

737 CIVILIAN SIMULATOR TRAINING STATEMENT OF REQUIREMENT

BACKGROUND

1. The RAF Poseidon P-8A Force training programme may require use of a civilian Boeing 737-800 NG Flight Simulator Training Device (FSTD) to maintain pilot currency and to conduct aspects of pilot training. In addition, initial and currency training is required for RAF engineers on how to conduct engine ground runs and deal with emergency procedures. The requirement will depend on the availability of the Operational Flight Trainers (OFTs) at RAF Lossiemouth and this contract will only be utilised if the OFTs at RAF Lossiemouth are unavailable, but training is still required by the Authority.

SCOPE

2. A Training Provider is required to:
- a. Deliver 737-800 NG training to RAF pilot and engineering personnel.
 - b. Deliver a 737-800 NG Type Rating course to one RAF Test Pilot.
 - c. Deliver the Licence Proficiency Check (LPC) in accordance with SRG 11581.
 - d. Deliver Operator Proficiency Checks (OPC) scenario-based training to meet RAF requirements.
 - e. Provide qualified Type Rating Instructors (TRIs) /Type Rating Examiners (TREs) (as appropriate) to conduct exercises on the 737-800 NG simulator.
 - f. Provide engineer initial and currency training for engine ground running, to include groundschool and simulator exercises.
 - g. Provide the Authority with written performance reports on all individuals that undertake training.
 - h. Allow annual RAF evaluation of the training devices in accordance with MAA Regulatory Article 23752.

TRAINING REQUIREMENTS

3. **General**
- a. The Training Provider shall be an Approved Training Organisation (ATO).
 - b. Training shall be conducted in the UK at a location no more than 45 minutes' drive from an airport which provides a same-day direct air link to Inverness airport.
 - c. There will not be a guaranteed number of simulator slots; the requirement will depend on the availability of the OFTs at RAF Lossiemouth

- d. Each simulator slot shall be 4 hours in duration. Additional time for briefing and debriefing shall be provided.
- e. The Training Provider shall provide 737-800 NG TRIs to facilitate training delivery for pilots and SQEP engineering instructors for engineer training.
- f. The Training Provider shall provide all necessary training documentation.
- g. Student report forms, for pilots and engineers, shall be completed by the Training provider and sent to the Authority within five working days of training/exercise completion.

4. **Scenario development**

- a. The Training Provider shall work with the Authority to develop the training scenarios through 2 or 3 Working Groups. The first Working Group shall be held shortly after contract award during which the requirement for pilot scenario-based training, LPC and engineering training will be agreed. The Authority will provide RAF subject matter experts to support this activity. The Training Provider shall then design scenarios to meet the Authority's requirements.
- b. On completion of the design phase of pilot and engineer training, the Training Provider shall participate in a second Working Group to ensure that the scenarios meet the Authority's requirements. The Training Provider shall make any amendments to the simulator scenarios required by the Authority. If required, a third Working Group can be held to endorse any amendments made by the provider.
- c. If required, the training provider shall meet with the Authority every 6 months (see paragraph 12) to identify any relevant changes in the RAF's operating procedures. The Training Provider shall incorporate all identified changes into subsequent courses.

5. **Pilot training**

- a. Pilot training shall be provided using a 737-800 NG FSTD, with a 2 bar Flight Director and 26k engines, certified to EASA Level D.
- b. A 737-800 NG Type rating course for one RAF Test Pilot shall be provided. This course shall comprise of groundschool and simulator phases and be delivered by TRI/TRE personnel. The Training Provider shall be required to provide a 'sit-in' pilot for the Type rating course simulator events.
- c. Licence Proficiency Checks shall be provided in accordance with SRG 1158.
- d. Operator Proficiency Checks (OPC) scenario-based training shall be provided in accordance with the RAF's requirements, as developed through the procedure outlined in paragraph 4 above.

- e. Instrument rating examinations may be undertaken as part of the LPC above, but these will be conducted only by RAF qualified flying instructors (FIs). The Training Provider will be notified in advance of when the RAF wishes to conduct instrument rating examinations; there will be no requirement on the Training Provider to provide TREs, however, Training Provider personnel shall facilitate simulator operation.
- f. Training events shall be provided for 2 pilots in blocks of two simulator slots over two consecutive weekdays. One simulator slot shall be used to conduct LPC for both pilots and the other shall be used to conduct OPC for both pilots. These slots shall be provided between 0700 and 1800 (local) on the first day and between 0700 and 1200 on the second day and shall include all briefing/debriefing time. Each slot should be 4 hours.

6. **Engineer training**

- a. The Training Provider shall deliver training to RAF engineering personnel as follows:
 - i. Initial courses covering 737-800 NG engine and APU ground running including associated emergencies.
 - ii. Annual currency training and assessment covering emergency procedures associated with 737-800 NG engine and APU operation.
- b. Engineer training shall be provided using either a 737-800 NG FSTD or a static flight training device, providing it replicates all necessary functions and faults to achieve the training above.
- c. Engineer initial training courses for up to 6 students.
- d. Each course shall be 5 days in duration, comprising one day of groundschool, covering 737-800 NG specific procedures for engine and APU operations and emergencies. This shall be followed by 3 training simulator slots to be conducted over 3 consecutive days. Each simulator slot shall cover engine and APU operations and emergencies. On the final day, the course shall culminate with an assessment simulator slot; this assessment shall be undertaken by the Training Provider.
- e. Each initial course shall start on a Monday and finish on a Friday of the same week. Working days for students, including simulator briefs and debriefs, shall begin no earlier than 0800 and finish no later than 1700 (local).
- f. Engineer currency training – each course shall be two days in duration and shall provide training for 6 students. Two simulator slots for 3 students each shall be provided on the first day and shall cover engine and APU operations and emergencies. A third simulator slot for all 6 students shall be provided on the second day and shall be used to assess the students and provide them with their

annual currency check. This assessment shall be undertaken by Training Provider personnel.

- g. Engineer currency training shall run over 2 or 3 consecutive weekdays (depending upon simulator availability). Working days for students, including simulator briefs and debriefs, shall begin no earlier than 0800 and finish no later than 1700 (local).

7. **Simulator evaluation**

- a. To fulfil its obligations under MAA Regulatory Article 2375, if the Authority utilises this contract then the Authority is required to conduct an annual evaluation of the selected training devices to approve their suitability for P-8A pilot and engineer training. Pilot evaluation activities will be conducted by an RAF Test Pilot / Qualified Aircrew Instructor and engineer evaluation activities will be conducted by an RAF engineer. If engineer training is to be conducted in a 737-800 NG FSTD, the pilot and engineer evaluation activities will be conducted concurrently.
- b. To facilitate the annual evaluation, the Training Provider shall make available 3 simulator slots over 3 consecutive weekdays. The simulator slots shall be made available between 0700 and 1800 (local) on the first two days and between 0700 and 1200 on the final day.
- c. The Training Provider shall provide a 737-800 NG TRI to facilitate these assessments.

TASKING PROCESS

8. The mechanism to call off any of the requirements that are captured and detailed under the heading of Training Requirements (above) will be enacted, managed and monitored via the utilisation of a Task Authorisation Form (TAF) as per Schedule 6 of the Contract.

9. The requirement issued via TAF will include but not limited to:

- a. Requirement (priced in accordance with SOR)
- b. Any lead times requested
- c. Quantity

10. The response time required, from the supplier to the initial TAF request is within 72hrs (3 business days).

11. For completed TAFs, the supplier's application for payment will become payable upon acceptance of the required evidence (see Acceptance paragraph 14 below) and in accordance with Clause 14 and Schedule 6 of the Contract.

PERIOD OF PERFORMANCE.

12. The contract will be for 2 (two) years from 1 January 2023 to 31 December 2024 with an additional 12-month option to 31 December 2025.

PROJECT REVIEWS

13. The Contractor shall support the following project reviews to be undertaken by the Authority:

- a. Six-monthly review of scenarios and subsequent incorporation of any required changes.
- b. Any other reviews deemed necessary by the Authority.

ACCEPTANCE

14. Acceptance will be conducted by the Authority against the criteria set out in this document. The RAF will assess the availability and serviceability of the simulators and the quality of the instruction undertaken. RAF personnel will complete Internal Evaluation (InVal) forms for each training event and provide feedback to the Authority. The Authority will provide regular feedback to the Training Provider on performance.