

**Mount San Antonio College  
Aircraft Maintenance Advisory Committee Minutes  
March 1, 2021@ 12 noon**

Item	Discussion	Action / Outcome
<b>Introductions</b> <b>12:00 – 12:10</b>	<ul style="list-style-type: none"> <li>• <i>Introductions</i></li> </ul>	
<b>Review of Program Status</b> <b>12:10 – 12:25</b>	<ol style="list-style-type: none"> <li>1. MtSAC AIRM since March 2020 <ul style="list-style-type: none"> <li>• <i>Welcome from Sarah Plesetz</i></li> <li>• <i>SP: We want to thank you all for being here, we couldn't do this without you. We want you to vet and look at our courses, offer your industry expertise, and suggestions for other equipment we may need so that the program can purchase it.</i></li> <li>• <i>DY: What has happened since our last advisory meeting?</i></li> <li>• <i>PowerPoint presentation (screen sharing)</i></li> <li>• <i>Airframe class was suspended and moved to another semester. Everyone was to move to online, we are hands-on and could not transition to online. Evening powerplant finished one class, 97A. Other 3 classes were suspended.</i></li> <li>• <i>Summer, approval was given to teach. Electricity from Spring was rolled into summer class, started with 25 students and ended with 23, two students were not comfortable doing online class. Evening Science class, all virtual. 5 students did not pass. Face to Face class to Virtual. 20% of the class did not pass. It doesn't work well with our curriculum.</i></li> <li>• <i>Fall, deans were able to get us back to campus, as of October 19<sup>th</sup>. Lectures online, and last 8 weeks were on campus for lab, 16 weeks worth of lab crammed into an 8 week format, 40hrs per week, plus breaks. The FAA limited us to 8hrs per day.</i></li> <li>• <i>Byron's AF class returned, the one disrupted in Spring. 23 student returned, we lost 2, who decided they did not want to return.</i></li> <li>• <i>David's PP class had 21 return. 4 decided they did not want to return, they said they were not ready for face to face class.</i></li> <li>• <i>Marcos lost quite a few. 6 students decided not to return, total lost was 12 out of the 74 or 73. Marcos loss one more</i></li> </ul> </li> </ol>	

during the spring semester. We have lost some students, due to fear of the virus.

- In December 2020, we were able to finish day classes (airframe, powerplant and electricity) that were interrupted in spring 2020. We were able to graduate 27 students and they earned a total of 39 certificates (airframe or powerplant). 5 more will be graduating in early spring.
- Every have put in a phenomenal amount of work in order to make this happen. We have spaced equipment, installed plexi glass, written safety plans, etc.
- Winter, we returned to face to face labs. AIRM70A allowed to run; 10 students was the cap, 1 was dropped. 9 students completed. Marcos and I ran science class. 24 students completed all online. Materials class, 18 students. Welding had 12 students, we only had 11 students, we lost 1 student.
- Spring 2021, we are allowed face to face labs and lectures online. 10 students is the max.
- We will be able to finish night powerplant. 97A was allowed to finish in spring 2020, 97B & 98A completed in fall 2020, and this spring we will be able to finish the last 4 weeks (98B). Expecting to have 8 graduate this spring, 6 additional in summer 2021. That is where we are at.

2. Department proposal to remove course AIRM73 (Welding) from the curriculum and dedicate those hours to Materials & Processes (AIRM 72).

- FAA material for materials and processes is huge and the science class...
- Discussion about eliminating the welding class, and concentrate on materials and process class.
- Both of these classes are 50-54 hours. We have decided materials needs more time, not enough. Proposing to eliminate welding. Will transition that time to materials or science.
- Materials and process are pretty important and a lot to cover...eliminate welding, we will still have welding projects, but will be included in airframe with projects.
- Questions?
- Foster: You are realigning, not eliminating.
- DY: eliminating the course and realigning curriculum is correct.

- Foster: Incorporate into airframe area...level 1 lecture/lesson/written test. Level 2 and 3, hands on.
- SP: If you are redesigning, is that okay with the FAA?
- DY: As of right now...curriculum will have to be approved, and FAA approval, and process with the college.
- New regulations for part 147, big change coming per FAA. This is the perfect time to realign and make this happen.
- DY: number hours and projects will not change, it will be the same. It will be redistributed.
- DY: If there are no questions. Can I please get everyone's blessing to eliminate AIRM73, and redistribute the hours & curriculum into airframe (AIRM 72). All present agreed.
- Patrick: Suggestion...Encourage students to take a welding course.
- DY: Yes, we could make welding an advisory course or recommended course.

3. Department proposal to split AIRM71 (Aviation Science) into two smaller course for the purpose of easier scheduling and consolidation of materials

<u>71A</u>	<u>71B</u>
Aviation Math	Maintenance Regulations
Physics	Technician Privileges
Drawings	Maintenance Publications & Forms
Ground handling	Maintenance Records
Human Factors	Weight & Balance
Risk Management (new module?)	

- This course is 110 hrs. A & B, we think it's best to split it into two smaller courses.
- Incorporate risk management into the A portion.
- This is our second proposal. Same # of hours or maybe a little more. No loss of content, material.
- Any questions or oppositions? Can I please get everyone's blessing to split AIRM71 into two small courses (AIRM71A & 71B) All AIRM71 hours & curriculum will be distributed into airframe & AIRM71; All present agreed. Okay, great!
- Foster: Question...from FAA Safety perspective. There are online courses. It does not take the place, but could help supplement. There

	<p><i>is a course concerning aircraft maintenance records. Other things that could help the students understanding what they are getting into.</i></p> <ul style="list-style-type: none"> <li>• <i>DY: I have encouraged students creating their own account to access those online courses.</i></li> </ul>	
<p><b>Advisory-Driven Program Improvements to date</b> <b>12:25 – 12:45</b></p>	<p>4. IFR-4000 purchased to perform ramp test of VOR, ILS/GS, DME, MB, an406 MHz ELT systems.</p> <ul style="list-style-type: none"> <li>• <i>Thank you for the recommendation. We have purchased this piece of equipment and will be implementing it in lab classes immediately.</i></li> </ul> <p>5. Resume workshops, interview workshops, recruitment/career fairs are temporarily suspended until we can return to face to face.</p> <ul style="list-style-type: none"> <li>• <i>We have had to put these on hold due to our current situation (pandemic).</i></li> <li>• <i>DY: Are you open to virtual workshops Rachael?</i></li> <li>• <i>RB: Yes, if we can fit it in, yes.</i></li> <li>• <i>DY: Fall is usually our semester to get these workshops done. If we can make the schedule work, we will look for some interviewing workshops.</i></li> <li>• <i>Patrick: Everything has been on hold since March. Starting May, we will start interviewing, face to face.</i></li> <li>• <i>LC: Even despite the pandemic, we have been seeking mechanics who hold their A&amp;P's. We do all of our interviews over the phone.</i></li> <li>• <i>Foster: The FAA, when hiring, they have gone virtual.</i></li> <li>• <i>DY: Workshops maybe in spring or summer.</i></li> <li>• <i>RB: It is definitely a different type of etiquette. Virtual interview.</i></li> <li>• <i>DY: Moving forward with workshops.</i></li> </ul> <p>6. The program is still exploring some of the ideas that were offer during past advisory meetings such as:</p> <ul style="list-style-type: none"> <li>* NDT certification</li> <li>* Higher level training in troubleshooting</li> <li>* Composite training</li> <li>* Promoting Associate and Bachelor degrees.</li> </ul>	

- *Marcos will be taking this on, NDT. We will be expanding on this. If not a certification, possibly a course.*
- *MF: We can also add it to the Materials class.*
- *DY: We can definitely add it.*
- *Foster: Will you be seeking certification through the ASNP?*
- *MF: I tell students to seek out schools that are able to do that.*
- *DY: We are considering a full certification as a separate course.*
- *Foster: it is a different entity. There are companies that have their own.*
- *MF: I obtained my certification through my employment.*
- *DY: We want more troubleshooting...we are working more into these skills. We have been working on this. Composites, huge. It's on our radar to expand. Degrees, we have access to 3 colleges that offer bachelor degrees. We are pushing students to seek the higher level of education, to benefit the students.*

7. The state has approved a new Technology & Health building scheduled to break ground in 2023 with estimated completion in 2025. Will include inspection room, composite room, welding room, indoor engine test cells, three attached classrooms, break room, and a second level mezzanine with numerous work rooms.

- *DY: New building, this has happened since the last time we met.*
- *We will be getting a new building.*
- *SP: Won't be ready till 2026. We got moved up ahead of other projects.*
- *DY: We will be breaking ground before we need it. Weve already had 4 planning meetings, we have our footprint. We will have a breakroom, meeting room, virtual reality space for training...*
- *If any of you come across virtual learning, please let us know...*
- *Questions?*
- *We want to mirror what's happening in the industry.*

<p><b>Support given to our students</b> 12:45 – 12:50</p>	<p>8. Since the last time we met:</p> <p><b>Donations</b></p> <p>Eight students who graduated in December 2020 have received \$500 reimbursement for earning passing their certification exams (written or practical) thanks to generous donations from Unical and other donors. In 2020 we agreed to provide reimbursement for written exams and two students have chosen this option.</p> <ul style="list-style-type: none"> <li>• <i>The goal was to try and address the students that possibly couldn't afford it.</i></li> <li>• <i>Motivate to start the process, to attempt their first certificate.</i></li> <li>• <i>December group have already taken some level of certification...6 have...2 have taken their written exams...we have earmarked the remaining funds for the evening program students.</i></li> </ul>						
<p><b>Program Success Data</b> 12:50 – 1:00</p>	<p><b>9. Data</b></p>	<p><b>2015-16</b></p>	<p><b>2016-17</b></p>	<p><b>2017-18</b></p>	<p><b>2018-19</b></p>	<p><b>Aug 2019-Feb 2021</b></p>	
	<p>Graduation Certificates (147 Grad list)</p>	<p><b>97</b></p>	<p><b>72</b></p>	<p><b>65</b></p>	<p><b>58</b></p>	<p><b>39</b></p>	
	<p>Associates Degrees (Argos)</p>	<p><b>7</b></p>	<p><b>13</b></p>	<p><b>6</b></p>	<p><b>15</b></p>	<p><b>4</b></p>	
<p><b>Advisory Input, open discussion:</b> 1:00 – 2:00</p>	<p>Licensures (A or P) Est. based on correspondence with from grads &amp; faa.gov</p>	<p><b>24</b></p>	<p>22 2017 <u>+19 2018/19</u> 41</p>	<p>36 2018 <u>+25 2019</u> 61</p>	<p>23 2019 <u>+33 2020</u> 56</p>	<p><b>8</b> Since Dec 2020  * The new 147 might help.</p>	
	<ul style="list-style-type: none"> <li>• <i>DY: we have been concerned on how few have gone to get their certificates. It's taking them a long time.</i></li> <li>• <i>Sharing screen (powerpoint)</i></li> <li>• <i>It looks like they are getting their certification, but they are taking a little long to get it done.</i></li> <li>• <i>We talked about a preparation course, separate from their regular courses. This got put on hold....</i></li> <li>• <i>Suggestions/Ideas, how to encourage quicker certification?</i></li> <li>• <i>Foster: Have you asked the students why?</i></li> <li>• <i>Dy: We have...cost, fear of failing. This is where the idea came</i></li> </ul>						

*from for a prep course.*

- *Any other ideas?*
- *LC: Question...when it's time to do the certification, what entity, where? Assistance for signing up early?*
- *DY: All done individually, they have to make an appointment, done with an examiner one-on-one.*
- *Both Byron and I are examiners, and we let them know. If that makes them feel more comfortable, they can test with us.*
- *Any other ideas?*
- *Foster: A 3-step process. Written, and Oral/Practical. Once they get cert from school, that's the ticket to the testing center. Approved FAA centers for students to go to these centers. Hesitation comes from getting them to take the written test.*
- *Foster: Explains the process for testing.*
- *DY: Process is intense. The key is getting them to get motivated to take the steps, plan ahead. Prep Course is a great idea, we talked to the college, and yes it can be done. We received approval, but then the pandemic happened. Again, if there are ideas, please let us know.*
- *RB: have you reached out to previous students and ask them to share their experiences?*
- *DY: Byron and I are DME's, we don't want to encourage them to share the details of the exam process.*
- *Foster: For Rachael, Have you thought about an introductory course, called how to study? Study habits, study skills.*
- *RB: In addition to the prep course going, we have a center called the TERC, we have those workshops and one-on one. It's not a course, this is something that a student has to make time for. Or a faculty person can carve out...students can*
- *DY: Daily, college does a good job of preparing them, students don't.*
- *The FAA tracks the norms report. Tells us how well the students are doing on the written. It's hard to track graduates.*
- *We pushed the FAA to push this up the chain of command, we need to know what is happening to our students after they graduate.*

- *RB: The prep course seems like it would make a good resource.*
- *DY: one of our competitors includes the price of the exam in their tuition, and they schedule the appointment. But we are public, and we cannot do that.*
- *If anyone thinks of any ideas, please send them.*

10. How has the pandemic affected the industry? Outlook?

- *DY: What's it like out there, for those in the industry.*
- *Brittan: Flights are starting to come back...*
- *Patrick: International has been a train wreck, we are getting some stuff, but nothing like it used to be. ...cargo...we had mechanics who have been laid off, some have been hired again. Some hiring,*
- *DY: are a lot of people still out of work?*
- *Brittan: Amazon is the thing, a lot of guys are going to Amazon prime.*
- *DY: Domestic is okay?*
- *Brittan: No.*
- *LC: We have been super busy with current contracts as well as new contracts. Some positions are classified, but we have been searching, has not stopped because of Covid.*
- *DY: Is military preferred*
- *LC: military folks come in with a DOD*
- *DY: Do you have an outlook on when your companies might start hiring, or is it day by day?*
- *Brittan: There is no way to predict at this point.*
- *DY: has it been a slow growth*
- *Patrick: Yes, for us yes.*
- *DY: We would like to know what to tell our students.*
- *Patrick: Be open to relocating.*

11. The new Part 147!

- *The appendices have been written in the 60's, the FAA has decided to rewrite*
- *It could give an A&P school more flexibility; we do not*



*necessarily need to make changes.*

- *Foster: ATEC*
- *DY: That is where I get my information, if you are interested you can go to their webpage.*
- *A few changes...we had to complete 1900 hrs., that rule is now gone. ATEC is pushing competency. Another change, a standard curriculum, they have replaced it. ACS, instead we have to make sure students are prepared with these standards. (sharing screen). An outline for our curriculum, presented in a different format. Our local FAA office is not going to need to approve our curriculum. If we feel it's in line with ACS, we can teach it. That's a notable change. It will allow us to make quicker and easier process.*
- *Foster: Just to clarify...the current 147 that is regulatory, you need to go through your local office to get it approved. Now, operations specifications, that still goes through your local office. It's no longer a regulatory, that you need to advise your local office. The local office is still involved. You can make changes, but you still need to notify.*
- *DY: will we need to seek the offices approval, or do we just have to notify what we are doing?*
- *Foster: If you don't let your local office know of the changes, you may have an issue. You must now test students on their competency.*
- *DY: Other changes, will more easily be able to use more...non-certificated...we use to teach welding. New regulation will make it easier to prove that the instructor is capable. They will also remove the requirements...will allow to be accredited by higher institution. Mt Sac is accredited, the FAA will leave that up to you. With regard to teaching, facilities...*
- *Law approved into law...March 27<sup>th</sup>. It's coming up quickly. We don't need to make any tremendous changes. We have to make sure that our curriculum aligns with ACS. At that point we can decide if we want to make changes. We are not proposing in major changes.*
- *Other changes: will start tracking graduates and how well they*

*do. How well the school performed, written test. School must maintain 70% of students who take written, orals, and practical exams within 60 days, huge benefit for us. Allow students to do a form of early testing. In the past they had to do their airframe and general or general and powerplant. Now they will be able to take the general on alone?*

- We hope that will help contribute to the amount of certifications.*
- The FAA may give us some time, several months. We will notify you all as that happens.*
- Risk management, risk to aircraft, to personnel, to tooling, improper use, something that could do harm to our equipment and our personnel. This is where the idea comes from, risks we take...new thing that has been written into the certification process. It's good to know. Each section of ACS will have risk management.*
- DY: input or comments?*
- We are not asking for recommendations for changes. If we do find that something pops up in the new 147, we may send you a virtual...we may seek your approval by email. We still need to get the rule in place, and have department meetings.*

12. What can MtSAC do to better train our graduates for a career with your company?

- We know documents is an issue, technical documents, we think that may still be a weakness. What else should we concentrate that you are seeing a weakness in? Laura or Brittan? New technology, old things, anything to prepare?*
- LC: It depends on where the candidate or new employee. Someone with an A&P...combination of things. I could ask the leaders on the floor for recommendations.*
- DY: We emphasize on being early. It's crucial, we want to send you all the best candidates.*
- Brittan: the same for us, troubleshooting, being able to read...*
- DY: Are you still using a document or drawing to make sense of*

*it? How do some of them do?*

- *LC: there are some interviews that are very interesting.*

13. Other topics and concerns

- *Anything else?*
- *DY: Thank you!*

**In attendance:**

David Yost

Patrick Mesker

Vivian Saldana

Laura Calderon

Dr. Paul Foster

Brittan Fowler

Sarah Plesetz

Ryan Bohannon

Marcos Felix

Rachael E Brown