

Moscow ATCES 2020

Proposed Paper – Professor Graham J F Hunt

Paper Title

Building a post COVID-19 Aviation Industry

Biographical Information

Graham Hunt started his professional career in the New Zealand Air Force and was honoured to be awarded a Defence Scholarship to undertake a Ph.D. in the United States. After completing his time in the Air Force Professor Hunt was invited to take up an appointment at Massey University in New Zealand. His growing focus at the university was on how to create professional aviation as a university-based discipline, especially involving the development of airline pilots, maintenance engineers and aviation managers. The Vice-Chancellor of the day was intrigued with his ideas and eventually agreed with the concept. The achievement was a first in Australia or New Zealand. He became founding professor and Dean of the School of Aviation at Massey University (1990-2004).

Graham believed that all regulatory requirements to be an airline pilot, air traffic manager, or aeronautical engineer should be embedded in university academic requirements and procedures. These should then be approved by the national regulatory authority and endorsed by the International Civil Aviation Organization (ICAO). This too was supported by ICAO and various international learned associations such as the Royal Aeronautical Society (RAeS).

Key to these ideas was the development of a better understanding of what competencies should be the focus of education and training for each of the professional activities in aviation, now and into the future and concurrently, resolving the question “what is a competency”? With the global impact of COVID-19 and the sweeping changes that are likely to result, these issues are now even more important to understand and resolve.

In 2008 Professor Hunt was invited by Embry-Riddle Aeronautical University (ERAU) in Florida, USA to establish a new Asia campus for the university in Singapore. In the 12 years he worked with ERAU in Asia he became increasingly focused on developing a “global aviation university” application to the successful model that some universities have more recently created in their own countries and cities.

In January 2019 Graham created “COBEAT Aviation Asia” in Singapore to develop this model further.

Abstract

Major mid-century changes in aviation’s regulatory system began to occur from December 7, 1944 with the creation of the signing of the Convention of International Civil Aviation in Chicago. Although this was a great start followed in May 1947 with the United Nations recognition of the

International Civil Aviation Organization (ICAO) as a specialized agency for international aviation, the Standards and Recommended Practices recognized by ICAO have not always achieved what they were intended to do. As an example, the aviation industry is very free with the use of the term “competency”. More often than not the term is understood to refer to a range of skills that a particular industry sector (operational, manufacturing, research, etc.) requires its workforce to acquire through training or education and then be capable of demonstrating those alleged outcomes on the job. However, there is often little agreement by key players on what these skills really are, how they should be acquired and most importantly, what they should be in the future and how they should be assessed. The ramifications of COVID-19 suggest that there will be major changes as to how this industry will operate in the future and what kinds of knowledge and skills will be required to move forward. This paper raises some of the issues which need to be addressed as aviation focuses on the next generation of professionals that will be needed to safely apply the systems and technologies of the future.



Professor Graham J F Hunt, Ph.D., FRAeS