I. Objective:

A. This curriculums primary objective of flight training is to provide an opportunity for flight crewmembers to acquire the skills and knowledge necessary to perform to the desired standard. This opportunity provides for demonstration, instruction, and practice of the maneuvers and procedures (training events) pertinent to a particular aircraft and crewmember duty position. Successful completion of flight training is validated by appropriate testing and checking.

II. Description:

This aircraft flight curriculum is generic and all encompassing of the most complex aircraft operated by Era Helicopters. Specific and detailed aircraft flight tasks and events are located within the aircraft specific lesson plans.

III. Prerequisites:

All G sections applicable per section D of this Training Program must have been completed prior to this curriculum segment being conducted.

IV. Duty Position Training:

The flight training curriculum segment encompasses both PIC and SIC duty positions, right seat / left seat familiarization, Pilot Monitoring, Pilot Flying Duties as applicable.

V. Use of a Flight Simulator (FSTD) or Full Flight Simulator (FFS) for Flight Training:

Use of a FSTD or FFS as approved by the administrator may be used up to a maximum of 75% of the hours required in table *VI- Flight Training Hours per Aircraft as Assigned.* A minimum of 25% of the hours required must be completed in the aircraft along with all elements of the aircraft event tables must be conducted in the aircraft as defined by the event tables in section IX of this curriculum.

VI. Flight Training Hours per Aircraft as Assigned:

Base Aircraft	Flight Training Hours New Hire	Flight Training Hours Transition	Flight Training Hours Upgrade	Applicable Maneuvers Table
AS350 B2	10	5		A
AS350 B2 VEMD	10	5		A
A119	10	5		A
A119 MKII	10	5		A
BO 105-4	10	5		B
BO 105-5	10	5		B
A109	10	5		VFR B/ IFR reference C table
EC135	10	5		B/C
EC135 T1	10	5		B
BK117 A3	10	5		B
BK117 A4	10	5		B
BK117 B1 w/o AP	10	5		B
BK117 B1 w/AP	10	5		C
BK117 C1	10	5		C
BK117 C2 (EC145)	10	5		C
S76 A	15	5	4	C
S76 A++	15	5	4	C
S76 C+	15	5	4	C
S76 C++	15	5	4	C
AB/AW139 3 Axis	15	7	4	C
AB/AW139 4 Axis	15	7	4	C
BH 212	10 VFR 15 IFR	5 VFR 7 IFR	4 VFR/4 IFR	B VFR / C IFR
BH 412	15	7	4	C
EC225 LP	15	7	4	C
EC225 SAR	15	7	4	C

VII. Reduction of Pilot Training Hours:

A flight crewmember may successfully complete a flight training curriculum segment without completing the specified number of training hours, provided all of the following conditions are met:

1) The crewmember successfully completes all of the training events required by the curriculum segment.

2) An instructor recommends the flight test be conducted before completion of the specified number of training hours. The recommendation must be suitably documented.

3) The flight crewmember satisfactorily completes the qualification curriculum segment requirements. If a flight crewmember fails to meet the qualification curriculum segment requirements because of a lack in flight proficiency, he must be required to complete all the training hours specified in the flight training curriculum segment. The crewmember must then be recommended by an instructor before re-accomplishing the failed qualification requirements

VIII. Training Emphasis Considerations:

- For initial new-hire training, emphasis should be on specific company procedures;
- For transition training, emphasis should be on the handling characteristics and the maneuvers and procedures pertinent to the specific aircraft type;
- For upgrade training, emphasis should be on the specific duties and responsibilities pertinent to the crewmember position;
- For recurrent training, emphasis should be on new or revised maneuvers or procedures pertinent to line operations;
- For all pilot training, emphasis should be on avoidance and recovery from inadvertent entry into instrument meteorological conditions (IMC), including the loss of adequate surface or horizontal reference in visual flight rules (VFR) conditions, and the application of the controlled flight into terrain (CFIT) avoidance program; and
- For all training, emphasis on operations in various environments, such as mountainous areas, deserts, overwater, and in desolate areas as applicable.

IX. AIRCRAFT EVENT TABLES:

The following event tables, list the required events to be completed during the flight training curriculum segment as applicable to the pilot aircraft assignment. Refer to the specific aircraft lesion plans for detailed flight lessons both for Flight Simulator Training Device (FSTD)/ Full Flight Simulator (FFS) or Aircraft as applicable.

A. SINGLE PILOT SINGLE ENGINE VFR EVENT TABLE

SINGLE PILOT SINGLE ENGINE VFR EVENT TABLE	
FLIGHT PHASE	**TRAINING EVENT**
PREPARATION	Visual Inspection/ Preflight
	Flight Planning
	Weight and Balance
	Performance Limitations
SURFACE OPERATION	Starting
	Lift-to-Hover IGE/OGE
	Hover Turns IGE/OGE
	Sideward/Rearward Hovering
	Slope Operations
	Liftoff
	Landing
	Taxiing
TAKEOFF	Normal/ Max Performance
	Rejected Takeoff
	Best Rate
	Best Angle
CLIMB	Medium-Banked Turns
	Low Speed Characteristics
	High Speed Handling Characteristics
EN ROUTE	High Speed Handling Characteristics
	High Speed Handling Characteristics
	Normal
	Maximum Rate
	Fuel Consumption
DESCENT	Normal

	Obstacle Clearance
APPROACHES	Normal/ Crosswind/ Shallow/ Steep
	High Altitude- as applicable
	Elevated Landing Site- Pinnacle
	Balked Landing - go around
	Precision Instrument- As Applicable to equipment installation
	Non-precision Instrument- As applicable for equipment installation
LANDINGS	Normal /Crosswind
	Taxi
	Parking
AFTER LANDING	Emergency Evacuation
	Normal Shutdown
UNPREPARED SITE OPERATIONS	Offsite
	Confined Area
OTHER FLIGHT PROCEDURES DURING ANY AIRBORNE PHASE	Windshear/Microburst - Oral Only
	Air Conditioning
	Fuel and Oil
SYSTEMS PROCEDURES TRAINING DURING ANY PHASE **-Normal** **-Abnormal** **-Alternate**	Electric
	Hydraulic
	Flight Controls
	Loss of Anti-Torque Effectiveness- Oral
	Flight Instrument System Malfunction
	Communications Equipment
	Navigation Systems
	Aircraft Fires
	Smoke Control
	Powerplant Malfunctions- Oral or Conducted in FSTD/FFS
SYSTEMS PROCEDURES TRAINING DURING ANY AIRBORNE PHASE	Electrical, Hydraulic, Pneumatic Systems
	Anti-Torque Failure- Oral or Conducted in FSTD/FFS
-Emergency	Settling-with-Power
	Autorotative Glide, Straight in, 180
PRACTICAL TRAINING- Local Flying Area Orientation	Airspace/ Air Traffic Facilities
	Airports/ Heliports/ Fuel Services
	Instrument Approaches

	Landmarks and Cultural Features
	Lost Procedures
IIMC- Simulated Instrument	Turns/Climbs/Descents
	Unusual Attitude and Recovery
	IIMC- Instrument Approach or to Simulated VMC Conditions

B. SINGLE PILOT TWIN ENGINE VFR EVENT TABLE

SINGLE PILOT TWIN ENGINE VFR EVENT TABLE	
FLIGHT PHASE	**TRAINING EVENT**
PREPARATION	Visual Inspection/ Preflight
	Flight Planning
	Weight and Balance
	Performance Limitations
SURFACE OPERATION	Starting
	Liftoff
	Taxiing
	Landing
	Lift-to-Hover IGE/OGE
	Hover Turns IGE/OGE
	Sideward/Rearward Hovering
	Slope Operations
TAKEOFF	Normal/ Max Performance
	Obstacle Clearance
	Category “A”
	Category “A” With Powerplant Failure Before TDP
	Category “A” With Powerplant Failure After TDP
	Rejected Takeoff
CLIMB	Normal
	Best Rate
	Best Angle
EN ROUTE	Medium-Banked Turns
	Powerplant Shutdown and Restart- Oral or FSTD/FFS
	Low Speed Characteristics
	High Speed Handling Characteristics
	High Speed Handling Characteristics
	Fuel Consumption
DESCENT	Normal
	Maximum Rate
	Autorotative Glide

APPROACHES	Shallow/Normal/ Steep
	Obstacle Clearance
	High Altitude- ass applicable
	Elevated Landing Site- Pinnacle
	With Degraded Control Augmentation
	Balked Landing- Go Around
	Precision Instrument- As Applicable to equipment installation
	Non-precision Instrument- As applicable for equipment installation
	With Powerplant Failure
LANDINGS	Shallow/Normal/ Crosswind/ Steep
	[ ] Category "A"
	[ ] Category "A" With Powerplant Failure after LDP
	[ ] Category "A" With Powerplant Failure prior LDP
	With Degraded Control Augmentation- as applicable
AFTER LANDING	Shutdown
	Emergency Evacuation
	Post-Flight
UNPREPARED SITE OPERATIONS	Offsite
	Confined Areas
OTHER FLIGHT PROCEDURES DURING ANY AIRBORNE PHASE	Windshear/Microburst - Oral Only
	Air Conditioning
	Fuel and Oil
SYSTEMS PROCEDURES TRAINING DURING ANY PHASE	Air Conditioning
	Fuel and Oil
	Electric
	Hydraulic
-Normal	Flight Controls
-Abnormal	Autopilot- As applicable
	Flight Management Guidance Systems- As applicable
-Alternate	Automatic or Other Approach & Landing Aids-as applicable
	Loss of Anti-Torque Effectiveness - Oral

	Airborne Weather Radar- As applicable
	Flight Instrument System Malfunction
	Communications Equipment
	Navigation Systems
SYSTEMS PROCEDURES TRAINING DURING ANY AIRBORNE PHASE	Aircraft Fires
	Smoke Control
	Powerplant Malfunctions
	Electrical, Hydraulic, Pneumatic Systems
-Emergency	Flight Control Systems Malfunction
	Landing Gear Malfunction- As applicable
	Anti-Torque Failure Oral or FSTD/FFS
	Settling-with-Power
PRACTICAL TRAINING- Local Flying Area Orientation	Terrain Features
	Obstructions
	Weather Producers
	Airspace/ Air Traffic Facilities
	Airports/ Heliports/ Fuel Services
	Instrument Approaches
	Landmarks and Cultural Features
	Lost Procedures
IIMC- Simulated Instrument	Turns/Climbs/Descents
	Unusual Attitude and Recovery
	IIMC- Instrument Approach or to Simulated VMC Conditions

C. TWO PILOT TWIN ENGINE IFR/SINGLE PILOT IFR EVENT TABLE

TWO PILOT TWIN ENGINE IFR EVENT TABLE	
FLIGHT PHASE	**TRAINING EVENT**
PREPARATION	Visual Inspection/ Preflight
	Flight Planning- VFR/IFR
	Weight and Balance
	Performance Limitations
SURFACE OPERATION	Starting
	Liftoff
	Taxiing
	Landing
	Lift-to-Hover IGE/OGE
	Hover Turns IGE/OGE
	Sideward/Rearward Hovering
	Slope Operations
TAKEOFF	Normal/ Max Performance
	Instrument Takeoff/ Lower than Standard Takeoff
	Obstacle Clearance
	Category “A”
	Category “A” With Powerplant Failure Before TDP
	Category “A” With Powerplant Failure After TDP
	Rejected Takeoff
CLIMB	Normal
	Best Rate
	Best Angle
EN ROUTE	Medium-Banked Turns
	Powerplant Shutdown and Restart- Oral or FSTD/FFS
	Low Speed Characteristics
	High Speed Handling Characteristics
	High Speed Handling Characteristics
	Fuel Consumption
	IFR En Route Navigation- As Applicable

	Holding
DESCENT	Normal
	Maximum Rate
	Autorotative Glide- VFR/IFR
APPROACHES	Shallow/Normal/ Steep
	Obstacle Clearance
	High Altitude- as applicable
	Elevated Landing Site- Pinnacle
	With Degraded Control Augmentation
	Balked Landing- Go Around
	Precision Instrument- As Applicable to equipment installation
	With Powerplant Failure
	Non-precision Instrument- As applicable for equipment installation
	SIAP- Approaches
	HEDA/OSAP/ARA
	With Powerplant Failure
LANDINGS	Shallow/Normal/ Crosswind/ Steep
	[ ] Category “A”
	[ ] Category “A” With Powerplant Failure after LDP
	[ ] Category “A” With Powerplant Failure prior LDP
	Instrument Approach- From MDA/DH
	Missed Approach/ to include Single Engine
	With Degraded Control Augmentation- as applicable
AFTER LANDING	Shutdown
	Emergency Evacuation
	Post-Flight
UNPREPARED SITE OPERATIONS	Offsite
	Confined Areas
OTHER FLIGHT PROCEDURES DURING ANY AIRBORNE PHASE	Windshear/Microburst - Oral Only
	Air Conditioning
	Fuel and Oil
SYSTEMS PROCEDURES TRAINING DURING ANY PHASE	Air Conditioning
	Fuel and Oil

	Electric
	Hydraulic
-Normal	Flight Controls
-Abnormal	Autopilot- As applicable
	Flight Management Guidance Systems- As applicable
-Alternate	Automatic or Other Approach & Landing Aids-as applicable
	Loss of Anti-Torque Effectiveness - Oral
	Airborne Weather Radar- As applicable
	Flight Instrument System Malfunction
	Communications Equipment
	Navigation Systems
SYSTEMS PROCEDURES TRAINING DURING ANY AIRBORNE PHASE	Aircraft Fires
	Smoke Control
	Powerplant Malfunctions
	Electrical, Hydraulic, Pneumatic Systems
-Emergency	Flight Control Systems Malfunction
	Landing Gear Malfunction- As applicable
	Anti-Torque Failure Oral or FSTD/FFS
	Settling-with-Power
PRACTICAL TRAINING- Local Flying Area Orientation	Terrain Features
	Obstructions
	Weather Producers
	Airspace/ Air Traffic Facilities
	Airports/ Heliports/ Fuel Services
	Instrument Approaches
	Landmarks and Cultural Features
	Lost Procedures
IIMC- Simulated Instrument	Turns/Climbs/Descents
	Unusual Attitude and Recovery
	IIMC- Instrument Approach or to Simulated VMC Conditions

X. Recurrent Flight Training:

Recurrent flight training must include, at least, flight training in the maneuvers or procedures of the above event tables, except that satisfactory completion of the check required by CFR part 135.293 within the proceeding 12 calendar months may be substituted for recurrent flight training.

XI. SIC to PIC Upgrade Flight Training:

SIC to PIC Upgrade flight training must include, at least, flight training in the maneuvers or procedures of the above event tables. Reduction of required flight time may be allowed if all the requirement of F-41, VII (1 thru 3) are met.

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