



National Training Aircraft Symposium (NTAS)

2016 - Pilot Supply, Regulatory Compliance, & Training Equipment

Mar 14th, 10:30 AM - 11:40 AM

Panel 2: ATP/CTP Experience Report & New Ideas In Flight Education

Peter Morton

Moderator: President, PMM Inc

Barbara Adams

Panelist: Program Analyst, Federal Aviation Administration

Kenneth Byrnes

Panelist: Flight Chair, Embry-Riddle Aeronautical University

Gary Morrison

Panelist: Manager, CAE

Terry Hibler

Panelist: Director Worldwide Airline Sales, Flight Safety International

See next page for additional authors

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Presenter Information

Peter Morton, Barbara Adams, Kenneth Byrnes, Gary Morrison, Terry Hibler, Darrin Greubel, LaMar Haugaard, John Buyer, Michael Dee, Jeffrey Winter, and Jeff Panhans

NTAS/PS&DS 2016 Supplemental Notes

Panel 2: ATP/CTP Experience Report

FAA

- Barbara Adams – Federal Aviation Administration
 - *See FAA Adams PowerPoint Presentation*
 - Timeline: “how a training requirement is born”
 - Colgan air flight 3407 – February 2009 increased attention by congress and public about flight training and pilot qualifications
 - Issued an Advanced Notice of Proposed Rulemaking
 - FOQ ARC Report
 - Knowledge and flight experience gap can be closed or bridged by integrating academic and practical training
 - Quantity does not necessarily equal quality (flight hours)
 - Modern flight training program
 - Public Law 111-216
 - 2010
 - All pilots need an ATP certificate (1500 hours)
 - Section 216 – required to have ATP certificate
 - ATP-CTP
 - Section 217 – RATP, reduced hrs based on academic coursework
 - Sufficient flight hours in difficult operations conditions
 - NPRM.Final Law
 - February 29, 2012
 - Comments on ATPCTP
 - Subject matter inclusion
 - Requirement for flight simulation training
 - Final rule published July 15, 2013
 - Effective August 1st 2013
 - August 1st 2016 – every pilot will need to complete an ATP-CTP, 24 calendar months for ATP written will run out.
 - ATP-CTP requirements
 - Must be separate from air carrier training (such as indoc)
 - Must be a stand alone training course outline or curriculum at 141 and 142 training institutions
 - Cannot receive credit towards ATP-CTP from other training
 - 30 hours classroom instruction
 - 10 hours simulation (6 hours FFS C or higher, 4 level 4 FTD or higher)
 - All instructors must hold ATP and 2 years air carrier experience
 - FSTD instructors need recurrent training
 - Advisory Circular 61-158
 - Expands major topics from 61.156
 - Includes sample training scenarios
 - Provides FSTD philosophy
 - Where are we today?
 - Training program is new, needs to get reviewed from the top
 - Submitted for approval review
 - AFS-200 for 121, 135 and 142 certificate holders

- AFS-800 for 141 certificate holders
 - Approved Programs (See list in PowerPoint)
 - Where are we going?
 - Lessons learned (See PowerPoint)
 - ATP Knowledge Test Data (See PowerPoint)

Collegiate & Flight Academy Educators

- Ken Byrnes – Embry-Riddle Aeronautical University ATP/CTP at the collegiate level (*no presentation*)
 - It has been active for about 1.5 years
 - Learned a lot in that process
 - Used to making curriculum for pilots beyond the minimums
 - Initial brush was more than what was required
 - It didn't really fit... looking for a very specific ATP course
 - Modified the course; the ATP and CTP comes first now
 - The course is going well... graduates are taking the course
 - 150+ completed
 - Challenges
 - Instructors with airline quality and experience to teach the ATP/CTP
 - Still have only 3 people qualified to teach
 - Ground school is easy to teach
 - Aircraft type rating is difficult to find and added expense
 - Actively searching for part time teachers to teach the course (sending out letters to qualified people)
 - Overall
 - Has been good, one stop shop for students & market draw for program
 - On the instructor side
 - Only about 15,000 active CFI's
 - Majority of them are transient, the turnover is a big problem
 - 85 – 90% annual turnover for ERAU CFI's
 - Makes quality and training difficult to sustain
 - No need for an MEI anymore, so they graduate, get hired, and leave
 - No desire to pay money to get an MEI
- Gary Morrison - CAE Inc.
 - *See CAE Morrison PowerPoint Presentation*
 - Wide variety in experience levels
 - Even experienced pilots are missing the objectives
 - Don't assume experience = knowledge
 - Many foreign clients
 - Have difficulties with language
 - 135 Industry Pilots
 - Don't believe that they need to do this
- Terry Hibler - Flight Safety International
 - *See FSI Hibler PowerPoint Presentation*
 - Flight Safety ATP Course
 - All of the 9 ERJ simulators are full

- 13 of the CRJ simulators are full
 - There are still cancellations 30-45 days out, because there are no-shows or there are not enough people in classes
- 7th certified
 - CRJ-200: filled by ExpressJet & SkyWest, almost fully booked
 - CRJ-700: need instructors
 - CRJ-900: will be ready by Q3
 - ATR: waiting on instructors
 - Dash 8 300
 - Q400
 - EMB 145
 - ERJ 170/190; many are full
- Statistics
 - 48 Completions in 2015
 - 2 Slots a week (ATL); other centers will be similar
 - 100% Pass rate (foreign student / Language problem)
- Challenges
 - Can't find instructors or sim time; not changed since last year

Employer Airlines

- Darrin Gruebel – ExpressJet
 - Good success so far (*no presentation*)
 - Shortcomings are because students don't apply themselves or study enough
 - 6-10 a year (about 2 a month)
 - Increasing each month
 - Completely internal
 - Own instructors
 - Issues on Horizon
 - Resources
 - Further down the road, everyone they hire will go through the course which will strain their resources
- LaMar Haugaard – Horizon (*no presentation*)
 - 10 classes total
 - 100% success
 - Contracted
 - 2 students failed ATP CTP
 - Internally done
 - Partnered with FSI
 - Issues
 - Unsure of volume to come
 - May have resource issue; those who took ATP back in 2014 may have to come back in a flood
- John Buyer – United Airlines (*no presentation*)
 - Not providing ATP/CTP
 - May have to have a course down the road
 - Do have a 142 cert to train test pilots
 - Do have a venue and may consider it with the career path program
- Michael Dee – Republic Airways (*no presentation*)

- Most of it done through AeroSim
 - Shut off the date beginning next month, all will be required to go through the ATP/CTP program
 - Getting the process approved
- Majority of training in EMB 145 sim, may have time available soon
- Jeffrey Winter – JetBlue (*no presentation*)
 - Have a 142 cert , but so far no ATP/CTP program
- Shannon Lane – Allegiant (*no presentation*)
 - Avenger Training group for training
 - No ATP/CTP currently
 - Will maybe develop course when needed
 - Requires ATP/CTP
- Carl Davis – Boeing (*no presentation*)
 - We don't offer the program; but do arrange to train some pilots

JetBlue: Gateway 7 Program

- Capt. Jeffrey Winter – JetBlue
 - *See JetBlueWinter PowerPoint Presentation*
 - Newly renamed: Gateway Select
 - What?
 - Unintended press leak November/December
 - We did not grant interviews
 - Providing FAQs
 - Officially launched program on March 7th
 - 1 of the 7 gateways, looking at 24 pilots total for the next couple years
 - Course is not MPL or an off the shelf ab initio program
 - 3.5 year training program, still being developed
 - JetBlue has complete oversight over the program
 - Why?
 - Not a flight training business scheme, not to make money
 - Diversity
 - Untapped resource: people who are interested but don't know how to go about it and whether it is feasible
 - Priming the pump
 - By the time you recognize the problem it is probably too late
 - There is a large time lag, about 4 years, we will try this out and see if it is something we can and want to continue
 - If there is a shortage and applications slow down, this will already be in place and easy to expand
 - How?
 - Create our own pipeline and training program
 - Paid for by the student pilots
 - \$125,000
 - Facilitating financial assistance with banks
 - Flight training is not considered education, and therefor cannot be covered by student loans
 - Students who complete the course will be given conditional offers with CAE and JetBlue

- Training Overview
 - Foundation course: 4 weeks at JBU
 - Core: Oxford Aviation Academy in Phoenix, basic flying
 - Basic: discussions of CRM, threat and error management, IFR
 - Intermediate: JBU in Orlando, ATP-CTP, multiengine flying to automated jets, using sims
 - Advanced: similar to new hire training
 - Bridge: attain a CFI
 - CAE flight instructor
 - Jetblue First Officer
- Will be making way more than typical pilot path
- Will it Work?
 - Using data collection and analyzing
 - Will intensively screen the 1500 applications
 - Hone assessment that results in 120 candidates
 - Then go to LSC or OSC to be further assessed and end in 24 pilot candidates
 - Main attrition problem in this age group is family issues and sick parents
- What Next?
 - www.pilots.jetblue.com
 - Applications are open; received 80,000 hits and 557 applications