

**MIA08MA203**

**ATTACHMENT 7**

**MSP AVIATION COMMAND PILOT TRAINING  
PLAN (NOVEMBER 27, 2007)**

# MARYLAND STATE POLICE

TO: All Affected Aviation Command Personnel      DATE: November 27, 2007

FROM: Major A. J. McAndrew, Commander, Aviation Command

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<input checked="" type="checkbox"/>	For your information	<input type="checkbox"/>	Take charge of
<input type="checkbox"/>	As requested	<input type="checkbox"/>	For additional information
<input type="checkbox"/>	Approve and return	<input type="checkbox"/>	For comment/recommendation
<input type="checkbox"/>	Note and return	<input type="checkbox"/>	Give me facts
<input type="checkbox"/>	See me	<input type="checkbox"/>	Prepare reply

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**Re: Aviation Command Pilot Training Plan**

**ACTIVE POLICY # 39**

The Training Section and Regional Instructor Pilots have developed a new pilot training plan. As outlined below, the following requirements and action will be implemented immediately.

## SHORT TERM

### PILOT TRAINING:

Due to the Aviation Command's current helicopter fleet maintenance situation, it is the intent of the new training plan to reduce flight time and provide a more structured and consistent pilot training program. An instructor pilot will see each pilot at least four times a year. All pilots will receive the following flight training and check rides during calendar year 2008:

- Pilots will receive an annual check ride by Training Section Instructor Pilots.
- Pilots will receive training in emergency procedures by the Regional Instructor Pilots.
- **Pilots will no longer fly with each other at the Section level for instrument currency.**
- Semi annually, pilots will receive an Instrument Proficiency Check (IPC) training ride in order to stay current according to FAA Regulations. Training Section or Regional Instructor Pilots will conduct instrument Proficiency Check (IPC) training rides.
  - The pilots that are currently designated as Command Single Pilot Instrument Certified will receive their recertification during this training.
  - The Instructor Pilot, during this training, will continue to prepare each pilot for their Command Single Pilot Instrument Certification qualification which will be administered at a later date.
  - Available flight time permitting, pilots will also receive a block of instruction in emergency procedures during the Instrument Proficiency Check (IPC) training ride.

As stated earlier, it is the intent of the new training plan to reduce flight time and provide a more structured and consistent pilot training program.

Section Supervisors are directed to canvass their pilots to determine when their IFR currency expires under FAA regulations and forward this information to Mr. Michael S. Gartland no **later than December 5, 2007.**

**COMMAND SINGLE PILOT INSTRUMENT CERTIFICATION:**

In the future, the plan is to train a minimum of five pilots per year to the Command Single Pilot Instrument Certification level. Newly hired pilots will receive their Single Pilot Instrument Certification training during their initial flight training, thus they will be certified upon completion of initial training.

**NEWLY HIRED PILOTS:**

After new pilots receive initial ground training, they will be converted to a 10-hour workday employee to better correspond with the Regional Instructor Pilot's schedule. New pilots will be assigned to Regional Instructor Pilots in regions where aircraft have available flight time for training purposes. Once the new pilot is trained to Command standards in normal procedures, emergency procedures and instrument procedures, they will then be assigned to work at each Section in order to become familiar with each area of the State. A Training Section or Regional Instructor Pilot will accompany the new pilot to each Section. The new pilot's final two weeks of training will be with an Instructor Pilot at the Section where they will be assigned. The duty pilot at those Sections may be reassigned to another Section to avoid overtime.

**SIMULATOR/FLIGHT TRAINING DEVICE (FAA CERTIFIED):**

The Command seeks to purchase a simulator/flight training device; similar to the current Dauphin cockpit that meets current training standards. Even with replacement aircraft, the Command will still fly the current airframe for at least five to seven years. By utilizing a flight simulator, current training flight hours will be reduced at least 70%, including new pilot training. At an approximate cost of \$300,000, this device will pay for itself in less than one year at the current hourly cost of operation and depending on the number of new pilots hired. The simulator will be a portable device (in a trailer) that can be placed either at a location within the region or at a particular Section. All of the Regional Instructor Pilots will be trained to operate the device. Pilots on restricted duty could still train in the simulator, since a medical certificate is not required. The simulator/flight training device will be NVG compatible and enable NVG training to be completed in the simulator prior to obtaining replacement aircraft.

In the mean time, the Command will once again lease the "Fly-it" flight-training device, if available, from American Helicopters Inc. This simulator, although not specific to the Dauphin aircraft cockpit, will be utilized "in a pinch" for training current and new pilots on instrument procedures. The flight-training device will be leased for a period of at least one month or more depending on the number of new pilots hired and the amount of time it takes for the new simulator to be delivered. During the time that the Command has the flight-training device leased, current line pilots will be scheduled to utilize the simulator for instrument training. This training can be used for a majority of the instrument training necessary to accomplish initial Command Single Pilot Instrument Certification.

### **REGIONAL INSTRUCTOR PILOTS:**

As a result of Mr. Ayling deciding not to continue with his instructor pilot training program, Mr. Brinsfield will become the “acting” Western Region Instructor Pilot until a Regional Instructor Pilot is selected. As a result of Mr. Sheik’s resignation, there is currently an opening in the Metro Region for a Regional Instructor Pilot. Mr. Patterson will “assist” the Training Section by conducting pilot training for the Metro Region until a Regional Instructor Pilot is selected.

### **LONG TERM**

#### **QUARTERLY PILOT TRAINING:**

Once the current aircraft fleet is no longer restricted due to unavailable aircraft time or once replacement aircraft are deployed, each Command pilot will receive quarterly training by their Regional Instructor Pilot or their Section CFI (when implemented) consisting of: normal procedures, emergency procedures, and instrument procedures. Annual check rides will continue to be provided by the Training Section Instructor Pilots.

#### **COMMAND SINGLE PILOT INSTRUMENT CERTIFICATION:**

Once the current aircraft fleet is no longer restricted due to unavailable aircraft time or once replacement aircraft are deployed, the Training Section will train and maintain all pilots as Command Single Pilot Instrument Certified. New Pilots will receive Command Single Pilot Instrument Certification training during initial training.

#### **REGIONAL vs. SECTION INSTRUCTOR PILOTS;**

Once the current aircraft fleet is no longer restricted due to unavailable aircraft time or once replacement aircraft are deployed, we look to explore the feasibility of staffing each Section with an instructor pilot who will be responsible for training pilots at their assigned Section. Section Instructor Pilots will be required to have a FAA CFI and CFII certificate to be eligible for the position. With the current fleet of aircraft the Training Section Instructor Pilots will train the Section Instructor Pilots. With the replacement of new aircraft, all Command Instructor Pilots including Training Section Instructor Pilots will receive Factory Instructor Training.

#### **NEWLY HIRED PILOTS:**

Once the current aircraft fleet is no longer restricted due to unavailable aircraft time or once replacement aircraft are deployed, the Training Section will be capable of training more than two pilots at a time with the possible implementation of the Section Instructor Pilot Training Program.

#### **SIMULATOR/FLIGHT TRAINING DEVICE (FAA CERTIFIED):**

With the replacement of new aircraft, the Command will seek to purchase a simulator/flight training device (FAA Certified) with a cockpit very similar to the specs of the new aircraft. This will reduce the amount of training time on the aircraft. With a cockpit similar to the replacement aircraft, almost all training, including initial training and NVG training will be accomplished in the simulator/flight training device.

#### **NIGHT VISION GOGGLE TRAINING PROGRAM:**

All pilots and medics will be trained in the use of Night Vision Goggles. With the replacement of new aircraft, which will be NVG compatible, most of the training for NVGs will be accomplished in the simulator/flight training device. At least five instructor pilots (one Training Section Instructor Pilot and four Section Instructor Pilots, one from each Region) will attend NVG initial training and instructor training from an outside training vendor in order to train the remainder of the pilots.

**This plan will remain flexible and is subject to change as operational and budget requirements dictate.**