



AABInternational Annual Meeting

Mission and Purpose

- Further aviation maintenance technician education
- Pursue good government through common sense regulation
- Provide a voice for aviation maintenance technician education on capitol hill, in the media and with government agencies

The Challenge

In the face of expanding global markets and increased demand for a highly skilled, government-certificated labor force, business must overcome the looming retirements of more experienced employees, skill gaps, regulatory limitations on training programs and, most importantly, data sources that are inadequately designed for defining the problem.

Workforce Crises Perspectives

- Boeing Current Market Outlook: between now and 2034, the aviation industry will need to supply more than 609,000 maintenance technicians
- Aeronautical Repair Station Association member survey: 67% will hire additional workers in the coming year, three-quarters of those report at least some difficulty finding qualified people
- AMT Magazine readership
 - 40% age 61 and over
 - 37% age 51 to 60
- ATEC members report out of four graduates (25 percent) do not pursue a career in aviation – 700 students from response group alone.

Government Perspective

[GAO Report 14-237](#): *“Data provide less support for a shortage of aircraft mechanics; while the occupation has had a low unemployment rate, both employment and earnings have stayed about the same, suggesting that demand for this occupation has not outstripped supply.”*

POLICY SOLUTIONS FOR A
**STRONGER TECHNICAL
WORKFORCE**

THE COLLEGE OF WILLIAM & MARY
THOMAS JEFFERSON PROGRAM IN PUBLIC POLICY
WILLIAMSBURG, VIRGINIA

2014



- Completed December 2014 and [released February 2015](#)
- U.S. wages relatively flat (2008-2013)
- Despite the rising completion rates, a larger share of the existing workforce is retiring, thus the replacement rate is insufficient to meet employment demand
- Focus on regional and community engagement
- No conclusive evidence of a shortage in any region. Right back where the GAO left off. Why?
 - Aging workforce hasn't yet begun to fulfill the retirement promise (but it's looming)
 - Industry competition constraining wages
 - Inaccurate, unreliable, incorrectly constructed data sources

Need to Define the Workforce

- Currently, all maintenance technicians (except for avionics) all fall into single “detailed occupation” under the standard occupational classification (SOC)
- No differentiation for certification level, authority or responsibilities
- All government statistical agencies (including BLS and GAO) rely on these classifications
- Lead coalition that [submitted comments](#) to SOC Policy Committee; awaiting second round of comments solicitation

Local Engagement

- Provide resources to develop local pipelines
 - [AAR partnership with Spartan College in Oklahoma](#)
 - [Textron “Top Hawk” aviation partnerships](#)
 - [North Carolina’s “Aviation Triad”](#)
- Push the agency to encourage dual enrollment programs so certificated schools can partner with local high schools to recruit students to the industry
- Connect industry and educational institutions
 - [Graduate portal](#): Includes institution information including number of expected graduates and career development contact
 - [Washington Fly-In](#), Sept. 8-9, 2016
 - [2017 Annual Conference](#) scheduled for April 1-3, 2017 in Seattle

Regulatory Initiatives

- [Part 147 Rulemaking](#)
 - The regulations governing the operations and curriculum of AMTS have been largely unchanged since the 1970s
 - ATEC submitted AMTS-focused comments and supplemental comments
 - Lead aviation industry coalition in submission of comments supporting competency-based rule
 - Solicited support from STEM Coalition, which submitted separate comments in support of ATEC efforts
- Representatives participating on FAA/industry [ACS working group](#) to address shortcomings in mechanic testing
- [ARSA and ATEC submitted joint re-write in Dec., 2015](#) of the FAA Advisory Circular 65-30B “Overview of the Aviation Maintenance Profession”

Legislative Activities

- Got Reps Rice (S.C.) and Bridenstine (Okla.) to [send letter](#) urging FAA to make Part 147 rule change a “highest priority”
- Supporting education-community efforts to force action on [Perkins reauthorization](#)
- Through STEM Coalition, supported inclusion of STEM and technical training priorities in [“Every Student Succeeds Act”](#)

Publicity and Partnerships

- ATEC monthly newsletter ([subscribe here](#))
- Regular contributor to [AMT magazine](#)
- [Aerospace Maintenance Competition](#)
- [STEM Education Coalition](#)
- Exchange memberships with AABI and others

The main logo for the Aviation Technician Education Council (ATEC) is centered on the page. It features the letters "ATEC" in a bold, stylized, sans-serif font. The letters are dark blue with a white outline. The "A" and "E" have horizontal wings extending from their top and bottom respectively, giving the logo a sense of motion and aviation.

Aviation Technician Education Council

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