

INSTITUTE FOR INDIVIDUAL AVIATION

IIA



CONSTITUTIVE · CHARTER

The Charter of the Institute for Individual Aviation

Constituted on the Embedded Capability Principle.

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Preamble

Recognising that the productive capability embedded in individuals is a fundamental societal asset, to be recognised, preserved, and developed alongside financial capital, infrastructure, institutional capacity, and natural resources, as the Embedded Capability Principle declares;

Considering that aviation, manned and unmanned, is a domain in which such capability can be formed, held, and exercised by a person on their own account;

Having examined the domain and found that its methods, systems, and regulations were formed by and for organisations; that participation through direct engagement with the machine, the knowledge, and the decisions is discouraged along its whole path; and that productive use by individuals is foreclosed even where aviation is the feasible means and the individual the feasible operator;

Observing that individual aviation is conducted of necessity by a single pilot who is also the provider of the operation; that where organisations operate single-pilot they offset the load to structures the individual does not have; and that study of the subject has not merely lapsed but receded, the matter being read from the organisational seat as a question about the number of crew;

Mindful that the compliance floor of each jurisdiction is met as a matter of course; that nothing here makes a case against organisations or their aviation; and that the Principle this Charter rests on fixes a condition, not a doctrine, and confines no one;

Now, therefore, the Institute for Individual Aviation is constituted, and this Charter provides:

Article 1. Name and Nature

1.1 The Institute for Individual Aviation, the Institute, is a research body. Its findings bear on the safety of the person flying and on money that would otherwise be spent without return. They are published in full, without charge, and behind no paywall, registration, or membership.

1.2 No party outside the Institute directs its findings, and no party outside the Institute withholds them. Any affiliation of the Institute is disclosed in the imprint of its publications.

Article 2. First Principle

2.1 The first principle of the Institute is the Embedded Capability Principle, ECP-2026, issued by the Embedded Capability Initiative. The Institute studies the principle's instantiation in the aviation domain, declares observance of it, and works to its tests

and limits. Observance is a direction, not a result. Where the domain departs from the principle's general form, this Charter states the departure and its ground.

2.2 The principle orients; it does not confine. Aviation's peculiarities are not exhausted by a general principle deliberately simplified, and where the domain's facts require their own treatment the findings follow the facts, which the Institute reports as departures rather than as amendments. Nothing the Institute publishes amends the edition it cites; the text governs, and revision is by further edition under its own identifier.

Article 3. Mission

3.1 The mission of the Institute is to study and to promote the formation and proliferation of aerial capabilities held by individuals, by which such capability is embedded in the society and the territory, across the aviation domain, manned and unmanned.

3.2 To that end the Institute studies the conditions under which a person can develop and hold aerial capabilities of their own specification, beyond what compliance confers and what the catalogue offers; publishes what it finds; and proposes measures to advance the position of the person conducting the operation.

3.3 The mission is bounded by the modesty of its basis: liberty in the negative sense. It asks no seat in the transportation network and no share of controlled airspace, where capacity is allocated and access negotiated. Its ground is the regulated commons, where each aviator reads and applies the rules themselves. An opportunity of that shape takes nothing from anyone.

Article 4. The Individual Aviator

4.1 The Individual Aviator is the person who flies, in the cockpit or by remote command, and provides for the operation themselves: their own provider in the air and on the ground. The Institute names this structure of operation Single Pilot and Provider Operations. The term describes a structure of operation, not a form of ownership and not a class of aircraft.

4.2 Participation runs on a spectrum, from capability purchased to capability built. Every position on it is legitimate, calibrated by the person holding it, and revisable. Direct engagement is the path that forms capability, and what the path forms remains the person's own at whatever point of it they reach.

4.3 The capability is not confined to handling an aircraft. Conceiving and managing a programme, planning, sourcing, budgeting, engineering and maintenance judgement, record keeping, and the coordination an operation demands are formed on the same path and exercised on the same account. They are subjects of the practice and of its exploration in their own right, they are transferable beyond the domain, and the Institute treats them as capability in the meaning of the Principle.

4.4 The practice is exploratory by nature and the capability is for use. The Institute encourages productive flying within the lawful envelope, and holds that the seat beside the aviator is for a contributor before it is for an audience.

4.5 The participation spectrum is open to the Individual Aviator on the ground and closed in the air. To build or to buy, to contract maintenance or to perform it, to hire instruction or to study are positions occupied by decision and changed at will. In flight no such position is available: delegation and procurement cannot be exercised, because no party can reach the operation while it runs, and the position is occupied by necessity rather than by choice. What the aviator holds when the flight begins is the whole of what the flight can draw on, so composition is anterior to the activity rather than continuous with it. This is the domain's departure from the principle's general form, and the ground of the Institute's attention to what one person can do alone.

Article 5. The Conditions Studied

5.1 The Institute studies the conditions in which individual aviation exists: the rules, markets, information, training, and practice within which a person forms, holds, and exercises aerial capability, and the effect of each on what that person can actually do.

5.2 The conditions are examined on three axes. Safety: what the record shows of the risk actually carried, and how that risk is reported. Cost: what the operation is charged, and what it receives. Worth: what the capability is permitted to do, against what it could usefully do.

5.3 What the examination yields is published as findings. Where findings recur across the axes, they describe an apparatus formed by and for organisations and transferred onto a person who carries its obligations without its provisions; that description is a result of the work, not its premise. The evidence sits in the Institute's published cases and advisories. This Charter states the subject, not the conclusions.

Article 6. Single-Pilot Operation

6.1 The Institute studies single-pilot operation because it is the form individual aviation takes. The single pilot is not a special case of the subject; the single pilot is the subject.

6.2 Single-pilot operation as organisations conduct it is a different operation under the same name. Their load and overhead are offset to dispatch, operational control, maintenance, planning, and support. The Individual Aviator conducts the operation with no such structure, carrying in one physio-cognitive and financial budget what an organisation distributes across many. What that difference does to the operation is not visible from the organisational seat, and the Institute holds it to be the inflection the subject turns on.

6.3 Study of the subject has receded rather than lapsed. Read from the organisational seat the matter appears as a question about the number of crew, and a question so

read is defended rather than examined. The Institute records the recession as a condition of the domain and studies the operation the recession leaves unexamined.

6.4 The Institute studies the single pilot who exists. Knowledge of what the operation actually demands informs how conservatively it is undertaken. The Institute takes no position on the crewing of organisational aviation.

Article 7. Method and Reliance

7.1 The Institute publishes the basis of every finding: its sources, its method, what was measured, what was assumed, and what the finding does not establish. The work is put in a form a reader can check.

7.2 Measured claims are published with their sensitivity. Findings are published in both directions, including what the evidence credits. Limitations are stated in the document that makes the claim, and a claim reaches no further than the document supports.

7.3 Recommendations of the Institute are not mandatory and create no obligation. They are adopted voluntarily and at the adopter's responsibility, and they are conservative to the compliance floor of the jurisdiction, which is met as a matter of course.

7.4 The Institute publishes its findings as cases, which examine one subject, and as advisories, which address a class of operations. Neither is advice on a particular operation, aircraft, or person, and neither substitutes for the judgement of the person conducting the operation.

Article 8. Independence and Association

8.1 The findings of the Institute are not for sale and are not bought. No support of any kind carries the power to shape a finding, to delay it, or to prevent its publication, and support offered on any such condition is declined.

8.2 On that condition the Institute is open. It welcomes support, joint work, and shared research with individuals and organisations whose purposes align with its own, and holds that the study of individual aviation is better conducted in company than alone. What the Institute speaks for is its findings: it speaks for no party, and lends its name to no position it has not reached by its own method.

8.3 The Institute observes the limits of the principle as its own: option, not obligation; no way of living prescribed; no position on the participation spectrum ranked above another; and the objective the diversification of capability rather than the maximisation of independence. The authority of institutions is not in dispute. Their function in setting and enforcing standards is a foundation of the Institute's method, which measures against published standards and could not proceed without them.

8.4 The compliance floor is held without reservation, and it is a floor. Where a finding shows why, the Institute invites the individual to set a standard of their own above it

and to carry what that imposes. A standard held by choice can exceed one that must be enforceable across a whole population, and the Institute treats the higher standard an individual sets for their own operation as the ordinary mark of a capable operation rather than an exception to it.

8.5 The claims of the Institute are confined to the aviation domain. The application of the Principle elsewhere is not the Institute's to declare.