

CAREER EDUCATION PROGRAM TWO-YEAR REVIEW

Date: 2/25/2014_____

College: SBVC

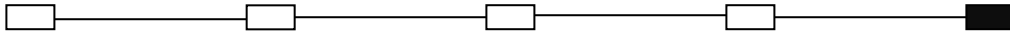
Program: Aeronautics

1. Purpose of this Program

Significantly Changed Purpose
in the Last Two Years

Minor Changes in Purpose
in the Last Two Years

No Changes in Purpose
in the Last Two Years



(Use this space to include description, mission, target population, etc.)

The Aeronautics Department at SBVC offers a 2 year training program for Aviation Maintenance Technicians. This program will develop the skills and knowledge necessary for students to pass the FAA test and become FAA certified technicians. The program is FAA approved, audited, and inspected to meet the requirement of FAR Part 147. The purpose of this program does not change in curriculum or methods of instruction unless the FAA has issued a rule making change to FAR Part 147 which mandates the study areas, depth of instruction, and time requirement for each instructional unit.

Our mission is to give a diverse group of students the knowledge and skills necessary to successfully gain employment in the aviation maintenance technology industry, be successful at numerous levels of employment, including commercial, corporate, or general aviation maintenance, and provide them the foundation necessary to continue to learn and progress in their field of endeavor.

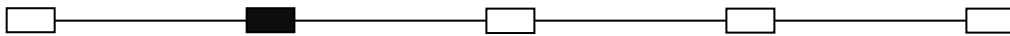
In most areas the Aeronautics Department student population reflects the college's diversity. One of the main differences is in gender percentage. The Aeronautics program lends itself mainly to males due to the heavy lifting and more physically strenuous requirements of the program. Another factor is the pervasive view of the industry that aviation is a male oriented career.

2. Demand for this Program

High Demand

Adequate Demand
for our students

Low Demand



(Use this space to include labor market data, advisory input, etc.)

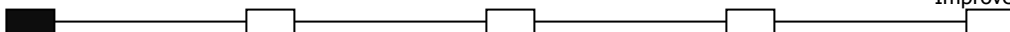
The labor market data dated June 2012 from the COE indicates a 4% increase in demand for AMT's from 2011 projected to 2016. Advisory member input, Pulsar Aviation, San Bernardino Sheriff's Aviation, Aviation Defense Inc, have indicated a need for trained technicians and are participating in development of internship programs with input from the San Bernardino Employment and Training Agency. The FAA has issued a letter that indicates the need for added marketing to students in the K-12 demographic to prevent any industry short fall of technicians that could impact out national air transportation system. Large MRO's have projected retirement and industry labor shortfalls and have initiated Job shadowing programs to expose the industry to a prospective workforce. (FedEx Corporation and Boeing Corporation)

3. Quality of this Program

Highest Quality

Meets Student Needs

Needs Significant
Improvement

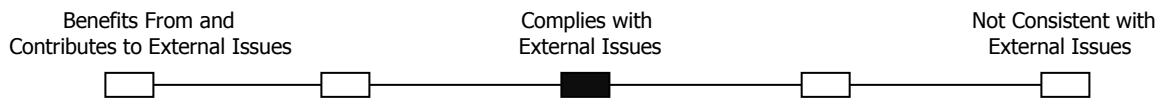


(Use this space to include core indicators, student outcomes, partnerships, certificates, degrees, articulation, faculty qualifications, diversity, grants, equipment, etc.)

EMP data indicates that the Aero dept. is in the top 4 for number of certificates issued. The success rate, 72.5% average, has stayed fairly constant from 2008 - 2009 to 2011 - 2012, with the retention rate over the same period at an average of 89%. The FAA monitors student test results for FAA certification and indicated that SBVC students are performing at a rate at which 88% of the students are passing at a level higher than the national average. The dept. continues to seek industry and community support for equipment that may be used for training purposes. Over the last 2 years three new aircraft have been added from private and

industry donations to maintain a quality student training environment.

4. External Issues



(Use this space to include legislation, CCCCCO mandates, VTEA, Tech Prep, CalWORKs, WIA, BOG Career Ladders, etc.)

External issues can be both a benefit and a hindrance to the Dept. The added regulatory requirement from industry and the FAA place additional workload on a dept. that at one time had three full time instructors and a laboratory assistant. This has been reduced to one full time instructor and no lab assistance. This can be a safety issue in the lab due to student /instructor ratio and the FAA has indicated through letters that minimal full time instructor in the department may cause a lack of continuity and decreased student performance on FAA exams. With BOG waivers, financial aid and other support programs, students are finding ways to complete a career education and enter the workforce. Without these student services a high percentage would be unable to complete the program. Increased environmental regulatory issues continue to increase workload, limiting time for program improvement and outreach.). Continued advancement in industry by developing new technologies (composite technology & Glass Flight deck Avionics) indicates a need for additional and advanced training in these areas. (FedEx Corporation, General Atomics Corporation).

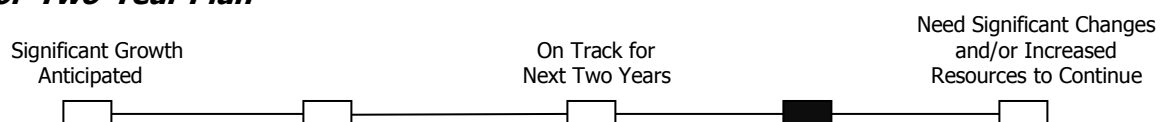
5. Cost of this Program



(Use this space to include enrollment/FTEs generated & in-kind contributions of time/resources minus salaries/equipment/supplies, etc)

The FTES is at an average of 89% for the year 9/10 through 11/12. There is very little possibility of exceeding this FTES level without adding additional sections due to limited lab work stations and mandatory FAA Instructor/student ratios. EMP data also indicates a FTEF number average for the last 4 years of 7.02 which points out the need for additional full time instructors, as well as a lab assistant to meet the added industry requirements as mentioned in the External Issues section. The program has benefited from excellent adjunct faculty who play a large part in procuring industry donations. This includes a retractable complex Mooney aircraft, a 2 place reciprocating engine powered Rotorway Exec helicopter, and a high wing conventional geared Luscombe aircraft. These aircraft and additional equipment value at over \$200,000.00 were procured at no cost to the institution. Without these donations the dept. would not be able to update several of the dept. training aircraft. The extensive cuts to the general fund allocation continue to impact operation of the program by limiting the consumable equipment and supplies that are necessary per student. Augmentation in budget, additional staffing, and replacement of staff, along with the replacement of the twin engine primary training aircraft are, and have been, continued focus on previous efficacy and needs assessment documentation. The Dept. is currently applying for a grant that will help develop a composites technology program that will encompass the use, repair, and manufacturing of composites in a wide variety of industries including Aerospace, automotive, leisure, and power generation (wind turbine). The Perkins grant greatly supports the general fund monies by allowing the dept. to purchase much needed replacement of outdated, worn, or damaged instructional equipment.

6. Two-Year Plan



(Use this space to include recommendations, project future trends, personnel and equipment needs, etc.)

To promote growth in the program continued areas of planning and execution are needed:

1. Develop more and deeper relationships with industry. Mooney aircraft Corporation has visited our facility and is interested in developing training for a new local manufacturing site and bring international students for intensive specialized training to meet the needs of expanding overseas interest. Pulsar Aviation is a MRO Facility (Maintenance, Repair, & Overhaul) at San Bernardino International Airport and is at the discussion level with the Department about job shadowing internships and specialized aircraft familiarization instruction.
2. Develop new or increase funding sources for additional technology development that mirrors industry. A composite construction, repair, and inspection program is one of the department's prime goals. As mentioned a grant and working with composite industries (Mooney Aircraft, General Atomics) is one avenue for increasing funding for additional instruction. Working with SBVC's Electronics Department to rework the Avionics program to better meet current industry needs is a work in progress goal.
3. Continue to voice the need for additional staffing.
4. Increase community outreach to K-12 to expose prospective student to the career field.

Signatures:

Administrator

Date

Faculty

Date

Advisory Committee

Date

To Board of Trustees on _____
Date