

NATURE OF WORK

Pilots earn the license to fly and other flight certificates by meeting standards established by the FAA for fixed – wing or helicopter training. Commercial pilots who work for airlines or cargo carriers must typically meet flight minimums for the amount of total flight time a company requires in order to apply for pilot positions with the carrier. Commercial flight is highly regulated by the FAA. Pilots can work in a number of aviation sectors: crop dusting, reforestation, aircraft testing, search and rescue operations, corporate flying, charter and scenic operations, as well as fly for personal and business reasons.

WORKING CONDITIONS

By law, commercial airline pilots cannot fly more than 100 hours a bid (which is approximately a month) or more than 1,000 hours a year. Many airline pilots fly an average of 75 hours a bid, depending on their seniority and route structure. Most pilot's work schedules are not typically what one sees in the workforce. They work several days on and then having several days off; weekends are extremely busy and many pilots work during that time. Depending on the route structure, pilots can expect to be away from home and will need to be able to deal with overnight layovers. This lifestyle can be difficult for some, but also rewarding as the pilot's seniority improves. Airlines operate flights at all hours of the day and night; work schedules are often irregular.

TRAINING & QUALIFICATIONS

Commercial airline pilots must have instrument and commercial multi-engine certificates issued by the FAA. Helicopter pilots must hold a commercial pilot's certificate for rotor wing. Pilots should be detail-oriented, people-oriented, and driven to follow rules and regulations. Pilots are required to pass an FAA medical exam on an annual basis in order to fly otherwise. Vision that is correctable to 20/20 is acceptable. Physical limitations or medications can hinder a person's ability to meet medical exam standards and organizations have rules and policies that they follow on this.

JOB OUTLOOK

Regional airlines have experienced enormous growth. Overall, the airline industry has projected pilot shortages in the next ten years.

CAREER OPTIONS

Commercial airlines, cargo carriers, corporate and business operations, charter, scenic, medical, search and rescue operations.

ESTIMATED SALARY RANGE

Regional Carrier Entry \$20,400 - \$79,800*

Major Carriers — \$43,300 - \$122,600*

*Salaries vary with seniority and companies

RELATED OCCUPATIONS

Air Traffic Controllers, Operations, Safety, Regulations, and support industries

SJC Basic Program Information

- Must apply for entry to the program with the Aviation Department.
- Must have a Class I medical, acceptable driving record, and no criminal history.
- Must meet SJC Admissions standards for high school graduation or GED.
- Must be accepted by the Aviation Department to begin training for Mesa. Flight training for personal experience is not available.

The program is a cooperative training effort between SJC and Mesa Air Group. Graduates who have maintained a cumulative grade point average of 3.0 in all aviation courses are guaranteed an interview with Mesa Air Group for a pilot position.



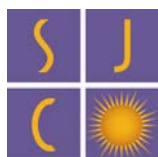
For further information go to:

www.flightcareers.com

www.sanjuacollege.edu/pages/158.asp

www.careers-nm.org

www.bls.gov/oco/ocos107.htm



* Most of this information is from the Occupational Outlook Handbook—2008-2009

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