



# National Association of Flight Instructors

*Serving the flight instructor community since 1967*

## **The Role of the Flight Instructor in Accident/Incident Awareness and Avoidance through Training, Recurrency, and Pilot Influence**

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## Key Points

- Flight Instructors have a significant role in the influence of training from initial, advanced, and recurrent pilot training;
- Flight Instructors are the only mandatory returning touch point for pilots who already are certificated and are not seeking advanced qualification (flight reviews every two years);
- We have a GA Accident rate that is too high.





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## Role of the Instructor

- Provide information and training to trainees and recurrency customers that is current, develops necessary skills, reflects safety trends, and is professional;
- Remain current and up-to-date in their own skills and knowledge to be able to convey those skills and knowledge items to customers;
- Help influence the greater pilot community to remain safe, proficient, and able to convey best practices for safe pilotage.





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## Role of the Instructor in Initial and Advanced Training

- Flight Instructors influence initial skills and decision making habits of customers they train initially;
- Instructors can influence and change behavior with customer to whom they conduct recurrent training (flight reviews, aircraft transitions, proficiency training, etc).





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## Role of the Instructor in Pilot Currency

- All pilots must receive a flight review every two years to act as a “pilot-in-command”.
- The required items of the “flight review” are limited and in many cases the actual conduct of a flight review by instructors does not include areas of common accident/incident occurrences.
- The only way to “mandate” coverage areas is regulatory change of the components of a “flight review”.
- Real change can be effected through non-regulatory efforts promoting best practices.





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## Role of the Instructor in Pilot Re-Currency

- Many pilots do not receive “recurrency training” outside of the corporate and airline pilot environment;
- Instructors should promote best practices for pilot re-currency in accordance with insurance company recommendations, or additional training and activity to keep pilot skills fresh;
- This can be done in all aircraft types, not just TAA, high-performance, or traditionally risk prone aircraft.





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## Instructional Environments

### Major Realms of Instruction Provision

- University/Collegiate
- Academy and Large Flight Training Organization
- Simulator training centers
- Ad Hoc – 14 CFR Part 61 Training

***Most GA training and currency takes place  
under 14 CFR Part 61 Training Operations.***





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## Trends in Flight Instructor Profession

- Aging population;
- Increasing number;
- Decreasing number of certifications per year;
- Expect a significant reduction of flight instructor numbers over the next 10-20 years.
- Many flight instructors “inactive” or “minimally active” in provision of instruction – employed in professional pilotage positions.
- Instructional activity transient in career as pilots gain experience and transition to other jobs – professional pilotage positions.

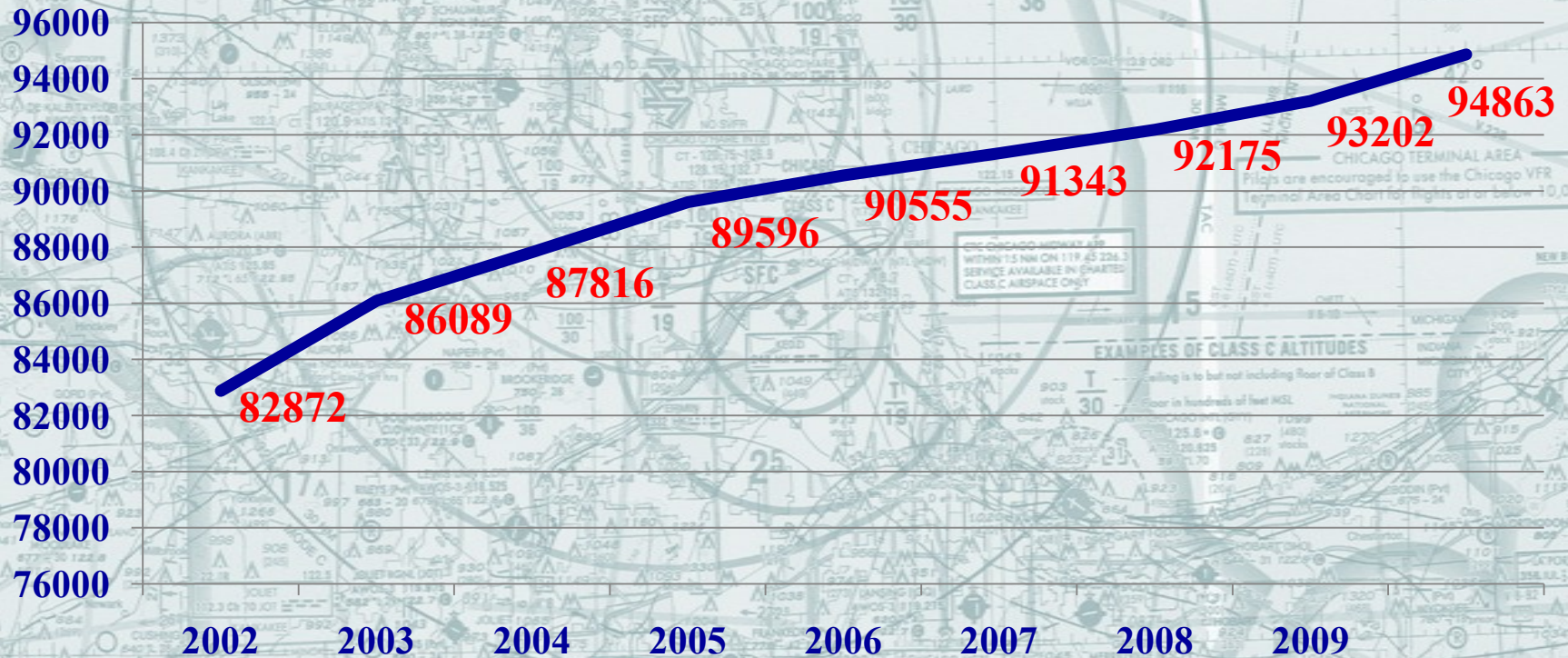




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## Active CFI Certificates







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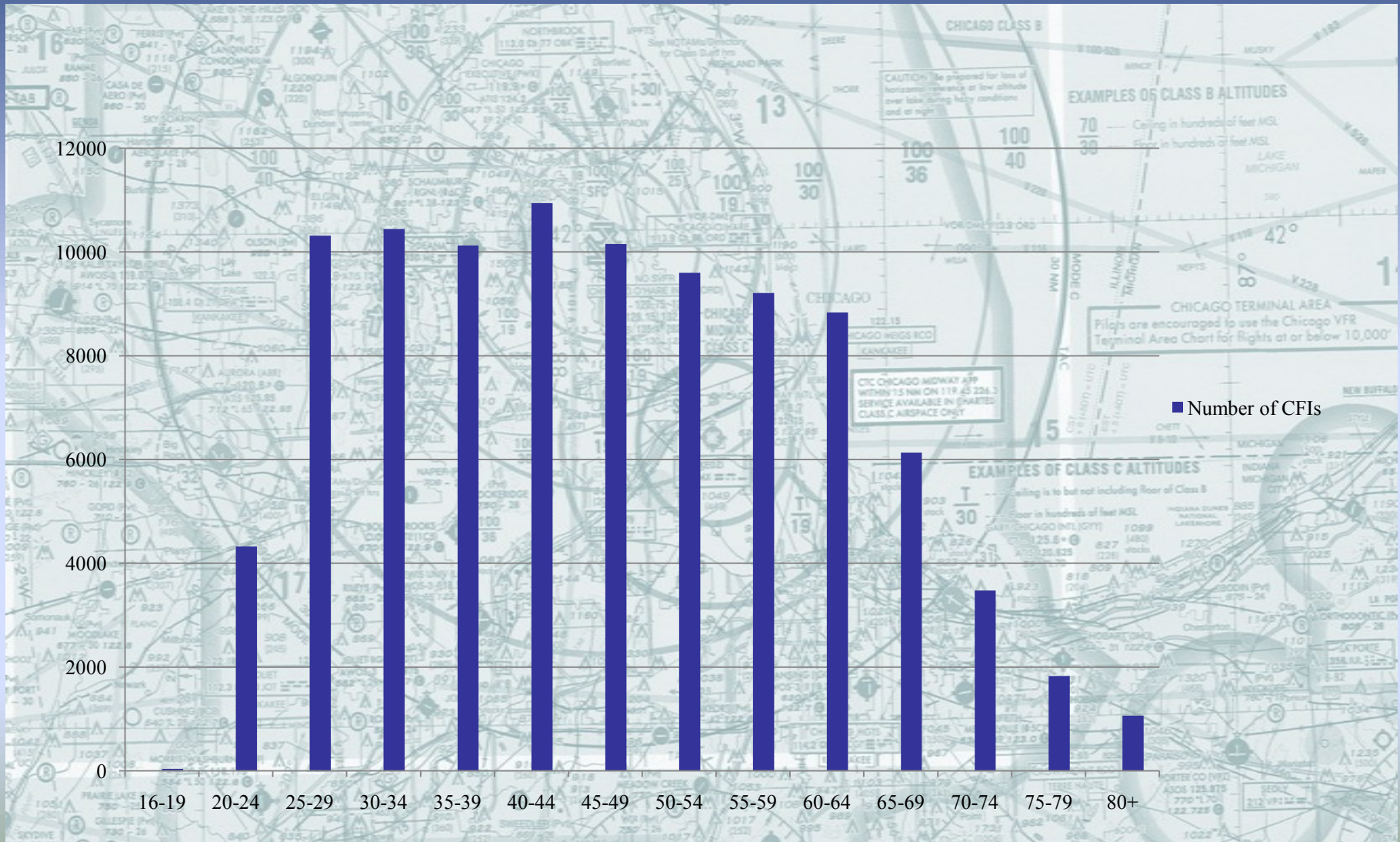
CFI Age Breakdown		
16-19	37	0.04%
20-24	4326	4.48%
25-29	10315	10.69%
30-34	10445	10.83%
35-39	10124	10.49%
40-44	10940	11.34%
45-49	10154	10.53%
50-54	9596	9.95%
55-59	9208	9.54%
60-64	8832	9.15%
65-69	6135	6.36%
70-74	3473	3.60%
75-79	1826	1.89%
80+	1062	1.10%
<b>Total</b>	<b>96473</b>	





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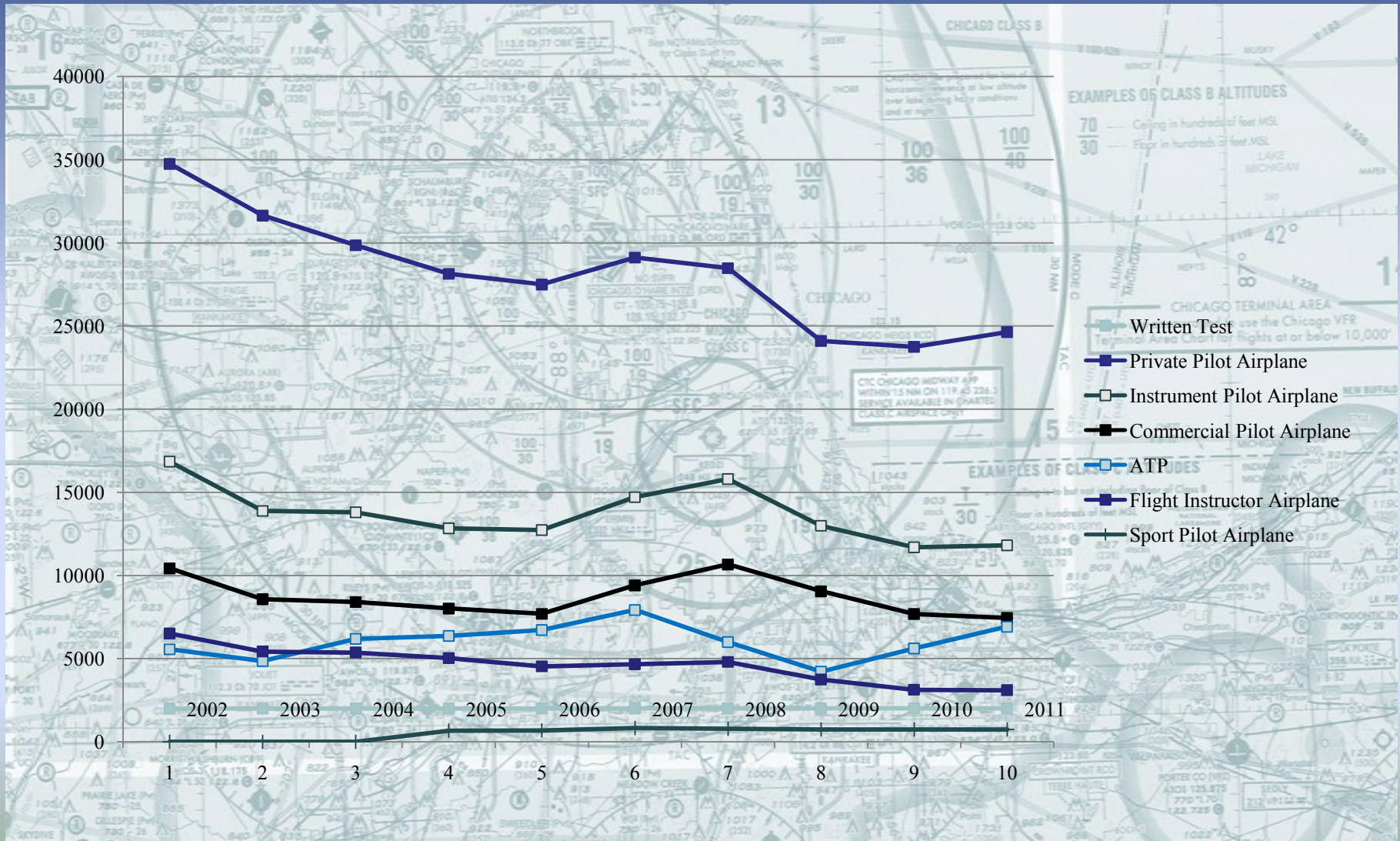






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	Year										
Written Test	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
Private Pilot Airplane	34748	31635	29851	28132	27491	29108	28473	24098	23737	24627	
Instrument Pilot Airplane	16840	13875	13794	12835	12731	14704	15785	12986	11692	11817	
Commercial Pilot Airplane	10427	8573	8408	8018	7697	9405	10665	9054	7693	7450	
ATP Flight Instructor Airplane	5563	4852	6193	6368	6722	7927	5997	4223	5617	6922	
	6509	5423	5362	5028	4530	4659	4797	3743	3127	3100	
Sport Pilot Airplane	0	0	5	671	679	831	784	740	743	749	
Total Test Volume	67643	58979	63613	61052	59850	66634	66501	54844	52609	54665	





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## Percentage of CFI's Who Actively Sign Applicants Each Year

Year	2010	2009	2008	2007	2006
<b>Total Number of: CFI Certificates Held</b>	96,473	94,863	93,202	92,175	91,343
<b>CFIs who Signed Applicant for Practical Test</b>	13,267	12,797	14,754	13,722	14,382
<b>Percentage of Active CFI's</b>	13.8%	13.5%	15.8%	14.9%	15.7%





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## Trends in Flight Training

- Large percentage of career focused training done in 14 CFR Part 141 training providers (Collegiate/University, Academy, or large flight school environments);
- Increasing separation between General Aviation community and commercial community.





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## Keeping Instructors Current

- Instructors must renew certificate every two years;
- Some instructors stay current through activity;
- Large number of instructors stay current through flight instructor refresher course (FIRC);
- No aircraft proficiency is required of a flight instructor to demonstrate proficiency;
- It is not necessary to review regulatory changes/updates to remain current as a flight instructor.





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## Role of the Instructor in Proficiency

### Instructor Currency:

- Instructors should attend a FIRC every two years;
- Instructors should maintain aircraft flight proficiency through at least a minimum level of actual flight time or simulator time;
- Instructors should remain engaged with current regulations and safety briefing materials;





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## Role of the Instructor in Proficiency

### Pilot Currency:

- Instructors should work with customers to increase proficiency in common accident/incident causes;
- Instructors should encourage thorough flight reviews;
- Instructors should encourage regular proficiency study and flight for pilots in GA aircraft.