



Airline Transport Pilot Certification Training Program (ATPCTP)

An Overview



one step ahead

In July 2013 the FAA passed a new rule regarding the pre-requisites for a pilot to take the ATP multi-engine written examination.

The applicant must now show successful completion of a detailed classroom and simulator FAA approved curriculum prior to taking the written examination. This program has been titled

Airline Transport Pilot Certification Training Program
(ATPCTP)

Complete guidance for this program is found in FAA Advisory Circular 61-138 dated July 2, 2013.

ATPCTP Regulatory

- After July 31, 2014, a prerequisite for the FAA knowledge test (written) for an ATP certificate with an airplane category multiengine class rating, is a graduation certificate for the ATP Certification Training Program (ATPCTP).
- The new requirement can only be trained by authorized FAR 121 / FAR 135 Operators; or FAR 141 / 142 Training Centers. The course must consist of:
 - At least 30 hours of classroom instruction of FAA prescribed topics
 - At least ten hours of training in an FSTD, qualified under 14 CFR Part 60
 - FTD Training (4 hours)
 - FFS Training (6 hours)

ATPCTP Regulatory

- The ATP CTP program is designed to bridge the knowledge gap between a pilot who holds a commercial pilot certificate and a pilot operating in an air carrier environment.
- Bridging this gap requires training in essential subject areas as determined by and recommended by the FAA.
- The training program will impart conceptual knowledge through academics, and consolidate that knowledge through training in a Flight Simulator Training Device (FSTD).
- During the training the pilot will receive baseline knowledge and experience to assist them in preparing for the duties, responsibilities, and challenges of an air carrier environment.

- The aeronautical knowledge areas to be trained must include the following areas:
 - Aerodynamics
 - Automation
 - Adverse weather conditions
 - Air carrier operations
 - Transport aircraft performance
 - Crew Resource Management
 - Professionalism
 - Leadership
- This program is not designed nor intended as an “ATP Written Examination Prep” course, but it will assist in preparing for that examination.

The course requires the following simulator requirements

- Minimum of ten hours of simulator training. The purpose of the training is to familiarize the client with airline equipment and operations.
- Flight Training Device (FTD)
 - Navigation and Automation
- Full Flight Simulator (FFS 1)
 - High Altitude Operations, Stall Prevention and Upset Prevention / Recovery.
- Full Flight Simulator (FFS 2)
 - Runway Safety and Adverse Weather
- No classroom or simulator time will be credited towards the attainment of a type rating in the model of aircraft utilized for the training.

CAE ATPCTP

- **CAE's course is six days in duration and consists of:**
 - **Thirty two hours of instructor facilitated classroom knowledge**
 - **Four hours of Flight Training Device training**
 - **Eight hours of Full Flight Simulator training**
 - **FTD / FFS time will also include a 1:30 Preflight Briefing and 1:00 Debriefing**
- **Each registered client will also be provided with access to:**
 - **CAE's ATPCTP Training Manual**
 - **CAE's "ATP CTP LMS" information (CBT)***
 - **Aviation Performance Solutions (APS) on-line learning program**
 - **Flash card style review of ATP written examination knowledge areas**

CAE ATPCTP Course Footprint

Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
Ground School	Ground School	Ground School	Ground School	Ground School	Ground School
Introduction and Administration	Turbine Engines	Crew Resource Management	Ground Operations	Operational Control	Meteorology – Aircraft Weather Detection Systems
High Altitude Aerodynamics	Transport Aircraft Performance	Leadership	Meteorology – Low Vis Ops	MEL & CDL	Written Quiz
Stall Prevention & Recovery Training	Automation	Communications	Written Quiz	Communication & Briefings	Final Exam
Aerodynamics – Upset Prevention & Recovery	Navigation & Flight-Path Warning Systems	Professional Development		Written Quiz	
Written Quiz	Safety Culture / Voluntary Safety Programs	Fitness for Duty - Fatigue			
	Written Quiz	Threat & Error Management			
		Checklist Philosophy			
		Written Quiz			
			Flight Training	Flight Training	Flight Training
			FTD 1 Navigation Automation	FFS 1 Hi Altitude Operations & Stall Prevention & Recovery Hi Altitude Upset Prevention & Recovery	FFS 2 Runway Safety Adverse Weather Taxi & Takeoff Phase Approach & Landing Phase

- The program is expected to be rolled out at various sites and in various platforms over the next nine months
 - DFW
 - Phoenix
 - Minneapolis
 - Miami
 - NETC – reviewing available platforms
- Simulator training will take place on a number of different platforms, but the course is not specific to the platform and this time cannot be used as total hours. Specific platforms cannot be requested.

Evaluation Procedures

- The client will complete a final test at the end of the program that contains thirty questions covering the entire academic course material
- In order to successfully complete the CAE “ATPCTP” course a client must:
 - Achieve a minimum score of 80% on the written test
 - Demonstrate conceptual proficiency in the FSTD
- Clients who fail to achieve the minimum score, or fail to demonstrate conceptual proficiency in the FSTD, will receive additional training and retake the examination on the topics failed

ATP-CPT Flight Simulator Training training is divided into two categories:

- **Demonstration-based training**
 - **The purpose of demonstration-based training is to develop the knowledge necessary to complete the desired outcome during the experience phase.**
 - **The demonstration phase includes an instructor-led demonstration of the entry/application of skills and desired outcome of a specific maneuver**

- Experienced-based training:
 - The purpose of experience-based training is to allow the client to reinforce the basic airplane characteristics witnessed in the demonstration phase.
 - Experienced-based training allows the pilot to obtain repetitive handling experience when operating the airplane in both dynamic and difficult operating conditions.
 - Experience-based training maneuvers should be practiced to the point of conceptual proficiency.

- Highlights of the other regulatory changes:
- An airline transport pilot certificate currently requires that a pilot be at least 23 years of age and have at least 1,500 hours flight experience.
- In the new rule, to receive an ATP certificate with a multiengine class rating, a pilot must now also have 50 hours of multiengine flight experience and must have completed the new FAA-approved Airline Transport Pilot Certification Training Program.
- This new training program includes academic coursework and training in a Flight Simulation Training Device (FTD) and a Full Flight Simulator (FFS).

ATPCTP Regulatory

- This rulemaking also modifies requirements for pilots who currently fly in Part 121 air carrier operations.
- This Restricted Privileges Airline Transport Pilot Certificate allows a pilot to serve as second in command in domestic, flag, and supplemental operations not requiring more than two pilot flight crew members. As a result of this action:
- A first officer in domestic, flag, and supplemental operations must now hold an airline transport pilot certificate and an airplane type rating.
- Pilots serving as an air carrier PIC (Captain) must have, in addition to an ATP, at least 1,000 flight hours in air carrier operations.

ATP w/ Restricted Privileges MEL Only

Restricted to serving as an SIC in Part 121 operations

- Be at least 21 years old
- Hold commercial pilot certificate with instrument rating;
- Successfully complete new ATP Certification Training Program prior to taking the ATP knowledge test and passing the ATP knowledge and practical tests and have a;
 - Minimum of 750 hours total time as (military pilots); or
 - Minimum of 1,000 hours total time as a pilot and a Bachelor's degree with an aviation major; or
 - Minimum of 1,250 hours total time as pilot and an Associate's degree with an aviation major; or
 - Minimum of 1,500 total time as a pilot.

Frequently Asked Questions

ATPCTP FAQs 141011.docx

ATPCTP NBAA Handout Draft V141017(3).docx

Restricted ATP Comparison 141011.docx

- **Will clients be trained as singles or a crew**
 - Clients will be trained as a crew
- **TSA requirements apply**
 - This is a Category 1 or Category 2 course, depending on existing type ratings.
 - Prior to the course, a license verification letter must be gained. These are available here:

