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InsideAABI

The Newsletter on Worldwide Aviation Accreditation

Aviation Accreditation Board International

August/September 2007

AABI HOSTS SUCCESSFUL INDUSTRY/EDUCATOR FORUM

The Aviation Accreditation Board International celebrated the 13th anniversary of the Industry/Educator Forum at the Annual Meeting in Seattle, with five prestigious panels. This Forum brought industry expertise to the members and provided insights that may affect future aviation program curricula and accreditation criteria. The topics for this year's Forum were all encompassing – from business realities to airport management, pilot supply to flight data monitoring.

Morning Session: Business Topics Panels

Capt. Dave Bushy, C.O.O., Cape Air, described what is required by aviation program graduates to help their employers, and to experience business and personal success. He also explained what it takes to close the cost/price equation in this business, and what business competencies the airline wants to see in graduates from each and every aviation program. Capt. Bushy stressed the need for graduates to have a strong understanding of business finance – budgets, profits, capital, productivity, marketing, labor and elasticity of demand.

“Satisfying the Customer’s Customer: The Passenger-Pleasing Airplane,” continued Mr. Blake Emery, Director Product Differentiation Strategy, Boeing Commercial Airplanes. He described the unprecedented research Boeing did in designing the 787 to appeal to the ultimate customer: the passenger. Transport airplanes have become a commodity with little differentiation from the point of view of the passenger. The research and differentiation Boeing is applying to this and other new designs is so passengers take notice (and request) the airplane when they fly. This may also affect the sales experience between Boeing and its airline customers, which will be closely examined.

Panel 2 explored a “day in the life” of an airport manager. Mr. Ryan Zulauf, Renton Municipal Airport, and Mr. Oris Dunham, SeaTac Airport (retired), described the many constituencies of airports and how the staff and managers serve them. Given the complexities of logistics, security, expansion demands, air traffic growth, community action groups, real

world politics and new technologies, the competencies needed by graduates to succeed in airport employment are broad. Airport management depends on a combination of hard knowledge and soft skills because while the ability to solve technical challenges is getting better and better, the “adaptive” type of challenges (involving attitudes, values or behaviors) are becoming more and more complex.

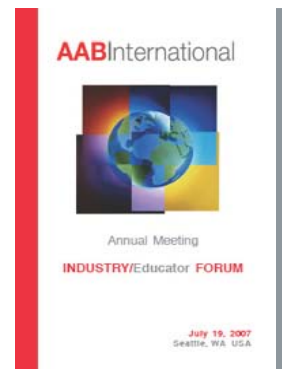
Mr. Brad Bachtel, C.M. Airport Operations Lead, Boeing Commercial Airplanes, focused on “Airport Compatibility, Designing Airplanes for Airports and Vice Versa.” Effective interactions between airplanes and airports are crucial to the success of our aviation system. Bachtel addressed compatibility from the beginning of airplane design, and how manufacturers work with airports when airplanes stretch the airport system. Operational compatibility includes various elements of airport facilities, including runways, taxiways and terminal areas. Areas affecting design include wingspan, length, height, weight and landing gear configuration.

Luncheon Speaker

President Peter Morton welcomed luncheon speaker Mr. Peter Weertman, V.P. Boeing Technical Customer Support, Boeing Commercial Airplanes. Boeing supports a huge fleet of new and out-of-production airplane designs. Weertman described how Boeing maintains excellence in technical support and relationships through its own products and services, and aligns the variety of suppliers that serve the airline and business customers. With over 80 years of experience and dedication, Boeing supports over 12,000 airplanes globally through entire lifecycles: acquiring, readying, operating, maintaining, refreshing and transitioning.

Presentation

Mr. Rickey Hestilow, Director of Certification for the National Center for Aircraft Technician Training (NCATT) opened the



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THANK YOU!

AABI ANNUAL MEETING

Co-Hosted by The Boeing Company
and Alaska Air Group

Seattle, WA, USA

July 15-20, 2007

AABInternational



Annual Meeting

July 15-20, 2007
Seattle, WA, USA

Hosted by The Boeing Company

On behalf of the AABI Board of Trustees, members and staff, we would like to convey our sincere appreciation and gratitude for all sponsorships at the AABI Annual Meeting in Seattle. All the sponsors and donors who extended their services and contributions made the event such a huge success. The meeting truly exceeded our expectations!

We are also very thankful that so many were able to take time out of your busy schedules to attend the conference and see first-hand what your contributions have helped us to accomplish. Sponsorships are key elements in our continuing efforts to provide quality accreditation services at minimum costs to our members; and without your help, this would not be possible.

Thank you again for your generosity, and for attending our Annual Meeting. We look forward to our continued efforts as we advance quality aviation education worldwide through accreditation and leadership.

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Delta Connection Academy
Diamond Aircraft Industries, Inc.
Frasca International, Inc.
JetBlue Airways Corporation
Journal of Air Transportation
**Journal of Aviation/Aerospace Education
and Research**
K&K Aviation
Korea Aerospace University
Middle Tennessee State University
National Business Aviation Association
Raisbeck Engineering, Inc.
**Seneca College of Applied Arts
and Technology**
Talon Systems, LLC
The Boeing Company

Thank you, again!

AABInternational

OUTCOMES-BASED CRITERIA APPROVED



At its meeting held in Seattle, Washington, July 20, 2007, the Aviation Accreditation Board International's Board of Trustees approved the new Accreditation Criteria Manual (AABI Form 201). The new outcomes-based criterion became effective at the close of that meeting and replaces the old Standards Manual (Form 101). All new applications received from this point forward will be reviewed under the new Criteria.

To review or download the new **AABI Form 201, Accreditation Criteria Manual**; or the new **AABI Form 202, Application Procedures for Candidate Status**, visit www.aabi.aero. The new AABI Form 204, Outline for a Self-Study Report, will be available for download by September 30. Please check back.

This is a major accomplishment in the history of AABI and reflects a legacy of hard work by the Ad Hoc Outcomes Implementation Committee, spearheaded by Past President Tim Brady. Dr. Brady was assisted by Tom Carney, Purdue University; Wayne Dornan, Middle Tennessee State University; Mark Friend, Embry-Riddle Aeronautical University – Daytona Beach (ERAU); Bernard King, Kansas State University – Salina; Bill Kohlruss, ERAU – Daytona Beach; Juan Merkt, Jacksonville University; Peter Morton, AABI president; Gary Northam, ERAU – Prescott; Alan Stolzer, Parks College of Engineering, Aviation and Technology, Saint Louis University; and AABI Executive Director Gary Kiteley. Special thanks for a job well done!

To facilitate outcomes training, President Peter Morton has transitioned the Outcomes Implementation Committee to the Outcomes Resource & Training Committee. The newly-appointed Committee, chaired by Wayne Dornan, was tasked with exploring and implementing new training methods for outcomes-based visiting team members, chairs and institutions. The goal is to have online training available in late fall prior to the next winter meeting. The meeting schedule in Mesa will include three focused training sessions for the various constituencies. Plan now to attend!

NEWLY ACCREDITED PROGRAMS

In response to recommendations from the AABI Accreditation Committee, the Board of Trustees accredited the following programs for five years:

Florida Institute of Technology

B.S. Aviation Management Flight Option
B.S. Aviation Management
B.S. Aviation Computer Sciences
B.S. Aeronautical Science
B.S. Aeronautical Science Flight Option

Hampton University

B.S. Aviation Management Administration
B.S. Aviation Electronic Systems
B.S. Aviation Computer Sciences
B.S. Air Traffic Control Management
B.S. Flight Education

Middle Tennessee State University

B.S. Aerospace Administration
B.S. Maintenance Management
B.S. Flight Dispatch and Scheduling
B.S. Aerospace Technology
B.S. Professional Pilot

Southeastern Oklahoma State University

B.S. Aviation: Flight Operations
B.S. Aviation Management: Business Option
B.S. Aviation Management: Safety Option

University of Nebraska at Omaha

B.S. in Aviation

University of North Dakota

B.S. Aeronautics – Commercial Aviation
B.S. Aeronautics – Air Traffic Control

Western Michigan University

B.S. Aviation Science and Administration
B.S. Aviation Maintenance Technology
B.S. Aviation Flight Science Option A
B.S. Aviation Flight Science Option B

***In the future, there will be two types of collegiate aviation programs:
Those that are AABI-accredited, and those that will be.***

(continued from page 1)

afternoon session with an introduction to his organization. NCATT is focused on career development of aircraft avionics maintenance technicians. Drawing heavily on industry input, NCATT has identified knowledge and skills needed by technicians and has created a series of certification examinations that verify the technician's capabilities in several specialties. NCATT is in its second year of certification testing.

Afternoon Session: Training and Technology Panels

The demand for pilots has changed dramatically in the last two years, with entry level requirements decreasing, more bridge programs, and innovative concepts emerging from the international aviation community. Panel 3, "Enhancing Pilot Supply," delved into various issues related to the pilot pipeline.

Captain Don Ireland shared Alaska Air Group's perspective, specifically what students should be doing now. Among other suggestions, Capt. Ireland recommended students obtain internships or positions with increasing responsibility – take positions where leadership skills can be acquired. Another valuable suggestion for students was to become involved in service, learn to give back and mentor others.

The new ICAO Multi-Crew Pilot License (MPL) is emerging as a way to provide a supply of pilots in international markets. Panelists were encouraged to discuss the spectrum of pilot license variations and how they will serve the future industry. Mr. Paul Woessner, Director Flight Resources, described Altheon's view on this initiative in supporting the Boeing airplane delivery stream, near- and long-term implications, and regions the MPL is expected to effect.

The world's fleet will double in 20 years, and that explosive growth sparks pilot demand. The total of pilots needed to support new airplane deliveries between 2005-2024 is 5,018 new pilots per year for Europe, the Middle East and Africa; 3,236 per year for the Americas; and 3,387 annually for the Asia-Pacific region – China, specifically, has the "Help Wanted" sign out.

Some near-term implications include:

- the need to rewrite or amend current regulations to allow competency-based training; and
- flight schools participating in training MPL cadets will have to

upgrade their fleets and re-qualify instructors.

Long-term implications and issues include:

- the need to migrate airline operations to competency-based company culture and training standards;
- self-sponsored MPL programs are already on the horizon; and
- training providers and airlines will need bridge "employment" agreements to attract self-sponsored cadets.

Mr. Jim Dow, Chief Flight Training and Examinations, Transport Canada, described Canada's version and chronology of the MPL. Mr. Dow explained the MPL privileges, general requirements (age, medical, knowledge, experience and skills), nine competencies and specific maneuvers required. Currently, rulemaking is underway, it must be performance-based, MPL and ATO rules apply, and it is expected to go before the Canadian Aviation Regulation Advisory Council in spring of 2008.

Panel 4, USAF Ret. Col Rocky Capozzi, Director of the Aviation Technology Division, University of Alaska Anchorage, Task Force co-chair; Captain Billy Minkoff, Delta Airlines instructor and check airman (retired), Task Force co-chair; and Mr. Jim Anderson, Senior VP Light Aviation Division, AIG; reported on the AABI/UAA joint Mentor Pilot Task Force: Mentor Pilots for TAAs, VLJs and PLJs.

It is the opinion of the Task Force that many, including the manufacturers themselves, have underestimated the impact of the VLJs on the market place. Most sources estimate that the existing back orders on VLJs and slightly larger aircraft is in excess of 5,000. The stakeholders include everyone:

- OEMs
- Insurers
- Owners
- Training providers
- Degree-granting institutions
- Regulating bodies
- Fractionals, charters and air taxis
- Majors

The mandate to manufacturers is to ensure that their product is flown in the safest manner possible – future sales depend upon reputations as builders of safe, economical and easy to operate aircraft. Insurers have much at stake and little empirical data or actuarial information to

determine the risk that owner-flown VLJs engender. Training providers must enhance their reputations as service organizations while controlling costs. Colleges and universities may be mandated to turn out turbine qualified graduates from the standpoint of competitive advantage as well as industry demand. The relatively low cost of VLJs will enhance that probability

The final panel of the day reported on progress in applying transport category technologies, processes, and regulation protocols to professional aviation education and operation of general aviation fleets. The Flight Data Monitoring (FDM) panel was chaired by Captain Scott Meacham, President of CAPACG, LLC; and joined by Mr. Jeremy Wilson, OpenAero, LLC; and Mr. Brian Morrison, Alaka'i Technologies, LLC.

The panel addressed student competencies required to function effectively in an industry in which FDM is the norm. Colleges and universities should offer advanced flight data monitoring and diagnostic techniques courses, implement GA-FDM on university fleets, and have GA-FDM operational labs with qualified professors to guide students through the data mining puzzle – the data tells a story and lessons can be learned from that story. As well, colleges and universities should provide virtual GA-FDM labs or virtual flight departments with integrated GA-FDM. This also represents a career opportunity as a GA-FDM analyst/technician.

Peter Morton, co-chair of the Industry/Educator Forum Committee, moderated the morning panels; and Ken Caley, Director of Flight Technical Services, The Boeing Company, and co-chair of the Committee, moderated the afternoon panels. Copies of the presentations will be made available for members and guests in attendance. Please join us at the AABI Winter Meeting in Mesa, Arizona, February 17-22, 2008, for the Educators Response, moderated by Professor Daniel Prather.

AABI is very grateful to the diverse experts who journeyed to Seattle to enlighten members and guests and stimulated important dialogue. AABI is proud to continue the tradition of the Industry/Educator Forum as a platform for exhaustive discussion around the educational principles that support innovation in aviation.



Boeing-Presented Colloquium on 787

by Peter Morton, Peter M. Morton Consulting, Inc.

The AABI Annual Meeting culminated with a once-in-a-lifetime opportunity! Boeing hosted a **Colloquium on the 787** Friday afternoon, July 20, 2007. Production of the first 787 began in 2006, with the first flight planned in the fall of 2007. The airplane rollout occurred shortly before our conference on 07/08/07, and the 787 will enter revenue service in 2008. The Colloquium centered on features of the airplane, and the Boeing/Alteon 787 flight, maintenance and composite repair training programs.

The 787 airplane systems will pioneer new capabilities that will change the passenger experience; made possible by emergent technologies that will be important to graduates of academic programs. Improvements in electrical systems will allow a “more” electric airplane; most prominently this will allow air conditioning and pressurization, and wing anti-ice systems to use electric instead of pneumatic air power. Combined with the thermal, corrosion and fatigue characteristics of its fuselage composite materials, the 787 cabin will be pressurized to a lower cabin altitude, the air will contain higher humidity and be filtered of VOCs (volatile organic compounds), and the cabin lighting will apply LED technology to create a spacious, reduced jet-lag flying experience.

The pressure to meet traffic demand, reduce operating costs, increase revenue and improve the passenger experience is intense. As the industry has become more complex and challenging, yesterday’s ways of doing business aren’t enough. The Boeing 787 Dreamliner is the first all-new design of the 21st century – it both defines and is defined by 21st-century flight. It reflects the way the world wants to fly now and in the future.

As the world’s markets continue to liberalize, passengers are increasingly able to fly where and when they want to go. The 787 reflect these realities and incorporate advanced technology to fly farther, faster and more efficiently. Advanced composite materials are lighter, stronger and more resistant to corrosion and fatigue. Improved, state-of-the-art aerodynamics and new wing design provide better performance and greater fuel efficiency. Breakthrough engine technology offers cleaner, quieter and more fuel-efficient performance. A new flight deck integrates the latest avionics, systems technology and communications technology. The 787 is transcending today’s limits and transforming the industry.

Special thanks to Captain Al Nader, the 787 training director; and members of his extraordinary team: Dr. Elgin Anderson, product marketing; Capt. Heather Ross, 787 project pilot; Mr. Kevin Trau, maintenance training; Mr. Don Reiter and Mr. Jeff Haber, training managers. The presenters’ enthusiasm was contagious! It was interesting, informative and invigorating – Boeing is most definitely pioneering new capabilities – what an exciting industry! Attendees were privileged to have a glimpse into the future of aviation.

AABI RECOGNIZES OFFICERS & TRUSTEES



President Peter Morton recognized the outgoing members of the Board: Dr. Isaac Richmond Nettey, Kent State University; Mr. Reggie Barron, Bright Path; and Capt. Nelson Riet, Elmet Aviation. Morton conveyed the Board’s appreciation and gratitude for the members’ years of service and commitment to AABI.

Officers elected to the Board are: Secretary Paula Derks; and Treasurer Juan Merkt. Morton congratulated Gary Beck, Chuck Robards, Larry Rockliff, Barney King, Juan Merkt, Alan Stolzer, Paula Derks, Mike Powderly, Ann Singer and Pete Wolfe on their re-election to the Board. The new Trustees include: educator member Elizabeth Bjerke, the University of North Dakota; public-at-large member Greg Riggs, Delta Air Lines (retired); and international member Dominic Totino, Seneca College of Applied Arts and Technology.

TOURED SEATTLE BY LAND AND BY SEA
ON
RiDE *The* **DUCKS** *of Seattle*

We toured Seattle by land and by sea! On “Ride the Ducks of Seattle,” we saw Pike Place Market, Pioneer Square, Seattle Waterfront, Safeco Field, Funky Fremont, and splashed into Lake Union to see Seattle’s famous houseboats. It was a party on wheels, and floats! Then onto Cutters Bayhouse where we enjoyed a quintessential northwestern dining experience.



SAVE THE DATE!

AABI Winter Meeting, Mesa, AZ, USA
February 17-22, 2008

AABInternational



Winter Meeting
February 17-22, 2008
MESA, AZ, USA

Hosted by Arizona State University

The **Aviation Accreditation Board International** (AABI) has been developing outcomes-based criteria for aviation programs that will adapt to a broader spectrum of collegiate aviation degrees. The implementation of the new criteria was July 2007. We invite you to attend the full-day Outcomes-based Visiting Team & Members Training Workshop Monday, February 18, 2008. The transition to outcomes-based standards requires a partnership between AABI, the institutions and programs, and visiting team members – mutual responsibility highlights that accrediting organizations, industry

representation and those they review depend upon one another in critical ways. We strongly encourage you to attend—bring your colleagues!

We also invite you to a day of fun and camaraderie! On Sunday, February 17th, we will hold the Third Annual President’s Cup Golf Tournament at the beautiful Arizona Golf Resort. The Tournament benefits the CAA Foundation. We invite golfers of all levels (scratch to novice) to join us on the links for a very worthy cause!

The Industry/Educator Forum will be Thursday, February 21st. Professor Daniel Prather will moderate the Educators Panels in response to the industry presentations given at the Annual Meeting in Seattle. The formal cycle of summer presentation by industry members and winter responses from educators, keeps all stakeholders engaged in this important dialogue. Topics will include Aviation Industry Business Realities; Airport Management, Elements of Success; and Enhancing the Pilot Supply. The discussions will provide insights that may affect future curricula and accreditation criteria.

We invite you to attend the AABI Winter Meeting in Mesa! Visit www.aabi.aero!