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	SULEYMAN DEMIREL UNIVERSITY CIVIL AVIATION COLLEGE MEETING MINUTES	Meeting No.	2021/01
		Meeting Date	22.11.2021
		Meeting Place	Online
		Number of Participants	8

TITLE
The Advisory Board of the Civil Aviation School of Süleyman Demirel University will meet on November 22, 2021, at 16:30 to discuss the following agenda items (https://teams.microsoft.com/l/meetup-join/19%3aV-4Gc4XCi4p-IoSYsoJ_5qH8YXvDrwZ16T6tIXuPJGY1%40thread.tacv2/1637221622264?context=%7b%22Tid%22%3a%226f98ac26-c772-4eec-be4d-f7e34cbbcb0d%22%2c%22Oid%22%3a%22c172f9f7-c12d-4e83-b6c2-4618ddbb2a90%22%7d The meeting was held online via a Microsoft Teams link.

AGENDA ITEMS
1. Opening Speech (Dr. Ahmet SONGUR, Assistant Professor)
2. Information about the college
3. Board members' evaluations and recommendations
4. Wishes and requests
5. Closing

SCOPE
The meeting was held with the Unit Advisory Board Members; 1- Our College Director, Dr. Ahmet SONGUR, is a member of our College's Unit Advisory Board. 2- Head of Aircraft Fuselage Engine-Maintenance Department and Deputy Director of the School, Assoc. Prof. Dr. Yasin ÿÖHRET, 3- Chairman of the Board of Directors of the Turkish Airline Pilots Association (TALPA), Capt. Hüseyin Murat ERSOY, 4- Assistant Financial Secretary of the Aircraft Technicians Association (UTED), Cemil TOSUNOÿLU, 5- Turkish Technic (Employment Chief (Technical)), Fatih ERGÿN, 6- ERAH Aviation Academy (Production Planning and Control Manager), Mehmet Ali GENÇ, 7- Director of Niÿantaÿÿ University Civil Aviation School, Dr. Lecturer Cengiz Mesut BÜKEÇ 8- The College Secretary, Nurcan HATAPCIOÿLU, attended the meeting. During the meeting held with the Unit Advisory Board Members; -The Head of the School, Dr. Ahmet SONGUR, stated that the Civil Aviation School building is a five-story building covering 5000 m2 in Keçiborlu district, containing 12 classrooms, 2 laboratories, a cafeteria, a canteen, and a conference hall. He noted that the building is quite large considering the number of students, with 140 students, and that three departments are currently open. The most active department, currently with preparatory, first, and second-year students, is the Aviation Management Department. Work continues to ensure that the Aircraft Fuselage-Engine Maintenance and Aviation Electrical-Electronics Departments, which were approved by the Council of Higher Education (YÖK) but do not yet have active students, can obtain the SHY-147 authorization certificate from the General Directorate of Civil Aviation (SHGM) and become recognized schools. New teaching staff have been added to the Aircraft Fuselage-Engine Maintenance and Aviation Electrical-Electronics Departments to enable them to begin education and strengthen academically as soon as possible.

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He also stated that a proposal has been made for our school to transform into a faculty, and that there is a high probability that this will happen even before we graduate any students.

In the field of education, it was established within the Institute of Science and Technology, and the head of the department is Assoc. The Automotive Technologies Department, headed by Dr. Yasin ÿÖHRET, has a master's program focused on both engineering and civil aviation. It was also stated that applications have been submitted and approval is awaited for the establishment of a master's program in Aviation Management.

It was stated that we currently have 11 academic staff members, that we have largely filled our academic staff shortages, and that efforts to further strengthen the academic staff of our departments are still ongoing.

We place great importance on quality initiatives, and one of the most important components of these efforts is the work we will do together with you, our external stakeholders. The purpose of these meetings is primarily related to the quality management process, and we emphasize that the demands and recommendations of the sectors are crucial to us, and we plan to provide better training based on these demands and recommendations. We also look forward to your valuable opinions on this matter and thank you again for your participation and for dedicating your valuable time.

-After each participant was introduced to the entire group, individual opinions were presented.

Cemil TOSUNOÿLU, Assistant Financial Secretary of the Aircraft Technicians Association (UTED)
Turkish Airlines Technical Inc. also works at Sabiha Gökçen Airport.
I am the vice president responsible for financial affairs at the UTED association, but I joined the advisory board because these issues interest me. I also noted that there are problems in the sector, the biggest being the shortage of qualified personnel. As an association, we can contribute to the sector by addressing the issue of job titles, the need for SHY-147 authorization from YÖK (Council of Higher Education), the necessity of hangars, the importance of students seeing aircraft, and the need for workshops. However, the main problem is that schools cannot meet these requirements financially, and students make choices based on the assumption that they will receive very high salaries, but this is not the case; the sector primarily requires experience. As an association, we believe that no school should accept students or graduate students without SHY-147 authorization.

Turkish Technic (Head of Employment (Technical)) Fatih ERGÿN

He stated that he works as the employment chief in Human Resources at Turkish Airlines Technical Inc. Prior to the pandemic, the annual number of employees was around 1000-1100, with approximately 700-800 of those being technicians. The number of graduates from civil aviation schools does not fully meet our needs, and we continue to have a shortage. We are trying to close this gap by employing personnel from other departments as well.
Our primary expectation, as Mr. Cemil mentioned, is that the schools have SHY-147 authorization. We also place great emphasis on English language proficiency, and it's a key factor in our evaluation. The candidates we encounter often lack this awareness. They study in aviation departments but don't sufficiently understand that English is the language of aviation. This is one of the main shortcomings we see.

Another point regarding module exams is that the ultimate goal here is for graduates of this program to work as authorized technicians. The student either hasn't taken any module exams or doesn't even have any knowledge about them. Our preference is...

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Our goal is to select candidates with the best English language skills and who have performed exceptionally well on the module exams. We collaborate with universities such as Anadolu University, Erciyes University, and Kocaeli University through mutually agreed protocols. Fourth-year students from Kocaeli University's Aircraft Fuselage and Engine Maintenance and Electrical-Electronics departments spend their final semesters in our hangars as part of this collaboration. Similarly, Erciyes University students spend their second semester of their final year in our hangars. We are currently in discussions with Eskiÿehir Technical University, and there is a possibility of signing a protocol with them as well.

Captain Hüseyin Murat ERSOY, Chairman of the Board of Directors of the Turkish Airline Pilots Association (TALPA).

I work as an instructor pilot in Turkish Airlines' fleet of 177 and I am also the chairman of the board of directors of the Turkish Airlines Pilots Association. Looking at the sector, it has gone through a difficult period. Despite this, Turkey has made significant progress in the aviation sector. Looking ahead, we will have a very serious need for pilots in the sector. Of course, along with this need for pilots, quality is paramount. In our meeting with the Director General of Civil Aviation, we discussed the need for universities and flight schools to improve their quality and train qualified personnel.

It was decided that a workshop would be held with the participation of the Ministry of Transport and other ministries, and that discussions would be held with universities and other institutions on what could be done and how they could be informed about this issue. The biggest gap at the university level is the shortage of theoretical knowledge instructors. We will work with the General Directorate of Civil Aviation to close this gap as soon as possible, and we will ensure that these theoretical instructors are included in this process. Because it is much more efficient and beneficial for someone who is involved in the practical aspects of the job to explain the subject. The same issue came up in a meeting we held with other universities, because there are currently many pilots who have completed both their doctorates and master's degrees. The issue of these pilots teaching at universities is on the agenda. However, there are various criteria, and these criteria will also be presented to you if there is a need to establish a pilot training department.

Assoc. Prof. Dr. Yasin ÿÖHRET took the floor and stated that they have pilot academics who meet the criteria for opening a pilot training department. Aviation management department preparatory 1st, 2nd and 3rd year students. It was stated that the classes would be entirely industry-focused during the second semester of the 4th year at the school. It was mentioned that the aviation management classes have smart classrooms, and instructors who wish to teach but are unable to come to school for any reason can utilize these classrooms. Support was requested in this regard. Support was also requested in determining the curriculum should the pilot training program be opened.

ERAH Aviation Academy (Production Planning and Control Manager) Mehmet Ali GENÇ

I work as the Aviation Control Manager at ERAH. As Mr. Hüseyin mentioned, we anticipate a pilot shortage in the coming years. Therefore, I recommend establishing a pilot training program in this area. Based on my previous experience teaching, I believe students should gain real-world experience related to their field of study before graduating. I can clearly state that students graduating with only theoretical knowledge will be of no use in the industry. Completing the necessary infrastructure in terms of equipment is also crucial.

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Studies can be conducted on this subject. The more solid these studies are, the more important it is not to procure these materials, but to explain them to students in an appropriate way.
I believe that lessons can be made more enjoyable for students, and in this way, they will become more knowledgeable.

Dr. Cengiz Mesut BÜKEÇ, Director of the School of Civil Aviation at Niÿantaÿÿ University.

I'm on the road, but we really valued this meeting; you're doing truly valuable work. As someone who has established departments many times, especially in aviation, and obtained the necessary permits, I understand the challenges you face. I wish you all the best. First of all, thank you for your dedication and hard work. Many of the other participants here are also very valuable. I also have serious observations regarding the shortage of theoretical instructors, as Captain Ersoy pointed out. Unfortunately, because the number is low, it's also starting to become a matter of cronyism. Having theoretical instructors with flight experience would yield more positive results. If I remember correctly, about three years ago, I came to Isparta Süleyman Demirel University and gave a presentation. I'm one of those who believe that establishing a pilot training department in Isparta would be very beneficial. There was also a representative from ERAH. ERAH's contribution would be significant in every sense. Because it's an institution that knows exactly what it's doing, and its resources are very broad, not just related to flight, but perhaps collaborations in areas like 145 and 147 as well – we're considering these things too. Currently, I am serving as the acting director of the Civil Aviation School at Niÿantaÿÿ University. We also have an additional aviation control program. I want to talk about aviation control and pilot training. Frankly, the Aviation Control program is one I'd advise avoiding for now. There's a bit of a power struggle going on. The State Airports Authority wants to be the sole educational institution in this field. They have their own valid reasons, and some are different. On the other hand, the General Directorate of Civil Aviation insists on high standards. It's a more arduous process compared to others. Perhaps once the system is established and it's transformed into a faculty, progress will be easier. When we consider the theoretical knowledge, flight hours, and training, neither the B1-B2 certificate licensing nor the pilot training flight or theoretical instruction correspond directly to our curriculum. Therefore, we have to define it as a course. We have to logically calculate the ECTS credits, which I tried to do, it was crazy, but the students were very satisfied, and afterwards, that program became the one that accepts students with the highest scores among foundation universities. Because it also provides double major opportunities and Erasmus opportunities. I'd like to give some thought to these issues or share my views on this matter. I propose a workshop on this topic, including the esteemed participants. I can share my thoughts. If students from other departments can study abroad for six months under the Erasmus program, I believe our students in aviation-related departments should also have this opportunity. The essential prerequisite for this is the curriculum. These are my thoughts for now; beyond that, I am ready to do whatever else I can.

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All participants shared very valuable insights. The lesson we learned from this is that infrastructure is essential, especially in technical departments, and we need to accelerate our efforts in this area. On the other hand, we understood that we need to work intensively on establishing a pilot training program, and even collaborate with TALPA, taking into account Professor Cengiz's ideas as well.

Thank you. There's a lot to discuss, but you've dedicated so much valuable time, and I don't want to prolong this. Besides that, we've also seen who we can learn from, how we can benefit, and how we can collaborate. Furthermore, there may be opportunities for us to visit you on behalf of our school for future collaborations. Thank you very much for your participation.

MEETING PHOTOS

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