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THE GLOBAL AVIATOR

There is hope in the Aviation Industry

By Dr. Ron Smart, Director, Global Aviation

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Special points of interest:

- Jet Blue Airlines recently signed an agreement with Embraer to purchase 100 ERJ's with options to buy 100 more.
- Skywest Airlines recently signed an 11 year contract with United Airlines to increase its United Express flying to include 55 EMB-120's, 55 fifty-seater CRJ's, and 30 seventy-seater CRJ's.

Aviation is the most dynamic industry around. It has always had its ups and downs but it never has gone away. It can't.

Aviation and tourism is a very large part of our economy, approximately 11%. When you see on the news that there are airline furloughs and that the economy is down, you need to ask yourself a few questions. Over the next ten years, will there be more people in America wanting to travel, or are there going to be less? When people travel, are they going to regress to covered wagons and greyhound busses? Are parents going to stop planning vacations to Disneyland? No! Aviation is here to stay.

We are preparing this document to share with you that there is hope in the aviation industry. For example, many commuters are expanding. Many large old planes are being parked and replaced with newer, more efficient, next generation regional jets. Flying more airplanes with



smaller payloads is creating more pilot jobs, not less- not to mention the large base of pilots that will be retiring over the next ten years due to the mandatory age of 60.

Now some of you have found it difficult to find a flying job in today's market. Some of you have a love for aviation, but are wondering if you really want to be a pilot for a career. If you are struggling with these issues, I have a bit of advice to share with you. Broaden your horizons and make yourself more marketable. The worst thing you can do in today's job market is to be stagnant in your credentials. If you haven't fin-

ished your Associate Degree, buckle down and do it. If you haven't finished your Bachelors Degree, do it. If you have your Bachelors Degree, go get a Masters Degree. There are several UVSC Alumni that are working on Masters Degrees in Aviation through other schools. Some of these programs are available via E-Learning, making a Masters Degree as flexible around your schedule as your Bachelors Degree was.

Once you have the credentials, the question won't be what you can do in aviation; the question will be what can't you do in aviation. Outside of flying, there is a large segment of business in aviation- the legal aspect of aviation, management positions, and administrative positions. Some of our students and alumni are using these career paths as stepping-stones to a flying job in today's competitive industry, where others are considering these positions for

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a long-term profession.

Career opportunities that can be a direct result of obtaining your Bachelors Degree in Aviation and possibly your Masters Degree could include the following: airport management, aeronautical engineering, aircraft dis-

patching for 121 airlines, general aviation at the collegiate level, corporate aviation administration, air traffic control, aviation law, federal aviation administration, and airline management, just to name a few.

Now is the time to prepare for the future. You can and

will be successful if you want to be, and if you are prepared for the opportunities that will arise. Make things happen and don't let anyone rain on your parade. One thing that I've always told my students is, "If it's to be, it's up to me."

The Airport Manager— Open options for Graduates

The aviation degree programs at UVSC opens doors for it's students and alumni in many areas of the aviation industry. One career option for graduates is airport management. Most airport management positions require a Bachelors Degree in either business or aviation, and many require one other credential. The qualification that is often required can be obtained from the American Association of Airport Executives (AAAE). The AAAE is the largest professional organization for airport executives in the world, representing thousands of airport management personnel at public use airports nationwide. The AAAE states that a membership in their organization is a wise investment for management personnel and people interested in the airport industry. The AAAE offers ideas to maximize revenues and minimize costs at airports, provides attractive

benefits to both the individual and the airport, keeps you informed on industry issues important to general aviation and commercial service airports and offers you the combined experience of airport executives across the country who gladly share their knowledge. Current students of our program can become an Academic member for as little as \$40.00, where graduates can join as an Associate member for \$325.00. The career path continues with the AAAE Certification Program. This designation is a useful credential for individuals seeking employment within the airport management profes-

sion. AAAE provides study material for a fee, giving members the opportunity to take a test. After passing 180 question written examination, members may use the initials C.M. after his/her name. After obtaining a position in airport management, members can upgrade their membership to the affiliate member level, where they will have an option to become an Accredited Airport Executive, and the ability to use the initials A.A.E after his/her name. One valuable asset that the AAAE provides is their Internet Information System. AirportNet was developed to provide fast and easy access to information for members. Some information, including job postings, are available to all internet users. To view available jobs, please access the AAAE website by going to <http://airportnet.jobcontrolcenter.com/search.cfm>



The Aircraft Dispatcher—two heads are better than one

Ever wonder about flight planning in the airlines? According to FAR 121.533(b), the pilot in command and the aircraft dispatcher are jointly responsible for the preflight

planning, delay, and dispatch release of a flight. Generally in the airline environment, the aircraft dispatcher will do most or all of the preflight planning. The dispatcher will

then send a dispatch release to the flight crew, where it will be checked for accuracy. The dispatch release must include the Identifica-

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"If it's to be, it's up to me."

Global Aviation's employment assistance service, keeping an ear to the ground for flying jobs

We have had a tremendous response to the new employment service that the Global Aviation Degree Center now has to offer. For those of you who are not familiar with this service, the Global Aviation Degree Center recently hired Dan Richardson, who is an airline pilot. His responsibility is to keep our students updated on the current pilot positions that they qualify for.

UVSC representatives have access to some aviation job search engines, allowing them to email students with

current job opportunities.

UVSC students enrolled in the aviation program are encouraged to participate in the program. Interested students should send an email to Dan at aviationcareers@uvsc.edu. The email should include the following information in the format shown below.



Total Time: _____
 Job your searching for: _____
 Name: _____
 Email Address: _____
 Multi Engine Time: _____
 Cross Country Time: _____
 Flight Instruction Given: _____
 Night Flight Time: _____

A list of your flight certificates, including type ratings and larger aircraft flown: _____

It is recommended that students who are interested in the service wait until they have at least a Commercial Pilot Certificate.



“Make things happen, and don't let anyone rain on your parade.”

Air National Guard— A Military Route to an Airline Career

If you have had interest in flying military aircraft, but you also wanted to fly for the airlines, the Air National Guard may be the perfect thing for you. Those that are accepted into the Air National Guard can expect one year of undergraduate flight training, approximately 4 months to a year of graduate flight training, and then 1 weekend a month of flying for “drill weekend”, unless you get called for active duty. These requirements may be more or less, depending on the unit that you get accepted into.

The process will expectantly take many months, and possibly years to get selected for the Undergraduate Pilot Training (UPT).

If you want to fly a specific type of aircraft, you can

narrow the units that you apply to down to units flying those planes. If you just want to become an Air National Guard Pilot, then you can apply to all or any of the Air National Guard units in the U.S.

Before applying, there are a few details that you should consider. You should first look into taking the Air Force Officer Qualifying Test (AFOQT) and the Basic Attributes Test (BAT). To schedule these tests, you can call 1-800-To Go ANG.

After completing the required tests, you should ask three or four people to write professional letters of recommendation to go along with your application. You will also need to obtain copies of your official college transcript for each of the applica-

tions that you will send out. If you have not graduated yet, you should write a letter as an official statement declaring your expected graduation date along with your transcript. Finally, you should include copies of licenses and type ratings you hold, along with a summary of your flight training and experience.

If you pass the application process, you will probably receive a phone call to schedule an interview with a board of Air National Guard Pilots.

Many pilots that have taken this career path have had the ability to have a great airline career while serving their country concurrently.





**Global Aviation Degree Center-
Utah Valley State College**

Utah Valley State College
Aviation Science Department—MS 114
800 West University Parkway
Orem, Utah 84058

Phone: 800-901-7192
Fax: 801-863-7815
Email: support@aviationuniversity.com



UVSC developed and refined one of the best training programs available. Let us show you how you can achieve your goals. The Global Aviation Degree Center is dedicated to offering the best and most affordable training in the country.

Our courses are designed to prepare individuals for an exciting career in the aviation industry. With courses available year round, it is the perfect choice for students starting from any point along their training path. One of the exciting benefits to our program is the choices you have for flight. You can stay in your hometown, fly at your local airport or choose one of our surveyed flight schools anywhere in the country and earn your degree online. The concept is simple. Register for your courses online, take flight instruction at a surveyed flight school and earn a degree all at once.

Visit our surveyed flight school list to choose a flight training center. If there is not one in your area, you may contact The Pilot Career Foundation for a listing of flight schools and assistance in determining where you should fly. For questions, first go to the Pilot Career Foundation's web page, at www.pilotcareer.org.

Qualifying students have access to financial aid, veteran's benefits, and supplemental loans to help with tuition, books, and flight training.

For any information on aviation career paths either included or not included in this newsletter, please contact our Aviation Career Path Manager, Dan Richardson, at aviationcareers@uvsc.edu.

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tion number of the aircraft, the trip number, the departure airport, intermediate stops, destination airports, and alternate airports. It must also include a statement of the type of operation (IFR or VFR), the minimum fuel supply, and must contain or have attached to it, weather reports and/or weather forecasts pertinent to the flight.

The Aircraft Dispatcher is primarily responsible for monitoring the progress of each flight, issuing necessary instructions and information for the safety of the flight, and canceling or re-dispatching a flight if, in his opinion, the flight cannot operate or continue to oper-

ate safely. Aircraft Dispatchers have a lot of responsibility placed on them by airlines. The smooth flow of an airlines operation can live or die by an aircraft dispatchers hand. Decisions being made by the dispatcher can save or cost an airline thousands of dollars.

Those with an interest in aviation have gotten their Aircraft Dispatcher Certificates for several reasons. Some people obtain their certificate with hopes of making dispatching a career, while others have done it just so they could get their foot in the door with an air-

line, with further goals to fly for the airline. If you have interest in obtaining your Aircraft Dispatcher Certificate, go to <http://www1.faa.gov/avr/afs/afs200/afs220/part65.htm> to obtain a list of part 65 FAA approved Aircraft Dispatcher Schools.

