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Exhibit No. 9-P

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

Flight Safety EMS Recurrent Course Syllabus

(6 Pages)

BELL LEARNING CENTER

COURSE OUTLINE

ACADEMICS:

<u>LESSON</u>	<u>SUBJECT</u>	<u>HOURS</u>
1	Flight Director/AFCS	1.0
2	IFR Charts, Publications & Procedures	2.0
3	Federal Aviation Regulations (Part 61/91/135)	2.0
4	Aeronautical Information Manual (AIM)	2.5
5	Weather Related Accidents - Cockpit Resource Management & Aeronautical Decision Making	2.0
6	Operational Flight Exercise	1.5
7	Systems Integration	1.0
	<u>TOTAL</u>	12.0

FLIGHT SIMULATOR TRAINING - Bell 222, 212, 412, or 430 Simulator

<u>FLIGHT</u>	<u>SUBJECT</u>	<u>PIC HOURS</u>
1	Instrument Approaches & Holding	1.5
2	Operationally oriented EMS Flight and Instrument Approaches	1.5
3	Operationally oriented EMS Flight and Instrument Approaches	<u>1.5</u>
	<u>TOTAL</u>	4.5

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COURSE DESCRIPTION

The Emergency Medical Service (EMS) Helicopter Pilot Recurrent Course consists of academic and flight simulator training appropriate to EMS and other helicopter pilots who fly in the United States. Training consists of a broad range of aeronautical subjects applicable to both instrument and visual flight environments. The principles of Cockpit Resource Management and Aeronautical Decision Making are stressed throughout training. Each pilot is provided with a copy of the Federal Aviation Regulations and the Aeronautical Information Manual.

ACADEMIC TRAINING:

Classroom presentations consist of instructor guided, computer generated visual aids. Pilot notes and handouts enhance the discussion of subjects related to instrument and VFR flight. A notebook, tabbed for each lesson and containing appropriate handouts, is provided for the pilot's notes and reference.

FLIGHT SIMULATOR TRAINING

Flight simulator scenarios are developed based on the area and type of flight operations appropriate for the EMS operator and the individual pilot. Each pilot is scheduled for 4.5 hours pilot-in-command training in the Bell 222, 212, 412, or 430 flight simulator, FAA approved for instrument training and checking. When appropriate for the type of flight operations, pilots are paired as a crew and each receives 4.5 hours as PIC and 4.5 hours as copilot. Simulator flights are 1.0 hour for Systems Integration and 1.5 hours during which each maneuver and procedure is practiced to proficiency. The degree of complexity and the challenge of each flight is progressive and may include an instrument proficiency check, if applicable, which satisfies the requirements of FAR 61.57 (d).

COURSE OBJECTIVE

The EMS Helicopter Pilot Recurrent Course provides instrument rated helicopter pilots with the aeronautical knowledge and practical experience necessary to maintain instrument flight proficiency using the Bell 222, 212, 412, or 430 flight simulator as a generic helicopter. Non-instrument rated helicopter pilots will benefit from the review of airmanship subjects included in the course and will develop a more thorough understanding of the VFR and IFR flight environments.

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COMPLETION STANDARDS

The pilot must demonstrate satisfactory performance through formal and informal examinations in the classroom and flight simulator to ensure he meets the knowledge and skill requirements to maintain PIC qualifications.

ACADEMICS SYLLABUS

Introduction

Course welcome, overview, administrative forms and course outline. Information regarding the FlightSafety - Bell Learning Center and the local area is provided in the pilot's welcome folder. Orientation to the facilities is provided by the assigned instructor.

Lesson 1 - Flight Director/AFCS

A description of the flight director system and AFCS in the BH 222, 212, 412, or 430, its use, operation, control and display in the aircraft. The flight director is used extensively to enable pilots not familiar with the flight characteristics and systems of Bell helicopters to concentrate on flight procedures.

Lesson 2 - IFR Charts, Publications, & Procedures

A review of the symbology and procedural information found on enroute low altitude charts, area charts, and approach charts. Included are procedures to be followed during instrument approaches. Jeppesen or NOS format is used for training purposes, depending on the format desired by the pilot.

Lesson 3 - Federal Aviation Regulations

A review of the pertinent sections of FAR Parts 61, 91 and 135 as they pertain to EMS helicopter operations and pilot responsibilities. A copy of the regulations is provided for each pilot.

Lesson 4 - Aeronautical Information Manual

A review of the contents and organization of the AIM. Special attention is directed toward nav aids, airport lighting and marking, airspace classifications, air traffic control procedures, weather reports & forecasts, and illusions in flight. A copy of the AIM is provided for each pilot.

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Lesson 5 – Weather Related Accidents - Cockpit Resource Management & Aeronautical Decision Making

A discussion of the different types of weather related aircraft accidents, their primary causes and contributing factors. Included are current concepts in Cockpit Resource Management and Aeronautical Decision Making. NTSB accident reports are used to illustrate how Cockpit Resource Management and Aeronautical Decision Making concepts can be applied to prevent aircraft accidents.

Lesson 6 - Operational Flight Exercise

A comprehensive exercise in the planning and execution of an operational EMS flight scenario under Instrument Flight Rules. All aspects of the flight are examined, to include regulations compliance, airspace usage, weather, inflight contingencies, use of charts and publications, and ATC procedures.

FLIGHT SIMULATOR SYLLABUS:

Systems Integration

Familiarization with the flight simulator, cockpit, AFCS, flight director, and navigation equipment. Basic instrument maneuvers and navigation utilizing ADF, VOR, and ILS are reviewed and practiced.

Flight 1 - Instrument Approaches & Holding

Review of flight maneuvers and procedures of previous lesson. Practice of ADF, VOR, and ILS course interception and tracking, holding procedures, and approach procedures.

Flight 2 – Operationally Oriented EMS Instrument Flight

An operationally oriented EMS flight scenario involving ATC procedures and IFR communications. Proper use of weather information and ATC facilities are stressed. Inadvertent IMC situations may be included to enhance training in Cockpit Resource Management and Aeronautical Decision Making.

Flight 3 – Operationally Oriented EMS Instrument Flight

An operationally oriented instrument flight scenario covering all phases of preflight planning, departure, enroute, and arrival procedures which allows the pilot to practice and review all maneuvers and procedures covered during the course. Malfunctions of aircraft systems, flight instruments, and navigational equipment may be included to enhance training in Cockpit Resource Management and Aeronautical Decision Making.