



**How Advancing
Technology and a
Regulatory
Revamp Could
Change the Flight
Training Industry**

OVERVIEW

- Technology and Simulation in Initial Flight Training
- Technology and it's role in school and student management
- The need for a FAR 141 overhaul
- FAA and a data driven management approach
- Simulation as a “Green” initiative



CALL TO THE INDUSTRY

- The burden on the flight training industry has always been to create the best pilots in the world, while meeting the industry's demand efficiently.
- The Flight Training Industry needs to meet this mark.



INDUSTRY CHALLENGES

- Costs
 - Environmental Impact
 - Safety
 - Congested Airspace
 - Rising Completion Times
 - Poorly trained CFI's
- (How do we identify these CFI's)



CAN WE ALL AGREE?

- The use of Simulators for initial flight training can:
 - Reduce costs for students and schools
 - Improve safety
 - Training Efficiency
 - Create better more proficient pilots and
 - Reduce environmental footprint

Do simulators work for initial training?
Lets look at the data



INDUSTRY PROOF

- Redbird's Flight School
 - 120 private pilots
 - 38 hour average flight time
- Airforce Next Program
 - 50% reduction from 220 hours
- Personal experiences
- Why don't simulators get used more?



SIMULATION AVAILABLE



SIMULATION AVAILABLE



CURRENT LIMITATIONS

- December 1978
- Outdated regulatory structures
- Operational Hurdles: Instructors receive “0” hours while teaching in simulators
- Result= No student or instructor buy-in

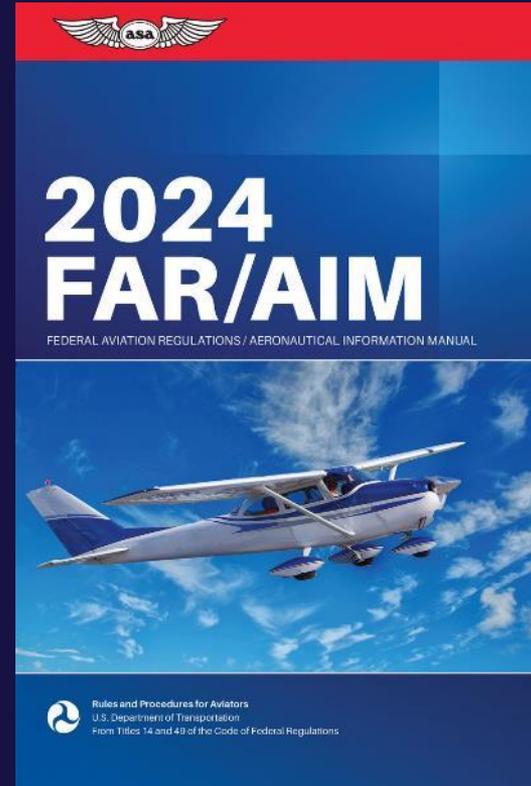


The Link Trainer Blue Box



REGULATORY CHANGES

- Promote Simulation
- Utilize Technology
- Overhaul of 141



WHAT'S UP WITH 141

- Yes, there are many benefits, but....
- Certification
- Changes
- Oversight
 - Current 141 schools
 - Why only 141?
 - Only 521 of 2,100 are 141
- Assistant Chief for each location?



PROPOSED CHANGES

- Leverage Technology to:
 - Expedite 141 school approval
 - FSDO Efficiency
 - 141 Graduations
 - Checkride Eligibility
 - Manage by exception
 - Remove Assistant Chief
- Data Driven Change
- Risk Based Sampling



ENVIRONMENTAL AND AIRSPACE

- Airport Saturation
- Noise and Pollution
 - Leaded Fuel
 - California and Colorado
 - NATA
 - Could this assist with regulatory change?

30%-50% reduction

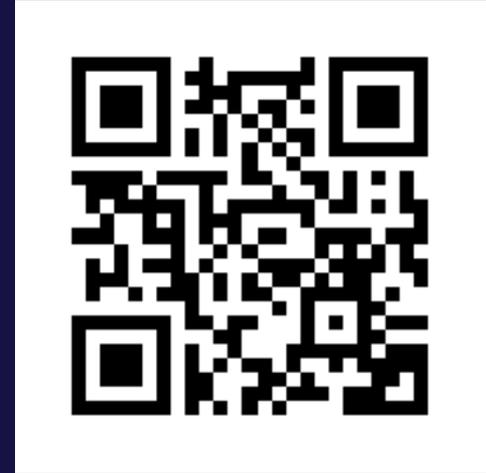


SUMMARY

- Mimic 121, 135, Military
- Embrace Technology
- Regulatory revamp under an ARC



NATIONAL FLIGHT TRAINING ALLIANCE



QUESTIONS?

