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# **Principal Findings: Survey on FAA-Sponsored Safety Seminars**

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## Principal Findings Survey on FAA-Sponsored Safety Seminars Conducted November 2002 - March 2003



### Introduction

At the request of the Flight Standards Service, Resource and Quality Management Division, Evaluation and Analysis Branch and the General Aviation and Commercial Division of the Federal Aviation Administration (FAA), BTS conducted a survey of general aviation pilots. Results of the survey will be shared with the Aviation Safety National Program Manager and with the Safety Program Managers (SPMs) located at each of the Flight Standards District Offices (FSDOs). In addition, initial results were transmitted to the Office of the Secretary of Transportation to fulfill requirements associated with the overall evaluation of the Safety Seminar Program.

Survey results will help the National Program Manager determine the most effective use of FAA resources in targeting pilots for attendance at safety seminars and in disseminating safety information. Safety Program Managers will use the survey results to develop a seminar program that takes into account customer needs—what they want to know, how they want to receive the information, where they want to receive it, and when.

### Background

FAA-sponsored safety seminars are used to provide safety training to pilots. The effectiveness of the program has been debated, as voluntary attendance is often low (estimated at 40% in 2002 compared to 45% during 1998, the last time attendance was surveyed). Previous evaluations of the pilot population have been designed primarily to provide a “snap shot” for comparison purposes. The objectives of the present survey are to identify reasons why some pilots don’t attend seminars, assess the perceived effectiveness of the program, determine whether pilots believe the program has had an impact on accident prevention, and to identify alternative dissemination techniques and

topics for future seminars that are of particular interest to the pilots.

### Summary of Findings

Results for the total population of airmen are summarized below. Analyses also showed that there were differences by type of certificate held. Differences based on other demographics also appear to be related to type of certificate. For example, differences based on number of career hours flown are linked to the fact that 94% of Airline Transport Pilots reported having over 3,000 career hours of flying time compared to 31% of Commercial Pilots and 5% of Private Pilots.

Safety Seminar Attendance: About three out of five pilots (60%) reported that they had not attended any safety seminars during the 24 months prior to completing the survey. Airline Transport Pilots (80%) were much more likely than Commercial Pilots (54%) or Private Pilots (53%) to report that they had not attended a seminar.

For those pilots who did not receive training from their employer and who also did not attend a seminar during the targeted time period, the majority indicated that they did not attend training because the training location was not convenient or the scheduled class time was not convenient (Table 1).

Reasons for not attending the seminars were quite different depending on certificate type (Table 1). For example, 71% of Airline Transport Pilots indicated that they received training from their employer compared to 23% of Commercial Pilots and 2% of Private Pilots.

**Table 1.**  
**Reasons for Not Attending**

<b>All Pilots</b>	
I receive training from my employer	32%
Location is not convenient	21%
Scheduled class time is not convenient	15%
Material is not relevant to me	4%
I do not like the training format	1%
Instructors are not knowledgeable	0%
Some other reason	30%
<b>Airline Transport Certificate</b>	
I receive training from my employer	71%
Location is not convenient	8%
Scheduled class time is not convenient	7%
Material is not relevant to me	5%
Instructors are not knowledgeable	0%
I do not like the training format	0%
Some other reason	12%
<b>Commercial Pilot Certificate</b>	
I receive training from my employer	23%
Location is not convenient	22%
Scheduled class time is not convenient	18%
Material is not relevant to me	5%
I do not like the training format	2%
Instructors are not knowledgeable	0%
Some other reason	33%
<b>Private Pilot Certificate</b>	
Location is not convenient	31%
Scheduled class time is not convenient	21%
I receive training from my employer	2%
Material is not relevant to me	2%
I do not like the training format	2%
Instructors are not knowledgeable	0%
Some other reason	44%

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and FAA, Flight Standards Service, *FAA-Sponsored Safety Seminar Program Survey, Principal Findings*, Washington, DC.

**Value of Safety Seminars:** Survey results show that 18% of pilots reported that they had avoided an accident based on information they had received at a safety seminar (Table 2). In addition 55% of pilots agreed that they had applied information they received to their own flying experiences and 78% agreed that the information offered in safety seminars increases safety awareness.

**Table 2.**  
**Ratings of Safety Seminars**

	<b>Agree</b>	<b>Neither</b>	<b>Dis-agree</b>
Information presented in FAA-sponsored Safety Seminars increases safety awareness	78%	21%	1%
Have applied information I received in Safety Seminars to my own flying experiences	55%	40%	5%
Information I received in an FAA-sponsored Safety Seminar helped me to avoid an accident.	18%	68%	14%

NOTE: Agree combines agree/strongly agree. Disagree combines disagree/strongly disagree.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and FAA, Flight Standards Service, *FAA-Sponsored Safety Seminar Program Survey, Principal Findings*, Washington, DC.

As noted previously, Airline Transport Pilots were least likely to have attended a safety seminar. In addition, of all pilots who attended at least one seminar during the target period, Airline Transport Pilots were the least likely to be positive about the value of safety seminars (Table 3).

**Table 3.**  
**Ratings of Safety Seminars by Type of Certificate**

Percent who agree	ATP	CP	PP
Information presented in FAA-sponsored Safety Seminars increases safety awareness	69%	80%	81%
Have applied information I received in Safety Seminars to my own flying experiences	40%	59%	62%
Information I received in an FAA-sponsored Safety Seminar helped me to avoid an accident.	13%	21%	20%

NOTE: ATP = Airline Transport Pilots; CP = Commercial Pilots, PP = Private Pilots.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and FAA, Flight Standards Service, *FAA-Sponsored Safety Seminar Program Survey, Principal Findings*, Washington, DC.

**WINGS Program:** One-fourth of pilots (25%) reported that they were not familiar with the WINGS program and another one-half (51%) reported that while they were aware of the program, they did not participate in it (Table 4). Of those participating in the program (25% of pilots):

- ? 74% reported being between levels 1-3
- ? 18% reported being between levels 4-6
- ? 8% reported being level 7 or higher

**Table 4.**  
**Participation in WINGS Program**

	All	ATP	CP	PP
Aware but don't participate	51%	54%	54%	47%
Not familiar with	25%	30%	16%	26%
Do participate	25%	16%	29%	27%

NOTE: ATP = Airline Transport Pilots; CP = Commercial Pilots, PP = Private Pilots.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and FAA, Flight Standards Service, *FAA-Sponsored Safety Seminar Program Survey, Principal Findings*, Washington, DC.

Although Airline Transport pilots were least likely to participate in WINGS (16%), those who did participate were more likely to be at level 4 or higher (42%) compared to Commercial Pilots (30%) and Private Pilots (19%).

About seven out of ten pilots (69%) agreed or strongly agreed that the WINGS Program makes pilots safer aviators (only 2% of pilots disagreed with this statement).

**Communicating with General Aviators:** Almost nine out of ten pilots indicated that they had access to a computer, the Internet, and e-mail at home (Table 5). Over half of all pilots have access to a computer, the Internet, and e-mail at work. About one out of three pilots reported having access to high-speed Internet connections at home or at work.

**Table 5.**  
**Computer and Internet Access**

Percent who have access to	All
a computer at home	86%
the Internet at home	84%
e-mail at home	83%
a computer at work	57%
the Internet at work	52%
e-mail at work	50%
high-speed Internet connection at work	37%
high-speed Internet connection at home	33%

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and FAA, Flight Standards Service, *FAA-Sponsored Safety Seminar Program Survey, Principal Findings*, Washington, DC.

When asked to select the best way to disseminate new safety information, the majority of pilots selected "newsletters or articles by regular mail," followed by "e-mail" (Table 6).

**Table 6.**  
**Best Way to Receive Information**

All Pilots	
Newsletters or articles by regular mail	39%
E-mail	20%
Safety Seminars with a speaker	17%
Reviewing interactive websites	13%
CD-ROM	7%
Videotapes	6%
Audio cassettes	0%

NOTE: Percentages sum to more than 100% because pilots were allowed to select more than one.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and FAA, Flight Standards Service, *FAA-Sponsored Safety Seminar Program Survey, Principal Findings*, Washington, DC.

Topics for Future Safety Seminars: The seven most frequently selected topics that pilots indicated they would like to see discussed in future Safety Seminars were (selected by 40% or more of pilots):

- ? Weather
- ? Aircraft icing
- ? Airspace
- ? ATC communications
- ? Single pilot-IFR flying
- ? Crash survival (land)
- ? Mountain flying

A complete listing is shown in Table 7.

**Table 7.**  
**Topics for Future Safety Seminars**

All Pilots	
Weather	59%
Aircraft Icing	47%
Airspace	47%
ATC Communications	46%
Single Pilot/IFR Flying	46%
Crash Survival (Land)	40%
Mountain Flying	40%
Currency-Skills Proficiency	38%
Decision Making	36%
Aircraft Maintenance-Preventative	35%
Aircraft Maintenance	34%
Flight Planning	33%
Human Factors	30%
Runway Safety	30%
Crash Survival (Water)	29%
Towered Airport Operations	29%
Aircraft Performance/Density Attitude	28%
Controlled Flight Into Terrain	28%
Aerodynamics	27%
Stall Spin	26%
Visual Flight Rules (VFR)	26%
Wake Turbulence	26%
Take Off And Landings	25%
Multi-Engine Airplanes	24%
Crew Resource Management	23%
Aircraft Record Keeping	21%
Fuel Management	18%
Event Operations (e.g. Oshkosh, Sun & Fun)	17%
Specialty Seminars (e.g. Seaplanes, Agricultural Flying)	15%
Rotorcraft	9%
Gliders	7%
Balloons	3%
Other	8%

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and FAA, Flight Standards Service, *FAA-Sponsored Safety Seminar Program Survey, Principal Findings*, Washington, DC.

All pilots were encouraged to write in suggestions for topics that were not included in the survey. A listing of suggestions offered by 242 pilots for other topics that might be considered is available on request.

**Demographics:** While the majority of Airline Transport Pilots (82%) reported that piloting an aircraft was their main source of income, only 32% of Commercial Pilots and 3% of Private Pilots reported piloting as their main source of income.

About half (51%) of Private Pilots reported owning or co-owning an airplane compared to 38% of Commercial Pilots and 19% of Airline Transport Pilots.

Airline Transport Pilots were most likely to report that they were employed as a pilot (89%) compared to Commercial Pilots (48%) and Private Pilots (8%). Of those working as a pilot, Airline Transport Pilots were most likely to be working for a major commercial airline (Table 8) while Commercial and Private Pilots were most likely to be working for a flight school or some other employer.

**Table 8.**  
**Type of Employer**

	ATP	CP	PP
Commercial Airline	57%	7%	2%
Corporate Pilot	19%	14%	7%
Flight School	5%	33%	22%
Regional Airline	10%	11%	7%
Air Taxi	8%	12%	1%
Other	14%	37%	38%

NOTE: ATP = Airline Transport Pilots; CP = Commercial Pilots, PP = Private Pilots.

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and FAA, Flight Standards Service, *FAA-Sponsored Safety Seminar Program Survey, Principal Findings*, Washington, DC.

While the majority of Airline Transport Pilots (94%) report flying for more than 3,000 hours during their career, only 30% of Commercial Pilots and 4% of Private Pilots have accrued

more than 3,000 hours of flying time. Additionally, about three out of five (63%) Airline Transport Pilots report flying for more than 300 hours during the last 12 months compared to 23% of Commercial Pilots and 1% of Private Pilots.

The majority of all pilots are below the age of 60 (Table 9). However, both the Commercial and Private Pilot groups are more likely than Airline Transport Pilots to have members who are 60 or older.

**Table 9.**  
**Age of Pilots by Type of Certificate**

	ATP	CP	PP
21-39 years	29%	37%	28%
40-59 years	60%	41%	47%
60 or older	11%	21%	22%

SOURCE: U.S. Department of Transportation, Bureau of Transportation Statistics and FAA, Flight Standards Service, *FAA-Sponsored Safety Seminar Program Survey, Principal Findings*, Washington, DC.

## Methodology

The target population was identified as all pilots who were considered “active” pilots by the FAA at the time of the survey. In order to be active, pilots must have completed a physical examination and filed the requisite form with FAA during the 24 months prior to the survey (physical exams are required every 24 months to keep a pilot license active). At the time of the survey, there were 138,465 pilots with Air Transport certificates, 117,891 pilots with Commercial Pilot certificates, and 241,280 pilots with Private Pilot certificates on the Civil Airmen Registry. A total of 5,400 active pilots were randomly drawn from the registry. The sample was stratified by type of certificate<sup>1</sup> (private, commercial, air transport) and by geographic location (the nine geographic regions serviced by FAA). Data for this summary have

<sup>1</sup> Although some airmen may hold more than one type of certificate, for this report, airmen were grouped by the type of certificate listed for them on the Civil Airmen Registry at the time the sample was drawn.

been weighted to reflect the population figures at the time the survey was conducted.

The survey is two pages long and consists of 16 items (see Appendix A). The cover letter urged pilots to “have a say” in what topics and methodologies are used for future safety seminars. Initial surveys were mailed to the random sample of pilots the week of November 18, 2002. A second wave of surveys was mailed two weeks after the first mailing to all non-respondents (less any undeliverable addresses). A follow-up postcard was mailed three weeks after the second mailing and gave pilots a toll free phone number to call if they needed a new packet to complete the survey. Data collection was terminated on March 17, 2003.

The final response rate for this survey was 62%, computed by dividing the number of completed surveys (n=3,326) by the number of eligible pilots (n=5,375). Pilots who are deceased (n=12) or no longer piloting (n=13) were classified as ineligible for the survey.

*The findings summarized in this report are estimates derived from a sample survey. Two major components of error in sample surveys are sampling and nonsampling error. Sampling error occurs because findings are based on a sample, rather than on the entire population. Tables showing the margin of error for estimates are in Appendix B. Estimates are subject to various nonsampling errors during the survey process, such as measurement error (errors in response coding, transcription, and data editing or question wording) and nonresponse error, which is a function of both the nonresponse rate and the differences, if any, between respondents and nonrespondents. Stringent quality control procedures were followed during the survey process in an effort to minimize nonsampling errors.*

# Federal Aviation Administration Sponsored Safety Seminar Program

PLEASE USE A BLUE OR BLACK PEN TO FILL IN THE BUBBLE FOR THE RESPONSE THAT BEST REPRESENTS YOUR ANSWER.

1. During the last 2 years, how many FAA-sponsored Safety Seminars did you attend?

- None  
 1-2  
 3-4  
 5 or more

2. Overall, how satisfied are you with the information you have received from FAA-sponsored Safety Seminars?

- Does not apply; I have not attended any FAA-sponsored seminars.  
 Very satisfied  
 Satisfied  
 Neither satisfied nor dissatisfied  
 Dissatisfied  
 Very dissatisfied

3. If you have not attended any FAA-sponsored Safety Seminars in the last 2 years, what is your MAIN reason for not attending?  
**MARK ONLY ONE.**

- Does not apply; I have attended a seminar in the last 2 years.  
 Location is not convenient  
 Scheduled class time is not convenient  
 Material is not relevant to me  
 Instructors are not knowledgeable  
 I do not like the training format (e.g. lecture)  
 I receive my safety training from my employer  
 Some other reason

4. Which of the following best describes your current level in the WINGS Program?

- I am not familiar with the WINGS Program.  
 I am aware of the WINGS Program but I have not participated.  
 Current level is between 1-3  
 Current level is between 4-6  
 Current level is between 7-9  
 Current level is 10 or higher

5. How much do you agree or disagree with the following statements?

	Strongly Disagree				
	Disagree				
	Neither agree nor disagree				
	Agree				
	Strongly agree				
a. Participation in the WINGS Program makes pilots safer aviators.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. I have applied information I received in Safety Seminars to my own flying experiences.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Information presented in FAA-sponsored Safety Seminars increase safety awareness.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Information I received in an FAA-sponsored Safety Seminar helped me to avoid an accident.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. The BEST way to get new safety information would be through:  
**MARK ONLY ONE**

- Newsletters or articles by regular mail  
 Email  
 CD-ROM  
 Videotapes  
 Audio cassettes  
 Attending Safety Seminars with a speaker  
 Reviewing interactive websites

7. Which of the following best describes your computer access? **MARK ALL THAT APPLY.**

- I have access to a computer at home.  
 I have access to the Internet at home.  
 I have a high-speed Internet connection (e.g. DSL or cable connection) at home.  
 I have access to email at home.  
 I have access to a computer at work.  
 I have access to the Internet at work.  
 I have a high-speed Internet connection at work.  
 I have access to email at work.

- 8. Which of the following list of potential seminar topics would be of most interest to you. MARK ALL THAT APPLY.**
- Aerodynamics  
 Aircraft Icing  
 Aircraft Maintenance  
 Aircraft Maintenance-Preventative  
 Aircraft Performance/Density Attitude  
 Aircraft Record Keeping  
 Airspace  
 ATC Communications  
 Balloons  
 Controlled Flight Into Terrain  
 Crash Survival (Land)  
 Crash Survival (Water)  
 Crew Resource Management  
 Currency-Skills Proficiency  
 Decision Making  
 Flight Planning  
 Fuel Management  
 Gliders  
 Human Factors  
 Mountain Flying  
 Multi-Engine Airplanes  
 Rotocraft  
 Runway Safety  
 Single Pilot/IFR Flying  
 Stall Spin  
 Take Off And Landings  
 Towered Airport Operations  
 Visual Flight Rules (VFR)  
 Wake Turbulence  
 Weather  
 Specialty Seminars (e.g. Seaplanes, Agrucultural Flying)  
 Event Operations (e.g. Oshkosh, Sun & Fun)  
 Other (Please Specify : \_\_\_\_\_  
 \_\_\_\_\_)  
 \_\_\_\_\_)
- 9. Is piloting an aircraft your main source of income?**
- No  
 Yes
- 10. Do you own or co-own an aircraft?**
- No  
 Yes
- 11. Which of the following pilot certificates do you hold? MARK ALL THAT APPLY.**
- Student  
 Recreational  
 Private  
 Commercial  
 Airline Transport
- 12. Which of the following ratings are on your pilot's certificate? MARK ALL THAT APPLY**
- Airplane  
 Rotocraft  
 Lighter than Air  
 Glider
- 13. Which of the following certification do you hold? MARK ALL THAT APPLY.**
- Designated Pilot Examiner  
 Certified Flight Instructor  
 Safety Counselor  
 Ground Instructor  
 Pilot Proficiency Examiner  
 Check Airman  
 None of the above
- 14. For which kind of operator(s) do you fly? MARK ALL THAT APPLY**
- Does not apply; I am not employed as a pilot.  
 Flight School  
 Air Taxi  
 Corporate  
 Regional  
 Major Commercial Airline  
 Other
- 15. How many hours have you flown ...**
- | During your career                    | In the past 12 months              |
|---------------------------------------|------------------------------------|
| <input type="radio"/> Under 100 hrs   | <input type="radio"/> None         |
| <input type="radio"/> 101 to 500      | <input type="radio"/> 1 to 10      |
| <input type="radio"/> 501 to 1,000    | <input type="radio"/> 11 to 50     |
| <input type="radio"/> 1,001 to 3,000  | <input type="radio"/> 51 to 150    |
| <input type="radio"/> 3,001 to 10,000 | <input type="radio"/> 151 to 300   |
| <input type="radio"/> Over 10,000 hrs | <input type="radio"/> Over 300 hrs |
- 16. What is your current age?**
- Under 21       40-49  
 21-29         50-59  
 30-39         60 or more

**Table B1**

**Population Estimates based on 2002-2003 Survey on FAA-sponsored Safety Seminar Programs**

Q1	During the last 2 years, how many FAA-sponsored	All	ATP	CP	PP
		<b>3324</b>	<b>1099</b>		<b>1128</b>
	None	60%	80%		54%
	1 - 2	28%	13%		32%
	3 - 4	9%	5%		11%
	5 or more	3%	2%		3%
<b>Q2</b>	<b>Satisfaction with information received</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>1605</b>	<b>347</b>		<b>631</b>
	Dissatisfied/very dissatisfied	2%	4%		1%
	Neither	8%	16%		6%
	Satisfied/very satisfied	90%	80%		93%
<b>Q3</b>	<b>For those who did not attend, main reason: MARK ONLY ONE</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>1928</b>	<b>812</b>		<b>564</b>
	6 Receive training from my employer	32%	71%		23%
	1 Location is not convenient	21%	8%		22%
	2 Scheduled class time not convenient	15%	7%		18%
	3 Material is not relevant	4%	5%		5%
	5 Don't like training format	1%	0%		2%
	4 Instructors not knowledgeable	0%	0%		0%
	7 Some other reason	30%	12%		33%
<b>Q4</b>	<b>Current level of wings</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3304</b>	<b>1095</b>		<b>1120</b>
	Aware but don't participate	51%	54%		54%
	Not familiar with	25%	30%		16%
	Participate	25%	16%		29%
<b>Q4</b>	<b>Of those in the program, current level is</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>811</b>	<b>191</b>		<b>332</b>
	1 - 3	74%	58%		71%
	4 - 6	18%	28%		21%
	7 - 9	3%	6%		4%
	10 or higher	5%	8%		5%
<b>Q5A</b>	<b>Participation in WINGS Program makes pilots safer</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2976</b>	<b>950</b>		<b>1035</b>
	Disagree/strongly disagree	2%	3%		2%
	Neither	29%	35%		26%
	Agree/strongly agree	69%	63%		72%
<b>Q5B</b>	<b>Have applied information received in Safety</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2783</b>	<b>869</b>		<b>988</b>
	Disagree/strongly disagree	5%	7%		4%
	Neither	40%	53%		37%
	Agree/strongly agree	55%	40%		59%
<b>Q5C</b>	<b>FAA seminars increase safety awareness</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2904</b>	<b>922</b>		<b>1022</b>
	Disagree/strongly disagree	1%	1%		1%
	Neither	21%	30%		19%
	Agree/strongly agree	78%	69%		80%
<b>Q5D</b>	<b>Information helped me to avoid an accident</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2723</b>	<b>846</b>		<b>973</b>
	Disagree/strongly disagree	14%	12%		12%
	Neither	68%	76%		67%
	Agree/strongly agree	18%	13%		21%

<b>Q6</b>	<b>Best way to receive information</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ONLY ONE</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	1 Newsletters/articles by regular mial	39%	42%	39%	37%
	2 Email	20%	23%	22%	18%
	6 Attending Safety Seminars with/speaker	17%	8%	17%	23%
	7 Reviewing interactive websites	13%	16%	14%	11%
	3 CD-ROM	7%	8%	5%	7%
	4 Videotapes	6%	3%	6%	7%
	5 Audio cassettes	0%	0%	0%	1%
<b>Q7</b>	<b>Computer Access*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ALL THAT APPLY</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	1 Have access to a computer at home	86%	87%	85%	85%
	2 Have access to the Internet at home	84%	87%	84%	83%
	4 Have access to email at home	83%	86%	82%	81%
	5 Have access to a computer at work	57%	57%	57%	56%
	6 Have access to the Internet at work	52%	47%	54%	53%
	8 Have access to email at work	50%	42%	52%	53%
	7 Have high-speed Internet connection at work	37%	28%	38%	41%
	3 Have high-speed Internet connection at home	33%	35%	31%	33%
<b>Q8</b>	<b>Seminar Topics:*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ALL THAT APPLY</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	1 Aerodynamics	27%	30%	29%	24%
	2 Aircraft Icing	47%	45%	49%	48%
	3 Aircraft Maintenance	34%	21%	34%	41%
	4 Aircraft Maintenance-Preventative	35%	20%	35%	43%
	5 Aircraft Performance/Density Attitude	28%	20%	27%	34%
	6 Aircraft Record Keeping	21%	19%	24%	21%
	7 Airspace	47%	38%	49%	52%
	8 ATC Communications	46%	25%	45%	59%
	9 Balloons	3%	3%	5%	3%
	10 Controlled Flight Into Terrain	28%	33%	25%	26%
	11 Crash Survival (Land)	40%	27%	43%	46%
	12 Crash Survival (Water)	29%	22%	29%	33%
	13 Crew Resource Management	23%	36%	29%	13%
	14 Currency-Skills Proficiency	38%	21%	40%	46%
	15 Decision Making	36%	28%	38%	40%
	16 Flight Planning	33%	19%	30%	44%
	17 Fuel Management	18%	14%	20%	21%
	18 Gliders	7%	7%	8%	7%
	19 Human Factors	30%	33%	32%	27%
	20 Mountain Flying	40%	28%	41%	47%
	21 Multi-Engine Airplanes	24%	23%	36%	19%
	22 Rotorcraft	9%	7%	14%	8%
	23 Runway Safety	30%	25%	27%	33%
	24 Single Pilot/IFR Flying	46%	25%	56%	53%
	25 Stall Spin	26%	11%	23%	36%
	26 Take Off And Landings	25%	13%	24%	33%
	27 Towered Airport Operations	29%	12%	28%	40%
	28 Visual Flight Rules (VFR)	26%	13%	23%	35%
	29 Wake Turbulence	26%	26%	25%	27%
	30 Weather	59%	44%	59%	68%
	31 Specialty Seminars (e.g. Seaplanes, Agricultural Flying)	15%	13%	18%	14%
	32 Event Operations (e.g. Oshkosh, Sun & Fun)	17%	13%	18%	19%
	33 Other	8%	9%	9%	6%
<b>Q9</b>	<b>Is piloting an aircraft your main source of income</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3293</b>	<b>1090</b>	<b>1116</b>	<b>1087</b>
	No	68%	18%	68%	97%
	Yes	32%	82%	32%	3%

<b>Q10</b>	<b>Do you own or co-own an aircraft</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3291</b>	<b>1087</b>		<b>1116</b>
	No	61%	81%		62%
	Yes	39%	19%		49%
<b>Q11</b>	<b>What type of certificate do you hold Based on info from Civil Airmen Registry</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3326</b>	<b>1099</b>		<b>1128</b>
	ATP	28%	28%		
	CP	24%		24%	
	PP	49%			49%
<b>Q12</b>	<b>Types of pilot certificates* MARK ALL THAT APPLY</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3326</b>	<b>1099</b>		<b>1128</b>
	Airplane	97%	99%		93%
	Rotorcraft	8%	13%		2%
	Lighter than air	1%	1%		3%
	Glider	6%	6%		9%
<b>Q13</b>	<b>Other Certifications* MARK ALL THAT APPLY</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3326</b>	<b>1099</b>		<b>1128</b>
	None of the above	69%	44%		51%
	Certified Flight Instructor	22%	43%		41%
	Ground Instructor	10%	21%		18%
	Check Airman	4%	11%		2%
	Safety Counselor	2%	3%		2%
	Designated Pilot Examiner	1%	3%		1%
	Pilot Proficiency Examiner	1%	2%		0%
<b>Q14</b>	<b>Type of operator for whom you fly</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3272</b>	<b>1092</b>		<b>1109</b>
	Not employed as a pilot	60%	11%		52%
	Employed as a pilot	40%	89%		48%
<b>Q14</b>	<b>Of those employed as pilots,* MARK ALL THAT APPLY</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>1580</b>	<b>971</b>		<b>525</b>
	Major commercial airline	37%	57%		7%
	Corporate pilot	16%	19%		2%
	Flight school	15%	5%		14%
	Regional Airline	10%	10%		7%
	Air taxi	8%	8%		33%
	Other	23%	14%		22%
<b>Q15A</b>	<b>Career Hours Flown</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3284</b>	<b>1084</b>		<b>1119</b>
	Under 100 hours	4%			7%
	101 - 500	30%	1%		54%
	501 - 1,000	14%	0%		19%
	1,001 - 3,000	17%	5%		20%
	3,001 - 10,000	21%	48%		13%
	Over 10,000 hours	15%	46%		4%
<b>Q15B</b>	<b>Yearly hours flown</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3083</b>	<b>1046</b>		<b>1070</b>
	None	9%	4%		9%
	1 - 10	9%	1%		12%
	11 - 50	24%	4%		14%
	51 - 150	23%	9%		20%
	151 - 300	11%	18%		23%
	Over 300 hours	24%	63%		31%
<b>Q16</b>	<b>AGE</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>

	<b>3313</b>	<b>1093</b>	<b>1124</b>	<b>1096</b>
Under 21	2%	0%	1%	3%
21-29	11%	3%	17%	12%
30-39	20%	26%	20%	16%
40-49	25%	30%	19%	25%
50-59	24%	30%	22%	21%
60 or older	19%	11%	21%	22%

\*Totals to more than 100% as respondents could select more than one response.

**Table B2**

**Population Estimates based on 2002-2003 Survey on FAA-sponsored Safety Seminar(Standard Errors)**

<b>During the last 2 years, how many FAA-sponsored Safety Seminars did you attend?</b>		<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
<b>Q1</b>		<b>3324</b>	<b>1099</b>	<b>1128</b>	<b>1097</b>
	None	1.00%	1.43%	1.69%	1.70%
	1 - 2	0.93%	1.19%	1.59%	1.62%
	3 - 4	0.61%	0.85%	1.08%	1.04%
	5 or more	0.33%	0.39%	0.56%	0.57%
<b>Q2</b>	<b>Satisfaction with information received</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>1605</b>	<b>347</b>	<b>631</b>	<b>627</b>
	Dissatisfied/very dissatisfied	0.431%	1.250%	0.436%	0.632%
	Neither	0.832%	2.483%	1.012%	1.170%
	Satisfied/very satisfied	0.919%	2.684%	1.089%	1.308%
<b>Q3</b>	<b>For those who did not attend, main reason: MARK ONLY ONE</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>1928</b>	<b>812</b>	<b>564</b>	<b>552</b>
	1 Location is not convenient	1.12%	1.12%	1.95%	2.23%
	2 Scheduled class time not convenient	0.97%	0.95%	1.76%	1.94%
	3 Material is not relevant	0.48%	0.89%	1.04%	0.64%
	4 Instructors not knowledgeable	0.06%	0.11%	0.18%	0.02%
	5 Don't like training format	0.33%	0.30%	0.74%	0.63%
	6 Receive training from my employer	1.01%	1.88%	2.05%	0.78%
	7 Some other reason	1.24%	1.36%	2.22%	2.38%
<b>Q4</b>	<b>Current level of wings</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3304</b>	<b>1095</b>	<b>1120</b>	<b>1089</b>
	Aware but don't participate	1.048%	1.815%	1.699%	1.702%
	Not familiar with	0.917%	1.684%	1.255%	1.506%
	Participate	0.903%	1.300%	1.550%	1.530%
<b>Q4</b>	<b>Of those in the program, current level is</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>811</b>	<b>191</b>	<b>332</b>	<b>288</b>
	1 - 3	1.82%	4.47%	2.87%	2.55%
	4 - 6	1.57%	4.14%	2.60%	2.14%
	7 - 9	0.73%	2.40%	1.15%	0.91%
	10 or higher	0.89%	2.08%	1.25%	1.35%
<b>Q5A</b>	<b>Participation in WINGS Program makes pilots safer aviators.</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2976</b>	<b>950</b>	<b>1035</b>	<b>991</b>
	Disagree/strongly disagree	0.32%	0.60%	0.44%	0.51%
	Neither	1.00%	1.89%	1.55%	1.60%
	Agree/strongly agree	1.02%	1.91%	1.58%	1.63%
<b>Q5B</b>	<b>Have applied information received in Safety Seminars</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2783</b>	<b>869</b>	<b>988</b>	<b>926</b>
	Disagree/strongly disagree	0.48%	1.02%	0.65%	0.76%

	Neither	1.11%	2.03%	1.76%	1.76%
	Agree/strongly agree	1.12%	1.99%	1.79%	1.81%
<b>Q5C</b>	<b>FAA seminars increase safety awareness</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2904</b>	<b>922</b>	<b>1022</b>	<b>960</b>
	Disagree/strongly disagree	0.23%	0.34%	0.35%	0.41%
	Neither	0.90%	1.84%	1.40%	1.38%
	Agree/strongly agree	0.92%	1.85%	1.43%	1.42%
<b>Q5D</b>	<b>Information helped me to avoid an accident</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2723</b>	<b>846</b>	<b>973</b>	<b>904</b>
	Disagree/strongly disagree	0.81%	1.33%	1.14%	1.37%
	Neither	1.09%	1.78%	1.72%	1.80%
	Agree/strongly agree	0.90%	1.38%	1.51%	1.50%
<b>Q6</b>	<b>Best way to receive information</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ONLY ONE</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	1 Newsletters/articles by regular mail	1.02%	1.78%	1.66%	1.65%
	2 Email	0.82%	1.52%	1.43%	1.28%
	3 CD-ROM	0.55%	1.06%	0.72%	0.88%
	4 Videotapes	0.50%	0.66%	0.82%	0.87%
	5 Audio cassettes	0.12%	0.14%	0.19%	0.23%
	6 Attending Safety Seminars with/speaker	0.80%	0.93%	1.27%	1.44%
	7 Reviewing interactive websites	0.70%	1.37%	1.19%	1.05%
<b>Q7</b>	<b>Computer Access*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ALL THAT APPLY</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	1 Have access to a computer at home	0.745%	1.186%	1.201%	1.247%
	2 Have access to the Internet at home	0.768%	1.215%	1.250%	1.284%
	3 Have high-speed Internet connection at home	0.984%	1.736%	1.574%	1.593%
	4 Have access to email at home	0.804%	1.255%	1.311%	1.350%
	5 Have access to a computer at work	1.039%	1.791%	1.683%	1.691%
	6 Have access to the Internet at work	1.044%	1.809%	1.694%	1.694%
	7 Have high-speed Internet connection at work	1.003%	1.653%	1.629%	1.656%
	8 Have access to email at work	1.042%	1.796%	1.695%	1.695%
<b>Q8</b>	<b>Seminar Topics:*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ALL THAT APPLY</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	1 Aerodynamics	0.923%	1.669%	1.551%	1.460%
	2 Aircraft Icing	1.044%	1.803%	1.686%	1.698%
	3 Aircraft Maintenance	0.988%	1.492%	1.599%	1.667%
	4 Aircraft Maintenance-Preventative	0.993%	1.474%	1.609%	1.692%
	5 Aircraft Performance/Density Attitude	0.950%	1.463%	1.507%	1.610%
	6 Aircraft Record Keeping	0.863%	1.485%	1.455%	1.390%
	7 Airspace	1.042%	1.751%	1.698%	1.708%
	8 ATC Communications	1.005%	1.565%	1.696%	1.673%
	9 Balloons	0.372%	0.630%	0.785%	0.556%
	10 Controlled Flight Into Terrain	0.926%	1.718%	1.445%	1.475%
	11 Crash Survival (Land)	1.017%	1.598%	1.658%	1.704%
	12 Crash Survival (Water)	0.954%	1.509%	1.543%	1.598%

13 Crew Resource Management	0.831%	1.752%	1.566%	1.157%
14 Currency-Skills Proficiency	1.001%	1.464%	1.662%	1.702%
15 Decision Making	1.008%	1.633%	1.647%	1.672%
16 Flight Planning	0.983%	1.440%	1.558%	1.686%
17 Fuel Management	0.810%	1.262%	1.355%	1.351%
18 Gliders	0.554%	1.027%	0.916%	0.870%
19 Human Factors	0.954%	1.713%	1.589%	1.516%
20 Mountain Flying	0.994%	1.617%	1.618%	1.649%
21 Multi-Engine Airplanes	0.880%	1.557%	1.643%	1.361%
22 Rotorcraft	0.594%	0.926%	1.193%	0.937%
23 Runway Safety	0.957%	1.579%	1.526%	1.587%
24 Single Pilot/IFR Flying	1.017%	1.573%	1.692%	1.703%
25 Stall Spin	0.913%	1.178%	1.441%	1.611%
26 Take Off And Landings	0.909%	1.243%	1.450%	1.583%
27 Towered Airport Operations	0.938%	1.193%	1.532%	1.648%
28 Visual Flight Rules (VFR)	0.919%	1.206%	1.442%	1.617%
29 Wake Turbulence	0.926%	1.595%	1.478%	1.514%
30 Weather	1.000%	1.805%	1.683%	1.583%
Specialty Seminars (e.g. Seaplanes, Agricultural Flying)				
31 Flying)	0.728%	1.229%	1.280%	1.168%
32 Event Operations (e.g. Oshkosh, Sun & Fun)	0.797%	1.217%	1.304%	1.334%
33 Other	1%	1%	1%	1%
<b>Q9 Is piloting an aircraft your main source of income</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>3293</b>	<b>1090</b>	<b>1116</b>	<b>1087</b>
No	0.616%	1.425%	1.609%	0.552%
Yes	0.616%	1.425%	1.609%	0.552%
<b>Q10 Do you own or co-own an aircraft</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>3291</b>	<b>1087</b>	<b>1116</b>	<b>1088</b>
No	1.000%	1.414%	1.628%	1.720%
Yes	1.000%	1.414%	1.628%	1.720%
<b>Q11 What type of certificate do you hold</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
<b>Based on info from Civil Airmen Registry</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
ATP		28%		
CP			24%	
PP				49%
<b>Q12 Types of pilot certificates*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
<b>MARK ALL THAT APPLY</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
Airplane	0.335%	0.255%	0.875%	0.524%
Rotorcraft	0.507%	1.250%	1.244%	0.457%
Lighter than air	0.189%	0.252%	0.595%	0.216%
Glider	0.463%	0.871%	0.941%	0.670%
<b>Q13 Other Certifications*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
<b>MARK ALL THAT APPLY</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
None of the above	0.794%	1.800%	1.694%	0.964%
Certified Flight Instructor	0.658%	1.785%	1.674%	1.070%

Ground Instructor	0.533%	1.471%	1.328%	0.277%
Check Airman	0.374%	1.125%	0.395%	0.375%
Safety Counselor	0.252%	0.631%	0.480%	0.290%
Designated Pilot Examiner	0.199%	0.684%	0.245%	0.000%
Pilot Proficiency Examiner	0.165%	0.574%	0.178%	0.000%
<b>Q14 Type of operator for whom you fly</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>3272</b>	<b>1092</b>	<b>1109</b>	<b>1071</b>
Not employed as a pilot	0.694%	1.156%	1.705%	0.957%
Employed as a pilot	0.694%	1.156%	1.705%	0.957%
<b>Q14 Of those employed as pilots,*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
<b>MARK ALL THAT APPLY</b>	<b>1580</b>	<b>971</b>	<b>525</b>	<b>84</b>
Major commercial airline	1.352%	1.905%	1.293%	1.946%
Corporate pilot	1.086%	1.480%	1.715%	3.151%
Flight school	0.992%	0.785%	2.359%	4.982%
Regional Airline	0.888%	1.146%	1.558%	3.038%
Air taxi	0.745%	0.952%	1.537%	1.200%
Other	1.258%	1.376%	2.388%	5.884%
<b>Q15A Career Hours Flown</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>3284</b>	<b>1084</b>	<b>1119</b>	<b>1081</b>
Under 100 hours	0.426%	0.000%	0.015%	0.881%
101 - 500	0.882%	0.324%	1.165%	1.715%
501 - 1,000	0.748%	0.150%	1.341%	1.396%
1,001 - 3,000	0.722%	0.812%	1.659%	1.158%
3,001 - 10,000	0.711%	1.827%	1.460%	0.726%
Over 10,000 hours	0.558%	1.821%	0.813%	0.244%
<b>Q15B Yearly hours flown</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>3083</b>	<b>1046</b>	<b>1070</b>	<b>967</b>
None	0.645%	0.756%	1.012%	1.192%
1 - 10	0.634%	0.363%	0.989%	1.240%
11 - 50	0.921%	0.739%	1.408%	1.771%
51 - 150	0.924%	1.120%	1.473%	1.689%
151 - 300	0.611%	1.415%	1.235%	0.714%
Over 300 hours	0.681%	1.796%	1.497%	0.351%
<b>Q16 AGE</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>3313</b>	<b>1093</b>	<b>1124</b>	<b>1096</b>
Under 21	0.278%	0.120%	0.351%	0.543%
21-29	0.657%	0.640%	1.291%	1.140%
30-39	0.827%	1.618%	1.380%	1.263%
40-49	0.911%	1.659%	1.356%	1.477%
50-59	0.875%	1.656%	1.390%	1.376%
60 or older	0.829%	1.116%	1.365%	1.437%

\*Totals to more than 100% as respondents could select more than one response.

**Table B3**

**Population Estimates based on 2002-2003 Survey on FAA-sponsored Safety Seminar(Margin of error [+/-] based on a 95% confidence interval)**

<b>During the last 2 years, how many FAA-sponsored Safety Seminars did you attend?</b>					
<b>Q1</b>		<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3324</b>	<b>1099</b>	<b>1128</b>	<b>1097</b>
	None	1.96%	2.80%	3.31%	3.33%
	1 - 2	1.82%	2.33%	3.12%	3.18%
	3 - 4	1.20%	1.67%	2.12%	2.04%
	5 or more	0.65%	0.76%	1.10%	1.12%
<b>Satisfaction with information received</b>					
<b>Q2</b>		<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>1605</b>	<b>347</b>	<b>631</b>	<b>627</b>
	Dissatisfied/very dissatisfied	0.84%	2.45%	0.85%	1.24%
	Neither	1.63%	4.87%	1.98%	2.29%
	Satisfied/very satisfied	1.80%	5.26%	2.13%	2.56%
<b>For those who did not attend, main reason:</b>					
<b>Q3</b>		<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ONLY ONE</b>	<b>1998</b>	<b>812</b>	<b>564</b>	<b>552</b>
	1 Location is not convenient	1.90%	1.86%	3.45%	3.80%
	2 Scheduled class time not convenient	0.94%	1.74%	2.04%	1.25%
	3 Material is not relevant	0.12%	0.22%	0.35%	0.04%
	4 Instructors not knowledgeable	1.98%	3.68%	4.02%	1.53%
	5 Don't like training format	0.65%	0.59%	1.45%	1.23%
	6 Receive training from my employer	2.20%	2.20%	3.82%	4.37%
	7 Some other reason	2.43%	2.67%	4.35%	4.66%
<b>Current level of wings</b>					
<b>Q4</b>		<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3304</b>	<b>1095</b>	<b>1120</b>	<b>1089</b>
	Aware but don't participate	2.05%	3.56%	3.33%	3.34%
	Not familiar with	1.80%	3.30%	2.46%	2.95%
	Participate	1.77%	2.55%	3.04%	3.00%
<b>Of those in the program, current level is</b>					
<b>Q4</b>		<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>811</b>	<b>191</b>	<b>332</b>	<b>288</b>
	1 - 3	3.57%	8.76%	5.63%	5.00%
	4 - 6	3.08%	8.11%	5.10%	4.19%
	7 - 9	1.43%	4.70%	2.25%	1.78%
	10 or higher	1.74%	4.08%	2.45%	2.65%
<b>Participation in WINGS Program makes pilots safer aviators.</b>					
<b>Q5A</b>		<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2976</b>	<b>950</b>	<b>1035</b>	<b>991</b>
	Disagree/strongly disagree	0.63%	1.18%	0.86%	1.00%
	Neither	1.96%	3.70%	3.04%	3.14%
	Agree/strongly agree	2.00%	3.74%	3.10%	3.19%
<b>Have applied information received in Safety Seminars</b>					
<b>Q5B</b>		<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2783</b>	<b>869</b>	<b>988</b>	<b>926</b>

	Disagree/strongly disagree	0.94%	2.00%	1.27%	1.49%
	Neither	2.18%	3.98%	3.45%	3.45%
	Agree/strongly agree	2.20%	3.90%	3.51%	3.55%
<b>Q5C</b>	<b>FAA seminars increase safety awareness</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2904</b>	<b>922</b>	<b>1022</b>	<b>960</b>
	Disagree/strongly disagree	0.45%	0.67%	0.69%	0.80%
	Neither	1.76%	3.61%	2.74%	2.70%
	Agree/strongly agree	1.80%	3.63%	2.80%	2.78%
<b>Q5D</b>	<b>Information helped me to avoid an accident</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>2723</b>	<b>846</b>	<b>973</b>	<b>904</b>
	Disagree/strongly disagree	1.59%	2.61%	2.23%	2.69%
	Neither	2.14%	3.49%	3.37%	3.53%
	Agree/strongly agree	1.76%	2.70%	2.96%	2.94%
<b>Q6</b>	<b>Best way to receive information</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ONLY ONE</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	1 Newsletters/articles by regular mail	2.00%	3.49%	3.25%	3.23%
	2 Email	1.61%	2.98%	2.80%	2.51%
	3 CD-ROM	1.08%	2.08%	1.41%	1.72%
	4 Videotapes	0.98%	1.29%	1.61%	1.71%
	5 Audio cassettes	0.24%	0.27%	0.37%	0.45%
	6 Attending Safety Seminars with/speaker	1.57%	1.82%	2.49%	2.82%
	7 Reviewing interactive websites	1.37%	2.69%	2.33%	2.06%
<b>Q7</b>	<b>Computer Access*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ALL THAT APPLY</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	1 Have access to a computer at home	1.46%	2.32%	2.35%	2.44%
	2 Have access to the Internet at home	1.51%	2.38%	2.45%	2.52%
	3 Have high-speed Internet connection at home	1.93%	3.40%	3.09%	3.12%
	4 Have access to email at home	1.58%	2.46%	2.57%	2.65%
	5 Have access to a computer at work	2.04%	3.51%	3.30%	3.31%
	6 Have access to the Internet at work	2.05%	3.55%	3.32%	3.32%
	7 Have high-speed Internet connection at work	1.97%	3.24%	3.19%	3.25%
	8 Have access to email at work	2.04%	3.52%	3.32%	3.32%
<b>Q8</b>	<b>Seminar Topics:*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ALL THAT APPLY</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	1 Aerodynamics	1.81%	3.27%	3.04%	2.86%
	2 Aircraft Icing	2.05%	3.53%	3.30%	3.33%
	3 Aircraft Maintenance	1.94%	2.92%	3.13%	3.27%
	4 Aircraft Maintenance-Preventative	1.95%	2.89%	3.15%	3.32%
	5 Aircraft Performance/Density Attitude	1.86%	2.87%	2.95%	3.16%
	6 Aircraft Record Keeping	1.69%	2.91%	2.85%	2.72%
	7 Airspace	2.04%	3.43%	3.33%	3.35%
	8 ATC Communications	1.97%	3.07%	3.32%	3.28%
	9 Balloons	0.73%	1.23%	1.54%	1.09%
	10 Controlled Flight Into Terrain	1.81%	3.37%	2.83%	2.89%
	11 Crash Survival (Land)	1.99%	3.13%	3.25%	3.34%

12	Crash Survival (Water)	1.87%	2.96%	3.02%	3.13%
13	Crew Resource Management	1.63%	3.43%	3.07%	2.27%
14	Currency-Skills Proficiency	1.96%	2.87%	3.26%	3.34%
15	Decision Making	1.98%	3.20%	3.23%	3.28%
16	Flight Planning	1.93%	2.82%	3.05%	3.30%
17	Fuel Management	1.59%	2.47%	2.66%	2.65%
18	Gliders	1.09%	2.01%	1.80%	1.71%
19	Human Factors	1.87%	3.36%	3.11%	2.97%
20	Mountain Flying	1.95%	3.17%	3.17%	3.23%
21	Multi-Engine Airplanes	1.72%	3.05%	3.22%	2.67%
22	Rotorcraft	1.16%	1.81%	2.34%	1.84%
23	Runway Safety	1.88%	3.09%	2.99%	3.11%
24	Single Pilot/IFR Flying	1.99%	3.08%	3.32%	3.34%
25	Stall Spin	1.79%	2.31%	2.82%	3.16%
26	Take Off And Landings	1.78%	2.44%	2.84%	3.10%
27	Towered Airport Operations	1.84%	2.34%	3.00%	3.23%
28	Visual Flight Rules (VFR)	1.80%	2.36%	2.83%	3.17%
29	Wake Turbulence	1.81%	3.13%	2.90%	2.97%
30	Weather	1.96%	3.54%	3.30%	3.10%
	Specialty Seminars (e.g. Seaplanes, Agricultural				
31	Flying)	1.43%	2.41%	2.51%	2.29%
32	Event Operations (e.g. Oshkosh, Sun & Fun)	1.56%	2.39%	2.56%	2.61%
33	Other	1.05%	2.03%	1.97%	1.57%
<b>Q9</b>	<b>Is piloting an aircraft your main source of income</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3293</b>	<b>1090</b>	<b>1116</b>	<b>1087</b>
	No	1.21%	2.79%	3.15%	1.08%
	Yes	1.21%	2.79%	3.15%	1.08%
<b>Q10</b>	<b>Do you own or co-own an aircraft</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
		<b>3291</b>	<b>1087</b>	<b>1116</b>	<b>1088</b>
	No	1.96%	2.77%	3.19%	3.37%
	Yes	1.96%	2.77%	3.19%	3.37%
<b>Q11</b>	<b>What type of certificate do you hold</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>Based on info from Civil Airmen Registry</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	ATP		28%		
	CP			24%	
	PP				49%
<b>Q12</b>	<b>Types of pilot certificates*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ALL THAT APPLY</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	Airplane	0.66%	0.50%	1.72%	1.03%
	Rotorcraft	0.99%	2.45%	2.44%	0.90%
	Lighter than air	0.37%	0.49%	1.17%	0.42%
	Glider	0.91%	1.71%	1.84%	1.31%
<b>Q13</b>	<b>Other Certifications*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>MARK ALL THAT APPLY</b>	<b>3326</b>	<b>1099</b>	<b>1128</b>	<b>1099</b>
	None of the above	1.56%	3.53%	3.32%	1.89%

Certified Flight Instructor	1.29%	3.50%	3.28%	2.10%
Ground Instructor	1.04%	2.88%	2.60%	0.54%
Check Airman	0.73%	2.21%	0.77%	0.74%
Safety Counselor	0.49%	1.24%	0.94%	0.57%
Designated Pilot Examiner	0.39%	1.34%	0.48%	0.00%
Pilot Proficiency Examiner	0.32%	1.13%	0.35%	0.00%
<b>Q14 Type of operator for whom you fly</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>y</b>	<b>1092</b>	<b>1109</b>	<b>1071</b>
Not employed as a pilot	1.36%	2.27%	3.34%	1.88%
Employed as a pilot	1.36%	2.27%	3.34%	1.88%
<b>Q14 Of those employed as pilots,*</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
<b>MARK ALL THAT APPLY</b>	<b>1580</b>	<b>971</b>	<b>525</b>	<b>84</b>
Major commercial airline	2.65%	3.73%	2.53%	3.81%
Corporate pilot	2.13%	2.90%	3.36%	6.18%
Flight school	1.94%	1.54%	4.62%	9.76%
Regional Airline	1.74%	2.25%	3.05%	5.95%
Air taxi	1.46%	1.87%	3.01%	2.35%
Other	2.47%	2.70%	4.68%	11.53%
<b>Q15A Career Hours Flown</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>3284</b>	<b>1084</b>	<b>1119</b>	<b>1081</b>
Under 100 hours	0.83%	0.00%	0.03%	1.73%
101 - 500	1.73%	0.64%	2.28%	3.36%
501 - 1,000	1.47%	0.29%	2.63%	2.74%
1,001 - 3,000	1.42%	1.59%	3.25%	2.27%
3,001 - 10,000	1.39%	3.58%	2.86%	1.42%
Over 10,000 hours	1.09%	3.57%	1.59%	0.48%
<b>Q15B Yearly hours flown</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>3083</b>	<b>1046</b>	<b>1070</b>	<b>967</b>
None	1.26%	1.48%	1.98%	2.34%
1 - 10	1.24%	0.71%	1.94%	2.43%
11 - 50	1.81%	1.45%	2.76%	3.47%
51 - 150	1.81%	2.20%	2.89%	3.31%
151 - 300	1.20%	2.77%	2.42%	1.40%
Over 300 hours	1.33%	3.52%	2.93%	0.69%
<b>Q16 AGE</b>	<b>All</b>	<b>ATP</b>	<b>CP</b>	<b>PP</b>
	<b>3313</b>	<b>1093</b>	<b>1124</b>	<b>1096</b>
Under 21	0.54%	0.24%	0.69%	1.06%
21-29	1.29%	1.25%	2.53%	2.23%
30-39	1.62%	3.17%	2.70%	2.48%
40-49	1.79%	3.25%	2.66%	2.89%
50-59	1.72%	3.25%	2.72%	2.70%
60 or older	1.62%	2.19%	2.68%	2.82%

\*Totals to more than 100% as respondents could select more than one response.