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*

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Morton, Peter; Adams, Barbara; Byrnes, Kenneth; Morrison, Gary; Hibler, Terry; Greubel, Darrin; Haugaard, LaMar; Buyer, John; Dee, Michael; Winter, Jeffrey; and Panhans, Jeff, "Panel 2: ATP/CTP Experience Report & New Ideas In Flight Education" (2016). *National Training Aircraft Symposium (NTAS).* 11.
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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

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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 & SkyWesl, 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
  • 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 therefore 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](http://www.pilots.jetblue.com)
- Applications are open; received 80,000 hits and 557 applications