

AIRLINE GROUND SCHOOLS, INC.

Aircraft Dispatcher Distance Learning – FOREIGN STUDENTS

AGS offers a **FAA-approved** Distance Learning Course (DLC) designed so that you may complete the first 160 hours of our training program at your own pace. You are required to attend a 6-day residency course with us in Florence, Kentucky just 10 minutes from Cincinnati, Ohio, & complete course requirements within 1 year.

FEES

The DLC fee is \$2395 & includes books & materials. In addition, there are 2 FAA computer knowledge exams required which are approximately \$100 each. **You may register with a non-refundable \$500 deposit** at which time we will forward the initial study materials. The balance of \$1895 is due 8 days prior to attending class & can be paid with cash, money order, Mastercard, Visa, or Travelers Checks. You are not obligated for the balance unless you attend class. You are responsible for travel expenses, meals, and hotel. The FAA examiner fee is an additional \$300 due at the final exam at the end of the course.

DATES

Our program is popular & classes fill quickly. Classes start on Sundays at 1 PM through Friday evenings.

2009: Aug 16-21; Oct 4-9; Dec 6-11.

2010: Feb 7-12; Apr 18-23; Jun 20-25; Aug 15-20; Oct 17-22; Dec 12-17.

Foreign students are invited to join Danny Mortensen, President of AGS, for dinner on Sat evening, the night before classes begin. Meet at 6 PM in the lobby of the Residence Inn in Florence, Kentucky.

CLASS REQUIREMENTS

There are 5 milestones for which we provide study materials: **1st is the FAA Private Pilot computer knowledge multiple choice exam.** You must be knowledgeable on the same fundamentals as a pilot. If you are a licensed pilot, you are not required to sit for this exam. We will need a photocopy of your license for our files.

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

3rd, successful completion of **the first 9 open-book AGS multiple-choice exams** at our website.

4th, completion of the **mandatory six days of residency study.**

5th, you must then complete the final exam which is a **FAA oral/practical test.** Plan to remain a few days at the conclusion of class to review for this exam. Your instructor will schedule the exam at a time convenient to both you and the FAA examiner on staff.

A successful score on the FAA Private Pilot & Aircraft Dispatcher exams, & the AGS open-book exams is proof that you have studied & learned the basic concepts, & you are ready for the intense 6 days of residency study. **Be advised the FAA computer knowledge exams are the most difficult part of the course!**

FAA computer testing is available internationally. For a current list of test sites, visit:

http://av-info.faa.gov/data/computer_testing_site/all_active_sites.pdf If these locations are not convenient, plan to arrive several days early in the US to sit for these exams. As your passport does not have your home address listed, bring documentation of your address for the testing center such as a utility bill, etc. You are responsible for the cost of these two exams which are approximately \$100 each in the USA.

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. Again, **this is an intense course** & procrastination is your worst enemy! Enroll now to receive the study materials via airmail & get started with your studies & your career.

PREREQUISITES

No prior aviation experience is required to enroll in our Distance Learning Course. Students less than the age of 23 will receive a letter documenting completion of the course and final exam. Upon reaching the age of 23, the FAA will issue your FAA license. In the meantime, you may work as an assistant dispatcher under the supervision of a senior dispatcher.

This is a Private & Instrument Pilot ground school with a Boeing 737-300. A high school math level involving addition, subtraction, multiplication, & division is required plus basic typing/computer skills.

SUBJECT MATTER

Core subjects: Practical Dispatching, Air Routes & Airports, Aeronautical Information Manual, Federal Aviation Regulations, Operations Specifications, Emergency Procedures, & Crew Resource Management.

HOUSING

The discounted hotel rates for our students are \$55 per night plus tax. Details when you register.

M-1 STUDENT VISA required

Upon receipt of your registration form & the \$500 AGS fee, we will electronically start the US Immigration paperwork for you signed by a school official. You must then complete a form I-90. This form is available at www.FMJfee.com. Then apply in person to the US Consulate or Embassy with the I-20 form, identification number, & I-90 for an interview.

It may take as much as 90 days for approval of your M-1 student visa. **All foreign students are now required to have an M-1 visa. US regulations will not allow you to attend school without it.** We do not start the visa paperwork until you designate a class date. We will list a second class date on your I-20 as a back-up class in case your plans change. If you are denied a visa, we will refund \$300 of your registration fee. You must provide documentation from the Embassy or Consulate for this refund.

BOOKS & MATERIALS

The following training materials are mailed to you & are yours to keep for your personal library: Rod Machado Private Pilot Manual; **Aviation Weather & Weather Services book; FAR/AIM book; AGS Operations Manual (3-ring); METAR/TAF booklet;** & the ATP/Aircraft Dispatcher self-study test prep manual for the FAA computer knowledge exam. **Bold items should be brought to class plus a pocket calculator.**

THE FAA ORAL / PRACTICAL EXAM

Following training, you are required to sit for a FAA final exam consisting of an oral/practical flight plan exercise. **You have approximately 4 hours to complete the flight planning followed by a 2 hour oral examination with the FAA Examiner on staff.** Again, we strongly suggest you schedule your return trip for several days after class in case you have any training issues which need to be resolved. If your English is marginal, plan an extra day or two after class with an instructor to prep you for the exam. There is currently no charge for this service.

AIRLINE GROUND SCHOOLS (AGS)

AGS has been in the airline training business for 40+ years & has graduated over 59,000 students in various programs. All of our instructors are active airline aircraft dispatchers, pilots, managers; & instructors with "real world" experience.

***AGS cannot guarantee you a job, however we will make every effort to assist you in your job search!** There are no US jobs available for foreign students. We do publish job opportunities worldwide at our website. For more information on the Dispatcher profession, visit www.dispatcher.org

INTERNATIONAL ORGANIZATIONS

Intl. Federation of Air Line Dispatchers' Associations www.ifalda.org

European Federation of Airline Dispatcher Associations www.eufalda.com

Countries with Aircraft Dispatcher state issued licenses:

Belgium, Chile, Denmark, Hungary, Jordan, Latvia, Malaysia, Nigeria, Pakistan, Peru, Philippines, Poland, Portugal, Saudi Arabia, Serbia & Montenegro, Slovakia, United Arab Emirates

Countries with state issued licenses but recognizing licenses from other countries:

Austria, Croatia, Colombia, Czech Republic, Greece, Iceland, Sweden, Turkey

Countries recognizing other state licenses:

Germany, Spain

Countries with airline dispatcher certificates rather than state licenses:

Finland, Germany, Ireland, Italy, Mexico, Netherlands, Switzerland

European countries with no license requirements at this time: France, Luxembourg, United Kingdom

Danny Mortensen, President
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www.agschools.com

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.

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 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 may 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 safer.

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. The dispatcher is the eyes of the airline, watching the progress of each flight from planning to touchdown. From the 1920's to the present, dispatchers have continued to provide an important link between air & ground which protects the safety of every airline passenger.

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 _____
