**Statement of Requirement**

**Provision of Multi-engine Pilot Training for the MOD**

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| **A** | **General Requirements** |
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| **A.1** | **Scope of Requirement** |
| A.1.a | The Ministry of Defence (MOD) requires a Civilian Aviation Authority Approved Training Organisation to train up to 50 multi-engine fixed- wing pilots per Financial Year (FY). The requirement will start in FY 18/19. To meet operational requirements, the Contractor will train students using the modular Commercial Pilot Licence (CPL) / Instrument Rating (IR) courses and the Multi Crew Cooperation Course to achieve the training standard set by the MOD. The MOD is not looking for the award of a Commercial Pilot Licence / Instrument Rating at the end of this training as students will not have completed any EASA pre-requisite training courses so will not have met the minimum EASA entry requirements for starting CPL/IR training; this training therefore does not need CAA approval. However, the MOD is looking to achieve a near equivalent CPL/IR skills test standard along with MCC training and some additional training elements not required by the CPL/IR. Students will have completed the following military training courses before arrival with the Contractor: Elementary Flying Training and associated Groundschool and Multi-engine Pilot Training Groundschool; details of these courses are at Annex B but are subject to ongoing review and change.  |
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| **A.2** | **Definitions** |
| A.2.a | In addition to the definitions detailed in the Terms and Conditions of the Contract the following definitions shall also apply. Where the definitions below contrast to those detailed in the Terms and Conditions of the Contract then the definitions within the Terms and Conditions of the Contract shall take precedence. |
|  | Definition | Interpretation |
|  | Contractor’s Personal Use | Any use of MOD furnished property, facilities or equipment intended for the primary benefit of the Contractor or the Contractor’s Personnel which is contrary to the MOD’s interests is considered personal use. |
|  | Contractor’s Personnel | Any employees, including sub-contractors or other agents working on behalf of the Contractor, shall be deemed the Contractor’s Personnel. |
|  | Designated Officer | The Designated Officer is the MOD representative responsible for the Requirement and is as defined at Box 2 of DEFFORM 111 of this Contract. |
|  | Military Course Officer | The Military Course Officer (MCO) is the MOD’s representative situated at the ATO and will be the ATO’s first point of contact as well as being the Flight Commander (line manager) for all military students. |
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| **A.3** | **Abbreviations and Acronyms** |
| A.3.a | In addition to the abbreviations and acronyms detailed in the Terms and Conditions of the Contract the following abbreviations and acronyms will be used. |
|  | Abbreviation or Acronym | Interpretation |
|  | 3FTS | No. 3 Flying Training School |
|  | AOC | Air Officer Commanding |
|  | AMW | Aviation Medical Wing |
|  | AMS | Aviation Maritime Survival  |
|  | ATO | Approved Training Organisation |
|  | BPSS | Baseline Personnel Security Standard |
|  | CAA | Civil Aviation Authority |
|  | CFS | Central Flying School |
|  | C-FSTD(A) | Certification Specifications for Aeroplane Flight Simulation Training Devices |
|  | CPL | Commercial Pilot Licence |
|  | DII | Defence Information Infrastructure |
|  | DII(F) | Defence Information Infrastructure (Future) |
|  | DO | Designated Officer |
|  | EASA | European Aviation Safety Agency |
|  | EFIS | Electronic Flight Instrument System |
|  | EFT | Elementary Flying Training |
|  | FADEC | Full Authority Digital Engine/ Electronics Control |
|  | FNPT | Flight Navigation and Procedures Trainer |
|  | FFS | Full Flight Simulator |
|  | FY | Financial Year – Defined as 1 April to 31 March |
|  | GPS | Global Positioning System |
|  | HF | Human Factors |
|  | IF | Instrument Flying |
|  | ILS | Instrument Landing System |
|  | IR | Procedural Instrument Rating |
|  | KPI | Key Performance Indicators |
|  | MELIN | Multi-engine Lead-in Course |
|  | MEPT | Multi-engine Pilot Training |
|  | MCC | Multi-crew Cooperation Course |
|  | MCO | Military Course Officer |
|  | MOD | Ministry of Defence |
|  | MPRM | Monthly Performance Review Meeting |
|  | OC | Officer Commanding |
|  | PBN | Performance Based Navigation |
|  | PET | Pre-Employment Training |
|  | PI | Performance Indicator |
|  | PPE | Personal Protective Equipment |
|  | RAF | Royal Air Force |
|  | RNAV | Area Navigation |
|  | SC | Security Check |
|  | SERE | Survival, Evasion, Resistance, Extraction |
|  | SoR | Statement of Requirement |
|  | VFR | Visual Flight Rules |
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| **A.4** | **References** |
| A.4.a | In addition to the references detailed in the Terms and Conditions of the Contract the following references shall also apply as well as any subsequent revisions and amendments to the references. This list does not absolve the Contractor from conforming to any other relevant publications.  |
|  | Reference | Version | Source |
|  | Data Protection Act 1998 | 1998 c. 29 | <http://www.legislation.gov.uk/ukpga/1998/29/contents>  |
|  | Government Security Classifications | 1.0 | <https://www.gov.uk/government/publications/government-security-classifications>  |
|  | Approved Training Organisation  | V1 Jun 16 | [CAA Approvals Support Document. Organisations conducting: Approved Courses of Flight and Ground Training](http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=2854) |
|  | Procedural instrument rating | V1 Jun 16 | [EASA Part-FCL Instrument Rating – Subpart G](https://www.easa.europa.eu/system/files/dfu/Part-FCL.pdf)  |
|  | Commercial Pilot Licence | V1 Jun 16 | [EASA Part-FCL – Subpart D](https://www.easa.europa.eu/system/files/dfu/Part-FCL.pdf)  |
|  | Multi-crew Cooperation Course | V1 Jun 16 | [EASA Part-FCL – Subpart H FCL.735.A](https://www.easa.europa.eu/system/files/dfu/Part-FCL.pdf) |
|  | Certification Specifications for Aeroplane Flight Simulation Training Devices (C-FSTD(A)) | 4 Jul 12 | <https://www.easa.europa.eu/system/files/dfu/CS-FSTD%28A%29%20Initial%20Issue.pdf> |
|  | AQAP 2110 - NATO Quality Assurance Requirements for Design, Development and Production | Jun 03 | <https://www.difesa.it/SGD-DNA/Staff/DT/NAVARM/Documents/NormeAQAP/aqap2110e.pdf> |
|  | AQAP 2105 – NATO Requirements for Deliverable Quality Plan – Procedural Requirements | Nov 09 | [http://nso.nato.int/nso/zPublic/ap/aqap-2105e(2).pdf](http://nso.nato.int/nso/zPublic/ap/aqap-2105e%282%29.pdf) |
|  | MEPT document pack | Oct 17 | See attached. Pack includes:- Directorate of Flying Training – Administrative Training Warning Process for Trainee Aircrew.- Warning Report Part 1- Warning Report Part 2 (Removal)- Flying Personnel – End of Course Report (F5201)- Sortie Report Form Template- Sortie Report Form - marking guide |
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| **A.5** | **Processes and Related Tasking** |
| A.5.a | Students will have completed EFT and MEPT PET.Details of the key elements covered in the EFT Groundschool and flying syllabus are at Annex B with hours allocated to each element also listed but are subject to change.PET will consist of MEPT Groundschool, HF, AMS and AMW. Details of the key elements covered in the MEPT Groundschool are at Annex B with hrs allocated to each element also listed but are subject to change.AMS familiarizes aircrew with the type of life raft that may be supplied to them by rescue crews, or in which they may have to survive when flying as a passenger in a transport aircraft.AMW consists of academic instruction and practical exercises including exposure to reduced ambient pressure in a hypobaric chamber.  Students will have completed a military aircrew medical and be assessed as fit for MEPT training.The Contractor is to ensure that their insurance covers students flying on a military aircrew medical and does not require a further Class 1 CAA medical check.Post outsourcing, students will be streamed to their Front Line aircraft type alongside those students who have completed military MEPT. |
| **A.6** | **Site** |
| A.6.a | The Site for the delivery is the Contractor’s location or other civilian locations as determined by the contractor. There is no special access available for use of MOD sites or facilities within this contract; the contractor can apply to use MOD sites for flying training in the normal manner by contacting the relevant MOD location for details and costs. The exception will be the stakeholder meetings detailed at B.10 and B.18.  |
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| **A.7** | **Security** |
| A.7.a | All information related to or generated by this Contract is to be treated in the appropriate manner in accordance with the Government Security Classifications, as per reference contained in A.4.a. The classification of the material to be handled shall not exceed OFFICIAL-SENSITIVE in nature. Where the Contractor’s personnel need to access or handle MOD data classified as OFFICIAL-SENSITIVE, that individual will need to have completed a BPSS check. |
| A.7.b | All personal data processed under this Contract is to be treated in accordance with the Data Protection Act 1998. All student documentation including reports is to be protected by the Contractor and not communicated with anyone outside of the MOD. On course completion, student documentation shall be e-mailed to the MOD or a hard copy given to the MCO; documentation shall be compatible with Microsoft Word. Once the contract has ended and the MOD has acknowledged receiving all course reports, the contractor must securely dispose of the information it holds. |
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| **A.8** | **Safety and Environmental Provisions** |
| A.8.a | When on the Contractor’s Site, MOD personnel will comply with all Safety, Health and Environmental Protection regulations and policy. The Contractor is to detail any safety and / or environmental provision which will need to be complied with / considered to execute the Requirement. |
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| **A.9** | **Hours of Operation and Times of Delivery** |
| A.9.a | Student normal working day is 0800-1700 Monday to Friday, but may work different hours with MCO approval. Whilst students are available 7 days per week they should not work any more than 5 days in a 7 day period except with approval from the MCO. The Contractor should expect each student to be unavailable one working day a month for military requirements – this provision will be negotiated by the MCO with the Contractor on a case-by-case basis. |
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| **A.10** | **Quality Assurance** |
| A.10.a | The contractor must comply with the following industry quality standards:AQAP 2110 - NATO Quality Assurance Requirements for Design, Development and ProductionAQAP 2105 – NATO Requirements for Deliverable Quality Plan – Procedural Requirements |
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| **A.11** | **Contract Monitoring** |
| A.11.a | For the purposes of Contract monitoring, representatives of the Contractor will report to the DO or his representative both verbally and via a written report the performance of the contract as per B.10. |
| A.11.b | The Contractor is responsible for the performance of the Contract by any sub-contractors or other agents working on behalf of the Contractor. The Contractor is to deal with any issues relating to any sub-contractors or other agents working on behalf of the Contractor, this however does not exclude sub-contractors or other agents working on behalf of the Contractor from attending any Contract Monitoring meeting or contributing to any report where it is appropriate for such sub-contractors or other agents to do so. |
| A.11.c | If any sub-contractors or other agents working on behalf of the Contractor are found unsuitable, for whatever reason, the Contractor is to engage with the relevant sub-contractors or other agents to broker a resolution. |
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| **A.12** | **Personnel Qualification Requirements and Training** |
| A.12.a | The Contractor is responsible for providing suitably qualified personnel to meet the Contract. |
| A.12.b | The Contractor is responsible for all costs for training of the Contractor’s Personnel in order to meet their obligations under the Contract. |
| A.12.c | The Contractor is responsible for ensuring that all instructors receive the "Care of Trainees" 1 day training course (delivered by CFS) prior to instructing MOD personnel.  |
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| **A.13** | **Certification and Accreditation** |
| A.13.a | The Contractor must be an EASA approved ATO for CPL/IR, night flying training and MCC. |

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| **B** | **Deliverable Requirements** |  |  |  |
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| Ref | Requirement | Additional Information | Quantity | Standard of Performance |
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| B.1 | Induction Course | Formal period allocated to student arrival processes. The MCO will be present at the induction to not only deliver the military elements but also to ensure that the students understand what responsibilities lie with the Contractor and what remains with the MOD. | Up to 40 students per FY; increase up to 50 per FY with the agreement of the Contractor.  | Comprehensive briefing including as a minimum, the following:Delivered by the contractor:-ATO Hierarchy-Health & Safety -Admin Process (Emergency contact details, out of hours emergency contacts, student duties, dress standards, PPE, medical/dental, documentation and military competency expectations)-Syllabus (working day, daily timetable, course content, publications including document, hierarchy, courseware)-Assessment Strategy (Formative/summative assessments, air/ground warnings, disciplinary system- details in the document pack)-Welfare/ Support Network (Student support contacts, out of hours welfare contacts-Security (Building, site, personal)To be delivered by the MCO:-Military Hierarchy-3FTS support network diagram from 3FTS Supervisory Care Directive)-Leave policy-Diversity & Inclusion (MOD Policy)-Military Ethos |
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| B.2 | Groundschool Course | Students to be taught sufficient technical, systems, theoretical and organisational knowledge for them to successfully complete formal flying training as defined in B.3 This requirement does not include briefings before each individual element of training such as night flying. | Up to 40 students per FY; increase up to 50 per FY with the agreement of the Contractor.  | Training to be given to every student with no instances of failure before starting Formal Flying Training.Training to be carried out in a classroom or an appropriate training location relating to the subject. |
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| B.3 | Formal flying training  | See Annex A for detailed training requirements. The issue of a CPL/IR licence will not be part of the requirement as students will not have completed the necessary theoretical examinations or reached the minimum flying hours requirement. | Up to 40 students per FY; increase up to 50 per FY with the agreement of the Contractor.  | See Annex A for detailed training requirements. All flight time and simulator hours are to be instructional. No student solo flying is required.All training is to be conducted from a single UK airfield (excluding Northern Ireland) with the exception of the landaway serials. Any exemptions can be agreed via the MCO. |
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| B.4 | Minimum Aircraft Requirement | For all training serials, the aircraft used for training is to be a twin engine aircraft legally capable of night flying, navigating to at least RNAV 5 standard and be able to conduct GPS and ILS approaches. | All training aircraft. | This is the minimum standard to be provided. Desirable specification:-FADEC-Full or partial glass cockpit |
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| B.5 | Minimum Simulator Requirement | The simulator used must replicate the aircraft that is provided to meet the requirements of B.4. The simulator must be a teaching aid with the capability to simulate emergencies and system failures. The simulator must be capable of replicating day or night conditions and different weather conditions. | All simulators | Minimum standard: FNPT IIFurther desirable specification:FFS A or better.Ref: C-FSTD(A) |
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| B.6 | Multi-Crew Cooperation course  | Course to take place after the student has completed all elements of formal flying training in B.3. Course to be conducted in the UK (excluding Northern Ireland).The formal written report on the MCC is separate to the Formal Flying Training report but should be included with the Formal Flying Training report. | Up to 40 students per FY; increase up to 50 per FY with the agreement of the contractor.  | Successful completion of the MCC course.The MCC provider must supply to the ATO (for onward transmission to the MOD) a formal written report on student performance on the MCC course within 2 days of completion. This is to be included in the final course report detailed at B.8.  |
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| B.7 | Course length of 4 months. | All elements of training and examinations (B.1, B.2, B.3 and B.6) including reports to be completed within 4 months.  | Up to 40 students per FY; increase up to 50 per FY with the agreement of the contractor.  | All elements specified complete within 4 months of student arrival with Contractor. |
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| B.8 | Formal Flying Training reports | An end of course report, known as a MOD F5201 will be produced between the instructors and the MCO. A Microsoft Word compatible template of the F5201 will be provided to the Contractor by the MOD– see document pack for details.The F5201 will require each distinct area of training such as asymmetric, IF, night flying etc. to have separate entries and a standard to be awarded against each in-line with MOD marking guidelines. Supervisors’ report sections within the F5201 will be agreed with the MCO.Each flying or simulator sortie will also generate a report form written by the instructor. | 1 sortie report form per student per event. 1 end of course report per student. | ATO to provide written reports on each student sortie including flight time and performance. These sortie report forms will cover content stipulated by the RAF in line with MOD marking format found in the document pack. These will be completed and given to the student prior to their next sortie. The ATO to provide a written course report on the student’s performance to the MOD within 2 days of a student course completion. The course report to be written in the format of a MOD F5201. |
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| B.9 | Course timings and student throughput. | Anticipated throughput is 5 courses spread evenly throughout the FY with normally 6 – 8 students per course; courses can be increased to 10 students in agreement with the Contractor prior to course commencement; courses can overlap. Actual course timings and student numbers to be agreed with the Contractor no later than 3 months prior to a course start date. The MOD will provide as much visibility as possible about future course requirements. | This item is to form part of the Monthly Performance Review Meeting. See B.10 | Contractor to be able to train up to 40 students per FY on 5 courses spread throughout the FY. Any increase up to 50 students per FY to be agreed with the contractor. |
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| B.10 | Monthly Performance Review Meeting (MPRM) | The Contractor and the MOD will alternate hosting of a MPRM at either the Contractor’s facility or MOD Base which will normally be at Bristol | 1 per month. Date to be agreed between MOD and contractor. | At the MPRM the Contractor to present to the MOD both verbally and in a written report the following: - operational overview- progress of each student though the course and future expected dates for completion of remaining course elements- risks & issues to course(s) progressThe MOD and contractor will agree on future course timings and student numbers at the MPRM as per B.9. The MOD will write to the contractor post the MPRM to confirm course timings and student numbers. The contractor Head of Training and contractor commercial officer, as a minimum, is to attend the MPRM. |
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| B.11 | Provide aircrew equipment  | Provide headsets and oxygen masks as appropriate to the aircraft type. Provide all other equipment for a student to complete all flying and synthetic phases e.g. Flight Reference Cards, charts and procedural flying documentation, performance data material and any further equipment the ATO deems necessary. | Sufficient for each student undertaking the course. | Individually issued serviceable equipment on a loan basis and in sufficient quantity. Differences between military and civilian charts to be explained. |
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| B.12 | Course documentation and materials | Provide all training material and training aids required on the ground school, formal flying course and the MCC course. This includes charts, maps, navigation aids and ground training materials. Ground training materials must be available for the student to retain after the course.  | All course trainees | Individually issued serviceable equipment on a loan basis except for ground training material which the student can retain. Differences between military and civilian charts explained to students. |
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| B.13 | Office arrangements for the MCO | The MOD expects an MCO to be present at the ATO while students undertake training. The MCO will require their own desk in the instructors’ office or suitable alternative with access to a separate room to conduct interviews with students. | One office | Minimum requirements available during working hours:-Desk and chair.-Computer able to access the internet and able to access student flying training records and reports.-Access to printer.-Wi-Fi or internet connection for MOD laptop.-Access to separate room for interviews.The following is desirable:-Separate office for MCO. -Landline telephone access. -Lockable cabinet for storing personal effects and paperwork. |
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| B.14 | Daily student progress report | A daily verbal report to the MCO on progress of all military students on course.  | Daily | No instances of failure to provide this report either in person or by telephone. |
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| B.15 | Student training review procedures | Military students who experience difficulty in meeting the course standards must be treated in an equitable manner to those students who are trained under a purely military system. These regulations are supplied with the document pack under “Warning processes”. | As dictated by student performance on course. | Timely reporting to the MCO of any instance of a student not meeting course standard and subsequent coordination with the MCO to allow military review procedures to be applied; these procedures will be in addition to the contractor’s normal review procedures. The MOD will be the final arbiter on what additional training, if any, a student can receive and retains the right to withdraw a student from training at any point. |
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| B.16 | CFS Assurance | While it is fully understood that the ATO is regulated by EASA through the CAA, for its own Duty of Care requirements the MOD needs to assure itself that the contractor’s instructor standards are, at a minimum, safe and effective. Therefore the MOD will be looking for competent delivery of ground and flying instruction in a safe manner.In the unlikely event of finding a substandard instructor then the MOD will engage with the contractor before further student training takes place to ensure that safety is assured. | All instructors who teach MOD students on the formal flying phase. | All instructors who teach MOD students are to have a flying assessment on a syllabus sortie with a member of CFS Exam Wing. Simulator only instructors will be observed teaching a simulator serial.Initial assessment should be complete before teaching MOD students and then by an annual check.After each sortie, CFS will provide a verbal and written debrief to the instructor. |
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| B.17 | Student Welfare | Students are to be provided with adequate food, welfare and communication facilities. | Up to 40 students per FY; increase up to 50 per FY with the agreement of the Contractor.  | Minimum requirements:-Access to free landline telephone for work related use.-Provision of hot and cold drinks within the training building.-Access to a dining facility for meals during working hours. Students to use the facility on a pay-as-you-dine basis.The following services are desirable:-Access to free Wi-Fi. |
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| B.18 | Stakeholder meetings | The Contractor is to make the specified personnel available up to 3 times a year for authority held meetings. Details and times for the meeting will be given no later than one month in advance. Meeting will be held at a MOD site. | Up to 3 meetings a year. | Contractor’s Head of Training and General Manager to attend. |
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| B.19 | Supervisory care of students |  | Applies to all staff and students. | Minimum requirements of the ATO:- Be free from bullying and harassment.- Be supportive of a diverse student cadre.- Access to lunch facilities.Further desirable aspects:- Low staff turnover.- High staffing levels in training and support roles.- Have access to recreational facilities on site or nearby. |
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| **C** | **Optional Requirement** |  |  |  |
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| Ref | Requirement | Additional Information | Quantity | Standard of Performance |
| C.1 | Accommodation and transport | The students require civilian commercial accommodation within 60 minutes travel time to the Contractor’s training establishment. Students on a course must be accommodated in groups of no less than 3 and ideally together. This provision shall include as a minimum for each student:-One furnished bedroom including a desk and chair.-En-suite bathroom-Breakfast included-Transport from the accommodation to the training delivery site at the start of the working day-Transport from the training delivery site back to the accommodation at the end of the working day- Access to Wi-Fi- Access to evening dining facilities- Access to laundry facilities | Up to 40 students per FY; increase up to 50 per FY with the agreement of the contractor.  | Accommodation to be provided for 7 days a week throughout the duration of each course. Ideally the following further facilities would be provided:Free Wi-Fi.Off-road parking. |

**Annex A to**

**MEPT Outsourcing SoR**

**CPL / IR TRAINING REQUIREMENTS**

**1. General**

1.1 Training to be carried out at an EASA CPL/ IR standard.

1.2 Phase briefs to be carried out before each new element of training.

1.3 Flying must be conducted off a permanent runway.

1.4 Students at the end of their training must be competent to operate in and out of UK airfields and in UK airspace both by day and night.

**2. CPL Training**

2.1 A minimum of 6 hours flight time on conversion to type and asymmetric training.

2.2 25 hours CPL training of which 15 hrs should be predominantly VFR flight time, and 10 hours of instrument flight training of which 5 hours can be in a simulator.

2.3 Night flying training:

2.3.1 The night flying requirement is aimed at introducing the student to operating the aircraft at night and the rules and procedures which accompany night time operations. Students should normally have completed night flying events before the CPL test but may be completed afterwards with the approval of the MCO.

2.3.2 Each student is to have a minimum of 5 hours night flying of which 2 hours can be in a simulator. Each event to be a minimum of one hour long and two of the events must be flight time. Students need to experience the night time flying environment both in and out of the circuit. Students should have a good working knowledge of night time rules and regulations including lights and signals.

2.3.3. There is no formal testing required for night flying but students must be judged by the ATO as competent to operate at night. Written confirmation to be provided to the MOD.

2.4 Final Handling Test based on the CPL Skill Test - to be conducted by an EASA Flight Examiner.

**3. Procedural IR Training**

3.1 45 hours of instrument training of which 15 hours can be in a simulator.

3.2 Training to include GPS approaches and PBN arrival and departures.

3.3 A minimum of 6 hours landaway training as follows:

3.3.1 Students to conduct 2 x landaways; one landaway to be in the UK and one landaway to be in Europe (see below for further details). Landaway training is not to be combined with night flying training.

3.3.2 Each landaway to contain procedural approaches and departures at 2 different airfields. At one airfield the aircraft is to carry out a full stop landing and re-brief using that airfield’s normal briefing facilities. The expectation is that this would involve a lunch stop/ break.

3.3.3 One of the landaways to be conducted in France, Germany, Belgium, Netherlands or Denmark.

3.3.4 While there is no formal assessment for the landaway phase of the course the student must be judged by the ATO as competent in applying the skills learnt in the CPL and IR phases of the course. Written confirmation to be provided to the MOD.

3.4 Instrument Rating Test based on the Instrument Rating Skill Test - to be conducted by an EASA Examiner. This test is to include items that would satisfy a PBN endorsement as per IR 539/2016’s amendment to EU Reg 1178/2011.

Summary Table of Minimum Requirement

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| **Serial** | **Flight time** | **Simulator** |
| Conversion to type and asymmetric training | 6 hours | - |
| CPL Training | 20 hours | 5 hours |
| Night Flying | 3 hours | 2 hours |
| Final Handling Test | 2 hours | - |
| Procedural IR Training | 30 hours | 15 hours |
| Landaway Training | 6 hours | - |
| Instrument Rating Test | 2 hours | - |
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| **Total** | **69 hours** | **22 hours** |

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| **Note:** In addition to the above requirements, it is desirable for each student to have unsupervised time in the simulator or other simulation device. While students may work together, hours recorded should be recorded against individual use.  |

**Annex B to**

**MEPT Outsourcing SoR**

**SYLLABUS HOURS**

**Typical EFT Groundschool Syllabus Breakdown**

**Subject Periods Hours**

Navigation 17 14.2

Principles of Flight 19 15.8

Air Operations 31 25.8

Aircraft Technical 14 11.7

Meteorology 27 22.5

Flight Instruments 27 22.5

**Typical EFT Flying Syllabus (Hours)**

General Handling – 20:05

Instrument Flying – 03:15

Nav – 08:30

Formation – 1:15

Composites – 03:45

Total: 42:35 hours flight time, no simulation conducted.

**Typical MELIN Syllabus (Hours)**

General Handling and aircraft conversion: 3:00

Instrument Flying: 3:20

Formation: 1:20

Mixed profile navigation and land away: 5:20

Total: 13 hours flight time, no simulation conducted.

**Typical MEPT Groundschool Syllabus**

**Subject Periods Hours**

Flight Planning 8 9:00

Flight Instruments 7 11:00

Meteorology 4 6:00

Aircraft technical systems 22 26:00

Aerodynamics 4 6:00

Scheduled performance 5 6:00

Aircraft recognition - 10:00

SERE 1 1:30

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| Note: Some students will arrive for the course with small variations in the prior training they have received. This includes students who have crossed over from other flying streams in the RAF with considerably more experience than an ab initio trainee. |