**Sinclair Community College**

**Continuous Improvement Annual Update 2014-15**

**Please submit to your Division Assessment Coordinator / Learning Liaison for feedback no later than March 1, 2015**

**After receiving feedback from your Division Assessment Coordinator, please revise accordingly and make the final submission to your dean and the Provost’s Office no later than May 1, 2015**

**Department:** 0574 – Aviation Technology

Year of Last Program Review: FY 2007-2008

Year of Next Program Review: FY 2015-2016

**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?*

There is no trend evident from this data. The number of completions has remained largely constant throughout the period reviewed. Enrollment has increased in FY 2014-15 so assuming a similar success rate we should see an increase in total completions next year.

As observed in past reports, the 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 give many incomplete grades in our Flight Labs because students run out of funds to pay for the flying. Most eventually complete the course and are awarded a grade. Additionally, weather delays, aircraft scheduling conflicts and maintenance problems can complicate the process of completing a course.

Completion rates in our Aircraft Maintenance programs continue to be limited by students who will take only the classes they need to complete 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.

The department's Aircraft Dispatcher program (ADSP.STC) and flight attendant program (AFAS.STC) saw a significant decline in graduates from previous years. The primary reason appears to be low enrollment numbers preventing some classes from running and thereby keeping some students from graduating. There are other possible reasons for this including the upturn in the local economy driving down the need for new employment training and lack of effective marketing of the programs.

**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.

The drop in the department success rate is troubling and appears to be a trend. As is mentioned previously, the Professional Pilot program (APPAO.AAS) courses are very expensive, and many who start are unable to finish because of a lack of funding. Weather and aircraft maintenance delays also contribute to incomplete grades. This is an area that requires further study.

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.)

Most notably we have submitted to the OBOR for approval our new Associate of Applied Science in Unmanned Aerial Systems (UAS) degree. This will expand on our already robust program courses and certificates in UAS. We have hired a new, full-time UAS faculty member, Mr. Benjamin Sears who has been a much needed addition to the department. Interest in our UAS courses is steadily growing and we are seeing a nice increase in enrollment.

A major realignment of the full time and adjunct faculty for the professional pilot program took place. One full time faculty member and all of the adjunct faculty flight instructors became employees of Aviation Sales, Inc. This new arraignment has created budget challenges but otherwise is working well.

**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 | We are in the process of getting FAA approval of our Aviation Technology/Professional Pilot & Airway Science - Associate of Applied Science degree program to qualify for the flying hour reduction associated with the new Restricted Airline Transport Pilot Certificate. |
| Find the right formula for satisfying the extremely high demand for Flight Attendants | In progress  Completed  No longer applicable | We continue to seek students through networking and word-of-mouth. We are expanding our efforts to reach prospective students by promoting the program with current students. Our part-time instructor is an active flight attendant with a major airline, and is actively working at recruiting as well. |
| Publicize the Flight Dispatcher program to attract more candidates to this "hidden profession" | In progress  Completed  No longer applicable | This program is facing difficulties with low enrollment. This has caused certain classes required for the certificate not to run. As a result there are a number of students who are 2-3 classes short of completion. We are actively reaching out to them to try to coordinate enrollment in the final required courses. In addition, we constantly recruit students through industry job fairs, high school career fairs and college days, message boards, networks, and other outreach events. |
| Relocate the Aircraft Maintenance program into the Wright Airplane Factories to double or triple its enrollment. | In progress  Completed  No longer applicable | We have finalized the plan to move the Maintenance School into Building 13. |
| 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 satellite systems such as GPS | In progress  Completed  No longer applicable | The most significant recent change is the new ATP training and certification requirement for pilots. The FAA's recognition of the value of aviation degree programs in the training and professional development of pilots has resulted in reduction in flying hours required for the new restricted ATP certificate for graduates of approved degree programs. Getting our Aviation Technology/Professional Pilot & Airway Science - Associate of Applied Science degree program approved by the FAA is a high priority.  The FAA is still considering dropping the 1,900+ hour training requirement for aviation maintenance students to 1,500 hours, and that is still the case. When and if the new rules are implemented, 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.  As stated in previous reports, 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. The potential demand for UAS trained employees is forecast to be upwards of 100,000. There is no question there will be a steady need for our graduates. |

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 | As has been stated in previous reports, learning objectives are defined before a program is implemented. Assessment of student learning is achieved with a variety of written tests, projects and practical evaluations. We also solicit informal feedback from employers of our graduates. Our students' graduation and employment success rates 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 | The biggest attrition continues to be in our Professional Pilot program, which is primarily due to lack of funding. 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 |
| 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 | This is an area of significant concern. The loss of one full-time faculty to become a contract adjunct faculty has reduced the department’s capability to expand on existing programs and to react to FAA and industry driven changes. Filling this position is a priority |
| 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 | As stated in previous reports, 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. 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 | Tracking the success of our graduates is an ongoing challenge. We often are aware of those who have been hired and of the several who have transferred to four year baccalaureate degree programs (especially Embry Riddle Aeronautical University), but our tracking process relies on word of mouth. Developing a robust alumni tracking database might be away to glean more valuable information. |

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| Please respond to the following items regarding external program accreditation. | |
| **Date of Most Recent Program Accreditation Review** | Date of most recent accreditation review: \_\_\_\_\_\_\_\_\_\_\_\_\_  **OR**  X Programs in this department do not have external accreditation |
| **Please describe any issues or recommendations from your last accreditation review (if applicable)** |  |
| **Please describe progress made on any issues or recommendations from your last accreditation review (if applicable)** |  |

**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**.

**PLEASE NOTE – FOR THE NEXT TWO YEARS, GENERAL EDUCATION OUTCOME ASSESSMENT WILL BE TEMPORARILY POSTPONED. WE WOULD ASK THAT IN THIS ANNUAL UPDATE YOU IDENTIFY AT LEAST ONE COURSE IN YOUR DEGREE PROGRAM(S) WHERE ASSESSEMENT AT THE MASTERY LEVEL WILL OCCUR FOR THE FOLLOWING THREE GENERAL EDUCATION OUTCOMES:**

* **CRITICAL THINKING/PROBLEM SOLVING**
* **INFORMATION LITERACY**
* **COMPUTER LITERACY**

**NOTE THAT THERE WILL NEED TO BE AT LEAST ONE EXAM / ASSIGNMENT / ACTIVITY IN THIS COURSE THAT CAN BE USED TO ASSESS MASTERY OF THE COMPETENCY.**

**YOU MAY ALSO SUBMIT ASSESSMENT RESULTS FOR THESE GENERAL EDUCATION COMPETENCIES IF YOU HAVE THEM, BUT IT WILL BE CONSIDERED OPTIONAL**.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **General Education Outcomes** | To which degree(s) is this program outcome related? | Year courses identified where mastery of general education competency will be assessed. | PLEASE INDICATE AT LEAST ONE COURSE WHERE MASTERY OF THE COMPETENCY WILL BE ASSESSED FOR EACH OF YOUR DEGREE PROGRAMS | What were the assessment results for this General Education competency?  (Please provide brief summary data)  **NOTE: - THIS IS OPTIONAL FOR THE FY 2014-15 AND FY 2015-16 ANNUAL UPDATES** |
| Critical Thinking/Problem Solving | | All programs | **2014-2015** | AVT 2240 |  |
| Information Literacy | | All programs | **2014-2015** | AVT 2242 |  |
| Computer Literacy | | All programs | **2014-2015** | AVT 2247 |  |
| Values/Citizenship/Community | | All programs | **2015-2016** | Due in FY 2015-16 |  |
| Oral Communication | | All programs | **N/A** | COM 2206/2211 |  |
| Written Communication | | All programs | **N/A** | ENG 1101 |  |
| Are changes planned as a result of the assessment of general education outcomes? If so, what are those changes | | **OPTIONAL FOR FY 2014-15** | | | |
| How will you determine whether those changes had an impact? | | **OPTIONAL FOR FY 2014-15** | | | |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **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 79.5% over FY2013-14 for AVT 1113, 2132 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 89.2% over FY2013-14 for AVT 1116, 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 89.9% over FY2013-14 for AVT 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 96.7% over FY2013-14 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 88.4% over FY2013-14 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 83.9% over FY2013-14 for AVT 1128, 2126, 2138 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 81.5% over FY2013-14 for AVT 1128, 1213, and 2126 |
| 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 82.8% over FY2013-14 for AVT 2129, 2122 and 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 85.3% over FY2013-14 for AVT 2122 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 87.8% over FY2013-14 for AVT 2122, 2143 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 79.5% over FY2013-14 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 87.9% over FY2013-14 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 72.2% over FY2013-14 for AVT 1140, 2146, 2240, and 2242. This is an area of concern. The syllabi and course surveys for these courses will be reviewed. |
| 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 83.9% over FY2013-14 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 69.5% over FY2013-14 for AVT 1241, 2240, 2242, and 2146. This low success rate seems to be largely by students who fail to complete the class for external reasons. |
| **Are changes planned as a result of the assessment of program outcomes? If so, what are those changes?** |  | | | |
| **How will you determine whether those changes had an impact?** |  | | | |

**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 | FY 13-14 |
| SME | 0574 | Aviation Technology | AAM.CRT | 3 | 1 | 2 | 5 | 2 | . | 1 |
| SME | 0574 | Aviation Technology | AAM.S.CRT | . | . | . | . | . | . | 12 |
| 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 | 3 |
| SME | 0574 | Aviation Technology | AFAS.STC | . | 3 | 9 | 10 | 19 | 1 | . |
| SME | 0574 | Aviation Technology | APPAO.AAS | 2 | 1 | 3 | 3 | . | 1 | 1 |
| SME | 0574 | Aviation Technology | AVIAO.AAS | . | 2 | 1 | . | . | 2 | . |
| SME | 0574 | Aviation Technology | AVIAO.S.AAS | . | . | . | . | . | 1 | 4 |
| SME | 0574 | Aviation Technology | AVIAT.AAS | 11 | 14 | 7 | 2 | 10 | 2 | 1 |
| SME | 0574 | Aviation Technology | AVIAT.S.AAS | . | . | . | . | . | 1 | 3 |
| SME | 0574 | Aviation Technology | EME.AAS | 1 | . | . | . | . | . | . |
| SME | 0574 | Aviation Technology | GAM.CRT | 2 | 1 | 1 | 1 | 2 | 2 | 1 |
| SME | 0574 | Aviation Technology | GAM.S.STC | . | . | . | . | . | 1 | 4 |
| SME | 0574 | Aviation Technology | PPAM.CRT | 4 | 3 | 7 | 5 | 2 | 4 | 2 |
| SME | 0574 | Aviation Technology | UAS.S.STC | . | . | . | . | . | . | 1 |
| SME | 0574 | Aviation Technology | UAS.STC | . | . | . | . | . | 3 | 2 |

**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** | **FY 13-14** |
| 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% | 62.5% |
| 0574 | Aviation Technology | AVT-1102 |  | . | . | . | . | . | 55.6% | 64.3% |
| 0574 | Aviation Technology | AVT-1104 |  | . | . | . | . | . | . | 78.8% |
| 0574 | Aviation Technology | AVT-1105 |  | . | . | . | . | . | 60.6% | 65.6% |
| 0574 | Aviation Technology | AVT-1106 |  | . | . | . | . | . | 91.2% | 95.5% |
| 0574 | Aviation Technology | AVT-1107 |  | . | . | . | . | . | 86.7% | 100.0% |
| 0574 | Aviation Technology | AVT-111 |  | 70.2% | 78.7% | 81.3% | . | . | . | . |
| 0574 | Aviation Technology | AVT-1110 |  | . | . | . | . | . | 74.5% | 60.8% |
| 0574 | Aviation Technology | AVT-1113 |  | . | . | . | . | . | 72.7% | . |
| 0574 | Aviation Technology | AVT-1116 |  | . | . | . | . | . | 82.6% | 83.3% |
| 0574 | Aviation Technology | AVT-1118 |  | . | . | . | . | . | 85.7% | . |
| 0574 | Aviation Technology | AVT-1119 |  | . | . | . | . | . | 53.8% | 70.6% |
| 0574 | Aviation Technology | AVT-112 |  | 100.0% | . | 95.7% | 50.0% | 100.0% | . | . |
| 0574 | Aviation Technology | AVT-1124 |  | . | . | . | . | . | . | 33.3% |
| 0574 | Aviation Technology | AVT-1128 |  | . | . | . | . | . | 77.8% | 76.0% |
| 0574 | Aviation Technology | AVT-113 |  | 100.0% | 100.0% | 93.3% | . | 100.0% | . | . |
| 0574 | Aviation Technology | AVT-1131 |  | . | . | . | . | . | 84.8% | . |
| 0574 | Aviation Technology | AVT-1133 |  | . | . | . | . | . | . | 77.8% |
| 0574 | Aviation Technology | AVT-1135 |  | . | . | . | . | . | 93.3% | . |
| 0574 | Aviation Technology | AVT-1136 |  | . | . | . | . | . | 100.0% | 95.2% |
| 0574 | Aviation Technology | AVT-114 |  | 100.0% | . | 95.8% | 75.0% | 92.3% | . | . |
| 0574 | Aviation Technology | AVT-1140 |  | . | . | . | . | . | 100.0% | 83.3% |
| 0574 | Aviation Technology | AVT-1141 |  | . | . | . | . | . | 92.9% | 90.9% |
| 0574 | Aviation Technology | AVT-1148 |  | . | . | . | . | . | 86.7% | 60.0% |
| 0574 | Aviation Technology | AVT-115 |  | . | 100.0% | 60.0% | 100.0% | 95.2% | . | . |
| 0574 | Aviation Technology | AVT-1151 |  | . | . | . | . | . | 88.2% | 78.6% |
| 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% | 77.8% |
| 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% | 83.3% |
| 0574 | Aviation Technology | AVT-1214 |  | . | . | . | . | . | 88.5% | 94.7% |
| 0574 | Aviation Technology | AVT-1218 |  | . | . | . | . | . | . | 93.3% |
| 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% | 72.7% |
| 0574 | Aviation Technology | AVT-1245 |  | . | . | . | . | . | 92.3% | 100.0% |
| 0574 | Aviation Technology | AVT-1246 |  | . | . | . | . | . | 90.0% | 68.4% |
| 0574 | Aviation Technology | AVT-125 |  | 87.5% | 83.3% | 100.0% | 61.1% | 61.5% | . | . |
| 0574 | Aviation Technology | AVT-1254 |  | . | . | . | . | . | 100.0% | 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-2121 |  | . | . | . | . | . | . | 86.5% |
| 0574 | Aviation Technology | AVT-2122 |  | . | . | . | . | . | . | 77.3% |
| 0574 | Aviation Technology | AVT-2125 |  | . | . | . | . | . | . | 62.5% |
| 0574 | Aviation Technology | AVT-2126 |  | . | . | . | . | . | . | 85.3% |
| 0574 | Aviation Technology | AVT-2129 |  | . | . | . | . | . | . | 80.0% |
| 0574 | Aviation Technology | AVT-213 |  | . | 91.7% | 85.7% | . | 100.0% | . | . |
| 0574 | Aviation Technology | AVT-2132 |  | . | . | . | . | . | 87.5% | 82.1% |
| 0574 | Aviation Technology | AVT-2138 |  | . | . | . | . | . | . | 83.3% |
| 0574 | Aviation Technology | AVT-2139 |  | . | . | . | . | . | 100.0% | 93.3% |
| 0574 | Aviation Technology | AVT-214 |  | 92.9% | . | 88.9% | 100.0% | 94.1% | . | . |
| 0574 | Aviation Technology | AVT-2143 |  | . | . | . | . | . | . | 92.9% |
| 0574 | Aviation Technology | AVT-2146 |  | . | . | . | . | . | 73.3% | 69.0% |
| 0574 | Aviation Technology | AVT-2150 |  | . | . | . | . | . | . | 72.2% |
| 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% | 71.4% |
| 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% | 84.6% |
| 0574 | Aviation Technology | AVT-2219 |  | . | . | . | . | . | 88.9% | . |
| 0574 | Aviation Technology | AVT-222 |  | 100.0% | . | 100.0% | 90.9% | 95.5% | . | . |
| 0574 | Aviation Technology | AVT-2236 |  | . | . | . | . | . | . | 80.0% |
| 0574 | Aviation Technology | AVT-2237 |  | . | . | . | . | . | 80.0% | 91.3% |
| 0574 | Aviation Technology | AVT-224 |  | 100.0% | . | . | 100.0% | . | . | . |
| 0574 | Aviation Technology | AVT-2240 |  | . | . | . | . | . | 75.0% | 63.3% |
| 0574 | Aviation Technology | AVT-2242 |  | . | . | . | . | . | 66.7% | 73.3% |
| 0574 | Aviation Technology | AVT-2247 |  | . | . | . | . | . | 72.7% | 100.0% |
| 0574 | Aviation Technology | AVT-2250 |  | . | . | . | . | . | 66.7% | 100.0% |
| 0574 | Aviation Technology | AVT-2258 |  | . | . | . | . | . | . | 100.0% |
| 0574 | Aviation Technology | AVT-226 |  | 100.0% | . | 90.9% | 100.0% | 100.0% | . | . |
| 0574 | Aviation Technology | AVT-2263 |  | . | . | . | . | . | 100.0% | 100.0% |
| 0574 | Aviation Technology | AVT-2266 |  | . | . | . | . | . | 100.0% | 50.0% |
| 0574 | Aviation Technology | AVT-2269 |  | . | . | . | . | . | 100.0% | 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% | 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% | 100.0% |
| 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% | . |