PROFESSIONAL AVIATION TRAINING

2023-2027 TRAINING PROPOSAL FOR

Spirit Air LLP

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Executive Summary

Since the very beginning, the corporate mission of FlightSafety has been clear.

We are a training company, which means that training is our service, our area of specialization and our reason for being.

FlightSafety's ability to provide a single source training partner with quality programs and service excellence is a primary goal for FlightSafety International – and we would value a partnership with Spirit Air LLP.

Outlined on the following pages is a review of why your training partner for the future should be FlightSafety International.

TRAINING IS OUR ONLY BUSINESS

Within the broad realm of training, FlightSafety has carved a special niche that involves the preparation of our customers for the safe and effective operation of complex, high-risk equipment. We train over 75,000 aviation professionals, including over 9,000 aircraft maintenance technicians, each year.

Training revolves around the positive transfer of information. FlightSafety uses highly sophisticated technology to achieve that transfer. Classrooms for many of our programs are equipped with various high-technology educational tools. Computer programs and computer-driven simulators replicate with remarkable accuracy the experience of flying an airplane.

A commitment to high technology, high quality training has made FlightSafety a leader in the effective preparation of individuals who must accept the responsibility of uncompromised proficiency.

There can be many goals associated with training; however, FlightSafety strives, first and foremost, to help our clients operate their aircraft as efficiently and safely as possible.

Beechcraft King Air 250 Fusion Programme

INITIAL AND RECURRENT PILOT TRAINING

Simulator Locations:

- Tampa, FL, U.S.A.

Program/Simulator Benefits:

- Based on customer feedback, FlightSafety's instructor cadre is the most critical differentiating factor leading to the success of our Beechcraft Programs
- FlightSafety maintain instructor consistency throughout the training experience, which offers rapport among the crew resulting in an effective learning environment
- FlightSafety offer training options for King Air Customers depending on their aircraft's avionics - PL21, EFIS, G1000 and Fusion
- Training for Textron Aviation's newest King Air 260 is also available
- For additional training, FlightSafety offer Beechcraft Pilots LOST scenarios
- KA250 Fusion IGW available at Tampa
- KA250 Fusion Online Recurrent Ground School available
- Only KA250 & KA260 Fusion simulators
- Master Technician Path

Courses Duration and content:

King Air 350 Fusion Pilot Training

COURSE INFORMATION

COURSE MODULE	INITIAL	RECURRENT
Course Length	**16 - 17 Days**	**3 Days**
Ground School*	40.0 hours	9.5 hours
Systems Integration Training	4.0 hours	1.0 hour
Briefing/Debriefing	10.5 hours	4.5 hours
Simulator (Pilot Flying)	14.0 hours	6.0 hours

*Online Ground School is available for recurrent courses.

Embraer 170/190 Programme

INITIAL AND RECURRENT PILOT TRAINING

Simulator Locations:

- Paris LBG, France / St. Louis, MO, U.S.A.

Program/Simulator Benefits:

- EMB170 LiveLearning Recurrent available
- Loaner iPads
- Vital 1100 visuals
- Master Technician Path
- 2nd EJet E1 sim installed in Paris

Courses Duration and content:

Embraer 170/190/Lineage 1000 Pilot Training

COURSE INFORMATION

COURSE MODULE	INITIAL	RECURRENT
Course Length	**24 Days**	**5 Days**
Ground School*	64.0 hours	11.0 hours
Systems Integration Training	12.0 hours	1.0 hour
Briefing/Debriefing	10.5 hours	3.0 hours
Simulator (Pilot Flying)	14.0 hours	6.0 hours
Simulator (Pilot Monitoring)	N/A	N/A

*LiveLearning Ground School is available for recurrent courses.

eLearning and LiveLearning

FlightSafety has developed an engaging, interactive suite of eLearning and LiveLearning courses which make it easy to train at your convenience on many enrichment and specialty subjects. To date we have developed nearly 540 courses.

These courses can be purchased on their own as part of one of our Libraries.

eLearning courses are web-based, self-paced, while LiveLearning are fully interactive, scheduled classes given by an instructor from remote and broadcast via Internet.

LiveLearning offers you the benefit of live interaction with our knowledgeable instructors and the convenience of training from any computer with an internet connection. You simply log on at a set date and time to complete your training.

FlightSafety has developed the India DGCA eLearning/LiveLearning library, a dedicated enrichment courses package to comply with the training requirements in CAR Section 8-Aircraft Operations, Series 'F' Part VII, Appendix 7.

While normally it does not matter where eLearning/LiveLearning courses are taken, in case of Indian Customers we make available an eLearning room and dedicated workstations at the Learning

Center, accessible by the designated pilot(s) upon ID control, and monitored to make sure that the pilot actually takes the course without any external interference, and gives the exam as foreseen. Upon successful completion, a nominal Record of Training is issued. In this way, training is actually as effective and productive as in a traditional classroom, and we can obviate to possible DGCA concerns with eLearning.

The following courses are offered as part of our India DGCA compliance Library:

ELEARNING COURSE MODULE	COURSE LENGTH	DGCA REQUIRED TRAINING	DGCA REQUIRED COURSE LENGTH	DGCA
Runway Analysis	2.0 hours	Aeroplane Specific Performance	4.0 hours	M1
Human Factors/CRM General Concepts for Pilots	2.0 hours	CRM	0.5 hour	M4
Adverse Weather – Monsoon Operations	2.0 hours	Adverse Weather (including monsoon)	1.5 hours	M5
ALAR/CFIT	2.0 hours	Adverse Weather (including monsoon)	1.5 hours	M5
Warm Weather Operations	2.0 hours	Adverse Weather (including monsoon)	1.5 hours	M5
Weather Radar	2.0 hours	Adverse Weather (including monsoon)	1.5 hours	M5
SMS for Aviation Professionals	2.0 hours	SMS and Accident/ Incident Review	0.5 hours	M6
NAT HLA	2.0 hours	MNPS	0.5 hours	S1
Cold Weather Operations	2.0 hours	De-Icing/Anti-Icing	0.5 hours	S2
ICAO Enroute and Terminal PBN	2.0 hours	PBN (RNP 10, RNAV 5, RNAV1/2)	0.5 hours	S3
ICAO Enroute and Terminal PBN	2.0 hours	PBN (APCH or AR APCH)	0.5 hours	S4
RVSM	2.0 hours	RVSM	0.5 hours	S5

Courses, e.g. RVSM, ADS-B, PBN (RNAV) etc. can also be purchased as standalone.

Safety and Emergency Procedures / General Emergency Training

Initial (including ground school and drills, 5 days) and Recurrent courses (ground school only, not including drills, 0.5 days) are available at the Paris Le Bourget (France), Teterboro (NJ, U.S.A.); Savannah (GA, U.S.A.) and Long Beach (CA, U.S.A.) Learning Centers.

The drills are focused around the utilization of FlightSafety's Cabin Procedures Trainers, a Fuselage section that incorporates replaceable emergency exit door and Cabin entry door. Simulated smoke provides a realistic training environment for attendees

This course fulfills the FAA requirement and IS-BAO/ICAO recommendation

Course contents:

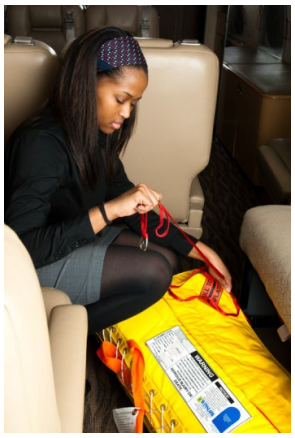
Ground school:

- Aircraft Fires and Fire Fighting
- Aviation Weather / Surface Contamination
- Crew Resource Management (CRM)
- Decompression & High-Altitude Physiology
- Ditching & Survival Equipment
- Emergency Equipment
- Evacuation Procedures
- HAZMAT (Will Not Carry)

Drills:

- Evacuation Scenario Drills
- Fire Fighting Drills
- Sea Survival Drills

Recurrent training (theory only) by eLearning is also available.



Pricing Proposal & Special Concessions

Based on FlightSafety's understanding of Spirit Air LLP's training needs, pricing options are presented here below, **subject to signature of an exclusive 5 years agreement, for a minimum number of 10 pilots per each aircraft type.**

The Event Based pricing program is the program best suited for Spirit Air LLP's crew members training once or twice in a 12-month period.
Under this program, Spirit Air LLP would pay for each training session as training is taken.

Eligible events are:

Initial Pilot Training, per EASA approved Type Rating Manual, including:

- Initial Ground Training (see content at page 4)
  - ✓ Instructor-led aircraft system and performance
  - ✓ Upset Prevention and Recovery Training theory by eLearning
  - ✓ Written test
- System Integration Training by the use of a Graphical Flightdeck Simulator
- Simulator training on a Level D Full Flight Simulator, including Upset Prevention and Recovery Training
- License Skill Test

Recurrent Pilot Training, including

- Ground Refresher Training (see content at page 4):
  - ✓ Instructor-led aircraft system and performance
  - ✓ Knowledge of the ground refresher training shall be verified by a written exam
- Simulator training on a Level D Full Flight Simulator
- Recurrent Checking:
  - ✓ Pilot Proficiency/IR day and night Checking

Pilot Proficiency/IR Checking Event, including

- 2.5h Ground Refresher Training:
- Optional Simulator training on a Level D Full Flight Simulator (see note below)
- Recurrent Checking:
  - ✓ Pilot Proficiency/IR day and night Checking

NOTES:
In order to allow scheduling of a PPC/IR event, the pilot must have completed a Recurrent or Initial course at FlightSafety on that model within last 9 months or must be scheduled at FlightSafety for Recurrent training within next 9 months.

The Customer has the option to move one simulator training session from the recurrent training event to the proficiency check, thus having the chance for a warm up training session or specialty training along with the OPC.

The following concessions are applicable:

- Each pilot enrolled on the Event Based Agreement will receive a full subscription to the Specialty/Enrichment eLearning library free of charge (see appendix A on the following page).

Spirit Air
SPIRIT OF INDIA

FlightSafety
INTERNATIONAL

APPENDIX A - eLearning Subscription Courses

Updated August 22, 2022

General

Adverse Weather - Monsoon Operations
ALAR/CFIT
CAT II Operations (FAA)
Cold Weather Operations
EASA Low Visibility Operations
Upset Prevention and Recovery Training
(EASA Phased Options available)
Electronic Flight Bag
EVAS
High Altitude Training (HAT)
Minimum Equipment List
Polar Operations
Precision Runway Monitoring (PRM)Operations
Runway Analysis
Runway Safety
TAWS
TCAS/ACAS
Warm Weather Operations
Weather Radar

Human Factors / CRM

Air Medical Resource Management (AMRM)
Fatigue Management
Human Factors - CRM General Concepts for Aviation Professionals
Human Factors - CRM General Concepts for Pilots
Human Factors / CRM Recurrent Phased
(EASA and Transport Canada options available)
Single-Pilot Resource Management (SRM)

Navigation

ICAO Enroute & Terminal PBN
(FAA and EASA PBN Approaches options available)
North Atlantic High Level Airspace (NAT HLA)
RVSM

VNAV DA in lieu of MDA

International Regional Supplements

International Procedures Europe
International Procedures Middle East
International Procedures Mexico, Central America, and Caribbean

International Procedures South America
International Procedures United States and Canada

Maintenance and Ground Operations

Engine Run and Taxi (ERT) – Signs and Markings
Gulfstream G150/G200/G280 Ground Handling & Servicing
Gulfstream G450/G550/G650/G500/G600 Ground Handling & Serving
Maintenance RVSM

Avionics

ADS-B
CPDLC - Challenger 300, 350, 605, 650
CPDLC - Embraer 550 / Legacy 500
CPDLC - Embraer Legacy 650
CPDLC - Essentials
CPDLC - Falcon 50/50EX & 2000/2000EX

CPDLC - Falcon 8X EASy III
CPDLC - Falcon 900B/900C/900EX
CPDLC - Falcon 900EX EASy II, 2000EX EASy II, 7X EASy II
CPDLC - Garmin 3000/5000
CPDLC - Global Express
CPDLC - Gulfstream G280*
CPDLC - Gulfstream G450/G550*
CPDLC - Gulfstream G650*
CPDLC - Gulfstream GIV - GV*
NextGen Communication/Navigation
Rockwell Collins Pro Line 21 for King Air 350
**CPDLC + iFlightDECK option available*

Safety and Security

Corporate Aviation Security
General Emergency Training (GET)
Hazmat (Will Carry)
Hazmat (Will Not Carry)

SMS for Aviation Professionals
SMS For Managers
TSA Security

Special Airports

***Requires prescribed simulator training to qualify for authorization. For familiarization only**
Chambery Special Airport Familiarization
Innsbruck Special Airport Familiarization
London City Special Airport Familiarization
Lugano Special Airport Familiarization

Aircraft Specific

Falcon 2000EX EASy II 2nd & 3rd Cert
Pilatus PC-24 Unimproved Runway Operations

General Provisions

- Programme rates are based upon SPIRIT AIR LLP utilizing FlightSafety exclusively for the afore mentioned training programmes throughout the duration of the agreement.

- SPIRIT AIR LLP can however utilize other training sources if FlightSafety is unable to meet a specific class schedule requirement at any FlightSafety Learning Center.

- Programme rates are to be paid in full prior to the beginning of the training event.

- In order to allow scheduling of a PPC/IR event, the pilot must have completed a Recurrent or Initial course at FlightSafety on that model within last 9 months or must be scheduled at FlightSafety for Recurrent training within next 9 months.

- All rates are subject to escalation on each anniversary of the Agreement. All annual rates shall be escalated by the percent change for the most recently available twelve-month period ending three months prior to each anniversary of this Agreement in the U.S. Government Consumer Price Index- All Urban Consumers (CPI-U), U.S. City Average by expenditure category, Education (not seasonally adjusted).

- This pricing agreement is strictly confidential and is to be treated as such by both SPIRIT AIR LLP and FlightSafety International