1 **In the Beginning There is General Aviation**

International Council of Aircraft Owner and Pilot Associations

2 **IA OPA**
   - Chicago Convention designed for civil aviation
   - Civil aviation meant “airlines”
   - IAOPA formed in 1962
   - ICAO Observer since 1964
   - Now -- 68 affiliates and 470,000 members worldwide.

3 **General Aviation and Aerial Work**
   - Aerial work -- specialized applications -
     - Survey, construction, agriculture, etc
   - General aviation – everything else -
     - *Not* commercial air transport
     - *Not* aerial work
     - Business, personal, recreation
   - Estimated 370,000 general aviation aircraft
     - Including 25,000 turbine-powered
     - compare 27,000 airline aircraft.

4 **People in General Aviation**
   - Estimated 1.5 – 2 million pilots –
     - Includes multi-type pilots
   - Estimated 700,000 – 1 million aviation maintenance technicians -
     - Again, includes multi-types
   - The general aviation segment has decreased in the past decades due to increased –
     - Regulation
     - Restrictions
     - Costs and fees.

5

6 **General Aviation and**
Commercial Air Transport Links
• Very few (none?) begin on an A320….  
• In the beginning, there is general aviation
• General aviation serves as the cradle of aviation where -
  – Basic principles are learned
  – Habits are formed
  – Perceptions are gained
  – Good operating practices are absorbed.

7 Basic Training
• Airline _ab initio_ or not? –
  – Good, but at what cost?
  – Does a varied experience base help or hinder?
• Grass roots training is alive, but –
  – Disappearing aerodromes
  – Restricted by airspace and ATC
  – Increasing costs and fees.

8 Training – Advanced
• Annex 1 pilot and maintenance technician licencing standards are adequate, however increased emphasis is needed:
  – Human factors
  – Threat and error management
  – Aircraft-specific knowledge
• Competency-based training good, but –
  – Emphasis needed for aircraft systems knowledge.

9 Professionals for Aviation
• In many minds, professionals are only required for airline operations
• But, they are also required for:
  – On-demand air charter
  – Corporate aviation
  – Air ambulance operators
  – Agricultural operations
  – Flight instruction.
Building Professionals
• Selection and training
  – Government
  – Industry
  – Self selection and direction -
    • MOTIVATION!

Problems in Getting Started
• More difficult to take the first step due to –
  – Declining prestige, industry stability and entry level costs
  – Regulations, restrictions and fees placed on general aviation
  – High levels of experience required for commercial air
  transport occupations
  – Competing opportunities….

Common Traits in Professionals
• Industry or academic qualifications
• Expert and specialized knowledge in a field
• Adhere to a code of ethics
• Produce consistently high-quality work
• High degree of work morale and motivation
• Require little or no supervision
These are the qualities for which we should seek and train.

Growing Aviation Professionals
• Get them while they are young –
  – Create a vision of aviation in their formative years
  – Introduce children to all aspects of aviation
  – Nurture the desire through –
    • Personal experiences
    • Field trips
    • Aviation camps
    • Mentoring
    • Scholarships and subsidies
• The investment is worth your time.

General Aviation for the Young
• EAA Young Eagles
• COPA for Kids`
• AOPA PATH
• Industry scholarships
• State sponsored programs
• International Learn to Fly Day – May 15

The Way Ahead
• Will there be enough pilots and technicians?
  – Probably, but would you hire the majority?
  – Operation-specific knowledge/experience
  – Quality, not quantity
• Foster motivation, not just more regulation
• Start young people early; select the best
• Provide in-depth training
• Focus on the “soft” qualities:
  – motivation, maturity, judgment, discipline.

General Aviation Will Play a Major Part in the Solution…
IAOPA
www.iaopa.org