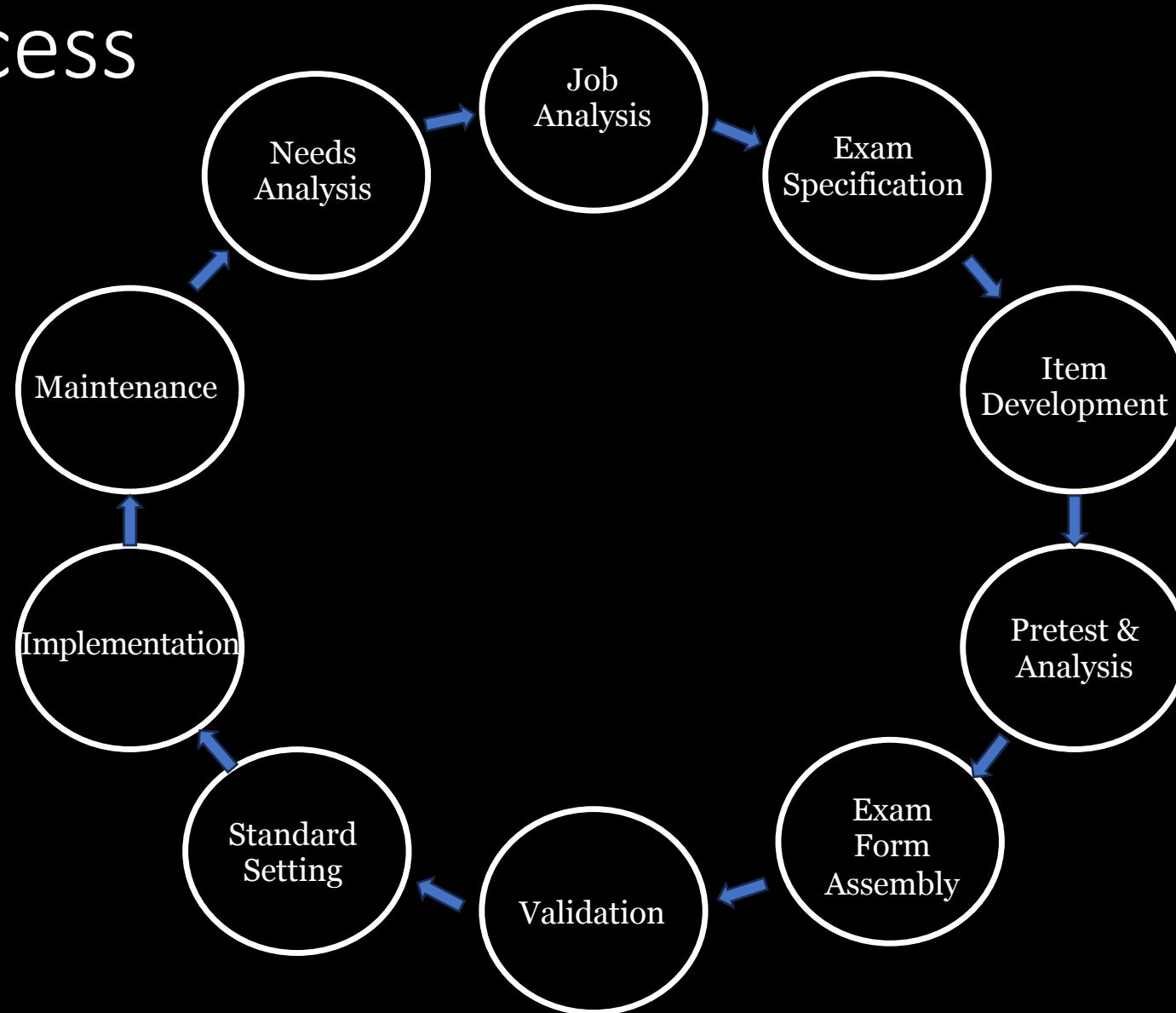
Psychometric Standards

Our approach to job analysis is guided by professional standards

The Standards for Educational and Psychological Testing * serve as the universally recognized benchmark for all aspects of examination programs including design, construction, standard setting/cut score, test administration, score reporting and scoring of educational, personnel selection, licensing, and certification examinations.

***American Educational Research Association, American Psychological Association, and the National Council on Measurement in Education, 2014.**

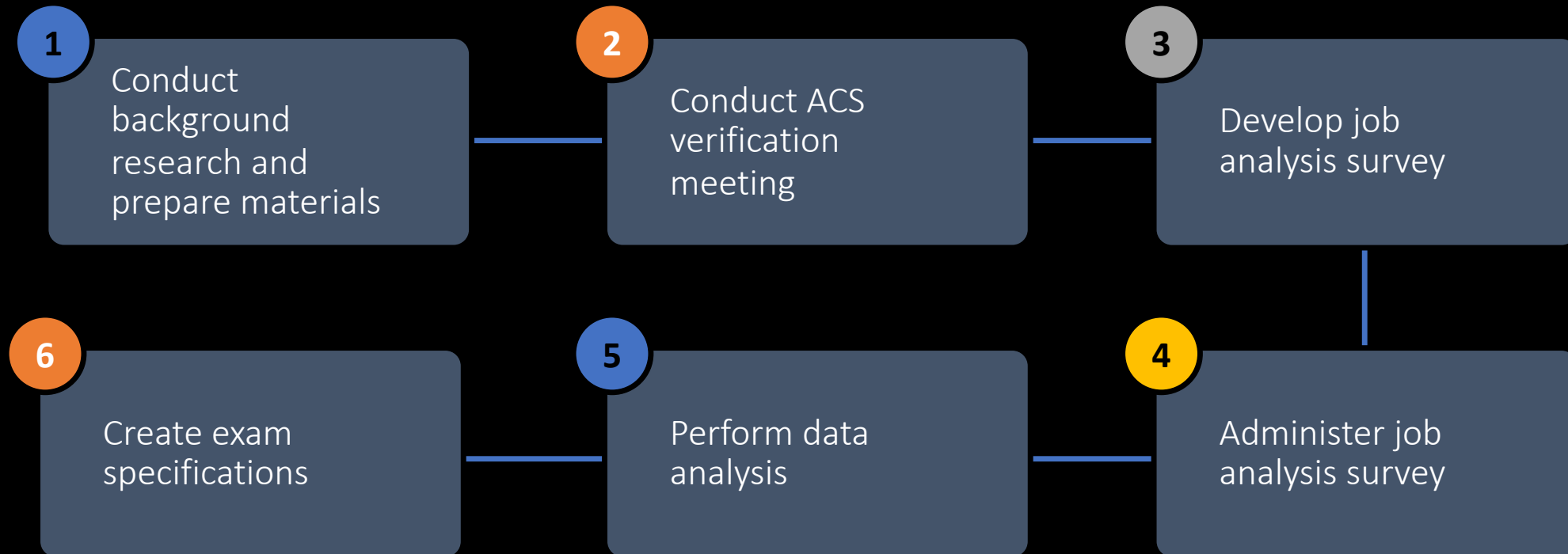
Overview of Exam Development Process



What is the purpose of a job analysis?

1. PRIMARY SOURCE OF CONTENT VALIDITY - fulfill requirements of psychometric standards to demonstrate job relatedness of content for licensure examinations
2. FOUNDATION FOR CONTENT OUTLINE – identify professional knowledge domains that are important for successful job performance, and which define domains to be measured by the test
3. LEGAL DEFENSIBILITY - establish an empirical foundation for a fair, job-related, and legally defensible examination program
4. CONTENT VALIDITY OF QUESTIONS - establish a linkage between the elements of the job and the test questions; to provide item writers with sufficient detail for constructing test questions

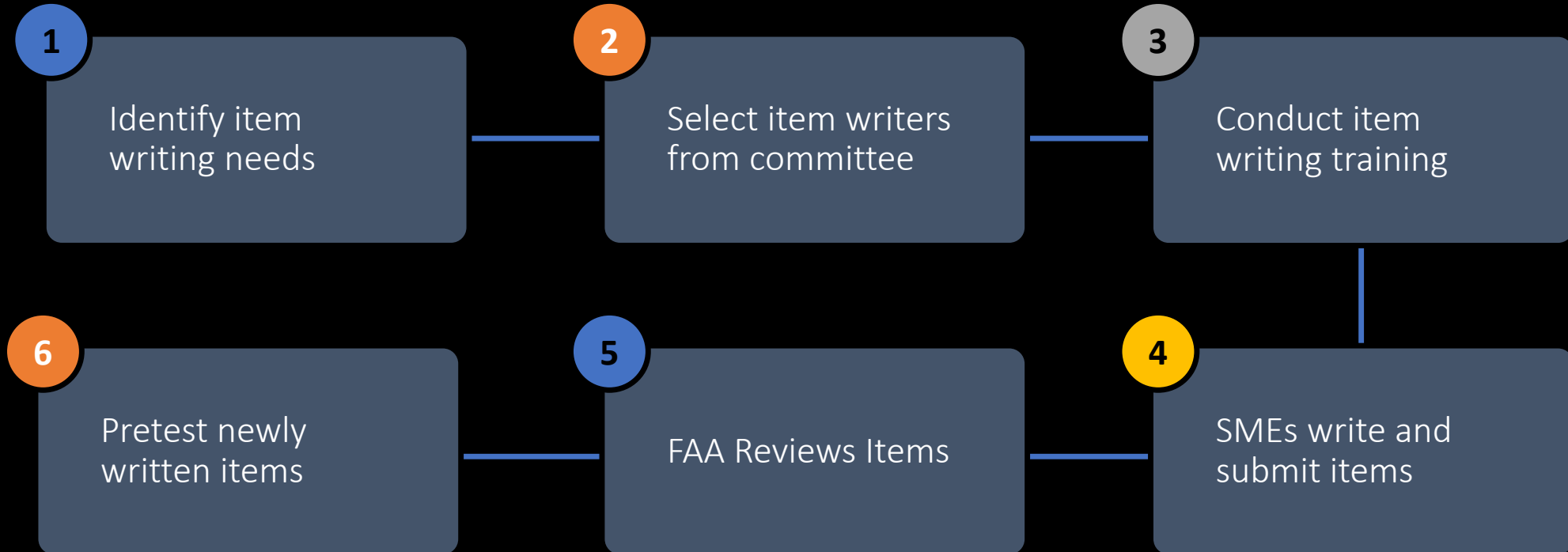
Job Analysis Process



Example Exam Content Outline

Topic Code	Private Pilot Airplane (PAR)	Corresponding ACS	% of Exam
1.	Preflight Preparation	PA.I	22%
A.	Pilot Qualifications	PA.I.A	3%
B.	Airworthiness Requirements	PA.I.B	2%
C.	Weather Information	PA.I.C	3%
D.	Cross-Country Flight Planning	PA.I.D	3%
E.	National Airspace System	PA.I.E	2%
F.	Performance and Limitations	PA.I.F	3%
G.	Operation of Systems	PA.I.G	3%
H.	Human Factors	PA.I.H	3%
2.	Preflight Procedures	PA.II	13%
A.	Preflight Assessment	PA.II.A	4%
B.	Flight Deck Management	PA.II.B	2%
C.	Engine Starting	PA.II.C	1%
D.	Taxiing	PA.II.D	5%
F.	Before Takeoff Check	PA.II.F	1%

Item (Exam Question) Development Process



Completed Exam Updates

Exam Code	Exam Name	Completion Date
PAR	Private Pilot Airplane	Oct. 2023
CAX	Commercial Pilot Airplane	Oct. 2023
IRA	Instrument Rating Airplane	Oct. 2023
ATM	Airline Transport Pilot Multiengine Airplane	Oct. 2023
ATS	Airline Transport Pilot Single Engine Airplane	Oct. 2023
PRH	Private Pilot Helicopter	Jan. 2025
CRH	Commercial Pilot Helicopter	Jan. 2025
IRH	Instrument Rating Helicopter	Jan. 2025
UAG	Unmanned Aircraft General	Aug. 2025
FOI	Fundamentals of Instructing	In Progress
FIA	Flight Instructor Airplane	In Progress
FRH	Flight Instructor Helicopter	In Progress

Upcoming Maintenance Exam Updates (AMA, AMG, AMP)

October 2025

- Start Job Analysis Process

November 2025

- Develop JA survey

December 2025 – January 2026

- Collect Data

February – March 2026

- Develop Exam Content Outlines

April – May 2026

- Conduct Item Writing

We want your expertise!



Use the QR code to apply to be an SME

PSI Exam Resources

FAA Exam Resources

<https://faa.psiexams.com/FAA/login>

Main application page with following links

<https://www.psiexams.com/become-psi-test-center/>

Application process for FAA AKT delivery approval

<https://www.psiexams.com/become-faa-approved-test-center/>

Purchasing vouchers for scheduling FAA AKTs

<https://www.psiexams.com/faa-testing-programs/>

Test center requirements

<https://www.psiexams.com/become-psi-test-center/test-center-requirements/>

Computer specifications

<https://www.psiexams.com/become-psi-test-center/computer-specifications/>

Thank you for listening.

Learn more at

PSIEXAMS.COM



AFS-850, Delegation Group

Delegation Program Updates

Presented to: Aviation Technician Education Council
By: Jennifer Lentz
Date: March 18, 2025



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Delegation Group Responsibilities

- **Flight Standards (FS) Designee Policy**
 - FAA Order 8000.95
 - FAA Order 8100.15 support
- **FS Training**
 - Designee
 - FAA employee (Managing Specialist)
- **FS Designee Quality Assurance**
 - Delegation program health
 - Oversight
 - Training
 - Projections



Delegation Group

- **Katie Sample, Manager (Acting), Delegation Group**
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- **VACANT, Manager, Ops Section**
- **Jennifer Lentz, Manager, Airworthiness Section**
 - Phone: (847) 502-3415
 - Email: jennifer.l.lentz@faa.gov
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 - 9-AMC-AFS-650@faa.gov
 - AFS-650-DMS-feedback@faa.gov



DME Training Updates

- **Initial Training**

- As of 12/31/2023 DMEs are no longer required to complete the Blackboard Part 1 of Instructor Led Initial DME to obtain your designation. Part 1 and Part 2 have been consolidated and are now offered as one course at all Instructor Led Initial DME seminars as of 02/06/2024.
- There will be 4 initial seminars a year, one per quarter.



DME Training Updates

- **Recurrent Training**

- You are no longer required to complete the Blackboard Part 1 of Recurrent DME to maintain your designation. The Blackboard Part 1 training has been sunset. The Part 1 information has been updated and incorporated into the Instructor Led Recurrent DME seminars as of 01/09/2024
- There will be 8 Recurrent seminars held around the country



DMEs: By The Numbers

- Current number of DMEs: **262**
- FY25 DMEs appointed: **30**
- Total number of Original Certificates Issued FY25: **15,253**
- Total tests given FY25: **19,215**



Addressing Challenges

- **DME Shortage**
 - Increasing DME appointment
 - Increasing DME utilization
 - Ability to manage and office need
- **Collaborating with General Aviation Safety Assurance (GASA)**
 - Increase DME appointment and utilization
 - Quarterly Designee Focal Point Outreach
 - Forum for information sharing and discussion for office focal points, managing specialists, and office managers
 - Promote consistency in national DME management and oversight



Designee Policy/Tool Updates

- **Designee Management Policy**
 - **FAA Order 8000.95**
 - Current revision 1/21/2025
 - Anticipated update this fall
- **Organization Designation Authorization (ODA)**
 - **FAA Order 8100.15 C Revision**
 - Expanding delegation to include Airmen Certification ODA
 - Intent is to expand delegation, not eliminate DMEs
 - Applies systems-based approach to oversight
 - Draft policy released 7/2024, comment period closed 10/2024
- **Designee Registration System (DRS) to Designee Training System (DTS) in Designee Management System (DMS)**





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2025 Pipeline Report

September 2025

Livia Hayes & Devon Holden

A business of Marsh McLennan

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Our clients' industries are extremely competitive, and the maintenance of confidentiality with respect to our clients' plans and data is critical. Oliver Wyman Vector rigorously applies internal confidentiality practices to protect the confidentiality of all client information.

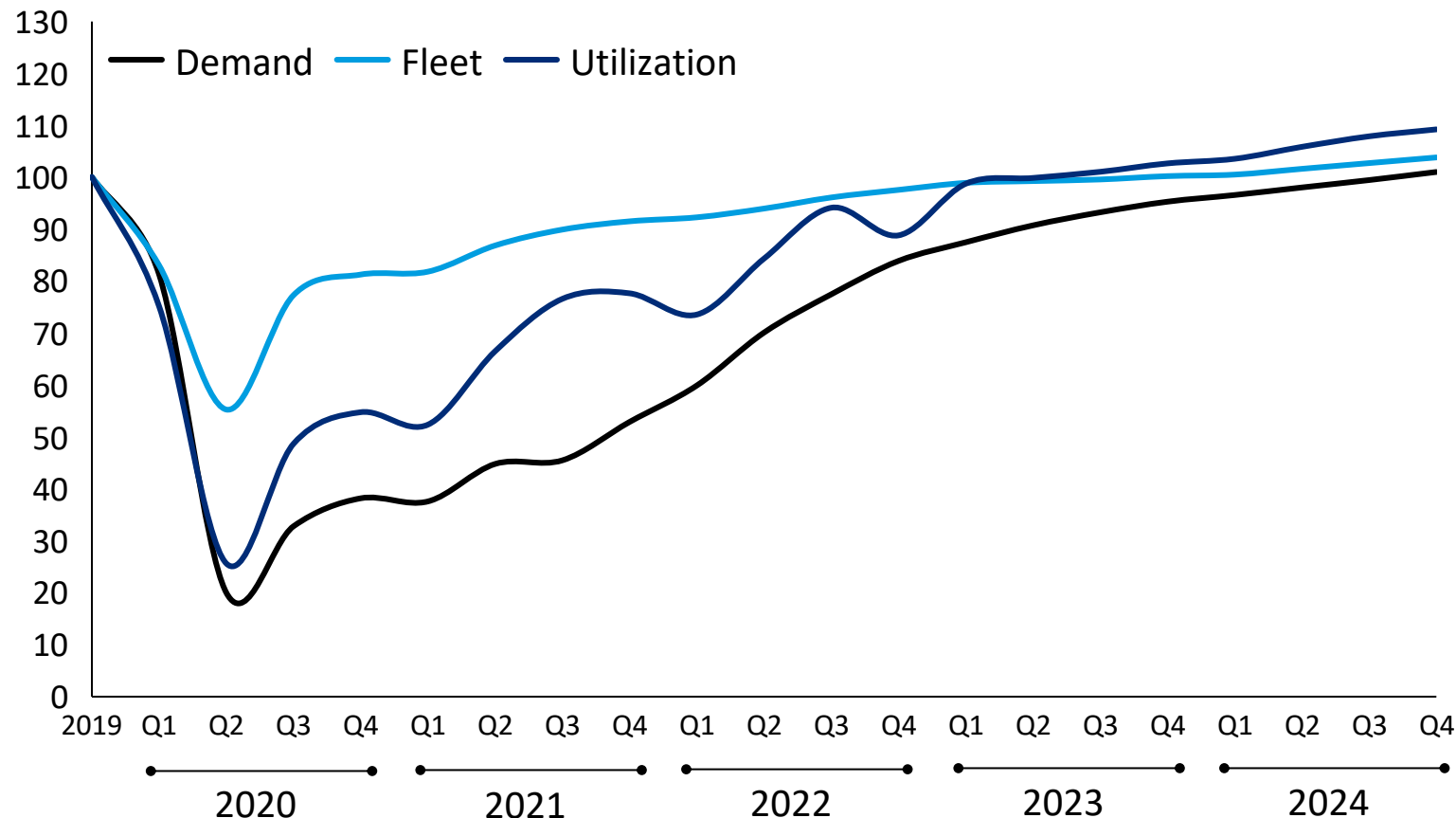
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THE RESURGENCE OF PASSENGER DEMAND, FLEET, AND UTILIZATION HAS LED TO GROWTH BEYOND PREVIOUS PEAKS IN 2019 AND HAS RESULTED IN UNPRECEDENTED LEVELS OF MRO DEMAND

Global Passenger Demand and Fleet Recovery Curves

Indexed to 2019Q4 = 100

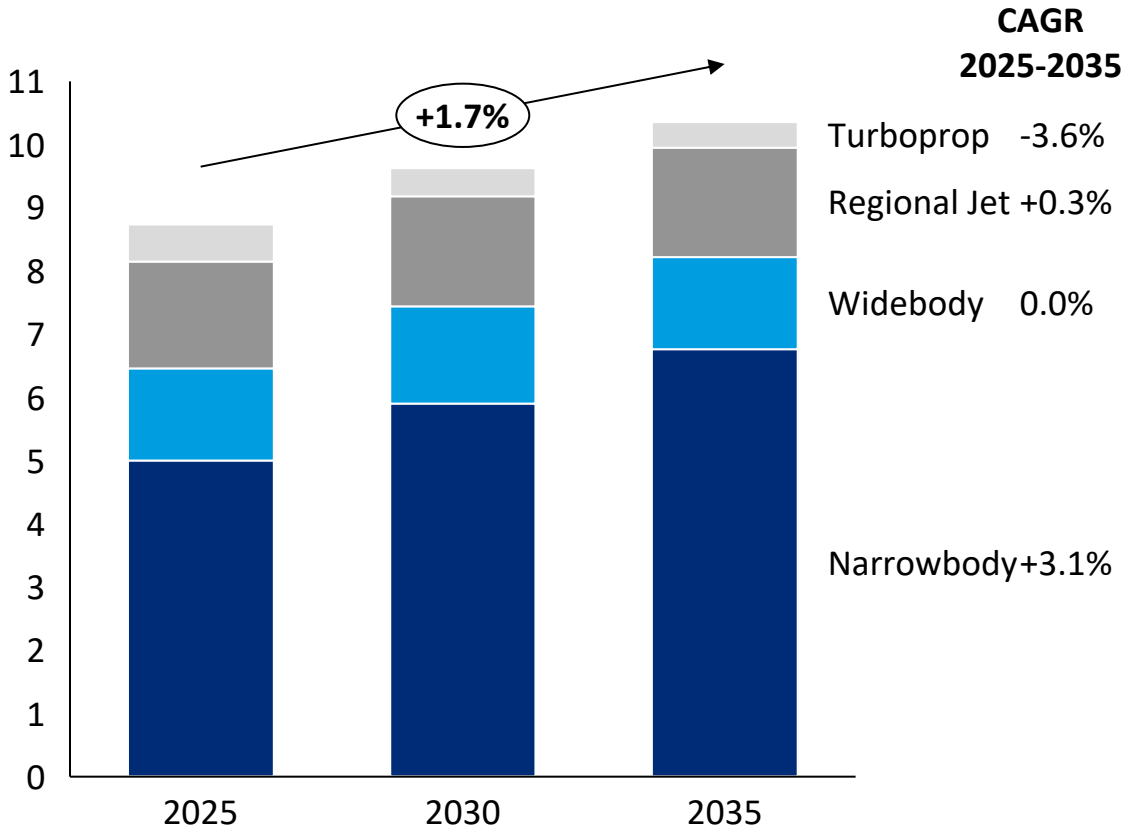


Source: OW analysis, Aviation Week Network

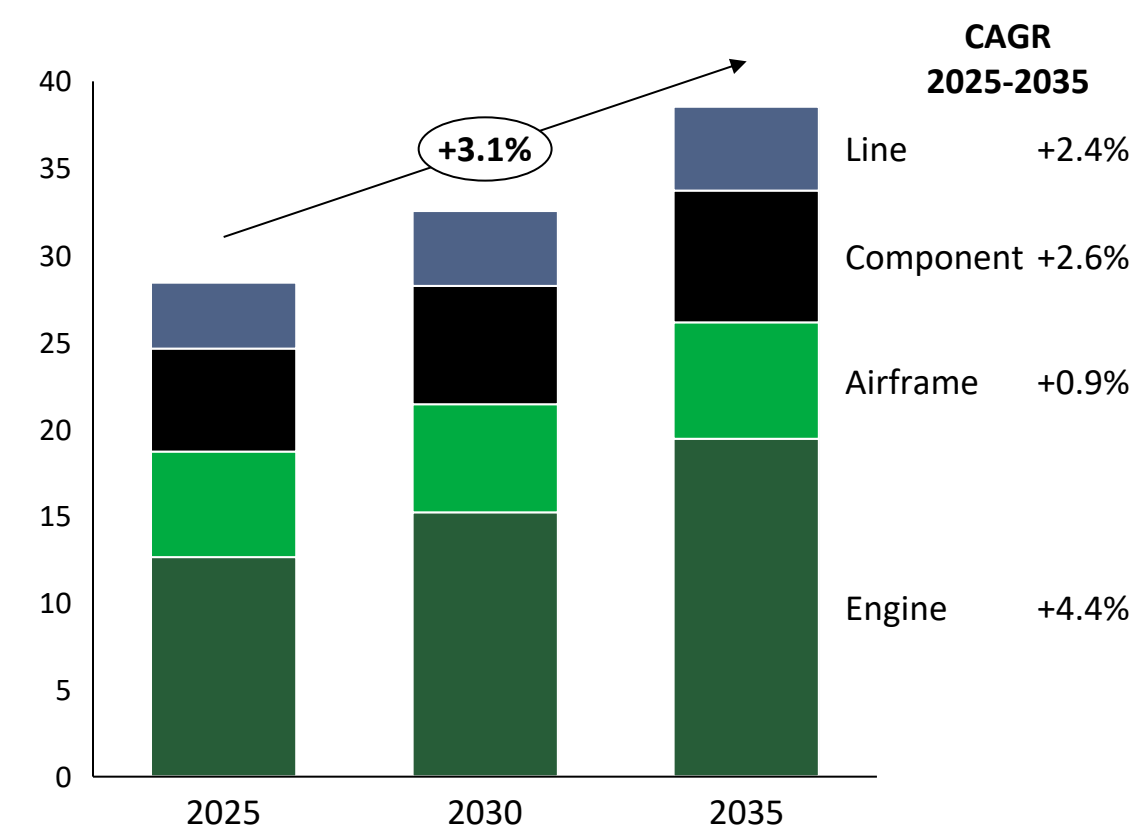
- In 2025 Q1 global passenger demand was at 104%, while the active fleet was at 108%
- Global passenger traffic has increased 12% annually over the past 3 years
- At the beginning of 2025, the North American fleet and MRO demand was 9% larger than in 2019
- Global utilization—the primary driver of MRO spend is 109% of 2019

NARROWBODIES WILL LEAD FLEET GROWTH IN NORTH AMERICA OVER THE NEXT 10 YEARS AS OLDER FLEETS GET REPLACED WITH NEXT GENERATION AIRCRAFT

North America Commercial Fleet Forecast
Fleet size as of January, thousands



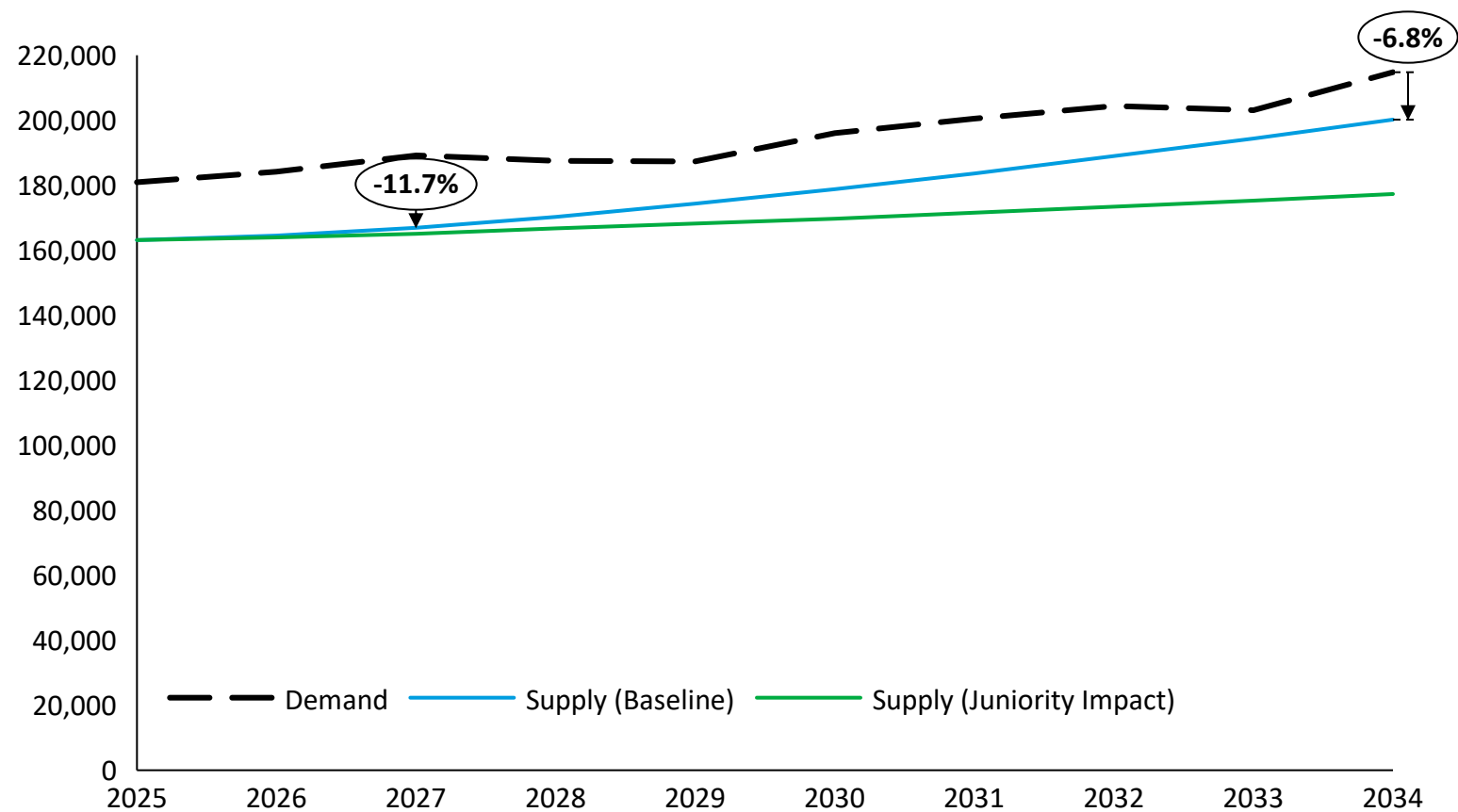
North America Commercial MRO Market Forecast
By MRO Segment, \$B



MRO will outpace fleet growth as aging aircraft require more maintenance and new technology drives increasing engine spend

THE SHORTAGE OF MAINTENANCE TECHNICIANS WILL PEAK IN 2027 AT OVER 22,000 WORKERS, A DEFICIT OF 12%

North America AMT Supply and Demand (2025-2035)
By # of employees

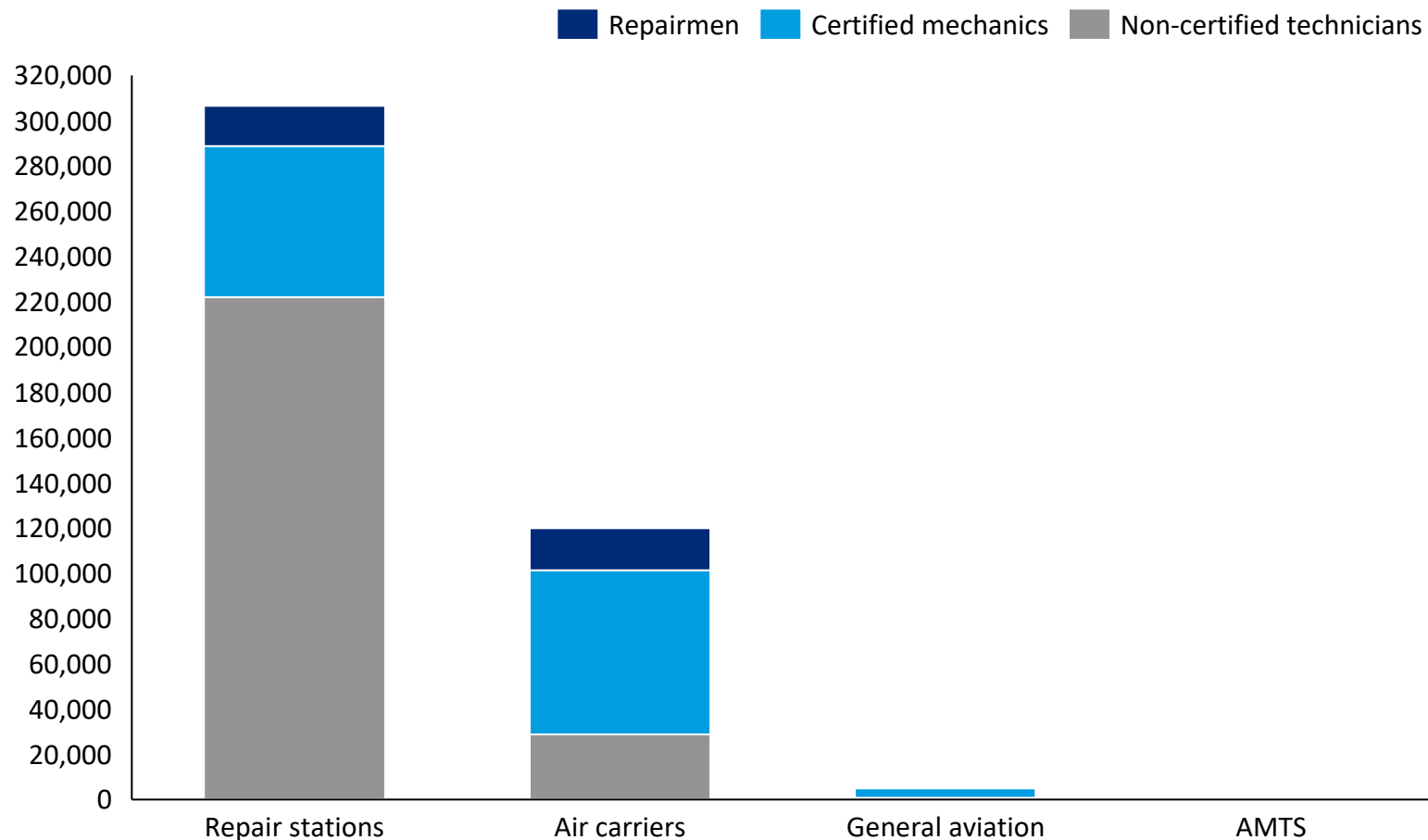


- A 10% shortage of mechanics in North America exists this year and grow to 12% by 2027
- The total aviation maintenance worker deficit is projected to be 15,000 in 2034 driven by increasing maintenance requirements and departures of an aging workforce
- Juniority will contribute to the deficit as new entrants typically take 3-5 years to become as productive as experienced technicians

Source: ATEC Pipeline Report, Federal Aviation Administration, Transport Canada, OW Survey, OW analysis
Note: Oliver Wyman survey includes certified and non-certified personnel with working at independent MROs, regional, mainline, and cargo carriers

CERTIFICATED MECHANICS ACCOUNT FOR 33% OF ALL AVIATION TECHNICIAN PERSONNEL EMPLOYED ACROSS REPAIR STATIONS, AIRLINES, AND GENERAL AVIATION

US Technical Personnel Aviation Employers
2024

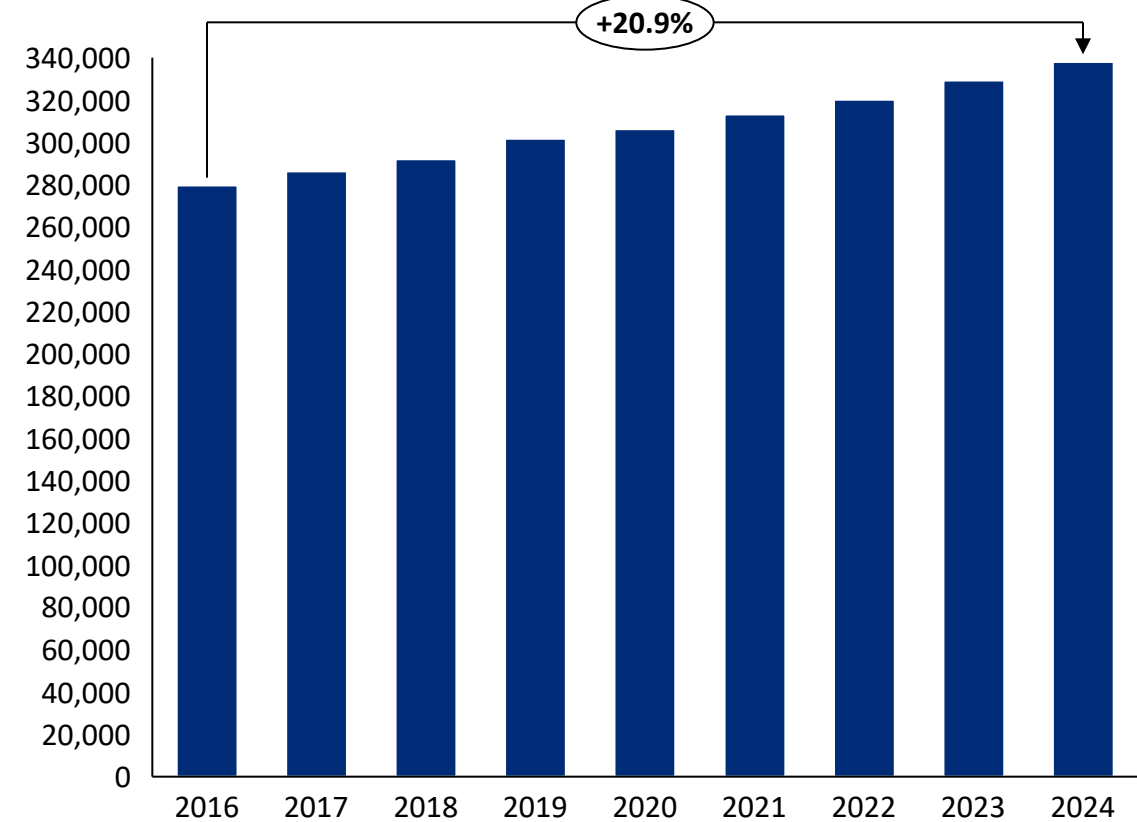


Source: Federal Aviation Administration (FAA) Civil Airman Statistics

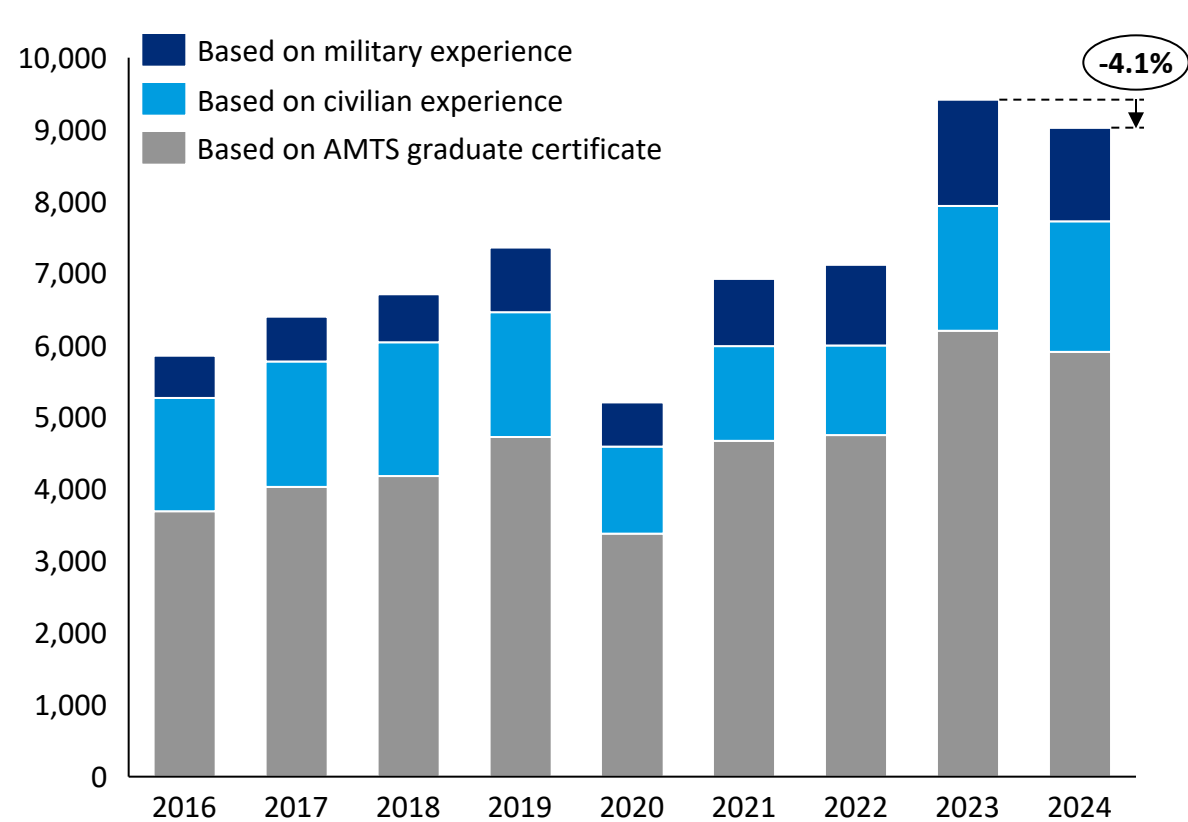
- Over 431k civil aviation employees drive more than \$69B of economic impact in the U.S.
- There was a 6% increase in the number of mechanics employed in general aviation
- In contrast, there was about a 1% decrease in mechanics employed by repair stations
- Less than one percent of certificated mechanics work in A&P schools

9,00 NEW MECHANIC CERTIFICATES WERE ISSUED LAST YEAR: A MODEST 4% DIP FROM THE PREVIOUS YEAR, BUT REMAINS THE SECOND-HIGHEST YEAR FOR NEW CERTIFICATES SINCE 1999

US Certified Mechanics
By year



US New Mechanic Certificates
By year

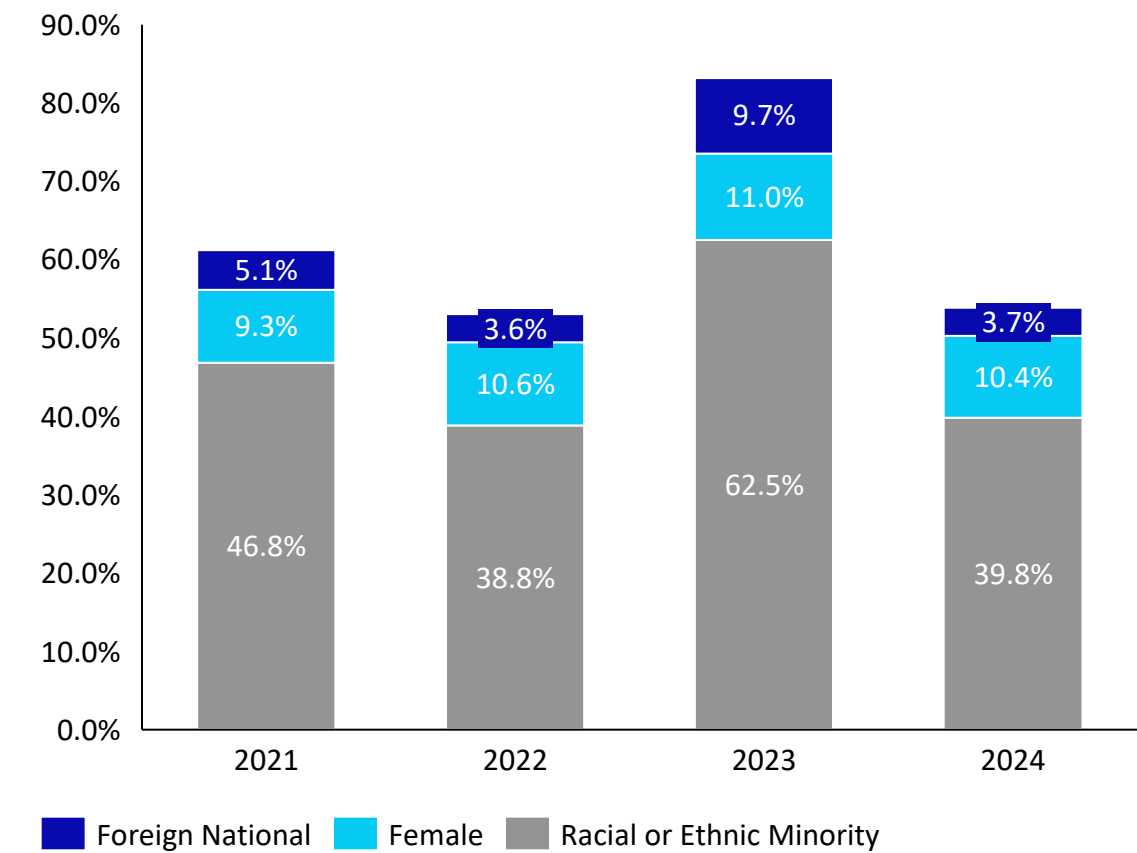


Two-thirds of new mechanics obtained certification through an A&P school

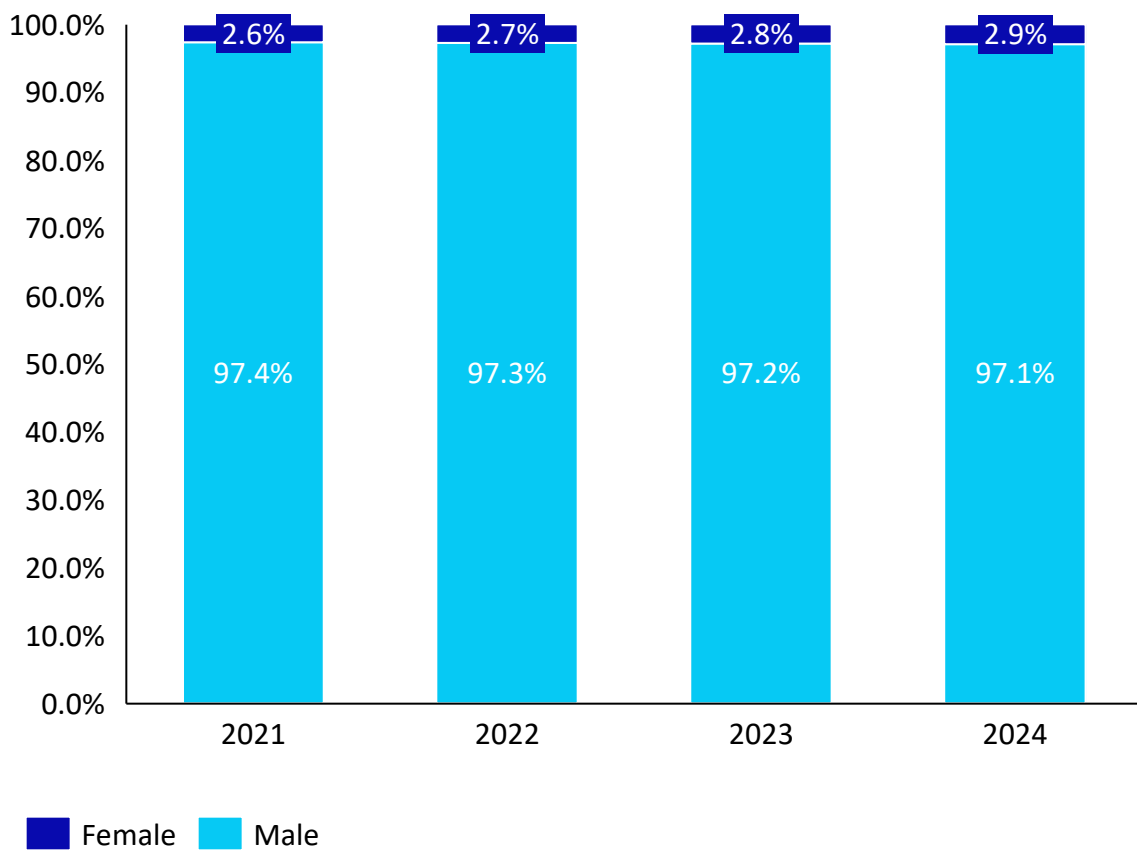
Source: Aviation Technician Education Council (ATEC) survey, Federal Aviation Administration (FAA)

WOMEN MAKE UP 2.9 PERCENT OF THE INDUSTRY POPULATION, A NUMBER THAT IS TRENDING UP BY ONLY TENTHS OF A PERCENT EVERY YEAR

Percent of AMTS Graduate Population
By year



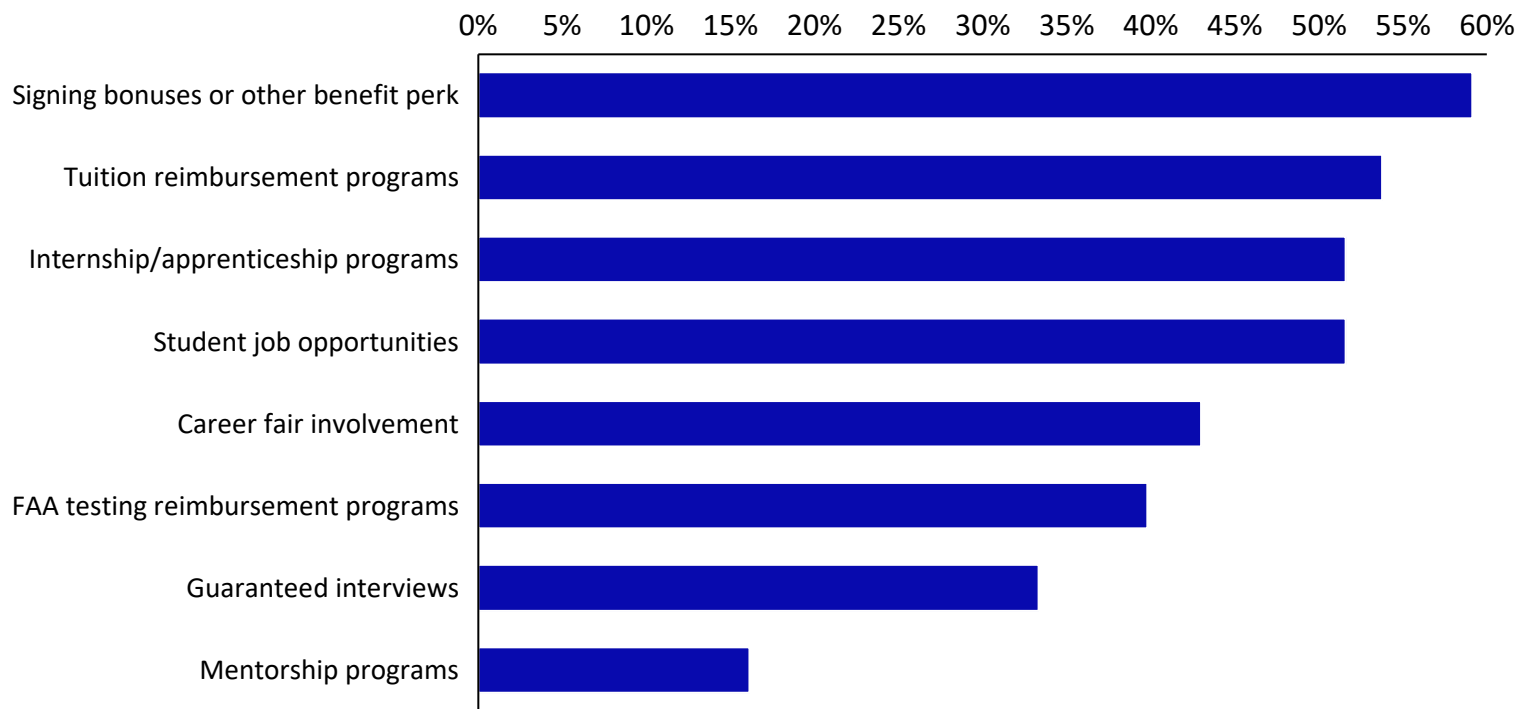
Percent of Certified Mechanic Population
By year



Share of veterans, minorities, and women among graduates declined slightly, indicating a dip in diversity and veteran representation

SIGNING BONUSES ARE VIEWED AS THE MOST EFFECTIVE RECRUITMENT INCENTIVE FOR EMPLOYERS LOOKING TO ATTRACT TALENT

“What type of involvement by industry appears to be most successful for recruiters?”
Percent of survey respondents, selecting all that apply



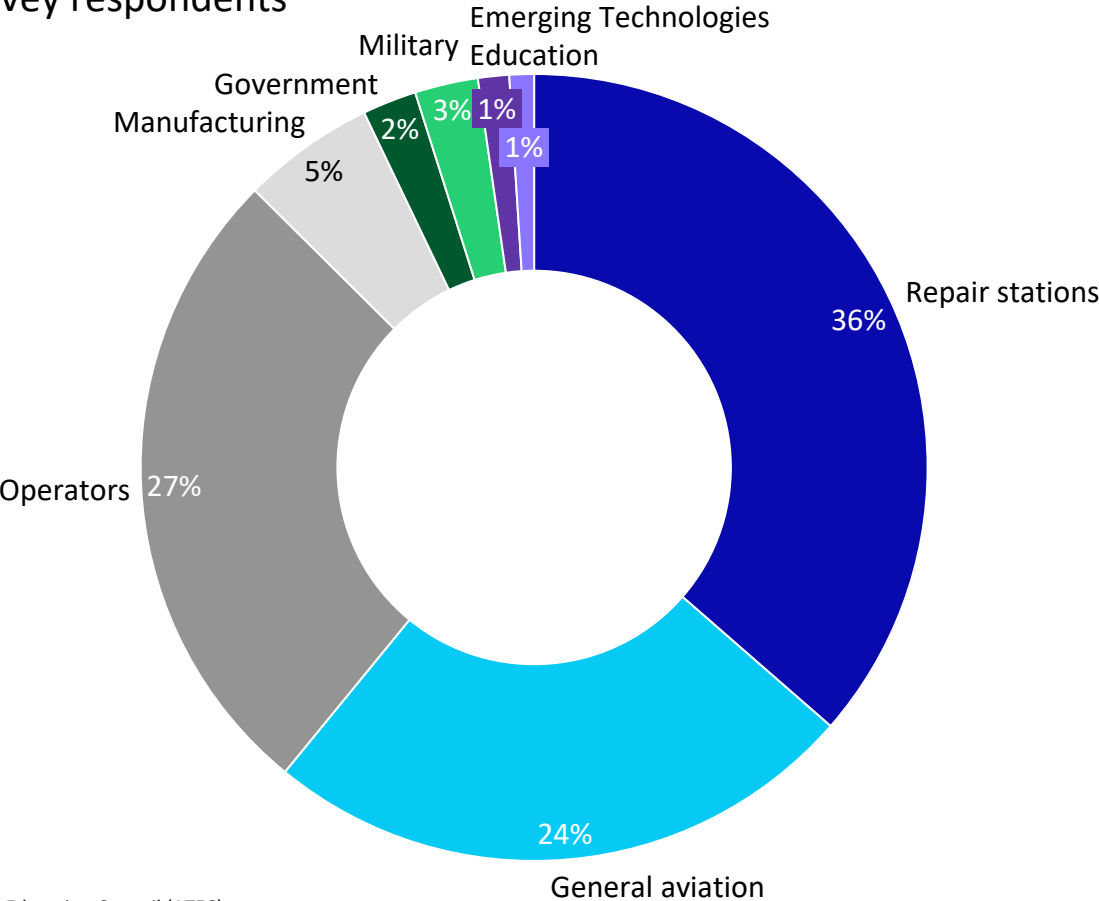
- Tuition reimbursement was the leading recruitment incentive last year but has since been surpassed
- Financial incentives, combined with internships and job opportunities, emphasize the value of blending monetary support with practical experience to effectively recruit aviation maintenance students

Source: Aviation Technician Education Council (ATEC) survey

SIXTY-THREE PERCENT OF GRADUATES RECEIVED A JOB OFFER UPON GRADUATION WITH A MAJORITY OF THOSE MOVING DIRECTLY INTO REPAIR STATIONS AND OPERATORS

“Of the 2024 graduates employed by an aviation-related employer, how many were placed in each of the following sectors?”

Percent of survey respondents



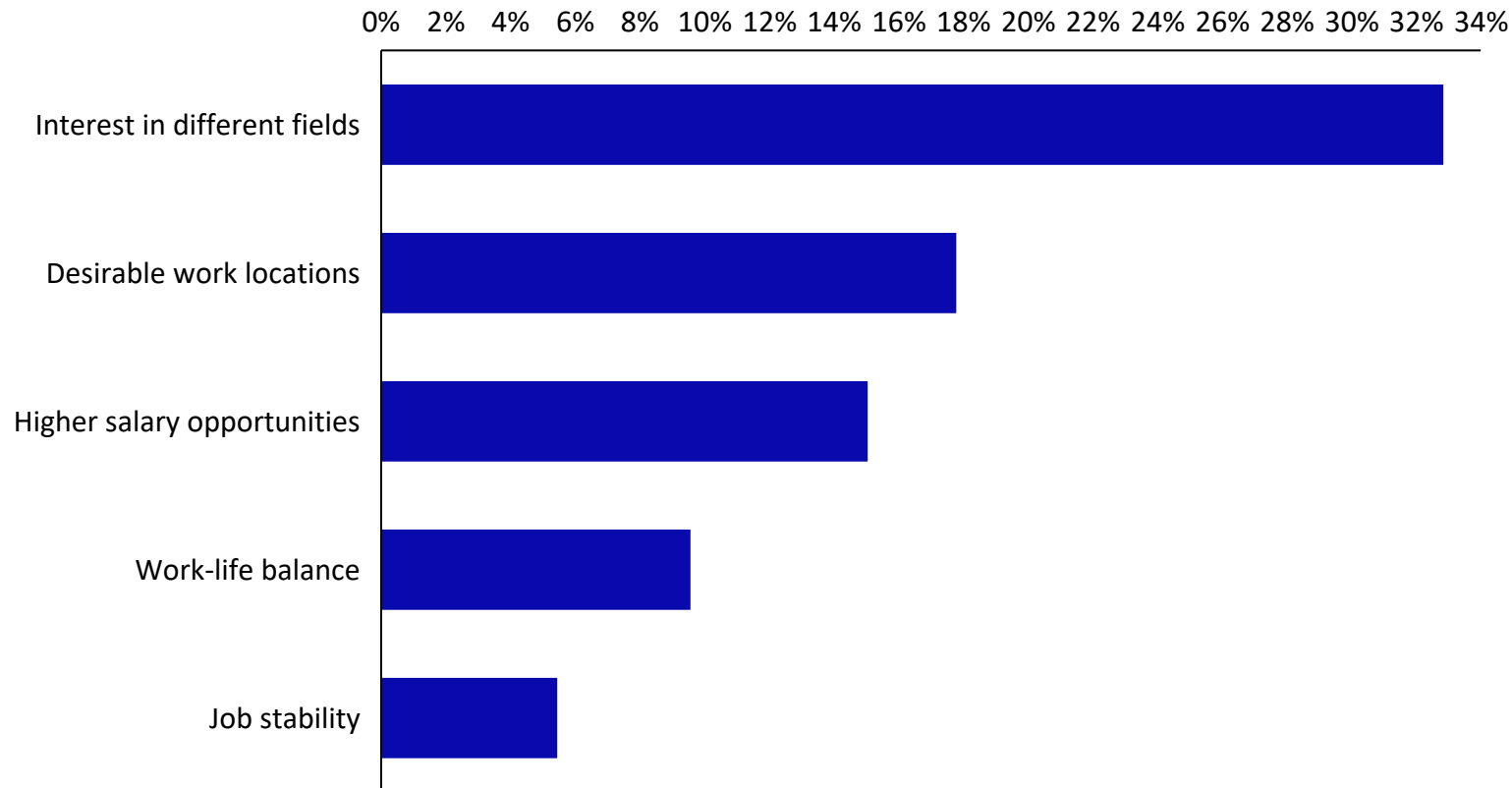
- Nearly 1/3 of graduates accepted jobs outside their geographic location, indicating migration to areas with higher demand
- Repair stations, general aviation, and operators account for nearly 3/4 of new graduate hires in the industry

Source: Aviation Technician Education Council (ATEC) survey

GRADUATES WHO TOOK JOBS OUTSIDE OF THE INDUSTRY IDENTIFIED INTEREST IN PURSUING CAREERS IN OTHER FIELDS AS A PRIMARY REASON

“What are the reasons graduates took a job outside the aviation industry?”

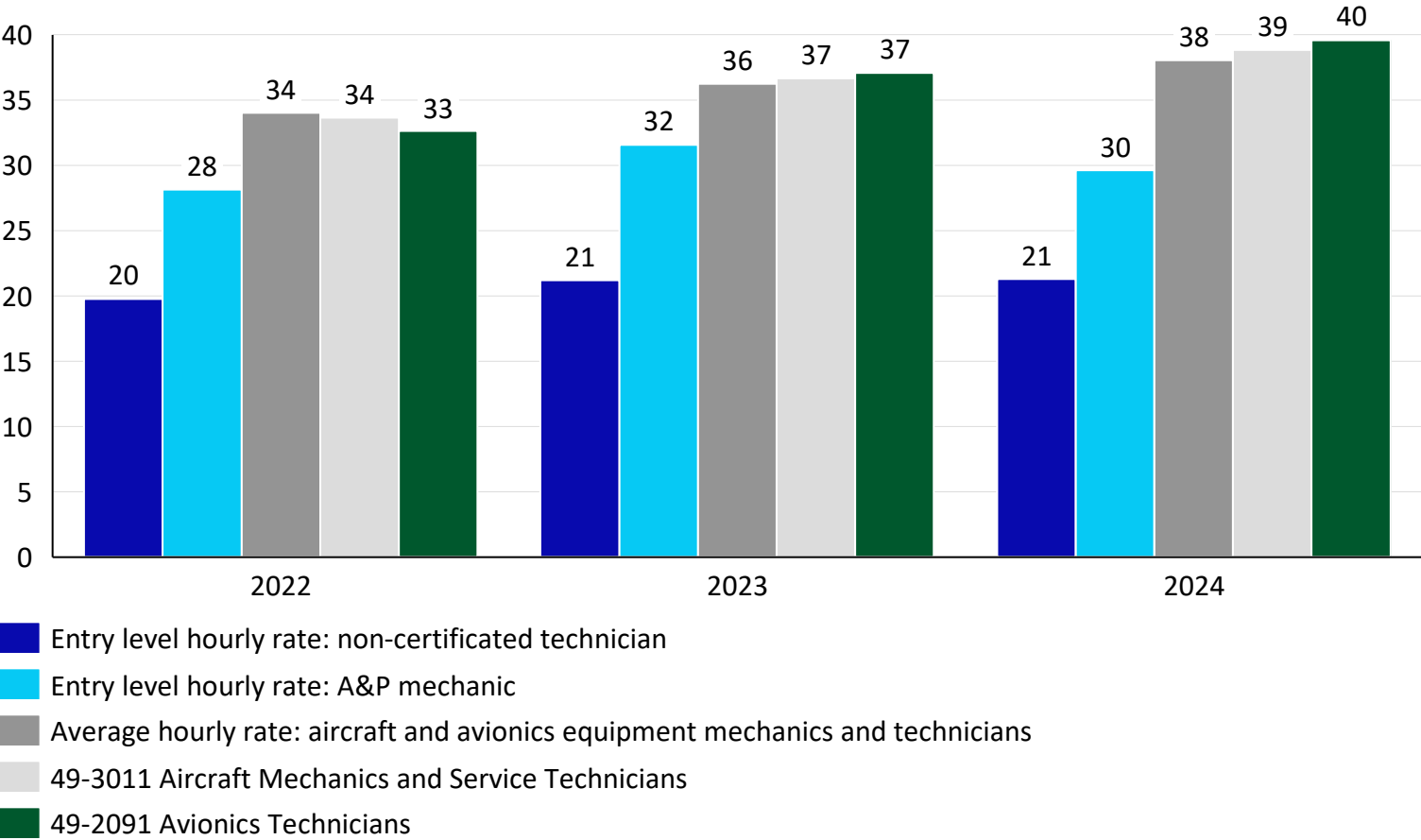
Percent of survey respondents, selecting all that apply



- Twenty-one percent of graduates who pursued careers outside the industry found employment in the automotive sector
- More desirable work locations was the next most common reason cited, underscoring how geographic and lifestyle preferences influence career choices
- These findings highlight retention challenges as students balance their passion for aviation with broader job opportunities and quality-of-life considerations

GRADUATES REPORT AN AVERAGE 6% INCREASE IN STARTING HOURLY PAY SINCE 2022, THOUGH GROWTH IN STARTING PAY WAS FLAT YOY

Mechanic Hourly Rates
By year

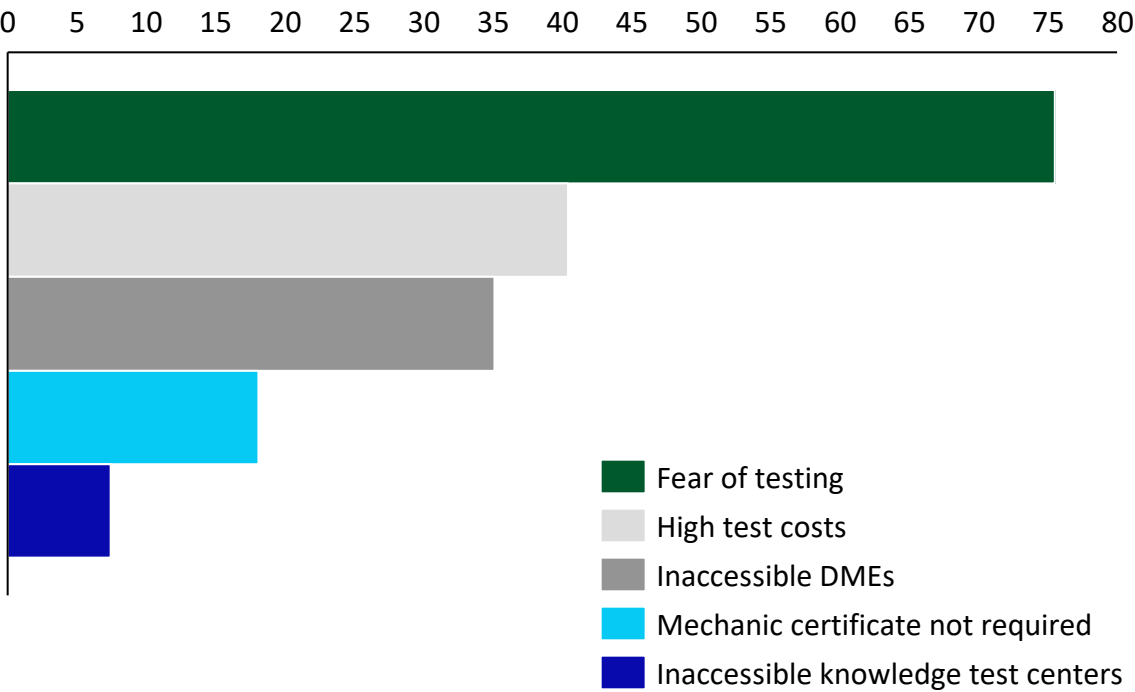


- The average starting hourly rate for AMTS alumni with an FAA certificate has decreased 6% from the previous year
- Starting hourly pay for those without a mechanic license has remained nearly the same as the previous year
- Starting hourly pay for A&P graduates without a mechanic license make \$17,300 less annually than their certificated counterparts

HIGH TEST COSTS HAVE SURPASSED LACK OF DMES AS A SIGNIFICANT BARRIER TO OBTAINING A MECHANIC CERTIFICATE

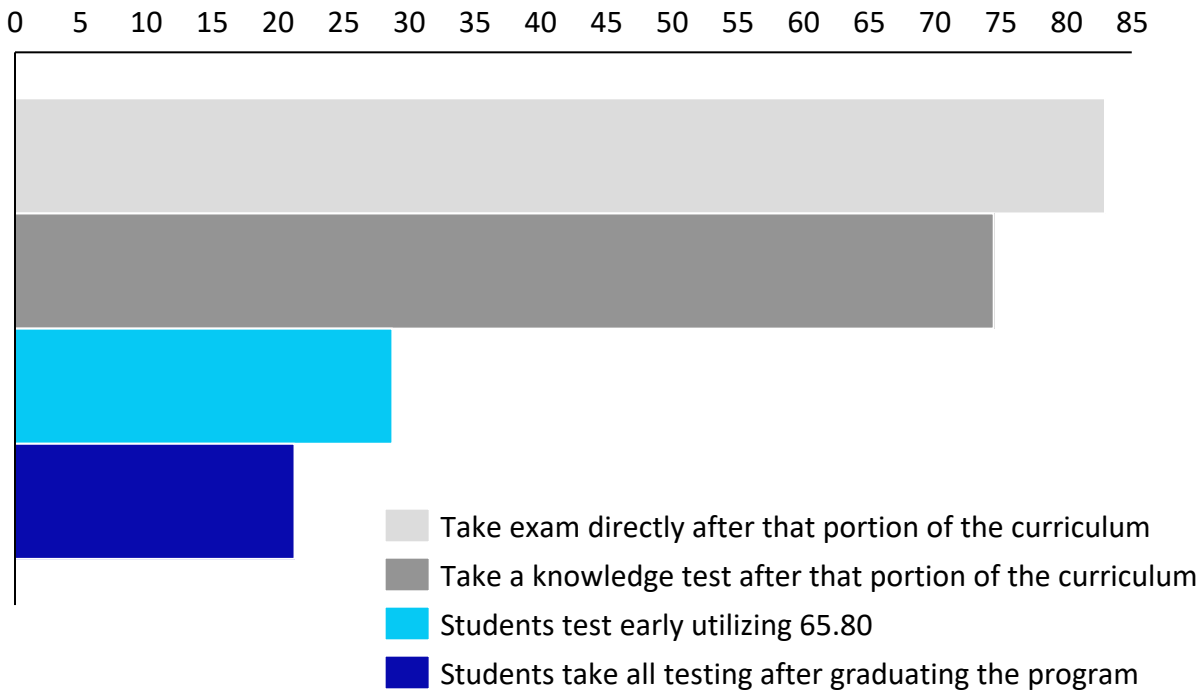
“What is the most significant barrier to obtaining a mechanic certificate for AMTS graduate?”

Percent of survey respondents, selecting all that apply



“How does your AMTS approach mechanic testing?”

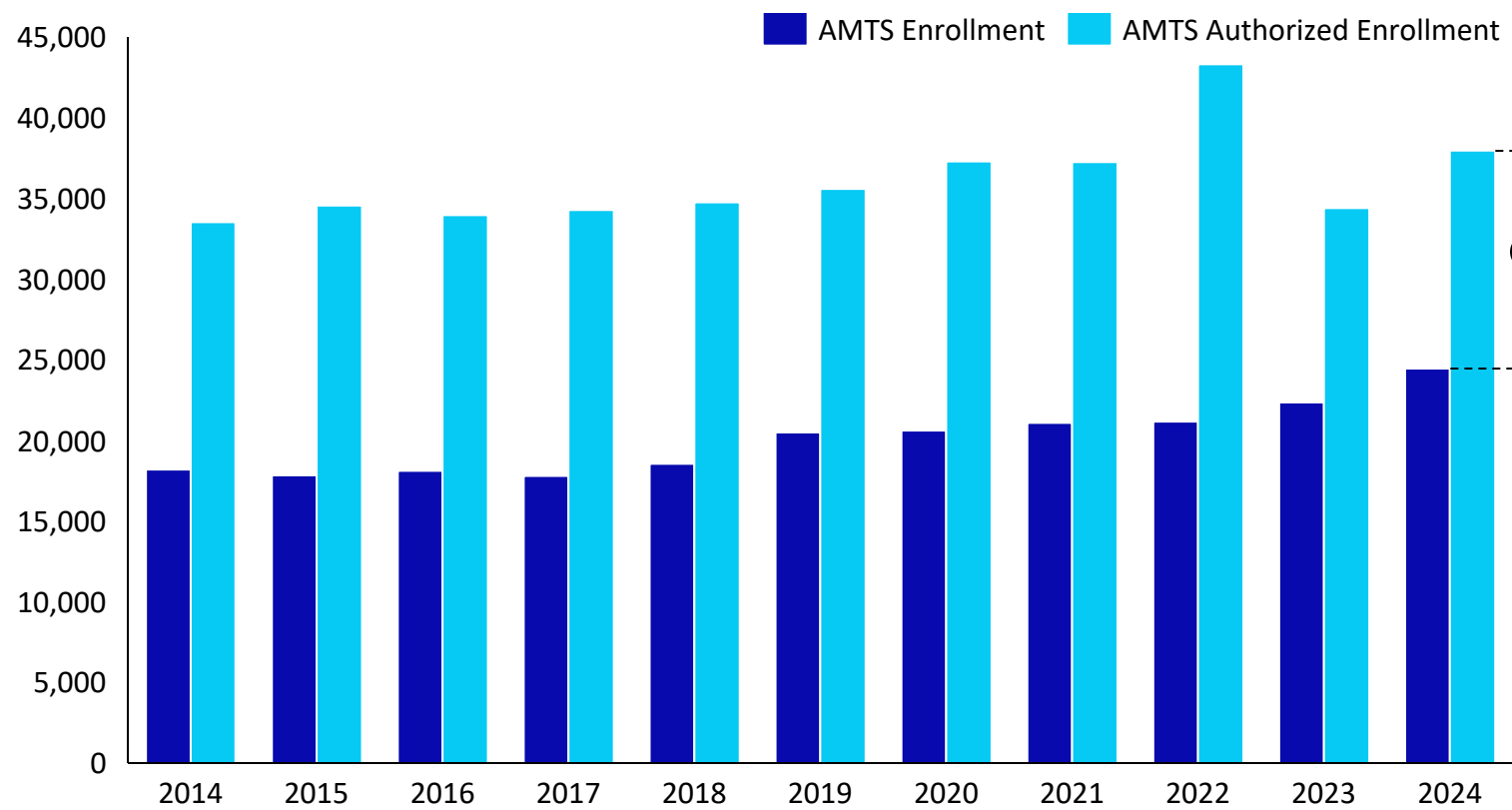
Percent of survey respondents, selecting all that apply



One-third of AMTS cite lack of DMES as a concern despite a slight drop in examiner numbers, FAA testing volume hit a record high, increasing the workload per DME by 25%, highlighting the urgent need to expand examiner capacity

WHILE THE AMTS STUDENT LOAD FACTOR HAS IMPROVED TO 64%, AUTHORIZED ENROLLMENT GROWTH HAS GROWN 10%

AMTS Enrollment
By year



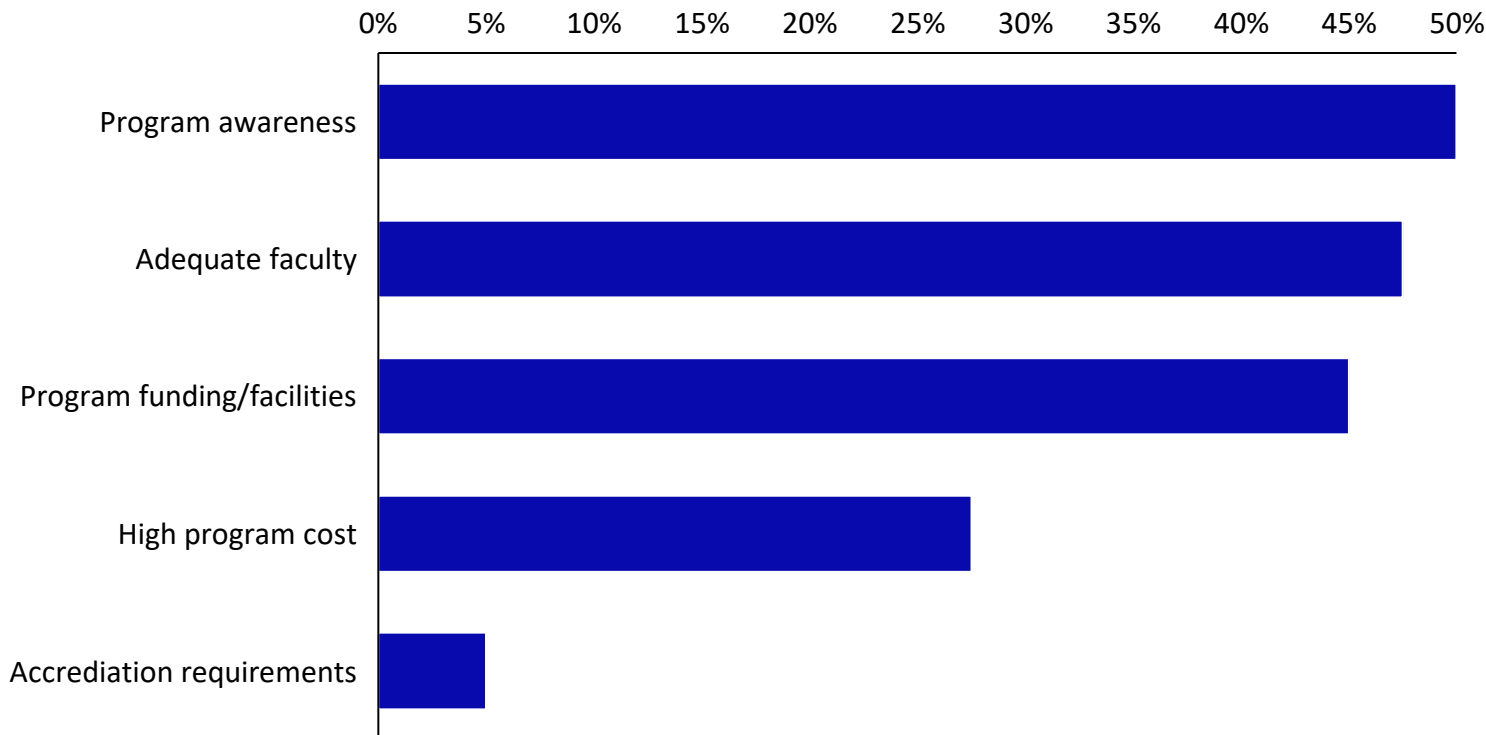
- Enrollment rose 9.5% from the previous year, significantly exceeding the ten-year average growth rate of 3%
- Despite this, 55% of programs reported waitlists, driven primarily by student attrition during the program
- These findings highlight that improving student retention could help better address capacity constraints in programs

Source: Aviation Technician Education Council (ATEC) survey

PROGRAM AWARENESS AND ADEQUATE FACULTY REMAIN THE TOP BARRIERS TO AMTS GROWTH

“What are the most significant barriers to growth for your AMTS?”

Percent of survey respondents, selecting all that apply



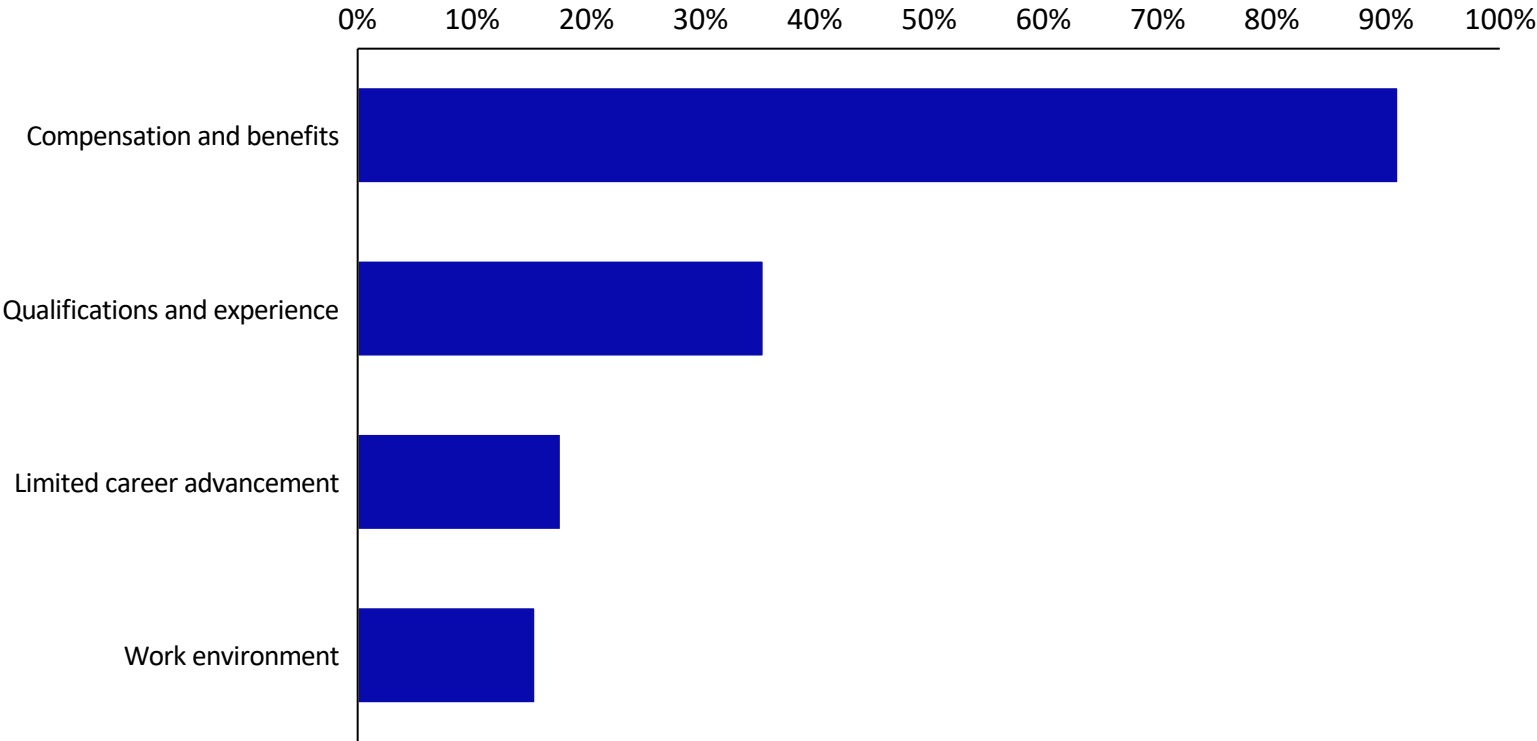
- Limited marketing remains a contributing factor to the biggest barrier to AMTS program growth
- Over half of respondents also cited challenges like difficulty hiring qualified faculty and inadequate facilities and funding
- 88% of schools with waitlists reported struggling to meet enrollment targets, indicating that faculty shortages and resource constraints may contribute to capacity gaps
- FAA grants provide \$60M annually through 2028, supporting aviation maintenance workforce growth. ATEC complements this with efforts to boost outreach, retention, and instructor recruitment

Source: Aviation Technician Education Council (ATEC) survey

91 PERCENT OF SCHOOLS CITE COMPENSATION AND BENEFITS AS THE TOP BARRIER TO RECRUITING AND RETAINING INSTRUCTORS

“What are the most significant barriers to recruiting and retaining instructors?”

Percent of survey respondents, selecting all that apply



- Instructor hiring remains a major challenge, with staff size flat despite rising student enrollment, creating a bottleneck for program growth and quality
- AMTS instructor salaries average \$61,000 to \$70,000 annually, with few earning above \$91,000, significantly lower than salaries for experienced technicians and engineers in the wider aviation industry

Source: Aviation Technician Education Council (ATEC) survey

KEY TAKEAWAYS



An existing manpower shortage was compounded by COVID-related challenges and is expected to continue over the next 10 years

AMTS enrollments in 2024 rose 9.5% from the prior year. While encouraging and well above the ten-year average growth of 2%, the rate falls well short of the 15% growth necessary to meet projected workforce needs.

Potential solutions exist including increasing AMTS enrollment, developing work-based certification pathway programs, and attracting more women, persons of color, and experienced military veterans to the industry

READ OUR LATEST FORECAST ON THE GLOBAL FLEET AND MRO SECTOR

Oliver Wyman and our parent company Marsh McLennan (MMC) have been monitoring the latest events and are putting forth our perspectives to support you clients and the industries you serve around the world. Read the latest [Global Fleet & MRO Forecast 2025-2035](#) for more information.



Q&A





A business of Marsh McLennan



WASHINGTON



FLY-IN

PRESENTED BY



Aviation
Institute of
Maintenance



Legislative Priorities

- Fully Fund the FAA Workforce Development Grant Program
- Reappoint Industry Partners to Advance Airman Certification Standards (ACS) and Workforce Reforms
- Expand Access to FAA Airman Testing
- Promote Aviation Technical Career Pathways through Secondary Education (e.g., Choose Aerospace)



WASHINGTON FLY-IN



Leave Behinds

- Legislative priorities one-pager
- Luncheon invitation (am meetings only)
- ARSA economic footprint one pager
- Pipeline Report one-pager
- Choose Aerospace flyer



WASHINGTON FLY-IN



Other Considerations

- Modern Skies Coalition
- Expansion of 529 plans to include credentialing programs
- State-based funding e.g. Florida Department of Education 2025-26 [Pathways to Career Opportunities Grant](#)
- Other industry hot issues



WASHINGTON FLY-IN

A red silhouette of a commercial airplane is positioned horizontally across the top of the slide, partially overlapping the "WASHINGTON" and "FLY-IN" text. The year "2025" is written in white on the side of the fuselage. The background of the slide features a blue geometric pattern of triangles and a faint silhouette of the Washington D.C. skyline at the bottom.

Hill Meetings

- Check your schedule and resolve conflicts
- Give yourself 45 minutes to get through security
- Meetings may last anywhere from 15-30 minutes
- Contact support if you need to get ahold of Advocacy Associates
- Any changes to your schedule the day of the event will be sent to you via push notification and email.



AdvocacyDay App and Logistics Overview



From: AdvocacyDay <advocacyday@advocacyassociates.com>
Date: November 4, 2024 at 11:10:00 AM EST
To: Kaytee Yakacki <>
Subject: Schedule for Sample Lobby Day

Hello Kaytee Yakacki,

You can access your meeting schedule for Sample Lobby Day on our free "AdvocacyDay" app, available in the App Store for Apple devices and in the Google Play Store for Android devices.

If you already have the AdvocacyDay App downloaded to your device, it is critical you have the most up-to-date version downloaded before logging in.

The directions to access are as follows:

- In your device's app store, search for "AdvocacyDay" (all one word) and download it.
- On the login screen, enter the following email address: [your email address](#)
- You will be emailed a 6-digit code to enter on the next screen.
- If you are a part of multiple organizations in our app, you will be prompted to choose your organization here. For Sample Lobby Day, please choose O. If you are only a part of one organization, you will be brought directly to your meeting schedule page.
- There is a Support button on the login screen if you have any issues, or you can contact support here: advocacyday.net/testorg/support

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Google Play Store:

https://play.google.com/store/apps/details?id=com.advocacyday.android&hl=en_US&gl=US

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Thank you,
Advocacy Associates

Downloading the App

- You will receive an **automated email from Advocacy Associates** on a **to-be-determined date** by your organization
- Check your SPAM/JUNK folder if you think you did not receive the email
 - Verify with your organization on the date this email was/will be sent

From: AdvocacyDay <advocacyday@advocacyassociates.com>
Date: November 4, 6-digit at 11:10:00 AM EST
To: Kaytee Yakacki <>
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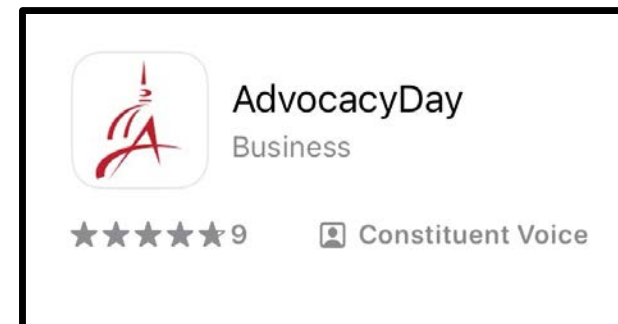
https://play.google.com/store/apps/details?id=com.advocacyday.android&hl=en_US&gl=US

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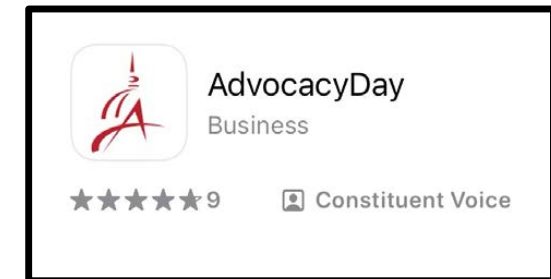
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- **Follow the instructions to download the app**
- **Contact us for any technical support**



From: AdvocacyDay <advocacyday@advocacyassociates.com>
Date: November 4, 2024 at 11:10:00 AM EST
To: Kaytee Yakacki <>
Subject: Schedule for Sample Lobby Day

Hello Kaytee Yakacki,

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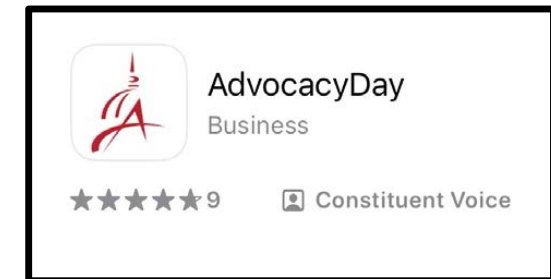
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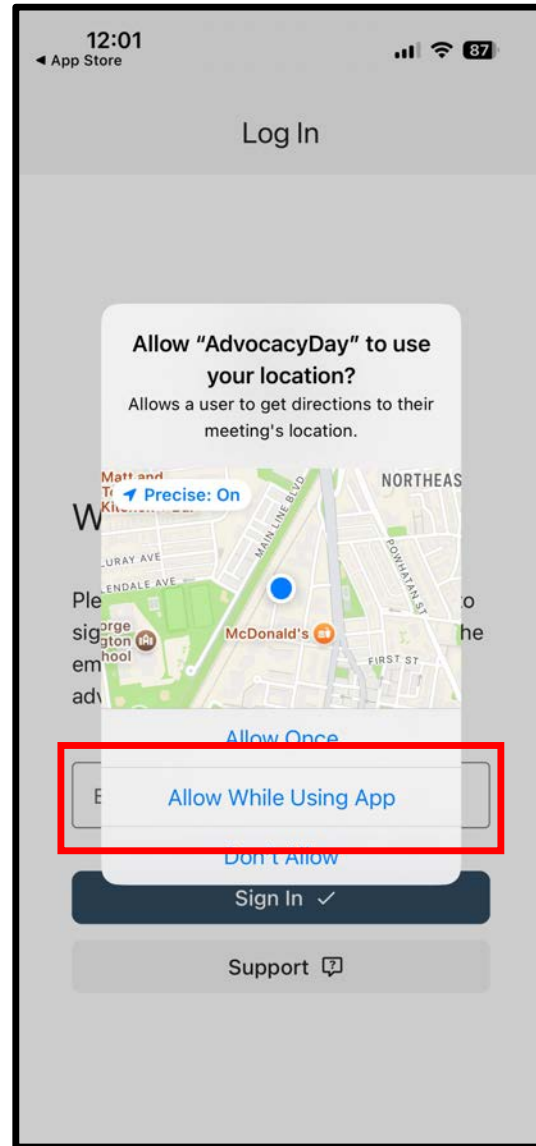
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 - Verify with your organization on the date schedules were/will be sent
- **Follow the instructions to download the app**



- **Contact us for any technical support**
- **Ensure you have the most up-to-date version**

When Opening the App

- Select **"Allow"** for notifications
- Select **"Allow While Using App"** for location setting





Logging In

- Enter your email address that you registered for the event with, then tap "Sign In"

A screenshot of a mobile app's login screen. At the top, the status bar shows the time 12:02, a back arrow to the App Store, and battery level at 87%. Below the status bar is a grey header with the text 'Log In'. The main content area has a white background. It features a grey icon of a domed building (like a capitol) inside a square frame. Below the icon, the text 'Welcome!' is displayed. Underneath is a paragraph: 'Please enter your email address below to sign in to your event. This must match the email address that you provided to your advocacy organization.' At the bottom of the form area, there is a white text input field with the placeholder 'Email', a dark blue button with the text 'Sign In' and a checkmark, and a light grey button with the text 'Support' and a question mark icon. A red rectangular box highlights the 'Email' input field and the 'Sign In' button.



Logging In

- Enter your email address that you registered for the event with, then tap "Sign In"
- **Check your email for a verification code. Input the code into the app and tap "Sign In"**

From: **AdvocacyDay**
<noreply@advocacyassociates.com>
Date: Thu, Oct 31, 2024 at 1:46 PM
Subject: Your access code is XXXXX
To: <youremailaddress>

Hello,

Your 6-digit AdvocacyDay access code is XXXXXX

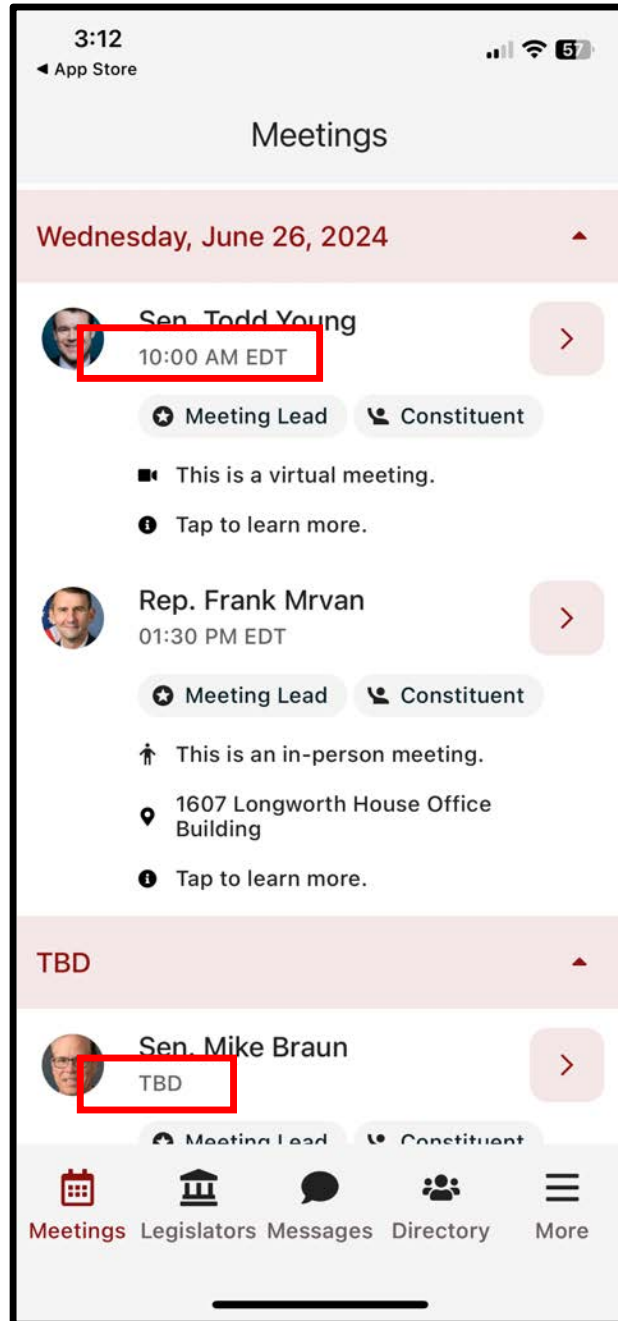
It is valid for 15 minutes.

A screenshot of a mobile app interface for logging in. At the top, the status bar shows the time 12:18 and battery level 85%. The app header has a back arrow and the text 'Access Code'. Below the header is a logo of a building dome. The main heading is 'Enter Your Access Code'. A message states: 'Our support team has provided you a 6-digit access code. Enter the code below.' There is a text input field labeled 'Code'. Below the input field are two buttons: a dark blue 'Sign In' button with a checkmark icon, and a light gray 'Support' button with a speech bubble icon. A red arrow points from the email text 'Your 6-digit AdvocacyDay access code is XXXXXX' to the 'Code' input field.

A screenshot of a mobile app interface. At the top, the status bar shows the time 12:18, signal strength, Wi-Fi, and battery at 85%. Below the status bar is a header with a back arrow and the text "Access Code". In the center, there is an icon of a building with a dome. Below the icon, the text "Enter Your Access Code" is displayed. Underneath, a message states: "Our support team has provided you a 6-digit access code. Enter the code below." Below this message is a text input field labeled "Code". At the bottom, there are two buttons: a dark blue "Sign In" button with a checkmark icon, and a light gray "Support" button with a speech bubble icon. The "Support" button is highlighted with a red rectangular border.

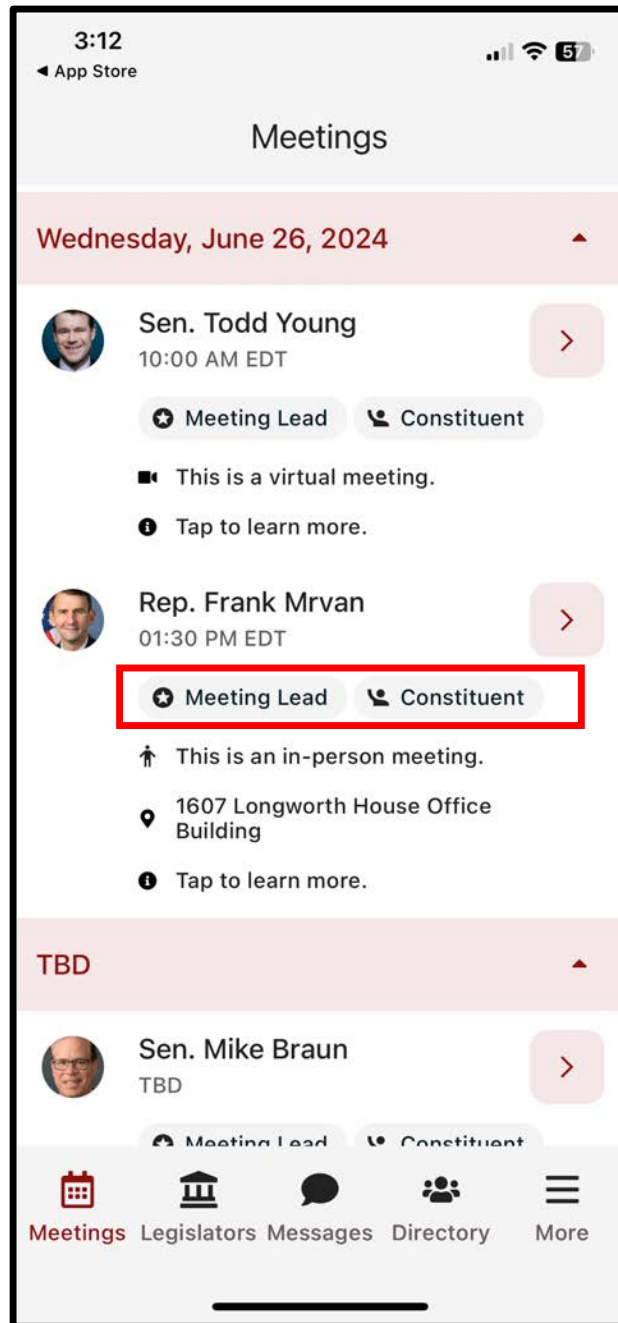
Logging In

- Enter your email address that you registered for the event with, then tap "Sign In"
- **Check your email** for a verification code. Input the code into the app and tap "Sign In"
- If you don't receive a code, or experience an error, tap "Support." Our team will be reaching out to you shortly



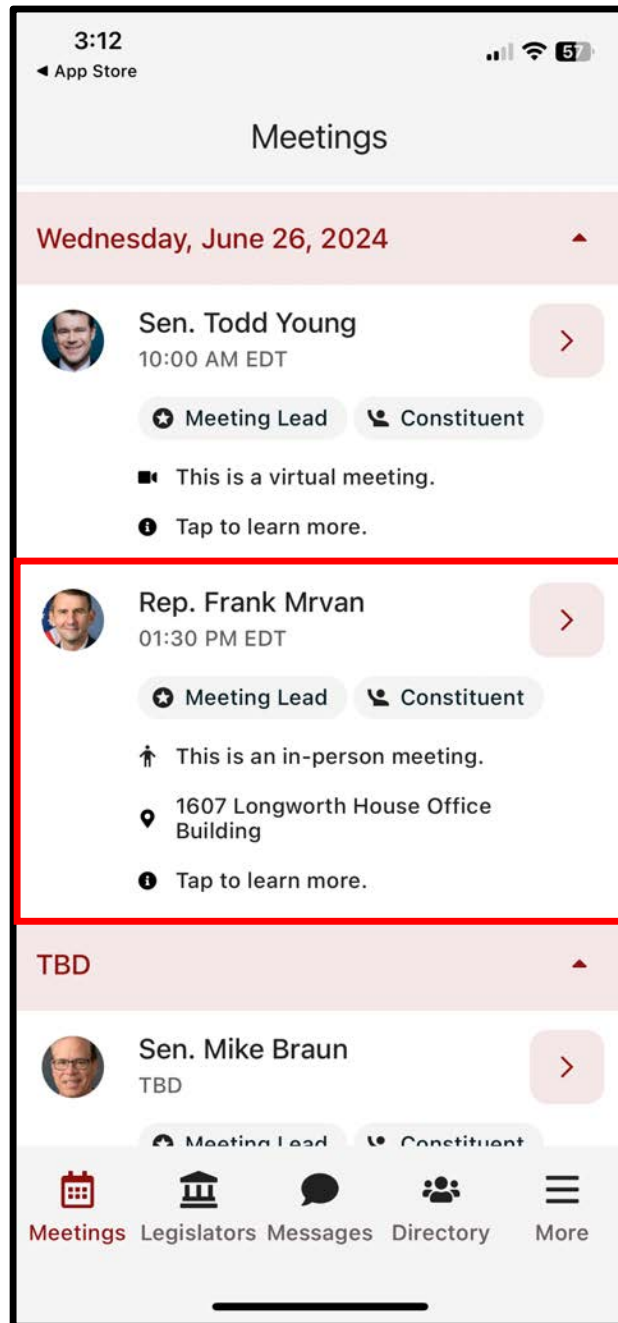
Main Schedule Page

- Confirmed meetings display with a time, pending meetings display as TBD



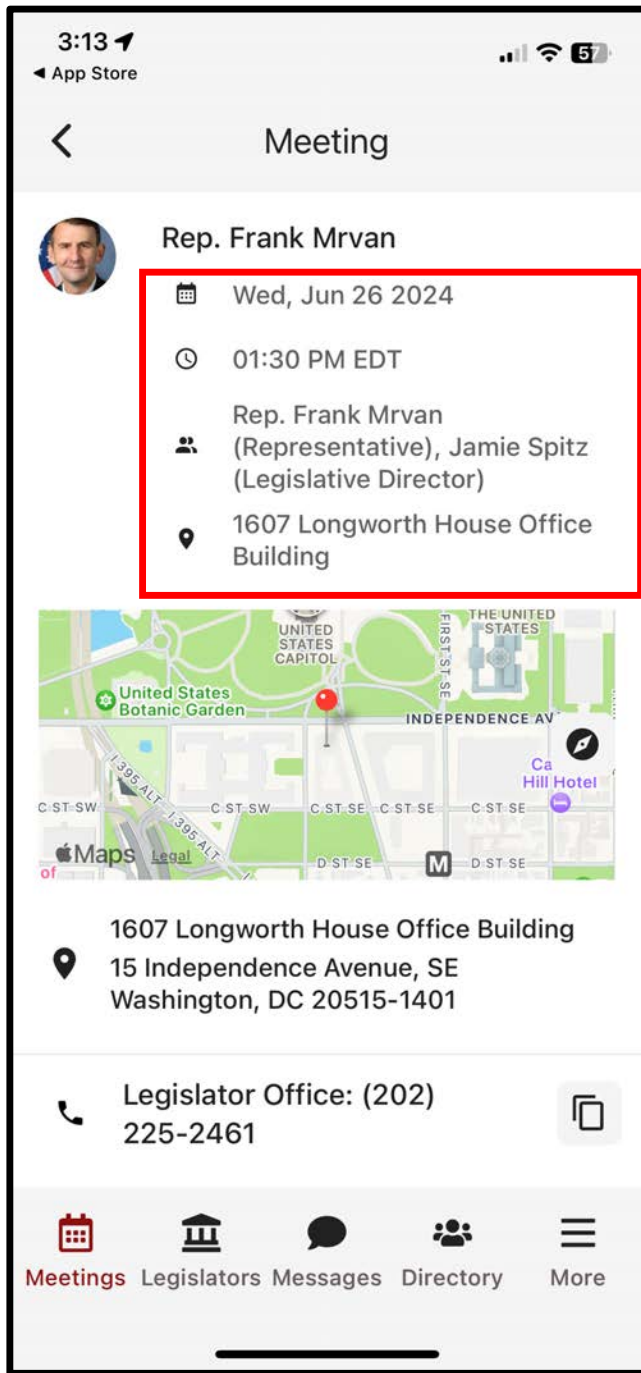
Main Schedule Page

- Confirmed meetings display with a time, pending meetings display as TBD
- Indicates in person or virtual
- Badges indicating if you are a Constituent and/or Meeting Lead for that meeting

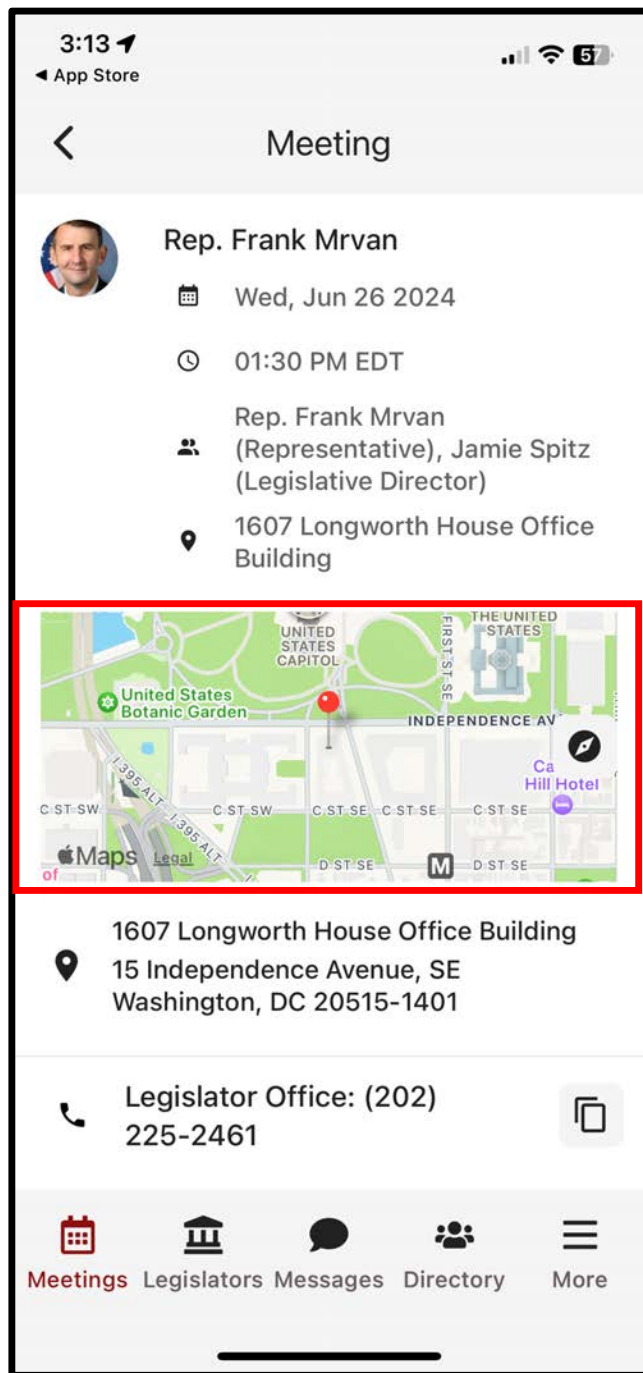


Main Schedule Page

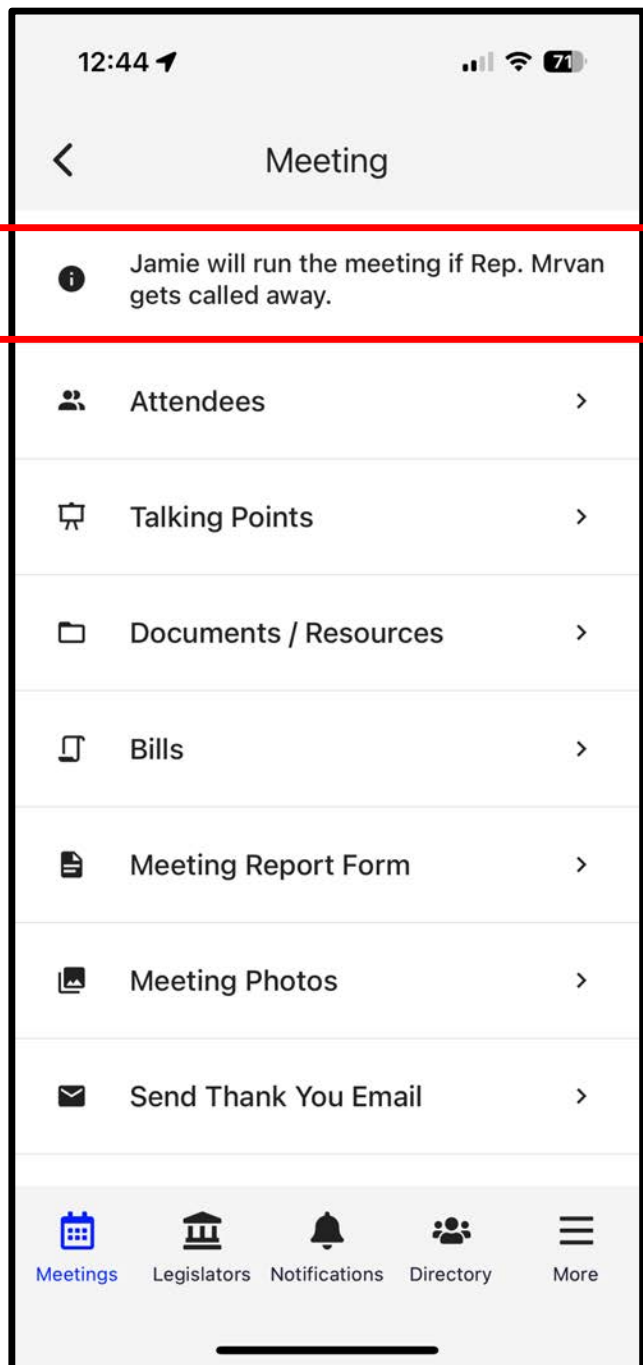
- Confirmed meetings display with a time, pending meetings display as TBD
- All times displayed in time zone you are located in
- Indicates in person or virtual
- Badges indicating if you are a Constituent and/or Meeting Lead for that meeting
- Tap anywhere on the meeting to learn more



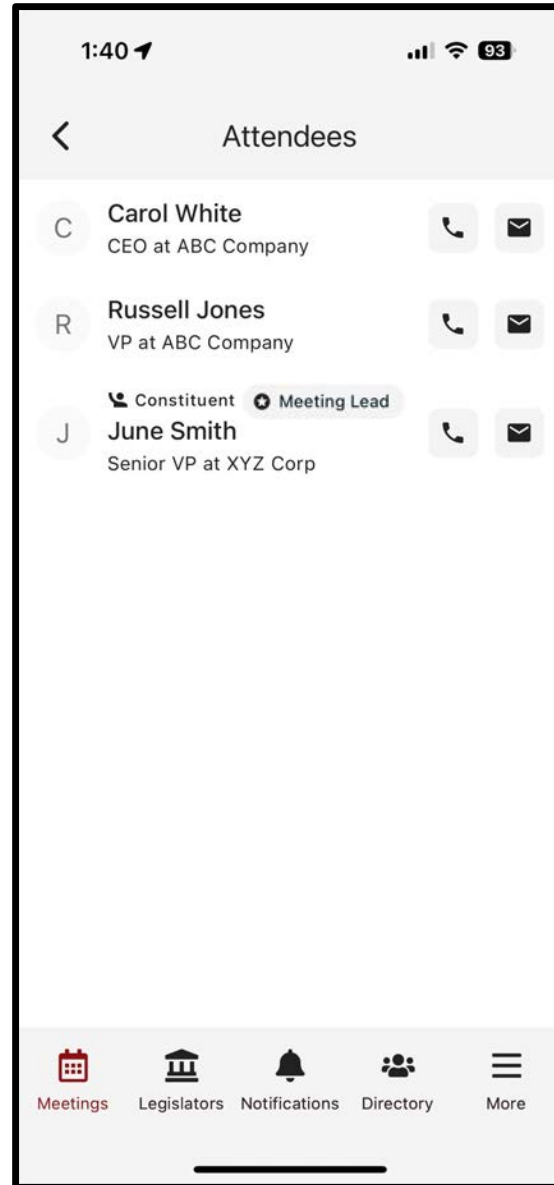
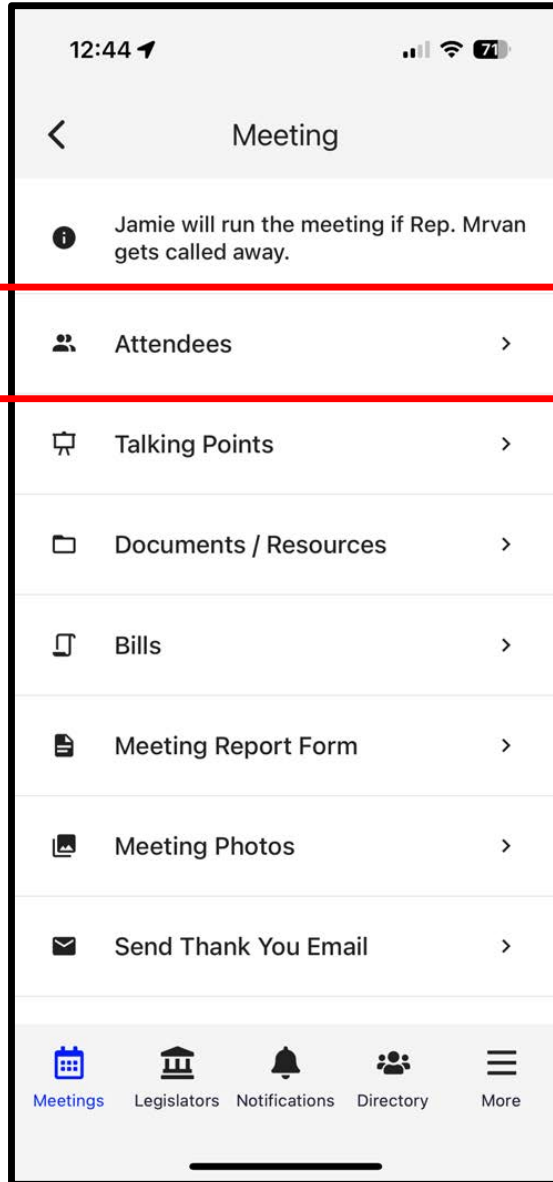
- Date/Time/Meeting With/Location



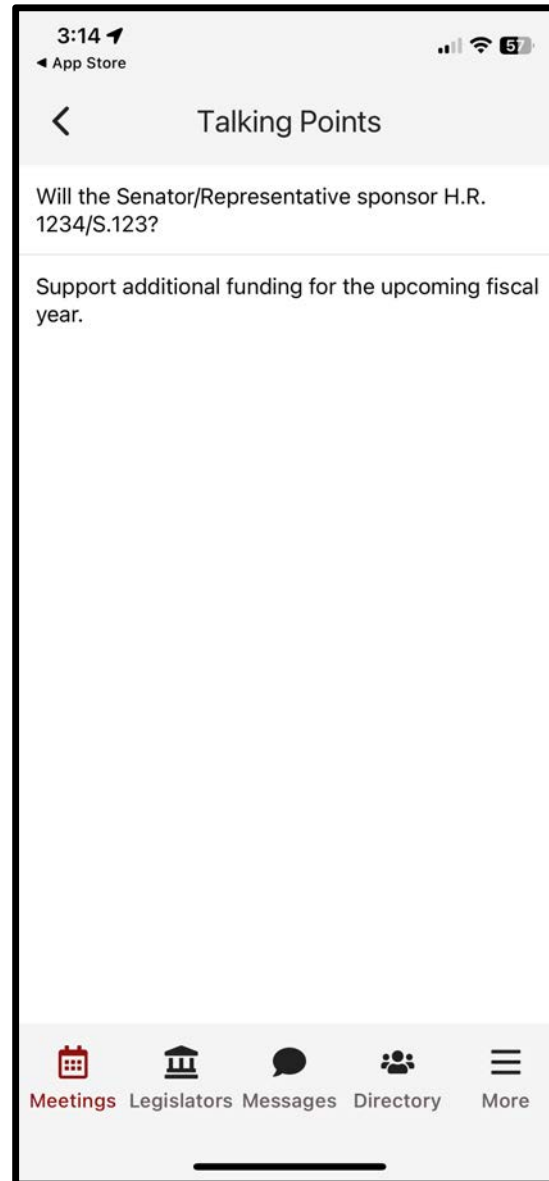
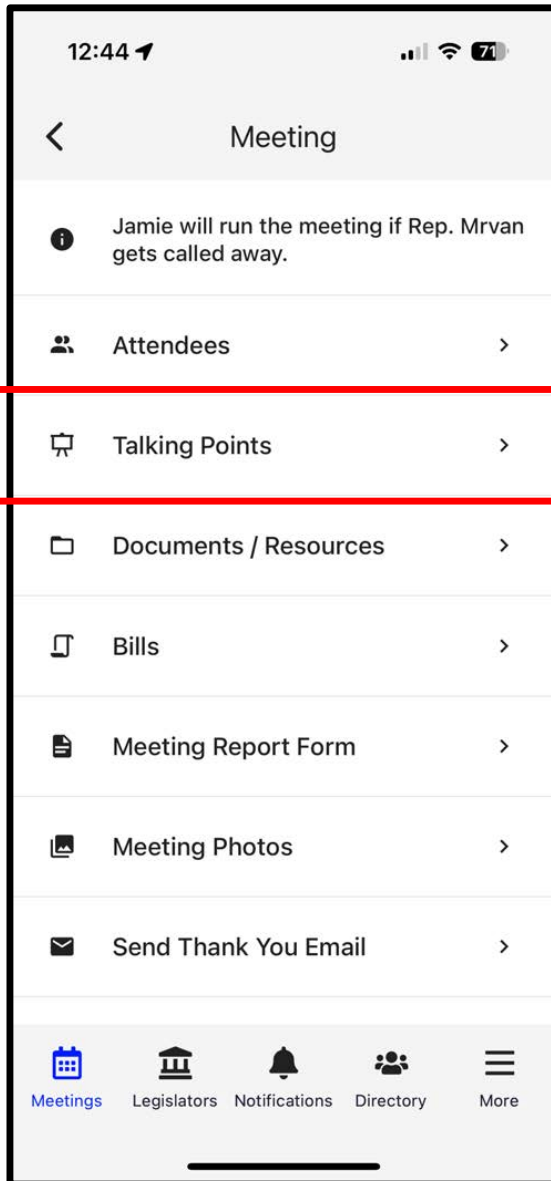
- Date/Time/Meeting With/Location
- Tap on the map to get walking directions to the building



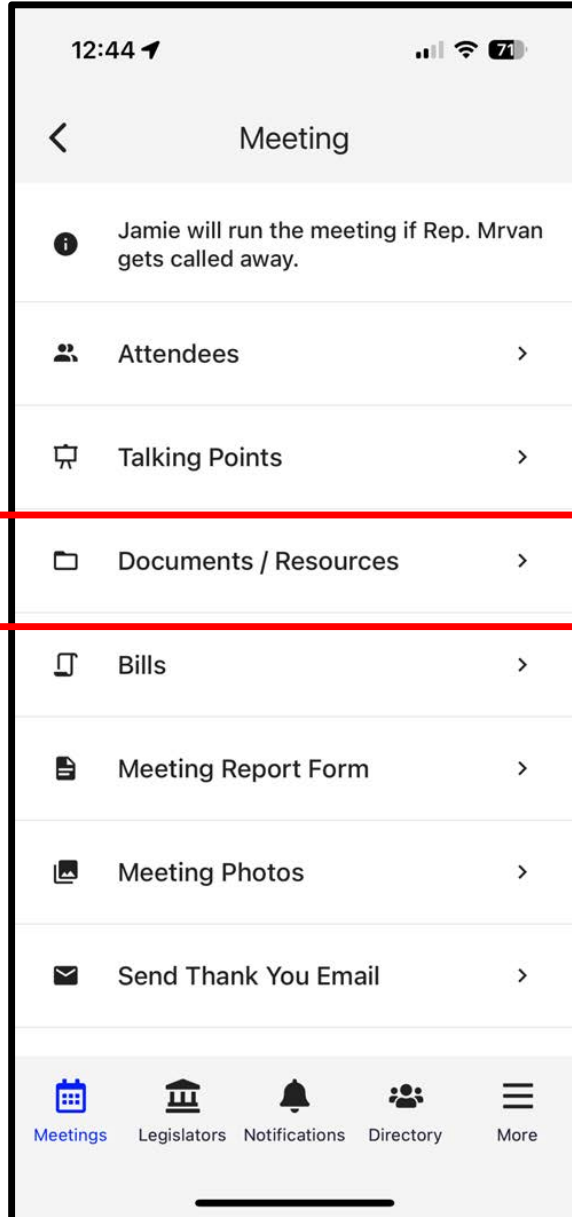
- Date/Time/Meeting With/Location
- Tap on the map to get walking directions to the building
- Scroll down for any important information



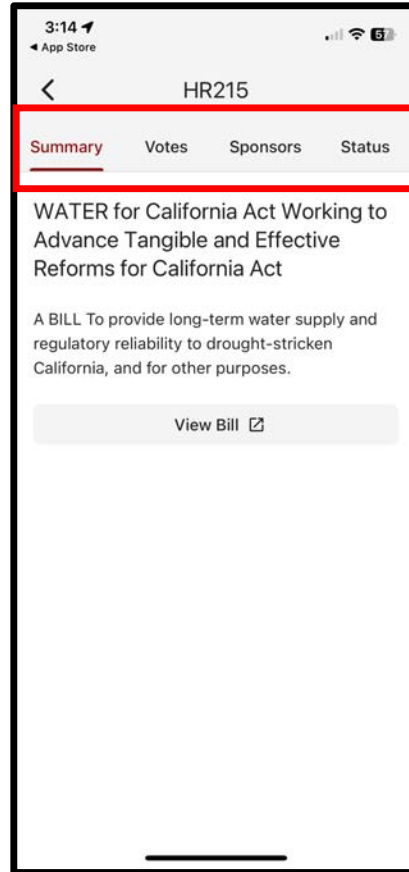
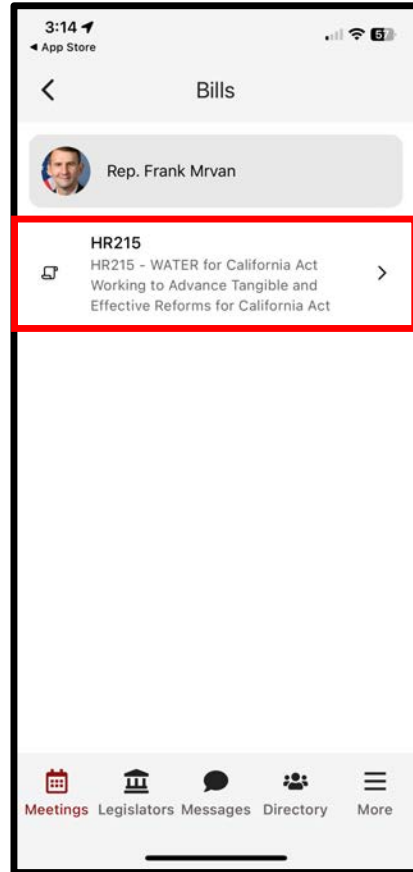
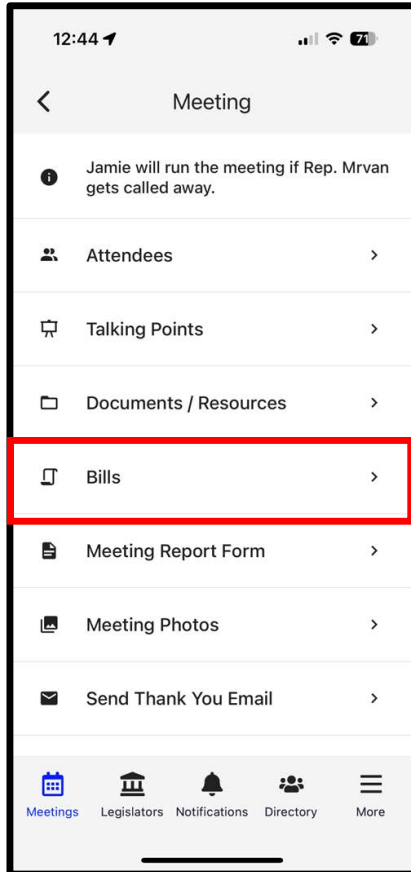
- Date/Time/Meeting With/Location
- Tap on the map to get walking directions to the building
- Scroll down for any important information
- Attendees in the meeting



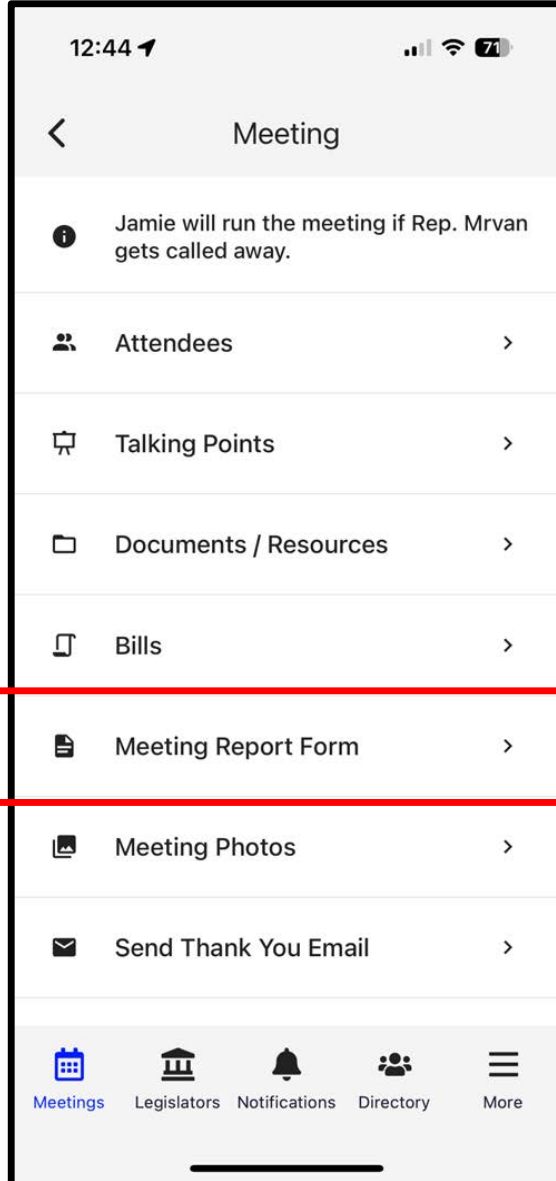
- Date/Time/Meeting With/Location
- Tap on the map to get walking directions to the building
- Scroll down for any important information
- Attendees in the meeting
- Talking points



- Date/Time/Meeting With/Location
- Tap on the map to get walking directions to the building
- Scroll down for any important information
- Attendees in the meeting
- Talking points
- Documents and resources



- Date/Time/Meeting With/Location
- Tap on the map to get walking directions to the building
- Scroll down for any important information
- Attendees in the meeting
- Talking points
- Documents and resources
- Bills



12:44

< Meeting

Jamie will run the meeting if Rep. Mrvan gets called away.

Attendees >

Talking Points >

Documents / Resources >

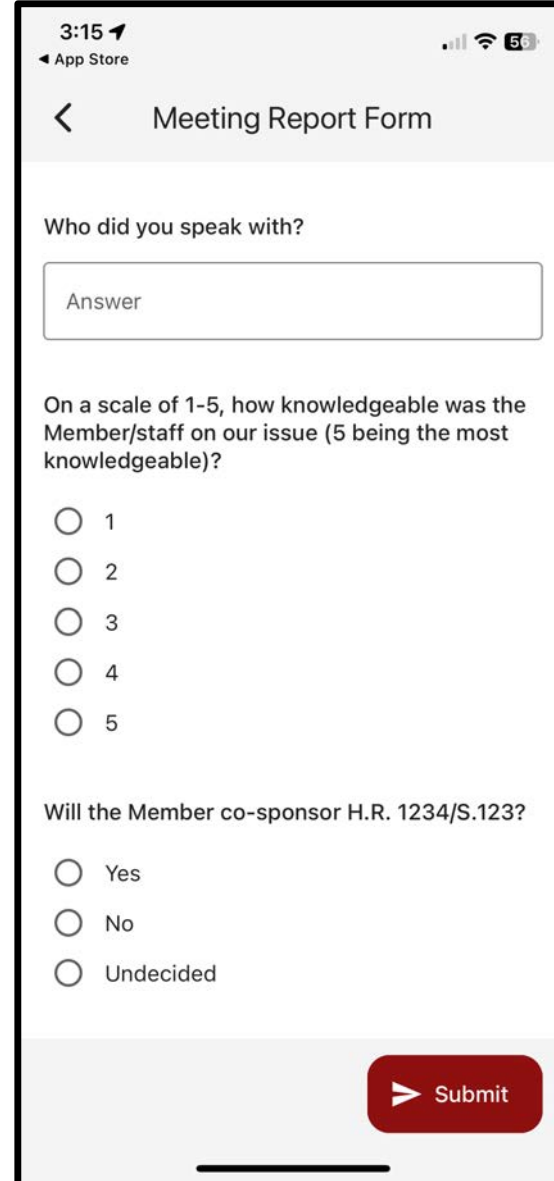
Bills >

Meeting Report Form >

Meeting Photos >

Send Thank You Email >

Meetings Legislators Notifications Directory More



3:15

< App Store Meeting Report Form

Who did you speak with?

Answer

On a scale of 1-5, how knowledgeable was the Member/staff on our issue (5 being the most knowledgeable)?

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5

Will the Member co-sponsor H.R. 1234/S.123?

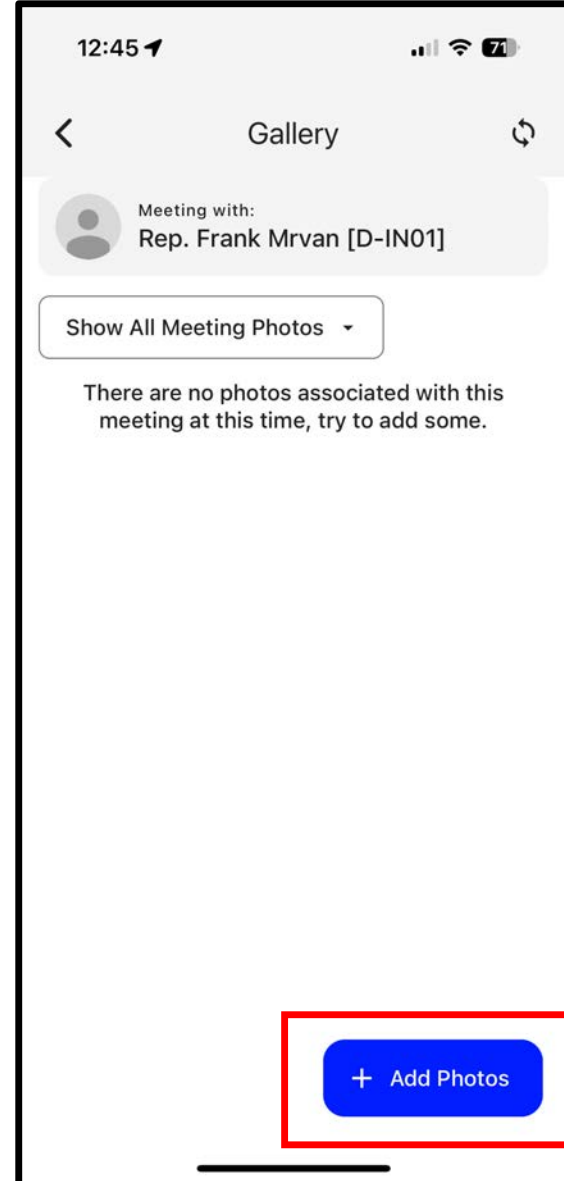
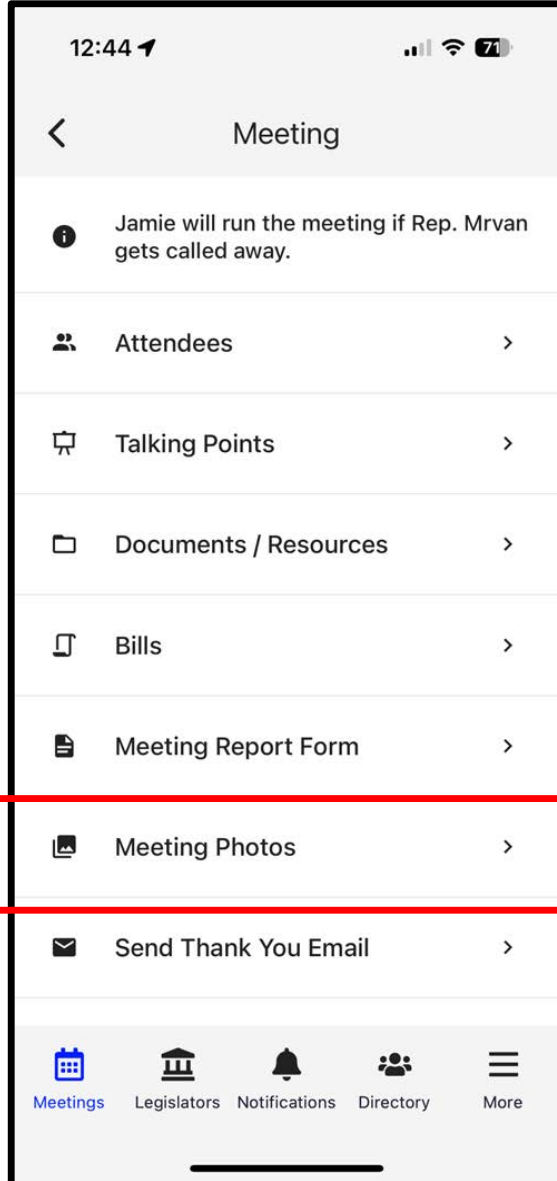
☐ Yes

☐ No

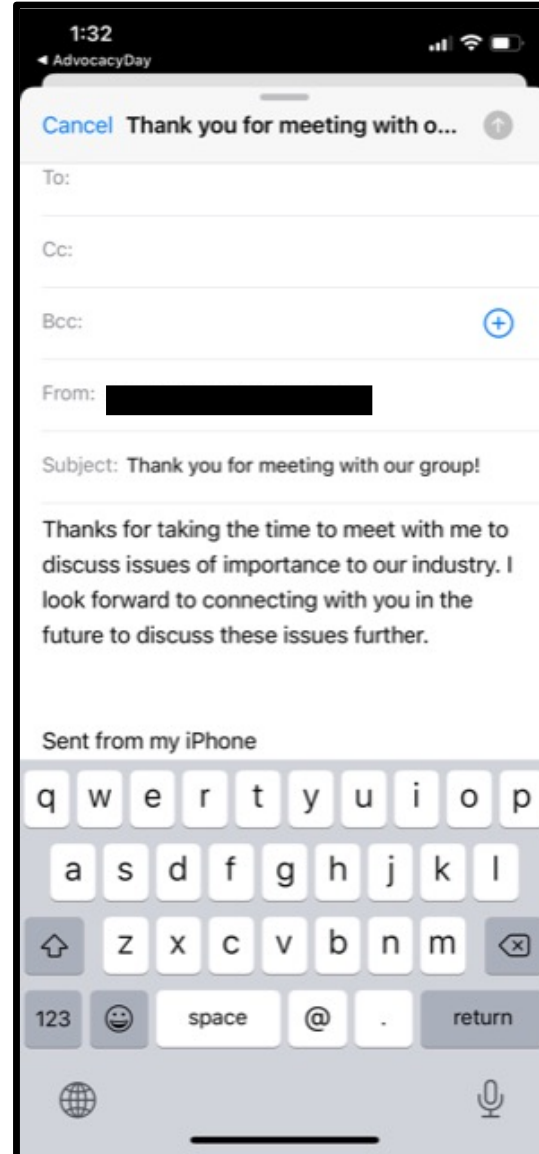
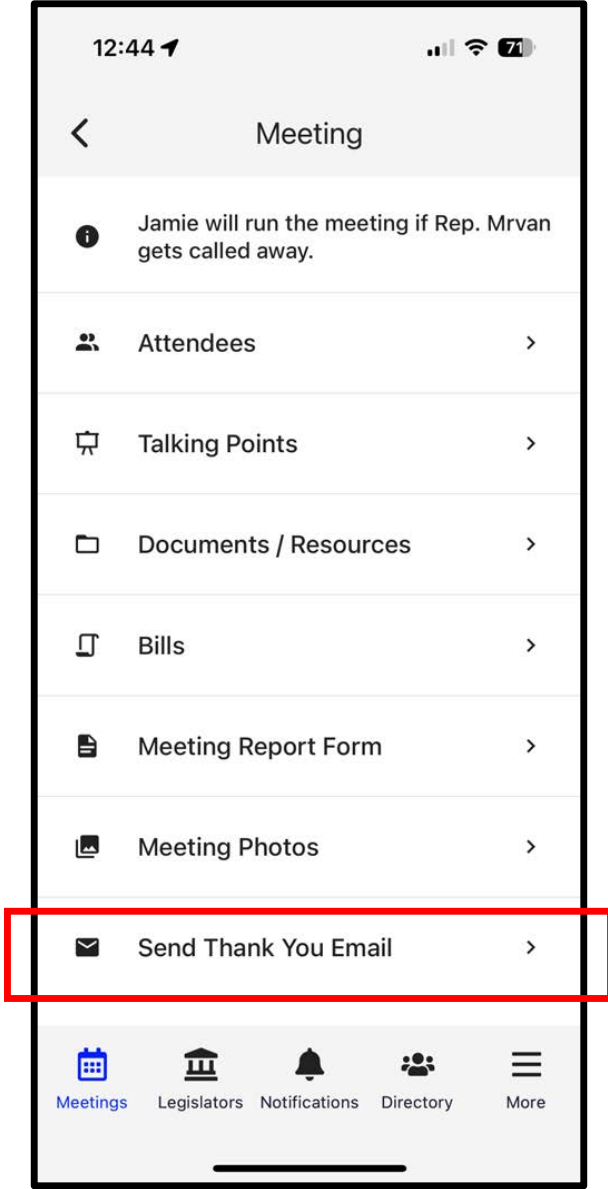
☐ Undecided

> Submit

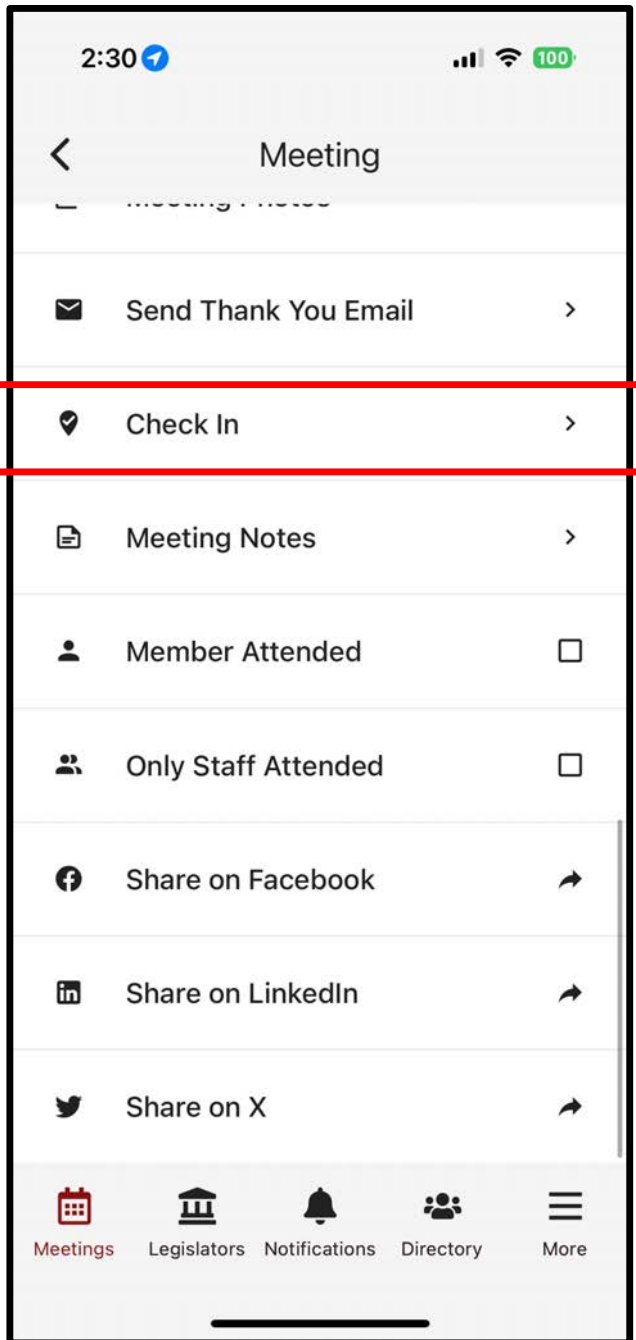
- Date/Time/Meeting With/Location
- Tap on the map to get walking directions to the building
- Scroll down for any important information
- Attendees in the meeting
- Talking points
- Documents and resources
- Bills
- Meeting report form



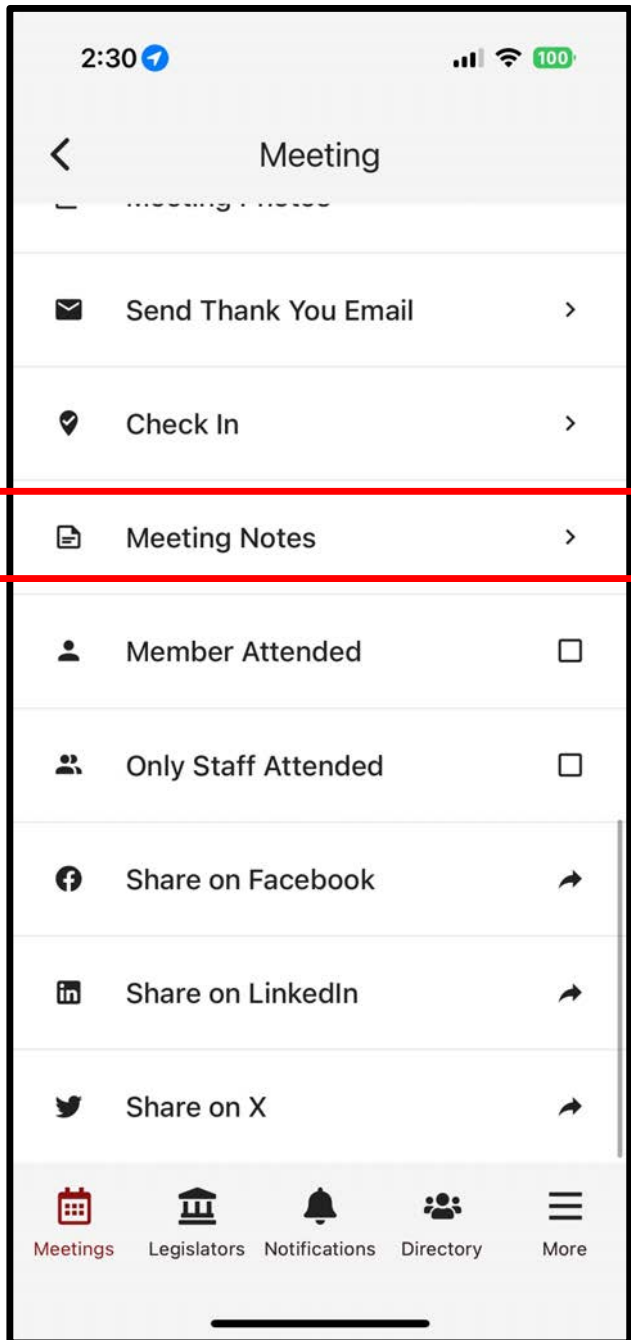
- Date/Time/Meeting With/Location
- Tap on the map to get walking directions to the building
- Scroll down for any important information
- Attendees in the meeting
- Talking points
- Documents and resources
- Bills
- Meeting report form
- Take or add photos from your meeting



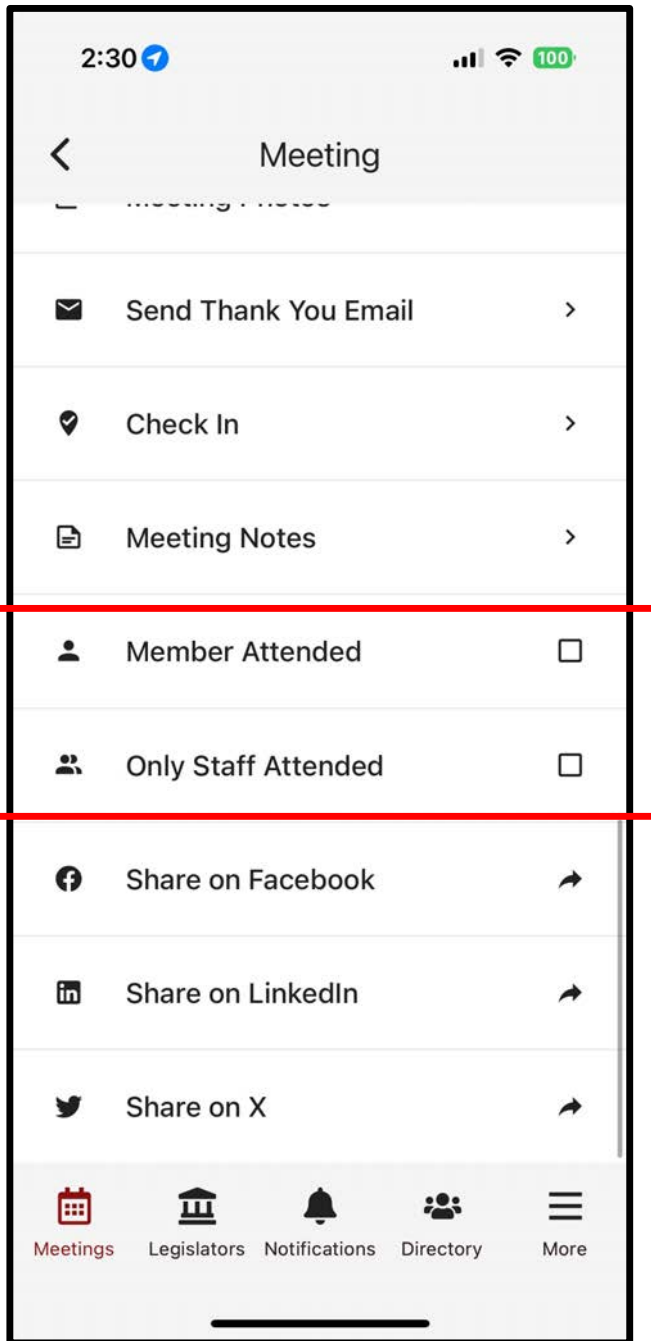
- Thank you email



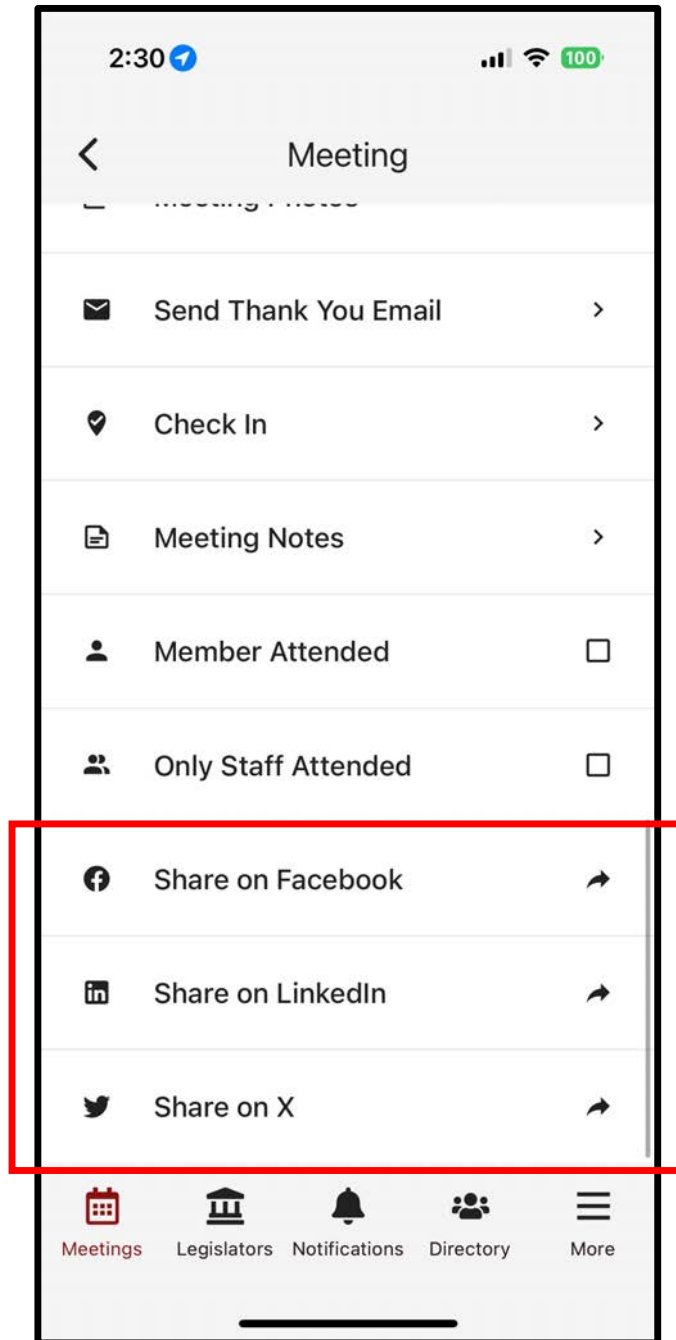
- Thank you email
- Check in to report attendance



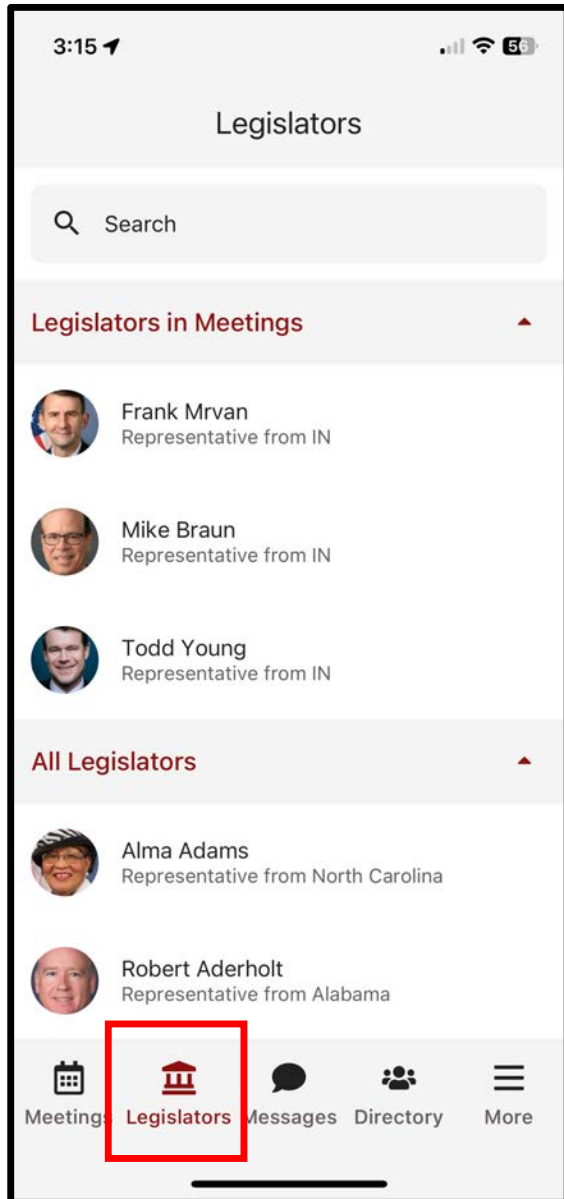
- Thank you email
- Check in to report attendance
- Take meeting notes



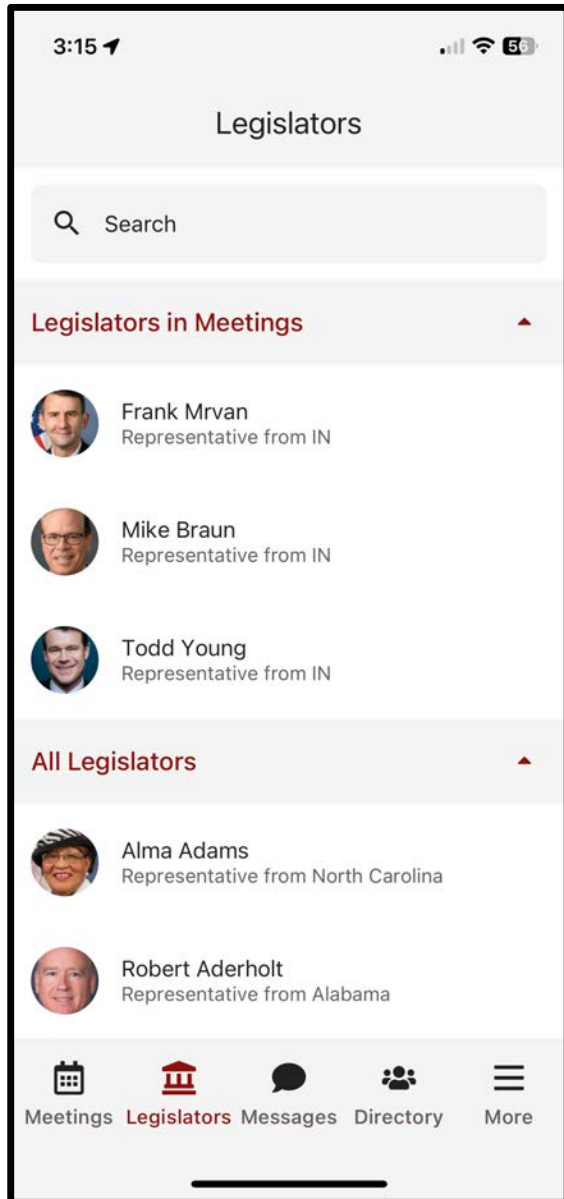
- Thank you email
- Check in to report attendance
- Take meeting notes
- Did the Member of Congress attend?



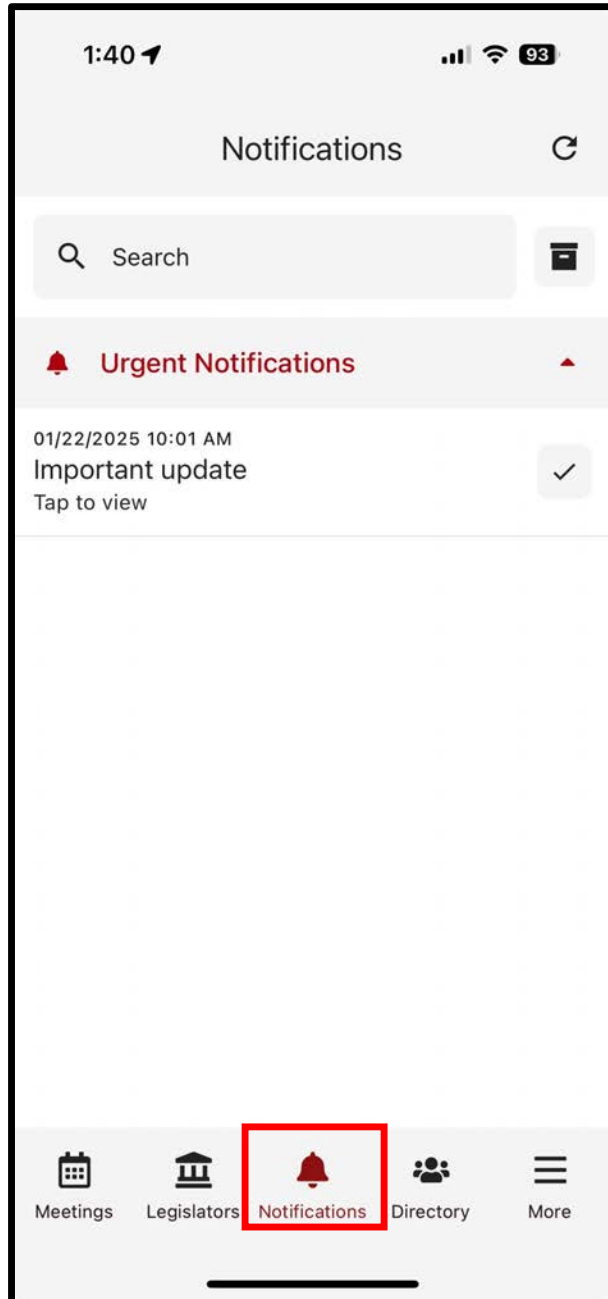
- Thank you email
- Check in to report attendance
- Take meeting notes
- Did the Member of Congress attend?
- Create a social media post



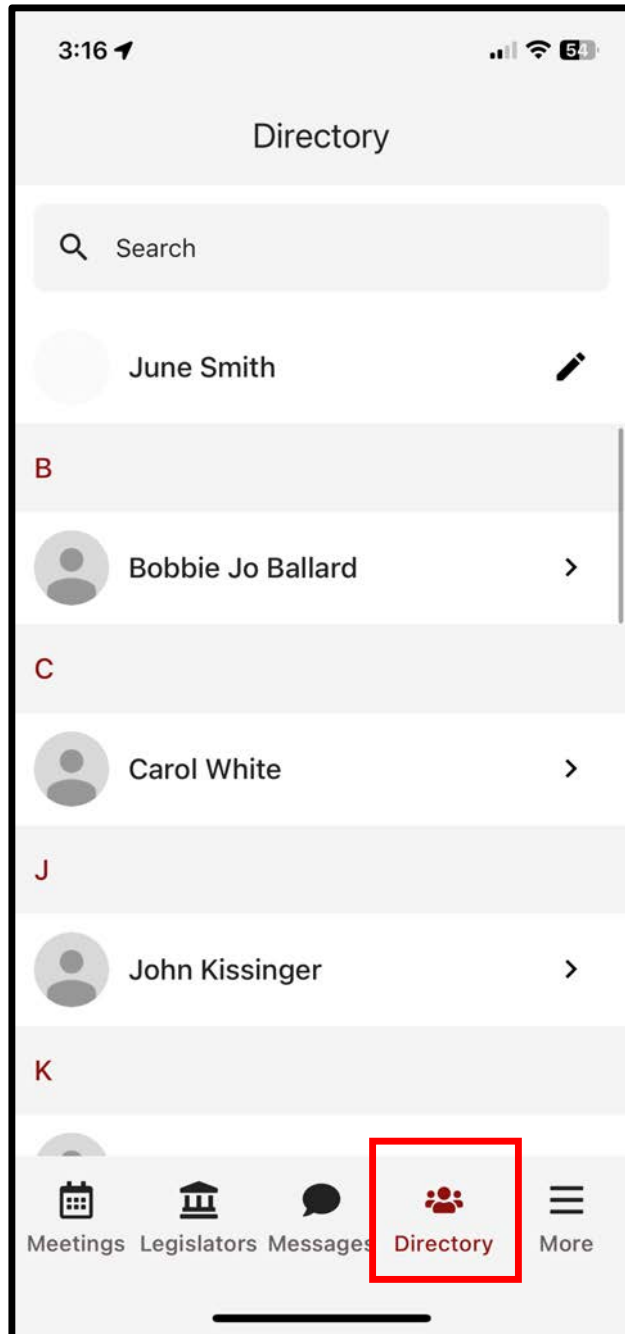
- Legislators tab, tap on each for a biography



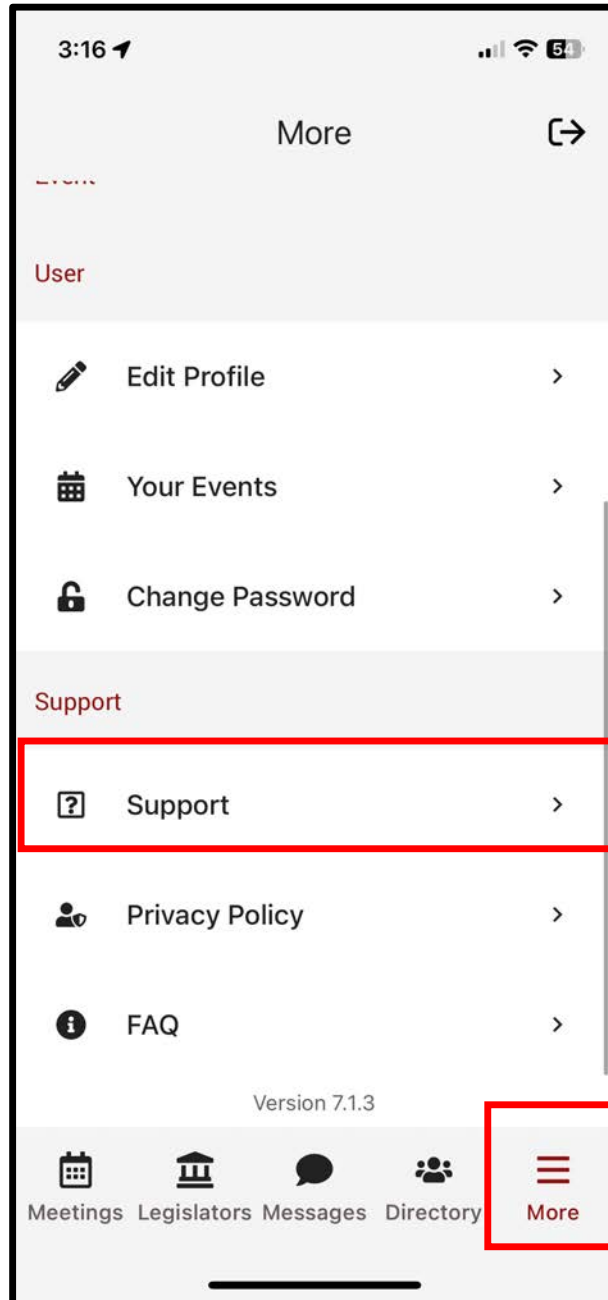
- Legislators tab, tap on each for a biography
- Relevant bills with voting record, committee assignments



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- **More tab for additional resources, importantly all SUPPORT and FAQs**



Relevant Information and Reminders

- Check your **SPAM/JUNK folder** to ensure you didn't miss the initial email (domain is @advocacyassociates.com)
- Give yourself **45 minutes** to get through security and navigate your way to the office
- There will be a help number listed in the **Support** tab to call if you need to get ahold of Advocacy Associates
- Meetings may last anywhere from **15-30 minutes**, prepare your pitch and talking points accordingly. **ASK** how much time the office has
- Any changes to your schedule the day of the event **will be sent to you via push notification and email**. Please be sure to check regularly throughout the day. Updates will also be flagged in the **Messages tab in your app**



AdvocacyDay App and Logistics Overview



WASHINGTON



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Aviation
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Maintenance