Advancing Aviation – Executive Discussion

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Partnerships at Work.
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Mark Baker
AOPA President and CEO
80 Years Strong

- AOPA was founded at Wings Field in 1939 by 5 passionate pilots on the eve of WWII

- Our mission remains the same, our passion and commitment is even greater
Active Certificated Airplane Pilots, US

1980 827,071 Active Pilots | 2018 633,317 Active Pilots
FAA Private Pilot Certificates Issued

1980  50,458 Issued

2018  20,730 Issued

59%
But there’s good news

- The work to increase the pilot population and keep GA healthy are working.

- We have seen two years of growth in GA - the number of original certificates, active aircraft, new aircraft shipments, and AOPA members have all increased for the past two years – You Can Fly is working!

- 2018 Certificates Issued
  - Student: 18%
  - Private: 17%
  - Commercial: 16%
YOU CAN FLY is a collection of engaging, donor-funded initiatives designed to reach pilots, and future pilots, at key moments in their journey.

Get people flying and keep them flying
That’s the mission of AOPA’s YOU CAN FLY program – and it’s off to a powerful start!

DISCOVERING AVIATION
LEARNING TO FLY
SUSTAINING ENGAGEMENT
RETURNING TO AVIATION

High School
Flight Training
Flying Clubs
Rusty Pilots
GRADES 9, 10, and 11 PARTICIPATION BY STATE
2019-2020 school year

- **Orange dot** = Grade 9 Participation
- **Black dot** = Grade 10 Participation
- **Gray dot** = Grade 9 and 10 Participation
- **Blue dot** = Field Test Participation
2018-19 CURRICULUM PARTICIPATION BY GENDER

Pilot population*

- Females: 6.2%
- Males: 93.8%

N = 2,282 students

10th grade

- Females: 18%
- Males: 82%

N = 461 students

9th grade

- Females: 25%
- Males: 75%

N = 2,282 students

*Pilot population data from Bureau of Labor Statistics
AOPA
GENERAL AVIATION
ADVOCACY
GA WINS!

PUSH FOR ATC PRIVATIZATION ENDS – FOR NOW
National Center for the Advancement of Aviation

- Foster a diverse and reinvigorated Aviation Workforce
- Facilitate New and Expanded STEM Education Opportunities for High School Students
- Serve as Central Repository of Safety and Economic Data
- Support Research and Collaborate on Training Methods and New Technologies
- Hoping for bi-partisan bills introduced into the House and Senate this fall
GA Has A Bright Future…

…but Airports Are Still Under Fire!

- High School Initiative - 35 States / 6000 Students
- Flight Training - 900 Flight Schools / 1800 CFIs Evaluated
- Flying Clubs - 125 New Flying Clubs
- Rusty Pilots – 7,000+ Pilots Back in the Cockpit
- GA Safety - Increased Safety Record / Flight Hours Increasing
- Pilot Population Increasing Again
- GA Becoming More Accessible & Affordable
- New Technology – Aircraft & Avionics
- Airports
Sobering Statistics

- Declining Number of Public-Use Airports
- 7,000 Community Airports in Early 1970s
- Today: 5,200
- Rate of closures has slowed since the advent of AOPA’s Airport Support Network
FBO Fee Transparency

- FBO industry engagement with AOPA’s Airport Access Advisory Panel
- “Know Before You Go” FBO industry best practices
  - FBOs should make all fees available online
  - Issued by AOPA with NATA, NBAA, EAA, GAMA
- **AOPA Airport Directory** online
  - Helping pilots “Know Before You Go”
  - Accessible using any device
  - One-stop portal for pilots and FBOs
  - FBOs can enter fees & pilots can access fees and information for *free*
- Fly more often & visit more airports!
FBO Ramp Transparency

- Industry call for clear & consistent charting
  - Standardization needed on airport diagrams
  - More than 29 different GA Parking Labels in use now
  - We want standardized terms on Airport Diagrams:
    - Transient GA Parking Ramp
    - Based GA Parking Ramp
    - FBO Ramp
  - Awaiting AAAE consensus & FAA implementation
  - AOPA Regional Manager outreach to airport leaders
Through the Fence Operations

- 2012 FAA Reauthorization: Airports would not be in violation of grant assurances by having residential Through The Fence access
- FAA then implemented a process to ensure sponsors know how to properly allow Residential TTF
- Residential TTF can be part of a healthy airport ecosystem and greater statewide economic impact.
  - Helps surround the airport with friendly neighbors who don’t complain about the noise
  - Allows airports to leverage their real estate
  - Increases traffic at the field, supporting businesses, FBOs, fuel sales, maintenance
- Program must be properly managed
THE FUTURE OF AVIATION: CHALLENGES = OPPORTUNITY
How to Obtain an FAA Type Certificate

1. Company submits an application to the FAA

2. The FAA:
   - Establishes certification basis, comprised of safety standards and requirements
   - Approves certification plan, including means of compliance and level of involvement

3. Applicant must prove compliance for every single requirement

4. FAA certification process verifies compliance

   - FAA reviews and approves
     - FAA uses qualified, delegated organizations and individuals to review and approve

   - FAA audits and oversees

   If all requirements are complied with and verified, the FAA issues a Type Certificate

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Key:
- Company process
- FAA process

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(1) Delegation allows FAA to focus their direct compliance work on design features that are new and novel, high-risk and/or safety critical.

(2) This facilitates 100% review and compliance verification of an aircraft design which involves tens of thousands of compliance activities with FAA oversight and audits.
How to Obtain an EASA Type Certificate

1. Company obtains EASA Design Organisation Approval (DOA) having procedures and qualified individuals to perform certification design activities

2. Company DOA submits an application to EASA

   - Establishes certification basis, comprised of safety standards and requirements
   - Accepts certification programme, including level of involvement

3. Company DOA must prove compliance for every single requirement

   - EASA certification process verifies compliance

   - EASA requires qualified, independent company DOA Compliance Verification Engineers (CVE) to review and validate compliance

4. EASA reviews compliance demonstrations as per its level of involvement

5. If all requirements are complied with and verified, EASA issues a Type Certificate

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(1) Includes: proposed certification basis, comprised of safety, environment protection and operational suitability requirements, certification programme plan, including level of involvement and milestones

(2) EASA involvement focuses on higher risk areas based on product's complexity, novelty, criticality and on DOA's performance

(3) All compliance documents reviewed and approved by CVEs as an independent checking function, as approved in the scope of the DOA
GAMA EPIC & SUBCOMMITTEES

- Electric Propulsion & Innovation Committee (EPIC)
  - Simplified Vehicle Operation Subcommittee (SVO)
  - Electric Propulsion Subcommittee (ELC)
  - eVTOL Subcommittee (eVTOL)
  - Infrastructure Subcommittee (INF)
  - Datacom Ad-Hoc Committee (DATA)
  - Flight Licensing & Cert Ad-hoc Committee (FLC)
Partners in Industry
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