대한민국 조종인력양성정책의 현재와 미래

Korean Pilot Fostering Program : the Present and Future
Air Transport Industry Outlook

Annual Growth Rate of Air transport Industry

- World: 4.8%
- Asia Pacific: 6%

Demand of Aircraft and Pilot in Asia

<table>
<thead>
<tr>
<th>Year</th>
<th>2015</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft</td>
<td>22,510</td>
<td>45,240</td>
</tr>
<tr>
<td>Pilot</td>
<td>363,386</td>
<td>617,000</td>
</tr>
</tbody>
</table>

200% increase from 2015 to 2035.
Q. Are we providing enough pilots to the Korean Air Transport Market?

NO
Past Korean Pilot Training Infrastructure

How to be a pilot?

University
Military Institution
Overseas Institution
Establishment of Uljin Flight Academy

Korean Government established Uljin Flight Academy (UFA) in 2010 to foster commercial pilots in Korea.
Employment Status of Uljin Flight Academy

Employment Rate

70%

413 of 591 students were employed as airline pilots or flight instructors.
Jet Rating

Need Jet Rating!

<table>
<thead>
<tr>
<th>Component</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ground School</td>
<td>52hrs</td>
</tr>
<tr>
<td>Cockpit Procedure Training</td>
<td>8hrs</td>
</tr>
<tr>
<td>Simulator</td>
<td>20hrs</td>
</tr>
<tr>
<td>Actual Fight</td>
<td>3hrs</td>
</tr>
<tr>
<td><strong>Total time</strong></td>
<td><strong>83hrs</strong></td>
</tr>
</tbody>
</table>
Career Path

Integrated Commercial pilot License course → Additional Training Course → Jet Transition Course
Q. Has Korean pilot training system become stable to provide enough pilots to the growing industry? NO
### Problem

#### Status
- Additional cost for time build-up
- Absence of pilot fostering system guaranteeing airline employment

#### Problem
- High training costs
- Unemployed trainees with CPL license

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#### Required time for Airline

<table>
<thead>
<tr>
<th>Airline</th>
<th>Flight time</th>
</tr>
</thead>
<tbody>
<tr>
<td>KOREAN AIR</td>
<td>1,000h</td>
</tr>
<tr>
<td>JinAir</td>
<td>1,000h</td>
</tr>
<tr>
<td>ASIANA AIRLINES</td>
<td>300h</td>
</tr>
<tr>
<td>JEJUair</td>
<td>300h</td>
</tr>
<tr>
<td>AIR BUSAN</td>
<td>250h</td>
</tr>
<tr>
<td>EASTAR JET</td>
<td>250h</td>
</tr>
<tr>
<td>t’way</td>
<td>250h</td>
</tr>
<tr>
<td>AIR SEOUL</td>
<td>250h</td>
</tr>
</tbody>
</table>

**Commercial Pilot License (CPL)** (170h)
<table>
<thead>
<tr>
<th>Status</th>
<th>Problem</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Limited flight training infrastructure such as airfield and ramp</td>
<td>• Delayed training &amp; Increasing safety concerns</td>
</tr>
</tbody>
</table>
Improvement Plan

1. Introduction of employment-secured training system
2. Expansion of support plans for the student pilots
3. Strengthening of flight training infrastructures
1 Introduction of employment-secured system

<table>
<thead>
<tr>
<th>Plan</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Joint selection of trainees by airlines &amp; training schools</td>
<td>• Solid pilot supply chain for airlines</td>
</tr>
<tr>
<td>• Curriculums customized for the airlines</td>
<td>• Reduction of training cost and burden on employment</td>
</tr>
</tbody>
</table>

### Employment-secured system

**Pre-selection**
- Airline-Training School Cooperation

**Commission and Management of Training**
- Integrated Commercial Pilot Course
  - Time Build Up Course
  - Jet Transition Course

**Airline Training**
- Certified Flight Instructor Course
  - Employment
  - Jet Transition Course
  - Transition & O.E.

- Employment
  - Jet Transition Course
  - Transition & O.E.
Introduction of employment-secured system

Expansion of employment-secured system

<2010>

KOREAN AIR 30

ASIANA AIRLINES 30

50

<2020>

KOREAN AIR 60

ASIANA AIRLINES 60

LCC 80

JEJUair

KOREAN AIR

BUSAN

EASTARJET

t’way

AIR SEOUL

200
2. Expansion of support plans for the student pilots

<table>
<thead>
<tr>
<th>Plan</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Increase of government funding &amp; establishment of Airmen Scholarship Foundation</td>
<td>• Offering opportunities to outstanding trainees of the low-income families</td>
</tr>
</tbody>
</table>
### Strengthening of flight training infrastructures

<table>
<thead>
<tr>
<th>Plan</th>
<th>Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Construction of training airfields</td>
<td>• Safer and capable flight training environments</td>
</tr>
<tr>
<td>• Cooperation with foreign countries</td>
<td>• Solution to the flight training limitation in Korea</td>
</tr>
</tbody>
</table>

### Cooperation between Korea and foreign countries

#### Korea
- Commercial Pilot License Course
- Instrument Rating Course
- Airline Customized Course
- Additional Course (Jet, Time Build-up)

#### Foreign Countries
- Private Pilot License Course
- Over 300 days of VFR availability
- Sufficient airspaces & airfields

Shortening the training period (24→18 months) / Early employment

"Savings of 7 million dollars of training & Living cost"
Benefits

1. Control the outflow of foreign currency by introducing new flight training systems in Korea

2. Provide chances of pilot training to all students regardless of their level of income

3. Stable the pilot supply market, enable systematic pilot supply management and increase flight safety
If you have a question, please feel free to visit UFA booth and send an email. Thank you.

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