

TRAINING VS. THE REAL WORLD

The typical training curricula in various segments of general aviation includes some common themes. In most settings, the training is maneuver-based, using the practical test standards (PTS) as a standard to get the pilot through the practical test. There is nothing inherently wrong with this—as long as higher order skills such as threat and error management, crew resource management or single-pilot resource management (SRM) also are covered. These are often best evaluated in scenarios or, for multi-crew aircraft, in line-oriented flight training.

Unfortunately, very few training curricula adequately address these skills. The business aviation pilot community trains endlessly to address tasks such as V_1 cuts, despite the fact engine-out takeoffs are not a frequent accident cause for turbojets. Meanwhile, the lower end of the community gets shortchanged on SRM training, especially since the majority of general aviation fatal accidents result from poor risk management.

The business aviation community is now rebelling against this robot-like approach to training, advocating instead for a more balanced approach. The rest of us may have to wait for the introduction of airman certification standards (ACS), which may replace the PTS (*Aviation Safety*, “The Coming Airman Certification Standards,” July 2013). The ACS will integrate risk management skills and knowledge with the more traditional maneuver tasks.

