

# Leadership and Safety and General aviation



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Presented to: LACLAC- Seguridad Operacional en la Aviacion General, Panama

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## Our Mission

To assure the safety, while enabling the adventure, commerce and service of aviation.

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The FAA's Aviation Safety organization's functions:

We set **standards** for training and certification of airmen and aircraft.

We **certify** airmen and aircraft on the basis of those standards.

We ensure their **continued operational safety** through oversight and surveillance.



# General Aviation

**General Aviation and Commercial Division (AFS-800) is responsible to the Director of Flight Standards for the management and oversight of the country's operational aspects of General Aviation.**

## **What is General Aviation (GA)**

**GA is considered to be all operations not involving the carriage or transportation, for compensation or hire, of people or property of another that fall under Scheduled commercial aviation -FAR Part 121 (Air Carriers ) 135(On Demand/Charter Operators) (121/135 cargo operations)or 129 (Foreign Air carrier Operators). Military Operations are also not considered GA.**

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# General Aviation

## **What does General Aviation include?**

**GA includes, but is not limited to, Business Flying/ Corporate Jets, Aerial Operations, Aerial Photography, surveying, Cropdusting, Police and Fire Fighting operations, External Load Operations, Private and Sport Flying, Mercy or Volunteer Flights, Ballons/gliders/Banner Tow Operations, Amateur Built/Experimental, Air show Operations, NAFTA Operations,Public Aircraft operations, transporting of sports teams, etc.**

## **What aircraft are considered GA aircraft?**

**All aircraft can be considered to be GA aircraft dependant on how the aircraft is being used or what it is being operated under. Aircraft do not fall in the GA category by aircraft type, weight, complexity, technology, manufacturer, etc., but by the type of operation that the aircraft is conducting and the regulatory framework of such operations. GA aircraft range from small homebuilt aircraft, single-engine fabric-covered aircraft to multi-million dollar complex and modern business jets to a Boeing 777. They also include helicopters, restored warbirds and vintage aircraft,**

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# Safety and Leadership the Universal challenge

As regulators and leaders we have:

**An accountability for Safety.**

**An Obligation for Leading [Servant Leadership]**

**A Responsibility for making a positive impact**

While I head FAA's General Aviation and Commercial Division, I like you am "e pluribus unum" - one from many. It does take all of us Flight Standard, Aircraft Certification, Medicine, Airports, etc. to meet our challenges.

It will also take all of you and those you lead to meet your challenges

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## Accountability for Safety

General aviation fatal accidents in the US hover above 250 fatal accidents a year

FAA strategic plan to transform/enhance General Aviation Safety in this country

Having an impact versus maintaining or sustaining [leading versus managing]

what does success look like

Culture change required

\*Clarity consistency commitment - more critical now than ever  
its effect on safety, morale, and mission

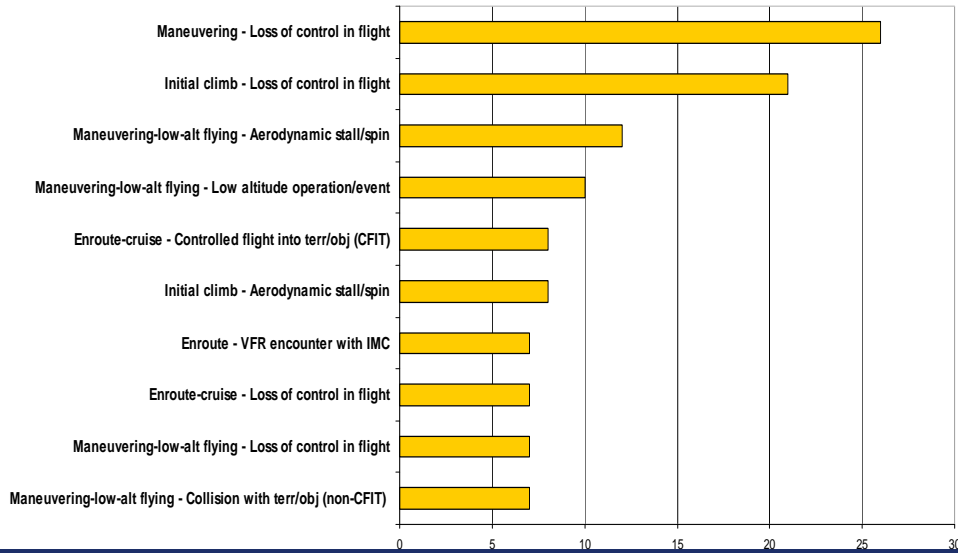
\*Leadership secrets of Colin Powell

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# Top 10 GA Accident Causes

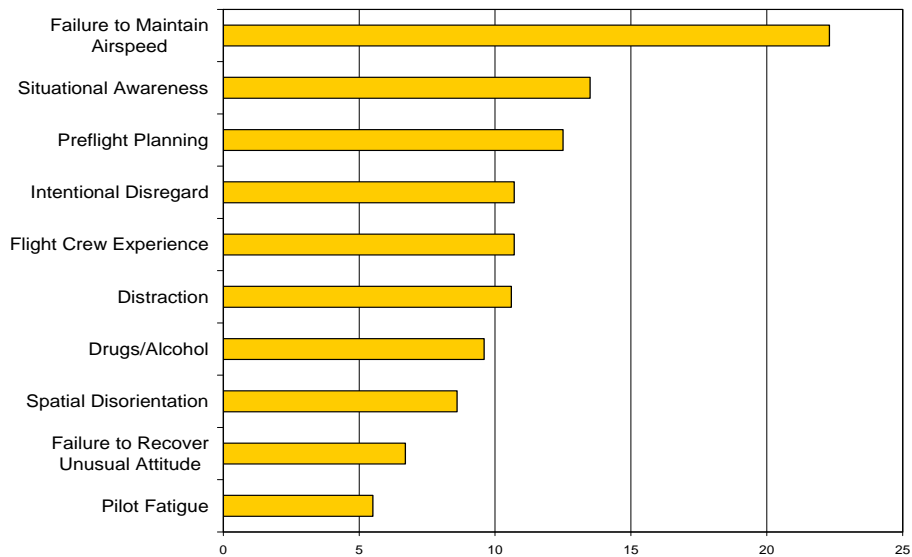


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# Top 10 GA Contributing Factors



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## An Obligation to Lead and Responsibility for making a positive impact

What Value is there in General Aviation

General Aviation in the US:

Over \$40 Billion Dollars to the economy

More the 500 thousand Jobs

Infrastructure development to include

Airport Development (Govt and private sector investment)

Air Traffic Services

Weather Reporting and weather service

Training

Business / corporate Aviation

Repair centers

Humanitarian services

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## Three things to take Back

**Leadership and Safety are one commitment not two.** If you believe you can fully succeed in your leadership mission while failing your safety mission – you might need a new belief system. General Aviation can be a safe and positive sector contributing growth, infrastructure and economic benefits to any economy

**Be a Servant leader - Develop servant leaders at all levels** - it will provide clarity- purpose – commitment. Serving as regulators must be balanced between meeting the safety needs of the public while enabling the growth of the General Aviation community.

**Seek to have an impact not just maintain or sustain** – Many countries are now discovering the critical need for, and the unquestionable benefits of, General Aviation. For many countries it is a hidden and untapped resource that can be maintained as hidden and untapped or developed as a resource of advancement.

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# Questions?

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