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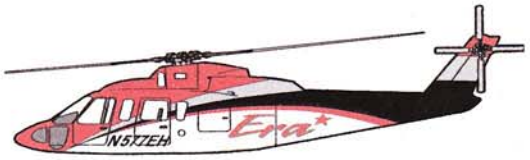

SK-76 Simulator Recurrent Training

Enclosed is the individual lesson plan for the SK-76 Simulator Recurrent Training. The lesson plan has an objective and standards for successful completion of each module. Once the module has been successfully completed, the crew may move on to the next. The order and the selection of the tasks will be at the discretion of the instructor. Each pilot shall receive training as flying pilot and as pilot monitoring. These modules may be used to comply with the requirements of FAR 135.293(b) and 135.297.

The crew, under the evaluation of the Instructor, may complete the module in less than the prescribed minimum time noted if they covered all the maneuvers and met the standards of the module.

Below is the Index for the simulator modules to be completed:

Module One:	Normal / Emergency Procedures	2.0 hrs
Module Two:	Emergency Procedures	2.0 hrs
Module Three:	Offshore / Night / OSAP	2.0 hrs
Module Four:	IFR Flight / Check Ride	2.0 hrs

Total Flight Hours: 8.0

Initial set-up will be at the discretion of the instructor and should imitate realistic conditions to the greatest extent possible.

Emphasis on crew resource management should be reinforced at every opportunity. Use of video playback and facilitated debrief of each module will be the preferred method of CRM debriefing. Proper use of the check list should be required during all phases of flight.

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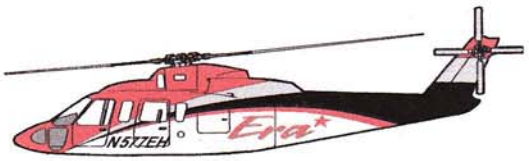

SK-76 Simulator Recurrent Training

Name: **Croucher William R.** Date: **02/08/13**

Module 1 (2.0 Hours) Flight Time: **2.0** Total Flight Time: **2.0**

Objective:

To allow the crew to practice the following:

- ☐ Familiarization with the simulator, with emphasis on techniques to use.
- ☐ All normal procedures with introduction to emergencies. The crew shall perform a complete start including all additional checks. As the lesson progresses abnormal situations will be introduced at the discretion of the instructor.
- ☐ CRM during normal and abnormal procedures.

CRM is to be facilitated and discussed at completion of the session.

Pilot: [redacted] Instructor: ***Paolo Corradini***

S: Satisfactory M: Meets the standards of the lesson N: Needs improvement U: Unsatisfactory

Normal Procedures

	S	M	N	U
Before start check	☒	☐	☐	☐
Normal start	☒	☐	☐	☐
Engine run-up	☒	☐	☐	☐
Systems checks	☒	☐	☐	☐
Additional checks	☒	☐	☐	☐
Before/after take-off checks	☒	☐	☐	☐
Climb/cruise checks	☒	☐	☐	☐
Basic air work	☒	☐	☐	☐
Before landing checks	☒	☐	☐	☐
Normal/steep approach	☒	☐	☐	☐
After landing checks	☒	☐	☐	☐
Heliport / Rig Landing	☐	☐	☐	☐

Abnormal / Emergency Procedures

	S	M	N	U
Hot/hung start	☒	☐	☐	☐
No oil pressure on start	☒	☐	☐	☐
Engine fire on ground	☒	☐	☐	☐
Loss of power at a hover	☒	☐	☐	☐
Engine failure before/after TDP	☒	☐	☐	☐
Engine shut-down/restart in flight	☒	☐	☐	☐
Hydraulic failure	☒	☐	☐	☐
Governor failure	☒	☐	☐	☐
Engine failure before/after LDP	☒	☐	☐	☐
Precautionary landing	☒	☐	☐	☐
Incapacitation Procedures	☒	☐	☐	☐

Remarks: DEMONSTRATED HOT START - PRACTICE STANDARD CALLS ON TAKEOFF ENGINE FAILURE BEFORE AND AFTER TDP/LDP - ENGINE RESTART/SHUTDOWN IN FLIGHT - HYDRAULIC FAILURE - RUNNING LANDINGS - ENGINE FIRE ON THE GROUND - THE REST OF THE ITEMS HAVE BEEN BRIEFED ORALLY -

Standards:

The pilots shall be able to perform the duties of the pilot monitoring (as to reading the check list) and the duties of the flying pilot (as to perform the actions called by the check list).

They are to perform all take-off and landing profiles to standards and demonstrate an acceptable level of control during all phases of flight.

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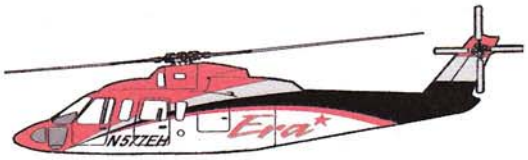

SK-76 Simulator Recurrent Training

Name: **Croucher William R.** Date: **02/08/13**

Module 2 (2.0 Hours) Flight Time: **2.0** Total Flight Time: **4.0**

Objective:

To allow the crew to meet onshore night requirements and to practice in the following areas:

- ☐ Systems malfunctions with associated emergency procedures.
- ☐ CRM during normal and abnormal procedures.

CRM is to be facilitated and discussed at completion of the session.

Pilot: [redacted] Instructor: ***Paolo Corradini***

S: Satisfactory M: Meets the standards of the lesson N: Needs improvement U: Unsatisfactory

Normal Procedures	S	M	N	U
Normal / abnormal start	☒	☐	☐	☐
System checks	☒	☐	☐	☐
Normal take-off	☒	☐	☐	☐
Max-Performance Takeoff	☒	☐	☐	☐
Normal Approach	☒	☐	☐	☐
Steep Approach	☒	☐	☐	☐
Shallow Approach	☒	☐	☐	☐
After landing checks	☒	☐	☐	☐
Night Takeoff / Landing	☒	☐	☐	☐
Rig Takeoff / Landing	☐	☐	☐	☐

Abnormal / Emergency Procedures	S	M	N	U
AFCS Failure	☒	☐	☐	☐
Hydraulic Failure	☒	☐	☐	☐
Engine failure before/after TDP	☒	☐	☐	☐
Engine failure before/after LDP	☒	☐	☐	☐
Engine fire in flight	☒	☐	☐	☐
Electrical Failures	☒	☐	☐	☐
Tail Rotor Malfunctions	☒	☐	☐	☐
Caution/ Warning Lights	☒	☐	☐	☐
Precautionary / Forced Landing	☒	☐	☐	☐
Dual engine failure / Autorotation	☒	☐	☐	☐

Remarks: STARTER FAILS TO DISENGAGE; AFCS API MALFUNCTION ENGINE FAILURE BEFORE AND AFTER LDP AND TDP, RUNNING LANDINGS. HYDRAULIC WITH BINDINGS, ENGINE BLUE LIGHT AND ENGINE ON MANUAL CONTROL- STUCK PEDALS, ENGINE START IN FLIGHT, AUTOROTATIONS ENGINE FIRE IN FLIGHT

Standards:

The crew is to execute all normal and abnormal maneuvers to standards.

He must be able to announce, initiate and complete all emergency procedures.

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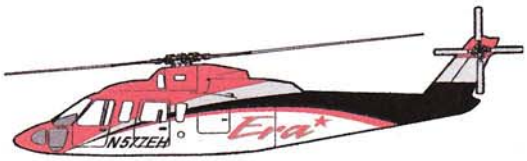

SK-76 Simulator Recurrent Training

Name: **Croucher William R.** Date: **02/09/13**

Module 3 (2.0 Hours) Flight Time: **2.0** Total Flight Time: **6.0**

Objective:

To allow the crew to meet the night offshore requirements and to practice in the following areas:

- ☐ Basic instrument flying in IMC conditions.
- ☐ Multiple OSAP approaches and landings to a platform.
- ☐ CRM during normal and abnormal procedures.

CRM is to be facilitated and discussed at completion of the session.

Pilot: [redacted] Instructor: ***Paolo Corradini***

S: Satisfactory M: Meets the standards of the lesson N: Needs improvement U: Unsatisfactory

Normal Procedures

	S	M	N	U
Basic instrument flying	☒	☐	☐	☐
Steep turns	☒	☐	☐	☐
Unusual attitudes	☐	☐	☐	☐
OSAP Approaches	☒	☐	☐	☐
Platform Landings	☒	☐	☐	☐
Platform Take-offs	☒	☐	☐	☐
Cockpit Management	☒	☐	☐	☐
LOFT Scenario	☒	☐	☐	☐

Abnormal / Emergency Procedures

	S	M	N	U
Engine	☒	☐	☐	☐
Fuel system	☒	☐	☐	☐
Electrical failure	☒	☐	☐	☐
Hydraulic failure	☐	☐	☐	☐
AFCS/Flight Director	☒	☐	☐	☐
Flight instrument failure	☒	☐	☐	☐
Nav instrument failure	☒	☐	☐	☐
Other Systems	☒	☐	☐	☐
Deviations	☒	☐	☐	☐

Remarks:

LOFT SCENARIO DEPARTING FROM HOUMA IFR - PROCEDURES OSAP - RIG LANDINGS AND TAKE OFFS, LOSS OF ENGINE AFTER LDP/BEFORE TDP AND AFTER TDP (OFFSHORE), FUEL FILTER - HDG, VGI FAILURE - USE OF REVERSION, PNR DISCUSSION, USE OF COMP MON FOR RESET BUTTON - ADC REVERSION, STEEP TURNS

Standards:

The pilots are to maintain the appropriate airspeeds, headings and altitudes within the standards established in the Era Flight Standards guide for each individual task.

They should exhibit adequate knowledge of the elements of an OSAP and perform all unusual attitudes maneuvers and offshore approaches to said standards.

They should also exhibit adequate knowledge of emergency procedures, and execute the corrective actions according to the emergency check list.

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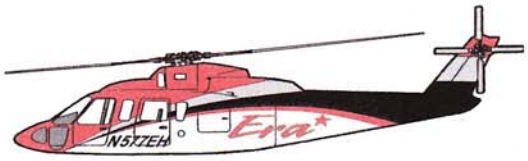

SK-76 Simulator Recurrent Training

Name: **Croucher William R.** Date: **02/09/13**

Module 4 (2.0 Hours) Flight Time: **2.0** Total Flight Time: **8.0**

Objective:

To complete the requirements of FAR 135.293(b) and 135.297, if applicable and evaluate the crew in the following areas:

- ☐ Instrument takeoff / departure, en route procedures, tracking, holding, precision and non-precision approaches.
- ☐ CRM during normal and abnormal situations.

CRM is to be facilitated and discussed at completion of the session.

Pilot: [redacted] Instructor: ***Paolo Corradini***

S: Satisfactory M: Meets the standards of the lesson N: Needs improvement U: Unsatisfactory

Normal Procedures

	S	M	N	U
Instrument Takeoff	☒	☐	☐	☐
Basic instrument flying	☒	☐	☐	☐
En route procedures	☒	☐	☐	☐
Tracking / Holding	☒	☐	☐	☐
Non-precision approaches	☒	☐	☐	☐
Precision approaches	☒	☐	☐	☐
Missed approaches	☒	☐	☐	☐
Radio communications	☒	☐	☐	☐

Abnormal / Emergency Procedures

	S	M	N	U
Engine	☒	☐	☐	☐
Fuel system	☐	☐	☐	☐
Electrical failure	☒	☐	☐	☐
Hydraulic failure	☐	☐	☐	☐
AFCS/Flight Director	☒	☐	☐	☐
Flight / Nav instrument failure	☒	☐	☐	☐
OEI missed approach	☒	☐	☐	☐
OEI landing	☒	☐	☐	☐
ATC deviations	☒	☐	☐	☐

Remarks: INSTRUMENT T/O - STEEP TURNS - UNUSUAL ATTITUDE - LOCALIZER BACK COURSE RWY 33 KLCH - LANDING GEAR FAILS TO RETRACT - RADAR VECTORS TO FINAL FOR ILS RWY 15 KLCH (COUPLED) - VOR A KLCH - PREVIEW MODE VOR/ILS HAVING NAV MODE ENGAGED ON FMS - RADAR ALT. FAIL - DC GEN FAILURE - LOSS OF BOTH APS IN FLIGHT

Standards:

The pilots are to meet the requirements of FAR 135.293 or FAR 135.297 if applicable.
The pilots are to maintain the appropriate airspeeds, headings and altitudes within the standards established in the Era Flight Standards Guide for each individual task.
They should exhibit adequate knowledge of instrument procedures and emergency procedures. They are to execute the corrective actions according to the emergency check list.