

From: Jemma Blake-Judd
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Subject: Exciting New Direction for AERO

I had a wonderful discussion with Robert and Linda Rogus on Thursday. I believe we will be creating an additional component for our Aeronautics program that will be a phenomenal opportunity for those students who love aviation but are challenged by age or medical issues.

The career we would like to train students for is called **Flight Dispatcher**. This is otherwise known as "pilot on the ground." It is not to be confused with dispatchers for Fire and Police.

FAR 121.533 states that both the airline captain and the dispatcher are held jointly responsible for the safety of the flight. In cooperation with the pilot, the flight dispatcher furnishes a flight plan that enables the aircraft to arrive at its destination on schedule with the maximum payload and the least operating cost. The flight dispatcher considers en route and destination weather, winds aloft, alternate destinations, fuel required, altitudes, and traffic flow. The dispatcher's signature, along with that of the pilot, releases the aircraft for flight. The dispatcher maintains a constant watch on all flights dispatched, and is responsible in joint agreement with the airline captain for flight planning, route and altitude selection, fuel load requirements, aircraft legality and complying with FAA regulations. The dispatcher is the go-between for the pilot and ground service personnel, and keeps all personnel concerned with the flight informed about its status. The dispatcher must be familiar with navigation facilities over airline routes and at airports as well as with the takeoff, cruising, and landing characteristics of all aircraft operated by the airline. The flight dispatcher also must ride periodically in the cockpit with the flight crew to observe flight routes, conditions, and airports. http://www.avjobs.com/careers/detail.asp?Job_Title=Non-Flying&Category=Airline&Related=Flight%20Dispatcher&RecID=72

There are many positives to this field:

- It is a high- demand career; dispatchers are used for every commercial airline flight.
- Employment is based at the hubs around the world.
- It pays \$40-60,000 to start, depending on the size of the airline, and tops out at \$100,000 per year.
- The career doesn't hold the same age and medical requirements that commercial pilots and air traffic controllers must meet.
- It requires only a few hundred hours of flight time as opposed to a commercial pilot, so it is attainable for those students who have difficulty with the costs associated with gaining the hours needed to fly for the airlines.
- The only other community college offering this program in California is Sacramento City College, and their faculty members are willing to share the curriculum!
- The training can be achieved with two or three additional courses beyond our Commercial Flight degree! My guess is that this would be a nine unit certificate.
- One of our adjunct faculty members has the foundational qualifications and would need one certification to be able to teach the courses.
- Passing the exam results in a life time certification, so it will be an easy sell to convince our current students to tack on these courses (as a nine unit mini certificate?) to their degree course work as a good "fall back " for their aviation careers.

The FAA will be here on March 25 to inspect our facilities and give us the go ahead to work on the two courses if we meet the facilities standards Needless to say, I will keep you posted!

Jemma Blake-Judd, Interim Dean, Technology & Health Division