



AIRLINK CONNECT

Course Prospectus



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Introduction

The Airlink Connect Programme

The Airlink Connect programme is a great opportunity to fast-track your career, but before you commit to a significant financial investment, we'd like you to know a little more about the course content, the competencies that you will need to develop and the qualifications you will receive.

If you like what you read in this prospectus and wish to proceed to the next stage, you need to agree to undertake the Airlink Connect programme if you pass the Airlink preliminary assessments. This is done by signing a conditional enrolment with PTC Aviation and paying a deposit (refundable if your application is not successful or you don't pass the Airlink preliminary assessments).

Once you've made this commitment, we will give you a unique code to enter during your on-line application to Airlink. This ensures that your application is considered even though you do not meet the minimum experience requirements. If your application is successful, you will be invited to complete the next stage of the Airlink selection process and, if you pass, Airlink will pair you with a training partner and arrange a start date for the training at PTC.

Please read through this course prospectus carefully; it contains important information about the course and how the programme will be managed.

Why do I need to complete the training course?

Airlink have identified that pilots without jet experience in a scheduled airline environment have competence and operating gaps that must be addressed if Type Rating and Initial Operator Experience (IOE) at Airlink are to be successful.

Additional competencies are needed to become an effective crewmember on the flight deck of an advanced, swept wing, multi-pilot transport jet in scheduled airline operations.

As industry specialists in this kind of training, PTC Aviation were approached by Airlink to partner them in your development and create a course that focusses on the "hotspots" they have identified.

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What are the additional competencies developed by the course?

A heavy, high-performance aeroplane is different from the aircraft that you have flown so far. You need to develop additional manual handling skills and learn how to interface with advanced systems, sophisticated automation and your colleague on the flight deck through the medium of a highly structured airline SOP.

You also need familiarity with the day-to-day processes and documentation, as well as the many operational complexities and nuances of airline flying - and how to integrate these into the flight operation. You will learn about airline operations, company structures, the regulatory environment and the roles played by the team beyond the flight deck to achieve consistently safe, efficient, on-time performance.

These three aspects - Jet Orientation ("JOC"), Multi Crew Cooperation (MCC) and Advanced Airline Operations scenario-based training - have all been integrated into a single, seamless course to ensure deeper and more meaningful exposure to operational airline concepts to enhance training outcomes.

The bottom line is that the course develops the "assumed competencies" that are expected when you begin a Type Rating course and that you will need every day on the line.

As you read on through this prospectus, you will see just how much additional knowledge and skill is needed for you to be ready to pass the final assessment, undertake your first type rating and achieve success in your line training.



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Course Content

The course is based on the latest international best-practice, including the EASA-developed Airline Pilot Standard MCC (APS-MCC) course, now the preferred route into type rating training and airline employment in Europe. The course is specifically tailored to include additional elements to meet Airlink requirements, ensuring that you have the best chance of success at the final assessment and are optimally prepared for Type Rating and Line Training.

What's covered in the ground training?

Over 140 hours of ground training develops your knowledge in the following key areas.

Aircraft Technical Knowledge

All transport jet aircraft have similar systems which function according to similar principles. The course focusses on developing your aircraft technical and advanced systems knowledge at a conceptual level, to allow you to understand how such systems are used practically in any aeroplane.

For example, electrical systems will always include AC generation sources, some sort of source priority logic, a distribution network, transforming voltage, rectifying or inverting between AC and DC, redundancy and emergency generation. The course will concentrate on understanding these “big-picture” concepts so that you are ready to interpret the type-specific detail presented during your Type Rating training.

TEM, MCC and CRM

CRM and MCC knowledge elements are fundamental to effective threat and error management (TEM) and are embedded at the start of the course and applied throughout your training.

Advanced Swept Wing Operations

Your understanding of a “Part 25” jet transport aeroplane will be developed with respect to:

- The use of OEM Documentation (AFM, FCOM, FCTM, QRH, MMEL etc.)
- High-speed, high-altitude jet operations
- Applied aircraft performance.
- Energy management (a particular area of emphasis!)

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Autoflight and FMS training

At the heart of any transport aeroplane is its autoflight system and the associated flight management system. Understanding the principles of operation of these systems and how to interact with them to achieve a safe and efficient operation is at the core of any airline operation.

Although the detailed system functionality, programming and nomenclature may vary from one type to another, conceptual understanding and practical skill is expected and needed to deal with the type-specific detail presented on any type rating course.

Airline Operations / Airline Oriented Training

Knowledge of Airline Operations is developed by the following instructor-led workshops:

- Airline structures, systems and operations
- Operational use of the Jeppesen Airway Manuals
- Applied AWOPS
- Airline dispatch and flight planning procedures
- Observation of an airline turn-around
- ATS and R/T in airline operations
- Operational use of an EFB
- PBN concepts (RNP/RNAV)

Where appropriate, Airlink-specific documentation and processes are used throughout the course.

SOP Development

The SOP forms the backbone to the operation of the aircraft. You will be taught the SOP in a progressive manner through LMS media, facilitator-led cockpit procedural trainer (CPT) and part-task trainer (PTT) sessions, consolidated through self-study and practice.

In concert with Airlink, we have mirrored the Airlink SOP structures and philosophies so that you will be using an Airlink-tailored SOP to operate the A320 platform, in order that your transition to the Airlink operation will be as seamless as possible.

Abnormal Event and Procedures Management

The use of Airlink-specific risk management processes to ensure a structured response to unplanned events, managing abnormal procedures, problem solving and decision making.

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What's covered during the simulator sessions?

You will fly as a crewmember in realistic, real time, airline oriented operational scenarios that put into practice the theory learned in the classroom. The scenarios are carefully designed to simulate the challenges and pressures of Airlink line operations. Operational documentation and an Electronic Flight Bag (EFB) are used to support realism.

There are twelve 4-hour simulator training sessions, including a final course assessment, making a total of 48 hours of training in our state-of-the-art Airbus A320 fixed-base simulator.

You will have equal exposure to both the Pilot Flying and Pilot Monitoring roles and one session is flown with a PTC facilitator acting as Captain to realistically mirror a typical line operation.

Manoeuvre Training	Normal Operations	Abnormal Operations	Advanced Airline Operations Training
Jet familiarization at high- and low- level. Steep turns Stalls at high and low altitude Introduction to Upset Prevention and Recovery One Engine Inoperative handling	OEM SOP from FMS preparation Dispatch under MEL relief Use of supplementary procedures Taxi Take off After take off Climb Cruise Descent preparation Descent Configuration for approach ILS (3D) <ul style="list-style-type: none"> fully automated FD only Raw Data OEI Non-Precision Approach (2D) <ul style="list-style-type: none"> LNAV / VNAV Selected modes OEI Go Around <ul style="list-style-type: none"> With AP Manual OEI Circling Visual Approach Landing Parking Securing	Risk management Abnormal procedures management Engine start faults Engine failure <ul style="list-style-type: none"> In the cruise After take off At V1 Rejected Take Off TCAS Windshear <ul style="list-style-type: none"> After take off On approach Emergency descent System failures	LOFT On Time Performance Dispatch flight planning Use of EFB Completion of Operational Documentation Weather avoidance Diversion Non-technical skills

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Funding & Final Qualifications

How is the course funded?

The training is self-funded and you must have the necessary funds available to pay for the training. We will send you a detailed cost estimate including the full terms and conditions of enrolment for the course with this prospectus.

Is a payment plan available?

As the course is of short duration no payment plan is available and the balance of course costs (after the deposit) must be paid in full before training starts.

What is the purpose of the deposit?

The deposit (of R25 000) demonstrates that you are making a commitment to complete the training course. The deposit is offset against the course costs when your enrolment is confirmed or will be refunded (with a small deduction for administrative costs of R1 000) if your initial application is unsuccessful or you do not pass the Airlink preliminary assessments.

If you pass the Airlink preliminary assessments but do not begin training on your agreed start date you will forfeit the deposit.

What is guaranteed by the programme?

Successful completion of the Airlink Connect programme guarantees you a final selection assessment with Airlink.

We believe that the Airlink Connect programme will offer you a distinct advantage at the final selection assessment and, whilst success is not guaranteed, the process should be a formality.

What endorsements or ratings will be added to my licence?

A Multi-crew Co-operation certificate will be endorsed in Section XIII of your SA CAA licence.

What other certifications or qualifications will be issued?

You will receive an initial CRM certificate and the qualification will be endorsed in your logbook.

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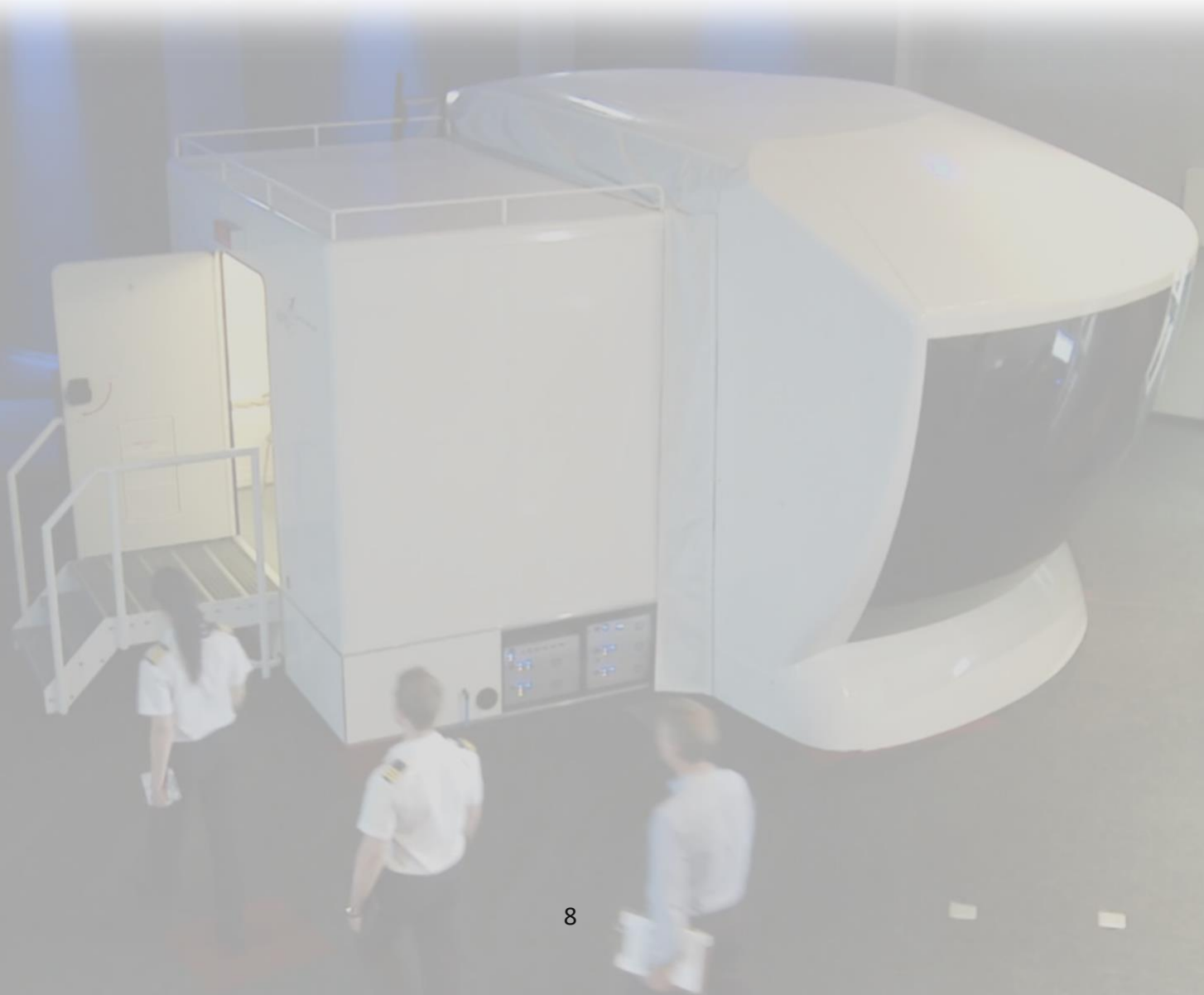
Can the training be credited towards an Airbus A320 Type Rating?

No, the training does not form part of an A320 type rating course although the competencies developed and familiarity with the Airbus A320 will be helpful if you ever undertake an Airbus type rating in the future.

Are the qualifications and endorsements useful if I'm not eventually employed by Airlink?

Yes. The Civil Aviation Regulations require an MCC endorsement to be in place before you can start training for your first multi-pilot aircraft type rating. The Initial CRM certificate is also required before you can fly for any Commercial Air Transport operator.

Besides the regulatory requirements, the course will equip you with competencies that will help you to navigate any airline's selection process, be in the best possible shape to start type rating training and be ready for line training and line operations.



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Course Structure & Timetable

When can I join the course?

Courses start on Mondays at two-weekly intervals. Trainees need to be paired in a crew formation, so your start date will depend on the availability of both a training slot and a training partner. Once you have passed the preliminary assessments, you will be paired with another Airlink Connect trainee and Airlink will advise you of your start date.

How long is the course?

The course is presented over 26 Days.

Can I complete the course in less than 26 days?

No. The course is intensive and makes full use of the time available, so the course cannot be completed in less than 26 days.

How is the course scheduled?

Training is timetabled from Monday to Saturday, with Sundays as planned duty-free days. Normal classroom training hours are from 08h00 to 17h00, however simulator training may be scheduled H24. Between 6 and 8 hours of attended training is scheduled every working day, however in addition you will need to complete considerable amounts of self-study.

Are there any days off?

There are 3 scheduled duty-free days (Sundays), which you will find that you need to assimilate the learning from the preceding week's work.

Is there any pre-course study material?

There is no scheduled pre-course self-study, everything that you need will be presented to you during your training.

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How is the course presented?

The course is presented using a blended-learning approach. Theoretical knowledge is presented using a combination of self-study learning via the PTC “Next-Gen” On-line Learner Management System (LMS) and classroom workshops and tutorials.

There are 12 4-hour simulator training sessions, each preceded by a 2-hour facilitator-led briefing and followed by a facilitated de-brief. You will prepare for the simulator exercises using the detailed digital Session Preparation Packages presented on the “Next-Gen” LMS.

What sort of simulator is used?

Training is conducted in an Airbus A320 fixed-base simulator. The device uses a real A320 flight deck with the same form, feel and function as the aircraft, and has similar fidelity levels to a full-flight simulator. The simulator has a sophisticated 200° x 40° collimated visual system, but without the complexity and expense of a motion platform – so in essence, it’s “a full-flight device without motion”. The simulator is qualified to the SA CAA FTD-1 standard.

Does it matter that the course uses an Airbus when Airlink have an Embraer fleet?

It’s very important to understand that the purpose of the course is not to learn to fly a specific type of aeroplane, but rather to learn the principles and concepts of operating a jet-transport aircraft. The course has been carefully designed to create the correct “primacy”, so any Airbus-specific functionality that may create negative training has been designed out of the course (for instance, although the Airbus has an auto-thrust system, it won’t be used during your training!).

The knowledge, skills and attitudes that you develop during the course are applicable to any jet transport type and will enhance your professional stature generally.

How is my performance assessed during the course?

It’s in our interests to make sure that you are an ambassador for the quality of our training when you attend the final selection assessment with Airlink. We will continuously monitor your performance during the course and we will give straightforward feedback to ensure that you have the best opportunity to develop your competencies.

Simulator sessions 5 and 10 are identified as formal gates. Session 5 is a progress check to ensure that you are achieving the training objectives and that your progress is within normal tolerances; Session 10 is a course-completion assessment. You need to

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achieve the required standard in session 10 before you can undertake the Airlink Final Assessment.

If your competencies do not develop within expected norms, we will intervene to assist you and discuss training solutions. When you have achieved the course standard, you will be well placed to succeed at the final selection assessment.

If remedial training is needed, is it included in the course cost?

No. Any additional training will be charged at standard PTC rates.

What happens if I do not pass the Airlink Final Assessment?

Successful completion of the course guarantees you a final selection assessment with Airlink, but it does not guarantee that you will pass it or that Airlink will employ you.

Airlink have undertaken to give us feedback if your final selection assessment is unsuccessful. If they consider that additional training could address the shortcomings, they may be prepared to conduct a second selection assessment after further training.

Accommodation & Transport

The course can be provided with accommodation and transport included, or without.

The course cost is adjusted accordingly, as shown on the attached cost estimate.

If you select the “with accommodation” option, we will arrange an accommodation package including 3 meals each day, laundry and transport.

We use selected establishments to ensure that you'll have a safe, clean and comfortable stay, with WiFi and other appropriate services included, but at a competitive cost. Our partner guesthouses are all located within a few minutes' travel time from the PTC Aviation facility.

We will also provide daily transport between the accommodation venue and PTC's facility.

Further Information

We encourage you to visit our website, www.ptcaviation.co.za, for any further information about PTC Aviation and to take a 3-D tour of our facility.

Alternatively, we would be delighted to talk to you in person and can be contacted on 087 943 7100 during normal office hours.



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For applications:
www.flyairlink.com/en/za/careers

E&OE
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