

1 GENERAL

1.1 The use of the AlphaTech FNPT II Simulator(s) for SimPilot requires that all registered SimPilots must operate the allocated airframe with professionalism and due care to minimise accidental damage and wear.

1.2 SimPilot Staff and registered SimPilots must endeavour to take individual responsibility for their own attitudes and behaviours when in the simulator, which ultimately will be driven by the Minimum Standards Protocol (MSP) .

1.3 Alphatech and the SimPilot staff will endeavour to correct any software glitches, hardware failure or damage which may regularly interrupt live training.

1.4 In order to improve the SimPilot experience provided by the Training Staff the software, hardware and equipment is regularly monitored and updated where necessary to maintain availability of the simulator for SimPilot.

1.5 To bring Alphatech and SimPilot into line with other similar businesses, we have appointed a Training Standards Manager to monitor progress all the mentioned above.

1.6 It is important that we protect the integrity and availability of the simulator, therefore it is encouraged that any issues in relation to the simulator is reported to staff immediately.

1.7 It is encouraged that all SimPilots support us in our drive to make Alphatech the first choice for people to enjoy the SimPilot experience.

2 TRAINING STANDARDS

2.1 The Alphatech SimPilot student typically comes from four key areas;

1. Pilots/former pilots
2. Pilot / Aviation Enthusiasts (non-home simmers)
3. Home simmers (who want to take their experience to the next level)
4. Direct from an AlphaTech Flight experience

2.2 Whatever the SimPilot background, it is important to understand that as part of the Standards approach, the training package offered through SimPilot is not a gamification of flight training or an extension of any home simulator tool. It should be seen as formal, professional training and therefore requires a number of key attributes if pilots are to be a successful part of our team:

- A commitment to developing knowledge, operational and technical, to the highest standards.
- A commitment to improving practical skills.
- A commitment to maintaining a positive image to the wider public through appearance and behaviour.
- A commitment to maintaining a respectful perspective towards the simulator.
- A commitment from AlphaTech to maintain the highest levels of simulator training and to seek formal accreditation for you.

Each of these items is addressed below.

3 KNOWLEDGE DEVELOPMENT

3.1 The SimPilot Training Staff invest a great deal of time and effort, both at the Alphatech site and at home out of hours, to ensure that the material used during training, whether written or oral, is up-to-date, correct, and delivered to you, bespoke, at your pace. The staff will support you to ensure that your SimPilot experience is progressive and supportive to your individual needs. It should be recognised that significant training costs endured by trainees at other UK simulators are waived at Alphatech, in favour for a single fee for the SimPilot manual. Even with the monthly subscription and daily usage fee (the lowest in the UK), the entire package is tremendous value.

3.2 In return, the staff request that all pilots help by conducting the required private study using the materials provided so that the training experience is one of progression, not regression and that the necessary Training Standards can be met. All pilots will be required to sit formal written tests and conduct assessed line flights in order to remain current and in line with the MSP or to be promoted to a more experienced rank within SimPilot.

3.3 It is requested that any errors in the documentation are brought to the attention of the Training Manager as soon as they are discovered and the staff will issue updates, free of charge, to address these through formal revisions of the manuals or more immediately if safety related or important.

3.4 Everyone involved with SimPilot wishes to have an enjoyable and educational experience. However, this said it is not an extension of any home simulator.

The FNPT II Simulator is an expensive and technically complex machine which requires **Dual Crew Operation**.

As home simulation means something different to everyone and can range to a few hundred pounds worth of equipment through to many tens of thousands for those whose interests are deeper, The summation of all these home-based systems is pilot inconsistency and unfavourable habits.

Compared to the formal training delivered through SimPilot, home simulation is not a 100% representation of the A320, it does not tend to align to formal procedures and may introduce unfavourable crew habits and practical flying skills.

AlphaTech cannot and will not discourage any SimPilot from home simming, however it must be understood by all SimPilots that home simming (if used incorrectly) may be detrimental to your training and performance within the SimPilot Framework .

4 THE MSP & MINIMUM STANDARD OF TRAINING (MST)

4.1 All SimPilots will be required to achieve the MST which will be outlined within the MSP Framework.

4.2 The reason for a MST is two-fold.

1. To ensure that you achieve the absolute minimum standard of airmanship to operate the simulator professionally and competently.

2. To facilitate a CIPA accredited qualification.

4.3 The requirements for the MST will be outlined with the MSP Framework and is available through the appointed SimPilot Training Staff (sTRI/sTRE).

It will be the role of the Standards Manager along with the sTRI/sTRE's to ensure that the processes and standards are being updated, recorded and adhered to.

5 PERSONAL STANDARDS AND THE PUBLIC IMAGE OF SIMPILOT/ALPHATECH

5.1 Alphatech is a professional Flight Training business for the Aviation Industry and professional airline pilots, your support and efforts have allowed us to move forward positively.

5.2 There is a drive from the Alphatech Board to grow the business. That means here at the Newtownards hub as well as introducing and integrating simulators in other locations.

A strong new marketing campaign is underway using all our contacts, professional and social media avenues.

5.3 A wide range of Alphatech products are available and we encourage you to wear/carry/use them at every opportunity, spreading the brand and generating new business wherever possible.

5.4 In addition, on a day-to-day basis when visiting a simulator we require all SimPilots to:

- Wear the correct uniform (pilot shirt, tie, black trousers, black shoes)
- Be smart in appearance
- Behave in an appropriate manner whilst at the simulator but also when traveling to/from the simulator wearing the uniform
- Refrain from inappropriate language when visitors are present

5.5 Food and drink in the simulator is discouraged.

It is requested that only cups with anti-spill lids are used, cups are not over-filled and the lids are not removed within the simulator. Drinks are to be placed to the side of the pilot seats, away from any electrical equipment and disposed of carefully afterwards.

5.6 Non- SimPilot crew & Jump seat observers.

Non- SimPilot crew & Jump seat observers are permitted providing this has been authorised at the time of booking via the AlphaTech / SimPilot staff.

6 ALPHATECH'S COMMITMENT TO YOU

6.1 On a professional level things are still changing as the Management Team strive to get all the training material and formal processes to a place at which both we and the CIPD are happy.

6.2 Whilst standards may sound strict, they should be viewed as a way cementing common sense and good, professional practice. If you have any issues or feel uncomfortable at any time please do not hesitate to discuss with the SimPilot staff or in private with the allocated SimPilot Manager.

6.3 In return for your continued support and adherence to these Standards, personal and in achieving the MST requirements, AlphaTech has been seeking formal accreditation from the CIPD and that process is now in the final stages of development; we hope that an announcement on what that means to you as individuals will come soon.

6.4 Supporting the application, we have improved the delivery of training, improved personal records of training and have now issued the first version of the new SimPilot Training Manual. We shall keep you abreast of further improvements and developments as we work with the CIPD to achieve accreditation.

7 STANDARDS ASSURANCE

7.1 From time to time, the Standards Manager may be required to observe both technical training and simulator training to ensure that Standards are being maintained.

7.2 Please note that the primary focus of this is to ensure that the training processes are being delivered. This is a requirement of the continued CIPD accreditation.

7.3 Pilots will be informed in advance if this is to happen and given the opportunity to object.