



P.O. BOX 234
JENKS, OK 74037

703.548.2030
ATEC@ATEC-AMT.ORG
ATEC-AMT.ORG

May 22, 2019

The Honorable Sherrod Brown
Member
United States Senate
503 Hart Senate Office Building
Washington DC 20510

The Honorable Richard Durbin
Member
United States Senate
711 Hart Senate Office Building
Washington DC 20510

The Honorable Margaret Wood Hassan
Member
United States Senate
324 Hart Senate Office Building
Washington DC 20510

Re: PROTECT Students Act of 2019 (S.867)

Senators Brown, Durbin and Hassan:

As representative of educational institutions that create and develop technical personnel for the aviation industry, this trade association respectfully submits this letter in opposition to the legislation you originally co-sponsored, referenced above. While we understand that the intent is to hold malicious proprietary institutions accountable for fraudulent practices, if enacted as written, the bill would have a catastrophic impact on industry growth, and thousands of current and future students pursuing careers in aerospace.

This trade association represents aviation maintenance technician schools (AMTS) around the United States. These schools are accredited state and private institutions that are also regulated by the Federal Aviation Administration (FAA) under Title 14 Code of Federal Regulations part 147. AMTS provide a pathway for individuals to qualify for an FAA aviation mechanic certificate, a license that provides an opportunity for high-paying and stable careers.

AMTS play a vital role in addressing one of the biggest threats to continued aviation industry growth: the availability of a diverse, qualified technical workforce. Recent reports indicate that a massive technical workforce shortage is fast approaching and is already having a negative

economic impact on our industry.¹ While efforts to grow the pipeline are underway, AMTS are not currently producing enough qualified individuals to meet projected demand.²

Twenty-three of the 171 FAA-certificated schools are proprietary institutions. While these schools only make up 13% of the AMTS population, they produce 25% of AMTS graduates within the United States—one out of every four aviation maintenance graduates are produced from tax-paying proprietary institutions. If enacted, S.867 would threaten the continued viability of these proprietary schools and negatively impact an estimated 1,000 student veterans currently enrolled in these schools.

Given the imminent workforce shortage, the aviation education community is acutely alert to any threat that could exacerbate an already precarious situation. Plainly speaking, if enacted, S.867 would create unattainable federal funding ratio requirements that would in turn threaten a quarter of the aviation mechanic student workforce pipeline.

We appreciate the opportunity to bring these unintended consequences to your attention and stand by to provide further information as needed.

Sincerely,



Crystal Maguire
Executive Director

cc: S.867 cosponsors:

Sen. Blumenthal, Richard [D-CT]
Sen. Harris, Kamala D. [D-CA]
Sen. Klobuchar, Amy [D-MN]
Sen. Murphy, Christopher [D-CT]
Sen. Merkley, Jeff [D-OR]
Sen. Warren, Elizabeth [D-MA]
Sen. Van Hollen, Chris [D-MD]
Sen. Schatz, Brian [D-HI]
Sen. Wyden, Ron [D-OR]

Sen. Baldwin, Tammy [D-WI]
Sen. Hirono, Mazie K. [D-HI]
Sen. Sanders, Bernard [I-VT]
Sen. Reed, Jack [D-RI]
Sen. Booker, Cory A. [D-NJ]
Sen. Duckworth, Tammy [D-IL]
Sen. Feinstein, Dianne [D-CA]
Sen. Markey, Edward J. [D-MA]

¹ Oliver Wyman, a technical consulting group, [forecasts](#) that demand for aviation maintenance technicians will outstrip supply by 2022. The Aeronautical Repair Station Association [estimates](#) the technician shortage is costing industry \$100 million per month.

² ATEC's [Pipeline Report](#) found that mechanics are retiring faster than they are being replaced. ATEC's model projects that the mechanic population will decrease 5% in the next 15 years. New entrants make up 2% of the population annually, while 30% of the workforce is at or near retirement age. Meanwhile, forecasts by the U.S. government and Boeing project a need for thousands of additional mechanics in the next 10-20 years.