

Several aeronautical universities are now increasing their focus on training their pilots in FTDs, even at the basic level. Embry-Riddle Aeronautical University has just implemented a new flight-training curriculum using FTDs for the Cessna 172 Skyhawk, Piper PA44 Seminole, and CRJ. These FTDs have 220-degree wraparound panels simulating several flying environments on actual aircraft.

“One reason is that it’s significantly less expensive,” says Ted Beneigh, professor of aeronautical science at Embry-Riddle. “You can also get better training in an FTD with real-life scenarios.”

—**“Changes in pilot careers,” *Plane & Pilot*, May 2004**

According to the union, the annual payroll for 7,800 pilots was \$1.5 billion prior to May 1, when pilots were due a 4.5-percent raise. The average annual pilot’s salary would appear to be about \$192,000 before the May raise.

Alan Bender, a professor of airline economics at Embry-Riddle Aeronautical University, said that major carriers in general have been struggling amid pressure from low-fare airlines, but he believes Delta’s situation has been made worse by the pay issue and customer service concerns.

As for the possibility of bankruptcy, Bender said he believes Delta has only six months left to reach a deal with pilots.

—**“Delta risks financial tailspin unless deal struck with pilots,” *New Haven Register*, May 12, 2004**

Independence Air started selling tickets last week, the newest competitor in the airline battle that is transforming Washington Dulles International Airport.

By midsummer, “Indy Air” will turn Dulles into the nation’s biggest hub of low-fare airline service.

“Indy Air will be a very good competitor and will loosen up fares to medium-size cities,” said Darryl Jenkins, a professor at Embry-Riddle Aeronautical University.

—**“Low fares take off,” *The Washington Times*, May 23, 2004**

Fort Worth-based American has long coveted destinations in China but has been stymied by tight controls set by the Chinese government on flights from the United States.

“Trade with China has gone through the roof, but air service hasn’t kept up because of these tight regulations,” said Alan Bender, airline economist at Embry-Riddle Aeronautical University. “That’s meant heavy demand for this service.”

—**“American seeks routes to China,” *Fort Worth Star-Telegram*, June 9, 2004**

The detailed plan to streamline the NASA bureaucracy was met with mixed reviews in Volusia County, where many residents drive south to jobs and an aeronautical university assists the space agency in research.

Tim Brady, dean of Embry-Riddle Aeronautical University’s School of Aviation, said he hoped the federal government retained the bulk of responsibility in space missions because private ventures are not up to speed in the field.

“It’s an exploratory type of thing the government should fund,” Brady said. “I would hate to take a step that would set us back. I’m afraid that if we move too fast into commercialization, that would be the end result.”

—**“Locals cautious about NASA overhaul,” *MSNBC*, June 17, 2004**

Grant Brophy, an air safety investigator and director of flight safety and security programs at Embry-Riddle Aeronautical University in Daytona Beach, Fla., likened getting on a plane with a malfunctioning slide to being at sea without a life jacket.

“Nine times out of 10, the boat’s not going to sink, but there’s always that one time,” Brophy said.

—**“More testing of aircraft slides sought,” *Miami Herald*, June 27, 2004**

As Delta Air Lines faces possible bankruptcy, many airline experts say the Atlanta-based carrier is likely to further fortify its hub at Cincinnati/Northern Kentucky International Airport. “Delta will hysterically defend its turf in ways that appear to make no economic sense, but under bankruptcy, that could be a little more difficult for them,” said Darryl Jenkins, professor at Embry-Riddle Aeronautical University. “Delta could be vulnerable. But the only way to find out is to wait and see if someone tries and makes it work.”

—**“Delta bankruptcy could tighten grip,” *Cincinnati Enquirer*, Aug. 11, 2004**

The Army is recalling more than 5,600 retired military members, and many Central Floridians are wondering if their names are on the list.

Mitch Widham retired from the Army three years ago as an Army Ranger. Now he's a security guard at Embry-Riddle. After 20 years of military service, Mitch and his family are facing the possibility of his going back into combat. He says his family doesn't like the idea of him going back into the service, but he says that's part of the military retirement.

"I get a pension from the government every month and I have obligations [Widham said] and if my country needs me, I have to go."

— *Central Florida News, Channel 13, June 30, 2004*

Without government backing, United will need to seek more-costly private financing or a new equity investor. "There's a lot of private capital out there for United to tap into, but it's going to be expensive capital," says Darryl Jenkins of Embry-Riddle Aeronautical University in Daytona Beach, Fla.

— *"Rejection may lead to United pay cuts," USA Today, June 18, 2004*

In 2003, Northwest Airlines carried 54 percent of the traffic that originated here, a clue that Memphians don't get many fare deals.

"The general rule is that higher percentage one airline controls, the higher the fares," said Alan Bender, airline economist at Embry-Riddle Aeronautical University.

Memphis is served by two low-cost carriers, AirTran and America West.

— *"Memphians ask for low-cost flights," Memphis Commercial Appeal, July 9, 2004*

Some politicians, frustrated with the Transportation Security Administration's performance, favor private screeners. But security experts question that approach.

"The problem with private, you're dealing with folks who are not supposed to be doing what is best for the country, but what's best for the bottom line," said Richard Bloom, a terrorism expert at Embry-Riddle Aeronautical University in Prescott, Ariz.

If TSA wants to win the confidence of those making the decisions, said Bloom, it has to become a smarter agency and do a better job gathering reliable intelligence on real terrorist threats.

— *"Air safety hinges on change of course for ailing agency," St. Paul Pioneer Press, July 21, 2004*

The National Transportation Safety Board is recommending cameras [in airline cockpits] for safety during hearings this week in Washington.

Chuck Eastlake, aerospace engineering professor, Embry-Riddle: "Imagine that somebody told you your workplace was going to be filmed every minute for the rest of your career."

Professor Eastlake says the concept is supposed to help answer the unknown when the already mandatory voice and flight data recorders can't. "Terrorist activity, some sort of hijacker-type activity – trying to document what it is so it can be prevented in the future is probably the biggest driving issue in this case."

But he says privacy rights also come into play. "I've done and said things that I wouldn't want on camera."

Gerry Catha, chief flight supervisor, Embry-Riddle, understands the intended purposes, but says there is the fear cockpit cameras could be abused. "It's probably a two-edged sword. If it is used as a punishment or an investigative tool for something other than an accident, I'm not sure it would be widely accepted."

— *WOFL, Fox, Orlando, Fla., July 27, 2004*

In the next 10 years about half of the nation's 15,000 air traffic controllers is set to retire, and to replace them the FAA has to hire at a rate of about 1,000 a year. A local university says it can help bridge that gap and turn out more qualified candidates.

Dots on a screen, 5,000 airplanes in the sky above the U.S. at any given time. Air traffic control: something these students [in air traffic control tower simulator, Daytona Beach campus] at Embry-Riddle Aeronautical University are learning.

This view from the control tower of Daytona Beach International Airport is not real but this control tower simulator uses 17 computers to recreate virtually any airport in the country. No university trains more ATC candidates than Embry-Riddle. They turn out about 100 graduates a year. And with half of the nation's 15,000 air traffic controllers set to retire in the next decade, Embry-Riddle says it could deliver more.

Tim Brady, dean of aviation: "We could provide an additional 600 ATC-qualified people each year."

That's 60 percent of what the FAA says is needed over the next five years, but that's only if the government eliminates what Embry-Riddle sees as repetitive training for graduates. Embry-Riddle put this plan before a House Subcommittee on Aviation recently and it also says if the government takes its recommendations it could save taxpayers \$18 million a year in training costs without compromising safety.

— *WESH-TV, Orlando, Fla., July 28, 2004*