Aviation Academy
Unit Plan for 2011

Section II and III:

Program Analysis

Data Analysis
Goals

Lane Community College
ACHIEVING DREAMS

Advanced Technology Division

Unit Plan Section II: 2010-2011 Data Elements

Aviation Maintenance Technician: This program, over the last three years, has been faced with many obstacles. The move to the airport has been a work in progress for many years and close to completion as of this report. All classes are currently held at the airport. The staff and faculty are trying to minimize disruption to the students throughout this process. The student/faculty ratios have remained fairly constant even though full time faculty has been temporarily decreased by one. FTE has increased by14.5% from 2008 to 2009 and the program is very near to operating at full capacity at the airport facility. We are expecting an increase in part time faculty in the 2009-10 school year.

	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
Credits	1313	1334	1188	1095	1252
FTE	59.3	55.6	51.4	47.4	54.3
Faculty FTE (all PT & FT)	3.159	3.0	3.100	2.67	2.67
Student FTE/Faculty FTE	20.684	19.623	18.603	17.75	20.03
Revenue/FTE	NA	4163	3770	4687	4441
Course Completion Rates					
***Retention**	NA	86.88%	92.54%	89.39%	90.60%
***Success**	NA	85.52%	90.55%	87.88%	87.20%
***Sections**	23	22	22	26	21
Cost/FTE (CPF)	4153	4732	5357	6813	8327
***Total** (Includes apportioned Costs)	271,367	278,553	308,960	294,236	446,824
***Direct** (Faculty salary & OPE only)	258,269	267,611	299,821	286,004	249,348
***w/CN** no college now	4153	4732	5357	6813	8327
Student Enrollment (req.) (Essential courses required for degree/cert.)	233	228	207	201	218
Employment Data (For CT programs) Current Projections ***Availability of jobs**	Projected annual growth is 14 plus 30 replacements = 44 projected jobs annually				
***Wages**	Median Hourly: $25.49 Average Annual: $51,438 Middle Range: $19.16-29.84				

Advanced Technology Division

Unit Plan Section III: 2010-2011 Implementation Goals

PROGRAM: Aviation Maintenance Technician	**SUBMITTED BY: Brian Mc Glynn / Keith Bird**		
LIST GOAL	**ACTIVITIES**	**TIMELINE**	**BUDGET IMPACT**
Priority # 1 Continue transforming the curriculum from course based to learning module based. This will allow faculty to integrate the NIDA training modules into the curriculum sooner and facilitate student self directed learning. This increases efficiency and technology for students. Note: this is a continuation from last years unit plan.	Provide curriculum development for faculty as the next step in the transforming the curriculum from course based to learning module based. Instructors will need 100 hours each for the development of student directed leaning curriculum that will replace portions of the instructor based curriculum that is currently in place. This is a continuation of the initiative that funded the NIDA lab in the last Perkins grant cycle.	Begin Winter 2010 – Completed Fall 2011 If the funding is allocated, the following 8 classes can be revised to implement NIDA CBT developed and implemented for Fall 2011: AV192 General 101 AV193 General 102 AV194 General 103 AV196 General 105 AV279 Airframe-01,02,03,04	$7,648.96 w/OPE Curriculum Development
Priority # 2 Provide comprehensive hands on experience using Avotek Hydraulic System Trainer. Update and enhance the instruction in aircraft hydraulic principles and systems. Note: this is a continuation from last years unit plan.	By providing comprehensive hands on experience, this trainer will reinforce theoretical knowledge prior to working on actual equipment. Systems and their components can be shown on a smaller scale so that students can understand their functions and how they work together. Actual problems can be simulated and allows students to do troubleshooting.	Completed Fall 2011	$6,600 Trainer Carl Perkins

Advanced Technology Division

Unit Plan Section II: 2010-2011 Data Elements

Flight Technology: This program is still moving towards self-sufficiency; however, the overhead of faculty, staff and director; and aircraft maintenance has continued to leave them in a deficit. There is a considerable difference between student retention and student success. The Aviation Academy director was hired and is addressing self-sufficiency, student recruitment and student retention. Collaboration between Flight Tech classes and Aviation Maintenance classes should reduce future cost per FTE. The future development of the academy may include airport career programs and international collaborative efforts. These programs may include both credit and non-credit courses and international pilot training.

	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009
Credits	3291	3352	2908	2801	2773
FTE	88.3	85.9	75.00	72.4	77.2
Faculty FTE (all PT & FT)	9.213	8.470	8.00	3.2	3.9
Student FTE/Faculty FTE	10.223	10.170	10.725	22.7	19.6
Revenue/FTE	NA	10,899	11,800	15,567	15296
Course Completion Rates					
***Retention**	97.4%	96.79%	97.3%	97%	98.00%
***Success**	90.43%	80.46%	79.97%	73.93%	77.50%
***Sections**	68	66	42	42	45
Cost/FTE (CPF)		26,321	20,229	21,202	16,570
***Total** (Includes apportioned Costs)	1,215,843	1,274,588	1,175,128	1,205,132	1,186,252
***Direct** (Faculty salary & OPE only)	523,196	557,959	519,832	503,020	499,243
***w/CN** no college now		26,321	20,229	21,202	16,570
Student Enrollment (req.) (Essential courses required for degree/cert.)	922	976	834	793	766
Employment Data (For CT programs) Current Projections ***Availability of jobs**	Projected annual growth is 11 plus 18 replacements = 29 projected jobs annually				
***Wages**	Annual Average $54,971 Middle Range $34,992-$69,885				

Advanced Technology Division

Unit Plan Section III: 2010-2011 Implementation Goals

PROGRAM: Flight Technology	**SUBMITTED BY: Stephen Boulton / Peggy Sherman**		
LIST GOAL	**ACTIVITIES**	**TIMELINE**	**BUDGET IMPACT**
Priority # 1 Purchase online scheduling, tracking, and course content.	Move most of our scheduling, financial tracking and aircraft maintenance to an online system, and add supplemental course content accessible by internet.	Completed by June 2011	$6,000 per year Slight increase in aircraft rental rates. Tech Fee
Priority # 2 Upgrade navigation and communications technology in the main instrument training aircraft.	Remove outdated equipment and replace it with up to date units from Garmin. Our aircraft are out "classrooms" which need technology upgrades.	Completed by June 2011	$45,000 Tech Fee
Priority # 3 Replace at least 2 Cessna 152s with 2 used Warriors in good condition.	Sell 2 Cessna 152s and purchase 2 used Piper Warriors. Cost is approximate since used aircraft prices are fluctuating significantly.	Completed by June 2011	$25,000 Carl Perkins
Priority # 4 Increase enrollment in the Flight Academy. Note: this is a continuation from last years unit plan	Increase the visibility and the awareness of the Aviation Academy in Oregon and our neighboring states in order to attract additional students from this region.	Completed by June 2011	$3,000 Carl Perkins
Priority # 5 Attract international students to the Flight Academy.	Complete the redesign of the business plan and contact relevant people in other countries, particularly in China and Japan to bring in flight students from those countries.	Completed by June 2011	Success will bring additional resources into the program