

EQUIPMENT NEEDS ASSESSMENT APPLICATION

Name of Person Submitting Request:	Kevin Kammer
Program or Service Area:	Technical Building / Aeronautical Dept.
Division:	Applied Technology, Transportation & Culinary Arts
Date of Last Program Efficacy:	2011
What rating was given?	Continuation
Equipment Requested	Aircraft (Primary Training)
Amount Requested:	\$80,000
Strategic Initiatives Addressed:	Technological Advancement, Student Success

Replacement Growth

1. Provide a rationale for your request.

The Aviation Maintenance program has a twin engine Beechcraft B-50 aircraft that is the primary training aircraft for all three of the training curriculums, General, Airframe, and Powerplant Technologies. The department has used this aircraft for over 25 years. The aircraft is just under 60 years old. The long term use and high age of the aircraft has rendered it near obsolescent for student learning purposes. The systems, structures, and powerplants of the aircraft are no longer supported by the mfg or vendors. It has been very difficult to purchase replacement and repair parts the last few years to keep the aircraft in a reasonable condition due to very small supply and very high prices.

2. Indicate how the content of the latest Program Efficacy Report and current EMP data support this request How is the request tied to program planning? (*Reference the page number(s) where the information can be found on Program Efficacy.*)

The following excerpts from the Aeronautics Department Program Review document support program planning and the continued request for a new(er) primary training aircraft.

Excerpt Page 18, 2011 Program Review Document Aero Dept.

The aviation maintenance program at SBVC has 5 primary training aircraft. The average age of these aircraft's date of manufacture is 1955. This place there average age at well over 50 years old. This is a major challenge to provide instruction that is current with aircraft of this age. The phased replacement of these aircraft is a must to maintain a level of currency.

3. Indicate if there is additional information you wish the committee to consider (*for example: regulatory information, compliance, updated efficiency, student success data, or planning, etc.*).

The FAA through their Advisory Circulars (AC's) recommends that training aircraft be "representative of current technology". With an aircraft that is close to 60 years old this recommendation for all Part 147 Maintenance schools is not being followed.

4. Evaluation of initial cost, as well as related costs (including any ongoing maintenance or updates) and identification of any alternative or ongoing funding sources. (for example Department Budget or Perkins)

A cost that is not covered under initial cost can be the cost of transportation and relocation of the aircraft to the SBVC training facility. We can help with these costs by industry support. We have employed Perkins funds to refurbish some of the structure and systems on the aircraft...i.e. sheet metal structural repair, ignition harness, replacement, leaking fuel cell replacement, and tire and tube replacement. This was necessary to maintain the aircraft structurally from a safety standpoint and try to maintain minimal operation

5. What are the consequences of not funding this equipment?

As previously stated the FAA "recommends" current technology. If the inspectors deem that our aircraft are not current and are not adequate training aids, then a regulatory action may be forthcoming if the issue is not remedied.