

# We Have Met The Enemy...

Since a minimum of two-thirds of fatal accidents involving the chosen three aircraft types involves pilot decisions and pilot-accepted risks, my effort to determine the underlying causes of these accidents strongly indicates we as a community are doing something wrong. Changing the GA safety culture won't happen overnight, even if the community made a collective conscious effort to do so. This would include initial pilot training as well as recurrent training events such the flight review. More requirements for initial or recurrent training aren't the answer. Instead, we need a more effective way to integrate risk-management techniques and concepts into the process. A good start would involve changing the following elements in the pilot training system.



## DOCTRINE

Material describing the “what” and the “why” of pilot training is contained in various FAA handbooks. These documents drive the FAA knowledge and practical tests, which in turn drives the curricula we use to deliver pilot training. Most of these handbooks were either revised or newly issued during the last 10 years and they are a great improvement on earlier editions. Yet, they still are incomplete with regard to their treatment of risk management. Even the *Risk Management Handbook* is incomplete, with insufficient emphasis on risk mitigation.

## STANDARDS

These include both the knowledge test and the practical test standards (PTS). The subject is mentioned in the introduction of several PTS documents, but risk management is not integrated at the task and objective level, so pilot examiners are unlikely to test applicants on proper procedures.

## CURRICULA

This is where the rubber meets the road and includes the “when, where and how” of pilot training. While FAA and industry are slowly debating doctrine and standards reform, some elements of industry are moving out smartly to test new training concepts. For example, Cessna Aircraft, King Schools and Redbird Simulation are partnering to create innovative curricula that will emphasize risk management from day one of pilot training.

## INSTRUCTORS

These individuals are on the front lines of pilot training yet their doctrine, standards and curricula also need to change to reflect effective teaching of risk management techniques. Again, while FAA ponders flight instructor reform, industry has stepped forward is considering such changes.