Chaffey College

School of Business & Applied Technology

 Aviation Maintenance Technology (AMT)

Advisory Committee Meeting

April 7, 2017

**Attendees:**

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| Antone | Andrews | General Atomics |
| Russell | Baty | Chaffey College, AMT Faculty |
| Maria | Beck | Chaffey College, General Counseling Faculty |
| Chris  | Byars | Foothill Aircraft |
| David  | Espinoza | United Airlines, Retired |
| Paul | Foster | Federal Aviation Administration |
| Joy | Haerens | Chaffey College, Dean - Business and Applied Technology |
| Rick | Hernandez | Federal Aviation Administration |
| Larry | Hultgren | Chaffey College, AMT Faculty |
| Joe | Lewis | Federal Aviation Administration  |
| Jack | Little | Chaffey College, AMT Faculty |
| Erik | Perez | General Atomics |
| David | Struthers | United Airlines |
| Joe | Yancey | Yancey Enterprises |

1. **Welcome/Introductions**

Jack Little opened the meeting at 8:40 a.m. by welcoming committee members.

1. **Role of the Advisory Committee**

Review and discussion of the role of communities supporting Chaffey’s Aviation program. Review of hiring expectations and budget recommendations. The committee is thanked for their participation.

1. **State of the Industry**

Current shortages of AMT trained individuals is growing exponentially due to the same trends of prior years. A large number of retirements are occurring. There are over one thousand people retiring from United Airlines in the upcoming year. An additional 120,000 employees will be needed in the upcoming twenty years and thirty thousand planes to be built in North America.

The need is to fill positions with individuals with a “learn mentality”, customer service skills, and personable. The current aviation industry employs administration willing and interested with “in-house” training.

Hiring trends continue to increase. An e-mail communicated at UPS indicates less than three years of experience. The committee reviewed the history of military graduates and the airplane industry. General Atomics in the upcoming year will have a need of no less than one hundred technicians. They also emphasized the need of avionics and core competencies.

State level changes are occurring. To meet one of the changes, Chaffey is restarting their welding program. The program will include skills sheet metal and fabrication. The committee agreed this will meet a portion of the current and upcoming aviation employment needs.

1. **Status of Chaffey’s AMT Program**

1. Program Overview: Chaffey College’s AMT training facility is number one in the Western region (Washington, Oregon, California, Nevada and Arizona) and number four in the nation. The program is #4 of 166 as an AMT training facility in the nation. ***(attachment A)*** Employers are continually seeking Chaffey College AMT student graduates, which speaks well of the college’s reputation of excellency currently and historically. An example shared is Larry Hultgren, current Chaffey College full-time faculty, moved to California from Chicago, to attend Chaffey’s program over thirty years ago.

The college’s program and services review (PSR) process and VIPs are reviewed, to re-emphasize the importance of the advisory committee’s role. These processes require industry endorsement.

Student enrollment and attendance. The maximum current student headcount is 75 students, with a current certificate issuance of 50. Per FAA, there must be a 25:1 ratio. A higher ratio creates a need for additional instructional assistants and classroom space. Students dropping from the program is zero percent for the last four semesters. The required lab hours’ portion of the program is the largest component. Chaffey is equipped with trained faculty and equipment. The program continues to turn away students due program space and faculty limitations.

There is an interest to offer an evening, night and Saturday class offerings to meet industry need of avionics, robotics and additional emerging technology. Current industry partners expressed an interest to pay for additional faculty and instruction. Possibly look into a partnership with Ontario airport. There are currently logistical limitations preventing the offering of some of the options due to the college’s logistical limitation of IT support.

There is a large Chinese population interested in Chaffey’s program, but do not meet the language requirement.

The program is reviewing the possibility of a 2-story building behind the exisiting Aeronautics (AERO) building. Funding and feasibility is being reviewed by the college.

The program is emphasizing, once again, the importance of attendance. Students spend 35-42 hours per week with the program. All AMT students are enrolled in 16 units each semester for 4 semesters.

Chaffey does well in supporting its student completers with subsidized oral and practical student exams. The first oral/practical exam is subsidized at $105 for general, powerplant and airframe. The oral exam is $200 and practice exam is $105. The subsidized cost allows for many of the program’s students to receive employment within a shorter period of time since they are not having to save for the full amount of the exam, which is at a cost of between $800 - $1200. This is one of the reasons the students do well with the completion of their exam. The students are required to pay for their written exams, at a cost of $450.

1. Budget request for augmentation of the program’s existing budget, for the following:
	1. $24,000 to be used for taxi and variety of program items.
	2. Helicopter course development
	3. $2,500 for travel expenses incurred for program related conferences and training. An example is the Boeing training offered annually.
2. Equipment and training aids requested through the 2015-2016 PSR cycle
	1. Started receiving O-320 engines and hydraulic components
	2. Not approved: purchase of additional electrical and fuel system components
3. Equipment and staff requests for 2016-2017, Chaffey’s Program and Services Review and Perkins, will include the following items:
	1. AMT 400 course
	2. Avionics curriculum equipment
	3. (2) ½ time Instructional Assistant, approximately $25,000
	4. Computers (laptops/desktops)
	5. 50% increase of consumables budget
		1. There has not been a budget augmentation in at least 17 years
4. Space requirements: Additional lecture and lab classroom space is needed to support the program’s expanding equipment inventory as a result of current curriculum updates. The additional space includes use for an evening and/or night instructional program.

After reviewing and discussing the needs and benefits of each of the aforementioned items, the committee voted unanimously to approve the budget recommendations, additional instructional space, equipment and staff requests.

At this time, a review of the committee’s advisory meeting minutes dated April 8, 2016 were reviewed and approved.

1. **Curriculum**

The program’s biggest challenge is funding. AMT faculty open a discussion asking members what they would like to see become a part of Chaffey’s curriculum to prepare students to be as marketable as possible to meet multiple industry needs.

Comments included:

* 1. Offering of advanced electrical training as a stand-alone program with specified equipment for employability
	2. Change from analog to computerized training to represent current emerging technology.
	3. AET (Aircraft Electrical Technician) certificates

Last year, the committee requested and supported the need of AET training, Avionics electrical training and the helicopter curriculum and training.

* + 1. AET is typically a subset of an AMT program
		2. AET emphasizes the electronic component to support industry need.
		3. Make it a certificated Chaffey program
		4. Dedicated computers for the trainers
		5. Computer based program
		6. Proposed curriculum of $200,000 for the initial setup of the program
		7. Partnerships for faculty development

Beginning with Spring 2018, AMT 400 (AET), will be scheduled and offered. (attachment B and C)

Helicopter curriculum components in support of local agency and industry needs.

* + 1. Reactivate course and offer as a stand-alone program.
		2. Helicopter field is untapped
		3. Make it a certificated Chaffey program

The curriculum was endorsed by the advisory committee, but not funded.

1. **Partnerships with Industry**

1. Faculty Development

Reviewed current training opportunities. A request was made by the program to the industry to include training opportunities for Chaffey’s AMT program.

1. Internships

Chaffey is interested in providing industry experience through student internships. Communicate with the program of internship opportunities. The opportunity is a valuable and underutilized resource for the students and program related industries.

1. Federal Express’ internship program begins with an application process. It is a 3-year apprenticeship. The beginning wage of training is $17 and ends at $35 an hour, after three years. Their cap is $50-$60 after five years. Delta Airlines does something similar.

1. Employment
	1. Gulfstream has openings. Contact their Human Resources office for additional information.
	2. General Atomics continues to support the college’s program. Currently they offer a training program in Michigan for larger outfits teaching specialties versus general training.
	3. SkyWest Airlines’ agreement with Chaffey College is in Palm Springs. Hiring occurs on a continual basis and is a stepping stone to larger airlines.
	4. Northrop Grumman continues to contact Chaffey’s program. During an employment fair, a few of AMT’s current students were picked up.

Additional companies the programs’ students have or currently receiving employment: United Airlines, Tesla, Space X

1. Volunteers

Recognize Kevin Marpert for volunteering his time to the program and its students. Mr. Marpert is a Chaffey College AMT graduate.

1. Scholarships

Chaffey does well in supporting its student completers with subsidized oral and practical student exams. Every year, the program provides many of its students with financial support, prepared to take the FAA certification exams.

The program placed a request for industry to consider a donation and/or creating a scholarship for the current AMT students. The donation is tax deductible and recorded with the college’s Foundation office. The scholarships and grant funds are used to assist current students with the written test (General, Powerplant, and Airframe) for each level of AMT certification. If there is an interest or there is a contact the college can follow-up on, forward the information to Russ Baty.

1. The program thanked Mr. Espinoza, Dave Struthers, LXJ Memorial Scholarship, Kevin Marpert, McElhaney Family and Cable Airport Foundation for their financial assistance to the program’s students.
2. Scholarship can include specific criteria; such as must be an AMT student.

Field Trips

The program made a request for additional field trip opportunities. Committee members expressed the challenges of student field trips due to the heightened security restrictions placed by the administration.

Faculty Training

Current faculty expressed an interest to attend industry training. Please keep them in mind and communicate with them.

1. **Review / Summary / Open Forum**

The following items were agreed as upcoming items as to keep in the forefront for continued and new student success: donations to help students, continue the program’s current level of excellence and of student financial assistance through scholarships. Committee members were asked to stay involved all year.

Committee members were reminded to keep Chaffey in mind as a charitable entity for student tours, as it provides opportunity for the program’s students with exposure to different venues of aviation. The committee gave the program a commendation for giving students knowledge beyond what is given in a textbook and for the program’s student level of being helpful and professional.

Mr. Little closed the meeting at 11:15 a.m., thanking committee members for their time.







