

# FLIGHTLINE NEWS

## Planning a Career as a Pilot?



So your goal is a career as a pilot. Congratulations! Being an airline pilot can be one of the best jobs in the world. First year salaries range from \$25,000 to \$50,000, and senior captains can make as much as \$200,000 annually. You work only eight or ten days a month (85 flying hours). You and your family fly free and get reduced rates at hotels and car rentals. With the worldwide shortage of pilots currently, your timing is excellent: With the proper training you will be able to achieve your goal – and more quickly than in the past. If you're a Phoenix East student, the high quality flight training you are receiving will most definitely put you on the right career track!

There is a serious global pilot shortage currently. This is the result of fast-growing cargo carriers and foreign airlines aggressively hiring pilots to feed their growth, U.S. discount airlines and private jet companies hiring as they rapidly expand and many new discount carriers and fractional jet companies worldwide looking for pilots. The major carriers, such as American Airlines, have even been rehiring

furloughed pilots (AA has called back 170 pilots so far this year); American Eagle hired more than 500 pilots last year. The surge in travel worldwide has also lead airlines to expand their fleets, necessitating more pilots.

In the U.S. the military has traditionally been a major supplier of trained pilots; however, they are now even coping with pilot shortages of their own. Baby boomer airline pilots are also retiring quickly now, compounding the shortage. The old ratio used to be 10 to one — an airline hired 10 pilots for every aircraft in its fleet — but because of larger aircraft and more international flying by U.S. airlines, the ratio is now 12 to one. So the need is greater than ever, and the supply is smaller.

Only a few years ago, airlines required pilot applicants to have a minimum of 1,500 hours, with 500 of those hours multi-engine. However, some airlines have now reduced their minimum hours to 500, with as few as 50 multi-engine hours. A few will even consider a pilot applicant with only 300 hours. In the U.S. the pilot squeeze is felt most severely at

regional airlines, who feed passengers to bigger airlines, using planes with fewer than 100 seats.

China will need an average of 2,500 pilots each year for the next two decades to fill cockpits, and it can't meet the demand. China aviation regulators say the nation needs an additional 9,000 pilot by 2010, as airlines add jetliners at the rate of up to 150 a year. Airlines across East Asia, Europe and the U.S. have cancelled flights due to lack of crew. India's airline industry has been growing 25% for the last three years. Last year, Indian airports handled 90.44 million passengers, compared with 67.95 million in 2006. It is estimated that India needs 400 pilots a year, but produces only 100. The result is nearly 25% of India's pilots are foreigners. Indian student pilots are finding flight training in the U.S. to be faster, less expensive, and often of higher quality than they could receive at home.

If you haven't started your flight training yet, these statistics should convince you that an excellent career is right around the corner. What are you waiting for?



First of new Diamond DA-42 aircraft delivered to PEA for multi-engine training.



## Congratulations to Students!

The following students have recently achieved these ratings:

### Private SE

Faisal Chowdhury  
Juan Mendez Arboleda  
Delano Forbes  
Oskar Hoggen  
Eldad Ahronovich  
Jonas Pillai  
Mats Rove  
Jon Longva  
Tommy Hammer  
Jonathan Salice  
Jan Rasl  
Ahmad Jamalallail  
Remon Feliciano  
Thushitha Bamunusitha  
Dag Funner  
Linn Koelbel  
Andreas Breivik  
Johannes Soerensen  
Rolf Pedersen  
Dami Ashish  
Vibecke Hoel  
Oluranti Ogunwale  
Akijos Mersea  
Pritesh Limbachia  
Tracy Lachowicz  
Mark B. Baxendale  
Mone Tangen  
Saurabh Ambekar  
Jostein Loeffgren  
Stian Tornquist  
Stian Skrogstad  
Chidambaram Meyappan  
Halvard Helmen  
Ajayant Kumar  
Arpad Horvath  
Johan Soerensen  
Yul Hyun Cho  
Anirudh Vadapally  
Mats Johnsen  
Shlomi Hagag  
Christian Sletaune  
Marius Kokkvoll  
Patrick Bratli  
Haakon Skjold  
Erland Soeyland  
Surya Setyawan

### Private ME

Alexander Stefanou  
Taneco Darling  
Christian Charalambous  
Pedro Velloso  
Csaba Selley  
Emmanouil Mavroedis  
Scott Garner  
Gositha Suresh  
Terry Bailey  
Carl Davis  
Michael Peterson  
Tharindu DeAlwis  
Gabriel Silva  
Mayan Bechar  
Jon Fjermestad

Yeatin Giri  
Shawn Nelson  
Jani Kokkinen  
Henrik Schjoelberg  
Dharmil Rao  
Yoav Freud  
Valmir Jupa  
Joran Nordhammer  
Kennedy Richards Jr  
Ramon Tavaréz  
Kjetil Mathisen  
Adam Wilkinson  
Chris Hatchard  
Luiz Jaborandy  
Hagen Fernandes

### Instrument

Kennedy Richards  
Hagen Fernandes  
Henrik Schjoelberg  
Luis Jaborandy  
Ramon Tavaréz  
Terry Bailey  
Joran Nordhammer  
William Everett  
Vikram Godbole  
Ioannis Diacomanolis  
Gabriel Silva  
Yoav Freud  
Jon Fjermestad  
Shawn Nelson  
Phillip Lavel  
Jamal Williams  
Phillip Lavel  
Guadalupe Juarez  
Matheus Cossi  
Lars Kolmos  
Samuel Sabara  
Diogo Gaio  
Daniel Hagedorn  
Ricardo Loaiza  
Christopher Munz  
Maurice Moxey  
Beatriz Segoviano  
Sandro Sales  
Kjetil Mathisen  
Stella Georgiadou  
Surya Setyawan  
Israel Safo

### Comm SE

Chiaki Hara  
Andreas Iversen  
Didrik Dahl  
Yeatin Giri  
Claudio Reyes  
Maciej Koperwas

Roger Majdalani  
Justin Morrow  
Mohammed Malik  
Jai Shah  
Martin Klukan  
Tommy Larsson  
Michal Mika  
Oscar Chacon  
Tommy Remoy  
Kristian Nilsson  
Evert Ingjaldsson  
Tom Storebo  
Andrew Williams  
Kwadwo Safo  
Luiz Jaborandy  
Curt Martenstyn  
Christopher Hall  
Thomas Rod  
Hiren Kakad  
Manisha Adwani  
John Egenaes  
Adam Nadel  
Eric Odegard  
Vikram Godbole  
Neeraj Jacob  
Lars Kolmos  
Ansh Handa  
Kim Storhaug

### Comm ME

Tommy Remoy  
Thomas Muigg  
Kenneth Solvang  
Martin Klukan  
Erin Festag  
Sohail Ahmed  
Per-Hakon Klingsheim  
Akhmad Tadjiev  
Kahil Bachus  
Ronald Rajendra  
Memon Ruman  
Harald Brattbakk  
Evert Ingjaldsson  
Christoffer Rundcrantz  
Jamaine Smith  
Adam Nadel  
Jon Westerlund  
Gabriel Silva  
Neeraj Jacob  
Christopher Hall  
John Egenaes  
Danny Issa  
James D'Agenais  
Joshua Roy  
Chassoon Park  
Tharindu De Alwis  
Vasco Selver  
Francesco Ausenda  
Christian Charalambous  
Aron Barber  
Carl Davis  
Pedro Velloso  
Terry Bailey  
Dharmil Rao  
Matthew Nuffort

### CFI

Are Andreassen  
Andreas Iversen  
Tor Evensen  
Alina Andersen  
Nathaniel Birt  
Marius Oren  
Andreas Iversen  
Tommy Larsson  
Jesse Corson  
Oliver Racz  
Kristian Nilsson  
Tom Storebo  
Andrew Williams  
Michael Halligan  
Gearoid O'Caebhuill  
Manisha Adwani  
Thomas Joseph  
Christer Hansson

### CFII

Gaute Skallerud  
Gearoid O'Caebhuill  
Anna Kjos  
Alina Andersen  
Thomas Joseph  
Mark Deck  
Andre Da Rocha  
Trine Granberg  
Christer Hansson  
Sami Lachheb  
Matthew Guillot  
Tomas Barraza  
Kwadwo Safo  
Andrew Williams  
Chiaki Hara  
Tom Storebo

### MEI

Andreas Iversen  
Adoniram Weimer  
Kari Nilsson  
Tommy Larsson  
Andrew Alexander  
Tom Storebo  
Andrew Williams  
Eric Odegard  
Helder Galvao  
Martin Birkigt  
Michael Halligan  
Helio Pacheco  
Manisha Adwani  
Ansh Handa  
Per-Hakon Klingsheim  
Fredrik Sandin  
Alina Andersen

### ATP

Andre Van De Ven

## Where Are They Now?

We are sometimes asked where former PEA students are currently. For a long list of the airlines for which some of our recent grads are flying, see the "What's New" section of [www.pea.com](http://www.pea.com). For a more personal look at another PEA grad, meet John Stoda.



John Stoda is living his dream. For the past year, he has been flying as a first officer for Lufthansa Airlines, based in Hamburg, Germany. After graduating from Phoenix East in 2006, John returned home to Germany, where he was chosen to attend the German AeroSpace Center for special training and obtain a Canadair Regional Jet (CRJ) type-rating to fly for Lufthansa. He is working hard and enjoying it immensely, according to his proud father.

John has indeed been working hard at both his new first officer job, and also at completing his Bachelor of Science degree (online) in Professional Aeronautics at Embry Riddle Aeronautical University in Daytona Beach. Keep in touch, and best wishes for continued success!

### WING TIPS

#### Surface Lights at Airports:

Blue surface lights indicate the edges of taxiways, and larger airports have green taxiway centerline lighting as well. Always check local notices to airmen (NOTAMS) before night operations, to determine the status of an airport's taxiway and runway lighting. Occasionally, segments of taxiway lighting may be inoperative, adding a new hazard to taxiing at night — the line between pavement and grass may be difficult to see. Use caution and taxi slowly.

