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ATP CTP Update

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NTAS National Training
Aircraft Symposium

ATP CTP UPDATE

GARY MORRISON

March 14, 2016



CAE'S ATP CTP PROGRAM

- ▶ Filed with FAA in July 2014: Approved October 16, 2014
- ▶ 4th Organization Approved; Currently 14 total approvals
- ▶ Current training location—DFW, more locations & platforms to come
- ▶ Platforms approved (7)—Challenger 601, Gulfstream GIII, Falcon 50EX, Falcon 900B, Falcon 900EX, BBJ (B737), and the Embraer 145
- ▶ Students Trained to date— 340 to date
- ▶ Class offerings—2 classes per week, starting on Monday & Fridays
- ▶ Now seeing a fairly steep ramp-up in applicants (upcoming date July 31, 2016)

WHAT WE HAVE SEEN SO FAR

- ▶ We have seen a variety of experience levels come thru the course. From the young inexperienced pilot to the older high time pilot with Jet time.
- ▶ The knowledge level has been significantly high, and in some cases, some students appear bored as they felt like it's not beneficial; but this has only been observed in a select few.
- ▶ Overall the knowledge level has been good, but with a lot of refreshing of the memory from previous learned experiences.
- ▶ Greater than 60% we've polled seem to get a lot out of the class. Those coming thru the course with Jet time experience question the relevance of the Sim events.
- ▶ The foreign clients that have attended the course appear to get more out of the class in the baseline knowledge, although there have been language barrier issues.
- ▶ About 30%, and future projected, from the 135 industry say they will never fly airline operations, but they seem to enjoy the class and come away with increased knowledge.

LESSONS LEARNED AND RECOMMENDATIONS

- ▶ Although the AC 61-138 calls for certain items on the Sim events we've discovered that even experienced pilots are missing the objective and taking it for granted that they will pass thru
- ▶ We've learned you can't assume anything no matter what the experience level is
- ▶ We've discovered that no matter how many times we brief the class that it is "not a prep course" for the ATP written they still leave thinking that they can go straight to the written test without having studied or prepared for the test. We send this out as a prerequisite and brief the oncoming classes each week.
 - ◆ Most think the 4 days of classroom training is a prep course for the ATP written
 - ◆ The big question they are asking is why is the "Simulator" sessions required
- ▶ **Unfortunately we can say the caliber of pilots coming thru, planning to be hired by the airlines, are not doing well in the Simulator**
- ▶ The classroom requirements are met, but they struggle to get thru the Sim events with any sort of success

SUGGESTIONS FOR IMPROVEMENT (FOR THE FAA)

- ▶ Rewrite of the Advisory Circular that requires a failed test to only be retrained by an ATP CTP instructor. We have had 2 return from training for the failed ATM test. Both travelled across country by airline to obtain retraining for the retake before returning home for the retake.
- ▶ Due to limited training providers, it becomes an undue burden on the student to travel great distances for the retraining.
 - ◆ This is the biggest complaint from the clients attending.

Classes are filling up much quicker now!



THANK YOU

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