

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

International Council of Aircraft Owner and Pilot Associations

2  **IAOPA**

- 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 370,00 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.

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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.

10  **Building Professionals**

- Selection and training
 - Government
 - Industry
 - Self selection and direction -
 - MOTIVATION!*

11  **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....

12  **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.

13  **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.

14  **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

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.

16  **General Aviation Will Play a Major Part in the Solution...**

17  **IAOPA**

www.iaopa.org