**Bachelor of Science in Aviation Technology (BSAT)**

**Educational Effectiveness**

# Assessment Plan

**For**

**Aviation Management, Aerospace Studies, & Professional Piloting Emphases**

**Version 3.0**

**Adopted by**

**The Aviation Technology Division faculty:**

# Submitted to

**The Dean of the Community and Technical College**

Reviewed with curriculum changes as an information item by the Academic Assessment Committee: 4/16/21

Reviewed by the Faculty Senate as an information item: 4/30/21

Reviewed with curriculum changes as an information item by the Academic Assessment Committee: 3/1/19

Reviewed by the Faculty Senate as an information item: 4/5/19

Reviewed by the Academic Assessment Committee: 4/20/18

Reviewed by the Faculty Senate as an information item: 5/4/18

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# Mission Statement

The mission of University of Alaska Anchorage Aviation Technology division is to enhance, promote, and provide quality aviation education, research, and service worldwide. To accomplish that mission, UAA offers three specific areas of aviation emphasis in their BS Aerospace Technology (BSAT) degree. These degree concentrations are 1) Aviation Management, 2) Aeronautical Studies, and 3) Professional Piloting.

# Related Instruction

Students in the Aviation Technology degree program build knowledge and skills needed to carry out specific tasks while they develop abilities in the essential elements of communication, computation, and human relations. BSAT students obtain the element of communication through the requirement to complete WRTG A111 Writing Across Contexts and WRTG A212 Writing and the Professions, obtain the element of quantitate analysis through the requirement to complete MATH A152 Trigonometry or STAT A252, and obtain the element of human relations through the requirement to complete an Oral Communication Skills course. Program specific course will address various aspects of these foundational competencies, depending on the individual topic and course outcomes.

# Aviation Management emphasis Program Introduction & Outcomes

Within the context of the Mission Statement given above, UAA’s BSAT with an Emphasis in Aviation Management program prepares students for management careers within the modern aviation industry. While a considerable amount of the knowledge and skill acquired in this program is transferrable to administration/management activities in other fields, in should be borne in mind that aviation operations inherently are high-stakes in nature, involving a high level of trust by passengers and a high level of industry interaction with government regulators. A broad knowledge of issues and standards within the aviation industry and of the management functions and techniques used within it therefore is important to students graduating from this UAA program.

At the completion of this program emphasis, students will be able to:

* Demonstrate technical knowledge of aircraft operating limitations and performance.
* Demonstrate knowledge of aviation law and regulations, and of the legal issues affecting the aviation industry.
* Demonstrate knowledge of the issues affecting aviation safety and safety management.
* Demonstrate knowledge of basic business management skills and supervisory techniques.
* Demonstrate a broad knowledge of the aviation industry.
* Demonstrate a broad knowledge of aviation management functions and techniques.

# Aeronautical Studies emphasis Program Introduction & Outcomes

Within the context of the Mission Statement given above, UAA’s BSAT with an Emphasis in Aeronautical Studies program enhances a student’s education to provide forward mobility in careers within the modern aviation industry. While a considerable amount of the knowledge and skill acquired in this program is transferrable to other fields, in should be borne in mind that aviation operations inherently are high-stakes in nature, involving a high level of trust by passengers and a high level of industry interaction with government regulators. A broad knowledge of issues and standards within the aviation industry and of the management functions and techniques used within it therefore is important to students graduating from this UAA program.

At the completion of this program emphasis, students will be able to:

* Demonstrate technical knowledge of aircraft operating limitations and performance.
* Demonstrate knowledge of aviation law and regulations, and of the legal issues affecting the aviation industry.
* Demonstrate knowledge of the issues affecting aviation safety and safety management.
* Demonstrate a broad knowledge of the aviation industry.

# Professional Piloting Emphasis Program Introduction & Outcomes

Within the context of the Mission Statement given above, the UAA BSAT Professional Piloting Emphasis program prepares students for entry-level piloting and flight instructing positions within the modern aviation industry. It should be borne in mind that aviation operations inherently are high-stakes in nature, involving a high level of trust by passengers and a high level of regulation by the federal government. Because the FAA is so central in the establishment of norms and standards within the aviation industry, heavy reliance must be placed upon the results of the FAA-prescribed written and flight tests. Once these written and flight tests have been satisfactorily completed, UAA students actually receive important FAA certificates and ratings that will be essential to their careers. In view of this, real emphasis must be placed on these written and flight test results, particularly since they are nationally standardized for the field in which the program is educating and training these students.

At the completion of this program emphasis, students will be able to:

* Demonstrate proficiency in instrument pilot, commercial pilot knowledge, and flight skills.
* Demonstrate knowledge of aviation law and regulations, and the legal issues affecting the aviation industry.
* Demonstrate knowledge of the issues affecting aviation safety and safety management.
* Demonstrate knowledge of aviation weather and of aviation weather services.
* Demonstrate a broad knowledge of the aviation industry.

# Assessment Process Introduction

This document defines the expected student learning outcomes for the BSAT with an emphasis in Aviation Management program and outlines a plan for assessing the achievement of the stated outcomes.

## Table 1: Association of Assessment Measures to Program Outcomes-All BSAT Emphases

This table is intended to help organize outcomes and the measures that are used to assess them. Each measure contributes information on the students’ achievement of a different set of outcomes. That contribution is tracked in this table.

This table also forms the basis of the template for reporting and analyzing the combined data gathered from these measures. That is shown in the report section.

| **Outcomes** | 1-ATP A100 Final Exam | 2-ATA A133 Final Exam | 3-ATA A233 Final Exam | 4-ATA A331 Final Exam | 5-ATA A337 Final Score | 6-ATA A415 Project | 7-ATA A492 Project |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Demonstrate technical knowledge of aircraft operating limitations and performance. | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| Demonstrate knowledge of aviation law and regulations, and of the legal issues affecting the aviation industry.  | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| Demonstrate knowledge of the issues affecting aviation safety and safety management. | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Demonstrate a broad knowledge of the aviation industry | 0 | 0 | 0 | 1 | 0 | 0 | 1 |

0 = Measure is not used to measure the associated outcome.

1 = Measure is used to measure the associated outcome.

**Assessment Measures**

A description of the measures used in the assessment of the program outcomes and their implementation are summarized in Table 2 below. The measures and their relationships to the program outcomes are listed in Table 1, above.

There is a separate appendix for each measure that shows the measure itself and describes its use and the factors that affect the results. Please bear in mind that certain measures are used for several outcomes, but will be described only once here.

## Table 2: Program Outcomes Assessment Measures and Administration

| **Measure** | **Description** | **Frequency/ Start Date** | **Collection Method** | **Administered by** |
| --- | --- | --- | --- | --- |
| Measure #1 | Final examination score, ATP A100 | Semester end | Grade List, ATP 100 | ATP 100 faculty |
| Measure #2 | Final examination score, ATA A133 | Semester end | Grade List,ATA 133 | ATA133 faculty |
| Measure #3 | Final examination score, ATA A233 | Semester end | Grade List, ATA 233 | ATA 233 faculty |
| Measure #4 | Final examination score, ATA A331 | Semester end | Grade List,AT 331 | ATA 331 faculty |
| Measure #5 | Final examination score, ATA A337 | Semester end | Grade List,ATA 337 | ATA 337 faculty |
| Measure #6 | Course project score, ATA A415 | Semester end | Grade List,ATA415 | ATA 415 faculty |
| Measure #7 | Course project score, ATA A492 | Semester end | Grade List,ATA 492 | ATA 492 faculty |

## Table 3: Association of Assessment Measures to Program Outcomes-Professional Piloting Only

This table is intended to help organize outcomes and the measures that are used to assess them. Each measure contributes information on the students’ achievement of a different set of outcomes. That contribution is tracked in this table.

This table also forms the basis of the template for reporting and analyzing the combined data gathered from these measures. That is shown in the report section.

| **Outcomes** | 8-ATP A116 Final Exam | 9-ATP 200 Final Exam | 10-ATP 235 Final Exam  | 11- ATP A126 Final Stage  | 12- ATP A220 Final Stage |
| --- | --- | --- | --- | --- | --- |
| Demonstrate proficiency in instrument pilot, commercial pilot knowledge and flight skills | 1 | 1 | 0 | 1 | 1 |
| Demonstrate knowledge of aviation weather and of aviation weather services | 1 | 1 | 1 | 0 | 1 |

0 = Measure is not used to measure the associated outcome.

1 = Measure is used to measure the associated outcome.

Assessment Measures

A description of the measures used in the assessment of the program outcomes for the Professional Piloting Emphasis and their implementation are summarized in Table 4 below. The measures and their relationships to the program outcomes are listed in Table 3, above.

There is a separate appendix for each measure that shows the measure itself and describes its use and the factors that affect the results.

## Table 4: Program Outcomes Assessment Measures and Administration--Professional Piloting Only

| **Measure** | **Description** | **Frequency/ Start Date** | **Collection Method** | **Administered by** |
| --- | --- | --- | --- | --- |
| Measure #8 | Final examination score, ATP A116 | Semester end | Grade List, ATP A116 | ATP A116 faculty |
| Measure #9 | Final examination score, ATP A200 | Semester end | Grade List, ATP A200 | ATP A200 faculty |
| Measure #10 | Final examination score, ATP A235 | Semester end | Grade List, ATP A235 | ATP A235 faculty |
| Measure #11 | Final Stage Check Score, ATP A126 | Semester end | Grade List, ATP A126 | Flight Operations |
| Measure #12 | Final Stage Check Score, ATP A220 | Semester end | Grade List, ATP A220 | Flight Operations |

## Table 5: Association of Assessment Measures to Program Outcomes-Aviation Management

This table is intended to help organize outcomes and the measures that are used to assess them. Each measure contributes information on the students’ achievement of a different set of outcomes. That contribution is tracked in this table.

This table also forms the basis of the template for reporting and analyzing the combined data gathered from these measures. That is shown in the report section.

| **Outcomes** | 13-ATA A134 Final Exam | 13-ATA A335 Final Exam | 15-ATA A425 Final Exam |
| --- | --- | --- | --- |
| Demonstrate knowledge of the issues affecting aviation safety and safety management. | 1 | 0 | 1 |
| Demonstrate knowledge of basic business management skills and supervisory techniques. | 1 | 1 | 0 |
| Demonstrate a broad knowledge of the aviation industry | 1 | 1 | 0 |

0 = Measure is not used to measure the associated outcome.

1 = Measure is used to measure the associated outcome.

Assessment Measures

A description of the measures used in the assessment of the program outcomes for the Aviation Mangement Emphasis and their implementation are summarized in Table 6 below. The measures and their relationships to the program outcomes are listed in Table 5, above.

There is a separate appendix for each measure that shows the measure itself and describes its use and the factors that affect the results. Please bear in mind that certain measures are used for several outcomes, but will be described only once here.

## Table 6: Program Outcomes Assessment Measures and Administration--Aviation Management & Aerospace Studies Only

| **Measure** | **Description** | **Frequency/ Start Date** | **Collection Method** | **Administered by** |
| --- | --- | --- | --- | --- |
| Measure #13 | Final examination score, ATA A134 | Semester end | Grade List, ATA A134 | ATA A134 faculty |
| Measure #14 | Final examination score, ATA A335 | Semester end | Grade List,ATA A335 | ATA A335 faculty |
| Measure #15 | Final examination score, ATA A425 | Semester end | Grade List,ATA A425 | ATA A425 faculty |

## Aeronautical Studies Assessment Information

The Aeronautical Studies (AS) emphasis is designed to act as a completer degree for students with some or all of an aviation related associates degree. AS focuses on the four core Aviation Technology outcomes in response to the variable student needs and academic directions. The core outcomes match a foundational need within the industry and should be sufficient to assess the initial students in this program. After several cadres of students complete the program additional outcomes will be considered.

This area is also our newest degree offering, and should have an assessment plan review more quickly than the other more established programs. We will examine the AS emphasis every two years until the faculty is satisfied that the program is maintaining its academic and industry rigor.

# Assessment Implementation & Analysis for Program Improvement

## General Assessment Plan

The Aviation Technology faculty will implement it by collecting the described data via Blackboard which allows access to involved faculty members. Each program’s assessment coordinator will need to timely remind faculty members involved of the need to submit the required data via the Blackboard site. ATD assessment coordinators also can utilize the Blackboard site to post relevant information. The ATD assessment coordinator for the Aviation Management emphasis will then provide a memo of the completed assessment to the Program Director, and will disseminate any discrepancies, changes, or data to the other faculty via memo or in person. This process will be done annually, with a spreadsheet to address the data. Finally, the assessment coordinator will examine and update this plan every 5 years. The next update will be in 2023.

## Method of Data Analysis and Formulation of Recommendations for Program Improvement

The program faculty will meet at least once a year to review the data collected using the assessment measures. This meeting should be in the fall of the next academic year. This meeting should result in recommendations for program changes that are designed to enhance performance relative to the program’s outcomes. The results of the data collection, an interpretation of the results, and any recommended programmatic changes will be forwarded to the Office of Academic Affairs (in the required format) by June 15th each year. A plan for implementing the recommended changes, including advertising the changes to all the program’s stakeholders, will also be completed at this meeting.

The proposed programmatic changes may be any action or change in policy that the faculty deems as being necessary to improve performance relative to program outcomes. Recommended changes should also consider workload (faculty, staff, and students), budgetary, facilities, and other relevant constraints. A few examples of changes made by programs at UAA include:

* Changes in course content, scheduling, sequencing, prerequisites, delivery methods, etc.
* Changes in faculty/staff assignments
* Changes in advising methods and requirements
* Addition and/or replacement of equipment
* Changes to facilities

## Modification of the Assessment Plan

The faculty, after reviewing the collected data and the processes used to collect it, may decide to adjust or significantly alter the assessment plan. Changes may be made to any component of the plan, including the outcomes, assessment measures, or any other aspect of the plan. The changes will be approved by the faculty of that program. The modified assessment plan then will be forwarded to the dean/director’s office and the Office of Academic Affairs. This will be done on a five-year plan.

# Appendix A: ATP 100 Final Examination ALL BSAT Emphases

## Measure Description: Measure 1, ATP 100 Final Examination Score

All students in this program are required to take AT 100, Private Pilot Ground School. Successful completion of this course familiarizes them with the many issues involved in the operation of aircraft under visual flight rules, with an emphasis on aviation law and regulations and on aviation safety. The course’s final exam very closely simulates the FAA’s Private Pilot Airplane knowledge examination.

It is important to understand that the FAA Private Pilot Airplane knowledge examination is a difficult, comprehensive and nationally-standardized exam that serves as a very important component part in the certification of pilot applicants in the United States. By selecting representative questions from the FAA’s test question bank, the AT 100 final exam closely approximates this important national exam, and provides evidence of the student’s knowledge of aviation law and regulation and of aviation safety and safety management issues.

## Factors that affect the collected data:

While the AT 100 final exam closely approximates the FAA Private Pilot knowledge exam, they are not identical. Thus it is possible, though not probable, that some distortion could creep into the results. One indication that the correlation is strong, however, is the exceptionally high pass rate that UAA ATD students enjoy on the FAA’s actual knowledge exam.

## How to interpret the data:

Scores on this exam can range from 0 to 100%, with 70% or better being a passing score. Passing scores (70% or better) on this exam indicate that the program is in fact effective at fulfilling these goals.

# Appendix B: ATA 133 Final Examination ALL BSAT Emphases

## Measure Description: Measure 2, ATA 133 Final Examination

All students in UAA’s in this program are required to take ATA 133, Aviation Law and Regulations. Students successfully completing this course gain knowledge of aviation law and regulations, and of the legal issues affecting the aviation industry. To pass this course, students must demonstrate a working knowledge of the many areas in which law affects the field of aviation, such as the forming of companies and corporations, the law of contracts and negligence, rules for flight operations and navigable airspace, and employment law.

## Factors that affect the collected data:

Because different sections of this course may be taught by different instructors, it is possible that the depth of the items measured may not be entirely uniform. This may occur in situations where different faculty members teach different sections of the same course, but it is believed that distortion arising from this factor will be minimal. All sections of the course use the same textbook, and are taught with basically the same approach.

## How to interpret the data:

Scores on this exam can range from 0 to 100%, with 70% or better being a passing score. Students achieving scores of 70% or better on this exam demonstrate knowledge of aviation law and regulations, and of legal issues affecting the aviation industry.

# Appendix C: ATA 233 Final Examination ALL BSAT Emphases

## Measure Description: Measure 3, ATA 233 Final Examination

All students in this program are required to take ATA 233, Aviation Safety. Students successfully completing the course demonstrate knowledge of the issues affecting aviation safety and safety management. In addition to understanding the sources from which accidents flow, students must understand the various approaches to minimizing such risk factors.

## Factors that affect the collected data:

Because different sections of this course may be taught by different instructors, it is possible that the depth of the items measured may not be entirely uniform. This may occur in situations where different faculty members teach different sections of the same course, but it is believed that distortion arising from this factor will be minimal. All sections of the course use the same textbook, and are taught with basically the same approach.

## How to interpret the data:

Scores on this exam can range from 0 to 100%, with 70% or better being a passing score. Passing scores (70% or better) on this exam indicate that the program is in fact effective at fulfilling these goals.

# Appendix D: ATA 331 Final Examination ALL BSAT Emphases

## Measure Description: Measure 4, ATA 331 Final Examination

All students in this program are required to take ATA 331, Human Factors. Students who successfully complete this course demonstrate a broad knowledge of the aviation industry. An important component of that knowledge is familiarity with the crucial issue of human factors, which is by far the largest part of aviation safety, since approximately 80% of all accidents are attributed primarily to human factors.

## Factors that affect the collected data:

Because different sections of this course may be taught by different instructors, it is possible that depth of the items measured may not be entirely uniform; this situation will occur in most situations where different faculty members teach different sections of the same course, but it is believed that distortion arising from this factor will be minimal. All sections of the course use the same textbook.

## How to interpret the data:

Scores on this exam can range from 0 to 100%, with 70% or better being a passing score. Students achieving scores of 70% or better on this exam demonstrate a broad knowledge of the aviation industry.

# Appendix E: ATA 337 Final Examination ALL BSAT Emphases

## Measure Description: Measure 5, ATA 337 Final Examination

All students in this program are required to take ATA 337, Airline Operations. Students who successfully complete this course demonstrate a broad knowledge of the aviation industry. An important component of that knowledge is familiarity with the many issues involved in the operation of an air service, and how its multi-faceted operations involve different parts of the aviation industry.

## Factors that affect the collected data:

Because different sections of this course may be taught by different instructors, it is possible that the depth of the items measured may not be entirely uniform. This may occur in situations where different faculty members teach different sections of the same course, but it is believed that distortion arising from this factor will be minimal. All sections of the course use the same textbook, and teach from basically the same perspective.

## How to interpret the data:

Scores on this exam can range from 0 to 100%, with 70% or better being a passing score. Students achieving scores of 70% or better on this exam demonstrate broad knowledge of the aviation industry.

# Appendix F: ATA 415 Course Project ALL BSAT Emphases

## Measure Description: Measure 6, ATA 415 Course Project

All students in this program are required to take ATA 415, Company Resource Management. Students who successfully complete this course demonstrate a broad knowledge of aviation management functions and techniques within the aviation industry. An important component of that knowledge is familiarity with the many factors involved in the issues and techniques of company resource management, and the course’s final project is designed to permit faculty to evaluate student mastery of such knowledge and skills.

## Factors that affect the collected data:

Because different sections of this course may be taught by different instructors, it is possible that the depth of the items measured may not be entirely uniform. This may occur in situations where different faculty members teach different sections of the same course, but it is believed that distortion arising from this factor will be minimal. All sections of the course use the same textbooks, and are taught using basically the same approach.

One potential drawback to any team project is the possibility that higher-performing team members might end up “carrying” a lower-performing member to some extent. While this possibility does exist, it is believed that the benefits of such projects outweigh the possible drawbacks.

## How to interpret the data:

Scores on this project can range from 0 to 100%, with 70% or better being a passing score. Students achieving scores of 70% or better on this project demonstrate a broad knowledge of the functions and techniques of management within the aviation industry.

# Appendix G: ATA 492 Course Project ALL BSAT Emphases

## Measure Description: Measure 7, ATA 492 Course Project

All students in this program are required to take AT 492, Air Transportation System Seminar. Students who successfully complete this seminar demonstrate a broad knowledge of aviation management functions and techniques. An important component of that knowledge is familiarity with the many issues involved in the operation of the modern air transportation system.

## Factors that affect the collected data:

Because different sections of this course may be taught by different instructors, it is possible that the depth of the items measured may not be entirely uniform. This may occur in situations where different faculty members teach different sections of the same course, but it is believed that distortion arising from this factor will be minimal. All sections of the course use the same textbook, and are taught using basically the same approach.

One potential drawback to any team project is the possibility that higher-performing team members might end up “carrying” a lower-performing member to some extent. While this possibility does exist, it is believed that the benefits of such projects outweigh the possible drawbacks.

## How to interpret the data:

Scores on this course project can range from 0 to 100%, with 70% or better being a passing score. Students achieving scores of 70% or better on this project demonstrate a broad knowledge of the functions and techniques of management within the aviation industry.

# Appendix H: ATP A116 Final Examination Professional Piloting Emphasis Only

## Measure Description: Measure 8, ATP A116 Final Examination Score

All piloting students are required to take ATP 116, Instrument Ground School. Successful completion of this course familiarizes them with the many issues involved in the operation of aircraft under instrument flight rules, with an emphasis on aviation law and regulations and on aviation safety. The course’s final exam very closely simulates the FAA’s Instrument Airplane knowledge examination.

It is important to understand that the FAA Instrument Airplane knowledge examination is a difficult, comprehensive and nationally-standardized exam that serves as a very important component part in the certification of pilot applicants in the United States. By selecting representative questions from the FAA’s test question bank, the ATP 116 final exam closely approximates this important national exam, and provides evidence of the student’s knowledge of aviation law and regulation and of aviation safety and safety management issues.

## Factors that affect the collected data:

While the ATP A116 final exam closely approximates the FAA Private Pilot knowledge exam, they are not identical. Thus, it is possible, though not probable, that some confounding data could affect the results.

## How to interpret the data:

Scores on this exam can range from 0 to 100%, with 70% or better being a passing score. Passing scores (70% or better) on this exam indicate that the program is in fact effective at fulfilling these goals.Appendix I: ATP A200 Final Examination Score Professional Piloting Emphasis Only

## Measure Description: Measure 9, ATP A200 Final Examination Score

All students in this program are required to take ATP 200, Commercial Pilot Ground School. Completion of this course familiarizes them with the many issues involved in the more advanced operation of aircraft under both visual and instrument flight rules. The course’s final exam very closely simulates the FAA’s Commercial Pilot Airplane knowledge examination, which also includes many questions on Instrument Pilot knowledge and procedures. The questions for the AT 200 final exam are drawn exclusively from the test question bank for the FAA knowledge exam, which is a public document.

It is important to understand that the FAA Commercial Pilot Airplane knowledge examination is a difficult, comprehensive and nationally-standardized exam that serves as a very important component part in the certification of pilot applicants in the United States. By selecting representative questions from the FAA’s test question bank, the AT 200 final exam closely approximates this important national exam, and provides evidence of the student’s knowledge of aviation law and regulation and of aviation safety and safety management issues.

## Factors that affect the collected data:

While the ATP A200 final examination closely approximates the FAA Commercial Pilot knowledge exam, they are not identical. Thus, it is possible, though not probable, that some distortion could creep into the results. One indication that the correlation is strong, however, is the exceptionally high pass rate that UAA ATD students enjoy on the FAA’s actual knowledge exam.

## How to interpret the data:

Scores on this exam can range from 0 to 100%, with 70% or better being a passing score. Passing scores (70% or better) on this exam indicate that the program is in fact effective at fulfilling these goals. Students with passing scores on this exam demonstrate proficiency in instrument pilot and commercial pilot knowledge and skills.

# Appendix K: ATA 235 Final Examination Professional Piloting Emphasis Only

## Measure Description: Measure 10, ATA 235 Final Examination

All students in this program are required to take ATA 235, Elements of Weather. Students successfully completing this course demonstrate knowledge of aviation weather and of aviation weather services. During this course students learn about the theory of aviation weather and about the many reporting and forecasting tools available to those involved in aviation.

## Factors that affect the collected data:

Because different sections of this course may be taught by different instructors, it is possible that depth of the items measured may not be entirely uniform; this situation will occur in most situations where different faculty members teach different sections of the same course, but it is believed that distortion arising from this factor will be minimal. All sections of the course use the same textbook, and are taught with basically the same approach.

## How to interpret the data:

Scores on this exam can range from 0 to 100%, with 70% or better being a passing score. Passing scores (70% or better) on this exam indicate that the program is in fact effective at fulfilling these goals.

# Appendix K: ATP A126 Final Stage Check Professional Piloting Emphasis Only

## Measure Description: Measure 11, ATP A126 Final Stage Check

All students in this program need to earn FAA certificates and ratings in furtherance of their aviation careers. However, do to a number of factors, it is possible that the students could complete the FAA practical exam else ware leading to missing data. However, the final stage check of A126 approximates the FAA practical exam and is the UAA final exam for the student. The final grade assigned by the check instructor will be used as a gauge of the student knowledge.

## Factors that affect the collected data:

While the ATP A126 final stage check closely approximates the FAA Instrument Pilot practical exam, they are not identical. Thus, it is possible, though not probable, that some distortion could creep into the results. One indication that the correlation is strong, however, is the exceptionally high pass rate that UAA ATD students enjoy on the FAA’s practical exams.

## How to interpret the data:

Scores on this exam can range from A to F, with C or better being a passing score. Passing scores on this exam indicate that the program is in fact effective at fulfilling these goals.

# Appendix K: ATP A220 Final Stage Check Professional Piloting Emphasis Only

## Measure Description: Measure 12, ATP A220 Final Stage Check

All students in this program need to earn FAA certificates and ratings in furtherance of their aviation careers. However, do to many factors, it is possible that the students could complete the FAA practical exam else ware leading to missing data. However, the final stage check of A220 approximates the FAA practical exam and is the UAA final exam for the student. The final grade assigned by the check instructor will be used as a gauge of the student knowledge.

## Factors that affect the collected data:

While the ATP A220 final stage check closely approximates the FAA Commercial Pilot practical exam, they are not identical. Thus, it is possible, though not probable, that some distortion could creep into the results. One indication that the correlation is strong, however, is the exceptionally high pass rate that UAA ATD students enjoy on the FAA’s practical exams.

## How to interpret the data:

Scores on this exam can range from A to F, with C or better being a passing score. Passing scores on this exam indicate that the program is in fact effective at fulfilling these goals.

# Appendix O: AT 134 Final Examination Aviation Management Emphasis Only

## Measure Description: Measure 15, AT 134 Final Examination

All students in this program are required to take AT 134, Principles of Aviation Administration. Students who successfully complete this course demonstrate knowledge of basic business management skills and supervisory techniques.

## Factors that affect the collected data:

Because different sections of this course may be taught by different instructors, it is possible that the depth of the items measured may not be entirely uniform. This may occur in situations where different faculty members teach different sections of the same course, but it is believed that distortion arising from this factor will be minimal. All sections of the course use the same textbook, and the course is taught from basically the same perspective.

## How to interpret the data:

Scores on this exam can range from 0 to 100%, with 70% or better being a passing score. Passing scores (70% or better) on this exam indicate that the program is in fact effective at fulfilling these goals. Students with passing scores on this exam demonstrate knowledge of basic business management skills and supervisory techniques.

# Appendix M: ATA A335 Final Examination Aviation Management Only

## Measure Description: Measure 13, ATA A335 Final Examination

All students in this program are required to take ATA A335, Airport Operations. Students who successfully complete this course demonstrate broad knowledge of the aviation industry. An important component of that knowledge is familiarity with the many issues involved in the operation of a modern airport, and of the many services to be found there.

## Factors that affect the collected data:

Because different sections of this course may be taught by different instructors, it is possible that the depth of the items measured may not be entirely uniform. This may occur in situations where different faculty members teach different sections of the same course, but it is believed that distortion arising from this factor will be minimal. All sections of the course use the same textbook, and are taught with basically the same approach.

## How to interpret the data:

Scores on this exam can range from 0 to 100%, with 70% or better being a passing score. Passing scores (70% or better) on this exam indicate that the program is in fact effective at fulfilling these goals.

# Appendix N: ATA A425 Final Examination Aviation Management Emphasis Only

## Measure Description: Measure 14, ATA A425 Final Examination

All students in this program are required to take ATA A425, Civil Aviation Security. Students who successfully complete this course demonstrate a broad knowledge of aviation management functions and techniques. An important component of that knowledge is familiarity with the many security issues involved in the operation of the air transportation industry in the post-9-11world, and how issues of security differ from those of safety.

## Factors that affect the collected data:

Because different sections of this course may be taught by different instructors, it is possible that the depth of the items measured may not be entirely uniform. This may occur in situations where different faculty members teach different sections of the same course, but it is believed that distortion arising from this factor will be minimal. All sections of the course use the same textbooks, and are taught using basically the same approach.

## How to interpret the data:

Scores on this exam can range from 0 to 100%, with 70% or better being a passing score. Students achieving scores of 70% or better on this exam demonstrate a broad knowledge of the functions and techniques of management within the aviation industry.