

Application for the role of Chair, Vice Chair of NIIFTE

Name

Patrick Logan

Organisation

Babcock International Group

Application for

Chair/Vice Chair NIAG Industrial Interface Group to NFTE (NIIFTE).

CV

Attached in email, pdf format.

Why are you the ideal candidate?

I believe I am the ideal candidate for these roles given my experience in the following:

- As Assistant Director, Directorate of Flying Training in the UK from July 2017 until July 2020 I was:
 - The UK representative on the Euro-NATO Joint Jet Pilot Training Program (ENJJPT) which hosts instructors from 14 NATO Allies at Sheppard Air Force Base in the USA
 - I was also responsible for the UK's participation in the USAF Pilot Training Next programme.
 - For the Royal Air Force UK MFTS programme, I worked collaboratively with the industry service provider, identifying and mitigating risks, to deliver generational £3.2bn transformation of flying training.

Now working at Babcock, which is OEM agnostic, and focused on flying training systems as a service; this is a real benefit to ensure no bias towards platforms.

- Babcock has a distinguished record in aviation training services as a 50% shareholder of Ascent that delivers the UK Military Flying Training System
- The service provider to the French Air Force (FAF), providing (together with Dassault Aviation) a modern training system for fast jet pilots and weapons systems officers for today's increasingly sophisticated aircraft.
- Babcock also deliver the Light Aircraft Flying Training (LAFT2) service to the Royal Air Force.
 - Recently, this capability has been used to deliver flying training to Ukrainian pilots (Operational Interstorm) demonstrating Babcock's commitment to working collaboratively with NATO partners to enhance flying training capacity.

What would you aim to achieve in the first 18 months?

- In harmony with the ToRs provided by the NFTE, establish the key principles of the group and the group's activities to ensure timely and focused advice to the NFTE. With the key objective of collaborating to expand and develop options for capacity where it is required.
- Develop and deliver the industry Vision for full spectrum Aircrew and Groundcrew training.

- Provide NFTE with a document that sets out what it needs from the NFTE Steering Board
- Respond to NFTE RFIs in a timely fashion.
- Identify and provide an accurate measure of input / output of current European Training facilities.
- Identify and provide data on spare capacity that could be used immediately.
- Advise the NFTE steering board on the most likely business case that would secure industry investment / risk; to support this:
 - Develop and deliver an agreed roadmap of activity and milestones with industry partners to include but not limited to:
 - The main challenges faced by industry to support NFTE to effectively address training requirements for all types of pilots and provide suggested solutions to tackle.
 - Utilise the evidential data gathered by the NFTE and industry partners to identify priorities in training.
 - Develop a menu of commercial /delivery opportunities and options against a backdrop of possible timeframes (crawl, walk, run approaches)

What do you sense is the greatest risk to NFTE?

The greatest risk to NFTE is the inability to produce a business case that is compelling enough for industry investment and risk and that focuses on a holistic approach to training services across the alliance with an ease of commercial utility rather than platforms. Further, with the obsolescence of current fleets there is a risk that nations will be unwilling to recapitalise. NIIFTE could mitigate this risk by highlighting novel training approaches that can reduce the whole life costs of training through the sharing of solutions.