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**COGNITIVE STYLES AS THE MAIN RESOURCE OF PILOT PROFESSIONAL ACTIVITY**

Aircraft piloting is one of the types of human activity, which is the ability of the pilot to smoothly and accurately control the aircraft within the established operational limitations of flight parameters, ensuring the successful completion of the flight task. Such activities require the implementation of a number of mental processes of high, strength and intensity in a shortage of time due to the rapid change of flight situations.

Based on the psychological methodology, we can say that each individual has its own specific characteristics in perception and style of thinking. Such constant characteristics are determined by cognitive styles. The concept of “cognitive styles” was first described by Albert Adler to denote differentiation in the types of cognitive activity of the individual. In his opinion, based on a combination of cognitive styles, a person creates a goal setting and its implementation. In flight activities, the individual perceives a constant flow of information, processes it and on this basis builds an image of further flight and a behavioral model, respectively.

Hermann Witkin, a researcher of the theory of cognitive styles, identified 15 types of them, based on respondents’ answers to standardized tasks. Analyzing them, we can describe the desired pattern of activity of the pilot.

To control the aircraft, the pilot must focus on comparing the informational and conceptual model of the flight, and, if there are differences in them, adjust their own activities. At the same time to carry out constant scanning control, to distribute attention to various aspects of the flight situation, expanding the area of awareness about it.

Taking into account the presence of some uncertainty in the activities of the pilot, he needs some freedom of action under the influence of abrupt changes in the situation, tolerance for uncertainty, creativity and flexibility in both cognitive processes and decisions. This is a major feature in aviation. Piloting requires a large variability of the movements performed, and therefore the pilot must have a large set of certain adaptive algorithms of action according to the situation and its changes. In this case, the presence of errors in the reproduced activities is undesirable, so the pilot must carefully assess the situation in a short time, make decisions and implement an appropriate model of aircraft control activities.

In conclusion, considering that the stylistic formations of personality perform adaptive, compensatory and system-forming functions, which allow to influence many aspects of behavior, it is reasonable to assume that cognitive styles are stable characteristics of the individuality that significantly affect the formation of the pilot professional activity.

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