

The State of Flight Training

2025 Survey and Report

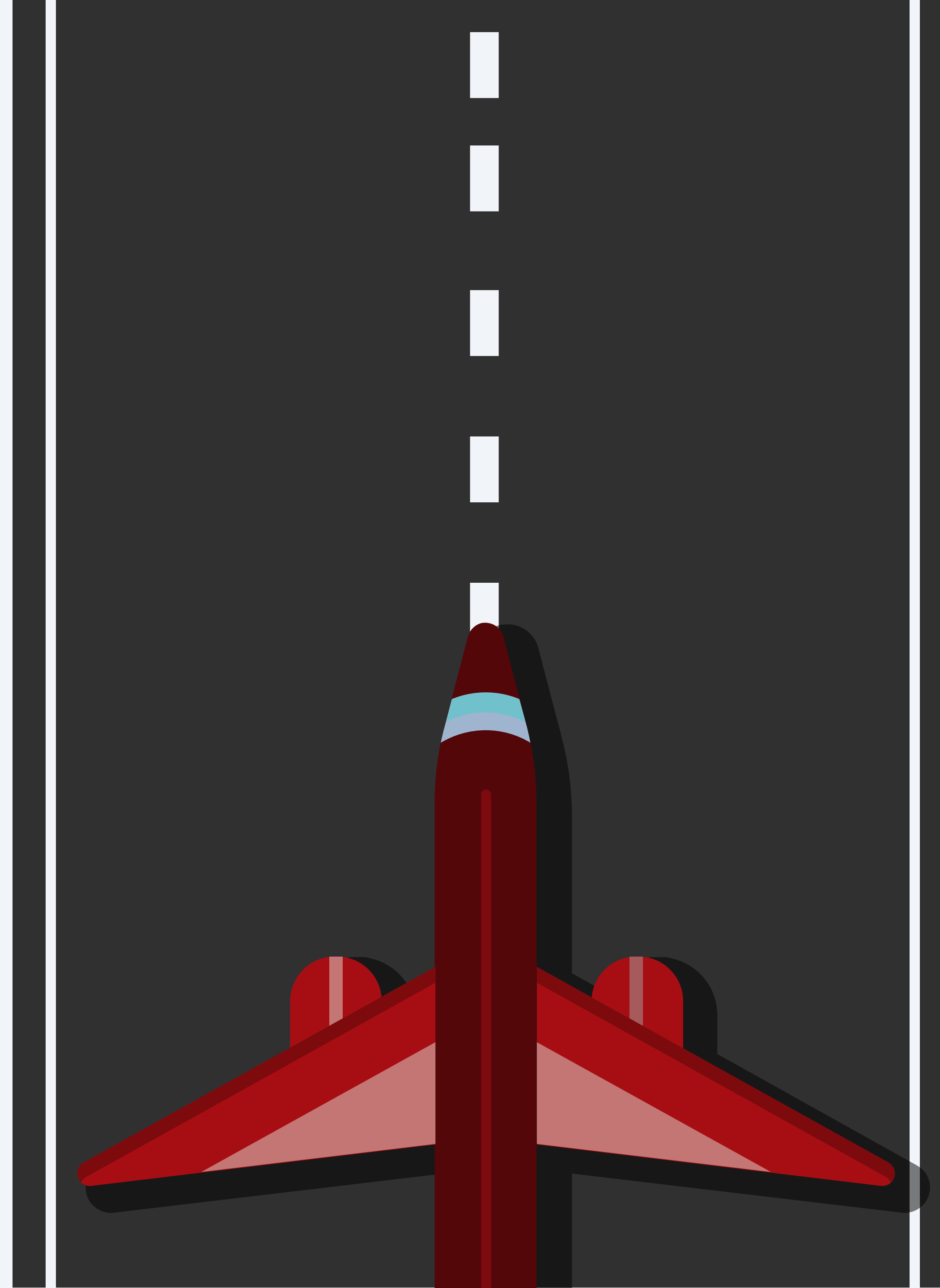


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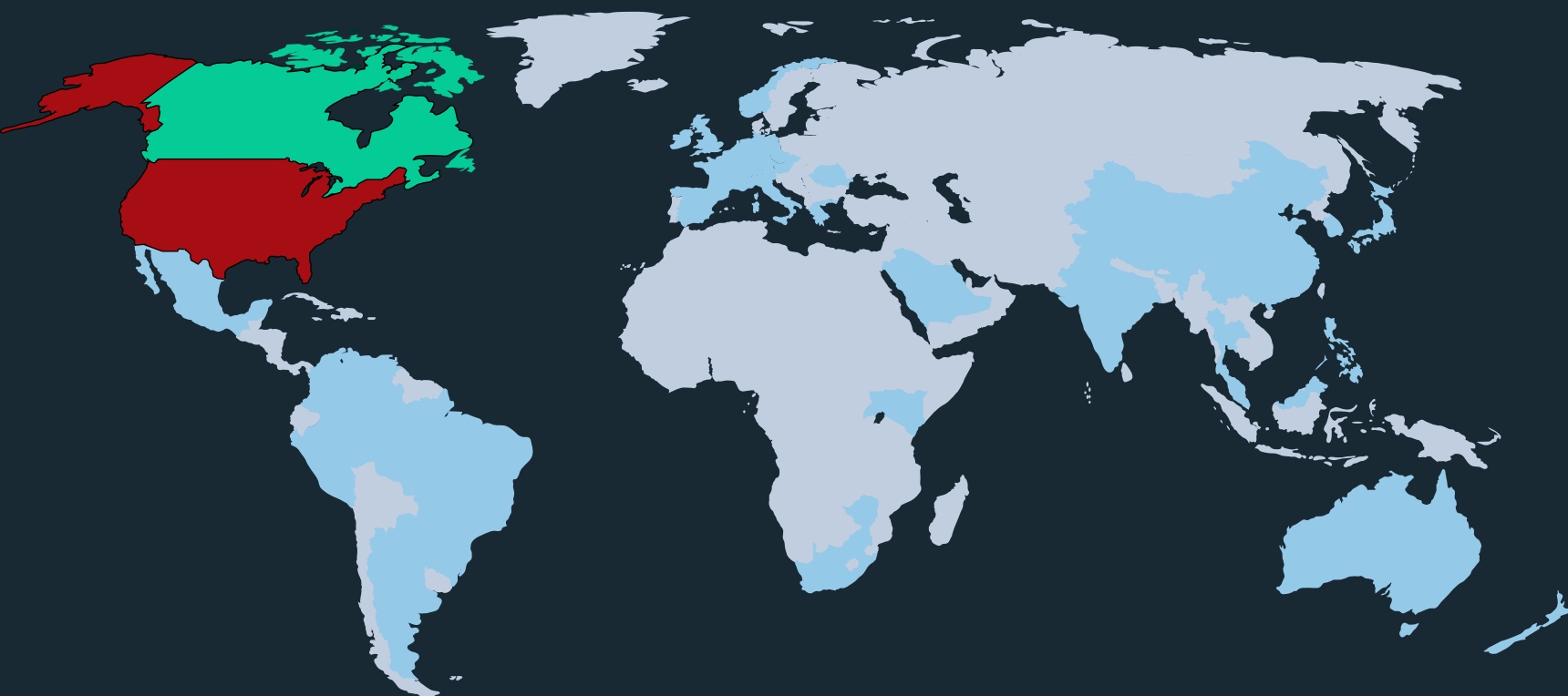
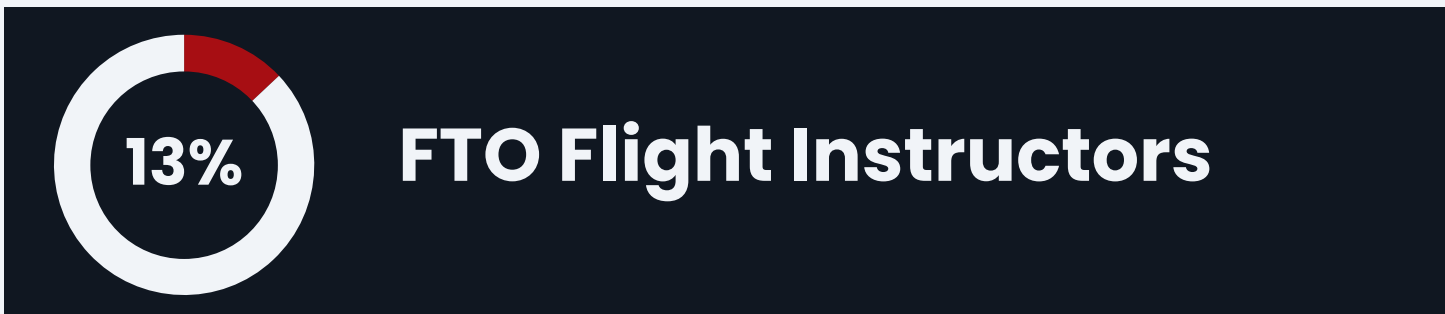
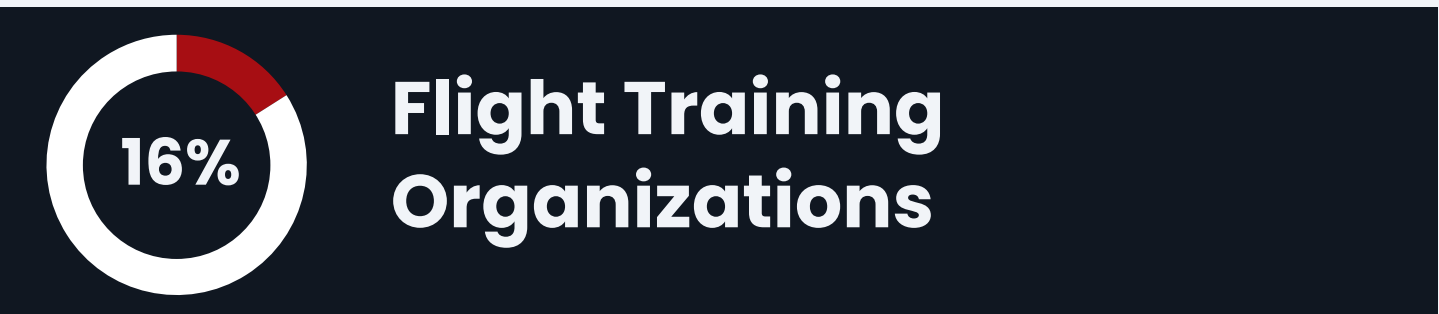
Terminology

1. Flight Training Organization (FTO): A flight school, aviation university program, academy, flying club, or training center that provides flight training of any kind. FTOs are subdivided by size:
 - Small FTO: Operates less than 10 training aircraft.
 - Medium FTO: Operates between 10 and 20 training aircraft.
 - Large FTO: Operates 20 or more training aircraft.
2. Independent Flight Instructor (Indy CFI): A Certified Flight Instructor who provides training under FAA Part 61 (or equivalent) outside of an FTO.
3. Active Student: A person who has received training for a new certificate or rating in the last three months. This person may already be a licensed pilot, but not a pilot training for proficiency only (for example, a flight review, IPC, or recurrent training).
4. Lapsed Student: A person who started flight training but hasn't received training in the last three months. This does not include licensed pilots.
5. Prospective Student: A person who is considering or planning on starting flight training, but hasn't started yet. This does not include licensed pilots who are planning on starting training for a new rating or certificate.
6. Active Pilot: A licensed pilot who has flown in the last 12 months but isn't receiving training towards a new certificate or rating.
7. Lapsed Pilot: A licensed pilot who has not flown in the last 12 months and isn't receiving training towards a new certificate or rating.
8. Designated Pilot Examiner (DPE): A senior pilot designated by the FAA to conduct oral and inflight examinations (practical test or checkride) with pilot applicants to determine their suitability to be issued a Pilot Certificate or additional rating on their Pilot Certificate.



Survey Response

1,436 Total Responses from Industry Participants



Key Highlights

State of Flight Training 2025



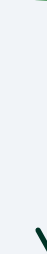
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Flight Training Industry Review and Outlook



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Time and Cost to Complete Flight Training

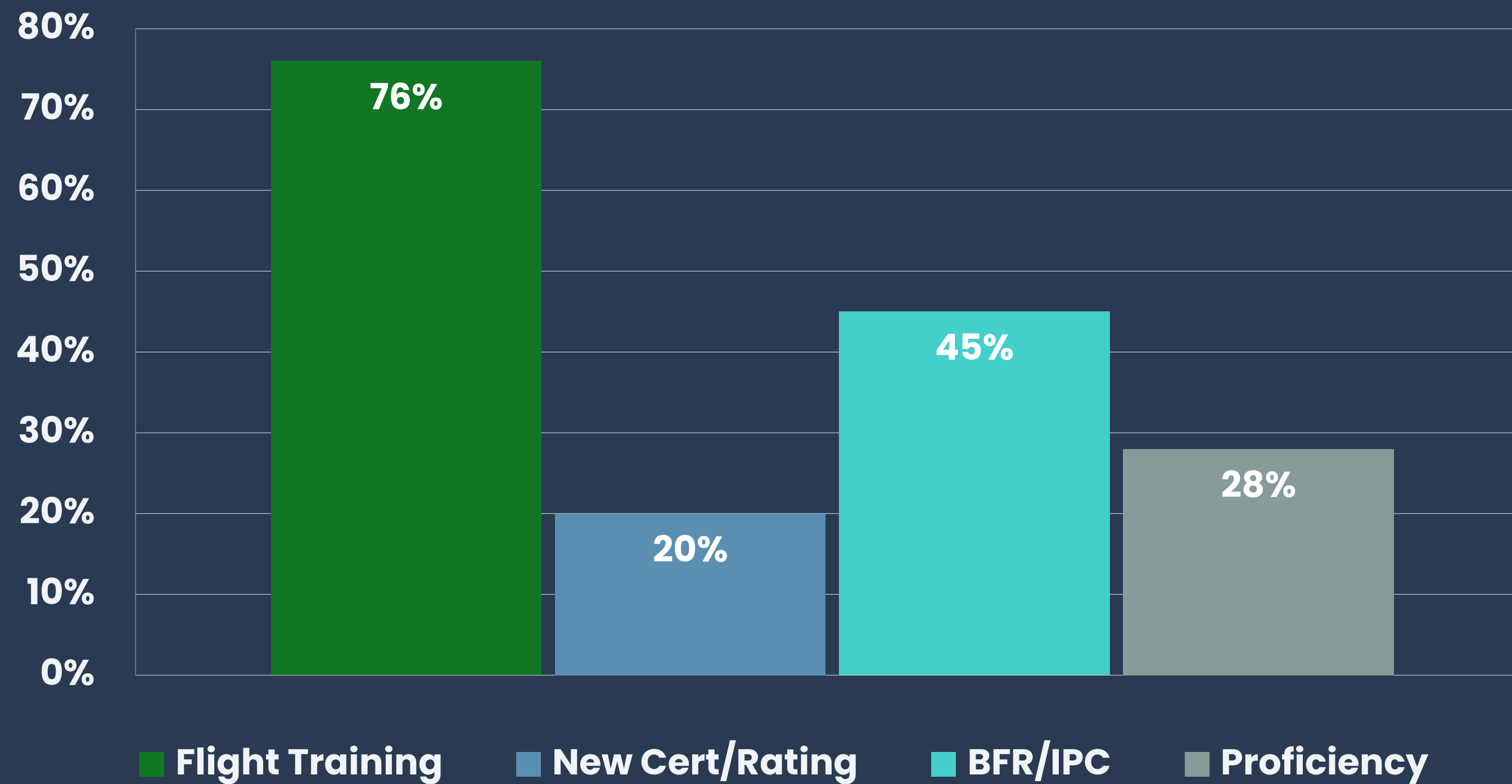


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Success and Failure in Flight Training

Flight Training Pilots & Students

Flight Training Activities in 2024



Rating for Training Received

4.2

Overall Experience

Out of 5

4.4

Flight Instructors

Out of 5

3.6

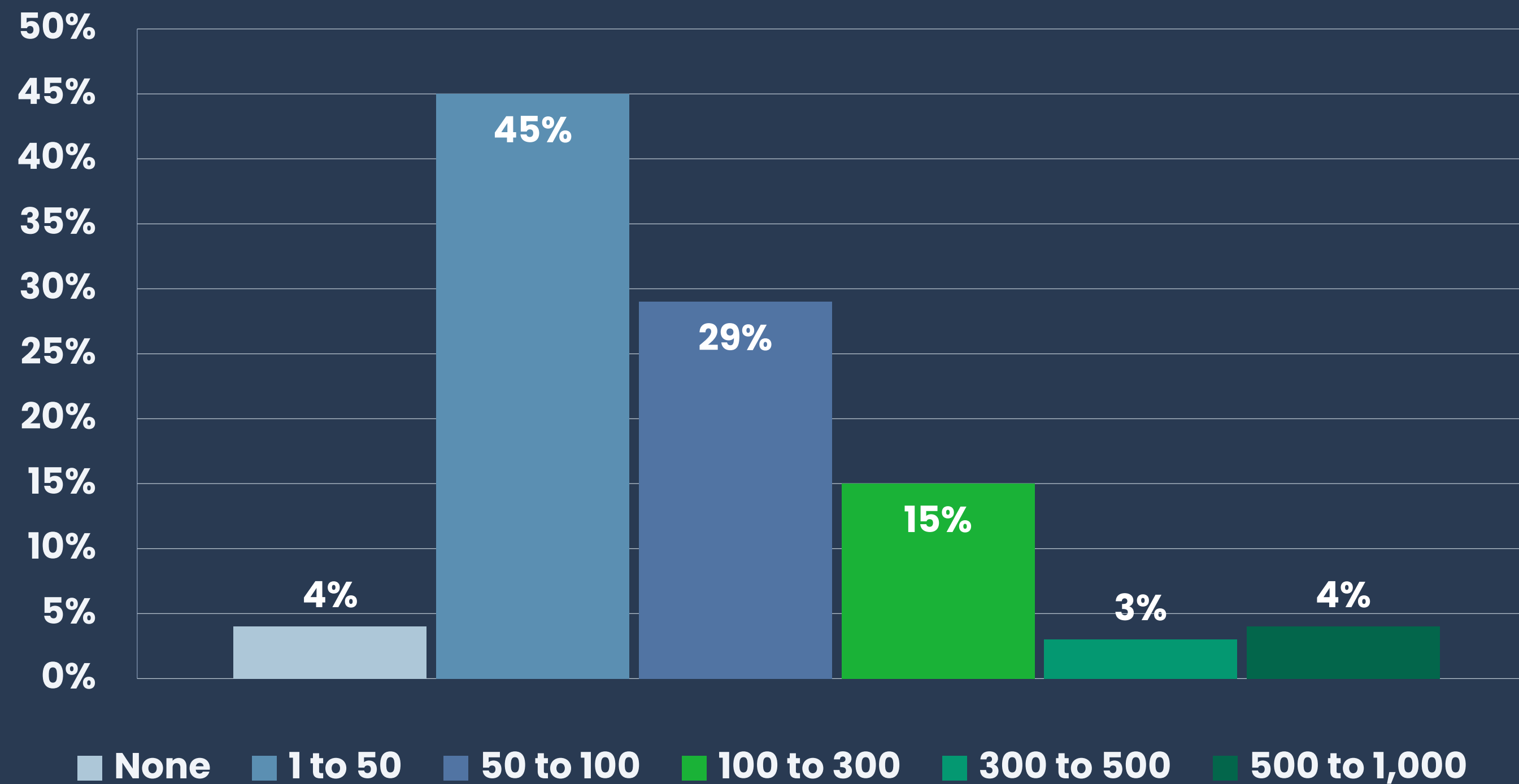
Flight Schools

Out of 5



Active Pilots

Hours Flown in 2024



Training Received

45% Flight Review

17% IPC

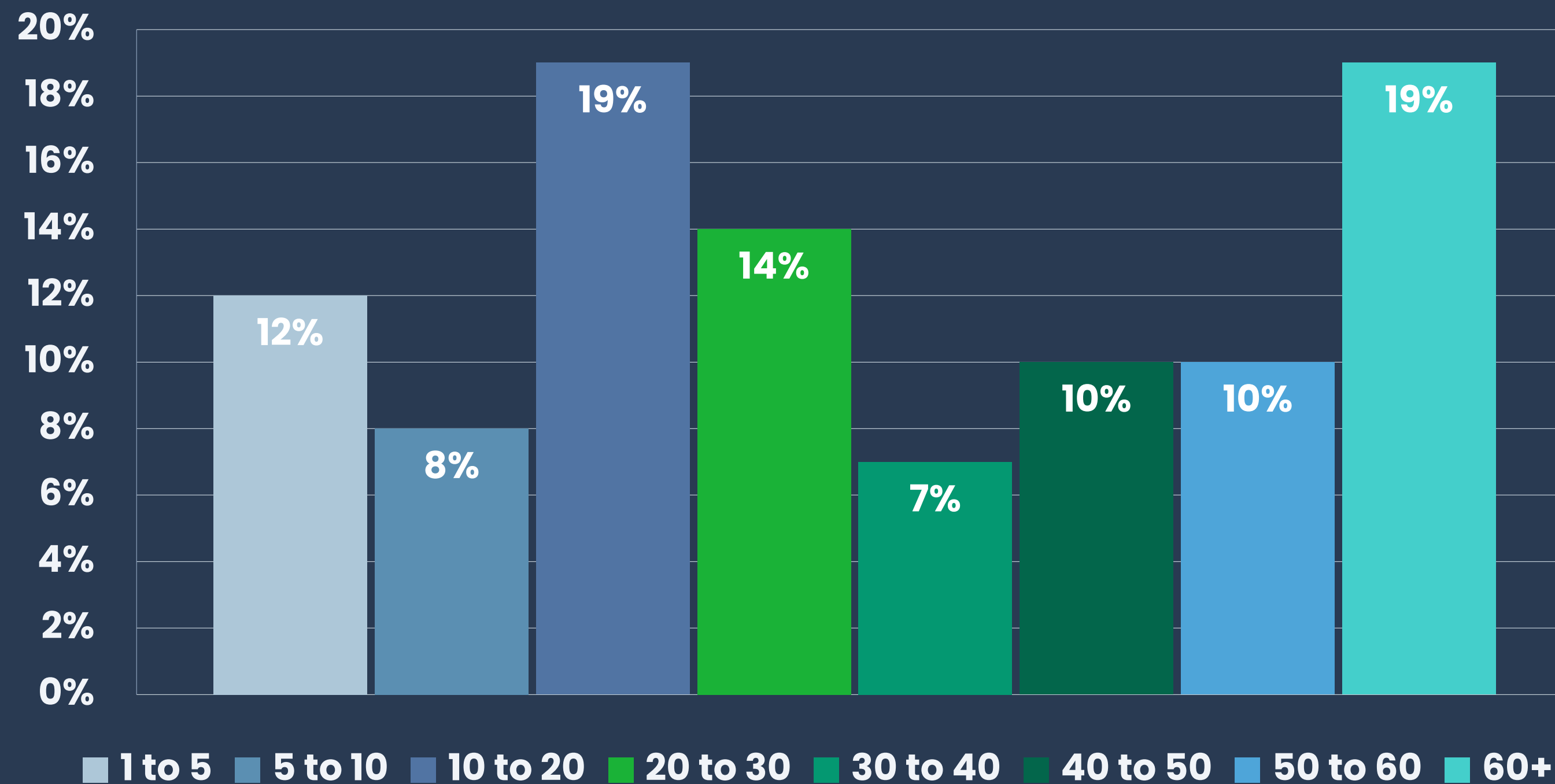
26% WINGS Phase

33% FAAS Team Webinar/Seminar



Active Students

Hours of Flight Training in 2024



Training Snapshot

66%

Trained at Only One FTO in 2024 (vs 88% in 23)

77%

Had More Than One Primary CFI in 2024 (vs 66% in 23)

54%

Pro Pilot Track

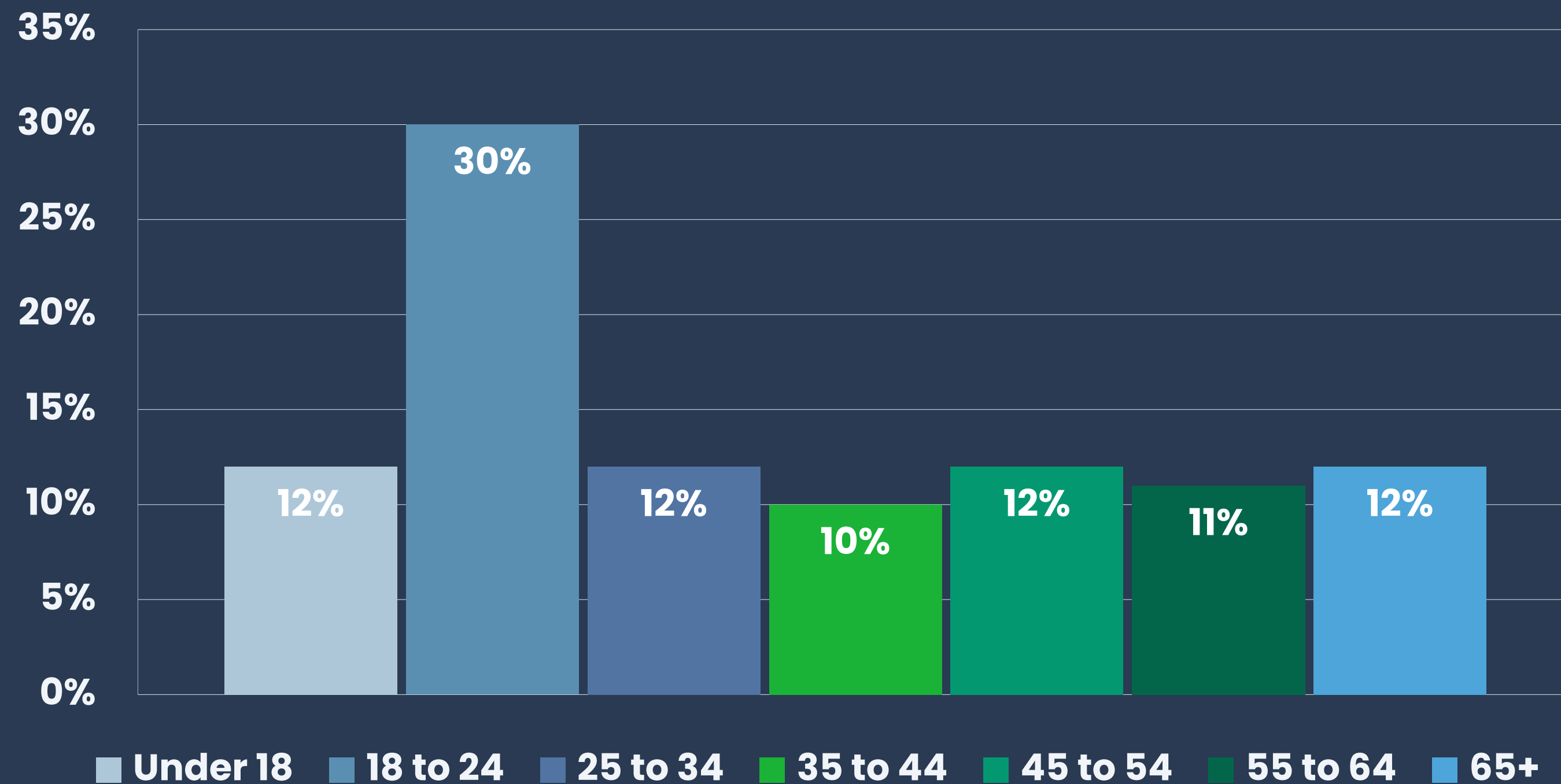
87%

Plan to Use Sim in 2025

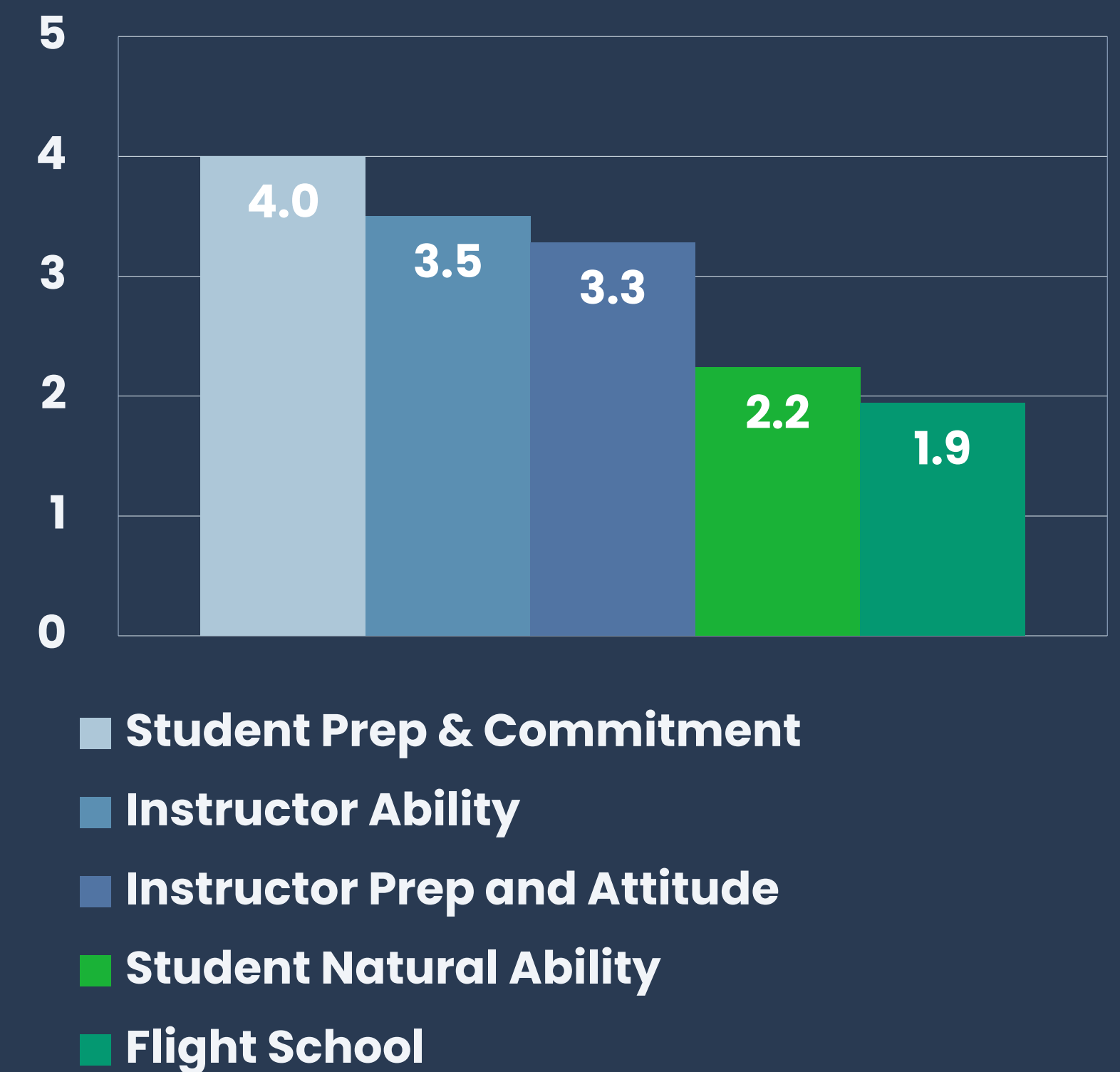


Active Students

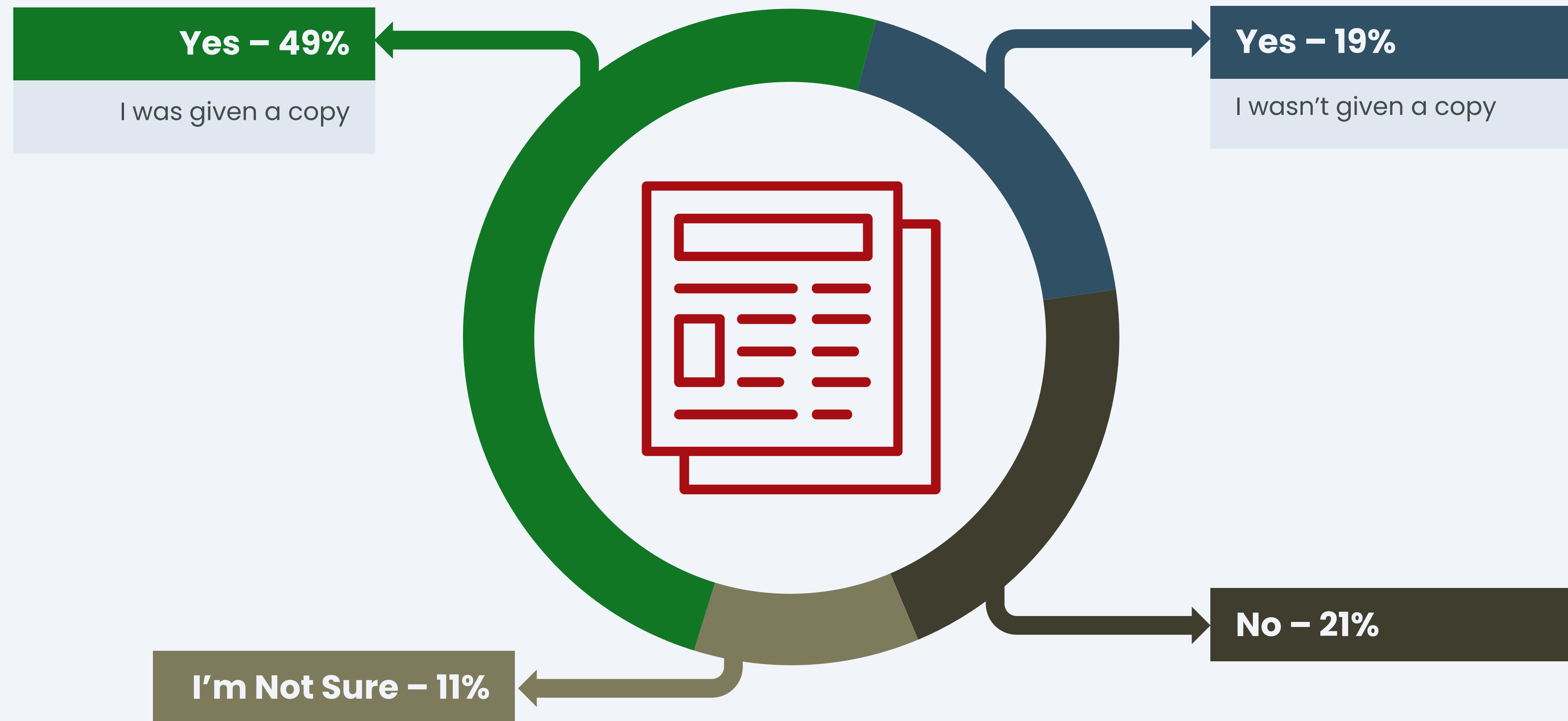
Current Age Range



Rank of Impact on Success

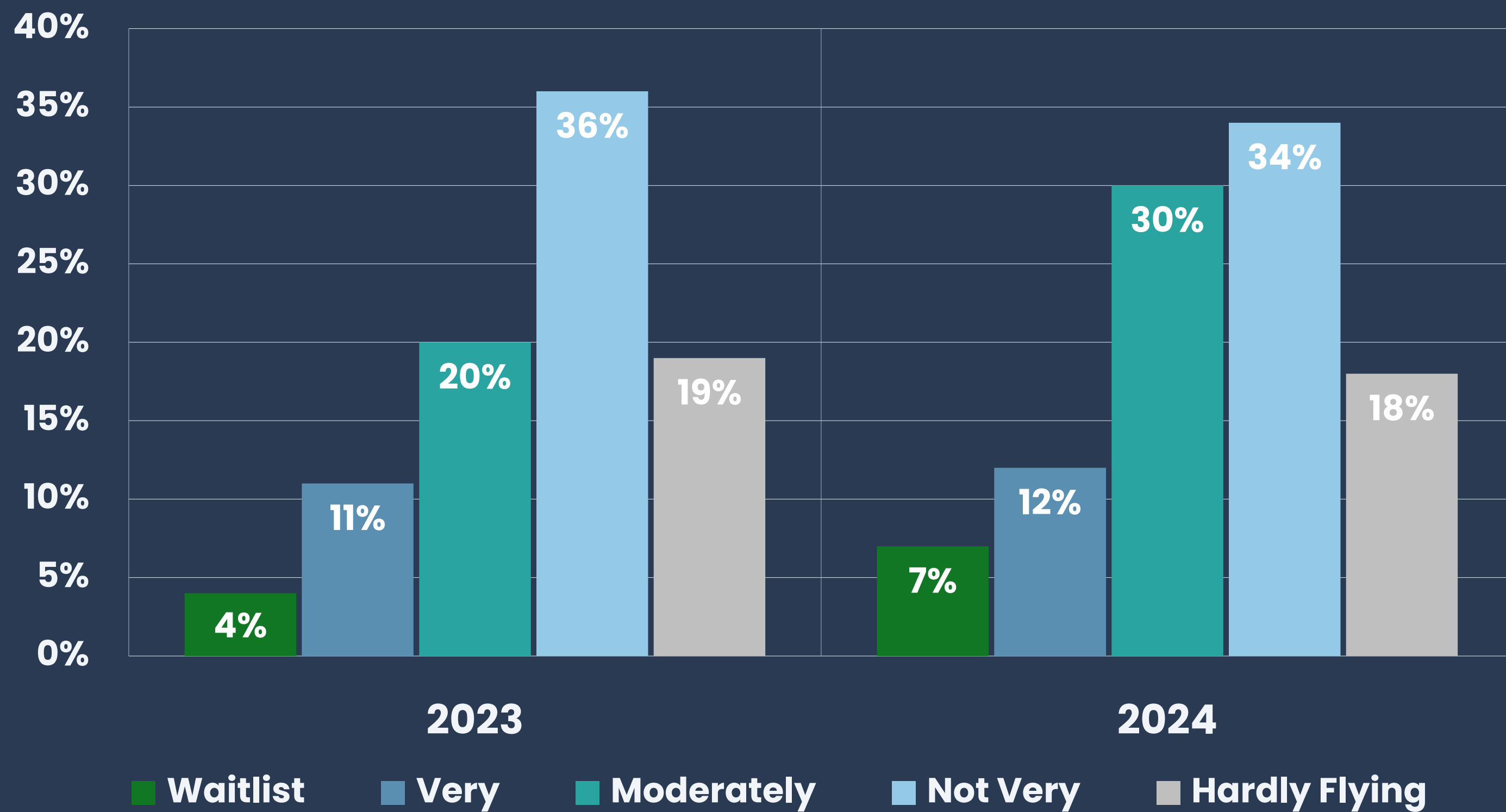


Did Your CFI Use a Syllabus?



Independent CFIs

How Busy Was Your Business?



Business Rating and Outlook

3.3

Rating for 2024

Out of 5

3.4

FTO Outlook for 2025

Out of 5

91%

Part-Time Flight Instructors

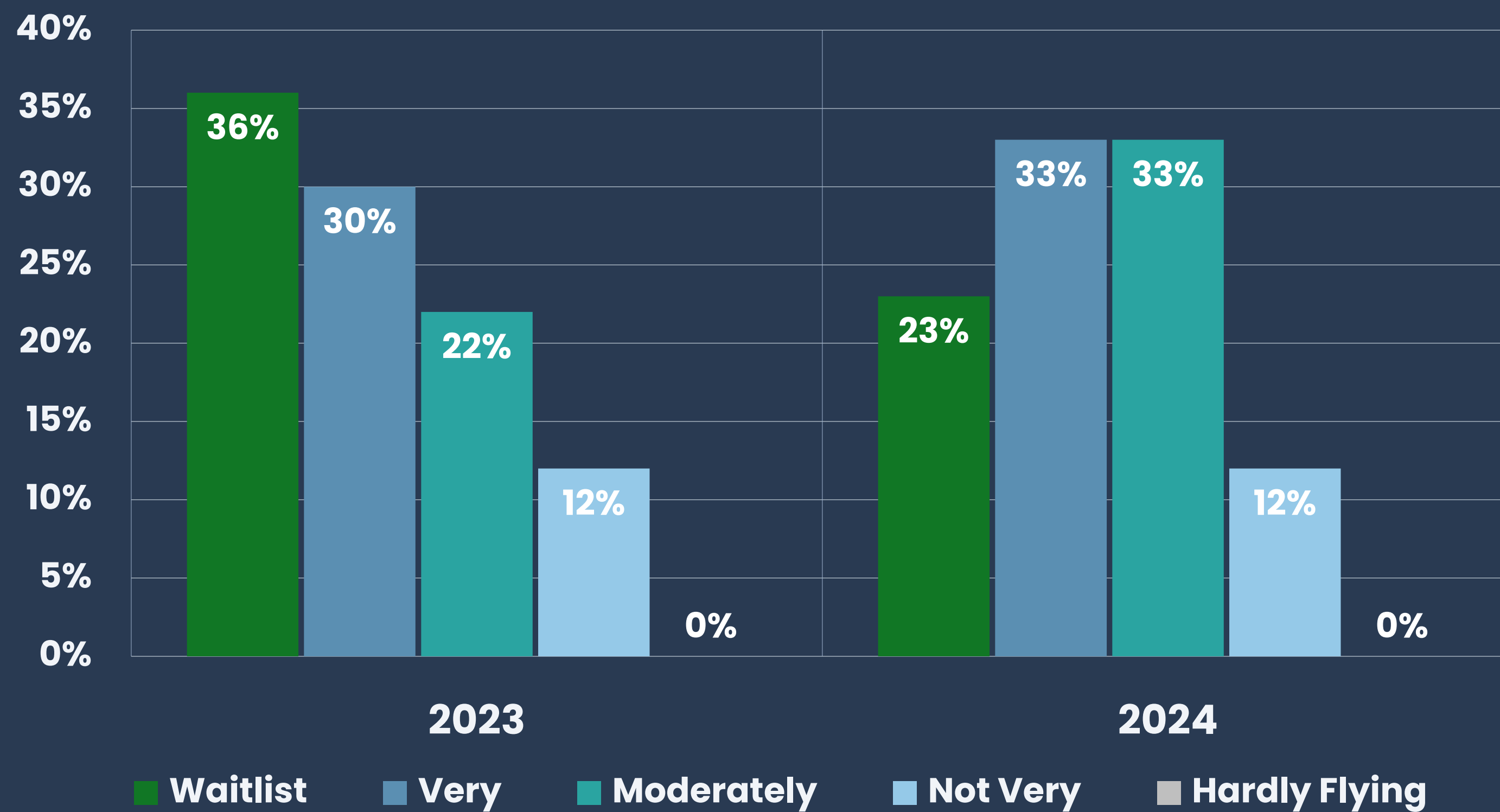
63%

**Use Customer Aircraft
for Training**



Flight Training Organizations

How Busy Was Your Business?



Business Rating and Outlook

4.0

Rating for 2024

Out of 5

4.1

Outlook for 2025

Out of 5

17%

Of Small FTOS Are
Not Profitable

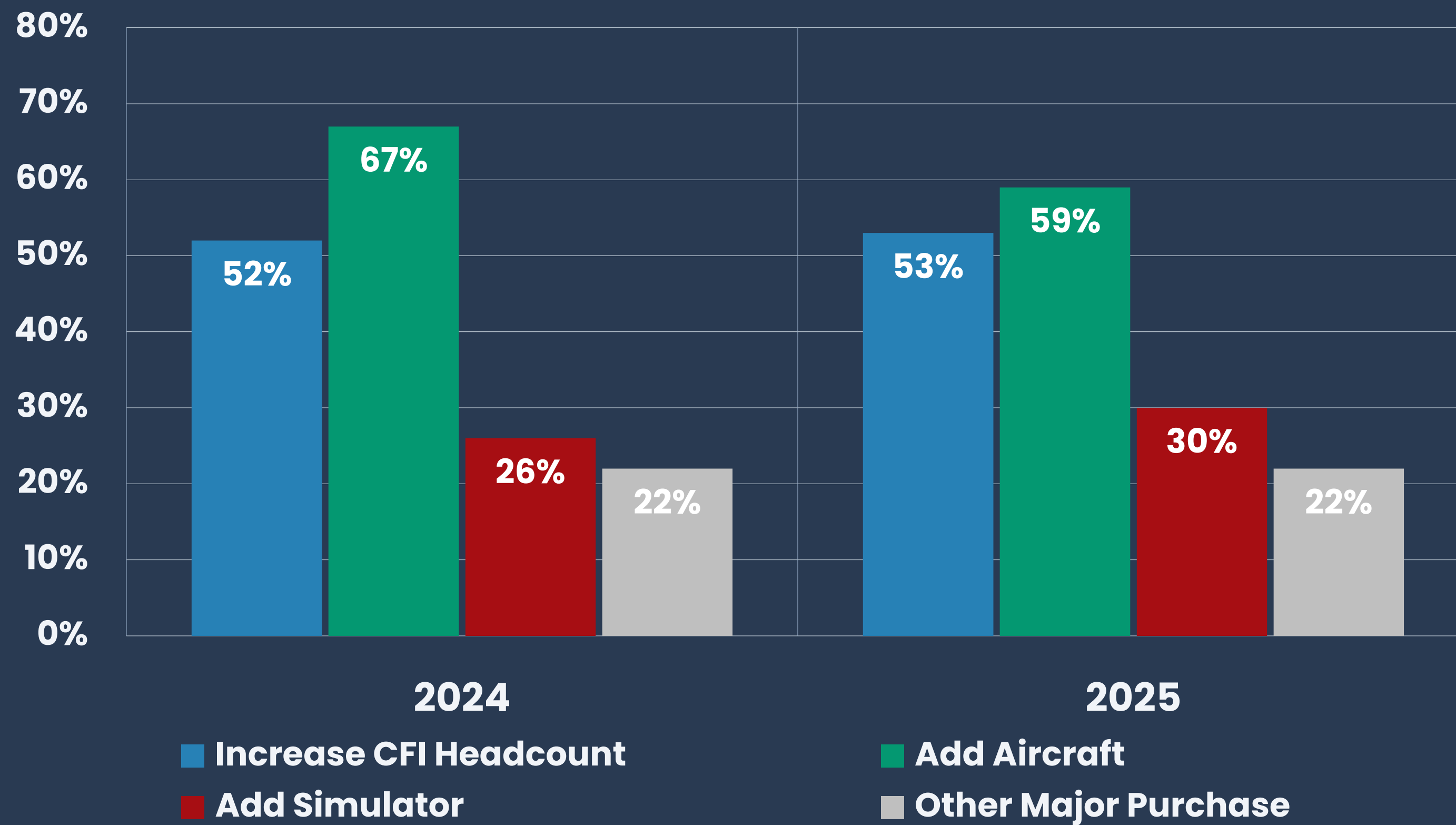


Median FTO by Size



FTO Activities and Plans

Major Activities Accomplished and Planned



Operational Snapshot

69%

Only Charge Customers Per Hour

43%

Offer Part 141 Training

61%

FTO Managers Also Provide Instruction or Evaluation



Challenges Facing Training Providers

Flight Training Organizations

- | | | |
|----|----------------------------|------|
| 01 | Cost of Aircraft Insurance | — |
| 02 | Pilot Examiner Issues | ↑ +1 |
| 03 | Aircraft Maintenance | ↓ -1 |
| 04 | Economic Uncertainty | ↑ +1 |
| 05 | Customer Financing | ↑ +3 |

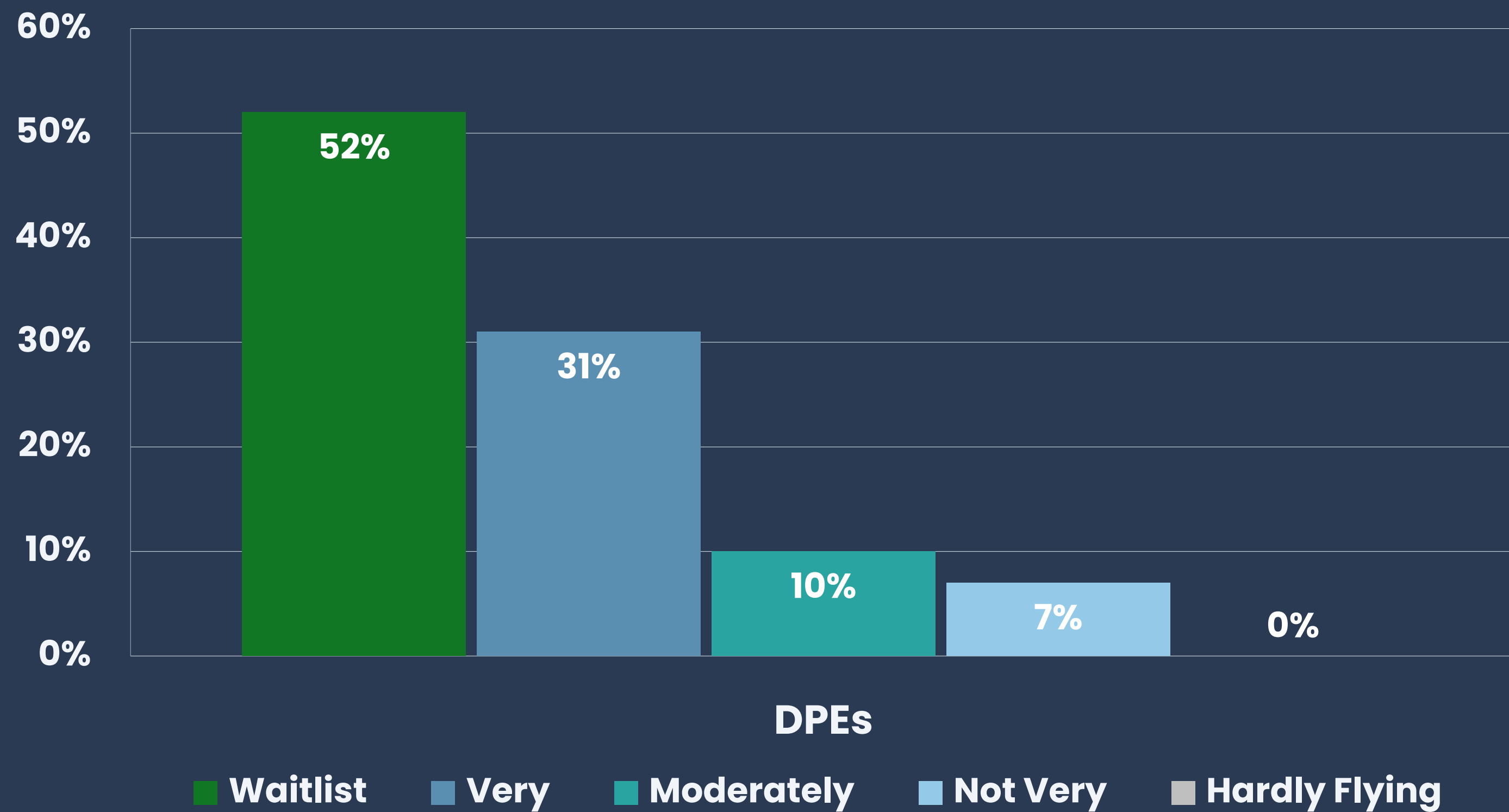
Independent CFIs

- | | | |
|---|-----------------------------|----|
| — | Pilot Examiner Issues | 01 |
| — | Cost of Aircraft Insurance | 02 |
| — | Access to Training Aircraft | 03 |
| — | Aircraft Maintenance | 04 |
| — | Economic Uncertainty | 05 |



Designated Pilot Examiners

How Busy Were You as a DPE in 2024?



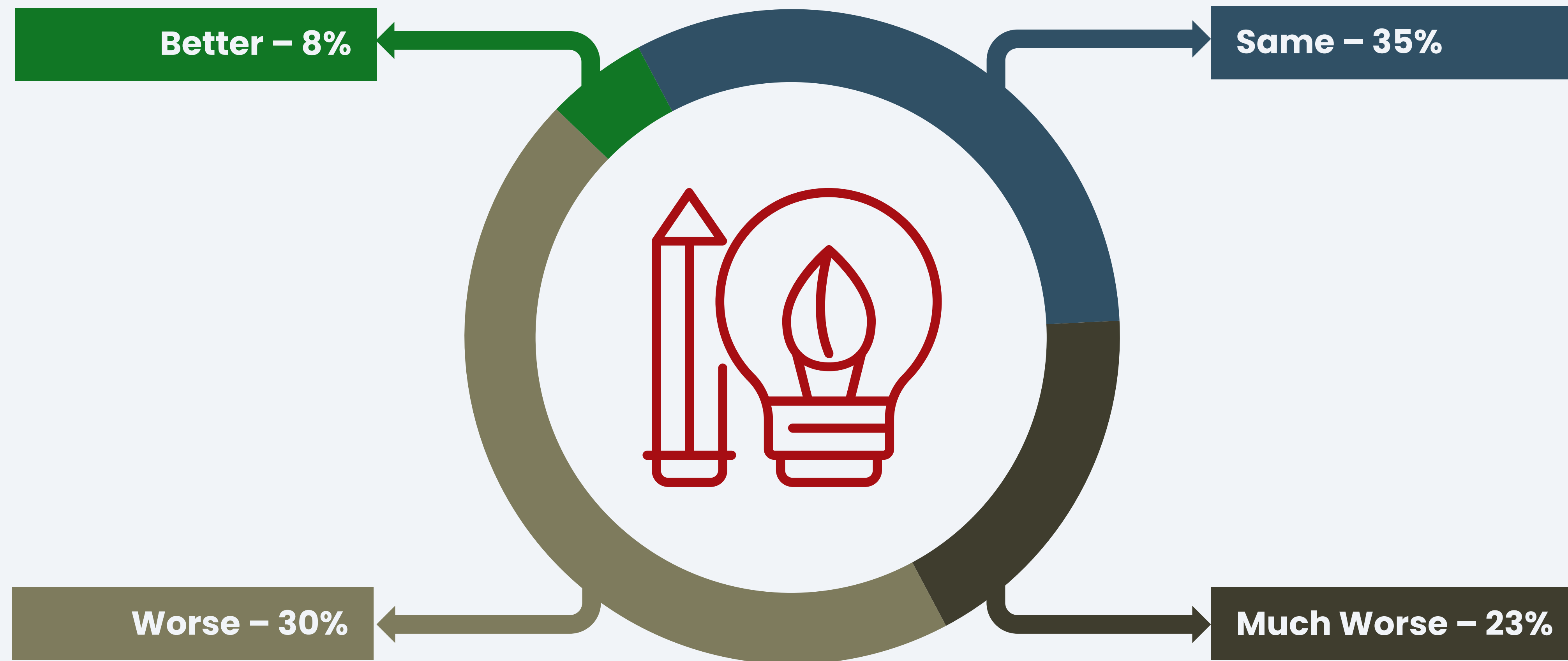
Checkrides in 2024

150 Median Applicants per DPE

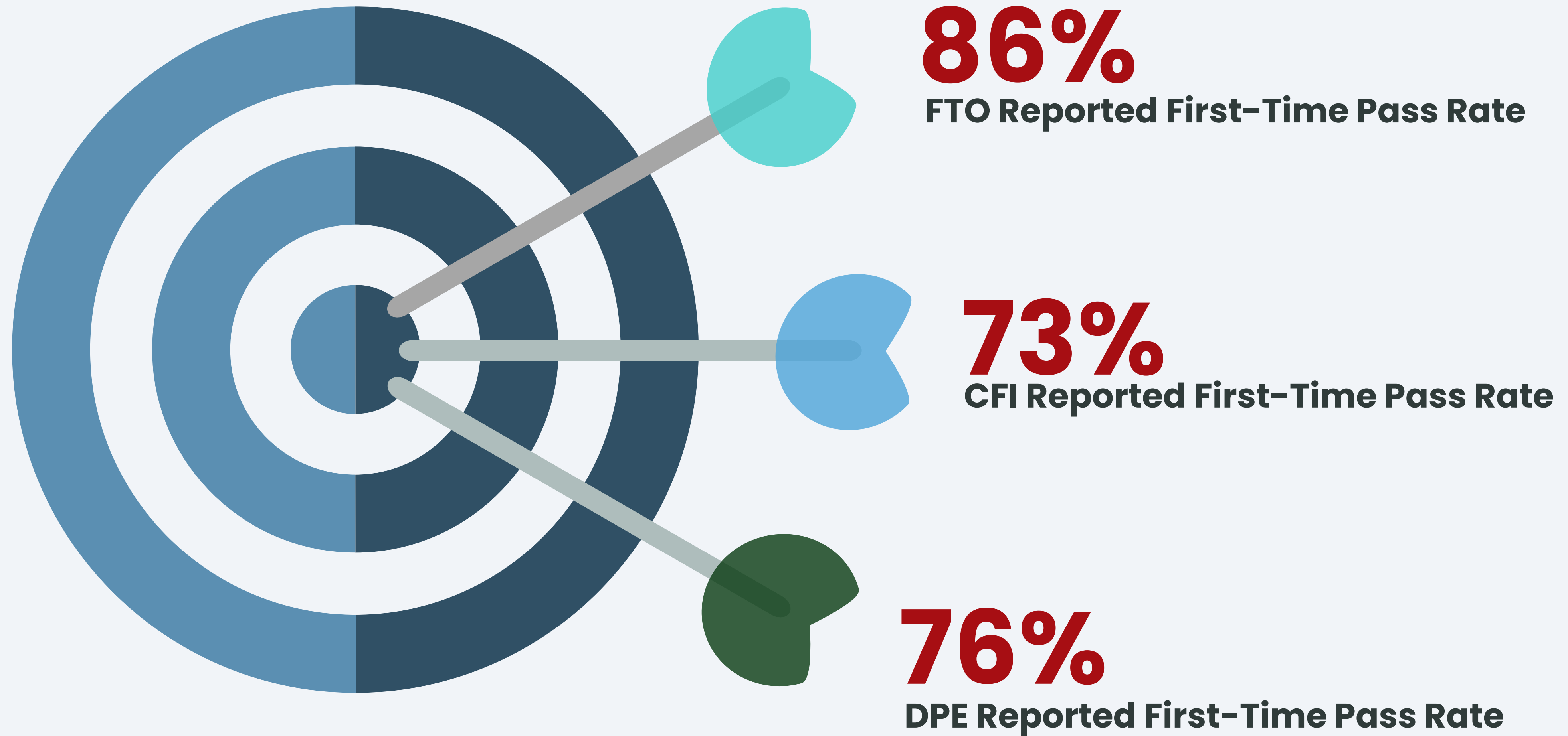
58% Charge \$800 to \$1,000 per Checkride



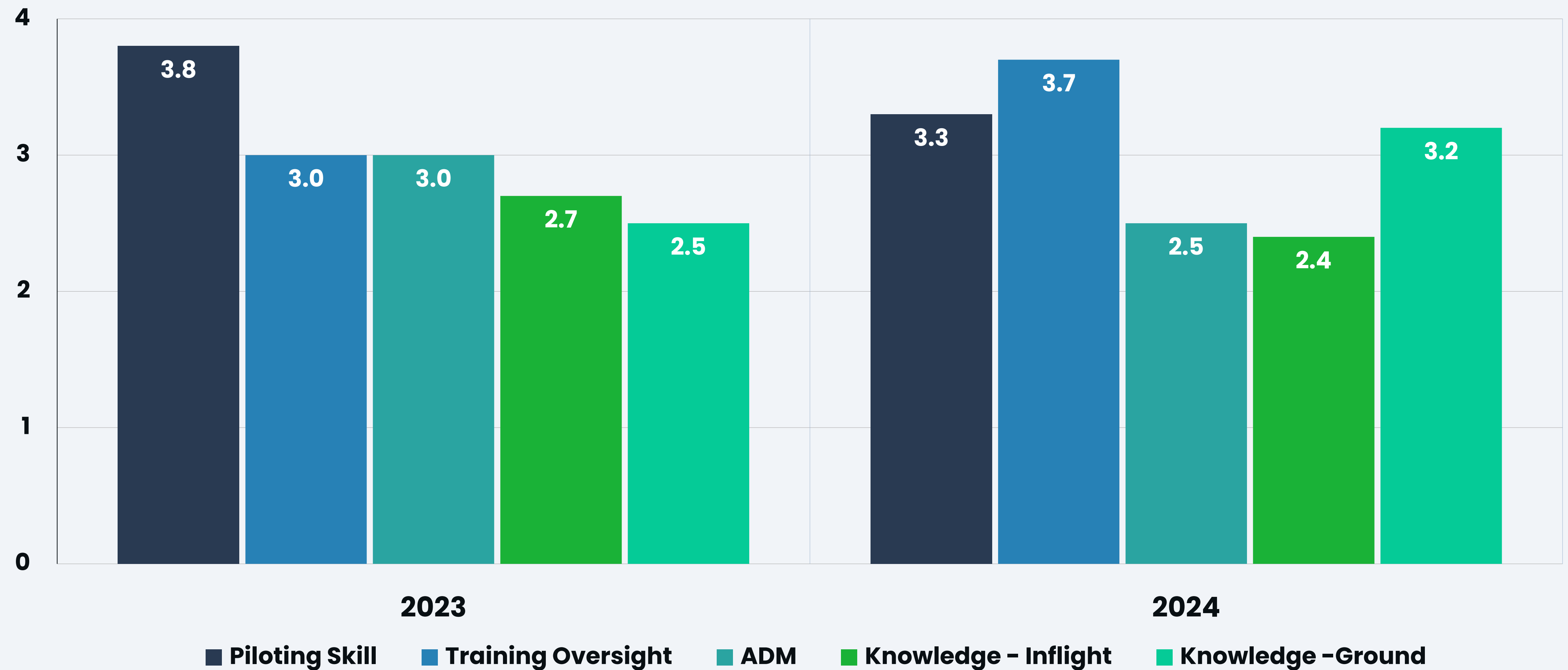
DPEs Rating of Applicants vs 5 Years Ago



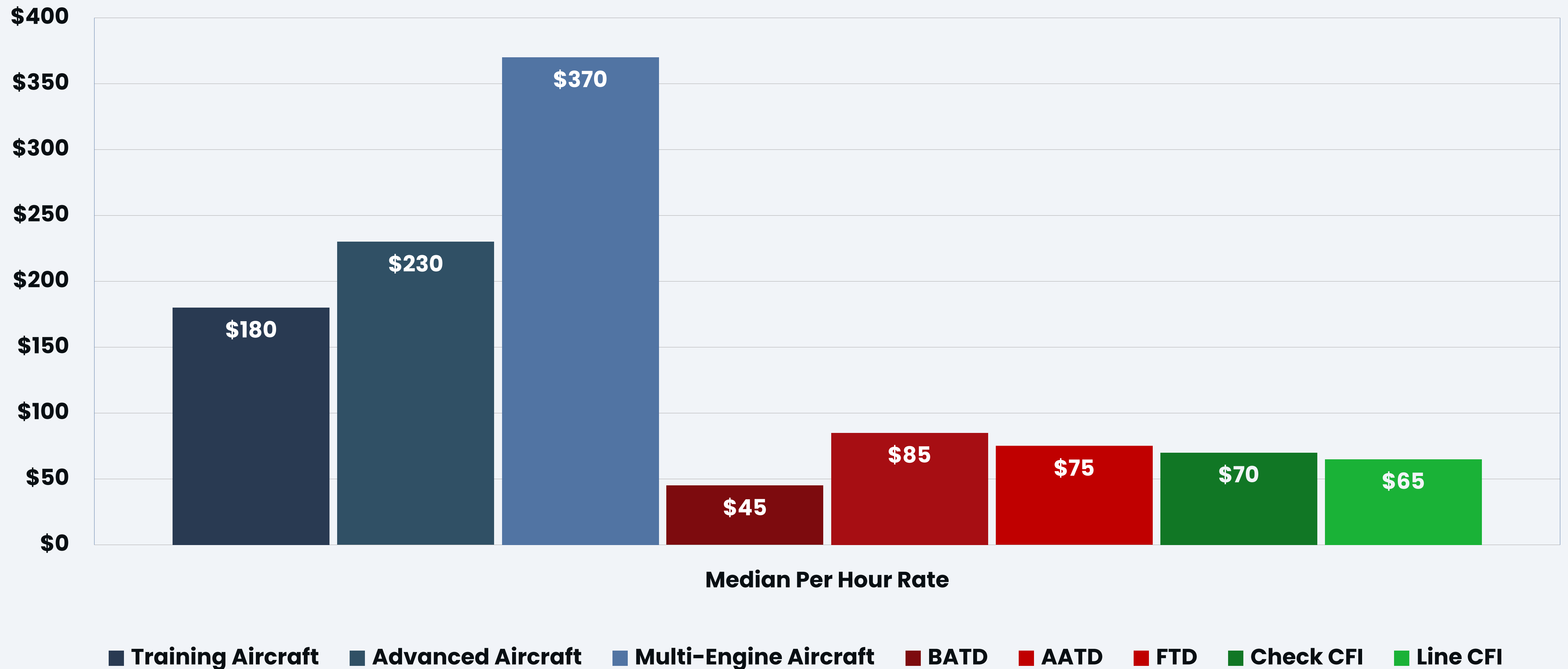
First-Time Checkride Pass Rate



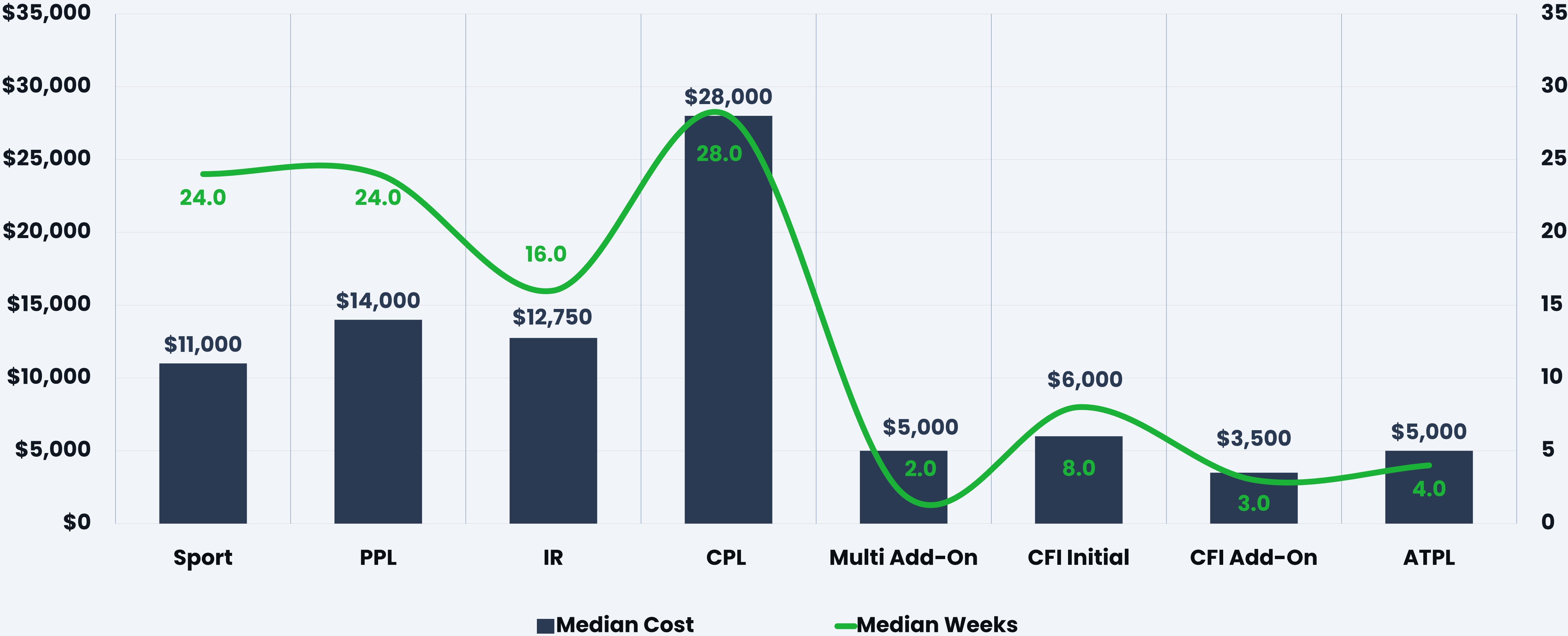
Primary Reasons for Checkride Failure



Hourly Rental & Instructor Rates



Total Time & Cost to Complete



FTO Pricing Plans

24% of FTOs

**Have Raised Prices in
Last 12 Months**
Compared to 69% in 2023

29% of FTOs

**Have Both Raised Prices
And Plan to Again in the
Next 12 Months**
Compared to 27% in 2023



23% of FTOs

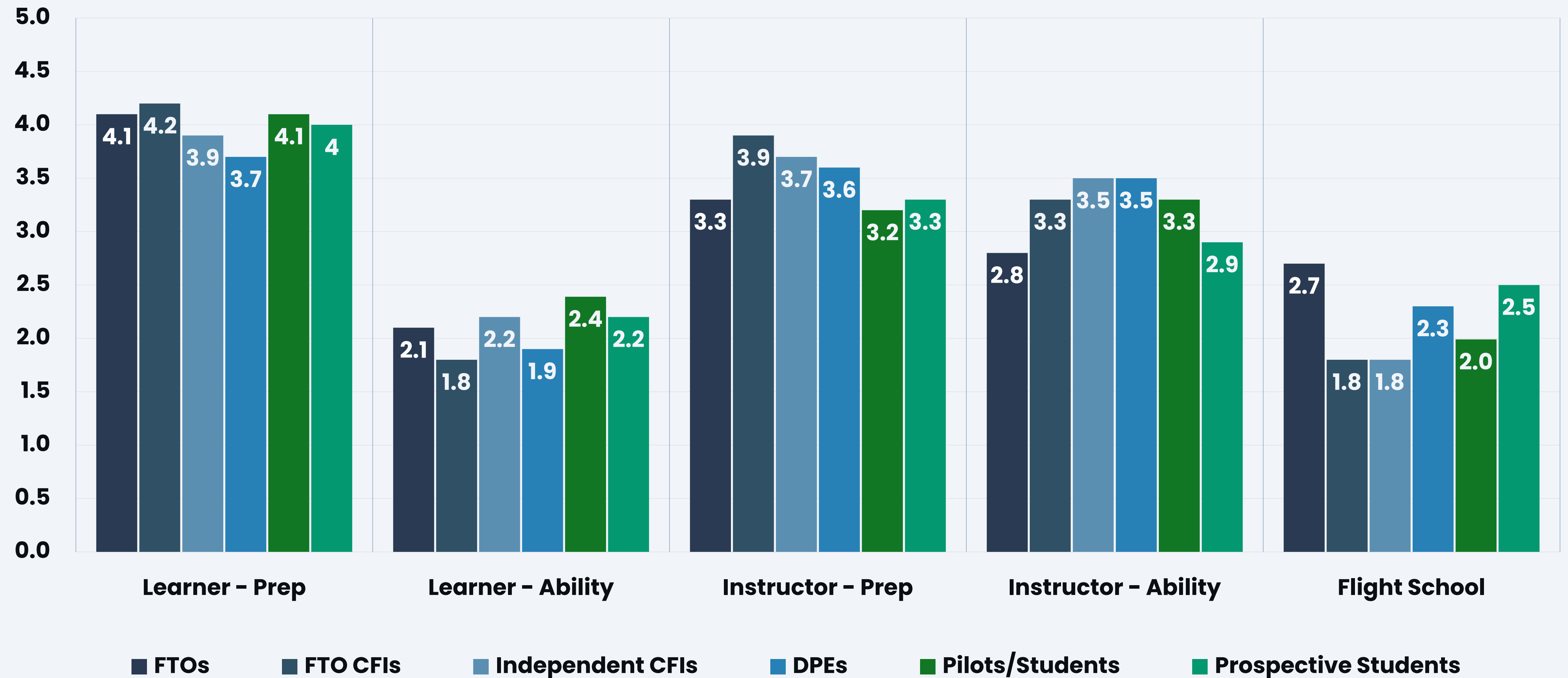
**Plan to Raise Prices in
The Next 12 Months**
Compared to 45% in 2023

23% of FTOs

**Haven't Raised Prices
And Don't Plan to in the
Next 12 Months**
Compared to 14% in 2023

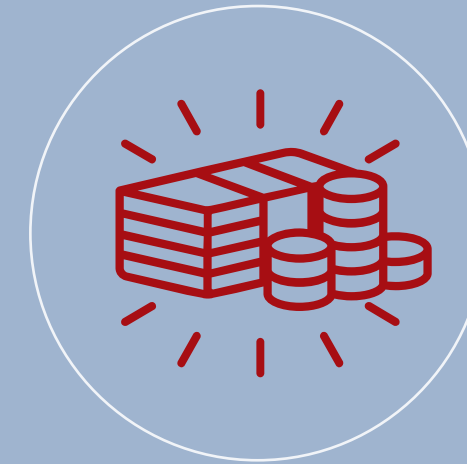


Ranking of Primary Factors in Training Success



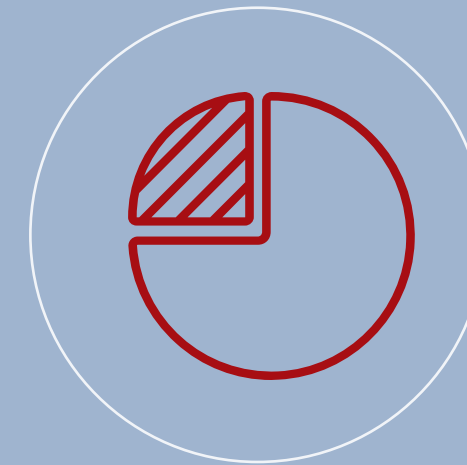
State of Flight Training 2025

Notable Trends



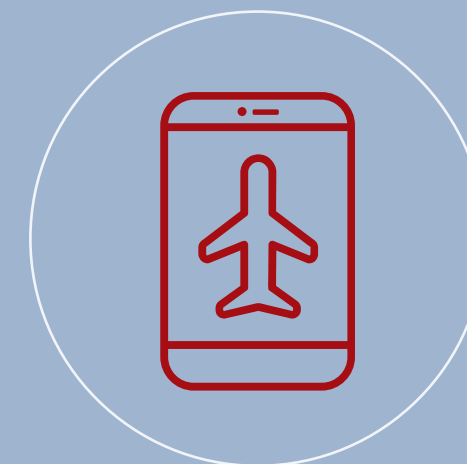
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**Stabilizing Training Costs
and Training Time**



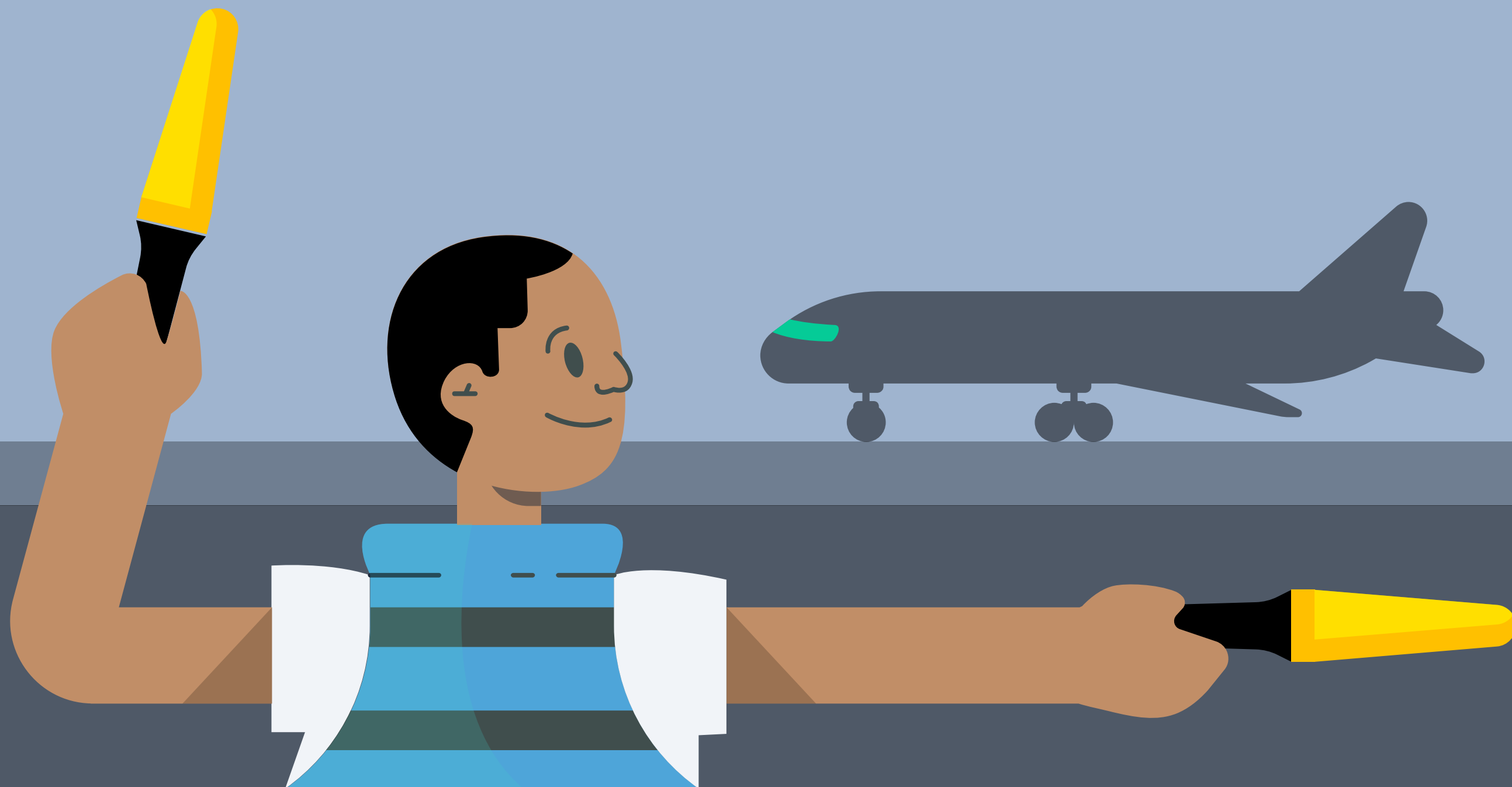
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**Bigger is Better for
Training Providers**



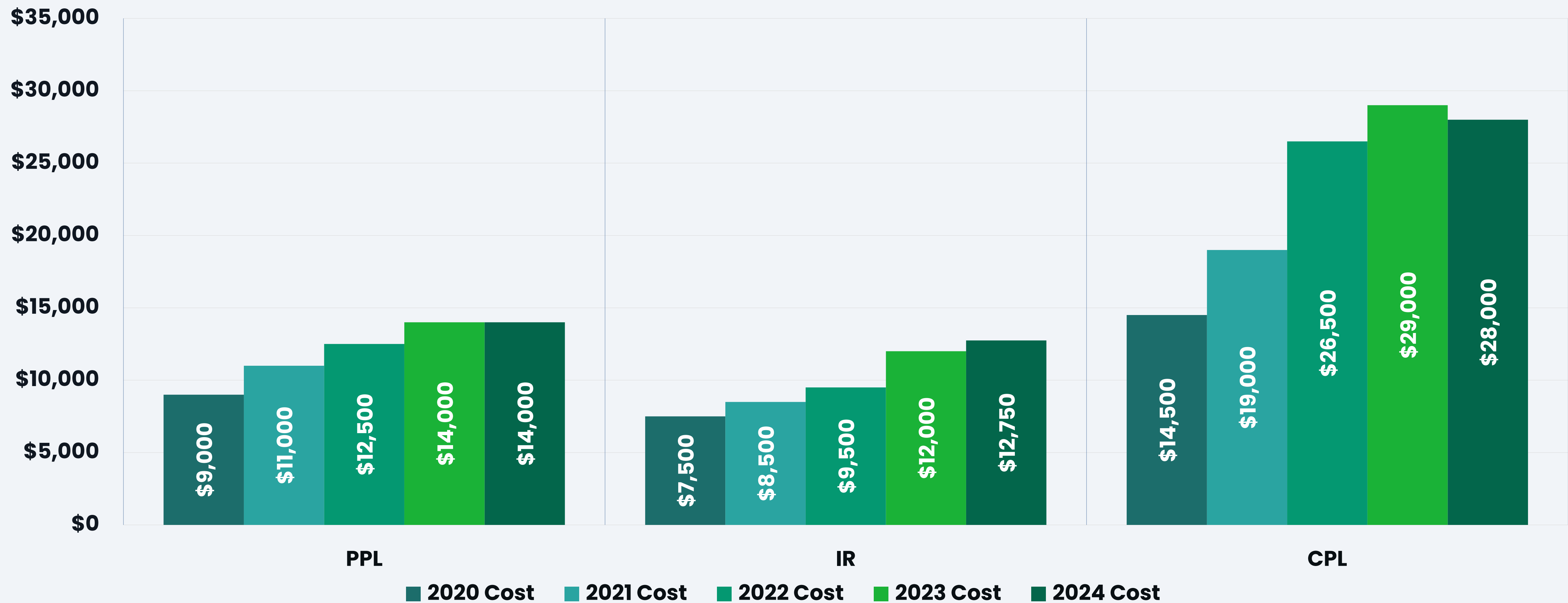
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**Instructors vs Students:
Simulator Edition**



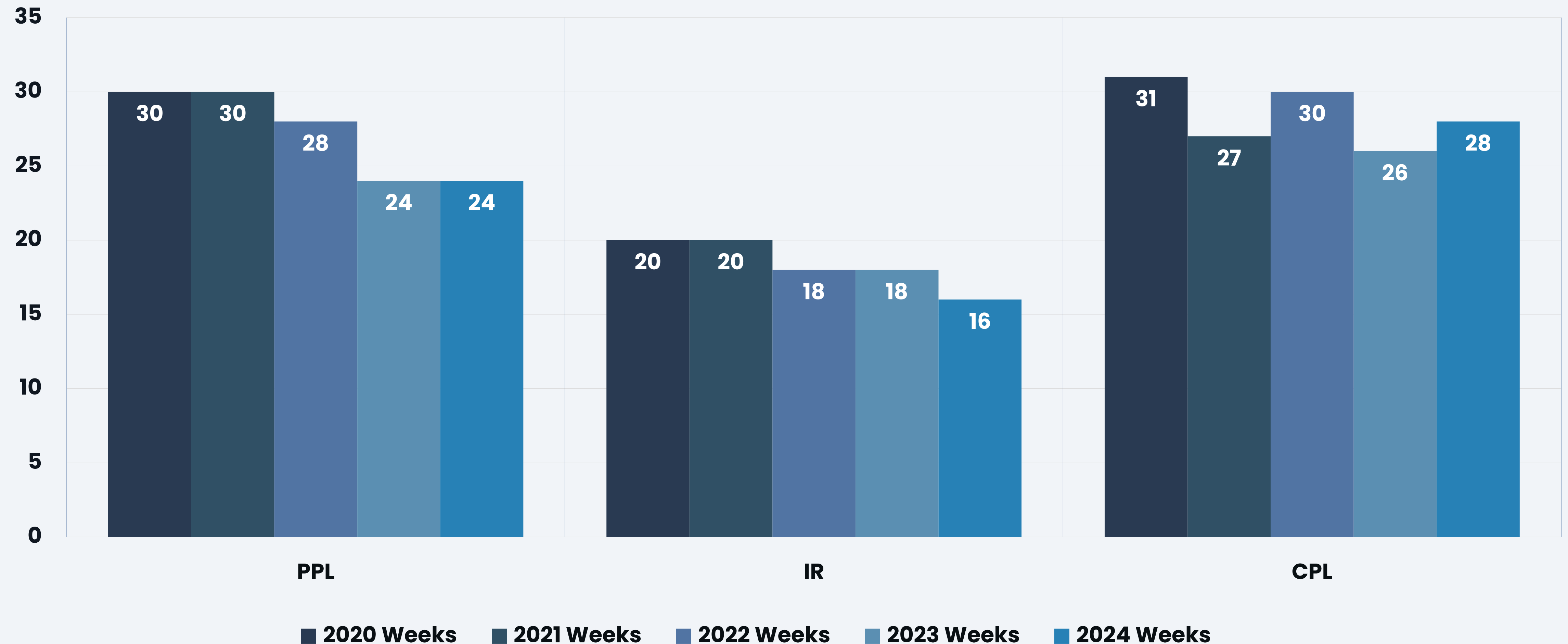
Training Costs Stable

Median Cost to Complete Training by Year



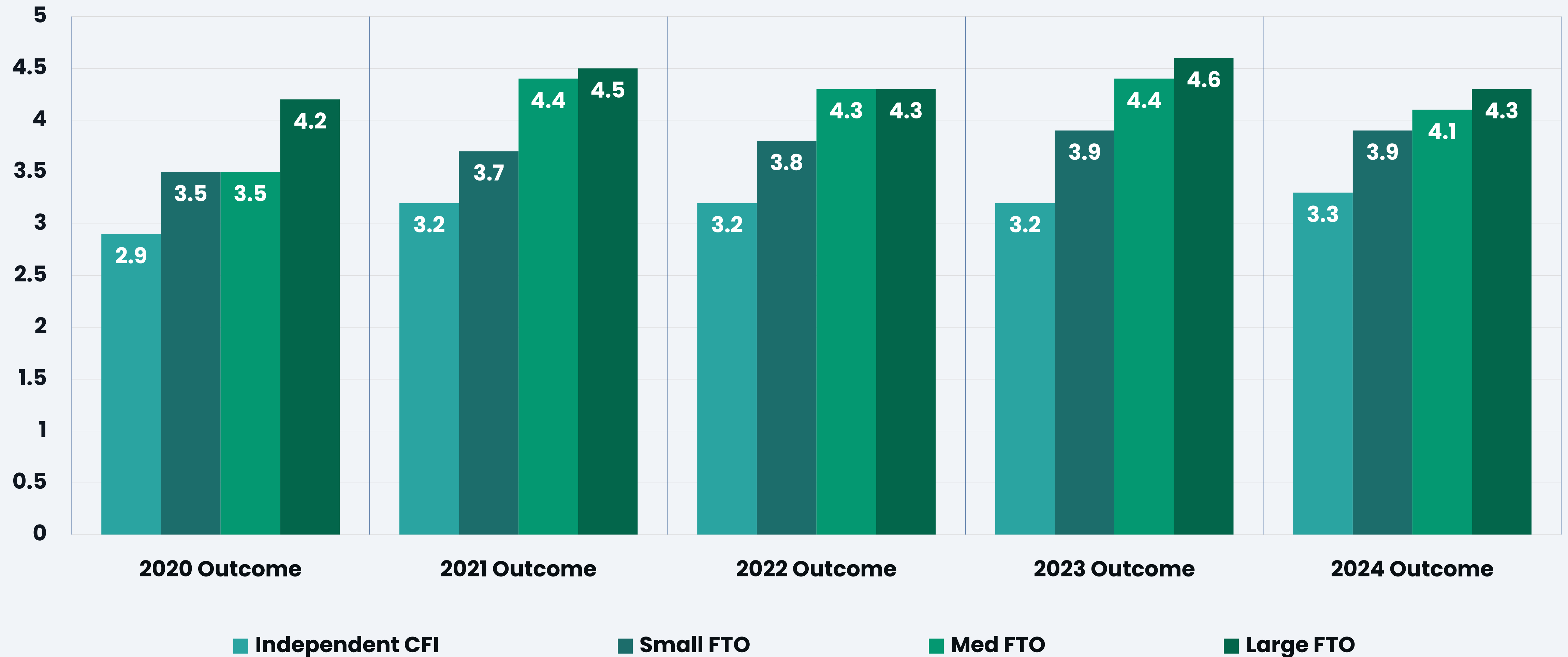
Training Time Stable

Median Time to Complete by Year



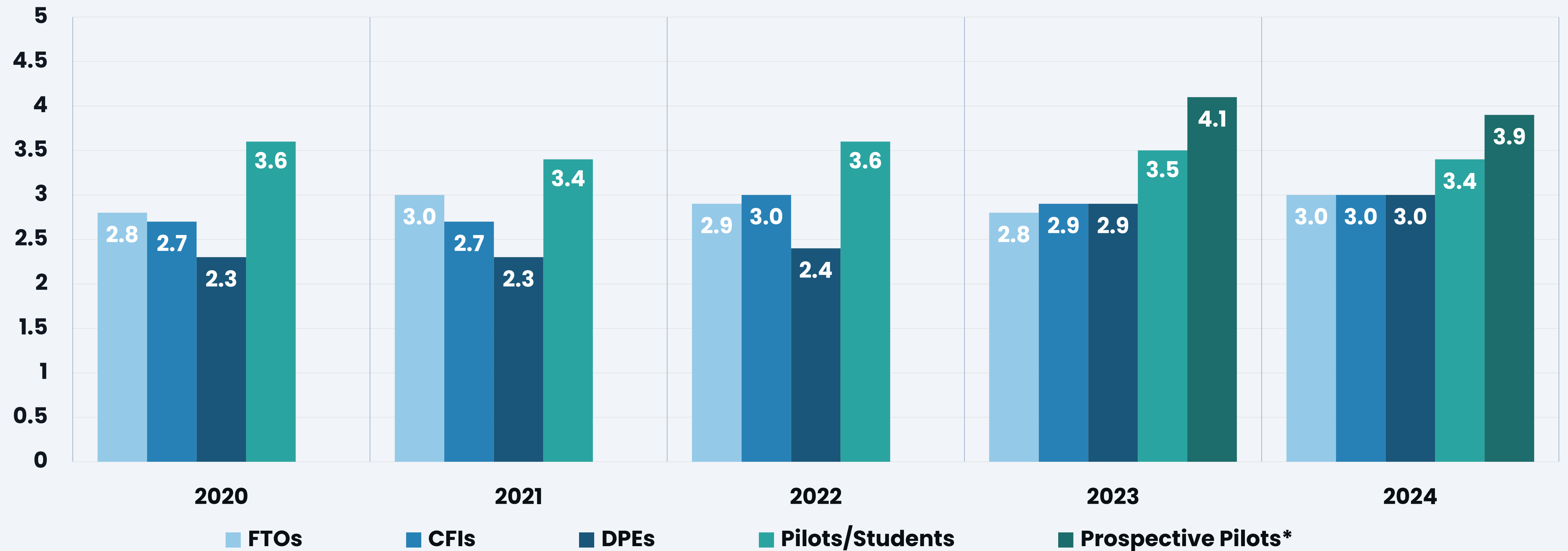
Bigger is Better for Training Providers

Self Rating of Business Outcome by Year



Instructors vs Students: Simulator Edition

Perceived Value of Simulation for PPL Training by Year

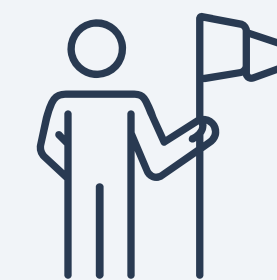


*Data not collected for 2020 – 2022



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