



Instructor Lease-Back Program

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Possible stakeholders

- ▶ Airlines
- ▶ Universities
- ▶ Federal Government



Is there a CFI shortage?

- ▶ Many universities report shortages, retention problems
- ▶ Shortage of “Super” CFIs:
 - ▶ >2 years of experience
 - ▶ Can sign off on other CFIs



Important questions



- ▶ Need for more business research to identify the root problems
 - ▶ Defining the problem
 - ▶ Political factors
 - ▶ Economic factors
- ▶ Can we use additional simulation to fill gaps?
- ▶ Can we enlist airline pilots for remote ground school training?
- ▶ Can/should airline pilots be returned to the educational setting?
 - ▶ Would they make good instructors?
 - ▶ Would airlines be willing to give "reserve leave"?
 - ▶ Would pilots be willing to participate?

Incentives



- ▶ Financial Incentives
 - ▶ Federal tax incentives for pilots (offset loss of pay)
 - ▶ Federal tax incentives for airlines
 - ▶ Research studies on public support?
 - ▶ IRS support? Data?
 - ▶ FAA exemptions to part 117.23 (Flight time cumulative limitations)
 - ▶ Research study on average flight times for regional pilots

Pathway programs



- ▶ Establish & Maintain relationships between airlines and universities
- ▶ Take pathway programs one step further:
 - ▶ Provide student/graduate CFIs with seniority numbers
 - ▶ Begin when CFI begins flight instruction at the university
 - ▶ This could solve the “seniority” issue
 - ▶ Less reserve time at regionals
 - ▶ Lifestyle & Family benefits
 - ▶ Employee benefits

Advantages & challenges



- ▶ Advantages:

- ▶ Longer term solution to the CFI shortage
- ▶ Pilot staff with extensive professional instructing experience: improved check airman pool

- ▶ Challenges:

- ▶ Airline Unions
- ▶ Incentives for pilots
- ▶ Taxpayer buy-in
- ▶ Regional buy-in
- ▶ New rules for minimum line flight time or time in type needed