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Department: BS (CS)

Semester: 8th

Course: principle of management

Question no 1

Being visionary leaders how are they managing the staff? Find out how airlines are maintaining the staff salaries. (Name the airline and be specific)

According to that report, there were about a half-million Americans employed in the [air transportation industry](#) in May 2018, the most recent year for which data is available.

Airline jobs tend to be fairly high-paying. The median annual wage for an employee in the air transportation industry was \$60,550, well above the overall median wage of \$38,640.

Flights have been cancelled, some airlines have [temporarily suspended operations](#), [travel restrictions](#) have been implemented by governments, and airlines were flying passenger-free "[ghost planes](#)" just to keep their time slots in accordance with aviation rules.

Because of the overall decrease in flight demand, some airline workers are [worried about their jobs](#).

[United Airlines](#) said in a letter to their employees that a decrease in flight demand may continue into the summer and might affect the airline workers' pay, although the company said it is doing the best they can.

Question no 2

Based on ten Managerial roles of Mintzberg, how will an airline manage its operations? Mention all the roles with examples.

1. Communication skills

Aviation jobs involve regular communication with others. Whether you're an air traffic controller communicating with pilots, or someone who works in human resources or marketing for an airline, you must be able to articulate and convey ideas clearly. You also need good written communication skills. Depending on the nature of the job, you may write business emails, memos and create presentations.

2. Critical thinking skills

The ability to solve problems is also crucial in aviation. Pilots encounter a variety of situations while operating an aircraft. Moreover, aviation engineers and mechanics occasionally run into issues when designing or maintaining an aircraft. You must possess the ability to anticipate problems and quickly find workable solutions.

3. People skills

Good customer service is important in aviation. Some departments work directly with customers. For example, an airline ticket agent makes reservations, and those who work in customer service assist passengers as they board and leave the plane. Flight attendants also need good people skills since they interact with passengers on every flight.

4. Positive attitude

Whether you work in customer service or have a technical job in aviation, problems can arise. Typically, employers look for candidates who have a positive attitude. Working conditions vary and a positive work attitude creates a productive environment. This results in a less stressful day, and it's easier to troubleshoot with a clear mind.

5. Teamwork

It's important that you're a team player. When working in aviation, it takes a joint effort to keep everything running smoothly. From the baggage handlers to the engineers, everyone must work together.

6. Honesty

The airline industry can't afford to cut corners, especially when it involves maintenance of a powerful aircraft. If seeking a job in aviation, you'll need high ethical standards. This involves being honest in everything, fair, loyal to the company, obeying laws, and respecting your colleagues.

Question no 3

This is a personal experience:

Olympic Airways was done going to fly their US/Canada-Greece courses, and I figured it would leave a vacuum in the market (which it did), all the more explicitly the accompanying courses: ORD-ATH-ORD, IAD-ATH-IAD, JFK-ATH-JFK (among Athens and Chicago, Washington DC and New York JFK). In 1999, it was only a thought, which was soon to change. In the spring of 2000, while burdening to the door at LAX, I saw the blue attire of the A340 Air Tahiti Nui from my seat by the window. I did some exploration on the carrier, and discovered, in 1998, Air Tahiti Nui, or "TN", began long stretch administrations flying from Papeete (capital of French Polynesia) to Los Angeles and Tokyo with two A340s.

Their plan of action was like what I needed to do over the Atlantic, the main contrast being TN flew over the Pacific. Mr. Nelson Levy, the organizer of Air Tahiti Nui, was an extraordinary, charming, man of his word in his 40s. You could never see his 5'7" tallness since his character was overwhelming. He had the option to get subsidizing from the French Polynesian government for his carrier and wound up taking an enormous lump of the offers. He despite everything kept minority share and the CEO title. E-mail trades among us prompted phone discussions. Mr. Toll, imagined with me in 2000 (above) at TN's central command, with the Air Tahiti Nui uniform out of sight and me holding the Aellas attire plan.

Explanation:

Mr. Duty gave me the endowment of full access to his whole association in Papeete. He furnished me with an unfilled work space at TN's base camp, at no charge, and permitted me to meet with the different divisions, kind of a brooding set-up. It was genuinely extraordinary. In the range of around eight months, I had the option to go to and fro to Papeete (I just needed to pay the assessments for the business class seat) and set up my strategy, and in particular, chip away at the numbers. The showcase investigation demonstrated courses to/from Athens to/from different urban areas in the

United States and Canada to be gigantically underserved for business explorers, vacationers and "VFRs" or Visiting Friends and Relatives. (The investigation additionally demonstrated Athens-Sydney/Melbourne/Johannesburg underserved as well.) Boeing's North American deals office loved the idea. I began working with Boeing to make sure about two 767-300ERs financed by GE Capital (TN aided the procedure) and other subsidizing sources. As the undertaking began to appear, it changed to two 777-200s.

Question no 4

Is the decision making in Airline Business centralized or decentralized? Support your answer with logical reasoning.

Answer:

It is centralized.

In an airline business, decision making is based on many factors like regulatory compliances and policies that each airline must abide to facilitate or offer services to customers. Airlines personnel like pilots must confirm and ask guidance from the control tower or management before when in line of duty rather flying before engaging in any personal decision concerning flights or emergencies.

In airline business, decisions are collective or based management centralized to help make most suitable decisions that are align with civil regulators or agencies like International Civil Aviation Organization.

Question no 5

Looking at the current unstable situation, how will you apply the six steps of decision making to cope with the problem?

1. Identify the decision

To make a decision, you must first identify the problem you need to solve or the question you need to answer. Clearly define your decision. If you misidentify the problem to solve, or if the problem you've chosen is too broad, you'll knock the decision train off the track before it even leaves the station.

If you need to achieve a specific goal from your decision, make it measurable and timely so you know for certain that you met the goal at the end of the process.

2. Gather relevant information

Once you have identified your decision, it's time to gather the information relevant to that choice. Do an internal assessment, seeing where your organization has succeeded and failed in areas related to your decision. Also, seek information from external sources, including studies, market research, and, in some cases, evaluation from paid consultants.

Beware: you can easily become bogged down by too much information—facts and statistics that seem applicable to your situation might only complicate the process.

3. Identify the alternatives

With relevant information now at your fingertips, identify possible solutions to your problem. There is usually more than one option to consider when trying to meet a goal—for example, if your company is trying to gain more engagement on social media, your alternatives could include paid social advertisements, a change in your organic social media strategy, or a combination of the two.

4. Weigh the evidence

Once you have identified multiple alternatives, weigh the evidence for or against said alternatives. See what companies have done in the past to succeed in these areas, and take a good hard look at your own organization's wins and losses. Identify potential pitfalls for each of your alternatives, and weigh those against the possible rewards.

5. Choose among alternatives

Here is the part of the decision-making process where you, you know, make the decision. Hopefully, you've identified and clarified what decision needs to be made, gathered all relevant information, and developed and considered the potential paths to take. You are perfectly prepared to choose.

6. Take action

Once you've made your decision, act on it! Develop a plan to make your decision tangible and achievable. Develop a project plan related to your decision, and then set the team loose on their tasks once the plan is in place.