

Aircraft Dispatcher DISTANCE LEARNING COURSE with 6 day residency.

AGS offers a **FAA-approved Distance Learning Course (DLC)** in addition to our standard 13-weekend program. The DLC is designed so that you may complete the first 152 hours at your own pace. You have 1 year to complete course requirements in Florence, Kentucky, a suburb of Cincinnati, Ohio.

FEES:

The DLC fee is \$2495 & includes books & materials. **You may register with a non-refundable \$500 deposit** at which time we will forward the study materials. The balance of \$1995 is due 8 days prior to attending class & can be paid with cash, check, money order, Mastercard, Visa, or Travelers Checks. You are not responsible for the balance unless you attend class. You are responsible for travel costs, meals, & hotel. There are 2 FAA computer knowledge exams required at \$150 each. The FAA examiner fee of \$300 is due at the time of the final exam.

Fedex employees may attend DLC classes in Cincinnati at the group rate arranged by their employers. A photocopy of your airline ID will be required. Fedex classes in Memphis are 5 weekends over a 2 - 3 month period and are open to the public.

DATES & LOCATIONS:

Be advised that our program is so popular that classes fill quickly. Classes start on Sundays at 8 AM and finish on Fri evenings followed by FAA oral/practical exams over the weekend.

2010: Apr 18-23; Jun 20-25; Aug 15-20; Oct 17-22; Dec 12-17.

In lieu of a 6 - day class, we offer a 3-weekend class several times each year; call for details.

CLASS REQUIREMENTS:

There are 5 milestones in your training for which we provide study materials: **1st, the FAA Private Pilot multiple choice computer knowledge exam.** The dispatcher must be knowledgeable on the same fundamentals as a private pilot. If you are a licensed pilot, you are not required to retake this exam.

2nd, the FAA Aircraft Dispatcher computer knowledge exam. This is the advanced multiple choice test.

3rd, successful completion of the AGS open-book multiple choice quizzes at our website.

4th, completion of the mandatory 6 days of residency training in Florence, Kentucky.

5th, completion of the FAA oral/practical exam with an FAA examiner within 90 days of graduation. Your instructor will schedule this exam at a time convenient to both you and the Examiner.

A successful score on the FAA computer exams, & the AGS open-book quizzes are proof that you have studied & learned the basic concepts & are ready for the classroom. **The FAA computer knowledge exams are the most challenging part of the course!** The Private Pilot computer exam must be completed before attending class, & preferably the Aircraft Dispatcher computer exam, as well.

FAA computer testing is available nationwide from LaserGrade at 800-211-2753, or CATS at 800-947-4228. AGS is a CATS testing center and you may test at AGS but we recommend you complete all the exams before arriving for class.

WORKLOAD:

Be advised that the materials provided will require many hours of reading & study, & involves a certain dedication on your part to complete the requirements. **This is an intense course.** Procrastination is your worst enemy! Enroll now to get started with your career.

PREREQUISITES:

No prior aviation experience is required. Between the ages of 21 – 23, you will receive a letter stating you have met all requirements allowing you to work as an assistant dispatcher or flight follower under the supervision of a senior dispatcher. At age 23, the FAA will send you a lifetime dispatcher certificate.

SUBJECT MATTER:

Core subjects: Practical Dispatching, Aircraft Systems, Air Routes & Airports, the Aeronautical Information Manual, Federal Aviation Regulations, Operations Specifications, Emergency Procedures, & Dispatch Resource Management. **This is a private/instrument Pilot ground school with a B737 jet transport.** A high school math level (add, subtract, multiply, divide) is required plus basic typing/computer skills. If you are a private pilot, you will

have seen much of the material in previous studies. The new subject matter will be Boeing aircraft systems, turbojet performance charts, instrument charts, & high altitude flight planning.

HOUSING:

The discounted motel rates at the Courtyard by Marriott for our students are \$55 per night. Details to follow.

BOOKS & MATERIALS:

The following training materials are mailed to you & are yours to keep for your personal library: Rod Machado Private Pilot Manual; Jeppesen E6B flight computer & plotter; AGS Operations Manual (3 ring); METAR/TAF booklet. Bring a simple pocket calculator to class. Licensed pilots will not receive an E6B or plotter as we assume you already have these. Additional reading materials are available at www.faa.gov See the **Instruction tab of the AGS Operations Manual (3-ring binder)**.

THE FAA ORAL / PRACTICAL EXAM:

On the last day of class, you will sit for the FAA practical exam consisting of a manual flight plan exercise from one airport to another. **You have 4 hours to complete this followed by a 2-hour oral over the weekend.** Priority for oral testing is given to those students from "overseas" followed by students from "out-of-state". Local students will be scheduled last. You may schedule your FAA final exam with us when you register, to help with your travel arrangements. We have 5 FAA examiners on staff.

TUITION ASSISTANCE PROGRAMS (TAP):

ASTAR, FedEx, UPS, etc applying via a TAP program, must submit company forms to your supervisor prior to the start of class for reimbursement at the completion of the program.

ADDITIONAL EMPLOYMENT INFORMATION:

Starting salaries are approx. \$30,000 per year in the following locations: Cincinnati & Columbus, OH; Livermore, CA; Long Island, NY; and Houston, TX.

***Delta, United, FedEx, & Southwest Airlines** currently top out at \$100,000 per year for senior dispatchers. 2 years experience at a smaller air carrier is required before you can apply to a major airline.

***Comair, the Delta connection** headquartered in Cincinnati, offered a Station Manager position at \$30,000/yr to an AGS grad with prior aviation experience as a flight attendant & private pilot. ***Sunworld promoted an AGS grad to the flightdeck of a B727** as a flight engineer after 2 years in dispatch. He had 300 hours of flight time; a commercial, instrument, & multi-engine ticket. Dispatch is a backdoor to the cockpit. **While we cannot guarantee you a job, we will make every effort to assist you in your job search!**

AIRLINE GROUND SCHOOLS (AGS):

AGS has been in the airline training business for 41 years & has graduated over 59,000 students. All of our instructors are active airline aircraft dispatchers, pilots, & instructors with "real world" experience.

1) For more information on Dispatcher careers, visit www.dispatcher.org

2) We are available to meet with you in Florence, KY to discuss your aviation career. Call for an appointment.

3) **VA Tuition Assistance students must enroll in the 13 weekend program in Florence, KY but may receive credit for FAA licenses & aviation work experience to reduce the number of classroom days required.** You are reimbursed only for the days spent in the classroom.

4) **Register now & get your career off the ground!**

Danny Mortensen
President

THE AIRCRAFT DISPATCHER OPPORTUNITY

NATURE OF THE WORK: In cooperation with the captain, the Flight Dispatcher furnishes a flight plan that enables the aircraft to arrive at its destination on schedule with maximum payload & least operating cost.

Dispatchers consider enroute & destination weather, winds aloft, alternate airports, fuel required, altitudes, & traffic flow. His signature along with that of the Captain, releases the aircraft for flight. He maintains a constant watch on all flights & is the go-between for the pilots & the ground service personnel. The Dispatcher keeps all employees informed as to the status of the flight, & must be familiar with navigation, routes, airports, & the takeoff, cruise, & landing performance of all aircraft operated by the airline. Dispatchers must also take periodic flights in the cockpit with flight crews to observe routes, conditions, & airports.

WORKING CONDITIONS: A dispatcher works in the airline operations office. He uses computers, calculators, & weather charts. A 40 hour week with shift work is standard. A Dispatcher frequently works under pressure, especially when the weather is bad. They must make rapid decisions concerning safety, regulations, & economy of operations. He is surrounded by people, printers, telephones & intercom systems in a noisy, busy atmosphere. If you work for a small airline, you may also carry additional duties as crew scheduler & load planner. Each airline operates one dispatch office at its company headquarters.

WAGES: Wages are \$24,000 per year increasing to \$56,000 after ten years, for example, in the Cincinnati area. Senior Dispatchers at United Airlines in Chicago, & Federal Express in Memphis with 20 years seniority make \$80,000 per year. Senior salaries at Delta in Atlanta, & Southwest in Dallas now top \$100,000.

OPPORTUNITIES FOR ADVANCEMENT: Airline employees have moved up to the Dispatcher position from jobs as former clerks, flight followers, load planners, ticket agents, & ramp personnel. Large airlines employ senior Dispatchers in other departments who specialize in coordinating the economic factors of every flight. Experience as a Dispatcher may be used in qualifying for a job as a FAA Air Traffic Controller, airport manager, station manager, & even as a pilot (with the appropriate flight time experience).

REQUIREMENTS FOR THE JOB: You may undertake training at age 21 and sit for the FAA Practical Exam but will not be issued an FAA Aircraft Dispatcher license until you turn 23. You will be employed as an Asst Dispatcher or Flight Follower until you reach age 23. An FAA medical exam is not required, however drug or alcohol abuse is disqualifying. One must have good vision, hearing, & read, speak, and understand the English language.

FAA Office of Public Affairs

A Brief History of Aircraft Dispatch

The profession of the aircraft dispatcher is nearly as old as the airline industry itself. In the 1920's, airlines were created to carry mail under contract to the US government. Borrowing a term from the railroads, these early airlines hired dispatchers to plan & control the movement of airplanes. The primary duty was to ensure the safe & expeditious handling of airmail through the nationwide network of air routes. Within a few years, airlines gained access to government teletype lines providing updated weather, & dispatchers compared this with published schedules to determine the best routing for airmail. After the airlines added passenger service, the dispatcher would sometimes declare conditions too hazardous to permit passengers to make the trip. Except in the worst conditions, however, dispatchers made certain that the mail always went through.

By the early 1930's, airlines equipped their aircraft with two-way radios. Now dispatchers could talk to pilots in flight to discuss weather & possible alternate landing sites. (Later, radio would permit development of modern air traffic control). Improved air-ground communication made the dispatcher more effective & air travel more safe.

In 1938, Congress passed the landmark Civil Aeronautics Act. In accordance with that Act, federal regulations required US airlines to employ dispatchers, who were required to obtain a federal license just like pilots. This was due to a DC-2 crash in New Mexico with a US senator aboard. This tragedy has similarities to the Sep. 11, 2001 event wherein the US government has made all security people at airports federal employees.

Over the years, the airlines have referred to their licensed dispatchers by various names: flight dispatchers, airline dispatchers, flight controllers (not to be confused with FAA air traffic controllers in the tower). All share the same duty & responsibility: to provide ground-based Operational Control of every flight operated by a US airline, whether domestic or overseas.

REGISTRATION / CONTRACT

Mail to: Airline Ground Schools, 73 Cavalier Blvd.#216, Florence, KY 41042 or FAX 859-371-3643

Last Name, First name			EMPLOYER		
CITY & COUNTRY OF BIRTH: _____ DATE OF BIRTH: _____ Country of citizenship: _____ Male or female?			EMERGENCY CONTACT NAME		RELATIONSHIP
ADDRESS			ADDRESS		
CITY	STATE	ZIP	CITY	STATE	ZIP
PHONE			PHONE		
E-MAIL					

COURSE: 6 Day Other Uncommitted at this time. **Requested class start date** _____

FAA License # _____ Flight hours _____ <input type="checkbox"/> PRIVATE <input type="checkbox"/> CFI <input type="checkbox"/> INSTRUMENT <input type="checkbox"/> ATP	<u>The balance of your fee is due 8 days before class to confirm your reservation.</u> Until then, you are not liable for the balance.
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INSTRUCTIONS: This registration form must accompany your \$500 check which is credited toward the course fee (made payable to AGS). Here is a checklist to assist you in registration.

	I REQUIRE HOUSING INFORMATION
	I will attend CINCINNATI (CVG); or insert other city in the box if different
	ATTACHED IS A 1 PAGE RESUME DETAILING MY WORK EXPERIENCE
	ENCLOSED IS A PHOTOCOPY OF MY DRIVERS LICENSE or PASSPORT; & any aviation licenses.

How did you hear about us? Website Student/Company Referral; who? _____
 Advertisement; if so please list: _____ Other; please explain: _____

Aircraft dispatching is a highly technical profession, requiring quick decisions regarding complex matters affecting flight safety and of great economic consequence. With this in mind, this course has been designed to qualify a person with no prior training or experience, to this demanding profession. The course is complex & learning is built on the foundation of the earlier lessons. In signing this document, you acknowledge the responsibility to study in a manner consistent with the standards of a professional in the airline industry. This means considerable self-study. Further, you acknowledge that the second failing grade on any written exam voids all agreement between you and this school, and thereafter, your continued training or refund of tuition is at the discretion of AGS. The refund policy is described in the Course Catalog.

The student certifies that he/she can read, speak, write, & understand the English language. **Student acknowledges that AGS cannot guarantee jobs.** Foreign students: AGS assumes you will be traveling alone to the US. If you are accompanied, we must know the names & their relationship.

STUDENT SIGNATURE:	DATE:
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___ MasterCard ___ Visa ___ AMEX Card # _____ Expires _____ I hereby authorize AGS to charge my card \$500 for registration. Signed _____

Received & reviewed this date. Student is / is not accepted into the program. School official _____ Date _____
