



Pilot Training

H135 HELIONIX Maintenance Flight Training Course

5 Days

Ground School 16 Hours (2.5 Days)

Sim 0 Hour

Flight 3 Hours



SCOPE:

This course will provide a complete overview of Maintenance Flight Procedures on the H135 helicopter. Classroom instruction, combined with Study materials will provide complete information for a thorough understanding of the aircraft flight manual, appropriate maintenance documents and a review of the relevant aircraft systems.

OBJECTIVE:

To give the maintenance test pilot a thorough understanding of the requirements for evaluating aircraft function and performance after aircraft and/or engine maintenance actions.

COURSE PREREQUISITES:

Acceptance into this course is based upon these requirements:

- A current FAA issued Helicopter Pilot Certificate
- Valid Medical Certificate
- Current Helicopter Experience
- Completion of H135 (HELIONIX) Airbus Course in Previous 5 Years
- Minimum of 50 hours in an H135 (HELIONIX) Helicopter
- Recommend background in aircraft maintenance or previous aircraft maintenance flight test experience

In special circumstances any of the above requirements may be waived with the approval of Airbus Helicopters, Inc.'s Chief Flight Instructor.

NOTICES:

Airbus Helicopters, Inc. reserves the right to notify customer of the occurrence of any force majeure condition that, in its sole discretion, is the cause of excusable delay. In the event of a force majeure condition, the services and/or classes will be extended or, if required, rescheduled for the first available opening. Airbus Helicopters, Inc. will not be liable for any costs, claims, or damages to customer or its employees arising from delays or interruptions caused by any force majeure condition.

The stated duration of the course is based on three student pilots per course. Additional student pilots may change the duration of the flight portion of the course. Airbus Helicopters Inc. instructor pilots fly a maximum of 4.5 hours per day.



Ground School

Day 1

Introduction and H135 Systems Review

SCOPE: This block of instruction will review the general limitations and normal operating procedures for the H135 helicopter. This recap is focused on the specific systems, limitations, and procedures relevant to the ground run and functional check flight inspection.

KeyCopter, ORION, AMM and MSM

SCOPE: This block of instruction will familiarize the student with the H135 Technical Publications as it pertains to the Maintenance Test Pilot. The areas covered are an introduction to the ATA 100 system and how it applies to the technical publications. An orientation to the H135 maintenance work cards, Master Servicing Manual, Aircraft Maintenance Manual, Illustrated Parts Catalog, and Service Bulletins.

Day 2

Ground Check Run and Functional Check Flight Inspection

SCOPE: In-depth instruction covering the Ground Check Run and Functional Check Flight Inspection from the Aircraft Maintenance Manual section 05-60-00, 6-6. This overview is designed as a pre-brief for the flight portion of the course.

Tracking and Balancing of the Rotor and Tail Rotor System

SCOPE: This subsection of the ground run and functional check flight inspection will cover the basics for the main rotor and tail rotor balancing (AMM 18-10-00, 5-2 and 18-10-00, 5-3), equipment setup, and interpretation of blade tracking on the ground, in a hover, and in flight.

Calibration of the Magnetometer Sensors

SCOPE: This subsection of the ground run and functional check flight inspection will cover the basics for calibration of the magnetometers (AMM 34-22-00, 5-1) as part of the attitude heading and reference system.



Ground School

Day 3

Review of ORION

SCOPE: This block of instruction will utilize common operational incidents (ex. Mast Moment Exceedance, Engine Over Torque, etc) to review ORION computer based system navigation and identification of proper maintenance actions.

Flight Training

Day 3-5

Flight 1 2.0 hours

Check Run
Functional Check Flight

Steps 1-21

Flight 2 1.0 hours

Check Run
Functional Check Flight

Steps 23-30