

Mar 14th, 1:10 PM - 2:00 PM

## Panel 2 (Continued): Moderated Discussion

Peter Morton

*Moderator: President, PMM Inc*

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Morton, Peter, "Panel 2 (Continued): Moderated Discussion" (2016). *National Training Aircraft Symposium (NTAS)*. 18.

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## NTAS/PS&DS 2016 Supplemental Notes

### Panel 2 (Continued): Moderated Discussion

Q: Dr. Guy Smith (ERAU)- directed at Jeff Winter (JetBlue), where do the certificates fit into your program?

A: Captain Jeff Winter (JetBlue) – I went through the training syllabus, remember where there is a bridge course? That's where they catch up with all their licensing. The goal of the first 15 months is to train. We're not going to jam specific flight time into the early part of the training unless it's completely necessary. The bridge is 3 months long, and that's where they'll get their licenses. When we finish our training with them they will only hold their private pilot's license.

Q: Peter Morton -Will the individuals you screen have a collegiate degree?

A: Capt. Jeff Winter - We started with college degree is preferred, then we went to required, then back to prefer. The one thing we like about college degree required is that it's a bit of a maturity issue... that gives us a certain amount of maturity. Then we circled back and said maybe we can open this window and take people who may have started college but not completed it... We have a couple cool programs at JetBlue, if you come through our gateway programs we have a partner with Thomas Edison where they can get their bachelor's for 8k. If you're a JetBlue pilot and you've finished first officer training, you get 23 credits towards a degree at Thomas Edison. That's almost a whole year.

Q: Peter - They [the credits] don't have to be towards an aviation course?

A: Jeff - They [the credits] don't have to be, but it will be in our scoring sheet to make them a more competitive person.

Q: ALPA – If you are contracting flight training out to CAE how many hours will they have and under what regulation is it under?

A: Capt. Jeff Winter - Flight training is under part 61 with CAE and by the time they have a commercial license, they will have a combination of airplane and simulator time that equals 298 hours of total time.

Q: Peter Morton – Hypothetical question for FAA: If the incoming students for airlines are going to go through the ATP-CTP with an airline and also going to go through indoc training and type rating, if they come to you with a proposal with those all combined together, would the FAA accept that proposal. (CTP combining all training)?

A: Barbara - The FAA would not be receptive to that because the regulations prohibit it. The regulation states indoc training cannot be combined and the ATP-CTP must be separate. There are some academics under ATP-CTP that are also required in ground training at 121 carriers, so it could reduce that training during ground training if they hold an ATP-CTP.

Q: Peter Morton – Follow up question, is the reason the FAA cannot consider that proposal, because of the rule language rather than the AC? So it would require an amendment to the rule?

A: Barbara - That particular provision in the rule was intentional because we didn't want the subjects to be combined in initial training... this training is not that, it is supposed to be foundational training to these subjects... initial indoctrination training is much like a fire hose, I know when I went through that the academics were not as important because I was focused on learning the carrier's operations... we want to pilot to be focused on the ATP/CTP before they have to worry about the other information for the airline.

Q: Michael Dee – if I have an entire class that went to do their ATP-CTP, I could take credit for that initial training and take it out of our footprint?

A: Barbara - Yes, I believe it is under 121-419 and allows airlines to remove redundant training and add other information they may find helpful to their airline

Q: John Glasgow – Delta Airlines – When you say you are going to revise, are you going to clarify things or provide relief to airlines. (Such as instructor requirements)

A: Barbara - The revisions are not changing any of the requirements. The advisory circular will provide more information and clarify topic areas such as performance. We may provide topics such as mental health, it is an opportunity to reach every pilot that is entering the airline industry. We would be interested to hear if you would like to add more topics or further clarify existing ones, there are subtopics we can add.

Q: Guy Smith – When the law came out, we were talking about unintended consequences. Anecdotal from an airline, they offered the ATP – CTP free to candidates. Pilots came, got the certificate and left to go to another carrier. Are there other unintended consequences we may want to take a look at?

A: Ken Byrnes – For us it goes back to the instructor side (more market driven). I wouldn't have any flight instructors if a minimum requirement didn't exist. Although we don't necessarily believe in the flight hour requirement, we would be in dire need of instructors without it. Also, there is no motivation to get the MEI anymore due to only 50 hours multi time required. We have brought our minimums down; We now upgrade instructors into their second aircraft right when we hire them.

A: Gary Morrison – We get most of our instructors from retired pilots. The ATP-CTP is a quick course for such a numerous amount of topics. It is pretty tough for pilots that are not used to an FSTD. We've expanded our course to provide more of an orientation.

Q: Peter Morton – How are other educators working with your students to get an ATP-CTP?

A: Wayne Ceynowa–Auburn- It's tough to find instructors to meet the ATP-CTP minimum for instructing, and equipment/simulation is expensive to obtain for smaller schools. We're helping students get to the point where they can take advantage of airlines such as ExpressJet that offer the ATP-CTP.

A: Jason Day (ASU)- We are looking into offering the ATP-CTP since we have the level 5 CRJ simulators. The only thing we are lacking is the full motion simulator. We have two sim bays that could be filled with new full motion sims.