**Sinclair Community College**

**Continuous Improvement Annual Update 2013-14**

**Please submit to your dean and the Provost’s Office no later than Oct. 1, 2013**

**Department:** 0574 – Aviation Technology

Year of Last Program Review: FY 2007-2008

Year of Next Program Review: FY 2014-2015

**Section I: Department Trend Data, Interpretation, and Analysis**

**Degree and Certificate Completion Trend Data – OVERALL SUMMARY**

Please provide an interpretation and analysis of the Degree and Certificate Completion Trend Data (Raw Data is located in Appendix A*): i.e. What trends do you see in the above data? Are there internal or external factors that account for these trends? What are the implications for the department? What actions have the department taken that have influenced these trends? What strategies will the department implement as a result of this data?*

The trend is the consistency in the totals year to year, though the number of students who finish each program differs from year to year. Enrollment in our programs almost seems to be "faddish," although admittedly that observation is anecdotal. We encourage our students, especially those in our professional pilot and aviation technology degree programs, to consider additional class work to obtain their aircraft dispatcher certification through our dispatcher certificate program. For the professional pilot students, this gives them a fall-back option were they to lose their FAA medical certification because of injury or illness. Several in our aviation technology degree program are planning their electives to include the UAS courses required for that certificate program. As I observed in past reports, our Professional Pilot program (APPAO.AAS) is a very expensive program, and many who start are unable to finish because of a lack of funding. We continue to see some of these students transition to our Aviation Technology program (AVIAT.AAS) just so they can earn a degree. At the same time, though, we currently have a growing cadre of Professional Pilot students on their way who seem to be dedicated and who appear to have their funding in hand, including several active duty and veteran military members taking advantage of their GI Bill funding. It is a long, difficult program, driven by skills-based flight training and factors out of the students' control, such as weather delays, scheduling, and aircraft maintenance issues, all of which conspire against the students' completing the program in the prescribed time frame. In the end, this skews the completion numbers. As we have seen in the past, some of those who switched their degree programs will later finish their flight training once funding becomes available, but they never show up in the graduation numbers.

To reiterate last year's report, our Aviation Maintenance students either refuse to declare a program, or they will take only the classes they need to earn the time required by the Federal Aviation Administration (FAA) to be able to test for their FAA maintenance certificates. Additionally, the maintenance program's location at the MVCTC (15 miles from the Sinclair campus) and the fact that all of our maintenance classes are night and weekend classes discourage some of our students from taking the remainder of the classes (non-aviation) required to finish their degrees. However, we are encouraged by the increase in student population and in what appears to be a trend toward completion of the maintenance certificates as a result of the semester conversion which brought order and discipline to the Aviation Maintenance Technology (AVIAO.AAS) program. We are strongly encouraging them to take the non-aviation courses to complete their maintenance degree program.

The department's Aircraft Dispatcher program (ADSP.STC) saw a significant uptick in graduates from three the year the before to seven this past year. Our flight attendant program (AFAS.STC) continues to be a popular program and is holding steady. It was included in one of the tourism programs, and we are interested to see how that impacts the numbers. The UAS certificate program (UAS.STC) is undergoing major course revision as we work to meet the needs of the industry and our students. This revision will force a delay in our students' completion of the program. In the meantime, we are seeing a consistent growth in the program with a current enrollment of around 20 in our baseline UAS courses.

**Course Success Trend Data – OVERALL SUMMARY**

Please provide an interpretation and analysis of the Course Success Trend Data (Raw Data is located in Appendix A). Looking at the success rate data provided in the Appendix for each course, please discuss trends for high enrollment courses, courses used extensively by other departments, and courses where there have been substantial changes in success.

To have an average departmental success rate of 83.1% where programs are as diverse as ours and with courses that are as technically challenging as these reflects extremely well on the hard work and perseverence of our students and on the skill and knowledge of our instructors who have years of industry and teaching experience to bring to the classroom.

Please provide any additional data and analysis that illustrates what is going on in the department (examples might include accreditation data, program data, benchmark data from national exams, course sequence completion, retention, demographic data, data on placement of graduates, graduate survey data, etc.)

Three of our aviation maintenance graduates were hired during the reporting period, one at a general aviation maintenance facility and two at PSA Airlines. Five aircraft dispatcher graduates were hired by three different companies, and two pilot students were hired by an airline and an aerial survey company. A major change in FAA rules will have a major impact on our pilot graduates' moving quickly into Part 121 operations. Those new rules now require a pilot to possess an Airline Transport Pilot (ATP) certification (1,500 hours of various types of flight experience) before he or she can fly as a Federal Aviation Regulations (FAR) Part 121 (scheduled airlines) first officer (copilot). However, those rules also accommodate graduates of two- and four-year aviation degree programs with a reduction of 250 to 500 hours of aeronautical experience in the requirements for the ATP. Before the rules change, a pilot could be hired with 250-300 flight hours. Now, more than ever before, our graduates will be seeking employment as flight instructors or with companies who do not fly passengers under Part 121 or otherwise do not conduct Part 121 operations.

**Section II: Progress Since the Most Recent Review**

Below are the goals from Section IV part E of your last Program Review Self-Study. Describe progress or changes made toward meeting each goal over the last year.

|  |  |  |
| --- | --- | --- |
| **GOALS** | **Status** | **Progress or Rationale for No Longer Applicable** |
| Expand pilot training to better meet industry demand for new pilots | In progress  Completed  No longer applicable | Faculty have developed two new courses to prepare student pilots for testing by the FAA for their ATP certification . |
| Find the right formula for satisfying the extremely high demand for Flight Attendants | In progress  Completed  No longer applicable | The department continues to seek students through networking and word-of-mouth. Our part-time instructor is an active flight attendant with a major airline, and as such is a valuable recruiting source. We have partnered with the Hospitality Management department to make this program a part of their tourism certificate program. |
| Publicize the Flight Dispatcher program to attract more candidates to this "hidden profession" | In progress  Completed  No longer applicable | This is an on-going challenge. Since we are not allowed to advertise, we "publicize" the program more by word-of-mouth than anything. We are mentioned in trade journals from time to time, but more in passing than direct advertising. We revamped our Dispatcher program from three to two semesters and to give it more "meat" in an attempt to make our students more marketable as we attempt to meet the increasing demand. In addition, we constantly recruit students through industry job fairs, high school career fairs and college days, message boards, networks, and other outreach events such as the Vectren Dayton Airshow. |
| Relocate the Aircraft Maintenance program into the Wright Airplane Factories to double or triple its enrollment. | In progress  Completed  No longer applicable | To relocate our aviation maintenance program to a more accessible and stand-alone facility is still a long-standing desire. However, the likelihood of moving into the Wright Airplane Factory buildings has become improbable. However, we are continuing to pursue other venues. |
| Closely track industry developments and quickly change to provide appropriate training. Recent examples are: composite materials for aircraft structures; "glass" cockpit instrumentation vs. old electromechanical gauges; changes in FAA licensure to streamline pilot training; changes in air traffic control from ground-based analog radar to space-based digital satelite systems such as GPS | In progress  Completed  No longer applicable | This will never change. The most recent evidence of this effort is the aforementioned course development for ATP training for pilots. With the FAA's recognition of the value of aviation degree programs in the training and professional development of our student pilots, it behooves us in this department to be ever vigilant to stay at least abreast of industry changes. This means being ready and willing to make changes to curriculum and to spend the money necessary for equipment upgrades.  Last year we mentioned the FAA is considering dropping the 1,900+ hour training requirement for aviation maintenance students to 1,500 hours, and that is still the case. When that happens (FAA moves at a glacial pace) - possibly next year - we will revise our Aviation Maintenance program to reflect that change in a reduction in the number of credit hours and hence a reduction in the amount of time required for completion.  It is important to note here that the prospect for pilot and mechanic jobs over the next 20 years is encouraging. According to Boeing's 2013 annual Pilot and Technician Outlook report, there will be a worldwide demand for 498,000 new commercial airline pilots and 556,000 new maintenance technicians. In North America alone the projected demand is for 85,700 pilots and 97,900 maintenance technicians. That means we have a big job to do, and our plan is to do all we can to meet that need through constant surveillance of industry demand and our readiness to make whatever changes are necessary to our programs. |

Below are the Recommendations for Action made by the review team. Describe the progress or changes made toward meeting each recommendation over the last year.

|  |  |  |
| --- | --- | --- |
| **RECOMMENDATIONS** | **Status** | **Progress or Rationale for No Longer Applicable** |
| Document program learning outcomes for each program within the department and evidence of student learning within each program. | In progress  Completed  No longer applicable | We said in last year's report that learning objectives are defined before a program is implemented, and that certainly has not changed. Our students' success rates as discussed above continues to evidence successful student learning in our programs. |
| Incorporate formative assessment throughout the program to provide more information about students’ progressive mastery of key concepts and skills. Identify reasons for attrition and develop strategies to improve retention. | In progress  Completed  No longer applicable | Students' progressive mastery of key concepts and skills is tracked in every course through written, oral, and practical examinations (especially those courses prescribed by the FAA), written assignments, and oral presentations. Thankfully, we do not have a high attrition rate. The biggest attrition continues to be in our Professional Pilot program, but that has more to do with money than anything else. We do all we can through individual counselling and mentoring, which we do regularly, to improve retention. |
| Evaluate the scope of programs the department is offering in light of available resources. Although the quantity and quality of work accomplished by this relatively small department is quite impressive, sustaining the growing workload evident in recent years may not be feasible. | In progress  Completed  No longer applicable | The workload is high, but whose isn't? We have capable full-time and adjunct faculty and professional and part-time staff who do an excellent job maintaining the teaching load of our programs. We have hired new adjunct professors on the non-maintenance side of the department and are constantly on the search for additional adjuncts for our maintenance program to support that increasing population of students. |
| Evaluate the viability of the flight attendant program in its present form. Explore whether a continuing education versus credit model is more appropriate and whether a blend of online and face-to-face instruction may better meet the needs of prospective students and employers. | In progress  Completed  No longer applicable | Our students appreciate the fact they can earn college credit for their four courses. On-line instruction is not feasible because the instructor of three of the four courses currently being taught is an active flight attendant himself, and his flying schedule, for which he must compete each month with his fellow flight attendants, dictates his teaching schedule. Until something drastically changes for the worse, we will continue to offer the program as it stands. To date we have met the needs of prospective employers with a majority of our students having been hired. |
| Track graduates and their success in employment and further study. | In progress  Completed  No longer applicable | We do all we can to track our graduates. We are aware of those who have been hired (mentioned above) and of the several who have transferred to four year baccalaureate degree programs (especially Embry Riddle Aeronautical University), but our tracking process is only as good as the information the graduates choose to communicate to us. |

**Section III: Assessment of General Education & Degree Program Outcomes**

The Program Outcomes for the degrees are listed below. **All program outcomes must be assessed at least once during the 5 year Program Review cycle, and assessment of program outcomes must occur each year**.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **General Education Outcomes** | To which degree(s) is this program outcome related? | Year assessed or to be assessed. | Assessment Methods  Used | What were the assessment results?  (Please provide brief summary data) |
| Critical Thinking/Problem Solving | | All programs | **2012-2013** | Oral, written, and practical examinations; writing assignments, oral presentations, case studies | average course success rate 88.7% over the FY2012-13 |
| Values/Citizenship/Community | | All programs | **2013-2014** |  |  |
| Computer Literacy | | All programs | **2014-2015** |  |  |
| Information Literacy | | All programs | **2015-2016** |  |  |
| Oral Communication | | All programs | **2016-2017** |  |  |
| Written Communication | | All programs | **2016-2017** |  |  |
|  | |  |  |  |  |
| **Program Outcomes** | | To which course(s) is this program outcome related? | Year assessed or to be assessed. | Assessment Methods  Used | What were the assessment results?  (Please provide brief summary data) |
| A basic knowledge and operation of aircraft electrical power production and distribution systems; basic knowledge of wiring diagrams, load analysis/math, repair and troubleshooting. | | AVT 1113,  AVT 2122, AVT 2132, AVT 1133, AVT 1131, AVT 1106,  AVT 1218, SCC 1101, MAT 1110, PHY 1106, PHY 1107 |  | written exams, oral exams, practical exams, lab worksheets | average course success rate 84.1% over FY2012-13 for AVT 1113, 2132, 1131, and 1106 |
| An understanding of federal and international regulations governing aircraft maintenance and documentation requirements as they relate to each area of expertise, weight and balance requirements, and ground operations and servicing of the aircraft. | | AVT 1116, AVT 1118,  AVT 1107,  AVT 1133,  AVT 2132,  AVT 2143, AVT 2237,  ENG 1101, MET 1131, COM 2211, Arts/Hum Elective |  | written exams, oral exams, practical exams, lab worksheets | average course success rate 84.5% over FY2012-13 for AVT 1116, 1118, 1107, 2132, and 2237 |
| A basic knowledge of the composition of materials, the forming of metallic and non-metallic structures used in aircraft construction, repair, materials and processes, corrosion control, inspection methods of those materials and proper rigging. | | AVT 1135,  AVT 1213,  AVT 1136,  AVT 2236,  AVT 2237, AVT 1121 |  | written exams, oral exams, practical exams, lab worksheets | average course success rate 91.9% over FY2012-13 for AVT 1135, 1213, 1136, and 2237 |
| The ability to operate, inspect, repair and service critical safety and utility systems of the aircraft such as fuel and atmospheric systems. | | AVT 1106,  AVT 1107  AVT 1218,  AVT 1214 |  | written exams, oral exams, practical exams, lab worksheets | average course success rate 88.8% over FY2012-13 for AVT 1106, 1107, and 1214 |
| The required operation, inspection, troubleshooting, repair, and updating of instruments, communications, navigation, and automatic dependent broadcast systems and in-flight passenger systems | | AVT 1133,  AVT 2132,  AVT 1214,  AVT 1218 |  | written exams, oral exams, practical exams, lab worksheets | average course success rate 88.0% over FY2012-13 for AVT 2132 and 1214 |
| A basic knowledge of the materials, parts and processes of the reciprocating engine in developing power, components of the reciprocating engines and their preventive maintenance, maintenance and airworthiness inspections. | | AVT 1131,  AVT 1135,  AVT 1118,  AVT 1128,  AVT 2138,  AVT 2122, AVT 2126, AVT 2237 |  | written exams, oral exams, practical exams, lab worksheets | average course success rate 84.3% over FY2012-13 for AVT 1131, 1135, 1118, 1128, and 2237 |
| A basic knowledge of the composition of materials, forming of metallic and non-metallic structures used in aircraft construction, repair, materials and processes, corrosion control, inspection methods of those materials and proper rigging. | | AVT 2126,  AVT 1128,  AVT 1213,  AVT 2138, AVT 1135 |  | written exams, oral exams, practical exams, lab worksheets | average course success rate 88.4% over FY2012-13 for AVT 1128, 1213, and 1135 |
| The inspection and overhaul of propeller and component systems for reciprocating engines. | | AVT 2129,  AVT 2122,  AVT 2237 |  | written exams, oral exams, practical exams, lab worksheets | average course success rate 80.0% over FY2012-13 for AVT 2237 |
| The operation, inspection, troubleshooting, repair, safety systems, electrical systems, installation of turbine engines, components and documentation. | | AVT 2219,  AVT 2139,  AVT 2122 |  | written exams, oral exams, practical exams, lab worksheets | average course success rate 94.5% over FY2012-13 for AVT 2219 and 2139 |
| The required operation before overhaul, teardown, buildup, overhaul, inspection, installation of turbine engine or components and documentation. | | AVT 2219,  AVT 2139,  AVT 2122,  AVT 2143 |  | written exams, oral exams, practical exams, lab worksheets | average course success rate 94.5% over FY2012-13 for AVT 2219 and 2139 |
| Apply aviation theory, business and leadership principles to serve in the capacity of an aviation business professional in airline and corporate operations, engineering and manufacturing. | | AVT 1119 AVT 1140 AVT 1141  AVT 2242  AVT Lower and Upper Level Electives  ENG 1101  MAT 1470  MAT 1570  PHY 1411  MET 1201  ECO 2160 |  | written exams, writing assignments, oral presentations, case studies | average course success rate 78.4% over FY2012-13 for AVT 1119, 1140, 1141, and 2242 |
| Exemplify a high standard of ethical and professional behavior. | | AVT 1105  AVT 1140  AVT 2125  AVT 1141  AVT 1245  AVT 2700  AVT Lower and Upper Level Electives  SCC 1101  COM 2206 |  | written exams, writing assignments, oral presentations, case studies | average course success rate 85.8% over FY2012-13 for AVT 1105, 1140, 1141, 1245, and 2700 |
| Demonstrate a thorough knowledge of Federal Aviation Regulations and their application in aviation business operations. | | AVT 1140  AVT 2146  AVT 2240  AVT 2242  AVT Lower and Upper Level Electives |  | written exams, writing assignments, oral presentations, case studies | average course success rate 78.8% over FY2012-13 for AVT 1140, 2146, 2240, and 2242 |
| Comprehend and apply aviation theory, business and leadership principles to serve in the capacity of a professional pilot in airline and corporate operations. | | AVT 1110 AVT 1124 AVT 1170  AVT 1224  AVT 2250  AVT 2263  AVT 2266  AVT 2258  AVT 2269  AVT 1119  AVT 1254  AVT 2211  AVT 2247  ENG 1101  MAT 1470  MAT 1570  PHY 1141  MET 1201 |  | written exams, writing assignments, oral presentations, oral exams, practical exams | average course success rate 86.5% over FY2012-13 for AVT 1110, 1170, 1224, 2250, 2263, 2266, 2269, 1119, 1254, 2211, and 2247 |
| Demonstrate a thorough knowledge of aviation standards and their application acting as a professional pilot in aviation business operations. | | AVT 1241  AVT 2240  AVT 2242  AVT 2146  ENG 1101  MET 1201 |  | written exams, writing assignments, oral presentations, case studies | average course success rate 73.8% over FY2012-13 for AVT 1241, 2240, 2242, and 2146 |

**General Education Outcomes**

1. Are changes planned as a result of the assessment of general education outcomes? If so, what are those changes?

To repeat what I wrote last year, we are not planning any changes because the changes that are necessary are out of the scope of the Aviation Technology Department. What I mean by that is many of the students we have entering our programs are poorly prepared for the writing and oral assignments. Our instructors are continually frustrated by this fact, knowing there is not a thing we can do about it other than teaching and stressing the importance of these skills. Some of our instructors go so far as to enlist the aid of the Writing Center by making a visit to the Center mandatory for have writing assignments reviewed. We will continue to stress the importance of students’ ability to listen carefully and to communicate orally and in written form logically, clearly, and confidently.

1. How will you determine whether those changes had an impact?

**Program Outcomes**

1. Are changes planned as a result of the assessment of program outcomes? If so, what are those changes?

We are always critically assessing our programs since the value of our program outcomes is directly reflected in the success of our students, not only in the sphere of Sinclair but at the federal level as they successfully earn their FAA certifications as aircraft mechanics, professional pilots, and aircraft dispatchers. We dropped our Aircraft Dispatcher certificate program from three to two semesters after we understood how the extra semester adversely affected students' enthusiasm for the dispatcher craft and the enthusiasm of potential employers as they waited for candidates to fill vacant positions. We also are in the process of significantly revamping the UAS certificate program following exit interviews of our first cadre of UAS students, and after having consulted with several of our UAS industry partners. We have recently added two new aviation courses and are in the process of having two additional aviation courses as well as a sensors and avionics course developed by three newly recruited partners in the UAS industry.

1. How will you determine whether those changes had an impact?

Primarily how our graduates compete in the marketplace and with exit interviews.

**Improvement Efforts**

1. What were the results of changes that were planned in the last Annual Update? Are further changes needed based on these results?

Too early to know; changes still in process

1. Are there any other improvement efforts that have not been discussed in this Annual Update submission?

No

**APPENDIX – PROGRAM COMPLETION AND SUCCESS RATE DATA**

**Degree and Certificate Completion**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Division | Department | Department Name | Program | FY 07-08 | FY 08-09 | FY 09-10 | FY 10-11 | FY 11-12 | FY 12-13 |
| SME | 0574 | Aviation Technology | AAM.CRT | 3 | 1 | 2 | 5 | 2 | . |
| SME | 0574 | Aviation Technology | ADSP.S.STC | . | . | . | . | . | 3 |
| SME | 0574 | Aviation Technology | ADSP.STC | 5 | 10 | 10 | 10 | 3 | 4 |
| SME | 0574 | Aviation Technology | AFA.CRT | 2 | . | . | . | . | . |
| SME | 0574 | Aviation Technology | AFAS.S.STC | . | . | . | . | . | 10 |
| SME | 0574 | Aviation Technology | AFAS.STC | . | 3 | 9 | 10 | 19 | 1 |
| SME | 0574 | Aviation Technology | APPAO.AAS | 2 | 1 | 3 | 3 | . | 1 |
| SME | 0574 | Aviation Technology | AVIAO.AAS | . | 2 | 1 | . | . | 2 |
| SME | 0574 | Aviation Technology | AVIAO.S.AAS | . | . | . | . | . | 1 |
| SME | 0574 | Aviation Technology | AVIAT.AAS | 11 | 14 | 7 | 2 | 10 | 2 |
| SME | 0574 | Aviation Technology | AVIAT.S.AAS | . | . | . | . | . | 1 |
| SME | 0574 | Aviation Technology | EME.AAS | 1 | . | . | . | . | . |
| SME | 0574 | Aviation Technology | GAM.CRT | 2 | 1 | 1 | 1 | 2 | 2 |
| SME | 0574 | Aviation Technology | GAM.S.STC | . | . | . | . | . | 1 |
| SME | 0574 | Aviation Technology | PPAM.CRT | 4 | 3 | 7 | 5 | 2 | 4 |
| SME | 0574 | Aviation Technology | UAS.STC | . | . | . | . | . | 3 |

**Course Success Rates**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **Department** | **Department Name** | **Course** | **FY 07-08** | **FY 08-09** | **FY 09-10** | **FY 10-11** | **FY 11-12** | **FY 12-13** |
| 0574 | Aviation Technology | AVT-101 | . | . | . | . | 86.7% | . |
| 0574 | Aviation Technology | AVT-102 | . | . | 100.0% | 81.5% | 79.2% | . |
| 0574 | Aviation Technology | AVT-105 | 72.7% | 89.7% | 83.3% | 91.2% | 86.7% | . |
| 0574 | Aviation Technology | AVT-106 | 78.6% | . | 100.0% | 88.9% | . | . |
| 0574 | Aviation Technology | AVT-107 | 77.8% | . | 100.0% | 100.0% | . | . |
| 0574 | Aviation Technology | AVT-108 | 100.0% | . | 100.0% | 85.7% | . | . |
| 0574 | Aviation Technology | AVT-109 | . | . | 85.7% | . | 88.9% | . |
| 0574 | Aviation Technology | AVT-110 | 75.4% | 72.4% | 70.5% | 59.7% | 68.9% | . |
| 0574 | Aviation Technology | AVT-1101 | . | . | . | . | . | 56.0% |
| 0574 | Aviation Technology | AVT-1102 | . | . | . | . | . | 55.6% |
| 0574 | Aviation Technology | AVT-1105 | . | . | . | . | . | 60.6% |
| 0574 | Aviation Technology | AVT-1106 | . | . | . | . | . | 91.2% |
| 0574 | Aviation Technology | AVT-1107 | . | . | . | . | . | 86.7% |
| 0574 | Aviation Technology | AVT-111 | 70.2% | 78.7% | 81.3% | . | . | . |
| 0574 | Aviation Technology | AVT-1110 | . | . | . | . | . | 74.5% |
| 0574 | Aviation Technology | AVT-1113 | . | . | . | . | . | 72.7% |
| 0574 | Aviation Technology | AVT-1116 | . | . | . | . | . | 82.6% |
| 0574 | Aviation Technology | AVT-1118 | . | . | . | . | . | 85.7% |
| 0574 | Aviation Technology | AVT-1119 | . | . | . | . | . | 53.8% |
| 0574 | Aviation Technology | AVT-112 | 100.0% | . | 95.7% | 50.0% | 100.0% | . |
| 0574 | Aviation Technology | AVT-1124 | . | . | . | . | . | . |
| 0574 | Aviation Technology | AVT-1128 | . | . | . | . | . | 77.8% |
| 0574 | Aviation Technology | AVT-113 | 100.0% | 100.0% | 93.3% | . | 100.0% | . |
| 0574 | Aviation Technology | AVT-1131 | . | . | . | . | . | 84.8% |
| 0574 | Aviation Technology | AVT-1135 | . | . | . | . | . | 93.3% |
| 0574 | Aviation Technology | AVT-1136 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-114 | 100.0% | . | 95.8% | 75.0% | 92.3% | . |
| 0574 | Aviation Technology | AVT-1140 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-1141 | . | . | . | . | . | 92.9% |
| 0574 | Aviation Technology | AVT-1148 | . | . | . | . | . | 86.7% |
| 0574 | Aviation Technology | AVT-115 | . | 100.0% | 60.0% | 100.0% | 95.2% | . |
| 0574 | Aviation Technology | AVT-1151 | . | . | . | . | . | 88.2% |
| 0574 | Aviation Technology | AVT-116 | 100.0% | 100.0% | 95.0% | . | . | . |
| 0574 | Aviation Technology | AVT-117 | 100.0% | 95.2% | . | 100.0% | 87.5% | . |
| 0574 | Aviation Technology | AVT-1170 | . | . | . | . | . | 84.2% |
| 0574 | Aviation Technology | AVT-118 | 100.0% | . | 80.0% | 80.0% | 77.8% | . |
| 0574 | Aviation Technology | AVT-119 | 67.8% | 80.0% | 73.1% | 86.4% | 71.7% | . |
| 0574 | Aviation Technology | AVT-121 | . | 60.0% | . | 85.0% | . | . |
| 0574 | Aviation Technology | AVT-1213 | . | . | . | . | . | 94.1% |
| 0574 | Aviation Technology | AVT-1214 | . | . | . | . | . | 88.5% |
| 0574 | Aviation Technology | AVT-122 | 77.8% | 100.0% | 91.7% | 100.0% | 95.0% | . |
| 0574 | Aviation Technology | AVT-1224 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-124 | . | . | . | . | . | . |
| 0574 | Aviation Technology | AVT-1241 | . | . | . | . | . | 80.0% |
| 0574 | Aviation Technology | AVT-1245 | . | . | . | . | . | 92.3% |
| 0574 | Aviation Technology | AVT-1246 | . | . | . | . | . | 90.0% |
| 0574 | Aviation Technology | AVT-125 | 87.5% | 83.3% | 100.0% | 61.1% | 61.5% | . |
| 0574 | Aviation Technology | AVT-1254 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-126 | 100.0% | . | 90.0% | 100.0% | 100.0% | . |
| 0574 | Aviation Technology | AVT-127 | . | 94.4% | 100.0% | 100.0% | . | . |
| 0574 | Aviation Technology | AVT-128 | 100.0% | 100.0% | 100.0% | . | 88.9% | . |
| 0574 | Aviation Technology | AVT-129 | 100.0% | 100.0% | 100.0% | 80.0% | . | . |
| 0574 | Aviation Technology | AVT-131 | 66.7% | 70.0% | . | 100.0% | . | . |
| 0574 | Aviation Technology | AVT-132 | 100.0% | 100.0% | . | 90.0% | . | . |
| 0574 | Aviation Technology | AVT-133 | 94.7% | 92.3% | . | 100.0% | . | 100.0% |
| 0574 | Aviation Technology | AVT-134 | 100.0% | 100.0% | 100.0% | . | 95.0% | . |
| 0574 | Aviation Technology | AVT-135 | . | 91.7% | 88.9% | . | 87.5% | . |
| 0574 | Aviation Technology | AVT-136 | 94.4% | . | 89.5% | . | 100.0% | . |
| 0574 | Aviation Technology | AVT-137 | . | 95.0% | 100.0% | . | 100.0% | . |
| 0574 | Aviation Technology | AVT-138 | . | 90.5% | . | 100.0% | 62.5% | . |
| 0574 | Aviation Technology | AVT-139 | 87.5% | . | 90.9% | 80.0% | 91.7% | . |
| 0574 | Aviation Technology | AVT-140 | . | . | 85.7% | 91.7% | 100.0% | . |
| 0574 | Aviation Technology | AVT-141 | . | . | 100.0% | . | 100.0% | . |
| 0574 | Aviation Technology | AVT-143 | 92.3% | 100.0% | 84.6% | 91.7% | 85.0% | 83.3% |
| 0574 | Aviation Technology | AVT-146 | 91.2% | 83.3% | 66.7% | 74.5% | 73.3% | . |
| 0574 | Aviation Technology | AVT-148 | 87.5% | 100.0% | 64.7% | 84.0% | 81.8% | . |
| 0574 | Aviation Technology | AVT-149 | 83.3% | 88.9% | 100.0% | . | . | . |
| 0574 | Aviation Technology | AVT-150 | 87.2% | 72.1% | 82.0% | 78.8% | 78.3% | . |
| 0574 | Aviation Technology | AVT-151 | 62.5% | 75.0% | 93.3% | 77.8% | 87.5% | . |
| 0574 | Aviation Technology | AVT-152 | 100.0% | 91.7% | . | . | . | . |
| 0574 | Aviation Technology | AVT-157 | . | . | 93.3% | 95.8% | 83.3% | . |
| 0574 | Aviation Technology | AVT-158 | . | . | 75.0% | 90.0% | 81.8% | . |
| 0574 | Aviation Technology | AVT-159 | . | . | 60.0% | 100.0% | 100.0% | . |
| 0574 | Aviation Technology | AVT-160 | 78.6% | . | . | . | . | . |
| 0574 | Aviation Technology | AVT-161 | 86.1% | 85.7% | . | . | . | . |
| 0574 | Aviation Technology | AVT-162 | 75.0% | 91.7% | . | . | . | . |
| 0574 | Aviation Technology | AVT-163 | 96.3% | 97.2% | . | . | . | . |
| 0574 | Aviation Technology | AVT-164 | 89.5% | 94.3% | . | . | . | . |
| 0574 | Aviation Technology | AVT-165 | 86.5% | 91.2% | . | . | . | . |
| 0574 | Aviation Technology | AVT-166 | 33.3% | 71.4% | 85.7% | 78.6% | 83.3% | . |
| 0574 | Aviation Technology | AVT-167 | 86.0% | 87.1% | 88.2% | 90.9% | 71.4% | . |
| 0574 | Aviation Technology | AVT-168 | 33.3% | 71.4% | 85.7% | 78.6% | 66.7% | . |
| 0574 | Aviation Technology | AVT-170 | 60.0% | 80.6% | 63.6% | 87.5% | 73.3% | . |
| 0574 | Aviation Technology | AVT-205 | 100.0% | 100.0% | 87.5% | . | . | . |
| 0574 | Aviation Technology | AVT-206 | 80.0% | 100.0% | 90.9% | 100.0% | 100.0% | . |
| 0574 | Aviation Technology | AVT-211 | 90.0% | 71.9% | 91.7% | 80.0% | 90.9% | . |
| 0574 | Aviation Technology | AVT-213 | . | 91.7% | 85.7% | . | 100.0% | . |
| 0574 | Aviation Technology | AVT-2132 | . | . | . | . | . | 87.5% |
| 0574 | Aviation Technology | AVT-2139 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-214 | 92.9% | . | 88.9% | 100.0% | 94.1% | . |
| 0574 | Aviation Technology | AVT-2146 | . | . | . | . | . | 73.3% |
| 0574 | Aviation Technology | AVT-2157 | . | . | . | . | . | 90.9% |
| 0574 | Aviation Technology | AVT-2158 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-2159 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-2166 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-2167 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-2168 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-217 | . | 83.3% | 100.0% | 100.0% | 100.0% | . |
| 0574 | Aviation Technology | AVT-218 | . | . | 90.0% | . | 83.3% | . |
| 0574 | Aviation Technology | AVT-219 | 100.0% | 100.0% | 92.3% | 85.7% | . | . |
| 0574 | Aviation Technology | AVT-220 | 80.0% | . | . | . | . | . |
| 0574 | Aviation Technology | AVT-2211 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-2219 | . | . | . | . | . | 88.9% |
| 0574 | Aviation Technology | AVT-222 | 100.0% | . | 100.0% | 90.9% | 95.5% | . |
| 0574 | Aviation Technology | AVT-2237 | . | . | . | . | . | 80.0% |
| 0574 | Aviation Technology | AVT-224 | 100.0% | . | . | 100.0% | . | . |
| 0574 | Aviation Technology | AVT-2240 | . | . | . | . | . | 75.0% |
| 0574 | Aviation Technology | AVT-2242 | . | . | . | . | . | 66.7% |
| 0574 | Aviation Technology | AVT-2247 | . | . | . | . | . | 72.7% |
| 0574 | Aviation Technology | AVT-2250 | . | . | . | . | . | 66.7% |
| 0574 | Aviation Technology | AVT-226 | 100.0% | . | 90.9% | 100.0% | 100.0% | . |
| 0574 | Aviation Technology | AVT-2263 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-2266 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-2269 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-227 | . | 92.3% | 93.8% | . | . | 83.3% |
| 0574 | Aviation Technology | AVT-229 | . | 90.9% | . | 95.0% | . | 85.7% |
| 0574 | Aviation Technology | AVT-2297 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-231 | . | 100.0% | 90.0% | . | 90.5% | . |
| 0574 | Aviation Technology | AVT-232 | 100.0% | 100.0% | . | 90.9% | . | . |
| 0574 | Aviation Technology | AVT-234 | 100.0% | . | 90.9% | 93.3% | 100.0% | . |
| 0574 | Aviation Technology | AVT-236 | 88.2% | . | 88.9% | . | 100.0% | . |
| 0574 | Aviation Technology | AVT-237 | 93.8% | . | 94.1% | 71.4% | 100.0% | . |
| 0574 | Aviation Technology | AVT-239 | 100.0% | 100.0% | 83.3% | 72.7% | 100.0% | . |
| 0574 | Aviation Technology | AVT-240 | 88.9% | 78.6% | 95.2% | 89.5% | 75.0% | . |
| 0574 | Aviation Technology | AVT-241 | 100.0% | 100.0% | 71.4% | . | . | . |
| 0574 | Aviation Technology | AVT-242 | 80.0% | 84.2% | 91.3% | 72.0% | 93.8% | . |
| 0574 | Aviation Technology | AVT-245 | 91.3% | 85.7% | 100.0% | 91.7% | 90.9% | . |
| 0574 | Aviation Technology | AVT-246 | 100.0% | 86.4% | 94.4% | 91.3% | 68.4% | . |
| 0574 | Aviation Technology | AVT-247 | 100.0% | 86.7% | 100.0% | 75.0% | 85.7% | . |
| 0574 | Aviation Technology | AVT-250 | 100.0% | 100.0% | 72.7% | . | 83.3% | . |
| 0574 | Aviation Technology | AVT-251 | 100.0% | 87.5% | 80.0% | . | . | . |
| 0574 | Aviation Technology | AVT-254 | 94.1% | 94.1% | 100.0% | 100.0% | 100.0% | . |
| 0574 | Aviation Technology | AVT-255 | 100.0% | 100.0% | . | 100.0% | . | . |
| 0574 | Aviation Technology | AVT-258 | 92.9% | 75.0% | 100.0% | 100.0% | . | . |
| 0574 | Aviation Technology | AVT-263 | . | 50.0% | . | . | . | . |
| 0574 | Aviation Technology | AVT-266 | . | . | 100.0% | . | . | . |
| 0574 | Aviation Technology | AVT-269 | . | . | . | . | . | . |
| 0574 | Aviation Technology | AVT-270 | 95.5% | 87.5% | 100.0% | 100.0% | 91.7% | . |
| 0574 | Aviation Technology | AVT-2700 | . | . | . | . | . | 83.3% |
| 0574 | Aviation Technology | AVT-275 | 100.0% | . | . | . | . | . |
| 0574 | Aviation Technology | AVT-277 | . | . | 100.0% | . | . | . |
| 0574 | Aviation Technology | AVT-279 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-297 | 90.5% | 91.3% | 91.7% | 100.0% | 100.0% | . |
| 0574 | Aviation Technology | AVT-9117 | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-9127 | . | . | . | . | . | 100.0% |