

Proposed Philippine Aviation Research Consortia with Group Contracting Models

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Abstract- *In the field of aviation, the prospect of collaboration and forming of team-specific groups are already apparent and common. But never in the huge business of corporations, schools, and maintenance, repair, & overhaul (MRO's). So, by creating this research proposed consortium in aviation and to see if it is plausible to have key members in the aviation business and schools to come together and make it happen. Key informant Interviews (KIIs) were performed on the admins ranging from managerial positions, of Section managers of manpower distribution, to quality managers in quality and safety management, to research directors. Using the 4-point Likert, Key informant Interviews (KIIs) were performed on the selected personnel of the members of the proposed aviation research consortia. The KII questionnaire included the type of consortia in terms of what contracting model is much preferred by the interviewee's, their views on what vision, mission, objectives, and organizational structure is deemed necessary, in term of their experience in the field. The results of the survey participants and the interviewed personnel that sees a proposed Philippine Aviation Research Consortium that has an organizational structure that is managed and overseen by 1 chairman with 2 vice chairmen; one inner and one outer. Having one representative for each member. A vision to be a leading Philippine aviation research consortia based in the Philippines, in the National Capital Region. The mission is to provide communication of information between*

other aviation institutions and to provide a network of experts and advisers in the field of aviation.

Indexed Terms- *Consortium, Aviation Research, Contracting model, Institutions*

I. INTRODUCTION

Other institutions and the labour market have their own network of marketing and research teams to cope and to address issues in a community or sector. Having minor concerns that the local body might not have the adequate resources in solving. One such example is the MMEIRDC: Metropolitan Manila Industry and Energy Research and Development Consortium, this Consortium comprises a partnership of industries in the private sector, a select government offices, associations, and academies in the National Capital Region (MMIERDC. 2022). Using this as a design build-up, making it in the aviation sector. Schools, private institutes, the MRO's and AMO's, a collaboration to give the schools and training centers a better understanding in the aviation world. A network to build and adapt the students or faculty members with the knowledge present in the field of aviation.

The institutions, schools, and even training centers often deal with limited resources, backgrounds, or even the training required that happen in the field. Students and training personnel even apply to different or multiple training centers to have more experiences and to deepen their knowledge of performing various

aircraft maintenance and aircraft servicing. Schools would give out various ideas and exercises that give students on what might happen in the field, but might be limited to the materials that they can offer. Other systems of the aviation schools are the Senior High grade being in the STEM course. Where STEM focuses on technical works, ideal for the aviation industry and adheres to environmental changes. Starting with a select few representatives of the MRO's and AMO's of Lufthansa Technik Philippines and Aviation Technology Innovators Inc. The aviation schools of PhilSCA, PATTS College of Aeronautics, and Airlink International College. Starting small and in the National Capital Region with the hopes of expanding and including other members from the aviation sector alike. This consortium is for research base and would see to it if it is still possible for MROs of Lufthansa Technik Philippines (LTP) and Aviation Technology Innovators Inc (ATII) with the aviation schools of PATTS College of Aeronautics, PhilSCA, and Airlink International come together and make it happen. Being done before by aviation schools alone, adding MROs to the group could increase research outputs and can be beneficial in creating more progress with the knowledge and expertise from the aviation world. For further research and increased development, the Department of Science and Technology (DOST) would grant monetary funds to consortiums to increase the possibility of the consortiums to continue with their intended research programs and ideas that could give scientific breakthroughs or even improve the efficiency of available practices in work and in school activities.

II. PROCEDURE

- **Methods of Research**

In this study, a mixed method of research was used. Mixed methods research of qualitative (by interviews) and quantitative (by surveys / questionnaires) study. Quantitative research methods are concerned with gathering & evaluating data that may be represented quantitatively. By using interview or question & answers setting, with the participant/s and getting their thoughts and ideas, then making it into useful information that is used for this study. By incorporating the interviewee/s experience and knowledge on their subject or job setting, this study can build key elements that enable key information to

be used as the ground of this study. Qualitative research provides researchers with better tools to handle a wider range of research topics and to fill gaps in current neurological research and practice. Where Qualitative methods use a survey / questionnaire type of approach. Having a countable data source with figures and graphs enables this study to have a graphical input that can be used to identify the trend of where this study can go and where it would land. The use Explanatory Sequential method to interpret first the quantitative data of identifying one vision, one mission, and a set of objectives that was searched and used and is incorporated in the aviation setting. After which, we selected one SOP to be used in the qualitative method and to use the interview method with KII. Finally, to link and to validate the findings and to check if the data for both is usable in this study.

- **Population and Sampling**

The study used specific type of groups to gather statistical data. It focuses on the alumnis of IGS on their views on the proposed Research Aviation Consortia. This includes 24 in the Master of Education in Aeronautical Management (MEAM), 11 in Master of Public Administration (MPA), and 1 in Doctor of Aeronautical Management (DAeM).

- **Data Gathering Procedures**

Gathering data through mixed-method investigations. Having first quantitative data to show the level of preferences of the participants on the matter then having the qualitative data to see if the personnel of their respective field is in favor of the data by the participants.

- **Statistical Treatment of Data**

Statistical techniques and tools will be used to ensure a systematic and reliable presentation, analysis and interpretation of gathered data from the survey questionnaire and for testing the null hypothesis.

III. RESULTS

Table 1
Frequency & Percentage Distribution of Demographic Profile of the Participants

Particulars	Category	Frequency f	Percentage %
Course Program	Master of Education in Aeronautical Management (MEAM)	24	66.70
	Master of Public Administration (MPA)	11	30.60
	Doctor of Aeronautical Management (DAeM)	1	2.80
	Doctor of Public Administration (DPA)	-	-
	Total	36	100
Year Graduated	2004 to 2010	-	-
	2011 to 2017	4	11.11
	2018 to 2022	32	88.89
	Total	36	100

The frequency and percentage distribution of the participants' demographic profile, in terms of the educational program they have completed and the year they have graduated are reflected in Table 2.

On the course program of the participants, 24 or 66.70%, were Master of Education in Aeronautical Management (MEAM), 11 or 30.60%, were Master of Public Administration (MPA), 1 or 2.80%, were Doctor of Aeronautical Management (DAeM), and there was no participant for Doctor of Public Administration.

Regarding the year in which the participants graduated, there were four graduates, or 11.11%, from the batch 2011 to 2017, 32 or 88.89%, from the batch 2018 to 2022, and no participants from the years 2004 to 2010.

The findings indicate that majority of participants to the survey hold a Master of Education in Aeronautical Management (MEAM) degree and graduated between the years 2018 and 2022. This span of time covers all the participants in the survey. It is evidence that newly graduated individuals are engaging actively.

Table 2
Mean Distribution of the Participants on Level of Interest of the Participants on the Philippine Aviation Research Consortium (PARC) in Terms of Vision

INDICATOR	MEAN	Verbal Interpretation	RANK
To become a network of experts and advisers in the field of aviation.	3.39	Much Preferred	3.5
Be internationally recognized as researchers and consultants in the field of aviation.	3.22	Preferred	5
To create an ease of communication between the other aviation institutions.	3.50	Much Preferred	2
To bring inspiration to the new aviation aspirants.	3.64	Much Preferred	1

To be a research and development organization and tend to the problems of aviation in the Philippines.	3.39	Much Preferred	3.5
GENERAL WEIGHTED MEAN	3.43	Much Preferred	

LEGEND: VI (Verbal Interpretation); 1:00 – 1.74 Not Preferred; 1.75 – 2.49 Least Preferred; 2.50 – 3.24 Preferred 3.25 – 4.00 Much Preferred

The results of the participants' level of interest in the Philippine Aviation Research Consortium (PARC) in terms of vision are presented in Table 3.

The results of the survey showed that participants were much preferred with the vision of the Philippine Aviation Research Consortium (PARC). The general average weighted mean weighed in at 3.43, which provided clear evidence in support of the results. This finding was given additional validity by the rating of much preferred, which received a mean score of 3.64 and was ranked first on the list in terms of its as to bring inspiration to the new aviation aspirants. In addition, a verbal interpretation was given, and it was ranked 2 in terms of creating an ease of communication between the other aviation institutions, which had a mean of 3.50.

Participants much preferred and both ranked as 3.5 when asked to become a network of experts and advisers in the field of aviation and to be a research and development organization and tend to the problems of aviation in the Philippines with a mean

result of 3.39. Participants were asked to become a network of experts and advisers in the field of aviation. On the other hand, a mean score of 3.22 along with a verbal interpretation of desired that be internationally recognized as researchers and consultants in the field of aviation.

In general, vision statements are used to reflect the future mental image of an organization and to express the goals and objectives that a company wishes to achieve in the long term (Dincer, 2004; Tutar, 2004). "Services Concerning the Research Function" was the sub-theme that appeared in college vision statements the most frequently.

Based on the findings of this study, it appears to be oriented in aircraft maintenance and technologically capable in new maintenance practices. To connect aviation with professionals and to our stakeholders to ask for expertise and for funding. To Inspire others to be a part of the aviation world.

Table 3
Mean Distribution of the Participants on Level of Interest of the Participants on the Philippine Aviation Research Consortium (PARC) in Terms of Mission

INDICATOR	MEAN	Verbal Interpretation	RANK
Provide a network of experts and advisers in the field of aviation.	3.47	Much Preferred	1.5
Capable of being international researchers and consultants in the field of aviation	3.31	Much Preferred	5
Providing communication of information between other aviation institutions.	3.47	Much Preferred	1.5
A front of research and development organizations to tend to the problems of aviation in the Philippines.	3.42	Much Preferred	3.5
To spread ideas to members and non-members alike.	3.42	Much Preferred	3.5

GENERAL WEIGHTED MEAN	3.42	Much Preferred
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LEGEND: VI (Verbal Interpretation); 1:00 – 1.74 Not Preferred; 1.75 – 2.49 Least Preferred; 2.50 – 3.24 Preferred 3.25 – 4.00 Much Preferred

The results of the participants' level of interest in the Philippine Aviation Research Consortium (PARC) in terms of Mission are presented in Table 4.

The results of the survey showed that participants were much preferred with the mission of the Philippine Aviation Research Consortium (PARC). The general average weighted mean weighed in at 3.42, which provided clear evidence in support of the results. This finding was given additional validity by the rating of much preferred, which both received a mean score of 3.47 and was ranked first on the list in terms of its as to provide a network of experts and advisers in the field of aviation and for providing communication of information between other aviation institutions. In addition, a verbal interpretation was given, and it was ranked for 3 and 4, in terms being a front of research and development organizations to tend to the problems of aviation in the Philippines and to spread ideas to members and non-members alike, which had a mean of 3.42. Lastly, the interpretation and was ranked 5,

being much preferred as well by the participants is to be capable of being international researchers and consultants in the field of aviation.

In general, mission statements are used to reflect the future goal and image of an organization and to express the objectives that a company wishes to achieve in the long term (Dincer, 2004; Tutar, 2004). "Services Concerning the Research Function" was the sub-theme that appeared in college mission statements the most frequently.

Based on the findings of this study, the mission appears to be oriented in providing better communication of information between other aviation institutions. Being known in aviation and the international community, to make aviation thrive by working together, and to connect with other members and uphold goals.

Table 4

Mean Distribution of the Participants on Level of Interest of the Participants on the Philippine Aviation Research Consortium (PARC) in Terms of Objectives

INDICATOR	MEAN	Verbal Interpretation	RANK
To spread awareness of this new aviation consortium	3.31	Much Preferred	9
To bring in more members in this new consortium	3.22	Preferred	10
To investigate the problems of the growing needs of the aviation growth	3.42	Much Preferred	3.5
Create a mechanism for proper coordination, programming, development, and utilization of resources for related Research & Development works	3.47	Much Preferred	1
A collaboration and participation of local government and private sector in industry and energy R&D activities	3.39	Much Preferred	5.5
To utilize the research & development output of other aviation works and be integrated	3.44	Much Preferred	2
Develop an aviation industry sector in NCR to become globally competitive	3.39	Much Preferred	5.5
To formulate a research & development agenda for sectors that will be identified by the consortium	3.39	Much Preferred	5.5
To avoid duplication of efforts of common Research and	3.42	Much Preferred	3.5

Development activities			
Generate funding to conduct R&D activities	3.36	Much Preferred	8
GENERAL WEIGHTED MEAN	3.38	Much Preferred	

LEGEND: VI (Verbal Interpretation); 1:00 – 1.74 Not Preferred; 1.75 – 2.49 Least Preferred; 2.50 – 3.24 Preferred 3.25 – 4.00 Much Preferred

The results of the participants' level of interest in the Philippine Aviation Research Consortium (PARC) in terms of the objectives are presented in Table 5.

The results of the survey showed that participants were much preferred with the objectives of the Philippine Aviation Research Consortium (PARC). The general average weighted mean weighed in at 3.38, which provided clear evidence in support of the results.

This finding was given additional validity by the rating of much preferred, which received a mean score of 3.47 and was ranked first on the list in terms of to create a mechanism for proper coordination, programming, development, and utilization of resources for related Research & Development works. The statement to utilize the research & development output of other aviation works and be integrated, which had a mean of 3.44 was ranked 2. For the next interpretation was for 3 and 4, to investigate the problems of the growing needs of the aviation growth and to avoid duplication of efforts of common Research and Development activities, which both have a mean of 3.42. The next interpretation was for 5, 6, & 7, a collaboration and participation of local government and private sector in industry and energy R&D activities, next is to develop an aviation industry sector in NCR to become globally competitive, and to formulate a research & development agenda for sectors that will be identified by the consortium, respectively. They all ranked 3.39. The next rank of 8,

is to generate funding to conduct R&D activities, with a rank of 3.36. Next is for the rank of 9, to spread awareness of this new aviation consortium, with a rank of 3.31. Then lastly for the rank of 10, to bring in more members in this new consortium, with a rank of 3.22 and the only mark that was considered preferred. The rest was much preferred.

In general, objective statements are used to reflect the future goal and image of an organization and to express the objectives that a company wishes to achieve in the long term (Dincer, 2004; Tutar, 2004). "Services Concerning the Research Function" was the sub-theme that appeared in college mission statements the most frequently.

Based on the findings of this study, the objectives are to also promote the aviation industry in the Philippines. An important part but a globally known practice to be working on sophisticated machines. To strengthen research by establishing a consortium among aviation stockholders, cooperation with aviation industry members, aviation sustainability here in the Philippines, to lead aviation research organizations, and to formulate the standards in aviation research. Which in turn are the goals that this starts up consortium can and will achieve. Also, to invest research on proper manpower dissemination and efficient use of time management.

Table 5

Mean Distribution of the Participants on Level of Interest of the Participants on the Philippine Aviation Research Consortium (PARC) in Terms of Organizational Structure

INDICATOR	MEAN	Verbal Interpretation	RANK
1 Chairman Vice Chairman Head of each member in the Consortia	3.00	Preferred	2

1 Chairman 2 Vice Chairman 1 Inner 1 Outer 1 Head of each member in the consortia	3.11	Preferred	1
GENERAL WEIGHTED MEAN	3.06	Preferred	

The results of the participants' level of interest in the Philippine Aviation Research Consortium (PARC) in terms of the organizational structure are presented in Table 6.

The results of the survey showed that participants were preferred with the organizational structure of the Philippine Aviation Research Consortium (PARC). The general average weighted mean weighed in at 3.06, which provided clear evidence in support of the results.

This finding was given additional validity by the rating of preferred which received a mean score of 3.11 and was ranked 1. Where the preferred structure is 1 chairman, 2 vice-chairman; for an inner committee and an outer one, and 1 representative for each member of the Philippine Aviation Research Consortium (PARC).

In general, the organizational structure is used to reflect the image and status of operation of an organization and to express the objectives that a company wishes to achieve in the long term (Dincer, 2004; Tutar, 2004). "Services Concerning the Research Function" was the sub-theme that appeared in college mission statements the most frequently.

Based on the findings of this study, the organizational structure is a chairperson who is in charge. To uphold the objectives and make decisions that would flourish the consortium as a whole. Keeping up with current events and to tackle problems and to come up with solutions within the capability of the consortium. Having a Decentralized and open type of communication with the heads and its people, while also being team-based. Because everyone is a part of this, and everyone has equal rights and authority.

Table 6
Summary Mean Distribution of the Participants' Mean on the Philippine Aviation Research Consortium (PARC)

VARIABLES	MEAN	Verbal Interpretation	RANK
Vision	3.43	Much Preferred	1
Mission	3.42	Much Preferred	2
Objectives	3.38	Much Preferred	3
GENERAL WEIGHTED MEAN	3.41	Much Preferred	

The participants' level of interest in the Philippine Aviation Research Consortium (PARC) in terms of its vision, mission, objectives, and organizational structure was much preferred, with a general weighted mean result of 3.32. This information is presented in Table 8, which summarizes and presents the results of the participants' level of interest.

According to the data, vision came in first place with a mean score of 3.43, followed by mission, which

received a mean score of 3.42, objectives, which received a mean score of 3.38, and organizational structure, which received a mean score of 3.06. It suggests that serving as a resource pool for aviation experts with a database of their unique areas of expertise is highly important for vision. This will help aviation professionals to share their knowledge as panel speakers at aviation conferences and seminars.

- The significant difference does not exist

Table 7

Anova F-test Result on the Significant Difference Exists in the Level of Interest of the Participants on the Philippine Aviation Research Consortium (PARC) With Respect to Different Variables

LEVEL OF INTEREST		SS	df	MS	F	Sig.	Verbal Interpretation	Decision
Vision	Between Groups	3.422	4	0.8556	2.01	0.096	Not Significant	Accept the null hypothesis
	Within Groups	74.639	174	0.4265				
	Between Groups Total	78.061	179					
	Within Groups Total							
Mission	Between Groups	0.6667	4	0.1667	0.35	0.843	Not Significant	Accept the null hypothesis
	Within Groups	83.0833	174	0.4748				
	Between Groups Total		179					
	Within Groups Total							
Objectives	Between Groups	1.669	9	0.1855	0.49	0.883	Not Significant	Accept the null hypothesis
	Within Groups	133.194	350	0.3086				
	Between Groups Total	134.864	359					
	Within Groups Total							
Organizational Structure	Between Groups	0.2222	1	0.2222	0.46	0.498	Not Significant	Accept the null hypothesis
	Within Groups	33.5556	70	0.4794				
	Between Groups Total	33.778	71					
	Within Groups Total							

It can be seen from Table 8 that it was not statistically found out that there was no significant difference exists in the level of interest of the participants on the Philippine Aviation Research Consortium (PARC) with respect to Vision (F = 2.01, Sig. = 0.096), Mission (F = 0.35, Sig. = 0.843), Objectives (F = 0.49, Sig. = 0.883) and Organizational Structure (F = 0.46, Sig. =

0.498). Therefore, based on the derived data, the null hypothesis should be accepted based on the Decision Matrix of the study.

- The level of preference

Table 8

Level of Preference of the Participants to the Proposed Vision, Mission, Objectives, and Organizational Structure of PARC

DATA EXTRACT	CODE	THEME
To become one research group that tackles the common problems in aviation. Especially in the maintenance side. The use of maintenance and technology is one aspect I see this to come. To make aviation thrive by working together.	Assessment	The value of the object or group
	Working Together	Work well with other

<p>That's why we're here. A consortium that deals and helps by having goals and striving together. To inspire those to be a part in the aviation world.</p>	<p>Supplement</p>	<p>members</p> <p>Work well with other members</p>
<p>I guess having one goal is to be known. In our country is one and maybe in the international community too. To make aviation thrive by working together.</p>	<p>Target Set</p>	
<p>That's why we're here. A consortium that deals and helps by having goals and striving. Together. To aid aviation researchers in creating quality research outputs</p>	<p>Goal in mind</p>	<p>On time Performance</p>
<p>For now, I only see a chairperson in charged and to his or her guys below to uphold and make the decisions flourish. Of course, being his or her fellow workmate of a part in the aviation sector. Knowing the current events would help them decide and tackle the needs of the many. More so the needs of those that are struggling in the aviation sector and to further communicate on where to start to tackle the problems. To strengthen research by establishing a consortia among aviation stakeholders, to develop cooperation among aviation industry members thru research collaboration, to make aviation sustainable in the Philippines, - to be a leading aviation research organization in the country, to formulate standards in Philippine aviation research. Goals of the organization be met, research problems in aviation in terms of manpower</p>	<p>Supplement</p>	<p>Planned movement</p> <p>Reassurance</p>
<p>The funding must be considered for the operation of consortia. It's not just to spend it all and have the members fund it. An office location must be at the host organization, or a provided place of work to discuss the progress, it's still the after math of the pandemic, so I guess online meetings are still acceptable. The funding must be</p>	<p>Compliant, Time-oriented, Communication, Needs assessment</p>	<p>Time-based and Controllable results</p> <p>Team-based work flow with controllable results</p>
<p></p>	<p>Cooperation, Team Player, To lead the rest Needs assessment, Formulate</p>	<p>Planned movement</p> <p>Provident, Organizing placement, adaptability, Leading the team</p>
	<p>Goal in mind</p>	

<p>considered for the operation of consortia. It's not just to spend it all and have the members fund it. An office location must be at the host organization, or a provided place of work to discuss the progress, it's still the after math of the pandemic, so I guess online meetings are still acceptable.</p>	<p>Economical, The decision of area placement, Progressive Needs assessment Communication, Disclose, openness</p>	<p>Controllable results Understanding everyone, Acknowledgement</p>
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A vision to be a leading Philippine aviation research consortia where it should tackle the problems of aviation were having stakeholders and for the consortia to look more on the profitability that the research can offer. To inspire those who want to take part in the aviation world.

The mission to be known in the country. Thriving by working together to achieve our goals. Also connecting with other members is essential.

The objectives they provided are promoting the aviation. The eagerness and willingness of our individuals to work together. To strengthen the research capabilities, to provide stakeholders to be a part in the consortium or to assist, developing further cooperation with other established aviation industry members thru research collaborations, sustainability of the aviation market in the Philippines, to be a leading aviation research organization, and to formulate the standards in this proposed Philippine Aviation Research Consortium (PARC).

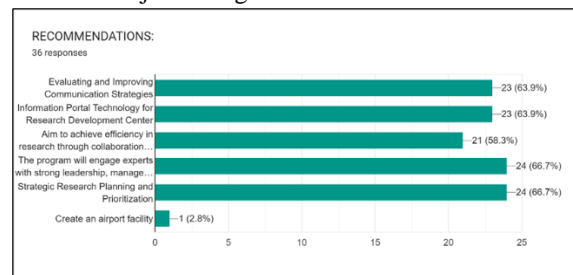
The operation of the consortium is the structure. 1 chairman head, with 1 vice chairperson. Then 1 participant from each member of the consortium. A decentralized organization for openness with all the members and should also be team-based.

Lastly, what are their recommendations? In this consortium, they see seminars to the public and to those that are in the aviation sector. Where aviation safety programs are key and crucial parts of the aviation world. Seminars on job or career opportunities and even referrals for the OJT's. With stakeholders and projects in mind, seeing the funding for these consortia is looked at as well. Where generation of funds or having sponsorships to fund

research led movements is one of the goals of this proposed Philippine Aviation Research Consortium (PARC).

- The recommendations and proposed projects/programs for the consortia. Frequency and Percentage Distribution of the Participants' Recommendations. and Proposed Projects/Programs for the Consortia

Figure 1
Frequency and Percentage Distribution of the Participants' Recommendations and Proposed Projects/Programs for the Consortia



This displays the frequency and percentage distribution of the participants' recommendations and proposed projects/programs for the consortia. Both the recommendation that the program should engage experts who are skilled in strong leadership, management, and innovative policy-making so that they can be in charge of strengthening the research capabilities and the recommendation that Strategic Research Planning and Prioritization should get the same frequency and percentage of 24, which is 66.70 percent.

Similarly, the frequency and percentage of both recommendations that evaluating and improving Communication Strategies and Information Portal

Technology for Research Development Center have the same value of 23 or 63.90 percent respectively. Lastly, the aim of increasing research productivity by means of collaborative efforts and the equitable distribution of resources such as labor, machinery,

infrastructure, and financial support had the lowest frequency and percentage of either 21 or 58.3 percent.

- The proposed constitution and by-laws of the Philippine Aviation Research Consortia

Table 9
The Type of Consortium Group Model is the Prime Type of Model

PARTICULARS	REMARKS
Vision	To be oriented in aircraft maintenance and technologically capable in new maintenance practices. To connect aviation with professionals and to our stakeholders to ask for expertise and for funding. To Inspire others to be a part of the aviation world.
Mission	To be goal oriented and focus on working together to achieve the necessary goals as the capability of each member can offer. To be known in the aviation world, both locally and abroad. To thrive and to work well with each other members, and to connect with members and uphold objectives
Objectives	To promote the aviation maintenance and technological aspects in the market, to strengthen the aviation research and development. To cooperate with the aviation industry members to make aviation sustainability in the Philippines To set the standards in research in an aviation setting, the goals of the organization to be met To provide research aviation solutions.
Organizational Structure	To be decentralized and open, also be team based and open to the members for ease of communication. A recommended suggestion is to have 1 head / chairman for the entire consortium. Then 1 head per member.

The summary of the findings see that a vision of the PARC is the vision to bring inspiration to the new aviation aspirants. To create an ease of communication between the other aviation institutions. The mission is to provide communication of information between other aviation institutions. To provide a network of experts and advisers in the field of aviation.

The set of objectives are to create a mechanism for proper coordination, programming, development, and utilization of resources for related Research & Development works, to utilize the research & development output of other aviation works and be integrated, to investigate the problems of the growing needs of the aviation growth, to avoid duplication of efforts of common Research and Development

activities, for a collaboration and participation of local government and private sector in industry and energy R&D activities, to develop an aviation industry sector in NCR to become globally competitive, to formulate a research & development agenda for sectors that will be identified by the consortium, to generate funding to conduct R&D activities, to spread awareness of this new aviation consortium, and to bring in more members in this new consortium.

For the organizational structure, is to have 1 chairman, 1 vice chairman, and 1 representative or head of each member in this consortium.

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