**FACULTY NEEDS ASSESSMENT APPLICATION**

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| Name of Person Submitting Request: | | Kevin Kammar |
| Program or Service Area: | | Aeronautic |
| Division: | | Applied Technology, Transportation and Culinary Arts Division |
| When was the last Program Efficacy document completed? | | Spring 2008 |
| What rating was given? | | Continuation |
| # of FT faculty: 1 | # of Adjuncts: 6 | Faculty Load 7.02 (09/10) |
| Position Requested | | Airframe instructor |

1. Provide a rationale for your request.

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| The Airframe and Powerplant program prepares students for FAA certification to inspect small and large aircraft for flight safety. The Aeronautic Department has lost two full-time faculty positions over the last six years. We feel that the replacement of one of the two full time positions that the Aero Dept has been reduced by is warranted. A greater continuity in student learning is a viable outcome if the position of the Airframe instructor is filled with a fulltime instructor. Students that are not normal achievers will have access to additional instructional and make up time to achieve their educational goals with the installation of a full time airframe instructor. |

1. Indicate how the content of the EMP One-Sheet and latest Program Efficacy Report support this request. How is the request tied to program planning? *(reference the page number(s) where the information can be found on the EMP and Program Efficacy).*

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| * The Airframe and Powerplant Program has been gradually growing semester by semester. In the fall 2009 semester the program was 20% over cap. * In addition to the academic Certificates and Degrees issued by the college, Aeronautics issues 28 – 32 FAA certificates per year*.* * Preliminary EIS data for 2009/2010 shows the faculty load for the Aeronautics dept is at 7.02 with a retention rate of 90%, which is higher than the Campus average. * The FTE’s by semester indicates that Aero has grown from a low of 28.2 in the Fall of 2007 to a high of 43.7 in the spring of 2010. (EMP p. 22 and preliminary EIS data) |

1. Provide updated or additional information you wish the committee to consider   
   *(for example: regulatory information, compliance, updated efficiency and/or student success data or planning etc).*

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| The Airframe and Powerplant Curriculum is certified by the Federal Aviation Administration, FAA, under Federal Regulation Part 147 which mandates 1900 hours of instruction for certification. Any time students miss from class must be made-up in order to receive certification.   * Instructors are required to maintain attendance and make-up records to one tenth of an hour which demands many hours of extra time. * The regulations state that laboratory hours must be made up in the laboratory making it necessary to keep the laboratory open three to four hours outside of scheduled class time. All mandated laboratory projects must be completed by students in order to obtain FAA certification requiring many extra hours on the part of the instructors. * All laboratory equipment must be maintained in operational condition mandating additional hours on the part of the instructors. Laboratory equipment includes 4 operational aircraft; various live training mockups; aircraft and engine components example, magnetos, carburetors, fuel pumps hydraulic actuators, instruments. 25 fully functional reciprocating engines; 4 different functioning / operational gas turbine engines; Metal shears, brakes, and rollers. Work tables, vises, and numerous specialized and generic hand tools. The equipment has to be maintained to ensure the integrity of the program and the safety of students and faculty.   These additional requirements require adjunct faculty to work *well beyond the hours that* they are compensated for. Part-time instructors are will not put in these additional hours and are not expected to. One FT faculty member cannot efficiently maintain strict attendance records, extra laboratory hours and maintenance of all laboratory equipment while teaching a full load.  The EDD Labor Market Report for 2006-2016 shows a growth of 22.4% for Airframe and Powerplant Maintenance Technicians. Kevin Fleming, SBCCD Researcher, in Spring 2009 research showed 14% increase for the Inland Empire versus 3% for the rest of the State.  As stated in the EMP (p 16) our students are focused on obtaining FAA certification and do not come to SBVC with the goal of an academic certificate or degree. Licensure rates for our students with the FAA is 98-100% (Efficacy, p. 6) |

1. Evaluation of related costs (including any ongoing maintenance or updates) and identification of any alternative or ongoing funding sources. (for example: Department Budget, VTEA or Perkins).

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| Entry level salary for this position is 46,635.95 - 53,871.76 depending on experience and education. On-going funding plus benefits. |

1. What are the consequences of not filling this position?

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| * Federal Regulation AC 147-3 states: *“ An AMTS, Aviation Maintenance Technician School, must continue to provide instruction of the same quality as it demonstrated to the FAA during and immediately after certification.”* Aeronautics had 3 FT faculty when the program was certified, reduction to 1 full-time faculty could potentially place Federal Aviation Administration certification in jeopardy |