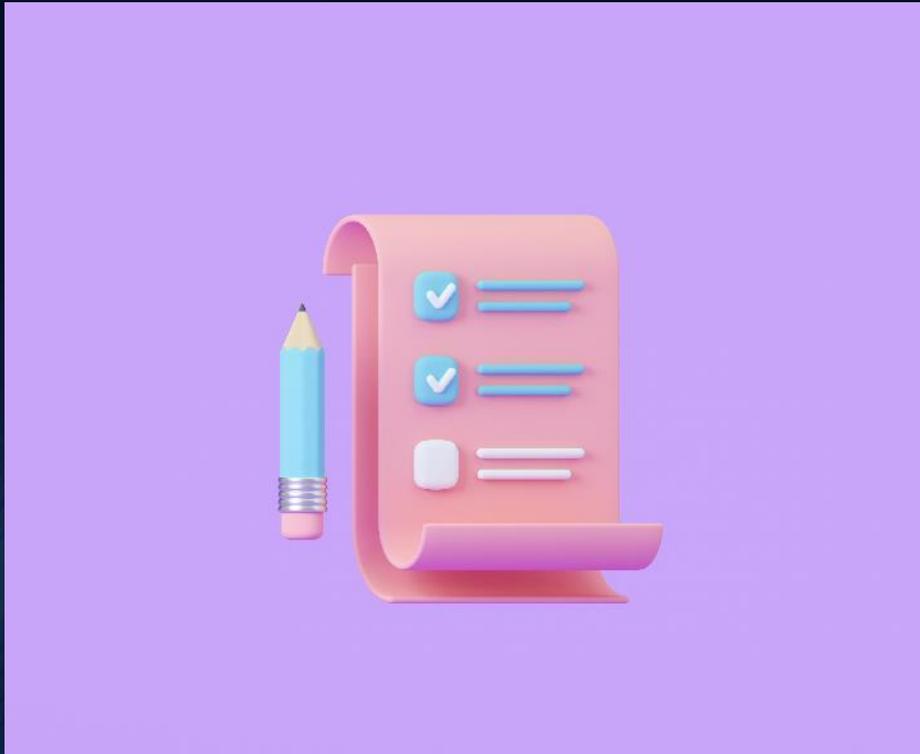


The Value of Variety

DR. SAMANTHA BOWYER
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Never do something the first time because *you have to!*



- Business perspective on variety
- Regulatory insinuations
- Current Flight Training methods
- Research Initial Regional Airline Training
- NTSB on Part 91 Operations
- Questions?

The Business Perspective of Variety



- **Diversity**—before it was a buzzword
 - Portfolios
 - Team member background & perspective
 - Products & services

Make yourself unique...

Public Law 111-216 → 14CFR Part 61 Subpart G--ATP

PL Flight experience or academic training in:

- Multipilot environment
- Adverse weather
- High altitude
- Professional standards



Part 61:

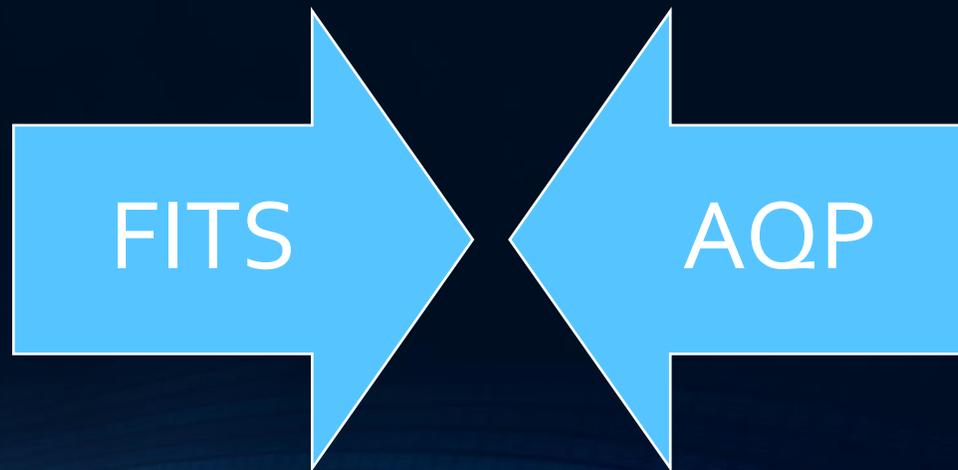
- Be of good moral character (61.153(c))
- 16 unique topics for academic training (61.156 (a))
- 5 unique aspects of FSTD training (61.156 (b))

PL 111-216 PDF



FITS: FAA-Industry Training Standards

- scenario-based training
 - Structured scripts of real-world scenarios
 - Practice ADM
- learner-focused
- encourage practical application of knowledge and skills



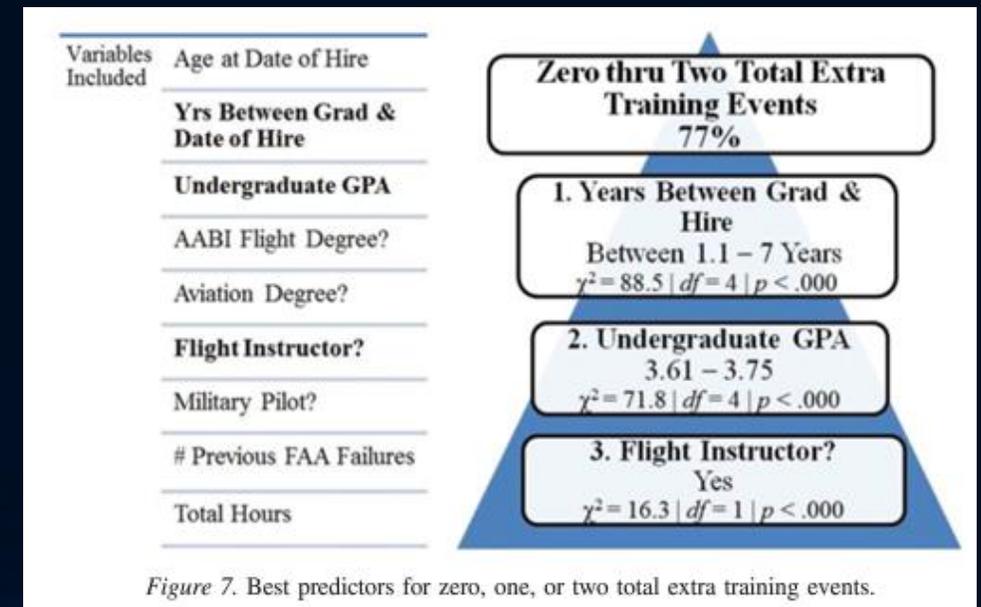
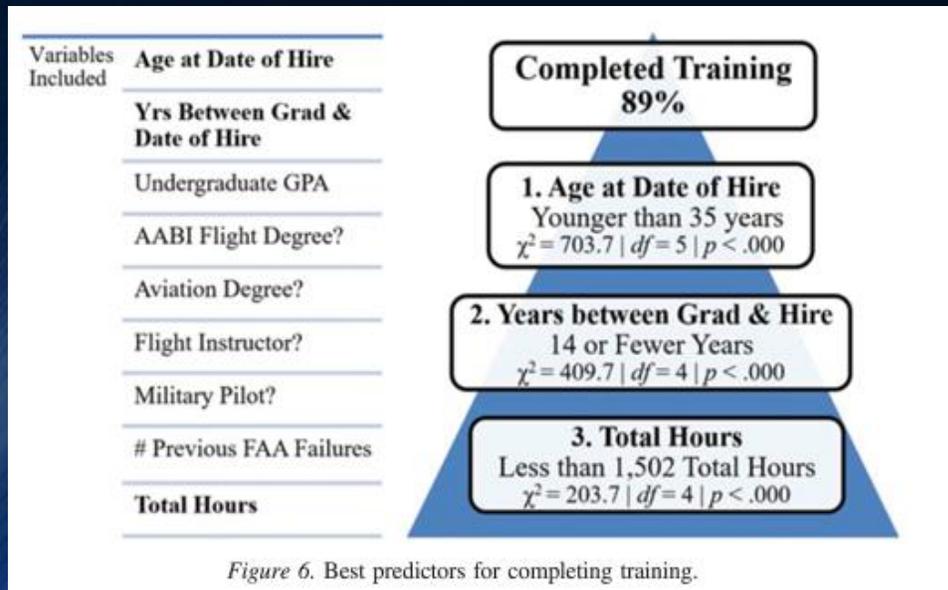
AQP Advisory
Circular



Pilot Source Study 2018 (Smith et al., 2020)

- Purpose: "quantify the background and performance characteristics of pilots being hired by regional airlines."
- Continuation of 2010 study

Pilotsource.org





NTSB ***SAFETY ALERT***

National Transportation Safety Board

★ **Understanding Flight Experience** ★

A rating alone cannot ensure safety: Training is key

The problem

- Aircraft have different flight characteristics, performance, and systems.
- Pilots may have many hours of experience, but their experience specific to the aircraft make/model and/or equipment they are flying may be limited.
- Although Federal Aviation Administration (FAA) regulations allow pilots to operate aircraft that are designated by a specific category and class, differences among different types of aircraft within the same category and class can be significant.
- Even if operating a specific type of aircraft is allowed by regulations, it does not mean the practice is safe.

What can pilots do?

- Obtain the necessary training from a flight instructor experienced in the aircraft that you plan to fly so that you understand the flight characteristics and emergency procedures for that aircraft. Meeting the minimum requirements does not mean that you are proficient.
- Obtain refresher training if you have not flown for a long period; long periods of no flying, even for high-time pilots, can have an adverse impact on your ability to respond to unusual situations and emergencies.
- Seek out a qualified test pilot to assist in flight testing homebuilt aircraft you are not familiar with.
- Seek out instruction for advanced avionics and systems. Identical make-and-model aircraft can have considerably different cockpit panels.

**Full Safety
Alert**



Questions, Comments, Concerns,
Compliments?



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