# Transport Canada Civil Aviation (TCCA)

# OPERATIONAL EVALUATION REPORT

Date: 2026-02-16

# Airbus Helicopters

| Type Certificate Data Sheet (TCDS)* | TCDS Identifier/Master Series | Marketing Name | Pilot Type Rating |
|---|---|---|---|
| H-116 | H160-B | H160B | AH160 |

***Original signed by Bernard Champagne on behalf of***

Jamie-Lee MacDermid
Executive Director, Standards Branch (AART)
Transport Canada, Civil Aviation

**Office of Primary Interest (OPI):**

Jean-Francois Bissonnette
Program Manager, Flight Technical and Operator Certification (FTOC);
Commercial Flight Standards (AARTF)
330 Sparks Street, Ottawa, Ontario
K1A 0N8
E-mail: jean-francois.bissonnette@tc.gc.ca

DocID: WC6RQ36SC6KV- 1961437251-41356

# Management co-ordination sheet

***Original signed by***

Stephane Demers
Chair H-160 Operational Evaluation Board (OEB)
Civil Aviation Safety Inspector,
Commercial Flight Standards Division (AARTF)
Transport Canada, Civil Aviation
E-mail: stephane.demers@tc.gc.ca

***Original signed by***

Jean-Francois Bissonnette
Program Manager, Flight Technical and Operator Certification (FTOC);
Transport Canada Civil Aviation
Commercial Flight Standards (AARTF)

***Original signed by***

Yvan Chabot
Special Advisor to the Director, Standards
Standards Branch
Transport Canada, Civil Aviation

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# 1. Record of revisions

| Revision Number | Sections(s) | Page(s) Affected | Date |
|---|---|---|---|
| 0 (Original) | All | All | 2026/02/16 |

# 2. Introduction

## 2.1 General

The Transport Canada Flight Technical and Operator Certification (FTOC) section within the Civil Aviation Standards Branch is responsible for the TCCA Operational Evaluation (OE) program. FTOC's objectives during the operational evaluation of a new or modified aircraft are to determine:

1. The acceptability of a manufacturers training program for use by Canadian operators;
2. Pilot qualification and type rating requirements including training, checking, and currency requirements, and;
3. The operational suitability of an aircraft type.

This report lists those determinations for use by:

1. TCCA Inspectors who approve training programs;
2. TCCA inspectors and Approved Check Pilots (ACPs) who conduct Pilot Proficiency Checks (PPCs) and issue Type Ratings; and
3. Aircraft operators and training providers, to assist them in developing their flight-crew member training, checking and currency programs.

Determinations made in this report are based on the evaluations of specific Airbus H160B series made in accordance with current regulations, standards and guidance. Modifications and upgrades made to the series described herein, or introduction of new related aircraft, may require amendment of the findings in this report.

**Notes:**

1. The OE activity assesses a specific training program and its content which is relevant to a specific date. Determinations made in this report do not account for any subsequent changes to the training program which have not been evaluated by the OEB.
2. Airbus Helicopters training programs evaluated during this OE are not granted TCCA approval. It is incumbent upon the air operators or private operators to ensure their H160B helicopter training program is approved or accepted by the Minister under their relevant TCCA regulatory

framework (as applicable under subpart 604, 702, 703 or 704 of the *Canadian Aviation Regulations*) and with the material indicated in this report.

### 2.2 Regulatory requirements/language

This OE report uses mandatory terms such as “must”, “shall” and “is/are required” to convey the intent of the Regulatory requirements and of other guidance documents. The term “should” is understood to mean that the proposed method of compliance must be used, unless an alternate means of compliance has been determined and approved.

## 3. Highlights of change

This is the original Airbus Helicopters H160-B Operational Evaluation Report.

## 4. General

### 4.1 Scope of report

This OE report applies to the Airbus H160B, with Helionix Software V9.1 installed.

### 4.2 Guidance material

The TCCA OE evaluations were conducted in accordance with FAA Advisory Circular (AC) 120-53(B), Guidance for Conducting and Use of Flight Standardization Board (FSB) Evaluations, and the JAA/TCCA/FAA Common Procedures Document for Operational Evaluation Boards (CPD).

### 4.3 OE report effectiveness

Provisions of this report are effective until amended, superseded, or withdrawn by subsequent OE findings.

TCCA reserves the responsibility and authority to re-evaluate and modify sections of this report based on new or revised advisory material, amended *Canadian Aviation Regulations* (CARs), aircraft operating experience, or the evaluation of new or modified aircraft under the provisions of the CPD or FAA AC 120-53B.

### 4.4 Application of OE report

All relevant parts of this report are applicable on the effective date of this report.

### 4.5 Alternate means of compliance

The OEB Chairman, the Program Manager of FTOC and/or the Chief Commercial Flight Standards should be consulted when alternate means of compliance, other than those specified in this report, are proposed. An applicant will be required to submit a proposed alternate means that provides an equivalent level of safety to the provisions of the CARs and this OE report.

Analysis, demonstrations, proof of concept testing, differences documentation, and/or other substantiation may be required.

In the event that alternate compliance is sought, training program credits, simulator approvals, and device approvals may be significantly limited and reporting requirements may be increased to ensure equivalent levels of training, checking, and currency are maintained. TCCA will generally not consider relief through alternate compliance means unless sufficient lead-time has been planned by an operator to allow for any necessary testing and evaluation.

### 4.6 H160-B initial/ recurrent type training evaluation

TCCA conducted an T5 operational evaluation (OE) of Airbus's H160-B in Marignane, France from January to February 2023 and in Fort Erie, Ontario during October 2023. At the time of the OE, and currently, the H160-B FFS in Marignane France was certified by EASA and FAA, but not TCCA certified. As part of the OE, TCCA evaluated Airbus's H160B initial type rating training and recurrent training courses:

1) The following initial training program was evaluated by the OEB:

   - The Ground School Syllabus;
   - 14 FFS sessions, 8 as Pilot Flying (PF) 12 Hours and 6 as Pilot Monitoring (PM) 9 Hours;
   - 3 consolidation flights, 5 Hours, in the aircraft conducted after completion of training on the FFS; and
   - PPC conducted on the aircraft.

2) Based on the assessment, the recurrent training course shall include:

   - The Recurrent Ground School Syllabus be utilized;
   - 8 hours of flight, as PF, be completed in either a certified FFS or aircraft, for single pilot operations; and
   - 6 hours of flight, as PF, and 6 hours of flight as PM, in either a certified FFS or aircraft, for two pilot operations.

With the above requirements, the initial type rating training course and recurrent training course were found to be acceptable by TCCA for use as the basis of an air operator's training program.

## 5. Acronyms

| | |
|---|---|
| AC | Advisory Circular |
| ACP | Approved Check Pilot |
| AFDS | Automatic Flight Director System |
| APU | Auxiliary Power Unit |
| AQP | Advanced Qualification Program |

| | |
|---|---|
| CAR | *Canadian Aviation Regulation* |
| CASS | Commercial Air Service Standard |
| CAT I/II/III | Category I/II/III ILS Instrument Approach |
| CDU | Control Display Unit |
| EASA | European Aviation Safety Agency |
| EFIS | Electronic Flight Instrument Systems |
| FAA | Federal Aviation Administration |
| FAR | Federal Aviation Regulation |
| FFS | Full Flight Simulator |
| FMC | Flight Management Computer |
| FMS | Flight Management System |
| FSB | Flight Standardization Board (FAA) |
| FSTD | Flight Simulation Training Device |
| FTOC | Flight Technical and Operator Certification (TCCA) |
| GTC | Ground Trajectory Command |
| HTAWS | Helicopter Terrain Awareness System |
| ILS | Instrument Landing System |
| ND | Navigation Display |
| OE | Operational Evaluation |
| OE | Operational Experience |
| OEB | Operational Evaluation Board |
| OEM | Original Equipment Manufacturer |
| PFD | Primary Flight Display |
| PIC | Pilot In Command |
| PPC | Pilot Proficiency Check |
| QRH | Quick Reference Handbook |
| RNP | Required Navigation Performance |
| TCCA | Transport Canada Civil Aviation |
| TCDS | Type Certificate Data Sheet |

# 6. Definitions

These definitions are for the purposes of this report only.

**6.1 Current** – A crewmember meets all requirements to operate the aircraft under the applicable CAR or CASS.

**6.2 Operational Evaluation (OE) –** A TCCA evaluation of the pilot qualifications requirements of an aircraft type (pilot type rating, minimum flight crewmember training, checking and currency requirements, and unique or special pilot qualification requirements (e.g., specific flight characteristics, no-flap landing)), operational suitability of an aircraft type and the Original Equipment Manufacturer (OEM) training program.

**6.3 Operational Suitability –** A determination during an operational evaluation that an aircraft or system may be used in the Canadian airspace system and meets the applicable operational regulations (e.g., CAR subparts 604, 605, 701,702,703 and 704 as applicable).

**6.4 Qualified –** A flight crewmember holds the appropriate licenses and ratings as required by the applicable operating regulations.

**6.5 Seat Dependent Tasks –** Manoeuvers or procedures using controls that are accessible or operable from only one flight crewmember seat.

**6.6 Special Emphasis Area –** A training requirement unique to the aircraft, based on a system, procedure, or manoeuvre, which requires additional highlighting during training. It may also require additional training time, specialized training devices or training equipment.

**6.7 Specific Flight Characteristics –** A manoeuvre or procedure with unique handling or performance characteristics that TCCA has determined must be checked.

# 7. Pilot type rating

In accordance with Personnel Licensing and Training Standard 421.40, the pilot type rating for the Airbus Helicopters H160-B is AH160.

# 8. Related aircraft

Reserved

# 9. Pilot training

## 9.1 Previous experience

The provisions of this section apply to all H160-B training programs for pilots who have experience in CAR 604, 702, 703 and 704 operations in multi-engine transport category helicopters.

Pilots receiving initial H160-B training should have previous operational experience in multi-engine transport category helicopter, glass cockpit, highly integrated avionics, and flight management system (FMS). Pilots without this experience may require additional training.

## 9.2 Initial Type Rating Course

The Initial type training course should follow the typical format providing the pilot with the knowledge, skill and proficiency to satisfy the type rating, PPC or CC requirements of the applicable CAR.

Initial training FFS or aircraft:

- Minimum Initial training program:
    - The Ground School Syllabus;
    - 14 FFS sessions, 8 as Pilot Flying (PF) 12 Hours and 6 as Pilot Monitoring (PM) 9 Hours;
    - 3 consolidation flights, 5 Hours, in the aircraft conducted after completion of training on the FFS; and
    - Applicable PPC or CC conducted in FFS or aircraft

## 9.3 Specialty training

Any additional training required to qualify flight crew for a Special Authorization or Specific Approval was not included within the scope of this Operational Evaluation. Such specialty training would require additional training hours and be addressed separately in accordance with applicable regulatory requirements and approval processes.

## 9.4 Recurrent training

Recurrent training FFS or aircraft

- Minimum recurrent training course:
    - The Recurrent Ground School Syllabus be utilized;
    - 8 hours of flight, as PF, be completed in either a certified FFS or aircraft, for single pilot operations; and
    - 6 hours of flight, as PF, and 6 hours of flight as PM, in either a certified FFS or aircraft, for two pilot operations, and
    - Applicable PPC or CC conducted in FFS or aircraft

## 9.5 Training Areas of Special Emphasis

Pilots must receive special emphasis in the following areas during initial and recurrent training:

### 9.5.1 Ground training

Initial and recurrent ground training

- Performance Charts.
- Dispatch Message Concept.
- Flight Management System (FMS).
- Performance Based Navigation (PBN).
- Electronic Checklist (ECL).
- Ground Trajectory Command (GTC).
- Vortex Ring State Caution/Warning System.

#### 9.5.2 Flight training

**Note:**

Special Emphasis Flight Training requires corresponding special emphasis ground training.

Initial and recurrent flight training

- FMS.
- Flight Control Modes.
- AFCS.
- GTC Operation.
- Vortex Ring State.
- Recovery From Unusual Attitudes.
- Assisted take off from hover including engine failure.

## 9.6 Specific flight characteristics

There are no specific flight characteristics.

## 9.7 Seat dependent tasks

There are no seat dependent tasks.

## 9.8 Regulatory training requirements not applicable to the H160-B

Not applicable.

## 9.9 Flight Simulation Training Devices (FSTD)

### 9.9.1 Full flight simulator (FFS)

Training and Checking under CARs Part IV, VI and VII conducted in a device must be conducted on a qualified FFS in accordance with section 606.03 of the CARs.

FFS characteristics are designated in the Aeroplane and Rotorcraft Simulator Manual (TP 9685). The FFS specific systems qualifications are found in the TCCA Qualification Certificate.

### 9.10 Training equipment

There are no specific systems or procedures that are unique to the H160-B that require specific training equipment.

## 10. Pilot checking

Checking must be completed in accordance with the applicable *Canadian Aviation Regulations* (CARs).

It is highly recommended that a FFS be used for all PPCs, CC and flight tests.

### 10.1 Specific flight characteristics

There are no specific flight characteristics.

### 10.2 Seat dependent tasks

There are no seat dependent task

### 10.3 Other checking items

#### 10.3.1 Initial and recurrent checking

- Proficiency with manual and automatic flight.
- FMS operation and FMS failures.
- FMS/Global Positioning Satellite (GPS) navigation (departures and approaches) proficiency if these type operations are approved for the operator.
- Proficiency with assisted take off from hover including engine an engine failure.

#### 10.3.2 All types of checking

Use and knowledge of map displays, raw data, flight director, and Autopilot Flight Director System (AFDS) should be demonstrated, particularly during instrument approaches.

### 10.4 Flight Simulation Training Devices (FSTD)

There are no specific systems, procedures, or manoeuvres that are unique to the H160-B that require a specific FSTD for checking.

### 10.5 Equipment

There are no specific systems or procedures that are unique to the H160-B that require specific equipment.

## 11. Pilot currency

There are no additional currency requirements for the H160-B other than those already specified in CAR 604, 702, 703 and 704.

## 12. Operational suitability

The H160-B aircraft is operationally suitable for operations under CAR 702, 703 and 704.

## 13. Miscellaneous

There are no miscellaneous issues.

## 14. References

1. FAA Advisory Circular AC120-53B, Change 1, Guidance for Conduction and Use of Flight Standardization Board Evaluations, dated October 24, 2016

2. JOEB OPS/FCL Common Procedures For Conducting Operational Evaluation Boards, dated June 10, 2004

3. TCCA Type Certificate Data Sheet H-116, Issue No. 1, dated December 4, 2023.

# Appendix 1 – Difference legends

## Training differences legend

| Differences level | Type | Training method examples | Conditions |
|---|---|---|---|
| A | Reference / document-based training | • Operating manual revision (HO)<br>• Flight crew operating bulletin (HO) | • Crew has already demonstrated understanding on base aircraft (e.g. updated version of engine).<br>• Minor or no procedural changes required.<br>• No safety impact if information is not reviewed or is forgotten (e.g. different engine vibration damping mount).<br>• Once called to attention of crew, the difference is self-evident. |
| B | Aided instruction | • Audio visual presentation (A/V)<br>• Tutorial computer based instruction (TCBI)<br>• Stand-up instruction (SU)<br>• Video Tapes (VT | • Systems are functionally similar.<br>• Crew understanding required.<br>• Issues need emphasis.<br>• Standard methods of presentation required. |
| C | Systems Devices | • Interactive (full-task) computer based training (ICBT)<br>• Cockpit System Simulator (CSS)<br>• Cockpit procedures trainers (CPT)<br>• Part task trainers (PTT)<br>• Level 4 or 5 flight training device (FTD 4-5) | • Training can only be accomplished through systems training devices.<br>• Training objectives focus on mastering individual systems, procedures, or tasks versus highly integrated flight operations or “real-time” operations.<br>• Training devices are required to assure attainment or retention of crew skills to accomplish more complex tasks usually related to aircraft systems. |
| D | Maneuvers Devices | • Level 6 or 7 flight training device (FTD 6-7)<br>• Level A or B full flight simulator (FFS A-B) | • Training can only be accomplished in flight maneuver devices in a real-time environment.<br>• Training requires mastery of interrelated skills versus individual skills.<br>• Motion, visual, control loading, and specific environmental conditions may be required. |
| E | Level C/D FFS or Aircraft | • Level C or D full flight simulator (FFS C-D)<br>• Aircraft (ACFT) | • Motion, visual, control loading, audio, and specific environmental conditions are required.<br>• Significant full task differences that require a high fidelity environment.<br>• Usually correlates with significant differences in handling qualities. |

**Note:**

1. An “X” in an DT (ODR) table column indicates that any of the training methods listed for that level are acceptable. If a specific instruction method is specified in an DT (ODR) table column, it must be used.

## Checking differences legend

| Differences level | Checking method examples | Conditions |
|---|---|---|
| A | None | None |
| B | • Oral or written exam<br>• Tutorial computer based instruction self-test (TCBI) | • Individual systems or related groups of systems. |
| C | • Interactive (full-task) computer based instruction (ICBI)<br>• Cockpit procedures trainers (CPT)<br>• Part task trainers (PTT)<br>• Level 4 or 5 flight training device (FTD 4-5) | • Checking can only be accomplished using systems devices.<br>• Checking objectives focus on mastering individual systems, procedures, or tasks. |
| D | • Level 6 or 7 flight training device (FTD 6-7)<br>• Level A or B full flight simulator (FFS A-B) | • Checking can only be accomplished in flight maneuver devices in a real-time environment.<br>• Checking requires mastery of interrelated skills versus individual skills.<br>• Motion, visual, control loading, and specific environmental conditions may be required. |
| E | • Level C or D full flight simulator (FFS C-D)<br>• Aircraft (ACFT) | • Significant full task differences that require a high fidelity environment. |

**Notes:**

1. In accordance with AC120-53B a “B” in the Checking column of the DT (ODR) tables indicates a “task” or “systems” check is required. A “C” in the checking column indicates a partial proficiency check is required.
2. With reference to Note 1, the “partial” proficiency check is applicable to the FAA regulatory framework. Canadian operators shall complete checking in accordance with CARs.

## Currency differences legend

| Differences level | Type | Currency method examples | Conditions |
|---|---|---|---|
| A | Not applicable | • None | • Currency common to each Related Aircraft<br>• Currency in one Related Aircraft suffices for currency in any other Related Aircraft<br>• Assessment or tracking currency of separate Related Aircraft not required. |
| B | Review | • Manual information<br>• Bulletins<br>• Aircraft placards<br>• Memos<br>• Class handouts (not class notes)<br>• Video tapes/ ICBT/ILT<br>• Crew certification on a dispatch release | • Knowledge related currency<br>• Review from crewmember of specific review material provided by the operator.<br>• Operator provides specific review material that must be reviewed to regain currency, if that Related Aircraft has not been flown within a specified period (e.g., 90 days) |
| C | Specified System (1) | • Functionality system such as FMS, FGCS, or other equipment/systems | • Currency is applicable to one or more designated systems or procedures.<br>• Currency is necessary for safe operation of a Related Aircraft.<br>• Currency is Skill related and Knowledge related.<br>• Related Aircraft with designated system must be flown within 90 days or as specified to maintain currency.<br>• Currency, when lost is re-established by completing required items using a training device equal or higher than specified for Level C differences training and checking.<br>• Other means to re-establish currency include supervised flights, or completion of proficiency training and check. |
| D | Specified Manoeuvres (2) | • Maneuvers specified by the operational evaluation (e.g., specific flight crew training events as per regulation).<br>• E.g. Flight Crew Member flies selected manoeuvres (Takeoff, departure, arrival, approach or landing) on Related Aircraft using a particular FGCS or Instrument Display system), sufficiently often to retain familiarity and competence within the specified currency period. | • Currency is required for performing aircraft control tasks in real time with integrated use of associated systems and procedures that can be accomplished during normal line operations.<br>• Currency is Knowledge related and Skills related.<br>• Level D currency may address certain specific differences.<br>• Currency, when lost is re-established by completing pertinent manoeuvres using a training device equal or higher than specified for Level D differences training and checking.<br>• Other means to re-establish currency include supervised flights, or completion of proficiency training and check. |

| Differences level | Type | Currency method examples | Conditions |
|---|---|---|---|
| E | As per CARs using FSTD or aircraft (3) | • System, manoeuvre, or procedure currency, specified by the FSB/OEB, necessary for safe operations<br>• Use of EFIS, FMS, and FCGS, other systems in different phases of flight.<br>• Other means to re-establish currency include supervised flights, or completion of (proficiency) training and check. | • Takeoffs and Landings or other manoeuvres in an FFS qualified to Level C or D, or on an aircraft within 90 days, or other regulatory requirements<br>• Level E currency may specify other system, procedure or manoeuvre currency items that must be used in conjunction with satisfying takeoff and landing requirements.<br>• Credit may be permitted for takeoffs and landings in any Related Aircraft with common flight characteristics.<br>• Currency, when lost is re-established by completing pertinent manoeuvres using a training device specified for Level E Training and Checking Differences.<br>Note:<br>Assignment of Level E Currency Differences does not result in assignment of Separate Pilot Type Rating. (Separate Type Rating applies only to Level E Training Differences) |

**Notes:**

1. Acceptable devices for Level C for aircrafts are:
   a. Part Task Trainer (PTT)
   b. FTD Level 4 or higher
2. Acceptable devices for Level D currency for aircrafts are:
   a. FTD Level 6 or higher
   b. FFS Level C or higher
   c. Aircraft
3. Acceptable devices for Level E currency for aircrafts are:
   a. FFS (Level A B C or D)
   b. Aircrafts
4. Initial and Recurrent Currency Difference Levels are the same unless otherwise specified.

## Appendix 2 – Master differences requirements (MDR) table

Reserved

## Appendix 3 – Difference tables

Reserved

# Appendix 4 – Initial ground school syllabus

| H160-B Initial Ground School Syllabus | | | | | |
|---|---|---|---|---|---|
| WEEK 1 | | | | | |
| | DAY 1 | DAY 2 | DAY 3 | DAY 4 | DAY 5 |
| Morning (08:30→12:00) | • Arrival formalities 0h30<br>• Aircraft presentation 1h30<br>• Documentation 1h15 | • Pro checks/perfo 0h30<br>• Integrated avionic system 2h45 | • Pro checks/perfo 0h30<br>• Situational awareness: SVS, TCAS, HTAWS, camera 2h45 | • Pro checks/perfo 0h30<br>• FMS exercices on HLX Trainer 0h30<br>• Electrical system 2h15 | • Pro checks/perfo 0h30<br>• FMS exercices on HLX Trainer 0h30<br>• Fuel 2h00<br>• Power plant 0h15 |
| | | | LUNCH | | |
| Afternoon (13:30→16:30) | • Airframe 1h15<br>• Flight planning 1h30 | • Integrated avionic system 0h45<br>• CPT #1 1h00 for 2 trainees | • FMS 2h45 | • Landing gear and brakes 2h45 | • Power plant 2h00<br><br>(End 15:30) |

| H160-B Initial Ground School Syllabus | | | | | |
|---|---|---|---|---|---|
| WEEK 2 | | | | | |
| | DAY 6 | DAY 7 | DAY 8 | DAY 9 | DAY 10 |
| Morning (08:30→12:00) | • Pro checks/perfo 0h30<br>• FMS exercices on HLX Trainer 0h30<br>• Powerplant 2h00 | • Pro checks/perfo 0h30<br>• FMS exercices on HLX Trainer 0h30<br>• Rotor & rotor drive 2h15 | • Pro checks/perfo 0h30<br>• FMS exercices on HLX Trainer 0h30<br>• Flight controls 1h30<br>• ECS 1h00 | • Pro checks/perfo 0h30<br>• FMS exercices on HLX Trainer 0h30<br>• AFCS&FDS main sensors 2h15 | • Pro checks/perfo 0h30<br>• FMS exercices on HLX Trainer 0h30<br>• AFCS 2h15 |
| | | | LUNCH | | |
| Afternoon (13:30→16:30) | • Powerplant 0h30<br>• Fire protection 2h00<br>• Rotor & rotor drive 0h30 | • Vortex, fenestron, unanticipated yaw 1h15<br>• Hydraulic 1h30 | • CPT #2 2h00 for 2 trainees<br>• Ice & rain protection 0h45 | • AFCS&FDS main sensors 0h30<br>• AFCS 2h15 | AFCS 2h00<br><br>(End 15:30) |

| H160-B Initial Ground School Syllabus | | | | | |
|---|---|---|---|---|---|
| WEEK 3 | | | | | |
| | DAY 11 | DAY 12 | DAY 13 | SPARE | SPARE |
| Morning (08:30→12:00) | • Pro checks/perfo 0h30<br>• FMS exercices on HLX Trainer 0h30<br>• AFCS 2h15 | • Pro checks/perfo 0h30<br>• FMS exercices on HLX Trainer 0h30<br>• Emergency equipment 2h15 | • TEST (50 questions) | | |
| | | | LUNCH | | |
| Afternoon (13:30→16:30) | • COM&NAV 1h00<br>• CPT #3 2h00 for 2 trainees | • Lighting system 0h45<br>• CPT #4 2h00 for 2 trainees | • PIO Briefing 0h15<br>• Formalities | | |

| H160-B Ground School Syllabus | | | |
|---|---|---|---|
| **Session** | **Duration** | **Objectives** | **Trainees per session** |
| CPT # 1 Demo | 1 Hr 00 Min | Pre-Start/start/after start | 2 |
| | | Helionix presentation | |
| | | Shut down | |
| CPT # 2 | 2 Hr 00 Min | Pre-Start/start/after start | 2 |
| | | System failures | |
| | | Helionix, EGDS< Landing gear | |
| | | Fuel, Power Plant, Hydraulic | |
| | | FMS | |
| CPT # 3 | 2 Hr 00 Min | Pre-Start/start/after start | 2 |
| | | FDS, AFCS, AFCS protections | |
| | | Normal operation and failures | |
| | | FMS | |
| | | Shut down | |
| CPT # 4 | 2 Hr 00 Min | Pre-Start/start/after start | 2 |
| | | NAV IFR | |
| | | FMS | |
| | | Shut down | |

# Appendix 5 – Recurrent ground school syllabus

| H160-B Recurrent Ground School Syllabus | | | | | |
|---|---|---|---|---|---|
| WEEK 1 | | | | | |
| | DAY 1 | DAY 2 | DAY 3 | SPARE | SPARE |
| Morning (08:30→12:00) | • Airframe 0h30<br>• Integrated Avionics System 1h30<br>• Situational awareness 0h30<br>• FMS 0h45 | • Powerplant 2h00<br>• Fire protection systems 1h15 | • Landing gear 0h30<br>• ECS 0h30<br>• Ice & rain protection 0h30<br>• NAV&COM 0h45<br>• Emergency equipment 1h00 | | |
| | | | LUNCH | | |
| Afternoon (13:30→16:30) | • Electrical power 0h45<br>• Lights 0h30<br>• Fuel 0h45<br>• FMS & flight planning exercises 0h45 | • Hydraulic 0h45<br>• Rotor & rotor drive 0h30<br>• Rotors flight controls 0h30<br>• PIO briefing 0h15<br>• FMS & flight planning exercises 0h45 | • AFCS&FDS main sensors 1h00<br>• AFCS& 1h00<br>• FMS & flight planning exercises 0h45 | | |