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

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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
  - Own instructors

- **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