



UNIVERSITY OF HAWAII SYSTEM

Legislative Testimony

Testimony Presented Before the
House Committee on Higher Education
February 12, 2015 at 2:00pm

by
John Morton
Vice President for Community Colleges, University of Hawai'i

HB 1413– RELATING TO HIGHER EDUCATION

Chair Choy, Vice Chair Ichiyama, and Members of the Committee:

The University of Hawai'i does not support House Bill 1413, relating to planning for an international flight training center and associated aeronautical training programs at Honolulu Community College. Honolulu Community College terminated the Commercial Aviation Program in Fall 2014 and will sunset all activities of the program in Spring 2016, allowing all current students to complete their flight training.

Previous legislation mandated a study for a 4-year Bachelor degree program in aviation at the University of Hawai'i at Hilo campus. Until a decision is made on the viability of that program in Hilo, it is not appropriate for the community colleges to plan for a new program on O'ahu.

Any new program must also take into account and address the issues related to the failure of Honolulu Community College's Commercial Aviation Program. The program was simply not financially viable for either the college or for the students. Honolulu was expending approximately \$400,000 per year on a program that continued to not have any significant number of graduates or completers. Since the program's inception in 2001, there have been only 20 associate degrees awarded, averaging less than 2 graduates per year.

The failure to complete the flight training remains the most significant barrier to student completion. The flight costs, which are borne by the student, amount to a minimum of \$55,000 and may be even higher depending on the class and what planes students fly to meet FAA requirements. Even with the college providing a subsidy to the flight provider of \$100,000 per year in order to lower the cost to the student, the program yielded very few graduates.

ichiyama2-Brandon

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 11, 2015 10:15 AM
To: HEDtestimony
Cc: george@georgesaviation.com
Subject: Submitted testimony for HB1413 on Feb 12, 2015 14:00PM

HB1413

Submitted on: 2/11/2015

Testimony for HED on Feb 12, 2015 14:00PM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
George Hanzawa	George's Aviation Services	Support	No

Comments: I am the President of George's Aviation a local airplane charter and flight school. I am in support of HB1413. This bill will allow a study and feasibility for a collegiate flight program here on Oahu. With a pilot shortage here at Georges Aviation we have been having the difficulty of finding pilots and instructors to support our small business. We currently employ about 25 people half 18 of which are pilots and flight instructors. When hiring then training the pilots we have found that pilots and instructors who have trained in Hawaii have a much easier time understanding the procedures governed by the Federal Aviation Administration. If this bill is not supported all of our local future college flight trained pilots will have to move to the mainland thus adding tens of thousands of dollars to a students training. Another factor, is having a flight program here on Oahu will allow families to stay together and not separate and adding additional housing cost. Keeping the local economy cash flowing and allowing more local jobs in the aviation community. Honolulu Community College has an excellent training program now. It has a beautiful facility located at the old Barbers Point Air Station. No new infrastructure is needed. Tweaking the program to meet the stati stical needs of the college all that is needed. Please support bill HB1413. Aloha, George Hanzawa

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Aloha: HB1413 recognizes that value of education in Hawaii, particularly aviation training in the best possible environment. Oahu is and will always be the hub of aviation education, but a new four-year degree program should be the next step. We need to train Hawaii's own citizens in aviation, in addition to performing training for Pacific or Asian operations. Outsiders should not have more opportunity at Hawaii-based jobs than those born and raised here, but Hawaii has not kept up with mainland aviation training colleges or schools in range of course option and degrees.

David Bettencourt

Testifier's name: Peter Forman
Committee: Higher Education
Date and time: Feb 12, 2015 2:00pm
Measure #: HB1413

Dear committee members,

Although I am currently serving as the coordinator of Honolulu Community College's commercial aviation program (AVIT), this testimony is being made as a private citizen, rather than as a representative of the college.

I support HB1413 primarily because it gives hope to saving this valuable asset to Hawaii's aviation community. At present, flight operations are scheduled to terminate at HCC's commercial aviation program at the end of June. You need to understand that the pending demise of AVIT is not through natural causes. The program has been flourishing in recent years. During my first three years with the program, from the academic year beginning in fall of 2010, this program has more than doubled in number of students. If the 30 students who contacted me over the summer had been allowed to join the program this fall, we would have tripled the number of majors within four years. Although only about one student per year graduated with a degree prior to my arrival, last year we saw five students graduate, and this year we were expecting over a dozen graduates. Many students who do not receive degrees at HCC go on to become professional pilots, either without degrees or with degrees from other campuses or universities.

Let me tell you how we turned this program around. I am the only full-time faculty or administrative employee for the AVIT program, and for flight training the program uses a company that provides aircraft and flight instructors. The turn-around of AVIT was indeed a group effort. By placing strong teachers with substantial aviation backgrounds into teaching positions for the courses related to pilot certificates, and by requiring regular "mini-quizzes" I was able to bring the academic standards to the point where more than 95% of our students passed their FAA knowledge exams for their certificates at semester's completion. On the flight side of the equation, we have recently seen a 30% reduction in the number of flight hours required to become a Private Pilot. Three reasons explain this improvement. First, the flight provider came under local ownership about three years ago and the new owners were willing to work with me in cooperative efforts that the previous owners would never consider. Secondly, a very talented chief flight instructor, Rob Moore, took over the supervision of flight instructors. Thirdly, HCC AVIT introduced low cost PC-based flight simulation as a supplement to the training methodology. Simulator labs for the Private Pilot and Instrument Pilot courses allowed students to gain significant proficiency in maneuvers before trying them in an aircraft. During my 22 years as a pilot with TWA, I learned the value of simulator training and sought to bring this value to light-plane flight education. A simulation device can be used to realistically introduce many emergency situations that would not be safe or practical to practice in an aircraft. Further, the use of scenario-based training allows a student pilot to have his or her judgment challenged in ways that could not be duplicated in real aircraft. If you think these simulation devices are mere PC-computers with joysticks, think again. Our latest creation, assembled at no cost to the taxpayers, surrounds two students in the cockpit with 9 50" HD TVs in portrait mode, driven by four high-speed computers that are all networked together. The effect is one of having the same visual cues surrounding the pilots as would be possible by looking around in the actual aircraft. Given sufficient staffing, the AVIT program would evolve into one of the most innovative flight programs in the country.

To achieve the ability to support this program solely by tuition, one of two steps would solve this challenge. First, almost every student who enters the AVIT program plans to get a 4 year degree because this is what the airlines prefer. HCC spoke with UH West Oahu regarding a 2+2 program in which students would earn an aviation business degree. The higher tuition fees of a 4 year university would allow a fairly quick move to financial self-sufficiency. An even quicker move to self-sufficiency could be made by moving the entire program to UH West Oahu and realizing the full \$297 per credit tuition fees of that campus. If 100 flight students took an average of 30 credits apiece in a year x \$297/credit, you would see tuition revenue approaching \$900,000 when the cost of the program, even with a second faculty member added, is less than half that amount. The second method of supporting this program without additional aid is by expanding it into an international flight training center. At present, there is serious interest from a Korean airline, and within a year up to 70 foreign students could be made available to attend flight training at AVIT.

How then did the AVIT program become marked for termination? The college's official explanation is that the program was too expensive and produced too few graduates. While these criticisms could rightly be directed at the earlier years of the program, the past two years suggest that the rapid growth of both the number of students and the number of graduates of this program would quickly eliminate the need for these concerns. Something else, therefore, is needed to explain the desire to terminate AVIT and that something else is the proposed Hilo Flight Program. I do not wish to pass judgment on the proposed Hilo flight program, only to point out some important difference between AVIT and Hilo. At AVIT, the cost of achieving a 4 year degree (assuming a 2+2 program is enacted with UH West Oahu) and completing all necessary flight certificates and instructor's ratings, is about \$85,000. The same education would cost about \$190,000 at Hilo, more than twice the amount that an AVIT student would pay for similar credentials.

Consider for a moment which students would attend each program. Roughly one third of Hawaii flight students travel to the mainland for their flight educations, and about two-thirds learn with either HCC AVIT or with the small local flight schools. The Hilo program seeks to attract students who have the financial resources to attend private aeronautical universities on the mainland. Most of Hilo's students would be veterans from all over the U.S., and the VA would pay for their tuition and flight fees. Conversely, AVIT's students are for the most part financially limited. More than 90% of AVIT students work while they are earning their degrees, and the only island in the state that can offer the diversity of jobs these students require is Oahu. The college's plan for shutting down AVIT is to see these students of ordinary means earn their flying credentials at the small flight schools instead. Let's talk about the issues with these schools. Collegiate flight programs are recognized by the FAA as providing superior flight training. For this reason, graduates of approved 4 year aviation colleges can go on to fly as copilots with the larger (Part 121) airlines with only 1000 hours minimum time, as opposed to the 1500 hours needed by graduates of commercial flight schools.

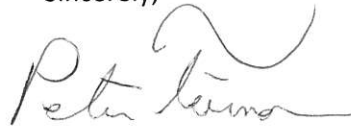
One of the great benefits of having an affordable collegiate flight training program is that the taxpayers (traveling public) benefit by receiving better-trained pilots to fly them between their destinations. A second advantage of collegiate flight training programs is a substantially higher completion rate when compared with small commercial flight schools. Nationally, commercial flight schools see a 70% attrition rate for the Private Pilot certificate alone. Additional attrition takes place with the more advanced ratings and the overall completion rate is much smaller with commercial flight schools when compared to quality collegiate programs. A pilot shortage is already affecting regional airlines on the mainland, and the shortage will reach significant proportions in the coming years as Boeing and others expect an unprecedented 20 year hiring spree by the world's airlines. Here in Hawaii, we are already seeing a

shortage of flight instructors and charter pilots in the state. The shortage will surely grow in coming years and a year or two cessation of flight activity by Hawaii's AVIT program could lead to reductions in flight service on the more lightly-traveled routes in the state. Moreover, HCC AVIT is an idea factory, bringing better techniques of flight instruction to the smaller commercial flight schools in the state, as our graduates share their knowledge. The safety benefit to air travelers with having a competent, affordable collegiate flight training program in the state is immense. If you assume that the students who would attend the proposed Hilo program would receive quality instruction at the private mainland aeronautical universities they would attend instead, you realize that the Hilo program does not substantially alter the safety equation or help reduce the effects of the coming pilot shortage. Only a collegiate flight program priced at public college rates can do so.

I looked forward at one point to the coming open debate within the University of Hawaii system regarding which flight program would triumph. I knew that Oahu's program held the high ground in terms of benefits to the taxpayers, traveling public, and to students of ordinary means. Unfortunately, that open discussion will likely never take place because political undercurrents may well terminate AVIT shortly. This would be a sad state of affairs, because the legislature, representing the people of Hawaii, should have a choice while the AVIT program is still alive. Once the full extent of the coming pilot shortage is understood, the University of Hawaii will only offer Hilo as the solution to this dilemma, and Hilo serves a totally different purpose than the current flight program.

A vote in favor of HB1413 would fund the continued work of the AVIT coordinator in developing an international flight training center. Moreover, if a positive vote on HB1413 were to be combined during this legislative session with a resolution to support the continuation of AVIT, the two legislative efforts would prove extremely valuable for Hawaii's air travelers and for their sons and daughters who aspire to fly tomorrow's jets.

Sincerely,

A handwritten signature in cursive script, appearing to read "Peter Forman". The signature is written in dark ink and is positioned below the word "Sincerely,".

Peter Forman

ichiyama2-Brandon

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 11, 2015 1:22 PM
To: HEDtestimony
Cc: iwanagamd@gmail.com
Subject: Submitted testimony for HB1413 on Feb 12, 2015 14:00PM

HB1413

Submitted on: 2/11/2015

Testimony for HED on Feb 12, 2015 14:00PM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
MarieAnn Iwanaga	Individual	Support	No

Comments: I support this bill. It is of relevance to keep the aviation program here in Honolulu to provide our youth, our students the opportunity to learn avionics and have flight trainings available. This bill will help current and future students with opportunities here in the islands for local airlines or mainland airlines if they so choose.

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ichiyama2-Brandon

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 11, 2015 12:13 PM
To: HEDtestimony
Cc: lav184@yahoo.com
Subject: Submitted testimony for HB1413 on Feb 12, 2015 14:00PM

HB1413

Submitted on: 2/11/2015

Testimony for HED on Feb 12, 2015 14:00PM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Darek	Individual	Comments Only	No

Comments: To: Hawaii Legislation: From: Darek Laviolette Subject: (HB1413) Support Maintaining Aviation PART 141 Degree Program on Oahu Individual Testimony: Item 1: A typical student in an aviation program will spend over \$50,000.00 to acquire the aviation certificates he needs to pursue a career in aviation. It is my understanding HCC turned away 35 aviation students in 2014. That is \$1,750,000.00 US dollars over a two year term that doesn't include funding the school would have gained in tuition and books for the aviation degree. Item 2: It is my understanding a political decision considering moving an aviation program to Hilo in order to help facilitate economic growth on the big island of Hawaii. I support economic growth but according to NOAA weather statistics average rainfall at Hilo is approximately 120 inches per year compared to 17 inches per year at Honolulu. From a flight instruction view point it's hard enough to learn to fly in great weather conditions, so the decision to put an aviation school in a location that has the adverse weather conditions that exist on all the windward sides of all the Hawaiian Islands isn't logical or helpful an aviation learning center. Item 3: The VA - 9/11 GI Bill has very clear rules regarding how a member can access funding to support gain schooling in aviation. However, it is my assessment that military members don't know how to leverage the VA all that well on what options actually exist, and they haven't been educated in how to do this. There are two ways a member can leverage the VA. One way is that the VA will start paying a member for flight instruction after he or she has payed for and acquired the private pilot certificate on their own dime. (This is PART 61 - Type of Flight training that happen on Lagoon Dr.) The VA will also only pay \$10,000 per year going the part 61 route. This dynamic changes dramatically for the member if he or she is enrolled in a collegiate PART 141 curriculum. This way, the VA will not only pay for the private pilot certificate and ground instruction, they will also pay for the students follow on training through instrument, commercial, and multi- engine certificates, up to \$62,000.00 as fast as the member can progress through his or her courses. Considering most of the military is located on the island of Oahu it seems a wise decision to educate military members on this opportunity. It's essentially free money for the student, the school, and the state. In closing, the financial gain of around \$1.75M per year for just 35 aviation students seems worth maintaining an aviation degree in the UH system. The 100 inches more rain that Hilo gets per year compared to Honolulu, seems highly compelling and almost mandatory from a safety point of view to maintain the aviation degree program on the dry side of Oahu. Last, the military market that resides mainly on Oahu has a lot of immediate access to very reliable funding to support an aviation degree program on Oahu. My assessment is that this market has not been educated to the opportunity to aviation they really do have. It seems there is a win for the state, win for the school, win for the student that can be exploited by maintaining an aviation degree program on Oahu. Thank you for your consideration in this matter. Sincerely, Darek Laviolette HCC Student Active Duty Military

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ichiyama2-Brandon

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 11, 2015 6:54 AM
To: HEDtestimony
Cc: lindalegrande2243@gmail.com
Subject: Submitted testimony for HB1413 on Feb 12, 2015 14:00PM

HB1413

Submitted on: 2/11/2015

Testimony for HED on Feb 12, 2015 14:00PM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Linda Legrande	Individual	Support	No

Comments: This measure would benefit Hawaii and provide jobs for future pilots.

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Name: Situe Lumas

Position/Title: Honolulu Community College student

Organization: N/A

Hearing Date and Time: 12 Feb 2015, 2:00 p.m.

Measure Number: HB1413

Dear Higher Education Committee Members,

I am a Honolulu Community College Commercial Aviation student. I will be graduating from this program this semester with an Associate's Degree in Commercial Aviation. This program has been very helpful in beginning my career as a professional pilot, and it has been affordable.

Because of this program, I was able to get hired at Mokulele Airlines as a Second In Command or First Officer where I can work full time and build my flight hours and experience. This opportunity has kicked started my career as a professional pilot and I intend to use this opportunity in reaching my goal to fly for the United States Air Force or National Guard. Honolulu Community College has helped me tremendously in making my dreams come true. Please reconsider keeping this program alive so other students may have the opportunity to make their dreams attainable.

Sincerely,

A handwritten signature in black ink that reads "Situe Lumas". The signature is written in a cursive style with a long horizontal stroke at the end.

Situe Lumas

I am one of many who left Hawaii for mainland flight training. Flight training is very expensive and it was cheaper to leave. However, if there was something available then with the quality that HCC now offers, I would have stayed on Oahu.

With new management, HCC flight program has become the most productive flight program in the islands, on the verge of tripling in size due in great part to its innovative and inexpensive flight simulation, quality of instruction and availability of scholarships and aid specific for collegiate programs. Hilo is remote and lacks amenities and infrastructure to live a comfortable life while training. Will students in their 20's live in Hilo when they can enjoy the variety of activity and reasonable price of goods in Honolulu? The big picture is simple: no one is going to Hilo over the mainland and no one is coming to Hilo from the mainland. Support the strong and growing HCC program and you support Hawaii, our travel industry and it's aviators in the best possible way.

Testifier: Robert "Rob" P. Moore, Chief Flight Instructor, Galvin Flight Services Hawaii and also Governmental Liaison with the General Aviation Council of Hawaii
To: House Higher Education Committee
Hearing: February 12, 2015, 2:00PM
Measure: HB1413

Aloha Chair Representative Choy and Vice Chair Representative Ichiyama,

There is much discussion among University of Hawaii, Honolulu Community College, and the local aviation community regarding the continuation of HCC's Commercial Aviation Flight Training Program. This program produces Federal Aviation Administration (FAA) rated commercial pilots with a college degree in aviation. The program creates more FAA Commercial Pilots than any other organization in Hawaii and is needed to meet the existing pilot shortage. This is the only program like this in Hawaii and the only other programs similar to this are in the mainland. This program is to be closed at the end of the Spring Semester 2016 with flight training terminating June 30, 2015 as announced by HCC in a letter from Dean Chock dated March 3, 2014. The purported reason for closure is the low number of graduates and the high cost of the program. Getting a commercial pilot certificate is expensive (approximate costs are \$50-60K at HCC), but the payback is great when the student becomes employed as a pilot. This HCC flight training cost to the student is in-line with local flight schools on Oahu (outer Island are much more). However, the flight training program at HCC actually saves money for students by allowing students to get scholarships, grants, loans and Veteran Administration (VA) funding (please see the attached point paper). Other than loans, scholarships, grants and VA funding are non-existent or minimally available with non-college flight training programs. Regarding the program cost for HCC, HCC pays a small annual fee to the contractor who is on the record with HCC that he will waive his annual fee to keep the program going.

As to the number of graduates from the program, HCC controls that number through their management actions. The HCC program originally started in partnership with University of North Dakota (UND) which shipped many HCC aviation students to the mainland UND campus to get a 4-year degree and thus not counted as getting a HCC degree. The starting and stopping of the program throughout the recent years by HCC also exacerbated the low number of graduates by draining the two-year program pipe line to get a degree. When HCC tried to switch the flight provider in 2012, students faced with uncertainty, left the program. When the current flight provider's contract was later extended by HCC, many students again re-entered the program and started their two-year trek for a degree. The flight program again was energized and the program recently graduated 5 students last year and is ready to graduate 12 more this year. However since HCC announced the program closing in March 2014, 30 students from the program have relocated to the mainland to pursue aviation programs there.

Although students can go to work as a commercial pilot just with a FAA Pilot Certificate, most students want the degree to help improve their hiring and to provide an avenue to upper aviation management in the aviation industry. During the past four years of low numbers of HCC degree graduates, Galvin Flight Services Hawaii, which is locally owned, produced over 104 FAA pilot certificates. Unfortunately, HCC does not recognize these accomplishments in their statistics on how well the program is doing. Also there is great interest by the foreign aviation community in the HCC Commercial Aviation Program. HCC was recently contacted by a Korean company to bring at least 70 foreign students to the HCC aviation campus next year (see attached letter). Similar interest was expressed recently by Taiwan and the People's Republic of China companies. The possibility of this program to provide flight training to Pacific countries is endless.

Having a Hawaii college aviation program will bring much benefit to our community by having a program where local students can get a FAA Commercial Pilot certificate, a college aviation degree and work in the local aviation community. The HCC aviation program, located in the middle of the Pacific, also can become the gathering place for foreign flight training in addition to providing training to our Hawaii youth. With recent changes to the Federal Aviation Regulations that reward college-degree pilots to fill our commercial cockpits, the HCC aviation program is well-positioned with its simulation devices and facilities to expand the program into a four-year degree program or at least a two plus two-year degree program to support our Hawaii need. There was at one time a thought to have a college aviation program in Hilo. UH through HCC already has a flight training program that is at an excellent location with great weather and a fantastic facilities. By closing the program, UH risks the possibility of losing a multi-million dollar facility due to deed restrictions (see attached point paper) and paying back fifteen years of fair market value on the facilities to US Department of Education.

We should here talking about expanding the Commercial Aviation Program by making it a four-year program and by adding helicopter and drone (UAV) training to the curriculum to meet our local and national aviation demands. Local airline CEOs have also supported the continuation of the HCC Flight Training program at Kalaeloa in order to have a pipeline to supply their needs. Please support HB 1413.

Mahalo.

FAA Approved Flight School Partnership

with

Four-Year College Program

Advantages

- Currently Honolulu Community College (HCC), part of the University of Hawaii (UH) system, has the only Commercial Flight Training in the State of Hawaii where a student can get their FAA Commercial Pilot Certificate and a college degree in Commercial Aviation.
 - Only other option for Hawaii youth wanting the same program is to go to the mainland at a greater cost
 - By offering both a college degree and a pilot certificate, allows students to receive a well-round aviation education
- Finances
 - The Veterans Administration rewards eligible students with unlimited funding to get **all** their FAA Pilot Certificates, to include Private Pilot, in a college-FAA approved flight school setting. The VA only funds eligible students in a non-college FAR 141 school setting beyond the Private Pilot Certificate and with a \$10K annual cap.
 - Student access for loans is better with a college program
- Accepting of Foreign Students
 - Only an approved FAA flight school or college may process foreign students for an F or M visas for flight training. This is required by Department of Homeland Security (ICE) for any flight training.
 - Only an approved FAA flight school may initiate the security check required by TSA before any foreign student can start flight training. Galvin Flight Services Hawaii (GFSH) currently provides this service.
- A FAA approved flight training school can reduced flight training hours for various pilot certifications versus a non-FAA approved school
 - Flight time hour reduction is achieved at the Private Pilot, Instrument Rating and Commercial Pilot levels (approximately a \$10K saving) versus a non-FAA approved school
- Current HCC Commercial Flight Training provider, GFSH, has significantly improved the program
 - GFSH is a locally owned company (owned by George Hanzawa of George's Aviation)
 - GFSH expanded the flight training program to include the use of FAA-recognized technically advanced aircraft (TAA) in the training program. GFSH is the only flight school in Hawaii that uses TAA thus providing "glass cockpit" training for students.

- GFSH was the first Hawaii FAA flight school to offer “computer based, on-line” ground training thus reducing costs and improving flight training.
- GFSH during the past three years have significantly improved the first time pass rate for student taking their FAA pilot practical test from the FAA examiner
- Working with the HCC Commercial Aviation Program Manager, GFSH assisted in significantly increasing student graduation rates, FAA written test rates and increase flight hours
- Current GFSH Chief Flight Instructor is the most experienced FAR 141 Certified Flight Instructor (CFI) in Hawaii; recognized by FAA as an Outstanding CFI of the Year and also recognized by the FAA as the Outstanding Safety Counselor of the Year
- Future expansion is limitless for the program
 - New FAA Airport Transport Pilot (ATP) rules foster a four year college program since required ATP hours are reduced
 - A four year college program would increase UH income by 2 ½ times than previous due to increase per credit tuition costs
 - In recent weeks, HCC and GFSH have been approach by foreign aviation leaders to have HCC/GFSH provide flight training to their country pilots through ab initio training thus placing UH in the center of the Asian-Pacific aviation expansion wave
 - With the assets of George’s Aviation and the need for helicopters for tourism in Hawaii, the current flight training could be expanded to include helicopter flight training
 - Individuals graduating from the HCC/GFSH Program can gain flight time building and experience with George’s Aviation charter flight program
 - Support from local aviation leaders is strong for interest in partnerships with the Commercial Aviation Program
 - Local airlines have approached the Commercial Aviation Program to include flight dispatch training to meet their needs for FAA Certified Flight Dispatchers
 - With the FAA designation of drone testing in Hawaii through the joint State partnership between Hawaii, Alaska and Oregon, drone flight training would be a natural fit

Flight Training Program

on

Oahu

Advantages

- Flying out of Kalaeloa Airport (Kapolei) offers students lower cost flying
 - Ground time is minimized due to lower taxi times
 - Flight time to practice area and other nearby airports (HNL, HDH, JRF)
- Initial flight training is easier at Kalaeloa Airport since operational tempo is low
 - Availability of high operational tempo airport is 10 minutes away (HNL)
- Kalaeloa Airport is in center of Hawaii Island chain
 - More options available for required cross country flying
 - Most cross country flying will be near land for increase flight safety
- First-class aviation facilities available at Kalaeloa Airport
 - Honolulu Community College/University of Hawaii has a 30 year Quitclaim Deed to Hangar 111 (approximately 4.52 acres of land) used only for educational program and plan set forth in application and deed and for no other purpose. If building not used per agreement, facilities revert to the US Government with possibilities of charges to HCC/UH for back fees.
 - Facilities include newly refurbished offices, classrooms, bathrooms, aircraft parking and a 10K gallon aviation fuel tank
- Weather on Oahu is great for initial and commercial flight training

Annual days of sunshine			
City	Sunny Days	Partly Sunny Days	Total Days With Sun
Hilo, Big Island	36	132	168
Honolulu, Oahu	90	181	271
Kahului, Maui	131	145	276
Lihue, Kauai	56	184	240

City	% Sun
Hilo, Big Island	41
Honolulu, Oahu	71
Kahului, Maui	67
Lihue, Kauai	59

- Oahu is the population base for Hawaii Islands (from 2010 US Census)
 - Oahu is 953,207 people with median age of 35-39.9
 - Hawaii Island 186,738 people with median age of 40-44.9

- Currently more than 70% of Hawaii's residents can drive to the Oahu flight training program
- Larger population base for FAA Certified Flight Instructors
- Bigger access by flight school graduates to Commercial Air Operators
- Availability of local FAA Certified Flight Instructors are more on Oahu versus any other Island
- There are more FAR 141 approved flight schools on Oahu if future contracts are needed to provide flight training and local assets are desired to be used
- More than 90% of flight students fund their flight training with local jobs which are more plentiful on Oahu
- Other costs are lower by operating a flight school on Oahu
 - Aviation fuel costs on Oahu are on an average of \$1.00 less per gallon than on outer Islands
 - Airplane maintenance costs would also be lower since more FAA aircraft maintenance shops are available on Oahu, thus have competitive pricing
- Access to a level C flight simulator is on Oahu (working agreement with Hawaiian Airlines)
- Closure on the UH/HCC Commercial Flight Training program on Oahu would cause the State of Hawaii to lose a 4.2 acre hangar 111 on Kalaeloa Airport according to the Quitclaim Deed and corresponding application, as amended



March 13, 2014

Mr. David Lassner, Interim President
University of Hawai'i at Manoa
Bachman Hall 202
2444 Dole Street
Honolulu, HI 96822

Dear Mr. Lassner,

I am writing to encourage the University of Hawai'i to revisit the decision announced to students last week to shutter the Honolulu Community College Commercial Aviation Program in 2016.

As the CEO of Hawai'i's largest aviation company I can attest to the importance of having high-quality aviation programs as part of the public University curriculum. Finding qualified local candidates to join our company in jobs that pay well and represent a career of employment in the community is a constant struggle and we would not want to see the pipeline of qualified candidates in the islands become even thinner. Over the last 5 years, we have increased our pilot workforce by 45 percent to 605. As we continue to grow, we'd be delighted to be able to see those jobs filled by students who grew up here and graduated from our state University system.

I understand this year 8-10 students will complete the requirements for their Associate in Science degrees with private, commercial, instrument and multi-engine ratings and certificates. They'll be able to begin work as a pilot or use their credits toward a four-year degree in other disciplines. Those are very encouraging numbers, and Hawaiian Airlines would be interested in developing a partnership with AVIT in which we use our resources to enhance the educational value provided to the future aviators of Hawai'i.

All of us who live here know that many of our young people do not come from families with the resources to send their children off-island for their post-high school education. Eliminating a program that provides our students with a path to one of the most lucrative and exciting careers in aviation is a huge disservice to your students and to your local aviation employers. Please do reconsider.

I am happy to talk further about this with you if you wish.

Sincerely,

Mark B. Dunkerley
President and Chief Executive Officer



Commercial Aviation: URGENT UPDATE

1 message

Keala Chock <keala.chock@hawaii.edu>

Mon, Mar 3, 2014 at 10:44 AM

Cc: Frank Fenlon <fenlon@hawaii.edu>

Bcc: [REDACTED]

Dear Commercial Aviation Students,

We regret to inform you that Honolulu Community College has decided to close the AVIT Program effective Spring Semester 2016. The decision to close the program was not made lightly and took into consideration many factors such as the low level of degrees and certificates awarded since its inception and the financial burden to students and the college. As a current AVIT major we are committed to help you reach your academic goals. Over the next two months the College Administration will host a series of Town Hall Meetings and Academic Advising Sessions to help answer your questions and plan for the next two years. Our program counselors and faculty will work directly with each of you at these scheduled meetings to create a plan which will allow you to complete your academic goal.

What you need to do:

1. Attend a Town Hall Meeting and/or Academic Advising Session: **Wednesday, March 5, 2:00p.m. Hangar 111** or **Wednesday, March 12, 2:00p.m., Hangar 111**. You will have the opportunity at these gatherings to ask questions about the next steps and get individualized academic planning to help you complete your program within the 2-year timeframe.
2. Get a sense of how many flight hours you have left to complete your goals. We will be working with your program advisor and flight provider to create academic plans which will take into account your remaining flight hours.
3. If you haven't done so already, please apply for Financial Aid for the 2014-2015 Academic Year. If you have other financial arrangements that assist you in covering your tuition and fees, please be sure to have things in place over the next two years.

If you have questions, please contact Frank Fenlon at 845-9177 or email fenlon@hawaii.edu.

Regards,

Keala Chock, Dean
Transportation & Trades
Honolulu Community College

T'way Air Co., Ltd.
Flight Operations Support Center, International Cargo Terminal,
210, Haneul-gil, Gangseo-gu, Seoul, Korea



Mr. Peter Forman
Coordinator
Commercial Aviation Program
Pacific Aerospace Training Center
91-1259 Midway Road, Hangar 111
Kalaeloa, HI 96707 USA

Dear Mr. Forman,

Letter of Intent

We, T'way Air which is based in Seoul, Korea, have an intention to train our pilots based in Honolulu at your existing facility and utilize your established training programs offered from Honolulu Community College (HCC) starting from the 2nd half of 2015.

We are expecting to train 30 to 35 student pilots per year in 2015 initially to see whether HCC facilities including student housing and training programs can take more students in the very near future.

We are projecting to expand the program size to accompany 70 student pilots or more after 2 years and we ask for your cooperation to provide utmost pilot training program from Honolulu.

Please let us know what HCC can provide to accommodate our student pilots and programs that you can offer to meet our goals to train the students to become professionals with high competency.

We look forward to meeting you again to discuss the next steps in person soon.

Regards,

Chul-Ho Hahm
CEO
T'way Air

A handwritten signature in cursive script, appearing to read "C. Hahm".

Testimony before the Committee on Higher Education

RE: House Bill No. 1413 – Relating to Higher Education – This bill would allot funds for a Program Coordinator and a technical support staff member to complete the necessary planning required for an international flight training center and associated aeronautical training programs at Honolulu Community College.

Thursday, February 12, 2015, 2:00 PM

By Emmanuel Munoz - Graduate Honolulu Community College Commercial Aviation

(808) 679-6169

TO MEMBERS OF THE COMMITTEE

I am writing in support of House Bill 1413. Having graduated from the Commercial Aviation program at Honolulu Community College in December 2014, I can personally attest that this program does produce technically skilled and academically educated pilots. I would not have been able to get both my associates degree and commercial pilot certificate without the Commercial Aviation program at Honolulu Community College.

As a military veteran, I was able use my Post 9/11 GI Bill Chapter 33 Education Benefits and earn my associates degree in only 24 months. In those 24 months I was also able to complete 3 additional flight ratings, including my Commercial Pilot Certificate; giving me the opportunity to work in the aviation industry. I would not be able to achieve these accomplishments in that short amount of time unless there was a college with a flight program. That college was Honolulu Community College's Commercial Aviation Program.

If this program is lost, then students in Hawaii, will lose the ability to earn a degree in commercial aviation; the students will lose a valuable education that will give them a competitive edge in professional aviation. I encourage support of HB 1413 for the sake of the future flight students in Hawaii.

Respectfully submitted,

Emmanuel Munoz

ichiyama2-Brandon

From: Phillip Olsen <philolsen@hawaii.rr.com>
Sent: Wednesday, February 11, 2015 12:26 PM
To: HEDtestimony
Cc: 'Bill Darrow'
Subject: Testimony Commenting on House Bill No. 1413

RELATING TO UNIVERSITY OF HAWAII

Hearing Date: Feb.12, 2015
Conference Room 300, 2:00pm

Testimony Commenting on House Bill No. 1413

Committee on Higher Education

To Honorable Chair Isaac Choy and Members of the Committee

Commentary on HB1413 pertaining to Aviation and Higher Education

TO: Higher Education Committee
Representative Isaac Choy, Chair

My name is Phillip Buck Olsen. I am a long time resident of Honolulu.

I am former Associate Dean and Director of Administration for the College of Arts and Sciences, University of Hawaii/Manoa, where I retired June 1986 to pursue a fulltime role in commercial aviation and flight training. I retired from the US Air Force Reserve with service as a pilot in 1974. I also hold Air Transport Pilot [ATP] and Flight Instructor certifications with several type ratings, and I have more than 13,000 hours of combined military, commercial flight time. I received the Wright Brothers Master Pilot Award from the Department of Transportation Federal Aviation Administration in 2011.

I am sole owner of Buck Aviation Consultants.

I am deeply disappointed in the Honolulu Community College's reported intention to close the flight instruction program but I recognize the exigencies of budgetary and academic priorities within which we are forced to operate.

I wish to urge the Higher Education Committee to consider alternatives to abandonment of a highly valued resource in the existing aviation program and its personnel. There exists a huge opportunity to provide training and education for future aviators throughout Asia and the Pacific in which the University of Hawaii can and should be a major player. A serious shortage of pilots in the near future is a given. The opportunity will demand experienced institutions prepared to take charge. The University of Hawaii should play a leading role.

I am told there reside on Oahu more than 740 ATP-rated pilots. These professional men and women pilots will be looking for University of Hawaii flight training programs that will provide their children with high quality education programs to enter very attractive and richly rewarding careers in aviation.

In my opinion, this committee should advise the University to pause, consider its ideal location in the Pacific for a future leadership role in higher education of tomorrow's pilots and leaders in air transportation. It should put aside plans to scuttle the current program, return the program to its original very attractive site at the foot of Lagoon Drive--where, incidentally, it attracted far larger enrollments than likely at the remote Kalaheo/John Rogers Field [JRF]-- and invite proposals for a re-designed aviation program that includes a University of Hawaii degree, an absolutely essential ingredient for aviator training in the future.

Respectfully submitted,

Phillip Buck Olsen



This email has been checked for viruses by Avast antivirus software.

www.avast.com

ichiyama2-Brandon

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 11, 2015 12:41 AM
To: HEDtestimony
Cc: pcramil@gmail.com
Subject: Submitted testimony for HB1413 on Feb 12, 2015 14:00PM

HB1413

Submitted on: 2/11/2015

Testimony for HED on Feb 12, 2015 14:00PM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Phil Ramil	Individual	Support	No

Comments: Though Honolulu Community College (HCC) hasn't seen a great graduation rate for the Commercial Aviation (AVIT) degree, there have been many, many pilot certificates that have been earned and awarded by students of the AVIT program. I personally have taken and passed two aviation exams resulting in certificates issued (Private Pilot Certificate and Instrument Rating) through HCC's AVIT program, and am on my way to earning a other two (Commercial Pilot Certificate and Multi-Engine Rating). Success shouldn't be quantified by the amount of degrees given by the program, but rather the amount of pilots trained through the program. There are also many former military personnel like myself who have the Post-9/11 GI Bill who wish to further our education using this educational benefit while staying here at home in Hawaii. HCC's AVIT program is the only program in the entire state that will honor the Post-9/11 GI Bill for flight training. The next nearest training center taking the Post-9/11 GI Bill for flight training is in the mainland. Keep our local heroes in Hawaii, let them learn an amazing new profession, and give all Hawaii students the opportunity to obtain a degree in Commercial Aviation in Hawaii. There is nothing wrong with the current program, and they have been quite successful training pilots here in Hawaii.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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Nicholas Castro Rascon
Flight Instructor at Galvin Flying Services Hawaii
Flight Instructor and Charter Pilot at George's Aviation

To The House Committee on Higher Education
Thursday, February 12, 2015 at 2:00p.m.
House Bill No. 1413

My goals from the first day as an AVIT student was to get my associate's degree and get paid to fly. These are the goals of most AVIT students, but not all. I graduated from HCC's Commercial Aviation program in 2014. After completing this program I was immediately hired by the flight provider of the program as a Flight Instructor and later by HCC as a Lecturer. Without this Program, I would not have had the opportunities to succeed in this industry like what I have now. I am now employed as a charter pilot and a flight instructor full-time. This program has allowed me to build more than just flight hours. I have gained invaluable experience, industry connections, and valuable friendships. As an educator, my family and I are financially dependent on the continuation of this program. As a graduate of Honolulu Community College's Commercial Aviation Program, I would hate to see this opportunity taken away from my classmates, students and future aviators. I have already seen students and classmates leave the state to transfer to other collegiate flight schools because this program is shutting down.

I moved here 3 years ago specifically because of this program and I was not the only one to do so. In the past year I've seen AVIT students forced to leave because they would not be able to finish their flight training by the June 30th deadline given by HCC. A collegiate flight school provides the opportunity for VA students to receive financial support, which they have earned. It also gives foreign students the opportunity to learn to fly. Currently HCC's AVIT program offers an amazing facility in The Pacific Aerospace Training Center, the best fleet of training aircraft in the state and an awesome maintenance team to keep us in the air.

This program is not perfect however. As a student I saw an extreme lack of marketing for the program. Academic staff at the main HCC campus seemed clueless about the program except for the sole AVIT counselor. My classmates who were VA would complain about the college's mishandling of VA funds. During my training I saw a couple instances of HCC failing to support the flight provider which made me uneasy as a student. At the end of my first semester a new flight provider was chosen, but it seemed as if the college was only willing to make short term commitments to this flight provider.

I believe that with the appropriate funding, staffing and intelligent long-term planning this program could be one of the best flight training programs in the country.

Sean A. Rita
HED Higher Education
February 12, 2015
HB 1413

To the Higher Education Committee,

I am a current student of Honolulu Community Colleges Commercial Aviation program, and I plan to graduate this year. The program has provided me with an education the likes of which would otherwise be unobtainable on a collegiate level anywhere else in the state. The program gives people like myself who seek out careers as Commercial Pilots the ability to learn the industry, obtain their licenses, and stay home in the process. Without this program there would certainly be a void in the aviation industry in Hawaii as there is nowhere else to go in the state to receive training of this quality and obtain a college degree in the process. Local students will find themselves having to train on the mainland to obtain degrees in aviation, spending much more money that could have otherwise stayed in Hawaii.

The flight training received at this location is very structured and dedicated solely to the success of the students. The Kalaeloa Airport is a fantastic location to be utilized for the training of pilots. It has great weather, typically it's not congested, it isn't very hard to get to, and it is on Oahu, the most populated island in the state with the greatest demand for flight training.

Keeping the flight training program alive and letting it grow would also grow the aviation industry of the state as a whole, and keep a steady stream of local pilots going to fly for local carriers. An expanded Commercial Aviation program would keep money otherwise spent on the mainland in the state, and would support the industry in Hawaii, bringing new money in. The program has proven itself to be successful in producing pilots in our state for over 10 years, expansion is the right thing to do.

ichiyama2-Brandon

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 11, 2015 1:32 PM
To: HEDtestimony
Cc: jasmin.terukina@gmail.com
Subject: Submitted testimony for HB1413 on Feb 12, 2015 14:00PM

HB1413

Submitted on: 2/11/2015

Testimony for HED on Feb 12, 2015 14:00PM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Jasmin Terukina	Individual	Support	No

Comments: I support this bill. The avionic and flight programs here in Hawaii will definitely be beneficial. It will provide jobs for instructors and opportunities for students in the airline and general aviation industry.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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House of Representatives
Twenty-Eight Legislatures, 2015
State of Hawaii
Hearing: 2-12-2015 @ 2:00pm
Regarding: HB1413

Dear Hawaii House of Representatives:

I am in support of HB1413 for HCC AVIT becoming an international flight-training center and in HCC, Honolulu Community College, maintaining its aviation pilot training program. HCC and Oahu is the best choice for a pilot training program. The location is optimal with the entire infrastructure necessary in place.

I am in support of Peter Foreman heading up the program because he has the experience and proven track record of turning the program around and producing safe and competent pilots. His vision and leadership is paramount. His ability to incorporate simulators and flight simulation improves the safety and competency of new pilots. I have worked with Peter in the past and he has the required vision on the design, development and implementation of curriculum to optimize the utilization of this leading edge technology.

The FAA sees a great need for collegiate pilot training and therefore reduces flight time requirements to attain the very important Airline Transport Pilot license. Nationally and internationally we are in need of pilots and we cannot afford to lose another collegiate Flight Training provider, especially on Oahu. If HCC closes that will leave a major gap in collegiate Flight Training in Hawaii and Honolulu is the best location for flight training on the islands.

Please also consider the following:

1. HCC creates more commercial pilots than any other organization or company in the state of Hawaii, and a pilot shortage is coming.
2. Collegiate flight programs offer more scholarships and financial aid to help students learn to fly than do private flight programs.
3. By employing inexpensive flight simulation technology and excellent ground courses, HCC produces well-trained pilots.
4. A great number of flight instructor jobs are offered at HCC Commercial Aviation
5. By passing HB1413 the program can begin training foreign pilots, and even more opportunities will be created for flight instructor jobs.
6. If flight training is moved to Hilo, a doubling of the price will mean that many Hawaii students who wished to combine college and flight training will be unable to afford the new school.

7. The HCC's Pilot Training program has doubled in size during Peter Foreman's first three years with the college and the program would have tripled in size during his fourth year with if students had been allowed to enter the program this year.
8. HCC and UH West Oahu have already held discussions about creating a 4-year bachelor's degree program in an aviation-related field. Graduates of a 4-year aviation program can become ATPs for operation as Part 121 First Officers with 1000 total hours instead of the required 1500 hours. Furthermore with HCC's 2-year program the reduction for an ATP is 1200 hours.
9. Advancements in flight instructing methods that are created at HCC's program will spill over into private flight schools as well and will lead to higher quality flight training being delivered throughout the state.

I urge you to pass BB1413 in order to provide the best education possible for the people of Hawaii.

Sincerely,

Edilberto Valdez
Assistant Professor
Aviation & Travel Careers
Cypress College
9200 Valley View Street
Cypress CA 90630
evaldez@cypresscollege.edu
714-330-2779

LATE

To whom it may concern,

I, Max Botticelli, am a recent graduate of Honolulu Community College Aviation Program. I started the program three years ago and received my Associates Degree in May 2014. When I first started the Galvin had a few flights everyday. By the time I was ready to get my Certified Flight Instructors Certificate the schedule was always full. In order to rent a plane you had to make a commitment at least a week in advanced to fly. Just as the program was starting to show promise we received notice that HCC will no longer be offering AVIT in the near future.

Throughout my training I was pushed to use every ounce of energy I had in order to perform at the highest level by individuals like Rob Moore (Chief Instructor) and Peter Foreman (Program Coordinator). Both Rob and Peter have put countless numbers of hours into making the program better. Rob would be doing stage checks, which are flight evaluations of students to see how well the instructor is teaching. Peter has built from scratch a 9-panel surrounding simulator to prepare students before flying with an instructor, which will familiarize the student of the lesson objective, and ultimately cut down cost on actual flight training.

First I received my Private Pilot's license, which is the most basic rating. All it means, is I know how to fly which majority of pilots have. Then, I got my instrument rating. Which furthered my knowledge of flying and the Air Traffic Control System. Instrument flying is how the airliners operate. Next, was my Commercial rating. This is where pilots take flying to the next level and refine the skills learned from the previous two ratings. Shortly after I got my Multi-Engine rating, where I learned the principles and considerations of flying with more than one engine. Lastly, was my Certified Flight Instructor (CFI). This is what pushed me the most to be the best. In order to teach efficiently you need to expand the depth of your knowledge and know the material thoroughly. Currently, I am working with Rob and Peter to further my learning to obtain my CFII (Instrument Instructor).

Hawaii needs a college associated flight program so students can simultaneously earn their degree and pilot ratings. If you think a two-year degree is not worth it, a four year degree program at UH West Oahu would be a great idea and students will be motivated to obtain the preferred four year degree as well as the necessary FAA ratings.

Thank you for your time and consideration. I hope you find that funding an aviation program at Kalaeloa Airport is worth while so the young adults of Hawaii as well as people around the world interested in aviation have an opportunity to pursue their dream here in the state.

Aloha,

Max Botticelli

LATE TESTIMONY

Testimony of Jeremiah M. Bruce

12 FEB 2015

House Bill 1413

Good afternoon, my name is Jeremiah M. Bruce. I am a Staff Sergeant in the US Army Reserves with the 100th BN, 442nd IN REG, where I am a Reconnaissance Squad Leader. I am also currently taking commercial flight instruction through Honolulu Community College.

It has always been a lifelong dream to fly aircraft, but given the high cost, this was never an achievable nor realistic goal. That is, until the Post 9/11 GI Bill began covering 100% flight fees when taken as part of a degree program; it was then that my dream became a reality.

As I searched in hopes of finding a program which would allow me to pursue my passion, I found only one such program; the Commercial Aviation program at Honolulu Community College. It was here that I took my first steps into flight. It was here that I found my future career.

My other passion lies with the US Army, both as a former active duty soldier deployed to Afghanistan and as a Reservist with the 100th Battalion. Because of the flight training that I received at this program, I was recently selected to become a Warrant Officer Aviator on Active Duty. I was selected on the first time, beating out over a hundred other applicants to become an Army Aviator. I credit this competitive edge to the flight training that I received in the Commercial Aviation program.

However, I am not able to graduate the course, due to receiving orders to Active Duty for flight training before I can complete my degree. So when attempts are made to quantify how many students graduated or failed to do so, keep this in mind. While I may not be a graduate, I am far better off, and far more able to compete in the market with the training I have received.

I know of other students in similar situations, where they have left due to military or to move to a four year University. So I ask not just to pass and to fund House Bill 1413, but to consider a program where HCC students can also make progress towards a Baccalaureate Degree in Aviation at UH West Oahu. Transitioning this program to a four year program would allow students not only to spread the financial burden across four years, but also to possess a degree which makes them highly competitive in the work force.

In short House Bill 1413 is not just about a two year degree, nor just future commercial pilots, but also the future Military Aviators to defend this nation.

LATE

TESTIMONY FOR HB1413

Testifier: Dr. Richard A. Gould
Professor (Emeritus), Anthropology
Brown University (formerly UH-Manoa)

Committee: House of Representatives
Committee reviewing HCC Commercial Aviation Program

Date & Time of Hearing: February 12, 2015, 2:00 PM

Measure Number: HB1413

I wish to support the measure to authorize funding for the study of an international flight center at HCC's Kalaeloa facility.

I am a private pilot with over 3,400 hours of pilot-in-command time (also instrument and glider ratings). I did my flight training in Hawaii and took courses at the HCC Aviation Facility (then called "AVMAT") in basic aircraft maintenance and repair and to prepare for my instrument rating. These were excellent courses, and I am aware that HCC continues to teach and train aspiring commercial pilots and A&P (Airframe and Powerplant) mechanics to a high standard. HCC aviation graduates have found their ways into a variety of careers in commercial aviation here in Hawaii, and I regard the HCC aviation program as an important asset to the state.

It would be shortsighted to abandon the flight training provided by the HCC Commercial Aviation Program, although there is clearly a move to do this now. The concept of an international flight center has merit and could provide a major boost to this program and expand its influence. Many countries (for example, Japan and China) do not have private pilot licensing or any civilian-based pathway for aspiring airline or commercial pilots -- only military-trained pilots can pursue aviation careers. Other countries, like Australia, have successfully filled this niche -- Singapore Airlines, for example, trains its pilots in Western Australia. Building on its existing successes in pilot training, Hawaii could also become a major center for this kind of activity. This cannot happen if the HCC program at Kalaeloa is summarily closed down.

Isaiah Jumila
February 12, 2015

Testimony

Like many aspiring pilots, I grew up with the dreams and aspirations of making it to the front seat of the airplane. I knew since about the age of 4 that becoming a pilot is what I wanted. My mother worked for Aloha Airlines for as long as I could remember, so I basically grew up at the airport. I believe this is where my passion for airplanes and flying began to develop.

During my sophomore year of high school, while doing college and career research, I learned about Honolulu Community College's aviation program. This program was the only one in the state of Hawaii, comparatively affordable, seemingly convenient, and overall ideal. Though that was not what initially drew my attention, what really set the idea of attending this college in concrete was the list of alumni that were currently or had been working in the state of Hawaii under various airlines which included Island Air, Aloha Airlines, and Hawaiian Airlines. At that moment it became my goal to be educated by a college flight program in order to get myself ahead. My other options included Embry-Riddle Aeronautical University in Arizona or Florida, Purdue University in Indiana, or University of North Dakota, all which are good schools but respectively tuition was not cheap. So come my senior year of high school, I applied to but two schools: Honolulu Community College, and University of Hawaii at Manoa. I received my acceptance letter to both schools and was thrilled that I would finally be starting the profession in the aviation industry, a feat that I had looked forward to my entire life. However, in March 2014 I received a letter stating that the school was planning to close the program in spring 2016 and to essentially pick a different major. Not only was I devastated to hear such news but the career path that I had carved since my sophomore year of high school was no longer relevant. It became clear that I would have to attend school somewhere on the mainland in order to major in aviation. In the end, I made the decision to attend the University of Hawaii at Manoa, not majoring in aviation, but majoring in my back up career. If I wanted to transfer to an aviation program in the mainland, I would be a year behind. Clearly I am not the only teenager in Hawaii that wants to become a pilot, but us local students are essentially forced out of the state to pursue our dreams. It would be out of the state's best interest not only for me but all of Hawaii's young aspiring pilots to keep the Honolulu Community College flight program running.

ichiyama2-Brandon

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 11, 2015 2:36 PM
To: HEDtestimony
Cc: rkalman@attainf.com
Subject: Submitted testimony for HB1413 on Feb 12, 2015 14:00PM



HB1413

Submitted on: 2/11/2015

Testimony for HED on Feb 12, 2015 14:00PM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
Ryan Kalman	Individual	Support	No

Comments: This program is a valuable asset to the people of Hawaii. Talented young men and women will be forced to leave the state in order to pursue their dreams of flying. Seems a shame to lose that talent to other states due to the lack of resources/programming.

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ichiyama2-Brandon

From: mailinglist@capitol.hawaii.gov
Sent: Wednesday, February 11, 2015 2:03 PM
To: HEDtestimony
Cc: khn15@columbia.edu
Subject: *Submitted testimony for HB1413 on Feb 12, 2015 14:00PM*



HB1413

Submitted on: 2/11/2015

Testimony for HED on Feb 12, 2015 14:00PM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
K Newman	Individual	Oppose	No

Comments:

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LATE

Testimony to the House Committee on Higher Education

State Capitol - Conference Room 309

RE: House BILL NO. 1413 RELATING TO HIGHER EDUCATION

Chair Choy, and Vice Chair Ichiyama, and members of the Committee:

My name is Chausette Vierling, senior year student at Kalaheo High School. I am pursuing a career in aeronautics; I want to become a commercial pilot.

I would like to provide the following comments on H.B. 1413, which proposes to:

Appropriates funds for a program coordinator and technical support staff member to complete the necessary planning required for an international flight training center and associated aeronautical training programs at Honolulu community college.

I have been and continue to be concerned about the inconsistent availability of aeronautical training in the State of Hawaii. I recognize that there are costs to the State of Hawaii to provide an opportunity for students to learn aeronautics. However, there is also substantial return on investment opportunities for Hawaii to enjoy from an investment in this area of Higher Education

The bill essentially creates an opportunity for both Hawaii and foreign students to learn aeronautics and remain here as contributors to our local economy as compared to another area of brain drain that Hawaii has experienced over the decades.

If I currently want to pursue a career as a commercial airline pilot, I must attend one of the programs on the mainland, which will increase my costs for travel, housing and perhaps tuition. It will prevent me from enjoying the local support of my family, friends and the many relationships and contacts that we have here in Hawaii.

Also by attending a college flight training program and obtain my bachelors degree I will have more options in aviation as compared to only going to a Oahu flight school and just obtaining a FAA Commercial Pilot certificate.. Aviation such as working in a flight department (operations,

scheduling, safety management, etc.). Also a college flight training program will provide me and others with access to scholarships, grants, VA funding, and loans that are not normally available at stand-alone flight schools.

If I pursue my training on the mainland, my network of new friends, mentors and contacts will more likely create an opportunity for me to pursue a job on the mainland following the completion of my training and prevent me from remaining or returning to Hawaii as a contributing professional commercial pilot.

The availability of a flight training program, of this nature, in Hawaii also contributes to various areas of our local economy such as housing, food, transportation and taxes those students from Oahu, neighbor islands or out of state will pay.

There are other considerations such as community service and other organizations that I have begun working with here in Hawaii. Last year I was President of my high school interact club (the high school program for Rotary International). As an adult I plan to become a Rotarian and continue with the practices and traditions taught me by my father who has been a Rotary Club President twice during his lifetime.

As a part of both my involvement with Interact and other programs/projects I have enjoyed volunteer work with homeless programs, abused/neglected children, environmental and other areas of need in our local Hawaii community. I plan to continue these practices as an adult and would prefer to continue doing these things in Hawaii.

Thank you for the opportunity to express my views on this matter.

Sincerely,

Chausette Vierling

ichiyama2-Brandon

From: mailinglist@capitol.hawaii.gov
Sent: Thursday, February 12, 2015 7:33 AM
To: HEDtestimony
Cc: leighyoko11@gmail.com
Subject: Submitted testimony for HB1413 on Feb 12, 2015 14:00PM



HB1413

Submitted on: 2/12/2015

Testimony for HED on Feb 12, 2015 14:00PM in Conference Room 309

Submitted By	Organization	Testifier Position	Present at Hearing
leigh Ann Yokomizo	Individual	Comments Only	Yes

Comments: Having a son who had a dream of flying since his toddler years, looking forward to attending Honolulu Community Colleges Aviation, after being accepted, only to receive a letter stating the program was no longer accepting any students beginning the 2014-2015 school year. As devastated as he was, we had an alternate route. He is attending the University of Hawaii at Manoa with no dream of flying in mind because the only program that exists in our state University System may possibly close due to the lack of funding, and what some were saying "lack of graduates." The percentage of graduation has increased to 98% and positively progressing. If this program does not receive this funding, my son has chosen to move to another state and pursue his flying career, therefore, supporting another states economy. I pay for my sons tuition, and would like to see this program continue at the Hinolulu Community College. Thank you.

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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